

**Appendix M-6**  
**Neighborhood Meeting**  
**Transcripts**

**Part 2**

8-24-2021 - I-81 Viaduct Project - Public Hearing

NEW YORK STATE

DEPARTMENT OF TRANSPORTATION

I-81 VIADUCT PROJECT PUBLIC HEARING

DATE: August 24, 2021

TIME: 6:21 p.m. to 6:36 p.m.

LOCATION: LINCOLN MIDDLE SCHOOL

1613 James Street

Syracuse, New York 13202



1 8-24-2021 - I-81 Viaduct Project - Public Hearing

2 APPEARANCES:

3 WILLIAM MAGNARELLI  
4 TIM OLIVER-GROW

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1 8-24-2021 - I-81 Viaduct Project - Public Hearing

2 (On the record 6:21 p.m.)

3 MR. MAGNARELLI: Dear Project Director

4 Frechette: I hereby submit the following as part of  
5 the record of the public comment period for the I-81  
6 project draft environmental impact statement D.E.I.S.

7 For some sixty years, I-81 has served as a  
8 major thoroughfare and economic driver for the entire  
9 Central New York region continuing and reinforcing  
10 Syracuse's historical identity as the hub of New  
11 York.

12 Eight years ago on July 7th, 2013, I  
13 attended the first official regional meeting of  
14 electeds held by the N.Y.S. Department of  
15 Transportation Commissioner Joan McDonald to discuss  
16 the deteriorating condition of I-81. Commissioner  
17 McDonald made it clear to the assembled group of  
18 mayors, legislators and town supervisors, the region  
19 must come to a consensus about how to replace I-81.  
20 That has not happened.

21 While advocates for removing I-81 from the  
22 City have been the most vocal, they, in fact,  
23 represent only one of the perspectives I have heard  
24 from the greater regional community. Although much  
25 has been said rightfully about the racial injustices

1 8-24-2021 - I-81 Viaduct Project - Public Hearing  
2 that occurred due to the original I-81 project, we  
3 must also keep in mind the mission we were originally  
4 tasked with, local, state, national transportation  
5 needs. And although we were originally told not to  
6 focus on the cost of the new project, cost has been  
7 used to re-direct the debate away from the more  
8 consensus building alternatives.

9 I have concerns that the D.E.I.S. did not  
10 adequately address some of the most important  
11 questions related to the significant, regional  
12 project. While a handful of U.S. cities have removed  
13 sections of highways in their urban cores, these were  
14 auxiliary spurs off of a larger traffic, tier one  
15 federal highway artery. Why should I-81 in Syracuse  
16 be the first tier one federal highway in the United  
17 States to be decommissioned? It has served as a  
18 North/South conduit for people and goods for decades,  
19 it is part of what makes Syracuse the hub of New  
20 York.

21 Today much of the project area consists of  
22 public housing managed by the Syracuse Housing  
23 Authority, some of the housing is only feet from the  
24 viaduct. The D.E.I.S. offers no information  
25 regarding new housing and maybe it technically need

1 8-24-2021 - I-81 Viaduct Project - Public Hearing  
2 not.

3 N.Y.S. D.O.T. has stated it will not force  
4 people from their present housing, however where are  
5 those who choose not to live in a construction site  
6 going to be relocated? What new housing is going to  
7 be constructed and where? How will the N.Y.S. D.O.T.  
8 prevent gentrification of this area and prevent  
9 future racial injustices and if tenants are not going  
10 to be relocated, how will the city/state mitigate the  
11 impacts of construction?

12 The specter report authored in 2019 by  
13 former N.Y.S. D.O.T. Chief Engineer John Schaffer  
14 found that sixty-one intersections in the City of  
15 Syracuse would have a level of service, L.O.S., of E,  
16 severe congestion or F, failure during peak, rush  
17 hour periods. How can N.Y.S. D.O.T. be dismissive of  
18 this report when it was authored by a former D.O.T.  
19 engineer?

20 Although the D.O.T. has made changes to the  
21 community grid plan, data used has been questioned by  
22 some and many feel the problems described in the  
23 specter report were not fully addressed. According  
24 to the D.E.I.S., hotels in the Town of Salina will  
25 lose approximately one point three percent of their

1 8-24-2021 - I-81 Viaduct Project - Public Hearing  
2 annual bookings and Destiny, U.S.A. will lose about  
3 two point eight percent of shoppers. If the grid  
4 alone should be implemented, traffic coming from the  
5 North and South would be directed around the city to  
6 the East, in the opposite direction of Destiny,  
7 U.S.A. and hotels in Salina. Wouldn't one expect  
8 these two figures to be much higher, particular for  
9 the hotels who rely on interstate traffic and why  
10 would we divert traffic away from one of the major  
11 attractions of Central New York?

12 The D.E.I.S. shows that a roundabout will  
13 be constructed at the intersection of Business Loop  
14 81 and Martin Luther King East at the point in which  
15 the highway comes down to street level. This,  
16 immediately adjacent to Dr. King Elementary School.  
17 Many have questioned if the roundabout is too close  
18 to the school and endangers the safety of children.

19 This opportunity should not be squandered.  
20 We can have connectivity within the city, including  
21 walking and bike trails to keep the city connected to  
22 its suburbs and the rest of the region. These are  
23 not mutually exclusive. I have never been against  
24 the community grid idea itself. What we need is a  
25 community grid in conjunction with a rebuilt viaduct,

1 8-24-2021 - I-81 Viaduct Project - Public Hearing  
2 tunnel or new bridge to keep traffic flowing through  
3 Syracuse.

4 Further, I do not believe that a consensus  
5 for this project has ever been reached by the city,  
6 suburbs and outlying towns in our region. Given the  
7 amount of federal monies available, why don't we have  
8 an option that satisfies everyone's needs? I believe  
9 that Central New York requires and deserves more.

10 I would like to thank the N.Y.S. D.O.T. for  
11 its time, effort and professionalism during this  
12 E.I.S. process. I stand ready, as a member of the  
13 New York State Assembly and as Chair of its  
14 Transportation Committee to do whatever I can to  
15 facilitate the project that is finally selected. It  
16 is critical that the adverse impacts of construction,  
17 housing, traffic, noise, environmental pollution are  
18 mitigated and that local workers and businesses  
19 benefit from this billion dollar plus investment.  
20 However, the majority of my constituents and I hope  
21 N.Y.S. D.O.T. will select an option that works best  
22 for and represents the views of the entire Central  
23 New York region.

24 (Off the record)

25 (On the record)

1 8-24-2021 - I-81 Viaduct Project - Public Hearing

2 MR. OLIVER-GROW: Okay. And then for  
3 interest should I put down what my comment's going to  
4 be about or?

5 COURT REPORTER: You don't have to even  
6 present that part if you don't want to, it's fine.

7 MR. OLIVER-GROW: Okay.

8 COURT REPORTER: Just let me know when  
9 you're ready.

10 MR. OLIVER-GROW: Okay. I'm all set.

11 COURT REPORTER: Okay.

12 MR. OLIVER-GROW: I am one hundred percent  
13 pro-grid, I really like everything that I've seen.  
14 The only concern that I have is the southbound  
15 portion or, I'm sorry, the southern portion of the  
16 business loop, from where it would break off from 81  
17 to where it gets to the new M.L.K. circle.

18 I think the circle itself is good and the  
19 traffic calming measures that are in place leading up  
20 to the circle are good. I'm just concerned about  
21 three lanes of traffic joining in with the Colvin  
22 Street on ramp suddenly narrowing down to two lanes,  
23 going much slower. I know the posted traffic speed  
24 would be lower than 81, but my concern is people are  
25 still going to speed and treat it as if it's a sixty-

1 8-24-2021 - I-81 Viaduct Project - Public Hearing  
2 five mile-an-hour highway.

3 (The proceeding concluded.)

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1           8-24-2021 - I-81 Viaduct Project - Public Hearing  
2       STATE OF NEW YORK  
3       I, HANNAH ALLEN, do hereby certify that the foregoing was  
4       reported by me, in the cause, at the time and place, as  
5       stated in the caption hereto, at Page 1 hereof; that the  
6       foregoing typewritten transcription consisting of pages 1  
7       through 10, is a true record of all proceedings had at the  
8       hearing.

9                       IN WITNESS WHEREOF, I have hereunto  
10       subscribed my name, this the 1st day of September, 2021.

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12       HANNAH ALLEN, Reporter

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| A                       |                                 |  |
|-------------------------|---------------------------------|--|
| address 4:10            | choose 5:5                      |  |
| addressed 5:23          | circle 8:17,18,20               |  |
| adequately 4:10         | cities 4:12                     |  |
| adjacent 6:16           | city 3:22 5:14 6:5,20,21 7:5    |  |
| adverse 7:16            | city/state 5:10                 |  |
| advocates 3:21          | clear 3:17                      |  |
| ago 3:12                | close 6:17                      |  |
| ALLEN 10:3,12           | Colvin 8:21                     |  |
| alternatives 4:8        | come 3:19                       |  |
| amount 7:7              | comes 6:15                      |  |
| annual 6:2              | coming 6:4                      |  |
| APPEARANCES 2:2         | comment 3:5                     |  |
| approximately 5:25      | comment's 8:3                   |  |
| area 4:21 5:8           | Commissioner 3:15,16            |  |
| artery 4:15             | Committee 7:14                  |  |
| assembled 3:17          | community 3:24 5:21 6:24,25     |  |
| Assembly 7:13           | concern 8:14,24                 |  |
| attended 3:13           | concerned 8:20                  |  |
| attractions 6:11        | concerns 4:9                    |  |
| August 1:7              | concluded 9:3                   |  |
| authored 5:12,18        | condition 3:16                  |  |
| Authority 4:23          | conduit 4:18                    |  |
| auxiliary 4:14          | congestion 5:16                 |  |
| available 7:7           | conjunction 6:25                |  |
| B                       |                                 |  |
| believe 7:4,8           | connected 6:21                  |  |
| benefit 7:19            | connectivity 6:20               |  |
| best 7:21               | consensus 3:19 4:8 7:4          |  |
| bike 6:21               | consisting 10:6                 |  |
| billion 7:19            | consists 4:21                   |  |
| bookings 6:2            | constituents 7:20               |  |
| break 8:16              | constructed 5:7 6:13            |  |
| bridge 7:2              | construction 5:5,11 7:16        |  |
| building 4:8            | continuing 3:9                  |  |
| business 6:13 8:16      | cores 4:13                      |  |
| businesses 7:18         | cost 4:6,6                      |  |
| C                       |                                 |  |
| calming 8:19            | COURT 8:5,8,11                  |  |
| caption 10:5            | critical 7:16                   |  |
| cause 10:4              | D                               |  |
| Central 3:9 6:11 7:9,22 | D.E.I.S 3:6 4:9,24 5:24 6:12    |  |
| certify 10:3            | D.O.T 5:3,7,13,17,18,20 7:10,21 |  |
| Chair 7:13              | data 5:21                       |  |
| changes 5:20            | DATE 1:7                        |  |
| Chief 5:13              | day 10:10                       |  |
| children 6:18           | Dear 3:3                        |  |
|                         | debate 4:7                      |  |
|                         | decades 4:18                    |  |
|                         | decommissioned 4:17             |  |
|                         | Department 1:3 3:14             |  |
|                         | described 5:22                  |  |

**deserves** 7:9  
**Destiny** 6:2,6  
**deteriorating** 3:16  
**directed** 6:5  
**direction** 6:6  
**Director** 3:3  
**discuss** 3:15  
**dismissive** 5:17  
**divert** 6:10  
**dollar** 7:19  
**don't** 7:7 8:5,6  
**Dr** 6:16  
**draft** 3:6  
**driver** 3:8  
**due** 4:2

---

**E**


---

**E** 5:15  
**E.I.S** 7:12  
**East** 6:6,14  
**economic** 3:8  
**effort** 7:11  
**eight** 3:12 6:3  
**electeds** 3:14  
**Elementary** 6:16  
**endangers** 6:18  
**engineer** 5:13,19  
**entire** 3:8 7:22  
**environmental** 3:6 7:17  
**everyone's** 7:8  
**exclusive** 6:23  
**expect** 6:7

---

**F**


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**F** 5:16  
**facilitate** 7:15  
**fact** 3:22  
**failure** 5:16  
**federal** 4:15,16 7:7  
**feel** 5:22  
**feet** 4:23  
**figures** 6:8  
**finally** 7:15  
**fine** 8:6  
**first** 3:13 4:16  
**five** 9:2  
**flowing** 7:2  
**focus** 4:6  
**following** 3:4  
**force** 5:3

**foregoing** 10:3,6  
**former** 5:13,18  
**found** 5:14  
**Frechette** 3:4  
**fully** 5:23  
**Further** 7:4  
**future** 5:9

---

**G**


---

**gentrification** 5:8  
**Given** 7:6  
**going** 5:6,6,9 8:3,23,25  
**good** 8:18,20  
**goods** 4:18  
**greater** 3:24  
**grid** 5:21 6:3,24,25  
**group** 3:17

---

**H**


---

**handful** 4:12  
**HANNAH** 10:3,12  
**happened** 3:20  
**heard** 3:23  
**hearing** 1:1,6 2:1 3:1 4:1 5:1  
     6:1 7:1 8:1 9:1 10:1,8  
**held** 3:14  
**hereof** 10:5  
**hereto** 10:5  
**hereunto** 10:9  
**higher** 6:8  
**highway** 4:15,16 6:15 9:2  
**highways** 4:13  
**historical** 3:10  
**hope** 7:20  
**hotels** 5:24 6:7,9  
**hour** 5:17  
**housing** 4:22,22,23,25 5:4,6  
     7:17  
**hub** 3:10 4:19  
**hundred** 8:12

---

**I**


---

**I-81** 1:1,6 2:1 3:1,5,7,16,19,21  
     4:1,2,15 5:1 6:1 7:1 8:1 9:1  
     10:1  
**I'm** 8:10,15,20  
**I've** 8:13  
**idea** 6:24  
**identity** 3:10  
**immediately** 6:16

|  |   |
|--|---|
| <p><b>impact</b> 3:6<br/> <b>impacts</b> 5:11 7:16<br/> <b>implemented</b> 6:4<br/> <b>important</b> 4:10<br/> <b>including</b> 6:20<br/> <b>information</b> 4:24<br/> <b>injustices</b> 3:25 5:9<br/> <b>interest</b> 8:3<br/> <b>intersection</b> 6:13<br/> <b>intersections</b> 5:14<br/> <b>interstate</b> 6:9<br/> <b>investment</b> 7:19<br/> <b>it's</b> 8:6,25</p> | <p><b>McDonald</b> 3:15,17<br/> <b>measures</b> 8:19<br/> <b>meeting</b> 3:13<br/> <b>member</b> 7:12<br/> <b>MIDDLE</b> 1:9<br/> <b>mile-an-hour</b> 9:2<br/> <b>mind</b> 4:3<br/> <b>mission</b> 4:3<br/> <b>mitigate</b> 5:10<br/> <b>mitigated</b> 7:18<br/> <b>monies</b> 7:7<br/> <b>mutually</b> 6:23</p>  |
| <b>J</b>   | <b>N</b>  |
| <p><b>James</b> 1:10<br/> <b>Joan</b> 3:15<br/> <b>John</b> 5:13<br/> <b>joining</b> 8:21<br/> <b>July</b> 3:12</p>  | <p><b>N.Y.S</b> 3:14 5:3,7,13,17 7:10,21<br/> <b>name</b> 10:10<br/> <b>narrowing</b> 8:22<br/> <b>national</b> 4:4<br/> <b>need</b> 4:25 6:24<br/> <b>needs</b> 4:5 7:8<br/> <b>never</b> 6:23<br/> <b>new</b> 1:2,11 3:9,10 4:6,19,25 5:6<br/> 6:11 7:2,9,13,23 8:17 10:2<br/> <b>noise</b> 7:17<br/> <b>North</b> 6:5<br/> <b>North/South</b> 4:18</p> |
| <b>K</b>   | <b>O</b>  |
| <p><b>keep</b> 4:3 6:21 7:2<br/> <b>King</b> 6:14,16<br/> <b>know</b> 8:8,23</p>   | <p><b>occurred</b> 4:2<br/> <b>offers</b> 4:24<br/> <b>official</b> 3:13<br/> <b>Okay</b> 8:2,7,10,11<br/> <b>OLIVER-GROW</b> 2:3 8:2,7,10,12<br/> <b>opportunity</b> 6:19<br/> <b>opposite</b> 6:6<br/> <b>option</b> 7:8,21<br/> <b>original</b> 4:2<br/> <b>originally</b> 4:3,5<br/> <b>outlying</b> 7:6</p>  |
| <b>L</b>   | <b>P</b>  |
| <p><b>L.O.S</b> 5:15<br/> <b>lanes</b> 8:21,22<br/> <b>larger</b> 4:14<br/> <b>leading</b> 8:19<br/> <b>legislators</b> 3:18<br/> <b>level</b> 5:15 6:15<br/> <b>LINCOLN</b> 1:9<br/> <b>live</b> 5:5<br/> <b>local</b> 4:4 7:18<br/> <b>LOCATION</b> 1:9<br/> <b>loop</b> 6:13 8:16<br/> <b>lose</b> 5:25 6:2<br/> <b>lower</b> 8:24<br/> <b>Luther</b> 6:14</p>          | <p><b>p.m</b> 1:8,8 3:2<br/> <b>Page</b> 10:5<br/> <b>pages</b> 10:6<br/> <b>part</b> 3:4 4:19 8:6<br/> <b>particular</b> 6:8<br/> <b>peak</b> 5:16<br/> <b>people</b> 4:18 5:4 8:24<br/> <b>percent</b> 5:25 6:3 8:12<br/> <b>period</b> 3:5</p>   |
| <b>M</b>   |   |
| <p><b>M.L.K</b> 8:17<br/> <b>MAGNARELLI</b> 2:3 3:3<br/> <b>major</b> 3:8 6:10<br/> <b>majority</b> 7:20<br/> <b>managed</b> 4:22<br/> <b>Martin</b> 6:14<br/> <b>mayors</b> 3:18</p>  |   |

**periods** 5:17  
**perspectives** 3:23  
**place** 8:19 10:4  
**plan** 5:21  
**plus** 7:19  
**point** 5:25 6:3,14  
**pollution** 7:17  
**portion** 8:15,15  
**posted** 8:23  
**present** 5:4 8:6  
**prevent** 5:8,8  
**pro-grid** 8:13  
**problems** 5:22  
**proceeding** 9:3  
**proceedings** 10:7  
**process** 7:12  
**professionalism** 7:11  
**project** 1:1,6 2:1 3:1,3,6 4:1,2  
     4:6,12,21 5:1 6:1 7:1,5,15  
     8:1 9:1 10:1  
**public** 1:1,6 2:1 3:1,5 4:1,22  
     5:1 6:1 7:1 8:1 9:1 10:1  
**put** 8:3

---

**Q**


---

**questioned** 5:21 6:17  
**questions** 4:11

---

**R**


---

**racial** 3:25 5:9  
**ramp** 8:22  
**re-direct** 4:7  
**reached** 7:5  
**ready** 7:12 8:9  
**really** 8:13  
**rebuilt** 6:25  
**record** 3:2,5 7:24,25 10:7  
**regarding** 4:25  
**region** 3:9,18 6:22 7:6,23  
**regional** 3:13,24 4:11  
**reinforcing** 3:9  
**related** 4:11  
**relocated** 5:6,10  
**rely** 6:9  
**removed** 4:12  
**removing** 3:21  
**replace** 3:19  
**report** 5:12,18,23  
**reported** 10:4  
**Reporter** 8:5,8,11 10:12

**represent** 3:23  
**represents** 7:22  
**requires** 7:9  
**rest** 6:22  
**rightfully** 3:25  
**roundabout** 6:12,17  
**rush** 5:16

---

**S**


---

**safety** 6:18  
**Salina** 5:24 6:7  
**satisfies** 7:8  
**Schaffer** 5:13  
**school** 1:9 6:16,18  
**sections** 4:13  
**seen** 8:13  
**select** 7:21  
**selected** 7:15  
**September** 10:10  
**served** 3:7 4:17  
**service** 5:15  
**set** 8:10  
**severe** 5:16  
**shoppers** 6:3  
**shows** 6:12  
**significant** 4:11  
**site** 5:5  
**sixty** 3:7  
**sixty-** 8:25  
**sixty-one** 5:14  
**slower** 8:23  
**sorry** 8:15  
**South** 6:5  
**southbound** 8:14  
**southern** 8:15  
**specter** 5:12,23  
**speed** 8:23,25  
**spurs** 4:14  
**squandered** 6:19  
**stand** 7:12  
**state** 1:2 4:4 7:13 10:2  
**stated** 5:3 10:5  
**statement** 3:6  
**States** 4:17  
**street** 1:10 6:15 8:22  
**submit** 3:4  
**subscribed** 10:10  
**suburbs** 6:22 7:6  
**suddenly** 8:22  
**supervisors** 3:18

|  |   |
|--|---|
| <b>Syracuse</b> 1:11 4:15,19,22 5:15<br>7:3<br><b>Syracuse's</b> 3:10  | <b>works</b> 7:21<br><b>Wouldn't</b> 6:7  |
| <b>T</b>   | <b>X</b>  |
| <b>tasked</b> 4:4<br><b>technically</b> 4:25<br><b>tenants</b> 5:9<br><b>thank</b> 7:10<br><b>think</b> 8:18<br><b>thoroughfare</b> 3:8<br><b>three</b> 5:25 8:21<br><b>tier</b> 4:14,16<br><b>TIM</b> 2:3<br><b>time</b> 1:8 7:11 10:4<br><b>Today</b> 4:21<br><b>told</b> 4:5<br><b>town</b> 3:18 5:24<br><b>towns</b> 7:6<br><b>traffic</b> 4:14 6:4,9,10 7:2,17<br>8:19,21,23<br><b>trails</b> 6:21<br><b>transcription</b> 10:6<br><b>transportation</b> 1:3 3:15 4:4<br>7:14<br><b>treat</b> 8:25<br><b>true</b> 10:7<br><b>tunnel</b> 7:2<br><b>two</b> 6:3,8 8:22<br><b>typewritten</b> 10:6 | <b>Y</b>  |
| <b>U</b>   | <b>years</b> 3:7,12<br><b>York</b> 1:2,11 3:9,11 4:20 6:11<br>7:9,13,23 10:2<br><b>you're</b> 8:9 |
| <b>U.S</b> 4:12<br><b>U.S.A</b> 6:2,7<br><b>United</b> 4:16<br><b>urban</b> 4:13   | <b>Z</b>  |
| <b>V</b>   | <b>0</b>  |
| <b>viaduct</b> 1:1,6 2:1 3:1 4:1,24<br>5:1 6:1,25 7:1 8:1 9:1 10:1<br><b>views</b> 7:22<br><b>vocal</b> 3:22   | <b>1</b>  |
| <b>W</b>   | <b>1</b> 10:5,6<br><b>10</b> 10:7<br><b>13202</b> 1:11<br><b>1613</b> 1:10<br><b>1st</b> 10:10    |
| <b>walking</b> 6:21<br><b>want</b> 8:6<br><b>WHEREOF</b> 10:9<br><b>WILLIAM</b> 2:3<br><b>WITNESS</b> 10:9<br><b>workers</b> 7:18  | <b>2</b>  |
|  | <b>2013</b> 3:12<br><b>2019</b> 5:12<br><b>2021</b> 1:7 10:10<br><b>24</b> 1:7                    |
|  | <b>3</b>  |
|  | <b>4</b>  |
|  | <b>5</b>  |
|  | <b>6</b>  |
|  | <b>6:21</b> 1:8 3:2<br><b>6:36</b> 1:8  |
|  | <b>7</b>  |
|  | <b>7th</b> 3:12   |
|  | <b>8</b>  |
|  | <b>8-24-2021</b> 1:1 2:1 3:1 4:1 5:1<br>6:1 7:1 8:1 9:1 10:1<br><b>81</b> 6:14 8:16,24            |
|  | <b>9</b>  |

1 8-25-2021 - I-81 Viaduct Project - Public Hearing

2 NEW YORK STATE

3 DEPARTMENT OF TRANSPORTATION

6 I-81 VIADUCT PROJECT PUBLIC HEARING

7 DATE: August 25, 2021

8 TIME: 6:52 p.m. to 8:02 p.m.

9 LOCATION: FOWLER HIGH SCHOOL

10 227 Magnolia Street

11 Syracuse, New York 13204

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1 8-25-2021 - I-81 Viaduct Project - Public Hearing

2 APPEARANCES;

3 Troy Parker  
4 Constance Nyman  
5 Jeremy Secora

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1 8-25-2021 - I-81 Viaduct Project - Public Hearing

2 (On the record 6:52 p.m.)

3 COURT REPORTER: Go ahead.

4 MR. PARKER: I'm definitely in favor

5 of the community grid alternative. I think the --

6 the connecting the community better is a huge,

7 important part. As a part of that, I think the

8 roundabout by M.L.K. is an important move to make, it

9 will slow some traffic down, it will be safer, just

10 got to, obviously, do it the right way around the

11 school there. The cost, the time around the viaduct

12 alternative seems unreasonable and it would destroy

13 numerous businesses, residential homes and historical

14 buildings which seems unnecessary and that's it.

15 COURT REPORTER: All right. You can

16 go ahead.

17 MS. NYMAN: Okay. When I drive

18 downtown from my house, there are twenty-six traffic

19 lights and we are going to be adding, I think, three

20 more cross-streets and I figure that's going to be

21 three more traffic lights. I would like to see more

22 roundabouts because so often when I'm driving,

23 there's nobody on the cross-street, I'm just sitting

24 there waiting because I don't want to get a ticket

25 for going through a red light. So I'm -- I'm a

1 8-25-2021 - I-81 Viaduct Project - Public Hearing  
2 proponent of roundabouts and I would like to see  
3 more.

4 COURT REPORTER: All right. You can  
5 go ahead.

6 MR. SECORA: It's two separate  
7 comments, the first one is for this project. When  
8 either -- when either solution goes through, it could  
9 be the viaduct or the community grid, but it'd be  
10 worse with the community grid. By removing the  
11 viaduct, you're increasing the land value around it  
12 and especially for the people who already live there,  
13 they're sort of like an at-risk group of people who,  
14 with the rising land value, might come under pressure  
15 for gentrification, which has happened throughout the  
16 rest of the city. When Franklin Square was redone,  
17 instantly luxury apartments, when Armory Square has  
18 been redone, luxury apartments, very expensive.  
19 Instantly people who were already living in that  
20 area, they got kicked out.

21 So with, you know, people with money,  
22 they can choose where they want to live based on  
23 superficial factors like appearance. So if the ugly  
24 road ridge is gone, they might want to live there now  
25

1 8-25-2021 - I-81 Viaduct Project - Public Hearing  
2 and so they might outbid and force out the people  
3 already living there.

4 There is going to be a land use  
5 working group put in place immediately after the  
6 construction is done to manage the new -- newly  
7 cleared land. I think that should be expanded for  
8 the entirety of the -- the Southside, at-risk  
9 neighborhoods around the new construction to manage  
10 anyone who might try to come in and displace the  
11 people already living there. So it also should go  
12 for like maybe five or even ten years to continue to  
13 monitor, to make sure that people aren't being  
14 exploited and being kicked out like they have always  
15 been in the city.

16 And further than that, it probably  
17 won't affect this project, but I think the D.O.T.  
18 should employ or like get more interaction with the  
19 Department of Health and Human Services who could do  
20 more analysis on this kind of stuff, like future  
21 long-term impacts on very subtle, local problems that  
22 may not be obvious to engineers who are just trying  
23 to build a road, you know?

24 I feel like there should be more  
25 involvement between the two agencies to coordinate

1 8-25-2021 - I-81 Viaduct Project - Public Hearing  
2 either remediation strategies in the plan itself or  
3 if the plan can't be changed, implement other things  
4 to make sure disadvantaged communities don't get  
5 exploited like they always have been with that kind  
6 of stuff. Like it's -- the problem happened with the  
7 original 81 thing that went through, it was built at  
8 their expense because they weren't thinking about  
9 them. It was just, how can we benefit the most  
10 people, but severely hurt some people. That's why I  
11 think there should be more of an impact in that.

12 And the second point is somewhat  
13 related, but there is the consideration of sound  
14 barriers on a part of 690 Westbound, that is East of  
15 where 81 currently is, around the Teal Exit and that  
16 strip right on the North of that is typically low-  
17 income housing. And if the construction of a barrier  
18 got put in, it would reduce the visibility of that  
19 group of people, which might unintentionally lead to  
20 them kind of getting ignored because the people,  
21 especially with the county who have power around the  
22 East side, if they're coming into the city, they pass  
23 right by that and that's where the wall is going to  
24 be. And so if they don't see it and they don't think  
25 about it, they might not get the representation they

1 8-25-2021 - I-81 Viaduct Project - Public Hearing  
2 deserve because of some existing representation  
3 inequalities.

4 And so maybe they should consider  
5 sound walls that have a transparent top half to see  
6 through, but still block a lot of the sound, to try  
7 and mitigate that if happening. But I mean I can't  
8 do an extensive survey into whether or not that's  
9 actually a problem, but I -- when I looked through  
10 the documents that have been released, I didn't see  
11 anything regarding any investigations to if that  
12 might happen and so at least that should be  
13 considered and that's all.

14 (Off the record 8:02 p.m.)

15 (The proceeding concluded.)  
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1 8-25-2021 - I-81 Viaduct Project - Public Hearing

2 STATE OF NEW YORK

3 I, ANNETTE LAINSON, do hereby certify that the foregoing  
4 was reported by me, in the cause, at the time and place,  
5 as stated in the caption hereto, at Page 1 hereof; that  
6 the foregoing typewritten transcription consisting of  
7 pages 1 through 7, is a true record of all proceedings had  
8 at the hearing.

9 IN WITNESS WHEREOF, I have hereunto  
10 subscribed my name, this the 2nd day of September, 2021.

11

12 ANNETTE LAINSON, Reporter

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| <p style="text-align: center;"><b>A</b></p> <p>adding 3:18<br/> affect 5:16<br/> agencies 5:24<br/> ahead 3:2,15 4:4<br/> alternative 3:4,11<br/> analysis 5:19<br/> ANNETTE 8:3,12<br/> apartments 4:16,17<br/> appearance 4:22<br/> APPEARANCES 2:2<br/> area 4:19<br/> aren't 5:12<br/> Armory 4:16<br/> at-risk 4:12 5:7<br/> August 1:7</p>   | <p>Constance 2:3<br/> construction 5:5,8 6:16<br/> continue 5:11<br/> coordinate 5:24<br/> cost 3:10<br/> county 6:20<br/> COURT 3:2,14 4:3<br/> cross-street 3:22<br/> cross-streets 3:19<br/> currently 6:14</p>   |
| <p style="text-align: center;"><b>B</b></p> <p>barrier 6:16<br/> barriers 6:13<br/> based 4:21<br/> benefit 6:8<br/> better 3:5<br/> block 7:5<br/> build 5:22<br/> buildings 3:13<br/> built 6:6<br/> businesses 3:12</p>   | <p style="text-align: center;"><b>D</b></p> <p>D.O.T 5:16<br/> DATE 1:7<br/> day 8:10<br/> definitely 3:3<br/> Department 1:3 5:18<br/> deserve 7:2<br/> destroy 3:11<br/> didn't 7:9<br/> disadvantaged 6:3<br/> displace 5:9<br/> documents 7:9<br/> don't 3:23 6:3,23,23<br/> downtown 3:17<br/> drive 3:16<br/> driving 3:21</p>   |
| <p style="text-align: center;"><b>C</b></p> <p>can't 6:2 7:6<br/> caption 8:5<br/> cause 8:4<br/> certify 8:3<br/> changed 6:2<br/> choose 4:21<br/> city 4:15 5:14 6:21<br/> cleared 5:6<br/> come 4:13 5:9<br/> coming 6:21<br/> comments 4:6<br/> communities 6:3<br/> community 3:4,5 4:8,9<br/> concluded 7:14<br/> connecting 3:5<br/> consider 7:3<br/> consideration 6:12<br/> considered 7:12<br/> consisting 8:6</p> | <p style="text-align: center;"><b>E</b></p> <p>East 6:13,21<br/> either 4:7,7 6:2<br/> employ 5:17<br/> engineers 5:21<br/> entirety 5:7<br/> especially 4:11 6:20<br/> existing 7:2<br/> Exit 6:14<br/> expanded 5:6<br/> expense 6:7<br/> expensive 4:17<br/> exploited 5:13 6:4<br/> extensive 7:7</p> <p style="text-align: center;"><b>F</b></p> <p>factors 4:22<br/> favor 3:3<br/> feel 5:23<br/> figure 3:19<br/> first 4:6<br/> five 5:11</p> |

|  |  |
|--|--|
| <b>force</b> 5:2<br><b>foregoing</b> 8:3, 6<br><b>FOWLER</b> 1:9<br><b>Franklin</b> 4:15<br><b>further</b> 5:15<br><b>future</b> 5:19  | <b>interaction</b> 5:17<br><b>investigations</b> 7:10<br><b>involvement</b> 5:24<br><b>it'd</b> 4:8<br><b>it's</b> 4:5 6:5   |
| <b>G</b>   | <b>J</b>   |
| <b>gentrification</b> 4:14<br><b>getting</b> 6:19<br><b>go</b> 3:2, 15 4:4 5:10<br><b>goes</b> 4:7<br><b>going</b> 3:18, 19, 24 5:3 6:22<br><b>grid</b> 3:4 4:8, 9<br><b>group</b> 4:12 5:4 6:18   | <b>Jeremy</b> 2:4  |
| <b>H</b>   | <b>K</b>   |
| <b>half</b> 7:4<br><b>happen</b> 7:11<br><b>happened</b> 4:14 6:5<br><b>happening</b> 7:6<br><b>Health</b> 5:18<br><b>hearing</b> 1:1, 6 2:1 3:1 4:1 5:1<br>6:1 7:1 8:1, 8<br><b>hereof</b> 8:5<br><b>hereto</b> 8:5<br><b>hereunto</b> 8:9<br><b>HIGH</b> 1:9<br><b>historical</b> 3:12<br><b>homes</b> 3:12<br><b>house</b> 3:17<br><b>housing</b> 6:16<br><b>huge</b> 3:5<br><b>Human</b> 5:18<br><b>hurt</b> 6:9 | <b>kicked</b> 4:19 5:13<br><b>kind</b> 5:19 6:4, 19<br><b>know</b> 4:20 5:22   |
| <b>I</b>   | <b>L</b>   |
| <b>I-81</b> 1:1, 6 2:1 3:1 4:1 5:1 6:1<br>7:1 8:1<br><b>I'm</b> 3:3, 21, 22, 24, 24<br><b>ignored</b> 6:19<br><b>immediately</b> 5:4<br><b>impact</b> 6:10<br><b>impacts</b> 5:20<br><b>implement</b> 6:2<br><b>important</b> 3:6, 7<br><b>income</b> 6:16<br><b>increasing</b> 4:10<br><b>inequalities</b> 7:2<br><b>instantly</b> 4:16, 18   | <b>LAINSON</b> 8:3, 12<br><b>land</b> 4:10, 13 5:3, 6<br><b>lead</b> 6:18<br><b>light</b> 3:24<br><b>lights</b> 3:18, 20<br><b>live</b> 4:11, 21, 23<br><b>living</b> 4:18 5:2, 10<br><b>local</b> 5:20<br><b>LOCATION</b> 1:9<br><b>long-term</b> 5:20<br><b>looked</b> 7:8<br><b>lot</b> 7:5<br><b>low-</b> 6:15<br><b>luxury</b> 4:16, 17 |
|  | <b>M</b>   |
|  | <b>M.L.K</b> 3:7<br><b>Magnolia</b> 1:10<br><b>manage</b> 5:5, 8<br><b>mean</b> 7:6<br><b>mitigate</b> 7:6<br><b>money</b> 4:20<br><b>monitor</b> 5:12<br><b>move</b> 3:7  |
|  | <b>N</b>   |
|  | <b>name</b> 8:10<br><b>neighborhoods</b> 5:8<br><b>new</b> 1:2, 11 5:5, 8 8:2<br><b>newly</b> 5:5<br><b>North</b> 6:15<br><b>numerous</b> 3:12<br><b>Nyman</b> 2:3 3:16  |
|  | <b>O</b>   |



| <b>obvious</b> 5:21<br><b>obviously</b> 3:9<br><b>Okay</b> 3:16<br><b>original</b> 6:6<br><b>outbid</b> 5:2  | <b>right</b> 3:9,14 4:3 6:15,22<br><b>rising</b> 4:13<br><b>road</b> 4:23 5:22<br><b>roundabout</b> 3:7<br><b>roundabouts</b> 3:21 4:2  |
|--|---|
| P  | S   |
| <b>p.m</b> 1:8,8 3:2 7:13<br><b>Page</b> 8:5<br><b>pages</b> 8:7<br><b>Parker</b> 2:3 3:3<br><b>part</b> 3:6,6 6:13<br><b>pass</b> 6:21<br><b>people</b> 4:11,12,18,20 5:2,10,12 6:9,9,18,19<br><b>place</b> 5:4 8:4<br><b>plan</b> 6:2,2<br><b>point</b> 6:11<br><b>power</b> 6:20<br><b>pressure</b> 4:13<br><b>probably</b> 5:15<br><b>problem</b> 6:5 7:8<br><b>problems</b> 5:20<br><b>proceeding</b> 7:14<br><b>proceedings</b> 8:7<br><b>project</b> 1:1,6 2:1 3:1 4:1,6 5:1 5:16 6:1 7:1 8:1<br><b>proponent</b> 4:2<br><b>Public</b> 1:1,6 2:1 3:1 4:1 5:1 6:1 7:1 8:1<br><b>put</b> 5:4 6:17 | <b>safer</b> 3:8<br><b>school</b> 1:9 3:10<br><b>second</b> 6:11<br><b>Secora</b> 2:4 4:5<br><b>see</b> 3:20 4:2 6:23 7:4,9<br><b>separate</b> 4:5<br><b>September</b> 8:10<br><b>Services</b> 5:18<br><b>severely</b> 6:9<br><b>side</b> 6:21<br><b>sitting</b> 3:22<br><b>slow</b> 3:8<br><b>solution</b> 4:7<br><b>somewhat</b> 6:11<br><b>sort</b> 4:12<br><b>sound</b> 6:12 7:4,5<br><b>Southside</b> 5:7<br><b>Square</b> 4:15,16<br><b>STATE</b> 1:2 8:2<br><b>stated</b> 8:5<br><b>strategies</b> 6:2<br><b>Street</b> 1:10<br><b>strip</b> 6:15<br><b>stuff</b> 5:19 6:5<br><b>subscribed</b> 8:10<br><b>subtle</b> 5:20<br><b>superficial</b> 4:22<br><b>sure</b> 5:12 6:3<br><b>survey</b> 7:7<br><b>Syracuse</b> 1:11 |
| Q  | T   |
| <b>R</b>   |   |
| <b>record</b> 3:2 7:13 8:7<br><b>red</b> 3:24<br><b>redone</b> 4:15,17<br><b>reduce</b> 6:17<br><b>regarding</b> 7:10<br><b>related</b> 6:12<br><b>released</b> 7:9<br><b>remediation</b> 6:2<br><b>removing</b> 4:9<br><b>reported</b> 8:4<br><b>Reporter</b> 3:2,14 4:3 8:12<br><b>representation</b> 6:24 7:2<br><b>residential</b> 3:12<br><b>rest</b> 4:15<br><b>ridge</b> 4:23   | <b>Teal</b> 6:14<br><b>ten</b> 5:11<br><b>that's</b> 3:13,19 6:9,22 7:7,12<br><b>there's</b> 3:22<br><b>they're</b> 4:12 6:21<br><b>thing</b> 6:6<br><b>things</b> 6:2<br><b>think</b> 3:4,6,18 5:6,16 6:10,23<br><b>thinking</b> 6:7<br><b>three</b> 3:18,20<br><b>ticket</b> 3:23   |

|                                       |                                      |
|---------------------------------------|--------------------------------------|
| <b>time</b> 1:8 3:10 8:4              |                                      |
| <b>top</b> 7:4                        |                                      |
| <b>traffic</b> 3:8,17,20              |                                      |
| <b>transcription</b> 8:6              |                                      |
| <b>transparent</b> 7:4                |                                      |
| <b>TRANSPORTATION</b> 1:3             |                                      |
| <b>Troy</b> 2:3                       |                                      |
| <b>true</b> 8:7                       |                                      |
| <b>try</b> 5:9 7:5                    |                                      |
| <b>trying</b> 5:21                    |                                      |
| <b>twenty-six</b> 3:17                |                                      |
| <b>two</b> 4:5 5:24                   |                                      |
| <b>typewritten</b> 8:6                |                                      |
| <b>typically</b> 6:15                 |                                      |
| <b>U</b>                              | <b>Z</b>                             |
|                                       |                                      |
| <b>ugly</b> 4:22                      | <b>0</b>                             |
| <b>unintentionally</b> 6:18           |                                      |
| <b>unnecessary</b> 3:13               | <b>1</b>                             |
| <b>unreasonable</b> 3:11              | <b>1</b> 8:5,7                       |
| <b>use</b> 5:3                        | <b>13204</b> 1:11                    |
| <b>V</b>                              | <b>2</b>                             |
|                                       |                                      |
| <b>value</b> 4:10,13                  | <b>2021</b> 1:7 8:10                 |
| <b>viaduct</b> 1:1,6 2:1 3:1,10 4:1,8 | <b>227</b> 1:10                      |
| 4:10 5:1 6:1 7:1 8:1                  | <b>25</b> 1:7                        |
| <b>visibility</b> 6:17                | <b>2nd</b> 8:10                      |
| <b>W</b>                              | <b>3</b>                             |
|                                       |                                      |
| <b>waiting</b> 3:23                   | <b>4</b>                             |
| <b>wall</b> 6:22                      |                                      |
| <b>walls</b> 7:4                      | <b>5</b>                             |
| <b>want</b> 3:23 4:21,23              |                                      |
| <b>way</b> 3:9                        | <b>6</b>                             |
| <b>went</b> 6:6                       | <b>6:52</b> 1:8 3:2                  |
| <b>weren' t</b> 6:7                   | <b>690</b> 6:13                      |
| <b>Westbound</b> 6:13                 | <b>7</b>                             |
| <b>WHEREOF</b> 8:9                    | <b>7</b> 8:7                         |
| <b>WITNESS</b> 8:9                    | <b>8</b>                             |
| <b>won' t</b> 5:16                    | <b>8-25-2021</b> 1:1 2:1 3:1 4:1 5:1 |
| <b>working</b> 5:4                    | 6:1 7:1 8:1                          |
| <b>worse</b> 4:9                      | <b>8:02</b> 1:8 7:13                 |
| <b>X</b>                              | <b>81</b> 6:6,14                     |
|                                       | <b>9</b>                             |
| <b>Y</b>                              |                                      |
|                                       |                                      |
| <b>years</b> 5:11                     |                                      |
| <b>York</b> 1:2,11 8:2                |                                      |
| <b>you' re</b> 4:10                   |                                      |

1 8-26-2021 - I-81 Viaduct Project - Public Hearing

2 NEW YORK STATE

3 DEPARTMENT OF TRANSPORTATION

6 I-81 VIADUCT PROJECT PUBLIC HEARING

7 DATE: August 26, 2021

8 TIME: 6:39 p.m. to 7:38 p.m.

9 LOCATION: HW SMITH SCHOOL

10 1130 Salt Springs Road

11 Syracuse, New York 13224

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1 8-26-2021 - I-81 Viaduct Project - Public Hearing

2 APPEARANCES;

3 Audrey Fletcher

4 Adrienne LeBlang

5 Melanie Stopyra

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1 8-26-2021 - I-81 Viaduct Project - Public Hearing

2 (On the record 6:39 p.m.)

3 MS. FLETCHER: Can I take -- you tell  
4 me when.

5 COURT REPORTER: I'm ready.

6 MS. FLETCHER: Okay. What role should  
7 the Interstate 81 Viaduct play in the future of our  
8 city and our region? For years the choice was  
9 between re-building the viaduct versus tearing it  
10 down and developing a street-level grid. Either/or.  
11 It took me a while to figure out that re-building the  
12 viaduct and moving forward with the grid are not  
13 mutually exclusive. We can build a new bridge only  
14 higher and architecturally thrilling and  
15 simultaneously, develop the grid.

16 Part of our region's economic success  
17 is due to our transportation assets. We have  
18 convenient roads and easy access to planes, rails and  
19 inland ports. This infostructure, including I 81's  
20 route through the city makes Syracuse a hub for local  
21 and regional commerce. Our transportation resources  
22 are essential to both established businesses and to  
23 prospective companies considering our area.

24 Some obstacles a grid-only solution  
25 cannot overcome. One, the original project was

1 8-26-2021 - I-81 Viaduct Project - Public Hearing  
2 deeply unfair to Fifteenth Ward Residents, fifty plus  
3 years ago. They were displaced and their objections  
4 and needs were not considered. That same injustice  
5 could play out again regardless of whether the  
6 solutions a viaduct or a grid. New York Civil  
7 Liberty Union's recent study emphasizes the danger of  
8 gentrification and displacement of this community.  
9 We must heed the warning and involve these residents  
10 in the discussion.

11 Next. Many believe that removing the  
12 viaduct will somehow undue the original injustice,  
13 but it does not follow that removing it corrects the  
14 original wrong.

15 Next. If the viaduct were removed,  
16 present plans include an interchange at Dr. King  
17 Elementary School, creating a traffic surge or a  
18 traffic circle near a school is clearly unsafe and  
19 will add to childhood stress levels.

20 Next. There is intense debate about  
21 near-highway health risks. Studies show that stop-  
22 and-go traffic traveling under forty-five miles an  
23 hour is linked to adverse health outcomes, a  
24 disadvantage of the grid-only option.  
25

1 8-26-2021 - I-81 Viaduct Project - Public Hearing

2 Next. Three of the area's five  
3 hospitals are two blocks from the highway. E.M.S.  
4 workers and firefighters are concerned about  
5 congestion if the viaduct is removed and they have to  
6 fight their way to the hill using local streets.

7 Next. A vibrant economy has developed  
8 along the I 81 corridor. If the viaduct were  
9 removed, reduced traffic would jeopardize the future  
10 of hotels, repair shops, restaurants and retail  
11 businesses. These businesses employ hundreds of  
12 workers, many of whom live in the Fifteenth Ward  
13 neighborhoods. Right now workers hop on I 81 and  
14 arrive at work in minutes, certainly that trip would  
15 be longer without the viaduct. This fast commute  
16 will become even more significant when the Amazon  
17 Warehouse is finished.

18 Final point. Diverting through  
19 traffic onto Interstate 481 will increase the  
20 likelihood of urban sprawl in a green-belt area,  
21 counter to principles of smart growth. It is not  
22 valid to compare Syracuse to other cities that have  
23 removed elevated highways. Every city has its own  
24 history and develops in its own unique way based on  
25 many factors. Some cities remove waterfront highways

1 8-26-2021 - I-81 Viaduct Project - Public Hearing  
2 to open up public space, other cities can stand to  
3 lose a highway because there are alternate highways  
4 nearby. Our story is different.

5 Furthermore, I hear people insist that  
6 the viaduct should be removed because it's being done  
7 everywhere else, that is not good enough. It's an  
8 example of herd mentality and we have a  
9 responsibility to think better. Some local leaders  
10 along with a small but vocal group of citizens would  
11 have us believe there is strong support for removal  
12 of the viaduct, but I hear otherwise. Many more  
13 people favor rebuilding the viaduct than oppose it  
14 and say that they have never even been asked for  
15 their opinion.

16 Here are just some of the  
17 stakeholders, residents near the affected area,  
18 businesses along the I 81 corridor that depend on the  
19 traffic, commuters who live in outlying towns and  
20 work in the city, the areas along Interstate Four  
21 Eighty-One which stand to see significant sprawl,  
22 truckers who must count every extra mile when they  
23 are rerouted around the city, E.M.S., fire and  
24 hospital administrators who worry about emergency  
25 transport times.



1 8-26-2021 - I-81 Viaduct Project - Public Hearing

2 These groups all have a vested  
3 interest in a project that affects the city and  
4 region and their voices must be heard.

5 Transportation Secretary Pete Buttigieg recently  
6 said, we should design for human beings, not cars. I  
7 agree in principle, but to develop that idea further,  
8 we all need jobs to live and in our region, most of  
9 us will get to those jobs in our cars and on our  
10 roads. The economy in Central New York is doing well  
11 and is poised for continued job growth. We must not  
12 remove a vital transportation artery when we need it  
13 more than ever.

14 Commenting on a new bridge in  
15 Sacramento, Robert Turner said, bridges have the  
16 power to shape the identity of the cities they  
17 inhabit. I believe we can develop a street-level  
18 grid and replace the old viaduct with a stunning,  
19 iconic bridge that develops -- that shapes our  
20 identity and meets the needs of all stakeholders.  
21 That's it.

22 COURT REPORTER: We're off the record.

23 (Off the record)

24 COURT REPORTER: You're on the record.  
25

1 8-26-2021 - I-81 Viaduct Project - Public Hearing

2 MS. LEBLANG: Okay. My comment? The  
3 roundabout is a very foolish idea near a school

4 building, people will go much faster on it then the  
5 engineers are predicting. Children will do something  
6 that people have not thought of and they will end up  
7 getting -- if there's an accident, if it's too close,  
8 it will -- it'll end up hurting children that are  
9 coming and going to school because there are going to  
10 be kids that are going to try to go from one side of  
11 it to the other side and they're going to say, oh, I  
12 can make it across the street and they're going to  
13 get killed.

14 COURT REPORTER: Anything additional?

15 MS. LEBLANG: Yeah, there probably  
16 would be, but I don't know.

17 COURT REPORTER: Okay. We're off the  
18 record.

19 (Off the record)

20 COURT REPORTER: Okay. I'm ready to  
21 go.

22 MS. STOPYRA: I'm concerned about the  
23 truck traffic not taking the new 81, I think that  
24 they're still going to take 81 North as they are and  
25 it will clog up all the traffic.

1 8-26-2021 - I-81 Viaduct Project - Public Hearing

2 COURT REPORTER: Anything else?

3 MS. STOPYRA: I'm trying to think.

4

5 Oh, we're against -- yeah, the roundabout, we're

6

7 concerned about it being moved south, towards

8

9 Brighton, it's already a very congested area.

10

11 COURT REPORTER: Anything else?

12

13 MS. STOPYRA: That's all.

14

15 COURT REPORTER: Okay. We're off the

16

17 record.

18

19 (Off the record 7:38 p.m.)

20

21 (The proceeding concluded.)

22

23

24

25

1 8-26-2021 - I-81 Viaduct Project - Public Hearing

2 STATE OF NEW YORK

3 I, HANNAH ALLEN, do hereby certify that the foregoing was  
4 reported by me, in the cause, at the time and place, as  
5 stated in the caption hereto, at Page 1 hereof; that the  
6 foregoing typewritten transcription consisting of pages 1  
7 through 9, is a true record of all proceedings had at the  
8 hearing.

9 IN WITNESS WHEREOF, I have hereunto  
10 subscribed my name, this the 2nd day of September, 2021.

11

12 HANNAH ALLEN, Reporter

13

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| A  |   |
|--|---|
| <p>access 3:17<br/> accident 8:6<br/> add 4:18<br/> additional 8:13<br/> administrators 6:23<br/> Adrienne 2:4<br/> adverse 4:22<br/> ago 4:2<br/> agree 7:6<br/> ALLEN 10:3, 12<br/> alternate 6:2<br/> Amazon 5:15<br/> and-go 4:21<br/> APPEARANCES 2:2<br/> architecturally 3:13<br/> area 3:22 5:19 6:16 9:5<br/> area's 5:2<br/> areas 6:19<br/> arrive 5:13<br/> artery 7:11<br/> asked 6:13<br/> assets 3:16<br/> Audrey 2:3<br/> August 1:7</p> | <p>choice 3:7<br/> circle 4:17<br/> cities 5:21, 24 6:2 7:15<br/> citizens 6:9<br/> city 3:7, 19 5:22 6:19, 22 7:2<br/> Civil 4:5<br/> clearly 4:17<br/> clog 8:24<br/> close 8:6<br/> coming 8:8<br/> comment 8:2<br/> Commenting 7:13<br/> commerce 3:20<br/> community 4:7<br/> commute 5:14<br/> commuters 6:18<br/> companies 3:22<br/> compare 5:21<br/> concerned 5:3 8:21 9:4<br/> concluded 9:11<br/> congested 9:5<br/> congestion 5:4<br/> considered 4:3<br/> considering 3:22<br/> consisting 10:6<br/> continued 7:10<br/> convenient 3:17<br/> corrects 4:12<br/> corridor 5:7 6:17<br/> count 6:21<br/> counter 5:20<br/> COURT 3:4 7:21, 23 8:13, 16, 19<br/> 9:2, 6, 8<br/> creating 4:16</p> |
| B  |   |
| <p>based 5:23<br/> beings 7:5<br/> believe 4:10 6:10 7:16<br/> better 6:8<br/> blocks 5:2<br/> bridge 3:12 7:13, 18<br/> bridges 7:14<br/> Brighton 9:5<br/> build 3:12<br/> building 8:3<br/> businesses 3:21 5:10, 10 6:17<br/> Buttigieg 7:4</p>  |   |
| C  |   |
| <p>caption 10:5<br/> cars 7:5, 8<br/> cause 10:4<br/> Central 7:9<br/> certainly 5:13<br/> certify 10:3<br/> childhood 4:18<br/> children 8:4, 7</p>   |   |
|  | D   |
|  | <p>danger 4:6<br/> DATE 1:7<br/> day 10:10<br/> debate 4:19<br/> deeply 4:2<br/> DEPARTMENT 1:3<br/> depend 6:17<br/> design 7:5<br/> develop 3:14 7:6, 16<br/> developed 5:6<br/> developing 3:9<br/> develops 5:23 7:18<br/> different 6:3<br/> disadvantage 4:23</p>   |

|   |  |
|---|--|
| <p> <b>discussion</b> 4:9<br/> <b>displaced</b> 4:2<br/> <b>displacement</b> 4:7<br/> <b>Diverting</b> 5:17<br/> <b>doing</b> 7:9<br/> <b>don't</b> 8:15<br/> <b>Dr</b> 4:15<br/> <b>due</b> 3:16 </p>  | <p> <b>Furthermore</b> 6:4<br/> <b>future</b> 3:6 5:8 </p>   |
| <hr/>   |  |
| <b>E</b>  |  |
| <p> <b>E.M.S</b> 5:2 6:22<br/> <b>easy</b> 3:17<br/> <b>economic</b> 3:15<br/> <b>economy</b> 5:6 7:9<br/> <b>Eighty-One</b> 6:20<br/> <b>Either/or</b> 3:9<br/> <b>Elementary</b> 4:16<br/> <b>elevated</b> 5:22<br/> <b>emergency</b> 6:23<br/> <b>emphasizes</b> 4:6<br/> <b>employ</b> 5:10<br/> <b>engineers</b> 8:4<br/> <b>essential</b> 3:21<br/> <b>established</b> 3:21<br/> <b>example</b> 6:7<br/> <b>exclusive</b> 3:12<br/> <b>extra</b> 6:21 </p>  | <p> <b>gentrification</b> 4:7<br/> <b>getting</b> 8:6<br/> <b>go</b> 8:3,9,20<br/> <b>going</b> 8:8,8,9,10,11,23<br/> <b>good</b> 6:6<br/> <b>green-belt</b> 5:19<br/> <b>grid</b> 3:9,11,14 4:5 7:17<br/> <b>grid-only</b> 3:23 4:23<br/> <b>group</b> 6:9<br/> <b>groups</b> 7:2<br/> <b>growth</b> 5:20 7:10 </p>   |
| <hr/>   |  |
| <b>F</b>  |  |
| <p> <b>factors</b> 5:24<br/> <b>fast</b> 5:14<br/> <b>faster</b> 8:3<br/> <b>favor</b> 6:12<br/> <b>Fifteenth</b> 4:2 5:11<br/> <b>fifty</b> 4:2<br/> <b>fight</b> 5:5<br/> <b>figure</b> 3:10<br/> <b>Final</b> 5:17<br/> <b>finished</b> 5:16<br/> <b>fire</b> 6:22<br/> <b>firefighters</b> 5:3<br/> <b>five</b> 5:2<br/> <b>Fletcher</b> 2:3 3:2,5<br/> <b>follow</b> 4:12<br/> <b>foolish</b> 8:2<br/> <b>foregoing</b> 10:3,6<br/> <b>forty-five</b> 4:21<br/> <b>forward</b> 3:11<br/> <b>Four</b> 6:19<br/> <b>further</b> 7:6 </p> | <p> <b>H</b> </p> <p> <b>HANNAH</b> 10:3,12<br/> <b>health</b> 4:20,22<br/> <b>hear</b> 6:4,11<br/> <b>heard</b> 7:3<br/> <b>hearing</b> 1:1,6 2:1 3:1 4:1 5:1<br/> 6:1 7:1 8:1 9:1 10:1,8<br/> <b>heed</b> 4:8<br/> <b>herd</b> 6:7<br/> <b>hereof</b> 10:5<br/> <b>hereto</b> 10:5<br/> <b>hereunto</b> 10:9<br/> <b>higher</b> 3:13<br/> <b>highway</b> 5:2 6:2<br/> <b>highways</b> 5:22,24 6:2<br/> <b>hill</b> 5:5<br/> <b>history</b> 5:23<br/> <b>hop</b> 5:12<br/> <b>hospital</b> 6:23<br/> <b>hospitals</b> 5:2<br/> <b>hotels</b> 5:9<br/> <b>hour</b> 4:22<br/> <b>hub</b> 3:19<br/> <b>human</b> 7:5<br/> <b>hundreds</b> 5:10<br/> <b>hurting</b> 8:7<br/> <b>HW</b> 1:9 </p> |
| <hr/>   |  |
| <b>I</b>  |  |
| <p> <b>I-81</b> 1:1,6 2:1 3:1 4:1 5:1 6:1<br/> 7:1 8:1 9:1 10:1<br/> <b>I'm</b> 3:4 8:19,21 9:2<br/> <b>iconic</b> 7:18<br/> <b>idea</b> 7:6 8:2 </p>   |  |

|  |  |
|--|--|
| <b>identity</b> 7:15,19<br><b>include</b> 4:15<br><b>including</b> 3:18<br><b>increase</b> 5:18<br><b>infostructure</b> 3:18<br><b>inhabit</b> 7:16<br><b>injustice</b> 4:3,11<br><b>inland</b> 3:18<br><b>insist</b> 6:4<br><b>intense</b> 4:19<br><b>interchange</b> 4:15<br><b>interest</b> 7:2<br><b>Interstate</b> 3:6 5:18 6:19<br><b>involve</b> 4:8<br><b>it'll</b> 8:7<br><b>it's</b> 6:5,6 8:6 9:5 | <b>mutually</b> 3:12   |
| <b>J</b>   |  |
| <b>jeopardize</b> 5:8<br><b>job</b> 7:10<br><b>jobs</b> 7:7,8  |  |
| <b>K</b>   |  |
| <b>kids</b> 8:9<br><b>killed</b> 8:12<br><b>King</b> 4:15<br><b>know</b> 8:15  |  |
| <b>L</b>   |  |
| <b>leaders</b> 6:8<br><b>LeBlang</b> 2:4 8:2,14<br><b>levels</b> 4:18<br><b>Liberty</b> 4:6<br><b>likelihood</b> 5:19<br><b>linked</b> 4:22<br><b>live</b> 5:11 6:18 7:7<br><b>local</b> 3:19 5:5 6:8<br><b>LOCATION</b> 1:9<br><b>longer</b> 5:14<br><b>lose</b> 6:2  |  |
| <b>M</b>   |  |
| <b>meets</b> 7:19<br><b>Melanie</b> 2:5<br><b>mentality</b> 6:7<br><b>mile</b> 6:21<br><b>miles</b> 4:21<br><b>minutes</b> 5:13<br><b>moved</b> 9:4<br><b>moving</b> 3:11  | <b>name</b> 10:10<br><b>near</b> 4:17 6:16 8:2<br><b>near-highway</b> 4:20<br><b>nearby</b> 6:3<br><b>need</b> 7:7,11<br><b>needs</b> 4:3 7:19<br><b>neighborhoods</b> 5:12<br><b>never</b> 6:13<br><b>new</b> 1:2,11 3:12 4:5 7:9,13 8:22 10:2<br><b>North</b> 8:23   |
| <b>O</b>   |  |
|  | <b>objections</b> 4:2<br><b>obstacles</b> 3:23<br><b>oh</b> 8:10 9:3<br><b>Okay</b> 3:5 8:2,16,19 9:8<br><b>old</b> 7:17<br><b>open</b> 6:2<br><b>opinion</b> 6:14<br><b>oppose</b> 6:12<br><b>option</b> 4:23<br><b>original</b> 3:24 4:11,13<br><b>outcomes</b> 4:22<br><b>outlying</b> 6:18<br><b>overcome</b> 3:24   |
| <b>P</b>   |  |
|  | <b>p.m</b> 1:8,8 3:2 9:10<br><b>Page</b> 10:5<br><b>pages</b> 10:6<br><b>Part</b> 3:15<br><b>people</b> 6:4,12 8:3,5<br><b>Pete</b> 7:4<br><b>place</b> 10:4<br><b>planes</b> 3:17<br><b>plans</b> 4:15<br><b>play</b> 3:6 4:4<br><b>plus</b> 4:2<br><b>point</b> 5:17<br><b>poised</b> 7:10<br><b>ports</b> 3:18<br><b>power</b> 7:15<br><b>predicting</b> 8:4<br><b>present</b> 4:15<br><b>principle</b> 7:6<br><b>principles</b> 5:20 |

probably 8:14  
 proceeding 9:11  
 proceedings 10:7  
 project 1:1,6 2:1 3:1,24 4:1  
 5:1 6:1 7:1,2 8:1 9:1 10:1  
 prospective 3:22  
 public 1:1,6 2:1 3:1 4:1 5:1  
 6:1,2 7:1 8:1 9:1 10:1

---

## Q

---



---

## R

---

rails 3:17  
 re-building 3:8,10  
 ready 3:4 8:19  
 rebuilding 6:12  
 record 3:2 7:21,22,23 8:17,18  
 9:9,10 10:7  
 reduced 5:8  
 regardless 4:4  
 region 3:7 7:3,7  
 region's 3:15  
 regional 3:20  
 removal 6:10  
 remove 5:24 7:11  
 removed 4:14 5:4,8,22 6:5  
 removing 4:10,12  
 repair 5:9  
 replace 7:17  
 reported 10:4  
 Reporter 3:4 7:21,23 8:13,16,19  
 9:2,6,8 10:12  
 rerouted 6:22  
 residents 4:2,8 6:16  
 resources 3:20  
 responsibility 6:8  
 restaurants 5:9  
 retail 5:9  
 Right 5:12  
 risks 4:20  
 Road 1:10  
 roads 3:17 7:9  
 Robert 7:14  
 role 3:5  
 roundabout 8:2 9:3  
 route 3:19

---

## S

---

Sacramento 7:14  
 Salt 1:10

school 1:9 4:16,17 8:2,8  
 Secretary 7:4  
 see 6:20  
 September 10:10  
 shape 7:15  
 shapes 7:18  
 shops 5:9  
 show 4:20  
 side 8:9,10  
 significant 5:15 6:20  
 simultaneously 3:14  
 small 6:9  
 smart 5:20  
 SMITH 1:9  
 solution 3:23  
 solutions 4:5  
 south 9:4  
 space 6:2  
 sprawl 5:19 6:20  
 Springs 1:10  
 stakeholders 6:16 7:19  
 stand 6:2,20  
 STATE 1:2 10:2  
 stated 10:5  
 stop- 4:20  
 Stopyra 2:5 8:21 9:2,7  
 story 6:3  
 street 8:11  
 street-level 3:9 7:16  
 streets 5:5  
 stress 4:18  
 strong 6:10  
 Studies 4:20  
 study 4:6  
 stunning 7:17  
 subscribed 10:10  
 success 3:15  
 support 6:10  
 surge 4:16  
 Syracuse 1:11 3:19 5:21

---

## T

---

take 3:2 8:23  
 tearing 3:8  
 tell 3:2  
 That's 7:20 9:7  
 there's 8:6  
 they're 8:10,11,23  
 think 6:8 8:22 9:2  
 thought 8:5



|  |   |
|--|---|
| <b>Three</b> 5:2<br><b>thrilling</b> 3:13<br><b>time</b> 1:8 10:4<br><b>times</b> 6:24<br><b>towns</b> 6:18<br><b>traffic</b> 4:16,17,21 5:8,18 6:18<br>8:22,24<br><b>transcription</b> 10:6<br><b>transport</b> 6:24<br><b>transportation</b> 1:3 3:16,20 7:4<br>7:11<br><b>traveling</b> 4:21<br><b>trip</b> 5:13<br><b>truck</b> 8:22<br><b>truckers</b> 6:21<br><b>true</b> 10:7<br><b>try</b> 8:9<br><b>trying</b> 9:2<br><b>Turner</b> 7:14<br><b>two</b> 5:2<br><b>typewritten</b> 10:6 | <b>WITNESS</b> 10:9<br><b>work</b> 5:13 6:19<br><b>workers</b> 5:3,11,12<br><b>worry</b> 6:23<br><b>wrong</b> 4:13    |
|  | <b>X</b>  |
|  | <b>Y</b>  |
|  | <b>yeah</b> 8:14 9:3<br><b>years</b> 3:7 4:2<br><b>York</b> 1:2,11 4:5 7:9 10:2<br><b>You' re</b> 7:23                |
|  | <b>Z</b>  |
|  | <b>0</b>  |
|  | <b>1</b>  |
|  | <b>1</b> 10:5,6<br><b>1130</b> 1:10<br><b>13224</b> 1:11  |
| <b>U</b>   | <b>2</b>  |
| <b>undue</b> 4:11<br><b>unfair</b> 4:2<br><b>Union's</b> 4:6<br><b>unique</b> 5:23<br><b>unsafe</b> 4:17<br><b>urban</b> 5:19  | <b>2021</b> 1:7 10:10<br><b>26</b> 1:7<br><b>2nd</b> 10:10  |
|  | <b>3</b>  |
| <b>V</b>   | <b>4</b>  |
| <b>valid</b> 5:21<br><b>versus</b> 3:8<br><b>vested</b> 7:2<br><b>viaduct</b> 1:1,6 2:1 3:1,6,8,11<br>4:1,5,11,14 5:1,4,7,14 6:1,5<br>6:11,12 7:1,17 8:1 9:1 10:1<br><b>vibrant</b> 5:6<br><b>vital</b> 7:11<br><b>vocal</b> 6:9<br><b>voices</b> 7:3  | <b>481</b> 5:18   |
|  | <b>5</b>  |
|  | <b>6</b>  |
|  | <b>6:39</b> 1:8 3:2   |
|  | <b>7</b>  |
|  | <b>7:38</b> 1:8 9:10  |
|  | <b>8</b>  |
| <b>W</b>   | <b>8-26-2021</b> 1:1 2:1 3:1 4:1 5:1<br>6:1 7:1 8:1 9:1 10:1<br><b>81</b> 3:6 5:7,12 6:17 8:22,23<br><b>81's</b> 3:18 |
| <b>Ward</b> 4:2 5:11<br><b>Warehouse</b> 5:16<br><b>warning</b> 4:8<br><b>waterfront</b> 5:24<br><b>way</b> 5:5,23<br><b>we' re</b> 7:21 8:16 9:3,3,8<br><b>WHEREOF</b> 10:9   | <b>9</b>  |
|  | <b>9</b> 10:7   |

8-31-2021- I81 Viaduct Project - Public Hearing

NEW YORK STATE

DEPARTMENT OF TRANSPORTATION

I-81 VIADUCT PROJECT PUBLIC HEARING

DATE: August 31, 2021

TIME: 6:49 p.m. to 7:46 p.m.

LOCATION: Grimshaw Elementary

5957 Route 20

Lafayette, New York 13084

Reported by Hannah Allen

1 8-31-2021- I81 Viaduct Project - Public Hearing

2 APPEARANCES:

3 DON DELLOSTRITTO

WENDY MOLTION

4 JOHN MARSELLUS

CONNIE MARION

5 FRANK GARDNER

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1 8-31-2021- I81 Viaduct Project - Public Hearing

2 (On the record 6:49 a.m.)

3 COURT REPORTER: So I am ready, you  
4 are on the record.

5 MR. DELOSTRITTO: Hi, my name is Don  
6 Delostritto. I live at 6475 Town Hall Road, that's  
7 an Auburn, New York mailing address. My concern  
8 simply is how much of the lighting that's going to be  
9 lighting up the interstate project is going to be  
10 provided by solar energy?

11 Basically, my thought is that every  
12 pole that has a streetlight on it should have a solar  
13 panel on it. Every stop light that's -- that needs  
14 power, should have a solar panel on it. Basically,  
15 as I'm talking about this, I'm thinking, whatever  
16 energy it takes to light up this interstate highway  
17 system, should all come from green energy. That's  
18 probably putting it in a nutshell.

19 COURT REPORTER: All right, off the  
20 record.

21 (Off the record)

22 MS. MOLTION: All right, I guess I'll  
23 say something.

24 COURT REPORTER: Okay.

25 MS. MOLTION: You're good to go?

1 8-31-2021- I81 Viaduct Project - Public Hearing

2 COURT REPORTER: I'm ready.

3 MS. MOLTION: Okay. I feel like the  
4 South area is not being very well represented. East  
5 and West, keep 690 being they're a high-speed  
6 traffic, in and out of the city. The North has the  
7 high-speed route right in to -- to downtown and any  
8 of us that want to go anywhere North or West that is  
9 not on -- on 481 are going to have to have the twelve  
10 to eighteen lights. I don't even know what else,  
11 but, yeah, it's kind of -- it's -- it's -- it's  
12 frustrating, I work for St. Joe's and I feel like,  
13 you know, we're taking our nice twenty-minute time  
14 and turning it to a thirty-minute time.

15 And the other thing I haven't --  
16 haven't been able to figure out why 690 is okay to  
17 divide the city, but 81 is not. That seems to be  
18 kind of a mystery to me. There's all this talk about  
19 81, 81, 81, and then 690 does the same thing, but no  
20 one every talks about taking it down and doing  
21 whatever else needs to be. But -- I'm trying to  
22 think what else I wanted to say.

23 Yeah, I'm concerned that the people  
24 from the South are -- are getting the -- the short --  
25 the short stick here on this whole thing. I'm going

1           8-31-2021- I81 Viaduct Project - Public Hearing  
2           to say that's probably it. That's kind of the crux  
3           of it.

4                   COURT REPORTER: Okay. We're off the  
5           record.

6                   (Off the record)

7                   COURT REPORTER: Ready to go? All  
8           right, you're on the record.

9                   MR. MARSELLUS: I just had a concern,  
10          looking at the maps of -- of the intersection at the  
11          western end of Forman Park and the -- how it goes  
12          into Almond Street. And just curious, in terms I  
13          couldn't figure that out on the map -- on some of the  
14          charts in the -- in the gymnasium. It'd be just  
15          interesting to see a little more specificity for that  
16          particular intersection.

17                   Also, I would like to encourage that  
18          nothing be done about a bridge or a tunnel to Oakwood  
19          Cemetery. It would be fine if somebody wants to  
20          spruce up that existing tunnel and clean it up and  
21          have it be a monument of sorts, but to try to move  
22          people or even vehicles somehow from the West to the  
23          East through Oakwood Cemetery or through that tunnel,  
24          I think would be -- that money could be spent, if  
25          it's fifteen million or ten million, whatever it's

1 8-31-2021- I81 Viaduct Project - Public Hearing  
2 estimated at, let's put that money into some parks or  
3 into some open spaces along the new grid corridor.  
4 That's all I've got to say.

5 COURT REPORTER: Okay.

6 (Off the record)

7 (On the record)

8 COURT REPORTER: Okay, you're on the  
9 record.

10 MS. MARION: I am noticing the  
11 barriers that were put up for sound reduction and I  
12 hope that we can do something creative with them so  
13 that they are visually appealing, not just  
14 functional. We've traveled in other cities where  
15 they have curved lines over straight lines, where  
16 they have silhouettes or images, so I just hope that  
17 they can be, at least somewhat, visually appealing  
18 rather than only functional.

19 COURT REPORTER: Is that it?

20 MS. MARION: That's it.

21 COURT REPORTER: Okay.

22 (Off the record)

23 COURT REPORTER: Okay, you're on the  
24 record.

25 MR. GORDNER: Just -- there was

1           8-31-2021- I81 Viaduct Project - Public Hearing  
2           several points that I wanted to point out. I thought  
3           that they never developed any way for people to  
4           travel efficiently from the South to the West, that  
5           everything in their models and their grid forces you  
6           to go through the grid. I was told that it would  
7           only add five minutes time, I told them I've commuted  
8           it every day and I never -- I don't believe that for  
9           a second. There's no -- it just -- I believe it'd be  
10          way more time and the only alternative is to go maybe  
11          seven or eight miles out of my way.

12                        So I thought some of the exits they  
13          were adding were good, I think those were sorely  
14          needed to kind of like spread out the traffic. I  
15          like that idea, but I still think there needs to be  
16          some sort of limited access way to get through --  
17          either through the city or through the city to the  
18          690 West and the -- and the western -- and I-90 West,  
19          basically, so.

20                       COURT REPORTER: All set?

21                       MR. GORDNER: Yeah, that's kind of  
22          what --

23                       COURT REPORTER: Okay. Are you sure?

24                       MR. GORDNER: Okay. Yup.

25                       COURT REPORTER: Great, thank you.



1 8-31-2021- I81 Viaduct Project - Public Hearing

2 MR. GORDNER: Yup, thank you.

3 (Off the record 7:53 p.m.)

4 (The proceeding concluded.)

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1 8-31-2021- I81 Viaduct Project - Public Hearing

2 STATE OF NEW YORK

3 I, HANNAH ALLEN, do hereby certify that the foregoing was  
4 reported by me, in the cause, at the time and place, as  
5 stated in the caption hereto, at Page 1 hereof; that the  
6 foregoing typewritten transcription consisting of pages 1  
7 through 8, is a true record of all proceedings had at the  
8 hearing.

9 IN WITNESS WHEREOF, I have hereunto  
10 subscribed my name, this the 21st day of September, 2021.

11

12 HANNAH ALLEN, Reporter

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|---|---|
| <p><b>A</b></p> <p>a.m 3:2<br/> able 4:16<br/> access 7:16<br/> add 7:7<br/> adding 7:13<br/> address 3:7<br/> Allen 1:14 9:3,12<br/> Almond 5:12<br/> alternative 7:10<br/> appealing 6:13,17<br/> APPEARANCES 2:2<br/> area 4:4<br/> Auburn 3:7<br/> August 1:7</p>   | <p>day 7:8 9:10<br/> DELLOSTRITTO 2:3<br/> Delostritto 3:5,6<br/> DEPARTMENT 1:3<br/> developed 7:3<br/> divide 4:17<br/> doing 4:20<br/> Don 2:3 3:5<br/> don't 4:10 7:8<br/> downtown 4:7</p>   |
| <p><b>B</b></p> <p>barriers 6:11<br/> basically 3:11,14 7:19<br/> believe 7:8,9<br/> bridge 5:18</p>  | <p><b>E</b></p> <p>East 4:4 5:23<br/> efficiently 7:4<br/> eight 7:11<br/> eighteen 4:10<br/> either 7:17<br/> Elementary 1:9<br/> encourage 5:17<br/> energy 3:10,16,17<br/> estimated 6:2<br/> existing 5:20<br/> exits 7:12</p>                              |
| <p><b>C</b></p> <p>caption 9:5<br/> cause 9:4<br/> Cemetery 5:19,23<br/> certify 9:3<br/> charts 5:14<br/> cities 6:14<br/> city 4:6,17 7:17,17<br/> clean 5:20<br/> come 3:17<br/> commuted 7:7<br/> concern 3:7 5:9<br/> concerned 4:23<br/> concluded 8:4<br/> CONNIE 2:4<br/> consisting 9:6<br/> corridor 6:3<br/> couldn't 5:13<br/> COURT 3:3,19,24 4:2 5:4,7 6:5,8<br/> 6:19,21,23 7:20,23,25<br/> creative 6:12<br/> crux 5:2<br/> curious 5:12<br/> curved 6:15</p> | <p><b>F</b></p> <p>feel 4:3,12<br/> fifteen 5:25<br/> figure 4:16 5:13<br/> fine 5:19<br/> five 7:7<br/> forces 7:5<br/> foregoing 9:3,6<br/> Forman 5:11<br/> FRANK 2:5<br/> frustrating 4:12<br/> functional 6:14,18</p>                                      |
| <p><b>D</b></p> <p>DATE 1:7</p>   | <p><b>G</b></p> <p>GARDNER 2:5<br/> getting 4:24<br/> go 3:25 4:8 5:7 7:6,10<br/> goes 5:11<br/> going 3:8,9 4:9,25<br/> good 3:25 7:13<br/> GORDNER 6:25 7:21,24 8:2<br/> Great 7:25<br/> green 3:17<br/> grid 6:3 7:5,6<br/> Grimshaw 1:9<br/> guess 3:22</p> |

|  |                                      |
|--|--------------------------------------|
| <b>gymnasium</b> 5:14                  | <b>live</b> 3:6                      |
| <hr/>                                  | <b>LOCATION</b> 1:9                  |
| <b>H</b>                               | <b>looking</b> 5:10                  |
| <hr/>                                  | <b>M</b>                             |
| <b>Hall</b> 3:6                        | <b>mailing</b> 3:7                   |
| <b>Hannah</b> 1:14 9:3,12              | <b>map</b> 5:13                      |
| <b>haven't</b> 4:15,16                 | <b>maps</b> 5:10                     |
| <b>hearing</b> 1:1,6 2:1 3:1 4:1 5:1   | <b>MARION</b> 2:4 6:10,20            |
| 6:1 7:1 8:1 9:1,8                      | <b>MARSELLUS</b> 2:4 5:9             |
| <b>hereof</b> 9:5                      | <b>miles</b> 7:11                    |
| <b>hereto</b> 9:5                      | <b>million</b> 5:25,25               |
| <b>hereunto</b> 9:9                    | <b>minutes</b> 7:7                   |
| <b>Hi</b> 3:5                          | <b>models</b> 7:5                    |
| <b>high-speed</b> 4:5,7                | <b>MOLTION</b> 2:3 3:22,25 4:3       |
| <b>highway</b> 3:16                    | <b>money</b> 5:24 6:2                |
| <b>hope</b> 6:12,16                    | <b>monument</b> 5:21                 |
| <hr/>                                  | <b>move</b> 5:21                     |
| <b>I</b>                               | <b>mystery</b> 4:18                  |
| <hr/>                                  | <b>N</b>                             |
| <b>I-81</b> 1:6                        | <b>name</b> 3:5 9:10                 |
| <b>I-90</b> 7:18                       | <b>needed</b> 7:14                   |
| <b>I'll</b> 3:22                       | <b>needs</b> 3:13 4:21 7:15          |
| <b>I'm</b> 3:15,15 4:2,21,23,25        | <b>never</b> 7:3,8                   |
| <b>I've</b> 6:4 7:7                    | <b>new</b> 1:2,11 3:7 6:3 9:2        |
| <b>I81</b> 1:1 2:1 3:1 4:1 5:1 6:1 7:1 | <b>nice</b> 4:13                     |
| 8:1 9:1                                | <b>North</b> 4:6,8                   |
| <b>idea</b> 7:15                       | <b>noticing</b> 6:10                 |
| <b>images</b> 6:16                     | <b>nutshell</b> 3:18                 |
| <b>interesting</b> 5:15                | <hr/>                                |
| <b>intersection</b> 5:10,16            | <b>O</b>                             |
| <b>interstate</b> 3:9,16               | <hr/>                                |
| <b>it'd</b> 5:14 7:9                   | <b>Oakwood</b> 5:18,23               |
| <b>it's</b> 4:11,11,11,11 5:25,25      | <b>okay</b> 3:24 4:3,16 5:4 6:5,8,21 |
| <hr/>                                  | 6:23 7:23,24                         |
| <b>J</b>                               | <b>open</b> 6:3                      |
| <hr/>                                  | <hr/>                                |
| <b>Joe's</b> 4:12                      | <b>P</b>                             |
| <b>JOHN</b> 2:4                        | <hr/>                                |
| <hr/>                                  | <b>p.m</b> 1:8,8 8:3                 |
| <b>K</b>                               | <b>Page</b> 9:5                      |
| <hr/>                                  | <b>pages</b> 9:6                     |
| <b>keep</b> 4:5                        | <b>panel</b> 3:13,14                 |
| <b>kind</b> 4:11,18 5:2 7:14,21        | <b>Park</b> 5:11                     |
| <b>know</b> 4:10,13                    | <b>parks</b> 6:2                     |
| <hr/>                                  | <b>particular</b> 5:16               |
| <b>L</b>                               | <b>people</b> 4:23 5:22 7:3          |
| <hr/>                                  | <b>place</b> 9:4                     |
| <b>Lafayette</b> 1:11                  | <b>point</b> 7:2                     |
| <b>let's</b> 6:2                       | <b>points</b> 7:2                    |
| <b>light</b> 3:13,16                   | <b>pole</b> 3:12                     |
| <b>lighting</b> 3:8,9                  |                                      |
| <b>lights</b> 4:10                     |                                      |
| <b>limited</b> 7:16                    |                                      |
| <b>lines</b> 6:15,15                   |                                      |
| <b>little</b> 5:15                     |                                      |

|   |  |
|---|--|
| <p> <b>power</b> 3:14<br/> <b>probably</b> 3:18 5:2<br/> <b>proceeding</b> 8:4<br/> <b>proceedings</b> 9:7<br/> <b>project</b> 1:1,6 2:1 3:1,9 4:1 5:1<br/> 6:1 7:1 8:1 9:1<br/> <b>provided</b> 3:10<br/> <b>Public</b> 1:1,6 2:1 3:1 4:1 5:1<br/> 6:1 7:1 8:1 9:1<br/> <b>put</b> 6:2,11<br/> <b>putting</b> 3:18 </p>  | <p> <b>St</b> 4:12<br/> <b>STATE</b> 1:2 9:2<br/> <b>stated</b> 9:5<br/> <b>stick</b> 4:25<br/> <b>stop</b> 3:13<br/> <b>straight</b> 6:15<br/> <b>Street</b> 5:12<br/> <b>streetlight</b> 3:12<br/> <b>subscribed</b> 9:10<br/> <b>sure</b> 7:23<br/> <b>system</b> 3:17 </p>   |
| <b>Q</b>  | <b>T</b>   |
| <b>R</b>  | <p> <b>takes</b> 3:16<br/> <b>talk</b> 4:18<br/> <b>talking</b> 3:15<br/> <b>talks</b> 4:20<br/> <b>ten</b> 5:25<br/> <b>terms</b> 5:12<br/> <b>thank</b> 7:25 8:2<br/> <b>that's</b> 3:6,8,13,17 5:2,2 6:4,20<br/> 7:21<br/> <b>There's</b> 4:18 7:9<br/> <b>they're</b> 4:5<br/> <b>thing</b> 4:15,19,25<br/> <b>think</b> 4:22 5:24 7:13,15<br/> <b>thinking</b> 3:15<br/> <b>thirty-minute</b> 4:14<br/> <b>thought</b> 3:11 7:2,12<br/> <b>time</b> 1:8 4:13,14 7:7,10 9:4<br/> <b>told</b> 7:6,7<br/> <b>Town</b> 3:6<br/> <b>traffic</b> 4:6 7:14<br/> <b>transcription</b> 9:6<br/> <b>TRANSPORTATION</b> 1:3<br/> <b>travel</b> 7:4<br/> <b>traveled</b> 6:14<br/> <b>true</b> 9:7<br/> <b>try</b> 5:21<br/> <b>trying</b> 4:21<br/> <b>tunnel</b> 5:18,20,23<br/> <b>turning</b> 4:14<br/> <b>twelve</b> 4:9<br/> <b>twenty-minute</b> 4:13<br/> <b>typewritten</b> 9:6 </p> |
| <b>S</b>  | <b>U</b>   |
| <p> <b>second</b> 7:9<br/> <b>see</b> 5:15<br/> <b>September</b> 9:10<br/> <b>set</b> 7:20<br/> <b>seven</b> 7:11<br/> <b>short</b> 4:24,25<br/> <b>silhouettes</b> 6:16<br/> <b>simply</b> 3:8<br/> <b>solar</b> 3:10,12,14<br/> <b>somebody</b> 5:19<br/> <b>somewhat</b> 6:17<br/> <b>sorely</b> 7:13<br/> <b>sort</b> 7:16<br/> <b>sorts</b> 5:21<br/> <b>sound</b> 6:11<br/> <b>South</b> 4:4,24 7:4<br/> <b>spaces</b> 6:3<br/> <b>specificity</b> 5:15<br/> <b>spent</b> 5:24<br/> <b>spread</b> 7:14<br/> <b>spruce</b> 5:20 </p> | <b>V</b>   |
|   | <p> <b>vehicles</b> 5:22 </p>  |

|   |   |
|---|---|
| <b>Viaduct</b> 1:1,6 2:1 3:1 4:1 5:1<br>6:1 7:1 8:1 9:1<br><b>visually</b> 6:13,17  | <b>6475</b> 3:6<br><b>690</b> 4:5,16,19 7:18  |
| <b>W</b>  | <b>7</b>  |
| <b>want</b> 4:8<br><b>wanted</b> 4:22 7:2<br><b>wants</b> 5:19<br><b>way</b> 7:3,10,11,16<br><b>we're</b> 4:13 5:4<br><b>We've</b> 6:14<br><b>WENDY</b> 2:3<br><b>West</b> 4:5,8 5:22 7:4,18,18<br><b>western</b> 5:11 7:18<br><b>WHEREOF</b> 9:9<br><b>WITNESS</b> 9:9<br><b>work</b> 4:12 | <b>7:46</b> 1:8<br><b>7:53</b> 8:3  |
| <b>X</b>  | <b>8</b>  |
| <b>Y</b>  | <b>8</b> 9:7<br><b>8-31-2021-</b> 1:1 2:1 3:1 4:1 5:1<br>6:1 7:1 8:1 9:1<br><b>81</b> 4:17,19,19,19 |
| <b>Z</b>  | <b>9</b>  |
| <b>0</b>  |   |
| <b>1</b>  |   |
| <b>1</b> 9:5,6<br><b>13084</b> 1:11   |   |
| <b>2</b>  |   |
| <b>20</b> 1:10<br><b>2021</b> 1:7 9:10<br><b>21st</b> 9:10  |   |
| <b>3</b>  |   |
| <b>31</b> 1:7   |   |
| <b>4</b>  |   |
| <b>481</b> 4:9  |   |
| <b>5</b>  |   |
| <b>5957</b> 1:10  |   |
| <b>6</b>  |   |
| <b>6:49</b> 1:8 3:2   |   |

1 9-1-2021 - I-81 Viaduct Project - Public Hearing

2 NEW YORK STATE

3 DEPARTMENT OF TRANSPORTATION

4  
5  
6 I-81 VIADUCT PROJECT PUBLIC HEARING

7 DATE: September 1, 2021

8 TIME: 6:22 p.m. to 8:00 p.m.

9 LOCATION: 204 Saslon Park Drive

10 Liverpool, New York

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1 9-1-2021 - I-81 Viaduct Project - Public Hearing

2 APPEARANCES:  
WILLIAM SANFORD  
3 JOHN MERCENIS  
JILL HURSTWAHL  
4 TOM WAHL  
GARY LAPOINT  
5 JEFF BARZEE  
JAMES HURDIN  
6 JOHN BERRY  
DAMIAN ULATOWSKI  
7 IRINE GREEAN  
MARTHA OURS

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1 9-1-2021 - I-81 Viaduct Project - Public Hearing

2 THE REPORTER: We're on the record.

3 MR. SANFORD: You just want me to speak  
4 now?

5 THE REPORTER: Yes.

6 MR. SANFORD: My name is Bill Sanford. I  
7 was an elected official in the Town of Salina for  
8 twenty-two years from 1980 to 2002. My service included  
9 Onondaga County legislature from 1980 to nine -- to 2021.  
10 I was chairman of the Onondaga County legislature from  
11 1988 to 2021. I served one year in the New York State  
12 Assembly in 2022.

13 During my tenure, I never lost track of who  
14 put me there and really who I was responsible to. When  
15 difficult situations confronted me, I kept an open ear to  
16 all the concerns. Foremost in my mind was to find a  
17 bipartisan decision that, if possible, could harm no one.  
18 I am amazed and dismayed that this tact is not being  
19 followed on the 81 project. A solution is possible  
20 without harming anyone. The good satisfies many and the  
21 sky bridge make -- makes it possible to satisfy people  
22 outside of the city who will be harmed if real  
23 consideration is not given to this hybrid approach.

24 I implore you to use the do-no-harm  
25 philosophy when making your decision. I lived in the

1 9-1-2021 - I-81 Viaduct Project - Public Hearing

2  
3 fifteenth ward when our neighborhoods were torn up, and I  
4 saw the fifty years that followed. At that time, no one  
5 who lived there had input. I have been spending time for  
6 the past four weeks talking to people in my old  
7 neighborhood. No matter what the politicians and other  
8 leaders in the community who are fixated on the grid only  
9 are saying, it is apparent to me that the majority of this  
10 community have had no input.

11 I make this statement based on the answers  
12 I received from scores of people who could not answer the  
13 question I asked; that being: How will the 81 grid only  
14 project affect you and your neighborhood? It is apparent  
15 that so-called leaders are only interested in their own  
16 opinions and not that of the people whose lives will be  
17 affected for the next fifty plus years.

18 Concerns of traffic, environment, et  
19 cetera, have brought their -- have brought their interest  
20 to a pique. I believe the grid will better -- will be  
21 better served if much of the truck and -- and car -- if  
22 the trucks and cars and through traffic -- I -- I screwed  
23 that up.

24 I believe that the grid will be better  
25 served if much of the trucks and cars that travel on -- on

1 9-1-2021 - I-81 Viaduct Project - Public Hearing

2 the main artery can be taken out of their neighborhoods  
3 and the people in Salina will be better served if the  
4 higher speed artery continues. Both are possible contor -  
5 - consor -- consensus from central New York is possible.  
6

7 The solution is there. Please, please do  
8 the right thing so that no one is harmed and our total  
9 central New York community will prosper together. Thank  
10 you.

11 (Off the record)

12 THE REPORTER: Ready for your comment.

13 MR. MERCENIS: You all set?

14 THE REPORTER: I am.

15 MR. MERCENIS: Okay. So I live on 5903  
16 Brigadier Drive. I'm the last house on that road that  
17 goes into like kind of a private property. I've talked to  
18 a gentleman out there tonight, and he informed me that  
19 there is going to be a wall going across my property  
20 that's going to stop halfway through my property, and my  
21 concern is I'd like to see the wall go farther past my  
22 property. I'd like to see it go across the whole thing,  
23 but they're saying that, you know, they're only going to  
24 go as far as where the house is, but if it could go a  
25 little bit farther, then I wouldn't hear the wraparound  
noise, and that's what my concern is.

1 9-1-2021 - I-81 Viaduct Project - Public Hearing

2

3 I -- I -- I'm all for the wall. I just,  
4 like I said, it's really not going across all my property.  
5 It's only going across half of it, and I'd like to see it  
6 go across all of it or almost all of it just so it's  
7 further away from the house.

7

8 And my other concern is, are they going to  
9 do the wall before they start all the noisy construction  
10 for two years?

10

THE REPORTER: All set?

11

MR. MERCENIS: Yup.

12

THE REPORTER: Okay. We're off the record.

13

(Off the record)

14

THE REPORTER: Whenever you're ready.

15

16 MS. HURST-WAHL: I don't even know how to  
17 start. I'm here to support the community grid option. I  
18 believe it's the best option for the Syracuse region.  
19 I've looked at all the options. I've looked at the maps,  
20 at the videos, at the information that's been provided,  
21 and I see a tremendous benefit to having the grid.

21

22 From my understanding, the travel times  
23 will not be significantly impacted, which is a -- which  
24 is a positive, and I can see how traffic will be better  
25 controlled with new streets, new roundabouts, new

25

1 9-1-2021 - I-81 Viaduct Project - Public Hearing

2 intersections.

3 Therefore, I'm very much for the grid, and  
4 I look forward to it being constructed. Thank you.

5 THE REPORTER: Thank you.

6 (Off the record)

7 THE REPORTER: And I'm ready for your  
8 comments.

9 MR. WAHL: So I'm here to support the  
10 community grid option as well. I believe it's going to be  
11 a lot easier going down city from where I live, a lot less  
12 traffic -- a lot less traffic and congestion, and I'm  
13 looking forward to driving on some new highway. Okay.  
14 Thank you.

15 THE REPORTER: All right. Okay.

16 (Off the record)

17 THE REPORTER: I'm ready.

18 MR. LAPOINT: Okay. So I guess one of my  
19 comments would be the consideration of some kind of  
20 transit strategy with the -- with the -- the whole  
21 proposal. When I say that, I mean some kind of a  
22 consideration for either a light rail or some kind of a  
23 rapid bus surface trans -- transit that's incorporated  
24 into the whole grid. I think I -- I kind of like the grid  
25 project, most of it. I think it's a perfect opportunity

1 9-1-2021 - I-81 Viaduct Project - Public Hearing

2 to incorporate some kind of a light -- mass trans -- some  
3 kind of urban transit strategy into it.

4 I don't think there will be a better  
5 opportunity in the next hundred years to do something like  
6 that, and I would propose that it start at the south  
7 campus of the university and go right down through to the  
8 -- the main campus, from there down along through the --  
9 the grid, out to the Destiny, and then from the Destiny  
10 I'd -- I'd have it split and have one go to the airport  
11 and then one go out to the new Amazon distribution center,  
12 which would leave all the traffic that's now on that road.

13 It also would make it easier to transport a  
14 lot of the workers, the new thousands of workers that work  
15 out there, many of whom will probably come from the  
16 Syracuse area. It's kind of a relatively minimum wage  
17 job, fifteen dollars an hour, but still I think a lot of  
18 those people would probably take that as a means of  
19 transport out to the -- that place of work, out to the  
20 Amazon warehouse.

22 It would keep people going into the Destiny  
23 Mall. I think it would alleviate -- alleviate any  
24 congestion that maybe was unforeseen on the grid. Make it  
25 easier for S.U. students to get downtown and back up. So

1 9-1-2021 - I-81 Viaduct Project - Public Hearing

2 I just think it's a strategy that should be kind of  
3 considered, now that they're -- if -- if they decide to  
4 rip everything down, that's a perfect opportunity to do  
5 that.

6 I think there's a company in Pennsylvania,  
7 and I'm not promoting it, but it's called Brookville  
8 Equipment Corporation. They make these kind of light rail  
9 systems. There's one -- one of them is in Detroit.  
10 There's another one in Seattle, I think, and another one  
11 that they put in in Tucson, Arizona, and you can take a  
12 drive down and see what they do. They make beautiful rail  
13 systems. It'd be American made. It'd be supporting kind  
14 of the regional economy as well. I just think it's a good  
15 opportunity to consider that as part of the -- whole  
16 strategy.

17 (Off the record)

18 THE REPORTER: All set?

19 MR. LAPOINT: Yeah. I -- I've talked to  
20 several people out -- with the program out there about the  
21 roundabout and I understand, you know, they've done all  
22 kinds of studies and tests, and my concern with the  
23 roundabout is is they work really well when there's not a  
24 lot of vehicles on them, but then as -- if there's a lot  
25

1 9-1-2021 - I-81 Viaduct Project - Public Hearing

2 of vehicles on it, I don't know if they really work all  
3 that well. That'd be one of my concerns with the  
4 roundabout. Okay?

5 THE REPORTER: Yup.

6 (Off the record)

7 THE REPORTER: I'm ready for you.

8 MR. BARZEE: All right. My name is Jeff  
9 Barzee. I'm a resident of the Town of Salina in  
10 Mattydale.

11 I am against the community grid option for  
12 dealing with the future of Interstate 81. I feel that  
13 it's necessary to keep the existing route open and keep  
14 traffic flowing. The community grid would cause people to  
15 have to come to a dead stop when they're trying to travel  
16 from north of the city to points south of the City of  
17 Syracuse.

18 It would create more air pollution for  
19 people coming to a stop in the City of Syracuse and it  
20 would also do so if people choose to avoid that by driving  
21 around the city highway of Interstate 481.

22 And I feel that we should look at the needs  
23 of not just the people that live in downtown Syracuse but  
24 the needs of the people that live in the entire county and  
25



1 9-1-2021 - I-81 Viaduct Project - Public Hearing

2 region and also the needs of businesses that have to  
3 transport goods anywhere from the Canadian border to the  
4 Pennsylvania border. There may be companies that look at  
5 this and if the community grid is chosen, some of these  
6 companies may choose to relocate their businesses, and  
7 some of them might even be relocated outside of New York  
8 State.

9 So thus, I feel that it's necessary to look  
10 at the entire picture before a rash decision is made by  
11 just a few people that work in Albany and not people that  
12 actually live here.

13 (Off the record)

14 THE REPORTER: All set? Okay. I'm ready  
15 for your comment.

16 MR. YURDIN: I do not think that adequate  
17 consideration has been given to rebuilding 81 on the same  
18 basic route that it has now. That would -- but making it  
19 smaller so that it's safer. Reducing it from four lanes  
20 to three lanes, we have a one lane in each direction and a  
21 center lane for emergencies and, you know, special  
22 purposes. And -- and limiting access to it, using it as a  
23 route for only, say emergency vehicles and through truck  
24 traffic. So -- so you can't get -- there's no easy ways  
25

1 9-1-2021 - I-81 Viaduct Project - Public Hearing

2 categories. Am I talking too fast?

3 THE REPORTER: No, you're all set.

4 MR. YURDIN: Okay. I think that would be  
5 saving billions of dollars and end up with a better road,  
6 and -- and, you know, and I -- you know, I think that, you  
7 know, better that way. Anyway, I'm not going to live to  
8 see -- see -- find out the answers, but what can you say?  
9 Okay. That's my opinion.

10 THE REPORTER: All right. Thank you.

11 MR. YURDIN: I hate the whole part to the  
12 extent of the five billion dollar ...

13 THE REPORTER: Thank you.

14 (Off the record)

15 THE REPORTER: And I'm ready for your  
16 comment.

17 MR. BERRY: Let me just see. Keep  
18 everything straight for me.

19 Pertaining to the traffic circle at Mart --  
20 Martin Luther King Junior School for the business 81  
21 northbound traffic should be reduced in speed by physical  
22 amendments to the highway that would require drivers to  
23 reduce speeds prior to their approach to the traffic  
24 circle.

25 Going fast.

1 9-1-2021 - I-81 Viaduct Project - Public Hearing

2

3 I do not believe that posting signs  
4 reducing speeds or using flashing lights will be enough to  
5 reduce traffic speed unless drivers are required to by the  
6 highway meandering or -- yeah, I would just leave it at  
7 meandering. There's obviously a technical term to all  
8 this.

9 Even if it were half a roundabout prior to  
10 the traffic circle, something that would require the  
11 drivers to realize that they have to physically slow down  
12 in order to control their vehicle properly. This would  
13 not only reduce traffic speed at the roundabout, entering  
14 the roundabout, but would eliminate the loud noise created  
15 by tractor trailers downshifting to reduce speed. If this  
16 change to the road pattern were put in place far enough  
17 away from the roundabout, excess truck noise would be  
18 reduced and overall speed of traffic would be reduced.  
19 That's it.

20 (Off the record)

21 MR. ULATOWSKI: Can you read my name there?

22 THE REPORTER: Damian?

23 MR. ULATOWSKI: Uh-huh.

24 THE REPORTER: And can you spell your last  
25 name for me?

1 9-1-2021 - I-81 Viaduct Project - Public Hearing

2

MR. ULATOWSKI: Yes. U-L-A-T-O-W-S-K-I.

3

4 THE REPORTER: Thank you. Okay. I'm ready  
for you.

5

6 MR. ULATOWSKI: Okay. I'd like to know  
what the schedule of the build is. For example, what's  
7 going to be done first and how long it's going to take?  
8 Second, third, so on. For example, how long will it be  
9 from the time the project starts until the viaduct  
10 actually comes down? And how long of a project overall is  
11 it? Okay?

12

THE REPORTER: That's it?

13

MR. ULATOWSKI: That's it.

14

THE REPORTER: All right.

15

(Off the record)

16

THE REPORTER: Okay.

17

18 MR. BERRY: The plan might consider slowing  
traffic on 81 north business. Slowing it down before the  
19 Colvin Street exit and onramp to allow for the merging of  
20 slower traffic with the higher speed traffic currently  
scheduled to be on business 81 north.

21

(Off the record)

22

23 THE REPORTER: All right. I'm ready for  
24 you.

25

MS. GREEAN: Actually, it's pretty easy.

1 9-1-2021 - I-81 Viaduct Project - Public Hearing

2  
3 Safety. What are they doing for safety down on those  
4 streets?

5 THE REPORTER: Is that it?

6 MS. GREEN: Yeah.

7 THE REPORTER: Okay.

8 (Off the record)

9 THE REPORTER: Is it O-Y-R-S?

10 MS. OURS: O-Y -- I'm sorry. O-U-R-S.

11 Thank you, dear, good luck.

12 UNIDENTIFIED SPEAKER: Oh, yes.

13 THE REPORTER: I'm ready for your comment.

14 MS. OURS: All right. I'll just read it.

15 Is this the mic?

16 THE REPORTER: Yup.

17 MS. OURS: Okay. This is a comment from  
18 A.A.R. -- A.A.R.P. Onondaga Chapter two four three. It's  
19 September 1st, 2021.

20 A.A.R.P. Local Chapter two four three and  
21 the New York State A.A.R.P. office have endorsed the  
22 community grid as the best option for the I-eight-one  
23 project. Its design comports with A.A.R.P.'s livable  
24 community's initiative, which supports best practices to  
25 deliver more effective transportation that works safe  
streets and mobility options for people of all ages.

1 9-1-2021 - I-81 Viaduct Project - Public Hearing

2

3 Elements of the community grid must be  
4 designed to ensure safety, accessibility and resilience,  
5 especially good transit options to benefit businesses,  
6 communities and people of all ages by providing access to  
7 jobs, supporting local retailers, lowering monthly  
8 expenditures for families, increasing property values and  
9 improving health and wellness.

10

11 It's therefore essential the grid design  
12 includes and doesn't preclude sheltered bus stops and  
13 future B.R.T. implementation to move people in Syracuse  
14 and suburban communities to and from work, education  
15 centers, public buildings and local businesses. Centro  
16 should also be an active partner in the I-81 design  
17 process.

18

19 Park and ride centers planned -- should be  
20 planned during the construction phase. Pedestrian and  
21 bicycle pathways consistent with subsequent implementation  
22 of smart street standards must be part of grid design.  
23 Complete street designs to accommodate all users is the  
24 second important thing.

25

26 Communities built in the past fifty years  
27 have been -- often been sprawling, low density communities  
28 connected with -- via -- via busy, high-speed roadways

1 9-1-2021 - I-81 Viaduct Project - Public Hearing

2 that can be only accessible by car. Complete streets aims  
3 to create livable communities that allow people options to  
4 access local destinations. Residents in commercial  
5 streets with shops, restaurants, pedestrian sidewalks,  
6 parking, street trees and bikeway require reducing traffic  
7 speeds.

8 Some community grid designs need revisions  
9 to ensure this, such as business loop 81, B.L 81, must  
10 reduce lane widths to eleven feet from Erie Boulevard to  
11 M.L.K. Boulevard and to thirty miles an hour between  
12 Oswego Boulevard and M.L.K. Junior East. Also, B.L. 81  
13 should reduce design speeds from thirty to forty miles an  
14 hour from M.L.K. Boulevard North to Hiawatha Boulevard.  
15

16 The ... quarter must reduce lanes to one fifteen  
17 feet -- one fifteen to one twenty foot widths to tame the  
18 traffic, which given a central location within the grid  
19 serves those accessing local destinations. Speed is no  
20 longer essential for this. Thank you.

21 (Off the record)

22 (The proceeding concluded.)

1 9-1-2021 - I-81 Viaduct Project - Public Hearing

2 STATE OF NEW YORK

3 I, HANNAH ALLEN, do hereby certify that the foregoing was  
4 reported by me, in the cause, at the time and place, as  
5 stated in the caption hereto, at Page 1 hereof; that the  
6 foregoing typewritten transcription consisting of pages 1  
7 through 16, is a true record of all proceedings had at the  
8 hearing.

9 IN WITNESS WHEREOF, I have hereunto  
10 subscribed my name, this the 14th day of September, 2021.

11

12 HANNAH ALLEN, Reporter

13

14

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| A   |   |
|---|---|
| <p> <b>A.A.R</b> 15:17<br/> <b>A.A.R.P</b> 15:17, 19, 20<br/> <b>A.A.R.P.'s</b> 15:22<br/> <b>access</b> 11:22 16:5 17:4<br/> <b>accessibility</b> 16:3<br/> <b>accessible</b> 17:2<br/> <b>accessing</b> 17:19<br/> <b>accommodate</b> 16:21<br/> <b>active</b> 16:14<br/> <b>adequate</b> 11:16<br/> <b>affect</b> 4:13<br/> <b>ages</b> 15:25 16:5<br/> <b>aims</b> 17:2<br/> <b>air</b> 10:18<br/> <b>airport</b> 8:10<br/> <b>Albany</b> 11:11<br/> <b>ALLEN</b> 18:3, 12<br/> <b>alleviate</b> 8:23, 23<br/> <b>allow</b> 14:18 17:3<br/> <b>amazed</b> 3:17<br/> <b>Amazon</b> 8:11, 21<br/> <b>amendments</b> 12:22<br/> <b>American</b> 9:13<br/> <b>answer</b> 4:11<br/> <b>answers</b> 4:10 12:8<br/> <b>Anyway</b> 12:7<br/> <b>apparent</b> 4:8, 13<br/> <b>APPEARANCES</b> 2:2<br/> <b>approach</b> 3:23 12:23<br/> <b>area</b> 8:16<br/> <b>Arizona</b> 9:11<br/> <b>artery</b> 5:2, 4<br/> <b>asked</b> 4:12<br/> <b>Assembly</b> 3:11<br/> <b>avoid</b> 10:20 </p> | <p> <b>better</b> 4:20, 21, 24 5:3 6:23 8:4 12:5, 7<br/> <b>bicycle</b> 16:19<br/> <b>bikeway</b> 17:6<br/> <b>Bill</b> 3:5<br/> <b>billion</b> 12:12<br/> <b>billions</b> 12:5<br/> <b>bipartisan</b> 3:16<br/> <b>bit</b> 5:24<br/> <b>border</b> 11:3, 4<br/> <b>Boulevard</b> 17:10, 11, 12, 14, 14<br/> <b>bridge</b> 3:20<br/> <b>Brigadier</b> 5:15<br/> <b>Brookville</b> 9:7<br/> <b>brought</b> 4:19, 19<br/> <b>build</b> 14:6<br/> <b>buildings</b> 16:13<br/> <b>built</b> 16:23<br/> <b>bus</b> 7:22 16:10<br/> <b>business</b> 12:19 14:17, 20 17:9<br/> <b>businesses</b> 11:2, 6 16:4, 13<br/> <b>busy</b> 16:25 </p>  |
| B   | C   |
| <p> <b>B.L</b> 17:9, 12<br/> <b>B.R.T</b> 16:11<br/> <b>back</b> 8:25<br/> <b>Barzee</b> 2:5 10:8, 9<br/> <b>based</b> 4:10<br/> <b>basic</b> 11:18<br/> <b>beautiful</b> 9:12<br/> <b>believe</b> 4:20, 24 6:17 7:10 13:2<br/> <b>benefit</b> 6:20 16:4<br/> <b>BERRY</b> 2:6 12:16 14:16<br/> <b>best</b> 6:17 15:21, 23 </p>   | <p> <b>called</b> 9:7<br/> <b>campus</b> 8:7, 8<br/> <b>Canadian</b> 11:3<br/> <b>caption</b> 18:5<br/> <b>car</b> 4:21 17:2<br/> <b>cars</b> 4:22, 25<br/> <b>categories</b> 12:2<br/> <b>cause</b> 10:14 18:4<br/> <b>center</b> 8:11 11:21<br/> <b>centers</b> 16:13, 17<br/> <b>central</b> 5:5, 8 17:18<br/> <b>Centro</b> 16:13<br/> <b>certify</b> 18:3<br/> <b>cetera</b> 4:19<br/> <b>chairman</b> 3:9<br/> <b>change</b> 13:16<br/> <b>Chapter</b> 15:17, 19<br/> <b>choose</b> 10:20 11:6<br/> <b>chosen</b> 11:5<br/> <b>circle</b> 12:18, 24 13:9<br/> <b>city</b> 3:22 7:11 10:16, 16, 19, 21<br/> <b>Colvin</b> 14:18<br/> <b>come</b> 8:15 10:15<br/> <b>comes</b> 14:10<br/> <b>coming</b> 10:19<br/> <b>comment</b> 5:11 11:15 12:15 15:12 </p> |

15:16  
**comments** 7:8,19  
**commercial** 17:4  
**communities** 16:5,12,23,24 17:3  
**community** 4:7,9 5:8 6:16 7:10  
 10:11,14 11:5 15:21 16:2 17:8  
**community's** 15:23  
**companies** 11:4,6  
**company** 9:6  
**Complete** 16:21 17:2  
**comports** 15:22  
**concern** 5:20,25 6:7 9:22  
**concerns** 3:15 4:18 10:3  
**concluded** 17:22  
**confronted** 3:14  
**congestion** 7:12 8:24  
**connected** 16:25  
**consensus** 5:5  
**consider** 9:16 14:16  
**consideration** 3:23 7:19,22  
 11:17  
**considered** 9:3  
**consistent** 16:19  
**consisting** 18:6  
**consor** 5:5  
**constructed** 7:4  
**construction** 6:8 16:18  
**continues** 5:4  
**contor** 5:4  
**control** 13:11  
**controlled** 6:24  
**Corporation** 9:8  
**county** 3:8,9 10:24  
**create** 10:18 17:3  
**created** 13:13  
**currently** 14:19

---

**D**


---

**Damian** 2:6 13:22  
**DATE** 1:7  
**day** 18:10  
**dead** 10:15  
**dealing** 10:12  
**dear** 15:10  
**decide** 9:3  
**decision** 3:16,25 11:10  
**deliver** 15:24  
**density** 16:24  
**DEPARTMENT** 1:3  
**design** 15:22 16:9,14,20 17:13

**designed** 16:3  
**designs** 16:21 17:8  
**destinations** 17:4,19  
**Destiny** 8:9,9,22  
**Detroit** 9:9  
**difficult** 3:14  
**direction** 11:20  
**dismayed** 3:17  
**distribution** 8:11  
**do-no-harm** 3:24  
**doing** 15:2  
**dollar** 12:12  
**dollars** 8:17 12:5  
**downshifting** 13:14  
**downtown** 8:25 10:23  
**drive** 1:9 5:15 9:12  
**drivers** 12:22 13:4,10  
**driving** 7:13 10:20

---

**E**


---

**ear** 3:14  
**easier** 7:11 8:13,25  
**East** 17:12  
**easy** 11:24 14:24  
**economy** 9:14  
**education** 16:12  
**effective** 15:24  
**either** 7:22  
**elected** 3:6  
**Elements** 16:2  
**eleven** 17:10  
**eliminate** 13:13  
**emergencies** 11:21  
**emergency** 11:23  
**endorsed** 15:20  
**ensure** 16:3 17:9  
**entering** 13:12  
**entire** 10:24 11:10  
**environment** 4:18  
**Equipment** 9:8  
**Erie** 17:10  
**especially** 16:4  
**essential** 16:9 17:20  
**et** 4:18  
**example** 14:6,8  
**excess** 13:17  
**existing** 10:13  
**exit** 14:18  
**expenditures** 16:7  
**extent** 12:12

| F  |   |
|--|---|
| <b>families</b> 16:7<br><b>far</b> 5:23 13:16<br><b>farther</b> 5:20, 24<br><b>fast</b> 12:2, 25<br><b>feel</b> 10:12, 22 11:9<br><b>feet</b> 17:10, 17<br><b>fifteen</b> 8:17 17:16, 17<br><b>fifteenth</b> 4:2<br><b>fifty</b> 4:3, 17 16:23<br><b>find</b> 3:15 12:8<br><b>first</b> 14:7<br><b>five</b> 12:12<br><b>fixated</b> 4:7<br><b>flashing</b> 13:3<br><b>flowing</b> 10:14<br><b>followed</b> 3:18 4:3<br><b>foot</b> 17:17<br><b>foregoing</b> 18:3, 6<br><b>Foremost</b> 3:15<br><b>forty</b> 17:13<br><b>forward</b> 7:4, 13<br><b>four</b> 4:5 11:19 15:17, 19<br><b>further</b> 6:6<br><b>future</b> 10:12 16:11 | <b>hate</b> 12:11<br><b>health</b> 16:8<br><b>hear</b> 5:24<br><b>hearing</b> 1:1, 6 2:1 3:1 4:1 5:1<br>6:1 7:1 8:1 9:1 10:1 11:1<br>12:1 13:1 14:1 15:1 16:1 17:1<br>18:1, 8<br><b>hereof</b> 18:5<br><b>hereto</b> 18:5<br><b>hereunto</b> 18:9<br><b>Hiawatha</b> 17:14<br><b>high-speed</b> 16:25<br><b>higher</b> 5:4 14:19<br><b>highway</b> 7:13 10:21 12:22 13:5<br><b>hour</b> 8:17 17:11, 14<br><b>house</b> 5:15, 23 6:6<br><b>hundred</b> 8:5<br><b>HURDIN</b> 2:5<br><b>HURST-WAHL</b> 6:15<br><b>HURSTWAHL</b> 2:3<br><b>hybrid</b> 3:23  |
| G  | I   |
| <b>GARY</b> 2:4<br><b>gentleman</b> 5:17<br><b>given</b> 3:23 11:17 17:18<br><b>go</b> 5:20, 21, 23, 23 6:5 8:7, 10, 11<br><b>goes</b> 5:16<br><b>going</b> 5:18, 18, 19, 22 6:3, 4, 7<br>7:10, 11 8:22 12:7, 25 14:7, 7<br><b>good</b> 3:19 9:14 15:10 16:4<br><b>goods</b> 11:3<br><b>GREEN</b> 2:7 14:24 15:5<br><b>grid</b> 4:7, 12, 20, 24 6:16, 20 7:3<br>7:10, 23, 23 8:9, 24 10:11, 14<br>11:5 15:21 16:2, 9, 20 17:8, 18<br><b>guess</b> 7:18   | <b>I-81</b> 1:1, 6 2:1 3:1 4:1 5:1 6:1<br>7:1 8:1 9:1 10:1 11:1 12:1<br>13:1 14:1 15:1 16:1, 14 17:1<br>18:1<br><b>I-eight-one</b> 15:21<br><b>impacted</b> 6:22<br><b>implementation</b> 16:11, 19<br><b>implore</b> 3:24<br><b>important</b> 16:22<br><b>improving</b> 16:8<br><b>included</b> 3:7<br><b>includes</b> 16:10<br><b>incorporate</b> 8:2<br><b>incorporated</b> 7:22<br><b>increasing</b> 16:7<br><b>information</b> 6:19<br><b>informed</b> 5:17<br><b>initiative</b> 15:23<br><b>input</b> 4:4, 9<br><b>interest</b> 4:19<br><b>interested</b> 4:14<br><b>intersections</b> 7:2<br><b>Interstate</b> 10:12, 21<br><b>IRINE</b> 2:7<br><b>It'd</b> 9:13, 13 |
| H  | J   |
| <b>half</b> 6:4 13:8<br><b>halfway</b> 5:19<br><b>HANNAH</b> 18:3, 12<br><b>harm</b> 3:16<br><b>harmed</b> 3:22 5:7<br><b>harming</b> 3:19   |   |

|  |   |
|--|---|
| <b>JAMES</b> 2:5<br><b>Jeff</b> 2:5 10:8<br><b>JILL</b> 2:3<br><b>job</b> 8:17<br><b>jobs</b> 16:6<br><b>JOHN</b> 2:3,6<br><b>Junior</b> 12:19 17:12   |   |
| <hr/> <p style="text-align: center;"><b>K</b></p> <hr/> <b>keep</b> 8:22 10:13,13 12:16<br><b>kept</b> 3:14<br><b>kind</b> 5:16 7:19,21,22,23 8:2,3<br>8:16 9:2,8,13<br><b>kinds</b> 9:22<br><b>King</b> 12:19<br><b>know</b> 5:22 6:15 9:21 10:2 11:21<br>12:6,6,7 14:5   | <hr/> <p style="text-align: center;"><b>M</b></p> <hr/> <b>M.L.K</b> 17:11,12,14<br><b>main</b> 5:2 8:8<br><b>majority</b> 4:8<br><b>making</b> 3:25 11:18<br><b>Mall</b> 8:23<br><b>maps</b> 6:18<br><b>Mart</b> 12:18<br><b>MARTHA</b> 2:7<br><b>Martin</b> 12:19<br><b>mass</b> 8:2<br><b>matter</b> 4:6<br><b>Mattydale</b> 10:10<br><b>mean</b> 7:21<br><b>meandering</b> 13:5,6<br><b>means</b> 8:18<br><b>MERCENIS</b> 2:3 5:12,14 6:11<br><b>merging</b> 14:18<br><b>mic</b> 15:14<br><b>miles</b> 17:11,13<br><b>mind</b> 3:15<br><b>minimum</b> 8:16<br><b>mobility</b> 15:25<br><b>monthly</b> 16:6<br><b>move</b> 16:11 |
| <hr/> <p style="text-align: center;"><b>L</b></p> <hr/> <b>lane</b> 11:20,21 17:10<br><b>lanes</b> 11:19,20 17:16<br><b>LAPPOINT</b> 2:4 7:18 9:20<br><b>leaders</b> 4:7,14<br><b>leave</b> 8:12 13:5<br><b>legislature</b> 3:8,9<br><b>light</b> 7:22 8:2 9:8<br><b>lights</b> 13:3<br><b>limiting</b> 11:22<br><b>little</b> 5:24<br><b>livable</b> 15:22 17:3<br><b>live</b> 5:14 7:11 10:23,24 11:12<br>12:7<br><b>lived</b> 3:25 4:4<br><b>Liverpool</b> 1:10<br><b>lives</b> 4:16<br><b>local</b> 15:19 16:6,13 17:4,19<br><b>location</b> 1:9 17:18<br><b>long</b> 14:7,8,10<br><b>longer</b> 17:20<br><b>look</b> 7:4 10:22 11:4,9<br><b>looked</b> 6:18,18<br><b>looking</b> 7:13<br><b>loop</b> 17:9<br><b>lost</b> 3:12<br><b>lot</b> 7:11,11,12 8:14,17 9:24,24<br><b>loud</b> 13:13<br><b>low</b> 16:24<br><b>lowering</b> 16:6<br><b>luck</b> 15:10<br><b>Luther</b> 12:19 | <hr/> <p style="text-align: center;"><b>N</b></p> <hr/> <b>name</b> 3:5 10:8 13:21,24 18:10<br><b>necessary</b> 10:13 11:9<br><b>need</b> 17:8<br><b>needs</b> 10:22,24 11:2<br><b>neighborhood</b> 4:6,13<br><b>neighborhoods</b> 4:2 5:2<br><b>never</b> 3:12<br><b>new</b> 1:2,10 3:10 5:5,8 6:24,24<br>6:24 7:13 8:11,14 11:7 15:20<br>18:2<br><b>nine</b> 3:8<br><b>noise</b> 5:25 13:13,17<br><b>noisy</b> 6:8<br><b>north</b> 10:16 14:17,20 17:14<br><b>northbound</b> 12:20  |
|  | <hr/> <p style="text-align: center;"><b>O</b></p> <hr/> <b>O-U-R-S</b> 15:9<br><b>O-Y</b> 15:9<br><b>O-Y-R-S</b> 15:8<br><b>obviously</b> 13:6<br><b>office</b> 15:20   |

**official** 3:6  
**Oh** 15:11  
**Okay** 5:14 6:12 7:13,15,18 10:4  
 11:14 12:4,9 14:3,5,11,15  
 15:6,16  
**old** 4:5  
**Onondaga** 3:8,9 15:17  
**onramp** 14:18  
**open** 3:14 10:13  
**opinion** 12:9  
**opinions** 4:16  
**opportunity** 7:24 8:5 9:4,16  
**option** 6:16,17 7:10 10:11 15:21  
**options** 6:18 15:25 16:4 17:3  
**order** 13:11  
**Oswego** 17:12  
**outside** 3:22 11:7  
**overall** 13:18 14:10

---

**P**

---

**p.m** 1:8,8  
**Page** 18:5  
**pages** 18:6  
**Park** 1:9 16:17  
**parking** 17:6  
**part** 9:16 12:11 16:20  
**partner** 16:14  
**pathways** 16:19  
**pattern** 13:16  
**pedestrian** 16:18 17:5  
**Pennsylvania** 9:6 11:4  
**people** 3:20 4:5,11,16 5:3 8:18  
 8:22 9:20 10:14,19,20,23,24  
 11:11,11 15:25 16:5,11 17:3  
**perfect** 7:24 9:4  
**Pertaining** 12:18  
**phase** 16:18  
**philosophy** 3:25  
**physical** 12:20  
**physically** 13:10  
**picture** 11:10  
**pique** 4:20  
**place** 8:20 13:16 18:4  
**plan** 14:16  
**planned** 16:17,18  
**please** 5:6,6  
**plus** 4:17  
**points** 10:16  
**politicians** 4:6  
**pollution** 10:18

**positive** 6:23  
**possible** 3:16,18,20 5:4,5  
**posting** 13:2  
**practices** 15:23  
**preclude** 16:10  
**pretty** 14:24  
**prior** 12:23 13:8  
**private** 5:16  
**probably** 8:15,18  
**proceeding** 17:22  
**proceedings** 18:7  
**process** 16:16  
**program** 9:20  
**project** 1:1,6 2:1 3:1,18 4:1,13  
 5:1 6:1 7:1,24 8:1 9:1 10:1  
 11:1 12:1 13:1 14:1,9,10 15:1  
 15:22 16:1 17:1 18:1  
**promoting** 9:7  
**properly** 13:11  
**property** 5:16,18,19,21 6:3 16:7  
**proposal** 7:21  
**propose** 8:6  
**prosper** 5:8  
**provided** 6:19  
**providing** 16:5  
**public** 1:1,6 2:1 3:1 4:1 5:1  
 6:1 7:1 8:1 9:1 10:1 11:1  
 12:1 13:1 14:1 15:1 16:1,13  
 17:1 18:1  
**purposes** 11:22  
**put** 3:13 9:11 13:16

---

**Q**

---

**quarter** 17:16  
**question** 4:12

---

**R**

---

**rail** 7:22 9:8,12  
**rapid** 7:22  
**rash** 11:10  
**read** 13:21 15:13  
**ready** 5:11 6:14 7:7,17 10:7  
 11:14 12:14 14:3,22 15:12  
**real** 3:22  
**realize** 13:10  
**really** 3:13 6:3 9:23 10:2  
**rebuilding** 11:17  
**received** 4:11  
**record** 3:2 5:10 6:12,13 7:6,16  
 9:18 10:6 11:13 12:14 13:20

14:14,21 15:7 17:21 18:7  
**reduce** 12:23 13:4,12,14 17:10  
 17:13,16  
**reduced** 12:20 13:18,18  
**reducing** 11:19 13:3 17:6  
**region** 6:17 11:2  
**regional** 9:14  
**relatively** 8:16  
**relocate** 11:6  
**relocated** 11:7  
**reported** 18:4  
**Reporter** 3:2,4 5:11,13 6:10,12  
 6:14 7:5,7,15,17 9:19 10:5,7  
 11:14 12:3,10,12,14 13:22,24  
 14:3,12,13,15,22 15:4,6,8,12  
 15:15 18:12  
**require** 12:22 13:9 17:6  
**required** 13:4  
**resident** 10:9  
**Residents** 17:4  
**resilience** 16:3  
**responsible** 3:13  
**restaurants** 17:5  
**retailers** 16:6  
**revisions** 17:8  
**ride** 16:17  
**right** 5:7 7:15 8:7 10:8 12:10  
 14:13,22 15:13  
**rip** 9:4  
**road** 5:15 8:12 12:5 13:16  
**roadways** 16:25  
**roundabout** 9:21,23 10:4 13:8,12  
 13:13,17  
**roundabouts** 6:24  
**route** 10:13 11:18,23

---

**S**


---

**S.U** 8:25  
**safe** 15:24  
**safer** 11:19  
**safety** 15:2,2 16:3  
**Salina** 3:6 5:3 10:9  
**Sanford** 2:2 3:2,5,5  
**Saslon** 1:9  
**satisfies** 3:19  
**satisfy** 3:20  
**saving** 12:5  
**saw** 4:3  
**saying** 4:8 5:22  
**schedule** 14:6

**scheduled** 14:20  
**School** 12:19  
**scores** 4:11  
**screwed** 4:22  
**Seattle** 9:10  
**second** 14:8 16:22  
**see** 5:20,21 6:4,20,23 9:12 12:8  
 12:8,16  
**September** 1:7 15:18 18:10  
**served** 3:10 4:21,25 5:3  
**serves** 17:19  
**service** 3:7  
**set** 5:12 6:10 9:19 11:14 12:3  
**sheltered** 16:10  
**shops** 17:5  
**sidewalks** 17:5  
**significantly** 6:22  
**signs** 13:2  
**situations** 3:14  
**sky** 3:20  
**slow** 13:10  
**slower** 14:19  
**slowing** 14:16,17  
**smaller** 11:19  
**smart** 16:20  
**so-called** 4:14  
**solution** 3:18 5:6  
**sorry** 15:9  
**south** 8:6 10:16  
**speak** 3:2  
**SPEAKER** 15:11  
**special** 11:21  
**speed** 5:4 12:20 13:4,12,14,18  
 14:19 17:19  
**speeds** 12:23 13:3 17:7,13  
**spell** 13:24  
**spending** 4:4  
**split** 8:10  
**sprawling** 16:24  
**standards** 16:20  
**start** 6:8,16 8:6  
**starts** 14:9  
**State** 1:2 3:10 11:8 15:20 18:2  
**stated** 18:5  
**statement** 4:10  
**stop** 5:19 10:15,19  
**stops** 16:10  
**straight** 12:17  
**strategy** 7:20 8:3 9:2,17  
**street** 14:18 16:20,21 17:6

**streets** 6:24 15:3,25 17:2,5  
**students** 8:25  
**studies** 9:22  
**subscribed** 18:10  
**subsequent** 16:19  
**suburban** 16:12  
**support** 6:16 7:9  
**supporting** 9:13 16:6  
**supports** 15:23  
**surface** 7:22  
**Syracuse** 6:17 8:16 10:17,19,23  
 16:11  
**systems** 9:9,13

---

**T**


---

**tact** 3:17  
**take** 8:18 9:11 14:7  
**taken** 5:2  
**talked** 5:16 9:20  
**talking** 4:5 12:2  
**tame** 17:17  
**technical** 13:6  
**tenure** 3:12  
**term** 13:6  
**tests** 9:22  
**Thank** 5:8 7:4,5,14 12:10,12  
 14:3 15:10 17:20  
**That'd** 10:3  
**thing** 5:7,21 16:22  
**think** 7:23,24 8:4,17,23 9:2,6  
 9:10,14 11:16 12:4,6  
**third** 14:8  
**thirty** 17:11,13  
**thousands** 8:14  
**three** 11:20 15:17,19  
**time** 1:8 4:3,4 14:9 18:4  
**times** 6:21  
**TOM** 2:4  
**tonight** 5:17  
**torn** 4:2  
**total** 5:7  
**Town** 3:6 10:9  
**track** 3:12  
**tractor** 13:14  
**traffic** 4:18,22 6:23 7:12,12  
 8:12 10:14 11:24 12:18,20,23  
 13:4,9,12,18 14:17,19,19 17:6  
 17:18  
**trailers** 13:14  
**trans** 7:22 8:2

**transcription** 18:6  
**transit** 7:20,22 8:3 16:4  
**transport** 8:13,20 11:3  
**transportation** 1:3 15:24  
**travel** 4:25 6:21 10:15  
**trees** 17:6  
**tremendous** 6:20  
**truck** 4:21 11:23 13:17  
**trucks** 4:22,25  
**true** 18:7  
**trying** 10:15  
**Tucson** 9:11  
**twenty** 17:17  
**twenty-two** 3:7  
**two** 6:9 15:17,19  
**typewritten** 18:6

---

**U**


---

**U-L-A-T-O-W-S-K-I** 14:2  
**Uh-huh** 13:23  
**ULATOWSKI** 2:6 13:21,23 14:2,5  
 14:12  
**understand** 9:21  
**understanding** 6:21  
**unforeseen** 8:24  
**UNIDENTIFIED** 15:11  
**university** 8:7  
**urban** 8:3  
**use** 3:24  
**users** 16:21

---

**V**


---

**values** 16:7  
**vehicle** 13:11  
**vehicles** 9:24 10:2 11:23  
**viaduct** 1:1,6 2:1 3:1 4:1 5:1  
 6:1 7:1 8:1 9:1 10:1 11:1  
 12:1 13:1 14:1,9 15:1 16:1  
 17:1 18:1  
**videos** 6:19

---

**W**


---

**wage** 8:16  
**WAHL** 2:4 7:9  
**wall** 5:18,20 6:2,8  
**want** 3:2  
**ward** 4:2  
**warehouse** 8:21  
**way** 12:7  
**ways** 11:24

|  |   |
|--|---|
| <b>We're</b> 3:2 6:12                            |   |
| <b>weeks</b> 4:5                                 |   |
| <b>wellness</b> 16:8                             |   |
| <b>WHEREOF</b> 18:9                              |   |
| <b>widths</b> 17:10,17                           |   |
| <b>WILLIAM</b> 2:2                               |   |
| <b>WITNESS</b> 18:9                              |   |
| <b>work</b> 8:14,20 9:23 10:2 11:11<br>16:12     |   |
| <b>workers</b> 8:14,14                           |   |
| <b>works</b> 15:24                               |   |
| <b>wouldn't</b> 5:24                             |   |
| <b>wraparound</b> 5:24                           |   |
| <b>X</b>   | <b>6</b>  |
|  | <b>6:22</b> 1:8   |
|  | <b>7</b>  |
|  | <b>8</b>  |
|  | <b>8:00</b> 1:8   |
|  | <b>81</b> 3:18 4:12 10:12 11:17 12:19<br>14:17,20 17:9,9,12   |
|  | <b>9</b>  |
|  | <b>9-1-2021</b> 1:1 2:1 3:1 4:1 5:1<br>6:1 7:1 8:1 9:1 10:1 11:1<br>12:1 13:1 14:1 15:1 16:1 17:1<br>18:1 |
| <b>yeah</b> 9:20 13:5 15:5                       |   |
| <b>year</b> 3:10                                 |   |
| <b>years</b> 3:7 4:3,17 6:9 8:5 16:23            |   |
| <b>York</b> 1:2,10 3:10 5:5,8 11:7<br>15:20 18:2 |   |
| <b>Yup</b> 6:11 10:5 15:15                       |   |
| <b>YURDIN</b> 11:16 12:4,11                      |   |
| <b>Z</b>   |   |
| <b>0</b>   |   |
| <b>1</b>   |   |
| <b>1</b> 1:7 18:5,6                              |   |
| <b>14th</b> 18:10                                |   |
| <b>16</b> 18:7                                   |   |
| <b>1980</b> 3:7,8                                |   |
| <b>1988</b> 3:10                                 |   |
| <b>1st</b> 15:18                                 |   |
| <b>2</b>   |   |
| <b>2002</b> 3:7                                  |   |
| <b>2021</b> 1:7 3:8,10 15:18 18:10               |   |
| <b>2022</b> 3:11                                 |   |
| <b>204</b> 1:9                                   |   |
| <b>3</b>   |   |
| <b>4</b>   |   |
| <b>481</b> 10:21                                 |   |
| <b>5</b>   |   |
| <b>5903</b> 5:14                                 |   |



9-8-2021 - I-81 Viaduct Project - Public Hearing

NEW YORK STATE

DEPARTMENT OF TRANSPORTATION

I-81 VIADUCT PROJECT PUBLIC HEARING

DATE: September 8, 2021

TIME: 6:22 p.m. to 8:05 p.m.

LOCATION: Mott Road Elementary School

7173 Mott Road

Fayetteville, New York 13066

1 9-8-2021 - I-81 Viaduct Project - Public Hearing

2 (On the record 5:50 p.m.)

3 COURT REPORTER: You can go ahead and  
4 make your statement.

5 MS. CUNNINGHAM: Okay. My name is  
6 Mary Cunningham -- my name is Mary Cunningham -- is  
7 that better?

8 COURT REPORTER: Sure, yup.

9 MS. CUNNINGHAM: My name is Mary  
10 Cunningham, I live at 412 Orchard Street in  
11 Fayetteville, New York. I am very discouraged to  
12 hear that there's pressure to take longer to make the  
13 decision on building the community grid and how to  
14 build the community grid. We have spent years  
15 investigating this and it is time to move on it. The  
16 delays are only in the hopes of making political  
17 changes. Having a skyway is ridiculous, it is no  
18 different than having the elevated highway that we  
19 have now, it is just as much a barrier and it is  
20 beyond expensive.

21 We can have a corridor, a -- what do  
22 you want to call it -- a community grid, but it needs  
23 not to be a business loop, it cannot be a qualified  
24 highway, it needs to be a city street. Our goal is  
25 to repair the damage that was done by the original I-

1 9-8-2021 - I-81 Viaduct Project - Public Hearing  
2 81 that has divided the city, segregated the city and  
3 created areas of intense poverty that shame our whole  
4 county. We are one of the most segregated cities in  
5 the country and we can fix it, and we can fix it by  
6 making a real community corridor and a community grid  
7 and we need to make it pedestrian and neighborhood  
8 friendly.

9 The street -- the lanes need to be  
10 eleven feet wide, not twelve feet wide, they need to  
11 a have speed limit when it goes by the school of  
12 twenty miles per hour, the roundabout is  
13 inappropriate where there are young children who will  
14 not understand how a roundabout works and it will be  
15 a danger to them. There is no city school where  
16 anyone drives faster than twenty miles an hour when  
17 they go past the school. We should be at twenty  
18 miles an hour when we go past Martin Luther King  
19 School. So that -- that has to happen, not at the  
20 school, slowing down needs to happen long before the  
21 school, probably around Brighton Ave. You could put  
22 the roundabout at Brighton Ave., you can put the  
23 roundabout at West Street and Fayette Street and East  
24 Fayette Street. It does not need to be at the Martin  
25 Luther King School.

1 9-8-2021 - I-81 Viaduct Project - Public Hearing

2 There also needs to be a recognition  
3 that when we are going to have local hiring, an  
4 S.E.P. Fourteen, has designated that there can be  
5 thirty percent local hire, it does not just mean  
6 county, it means city and the people who are affected  
7 by the original I-81. Thank you.

8 COURT REPORTER: You can begin.

9 MS. SHEPARD: Oh, okay. My name is  
10 Nancy Shepard and I am definitely in favor of taking  
11 down the highway through Syracuse. I would like to  
12 see the Almond Street, I believe it is, I would like  
13 to see it extended down South of Martin Luther King  
14 School so that possibly the entrance to the cemetery  
15 can be seen by people and can be gotten to so that we  
16 can go into that part of the cemetery. But the  
17 important thing is that the rotary or, I guess -- we  
18 call it rotary where I'm from in Massachusetts --  
19 should be South of where it is planned, South of  
20 Martin Luther King School, not at Martin Luther King  
21 Boulevard. Thank you.

22 COURT REPORTER: You can begin.

23 MR. PAYNE: Okay. So my name is  
24 Dennis Payne, I'm the Chairman of the Dewitt Advisory  
25 Conservation Commission and I have several concerns,

1       9-8-2021   -   I-81 Viaduct Project   -   Public Hearing  
2       a few of which I'd like to address right now. The  
3       first is the planned reconstruction of the Exit 3,  
4       which currently is Exit 3 from Interstate 481 and  
5       would then be Exit 3 exit of the future Interstate  
6       81. I think -- and I think I represent the people  
7       from my commission that would agree with this, that  
8       the plan that's set up now is really going to be a  
9       disaster. That is, right now, just about the busiest  
10      intersection in Onondaga County. Several years ago,  
11      the eastbound exit there which was Exit 3b, was  
12      reconfigured because on most weekday afternoons at  
13      rush hour, traffic exiting would back right up onto  
14      the highway and there would be accidents and  
15      hazardous conditions. They changed it and put in a  
16      dedicated lane for people exiting there all the way  
17      to the Route 92 split to Manlius.

18                   What the plans has shown they were  
19      actually going to eliminate that Exit 3b and direct  
20      all traffic to get off at the -- what is now Exit 3w,  
21      3 West. My understanding is they would turn that  
22      exit into a multi-lane affair with a traffic light at  
23      the end and I am convinced and other people that I've  
24      spoken with from the Town of Dewitt are convinced  
25      that that is just going to cause dangerous backups

1 9-8-2021 - I-81 Viaduct Project - Public Hearing  
2 onto the highway as there used to be. Okay? That's  
3 number one.

4 Okay. Number two, noise abatement.  
5 Based on the maps that I'm seeing at this exhibit,  
6 there's no plan to build noise abatement structures  
7 between Exit 3 and the Jamesville Road exit to the  
8 South. That's the area where there are residents,  
9 people live in those neighborhoods that are directly  
10 -- basically adjacent to the highway and there don't  
11 seem to be walls of any kind planned for that.

12 I myself live a little further South  
13 on East Seneca Turnpike in Jamesville, but really  
14 directly South of the current 481 and the future 481.  
15 There's a half mile of a state park between my home  
16 and 481, that's Clark Reservation, that consists of  
17 limestone walls and what I'm convinced will happen is  
18 that noise, excess noise, is going to basically,  
19 echo, vibrate, off those. So rather than swallowing  
20 the noise, quieting it down, it's going to make it  
21 louder because, in fact, on both sides of the highway  
22 there, the North side which is a quarry and the South  
23 side which is the state park, you have rock walls and  
24 it's -- I don't see how they could structurally build  
25 noise abatement walls. And yet the natural walls,

1 9-8-2021 - I-81 Viaduct Project - Public Hearing  
2 the rock walls that are there right now, are just  
3 going to make it worse -- things worse. I think  
4 that's what I have to say right now, I'm sure I'm  
5 going to think of other things, but. So thank you.

6 COURT REPORTER: You can go ahead and  
7 make your statement.

8 MR. GLYNN: Sure. I feel that the  
9 access points to the North side of Syracuse,  
10 especially coming from the East, have been broadened  
11 to make the drive through the neighborhoods onerous  
12 to potential customers. As a business owner on the  
13 North side of Syracuse, I rely on retail trade and  
14 many of my customers are located east of the City.  
15 With the broadened access points to the West -- to  
16 the East, rather, which would be Crouse Ave. and the  
17 Bear Street exit to the North, they've essentially  
18 taken 81 and 690 then created the same barrier that  
19 the viaduct represented in the original tear down  
20 idea. 690 and 81 now essentially block off the North  
21 side from all the activity in the City.

22 COURT REPORTER: Okay, go ahead.

23 TOM (refused to give last name): My  
24 brother works at Lockheed Martin in Liverpool, he  
25 lives in Lafayette. For him to take the 481 bypass

1 9-8-2021 - I-81 Viaduct Project - Public Hearing  
2 it adds seventeen more miles round trip per day,  
3 that's more greenhouse gases and pollution for  
4 everybody that commutes to go around the City to get  
5 to Liverpool plus all the tractor trailers that go  
6 through to 481 bypass along the City. In the winter,  
7 481, if there were an accident, can't handle traffic  
8 because I worked at Lyndon Corners for twelve years  
9 and when I got on at Dewitt from 481 and then got  
10 onto 690, the traffic would be backed up all the way  
11 from the Dewitt exit to 690 in a mile down 690, all  
12 those cars taking up a lane trying to get off in  
13 Dewitt with no alternative route that can handle that  
14 amount of traffic that didn't have stoplights would  
15 cause gridlock, both through the City and around the  
16 City. And that's -- that's my comment.

17 COURT REPORTER: Okay. Go ahead.

18 MR. LORWY: I'm very concerned about  
19 the new exit or increase in the exit, the Dewitt exit  
20 currently now and the removal of the Fayetteville  
21 exit, the Cloverleaf, right, the impact that that's  
22 going to have on the neighborhoods there, the  
23 environmental impact, the noise impact and the  
24 additional traffic that's going to be there. It does  
25 not look like a proper plan, people can't answer --



1 9-8-2021 - I-81 Viaduct Project - Public Hearing  
2 cannot give answers regarding the environmental  
3 impacts that this is going to have, they are putting  
4 up noise abatement in front of an industrial area in  
5 Dewitt that is zoned industrial and then where the  
6 neighborhood is concerned, they say it doesn't  
7 qualify, which makes no sense. I don't understand  
8 how an industrial area can qualify for noise  
9 abatement, but a neighborhood cannot, that doesn't  
10 make sense. Let's see, what else. The -- there's  
11 one other thing and I can't remember what it was.  
12 That may be it for right now.

13 MR. HUGHES: Donald Hughes, H-U-G-H-E-  
14 S.

15 COURT REPORTER: Okay. And you can  
16 make your statement.

17 MR. HUGHES: Okay, great. So first I  
18 want to comment New York State Department of  
19 Transportation for all the wonderful work they've  
20 done delineating the alternatives and I should  
21 mention, by the way, that I'm with the Sierra Club,  
22 I'm the conservation chair for the local group, the  
23 Central Northern New York group.

24 So the -- I have some specific  
25 comments, first of all I -- I want to voice my strong

1       9-8-2021 - I-81 Viaduct Project - Public Hearing  
2       support for the community grid, I think that's  
3       certainly the way to go. I have some specific  
4       comments with respect to the -- the part of 81 South  
5       of downtown, I would like to see the consideration  
6       given to putting an on-level intersection at Coleman  
7       Street. Right now it's -- there's an -- there's an  
8       exit Northbound and there's an entrance Northbound,  
9       but there's nothing for the Southbound part and it  
10      seems like we're -- we're neglecting that community.  
11      So let's put in -- looks like we have at M.L.K.  
12      Boulevard, put an on-street intersection and that  
13      will further the community grid, the immigration  
14      traffic into the community, let's not leave out the  
15      South side.

16                   My other point is that connection from  
17      the South side to Oakwood Cemetery should be restored  
18      and that's -- I think that's really important, it  
19      could be an underpass under the -- under 81 or it  
20      could be a -- an on-level intersection. I think an  
21      underpass would be -- would be superior and you don't  
22      need a lot of head -- headroom to make that work, but  
23      that would restore a historically important  
24      connection between Oakwood Cemetery and the rest of  
25      the City through that beautiful entrance gate. Thank

Page 11

1 9-8-2021 - I-81 Viaduct Project - Public Hearing

2 you.

3 (The proceeding concluded at 8:05

4 p.m.)

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Page 12

1           9-8-2021   -   I-81 Viaduct Project   -   Public Hearing  
2   STATE OF NEW YORK  
3   I, ANNETTE LAINSON, do hereby certify that the foregoing  
4   was reported by me, in the cause, at the time and place,  
5   as stated in the caption hereto, at Page 1 hereof; that  
6   the foregoing typewritten transcription consisting of  
7   pages 1 through 11, is a true record of all proceedings  
8   had at the hearing.

9                           IN WITNESS WHEREOF, I have hereunto  
10   subscribed my name, this the 17th day of September, 2021.

11

12   ANNETTE LAINSON, Reporter

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| A                                  | C   |
|------------------------------------|---|
| <b>abatement</b> 6:4, 6, 25 9:4, 9 | <b>call</b> 2:22 4:18                     |
| <b>access</b> 7:9, 15              | <b>can't</b> 8:7, 25 9:11                 |
| <b>accident</b> 8:7                | <b>caption</b> 12:5                       |
| <b>accidents</b> 5:14              | <b>cars</b> 8:12                          |
| <b>activity</b> 7:21               | <b>cause</b> 5:25 8:15 12:4               |
| <b>additional</b> 8:24             | <b>cemetery</b> 4:14, 16 10:17, 24        |
| <b>address</b> 5:2                 | <b>Central</b> 9:23                       |
| <b>adds</b> 8:2                    | <b>certainly</b> 10:3                     |
| <b>adjacent</b> 6:10               | <b>certify</b> 12:3                       |
| <b>Advisory</b> 4:24               | <b>chair</b> 9:22                         |
| <b>affair</b> 5:22                 | <b>Chairman</b> 4:24                      |
| <b>afternoons</b> 5:12             | <b>changed</b> 5:15                       |
| <b>ago</b> 5:10                    | <b>changes</b> 2:17                       |
| <b>agree</b> 5:7                   | <b>children</b> 3:13                      |
| <b>ahead</b> 2:3 7:6, 22 8:17      | <b>cities</b> 3:4                         |
| <b>Almond</b> 4:12                 | <b>city</b> 2:24 3:2, 2, 15 4:6 7:14, 21  |
| <b>alternative</b> 8:13            | 8:4, 6, 15, 16 10:25                      |
| <b>alternatives</b> 9:20           | <b>Clark</b> 6:16                         |
| <b>amount</b> 8:14                 | <b>Cloverleaf</b> 8:21                    |
| <b>ANNETTE</b> 12:3, 12            | <b>Club</b> 9:21                          |
| <b>answer</b> 8:25                 | <b>Coleman</b> 10:6                       |
| <b>answers</b> 9:2                 | <b>coming</b> 7:10                        |
| <b>area</b> 6:8 9:4, 8             | <b>comment</b> 8:16 9:18                  |
| <b>areas</b> 3:3                   | <b>comments</b> 9:25 10:4                 |
| <b>Ave</b> 3:21, 22 7:16           | <b>commission</b> 4:25 5:7                |
|                                    | <b>community</b> 2:13, 14, 22 3:6, 6 10:2 |
|                                    | 10:10, 13, 14                             |
| B                                  | <b>commutes</b> 8:4                       |
| <b>back</b> 5:13                   | <b>concerned</b> 8:18 9:6                 |
| <b>backed</b> 8:10                 | <b>concerns</b> 4:25                      |
| <b>backups</b> 5:25                | <b>concluded</b> 11:3                     |
| <b>barrier</b> 2:19 7:18           | <b>conditions</b> 5:15                    |
| <b>Based</b> 6:5                   | <b>connection</b> 10:16, 24               |
| <b>basically</b> 6:10, 18          | <b>conservation</b> 4:25 9:22             |
| <b>Bear</b> 7:17                   | <b>consideration</b> 10:5                 |
| <b>beautiful</b> 10:25             | <b>consisting</b> 12:6                    |
| <b>believe</b> 4:12                | <b>consists</b> 6:16                      |
| <b>better</b> 2:7                  | <b>convinced</b> 5:23, 24 6:17            |
| <b>beyond</b> 2:20                 | <b>Corners</b> 8:8                        |
| <b>block</b> 7:20                  | <b>corridor</b> 2:21 3:6                  |
| <b>Boulevard</b> 4:21 10:12        | <b>country</b> 3:5                        |
| <b>Brighton</b> 3:21, 22           | <b>county</b> 3:4 4:6 5:10                |
| <b>broadened</b> 7:10, 15          | <b>COURT</b> 2:3, 8 4:8, 22 7:6, 22 8:17  |
| <b>brother</b> 7:24                | 9:15                                      |
| <b>build</b> 2:14 6:6, 24          | <b>created</b> 3:3 7:18                   |
| <b>building</b> 2:13               | <b>Crouse</b> 7:16                        |
| <b>busiest</b> 5:9                 | <b>Cunningham</b> 2:5, 6, 6, 9, 10        |
| <b>business</b> 2:23 7:12          | <b>current</b> 6:14                       |
| <b>bypass</b> 7:25 8:6             |   |

|                                      |  |
|--------------------------------------|--|
| <b>currently</b> 5:4 8:20            | 10:8                                   |
| <b>customers</b> 7:12,14             | <b>exiting</b> 5:13,16                 |
|                                      | <b>expensive</b> 2:20                  |
| <hr/>                                | <b>extended</b> 4:13                   |
| <b>D</b>                             | <hr/>                                  |
| <b>damage</b> 2:25                   | <b>F</b>                               |
| <b>danger</b> 3:15                   | <b>fact</b> 6:21                       |
| <b>dangerous</b> 5:25                | <b>faster</b> 3:16                     |
| <b>DATE</b> 1:7                      | <b>favor</b> 4:10                      |
| <b>day</b> 8:2 12:10                 | <b>Fayette</b> 3:23,24                 |
| <b>decision</b> 2:13                 | <b>Fayetteville</b> 1:11 2:11 8:20     |
| <b>dedicated</b> 5:16                | <b>feel</b> 7:8                        |
| <b>definitely</b> 4:10               | <b>feet</b> 3:10,10                    |
| <b>delays</b> 2:16                   | <b>first</b> 5:3 9:17,25               |
| <b>delineating</b> 9:20              | <b>fix</b> 3:5,5                       |
| <b>Dennis</b> 4:24                   | <b>foregoing</b> 12:3,6                |
| <b>Department</b> 1:3 9:18           | <b>Fourteen</b> 4:4                    |
| <b>designated</b> 4:4                | <b>friendly</b> 3:8                    |
| <b>Dewitt</b> 4:24 5:24 8:9,11,13,19 | <b>front</b> 9:4                       |
| 9:5                                  | <b>further</b> 6:12 10:13              |
| <b>didn't</b> 8:14                   | <b>future</b> 5:5 6:14                 |
| <b>different</b> 2:18                | <hr/>                                  |
| <b>direct</b> 5:19                   | <b>G</b>                               |
| <b>directly</b> 6:9,14               | <b>gases</b> 8:3                       |
| <b>disaster</b> 5:9                  | <b>gate</b> 10:25                      |
| <b>discouraged</b> 2:11              | <b>give</b> 7:23 9:2                   |
| <b>divided</b> 3:2                   | <b>given</b> 10:6                      |
| <b>doesn't</b> 9:6,9                 | <b>GLYNN</b> 7:8                       |
| <b>don't</b> 6:10,24 9:7 10:21       | <b>go</b> 2:3 3:17,18 4:16 7:6,22 8:4  |
| <b>Donald</b> 9:13                   | 8:5,17 10:3                            |
| <b>downtown</b> 10:5                 | <b>goal</b> 2:24                       |
| <b>drive</b> 7:11                    | <b>goes</b> 3:11                       |
| <b>drives</b> 3:16                   | <b>going</b> 4:3 5:8,19,25 6:18,20 7:3 |
| <hr/>                                | 7:5 8:22,24 9:3                        |
| <b>E</b>                             | <b>gotten</b> 4:15                     |
| <b>east</b> 3:23 6:13 7:10,14,16     | <b>great</b> 9:17                      |
| <b>eastbound</b> 5:11                | <b>greenhouse</b> 8:3                  |
| <b>echo</b> 6:19                     | <b>grid</b> 2:13,14,22 3:6 10:2,13     |
| <b>Elementary</b> 1:9                | <b>gridlock</b> 8:15                   |
| <b>elevated</b> 2:18                 | <b>group</b> 9:22,23                   |
| <b>eleven</b> 3:10                   | <b>guess</b> 4:17                      |
| <b>eliminate</b> 5:19                | <hr/>                                  |
| <b>entrance</b> 4:14 10:8,25         | <b>H</b>                               |
| <b>environmental</b> 8:23 9:2        | <b>H-U-G-H-E-</b> 9:13                 |
| <b>especially</b> 7:10               | <b>half</b> 6:15                       |
| <b>essentially</b> 7:17,20           | <b>handle</b> 8:7,13                   |
| <b>everybody</b> 8:4                 | <b>happen</b> 3:19,20 6:17             |
| <b>excess</b> 6:18                   | <b>hazardous</b> 5:15                  |
| <b>exhibit</b> 6:5                   | <b>head</b> 10:22                      |
| <b>exit</b> 5:3,4,5,5,11,11,19,20,22 | <b>headroom</b> 10:22                  |
| 6:7,7 7:17 8:11,19,19,19,21          |  |

**hear** 2:12  
**hearing** 1:1,6 2:1 3:1 4:1 5:1  
 6:1 7:1 8:1 9:1 10:1 11:1  
 12:1,8  
**hereof** 12:5  
**hereto** 12:5  
**hereunto** 12:9  
**highway** 2:18,24 4:11 5:14 6:2  
 6:10,21  
**hire** 4:5  
**hiring** 4:3  
**historically** 10:23  
**home** 6:15  
**hopes** 2:16  
**hour** 3:12,16,18 5:13  
**Hughes** 9:13,13,17

---

**I**


---

**I-** 2:25  
**I-81** 1:1,6 2:1 3:1 4:1,7 5:1  
 6:1 7:1 8:1 9:1 10:1 11:1  
 12:1  
**I'd** 5:2  
**I'm** 4:18,24 6:5,17 7:4,4 8:18  
 9:21,22  
**I've** 5:23  
**idea** 7:20  
**immigration** 10:13  
**impact** 8:21,23,23  
**impacts** 9:3  
**important** 4:17 10:18,23  
**inappropriate** 3:13  
**increase** 8:19  
**industrial** 9:4,5,8  
**intense** 3:3  
**intersection** 5:10 10:6,12,20  
**Interstate** 5:4,5  
**investigating** 2:15  
**it's** 6:20,24 10:7

---

**J**


---

**Jamesville** 6:7,13

---

**K**


---

**kind** 6:11  
**King** 3:18,25 4:13,20,20

---

**L**


---

**Lafayette** 7:25  
**LAINSON** 12:3,12

**lane** 5:16 8:12  
**lanes** 3:9  
**leave** 10:14  
**let's** 9:10 10:11,14  
**light** 5:22  
**limestone** 6:17  
**limit** 3:11  
**little** 6:12  
**live** 2:10 6:9,12  
**Liverpool** 7:24 8:5  
**lives** 7:25  
**local** 4:3,5 9:22  
**located** 7:14  
**LOCATION** 1:9  
**Lockheed** 7:24  
**long** 3:20  
**longer** 2:12  
**look** 8:25  
**looks** 10:11  
**loop** 2:23  
**LORWY** 8:18  
**lot** 10:22  
**louder** 6:21  
**Luther** 3:18,25 4:13,20,20  
**Lyndon** 8:8

---

**M**


---

**M.L.K** 10:11  
**making** 2:16 3:6  
**Manlius** 5:17  
**maps** 6:5  
**Martin** 3:18,24 4:13,20,20 7:24  
**Mary** 2:6,6,9  
**Massachusetts** 4:18  
**mean** 4:5  
**means** 4:6  
**mention** 9:21  
**mile** 6:15 8:11  
**miles** 3:12,16,18 8:2  
**Mott** 1:9,10  
**move** 2:15  
**multi-lane** 5:22

---

**N**


---

**name** 2:5,6,9 4:9,23 7:23 12:10  
**Nancy** 4:10  
**natural** 6:25  
**need** 3:7,9,10,24 10:22  
**needs** 2:22,24 3:20 4:2  
**neglecting** 10:10

**neighborhood** 3:7 9:6,9  
**neighborhoods** 6:9 7:11 8:22  
**new** 1:2,11 2:11 8:19 9:18,23  
 12:2  
**noise** 6:4,6,18,18,20,25 8:23  
 9:4,8  
**North** 6:22 7:9,13,17,20  
**Northbound** 10:8,8  
**Northern** 9:23  
**number** 6:3,4

---

**O**


---

**Oakwood** 10:17,24  
**Oh** 4:9  
**okay** 2:5 4:9,23 6:2,4 7:22 8:17  
 9:15,17  
**on-level** 10:6,20  
**on-street** 10:12  
**onerous** 7:11  
**Onondaga** 5:10  
**Orchard** 2:10  
**original** 2:25 4:7 7:19  
**owner** 7:12

---

**P**


---

**p.m** 1:8,8 2:2 11:4  
**Page** 12:5  
**pages** 12:7  
**park** 6:15,23  
**part** 4:16 10:4,9  
**Payne** 4:23,24  
**pedestrian** 3:7  
**people** 4:6,15 5:6,16,23 6:9  
 8:25  
**percent** 4:5  
**place** 12:4  
**plan** 5:8 6:6 8:25  
**planned** 4:19 5:3 6:11  
**plans** 5:18  
**plus** 8:5  
**point** 10:16  
**points** 7:9,15  
**political** 2:16  
**pollution** 8:3  
**possibly** 4:14  
**potential** 7:12  
**poverty** 3:3  
**pressure** 2:12  
**probably** 3:21  
**proceeding** 11:3

**proceedings** 12:7  
**Project** 1:1,6 2:1 3:1 4:1 5:1  
 6:1 7:1 8:1 9:1 10:1 11:1  
 12:1  
**proper** 8:25  
**Public** 1:1,6 2:1 3:1 4:1 5:1  
 6:1 7:1 8:1 9:1 10:1 11:1  
 12:1  
**put** 3:21,22 5:15 10:11,12  
**putting** 9:3 10:6

---

**Q**


---

**qualified** 2:23  
**qualify** 9:7,8  
**quarry** 6:22  
**quieting** 6:20

---

**R**


---

**real** 3:6  
**really** 5:8 6:13 10:18  
**recognition** 4:2  
**reconfigured** 5:12  
**reconstruction** 5:3  
**record** 2:2 12:7  
**refused** 7:23  
**regarding** 9:2  
**rely** 7:13  
**remember** 9:11  
**removal** 8:20  
**repair** 2:25  
**reported** 12:4  
**Reporter** 2:3,8 4:8,22 7:6,22  
 8:17 9:15 12:12  
**represent** 5:6  
**represented** 7:19  
**Reservation** 6:16  
**residents** 6:8  
**respect** 10:4  
**rest** 10:24  
**restore** 10:23  
**restored** 10:17  
**retail** 7:13  
**ridiculous** 2:17  
**right** 5:2,9,13 7:2,4 8:21 9:12  
 10:7  
**Road** 1:9,10 6:7  
**rock** 6:23 7:2  
**rotary** 4:17,18  
**round** 8:2  
**roundabout** 3:12,14,22,23



|   |  |  |
|---|--|--|
| <b>route</b> 5:17 8:13                                | <b>take</b> 2:12 7:25  |  |
| <b>rush</b> 5:13                                      | <b>taken</b> 7:18  |  |
| <hr/>   |  |  |
| <b>S</b>  |  |  |
| <hr/>   |  |  |
| <b>S</b> 9:14   | <b>tear</b> 7:19   |  |
| <b>S.E.P</b> 4:4                                      | <b>thank</b> 4:7,21 7:5 10:25  |  |
| <b>school</b> 1:9 3:11,15,17,19,20,21<br>3:25 4:14,20 | <b>that's</b> 5:8 6:2,8,16 7:4 8:3,16<br>8:16,21,24 10:2,18,18               |  |
| <b>see</b> 4:12,13 6:24 9:10 10:5                     | <b>there's</b> 2:12 6:6,15 9:10 10:7,7<br>10:8,9                             |  |
| <b>seeing</b> 6:5                                     | <b>they've</b> 7:17 9:19   |  |
| <b>seen</b> 4:15                                      | <b>thing</b> 4:17 9:11   |  |
| <b>segregated</b> 3:2,4                               | <b>things</b> 7:3,5  |  |
| <b>Seneca</b> 6:13                                    | <b>think</b> 5:6,6 7:3,5 10:2,18,20  |  |
| <b>sense</b> 9:7,10                                   | <b>thirty</b> 4:5  |  |
| <b>September</b> 1:7 12:10                            | <b>time</b> 1:8 2:15 12:4  |  |
| <b>set</b> 5:8  | <b>TOM</b> 7:23  |  |
| <b>seventeen</b> 8:2                                  | <b>Town</b> 5:24   |  |
| <b>shame</b> 3:3                                      | <b>tractor</b> 8:5   |  |
| <b>Shepard</b> 4:9,10                                 | <b>trade</b> 7:13  |  |
| <b>shown</b> 5:18                                     | <b>traffic</b> 5:13,20,22 8:7,10,14,24<br>10:14                              |  |
| <b>side</b> 6:22,23 7:9,13,21 10:15,17                | <b>trailers</b> 8:5  |  |
| <b>sides</b> 6:21                                     | <b>transcription</b> 12:6  |  |
| <b>Sierra</b> 9:21                                    | <b>Transportation</b> 1:3 9:19   |  |
| <b>skyway</b> 2:17                                    | <b>trip</b> 8:2  |  |
| <b>slowing</b> 3:20                                   | <b>true</b> 12:7   |  |
| <b>South</b> 4:13,19,19 6:8,12,14,22<br>10:4,15,17    | <b>trying</b> 8:12   |  |
| <b>Southbound</b> 10:9                                | <b>turn</b> 5:21   |  |
| <b>specific</b> 9:24 10:3                             | <b>Turnpike</b> 6:13   |  |
| <b>speed</b> 3:11                                     | <b>twelve</b> 3:10 8:8   |  |
| <b>spent</b> 2:14                                     | <b>twenty</b> 3:12,16,17   |  |
| <b>split</b> 5:17                                     | <b>two</b> 6:4   |  |
| <b>spoken</b> 5:24                                    | <b>typewritten</b> 12:6  |  |
| <b>state</b> 1:2 6:15,23 9:18 12:2                    | <hr/>  |  |
| <b>stated</b> 12:5                                    | <b>U</b>   |  |
| <b>statement</b> 2:4 7:7 9:16                         | <hr/>  |  |
| <b>stoplights</b> 8:14                                | <b>underpass</b> 10:19,21  |  |
| <b>street</b> 2:10,24 3:9,23,23,24<br>4:12 7:17 10:7  | <b>understand</b> 3:14 9:7   |  |
| <b>strong</b> 9:25                                    | <b>understanding</b> 5:21  |  |
| <b>structurally</b> 6:24                              | <hr/>  |  |
| <b>structures</b> 6:6                                 | <b>V</b>   |  |
| <b>subscribed</b> 12:10                               | <hr/>  |  |
| <b>superior</b> 10:21                                 | <b>viaduct</b> 1:1,6 2:1 3:1 4:1 5:1<br>6:1 7:1,19 8:1 9:1 10:1 11:1<br>12:1 |  |
| <b>support</b> 10:2                                   | <b>vibrate</b> 6:19  |  |
| <b>sure</b> 2:8 7:4,8                                 | <b>voice</b> 9:25  |  |
| <b>swallowing</b> 6:19                                | <hr/>  |  |
| <b>Syracuse</b> 4:11 7:9,13                           | <b>W</b>   |  |
| <hr/>   |  |  |
| <b>T</b>  |  |  |
| <hr/>   |  |  |
|   | <b>walls</b> 6:11,17,23,25,25 7:2  |  |
|   | <b>want</b> 2:22 9:18,25   |  |
|   | <b>way</b> 5:16 8:10 9:21 10:3   |  |
|   | <b>we're</b> 10:10,10  |  |

|  |                                     |
|--|-------------------------------------|
| <b>weekday</b> 5:12                    | <b>7</b>                            |
| <b>West</b> 3:23 5:21 7:15             | <b>7173</b> 1:10                    |
| <b>WHEREOF</b> 12:9                    | <b>8</b>                            |
| <b>wide</b> 3:10,10                    | <b>8</b> 1:7                        |
| <b>winter</b> 8:6                      | <b>8:05</b> 1:8 11:3                |
| <b>WITNESS</b> 12:9                    | <b>81</b> 3:2 5:6 7:18,20 10:4,19   |
| <b>wonderful</b> 9:19                  | <b>9</b>                            |
| <b>work</b> 9:19 10:22                 | <b>9-8-2021</b> 1:1 2:1 3:1 4:1 5:1 |
| <b>worked</b> 8:8                      | 6:1 7:1 8:1 9:1 10:1 11:1           |
| <b>works</b> 3:14 7:24                 | 12:1                                |
| <b>worse</b> 7:3,3                     | <b>92</b> 5:17                      |
| <b>X</b>                               |                                     |
| <b>Y</b>                               |                                     |
| <b>years</b> 2:14 5:10 8:8             |                                     |
| <b>York</b> 1:2,11 2:11 9:18,23 12:2   |                                     |
| <b>young</b> 3:13                      |                                     |
| <b>yup</b> 2:8                         |                                     |
| <b>Z</b>                               |                                     |
| <b>zoned</b> 9:5                       |                                     |
| <b>0</b>                               |                                     |
| <b>1</b>                               |                                     |
| <b>1</b> 12:5,7                        |                                     |
| <b>11</b> 12:7                         |                                     |
| <b>13066</b> 1:11                      |                                     |
| <b>17th</b> 12:10                      |                                     |
| <b>2</b>                               |                                     |
| <b>2021</b> 1:7 12:10                  |                                     |
| <b>3</b>                               |                                     |
| <b>3</b> 5:3,4,5,21 6:7                |                                     |
| <b>3b</b> 5:11,19                      |                                     |
| <b>3w</b> 5:20                         |                                     |
| <b>4</b>                               |                                     |
| <b>412</b> 2:10                        |                                     |
| <b>481</b> 5:4 6:14,14,16 7:25 8:6,7,9 |                                     |
| <b>5</b>                               |                                     |
| <b>5:50</b> 2:2                        |                                     |
| <b>6</b>                               |                                     |
| <b>6:22</b> 1:8                        |                                     |
| <b>690</b> 7:18,20 8:10,11,11          |                                     |

9-9-2021 - I-81 Viaduct Project - Public Hearing

NEW YORK STATE

DEPARTMENT OF TRANSPORTATION

I-81 VIADUCT PROJECT PUBLIC HEARING

DATE: September 9, 2021

TIME: 5:48 p.m. to 7:56 p.m.

LOCATION: DR. KING Elementary School

416 E. Raynor Avenue

Syracuse, New York 13202

1 9-9-2021 - I-81 Viaduct Project - Public Hearing

2 APPEARANCES:

KEVIN TUCKER

3 ROYALTY RICHARDSON

DEANNA HOLAND

4 CHARLES PIERCE-EL

SHEILA DENSON

5 SUPREENA SMALLS

GLORY THOMAS

6 KEVIN STEPHENS

QUWANKA ELLERBY

7 KAYLA JOHNSON

BERNARD CANNON

8

GALE BOWENS

DEBRA SMITH-PUTMAN

9

JACQUELINE LASONDE

10 TASHIA CAMPBELL

SARAH HILL

11 BRENDA WILSON

JACKIE COOPER

12 MICHAEL COOPER

HENRY STROMAN

13 DONALD JORDAN

NANCY MCCOY

14 BARRIE GEWANTER

JOANN EDWARDS

15

IDA SHIELDS

CHARLES GARLAND

16

MELISSA MENON

PETER WARD

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1 9-9-2021 - I-81 Viaduct Project - Public Hearing

2 (On the record at 5:48 p.m.)

3 MR. TUCKER: My name is Kevin Tucker,  
4 and my concerns with the I-81 project is the Dr. King  
5 school roundabout and the danger that poses to the  
6 children in the area. And I would want to know why  
7 the Dr. King area was selected when there are other  
8 avenues that could've been utilized. Other concern  
9 is eminent domain. They're taking property without  
10 discussion with the people that you wanted to take  
11 the property from. You sent -- we were sent a  
12 letter, but no one contacted us to discuss this, and  
13 I thought that with eminent domain, there should be a  
14 conversation with the people on the properties at  
15 jeopardy. So that's a concern. Another concern is  
16 the people in this community getting gainful  
17 employment with this change.

18 And what has D.O.T. done to assure and  
19 reassure the people in this neighborhood that they'll  
20 be part of this change, considering they're most  
21 affected by the change. And commitment to people  
22 moving out of this area. How do you commit to the  
23 people who has to move due to tearing down  
24 structures, and making sure they have a safe and  
25 affordable opportunity to continue living in the way

1 9-9-2021 - I-81 Viaduct Project - Public Hearing  
2 they are now, without having to pay more or subject  
3 to more problems? And that's it for now.

4 (Off the record 5:50 p.m.)

5 (On the record 6:07 p.m.)

6 THE REPORTER: Okay, go ahead.

7 MS. RICHARDSON: Okay. So I disagree  
8 with this because it's going to be a lot of traffic  
9 and like it's going to be like a lot more injuries  
10 because of all the traffic and when kids play. And  
11 sometimes when the kids play the ball can actually go  
12 in the street and there will also be a lot of  
13 traffic. And like -- it's like no more parks it's  
14 just a lot of traffic and no parks. And it's got to  
15 be safe for our neighborhood and the kids to play  
16 because it's like really a lot of traffic.

17 THE REPORTER: And what did you say  
18 before it do not look like what?

19 MS. RICHARDSON: It does not look like  
20 a neighborhood it just looks like a business place.  
21 That's it.

22 (Off the record at 6:08 p.m.)

23 (On the record at 6:08 p.m.)

24 THE REPORTER: All right. Go ahead.

25 MS. HOLAND: Hi my name is Deanna

1 9-9-2021 - I-81 Viaduct Project - Public Hearing  
2 Holand. I live at 108 East Kennedy Street, and I'm  
3 just afraid that history is about to repeat itself  
4 again and destroy our neighborhood, once again. With  
5 the pollution and toxins from the ramp, whatever the  
6 viaduct, whatever you want to call what you guys may  
7 or may not do. And then I feel that our community  
8 loses out once again. It's a repeat performance of  
9 what happened generations before me. That happened  
10 to my mom and my -- my aunts and uncles. They lived  
11 on Urban Ave., so their house was taken from them,  
12 and they built this 81 ramp. Now they're going to  
13 take the ramp down, toxify the community with some  
14 more with pollutions.

15 And we got the highest pollution rate  
16 in the country from that highway, so now we have it  
17 do our city. And I just think it's unfair to us as  
18 taxpayers to not have some input in this decision-  
19 making process. And that's about it. Thank you so  
20 much.

21 (Off the record 6:09 p.m.)

22 (On the record 6:10 p.m.)

23 THE REPORTER: You can go ahead.

24 MR. PIERCE-EL: Well, I am here to  
25 represent the South side. I'm also president and

1 9-9-2021 - I-81 Viaduct Project - Public Hearing  
2 founder of the Southside Neighborhoods Association.  
3 And I'm here to address the issues about I-81. I was  
4 here when it -- when it came down. I was born in  
5 1946, September 29th. I have a birthday coming up  
6 pretty soon, but I'm here to address the issues of --  
7 in opposition of a roundabout, also 81 coming down  
8 the way it's coming down, you know. And I know it's  
9 one of the most dangerous bridges now in the United  
10 States right now, but you know, it never should've  
11 went up in this area the way it did in the first. And  
12 I'm looking -- I am also chair -- chairperson of the  
13 land trust -- community land trust.

14 So you know, with the property that's  
15 being taken -- taken down. And when they gentrified  
16 this area, we would like to have it taken -- given  
17 back to the families that lost their businesses, and  
18 lost their homes, and stuff like that to their  
19 offsprings. You know, give them that opportunity to  
20 come back into their own community and be a community  
21 again. It won't be the way it left because of the  
22 university and hospitals up there in the fifteenth  
23 ward and some of that eighteen acres of -- acres of  
24 land they took, they built all that. They got --  
25 they built on the property where they destroyed all



1 9-9-2021 - I-81 Viaduct Project - Public Hearing  
2 the homes and stuff. So, we just want to -- we just  
3 want an opportunity where some land is given back to  
4 us.

5 We want to have that opportunity that  
6 our offsprings will be able to purchase and get  
7 reparations for that. Where they can start up their  
8 small businesses again because some of the children  
9 have small businesses. For instance, we had about  
10 fourteen, fifteen tailor shops around here at that  
11 time. We had mom-and-pop stores. We had a lot --  
12 plenty of restaurants owned and operated by the  
13 African American community. So we'd just like to  
14 have that community back. And we're the only ethnic  
15 group at this particular time in the City of Syracuse  
16 that don't have our own culture center no longer.

17 And we want -- we want -- we want to  
18 include that because we're the only ones that can  
19 teach our children properly and discipline them in a  
20 way they need. And teach them -- teach them trades  
21 and stuff because the future is technology and our  
22 community, especially with solar energy. So, we just  
23 want to make sure that they -- we have that  
24 opportunity to be able to teach these young people  
25 discipline and added -- added mannerisms and stuff to

1 9-9-2021 - I-81 Viaduct Project - Public Hearing  
2 that nature. That they'll be able to respect  
3 themselves and then respect other people as well.  
4 And I just want to make sure for the record that some  
5 of these things are -- I think even with 81, with the  
6 roundabout, the way they're having it around this  
7 school.

8 It should never be around a school  
9 where children are at. Because I don't know if you  
10 familiar with the -- the Baltimore loop in Boston and  
11 above you know, those loops are very dangerous over  
12 traffic and stuff. And another thing, with S.U.,  
13 Syracuse University, when they have programs up  
14 there, when they come into the city from the south  
15 they normally come in and someone will come through  
16 the city -- actually into the city and traffic is  
17 very congested. But when they leave, they leave from  
18 the back end of the dome on Comstock. From Comstock  
19 Ave to Jamesville Road from Jamesville Road to 41  
20 South. Where they should have that same road coming  
21 into the city coming north from the south.

22 From Bryton to James to -- to 81 to 81  
23 to Jamesville Road to Jamesville Road to Comstock,  
24 and then you're at the dome and the universities and  
25 you're at the hospitals on the back end where the

1 9-9-2021 - I-81 Viaduct Project - Public Hearing  
2 traffic is there. Instead of saying that road is  
3 private the roads are not private but the homes are  
4 private. We understand that a lot of the university  
5 students, they own the property up there. Their  
6 parents and stuff own the property up there and they  
7 rent - they rent the houses to the students. But  
8 that has nothing to do with the traffic. Now -- now  
9 our area down here in the fifteenth ward is the most  
10 concentrated area of property in the United States  
11 you know.

12 We have more asthma than any other  
13 city in the country which is crazy. And you know  
14 these children should be compensated and their family  
15 should be. So you know we formulated a land trust and  
16 hopefully you all we got -- we got ideas on the land  
17 trust. How we're going to come together and do the  
18 things that need to be done for our -- for our  
19 community and get the community back. We got  
20 billions like on Salina Street, I don't know if  
21 you're familiar with the city of Syracuse but we got  
22 a building there that used to be the whole ... it's  
23 been there for over sixty something years. Well it's  
24 empty and has been empty we could -- we could  
25 definitely use that as a culture center.

1 9-9-2021 - I-81 Viaduct Project - Public Hearing

2 It's on Salina Street on the main  
3 driveway. It's feasible for the children from the  
4 north side, south side, east side to get on a bus and  
5 come there and drop off and go right in. Now there  
6 is a lot of opportunities in there because now you  
7 can -- we can train our children to be construction  
8 workers. We're going to get skilled trade jobs. We  
9 got the steam plant -- the steam tube coming up on  
10 Old Central Tech. So there's still plenty of  
11 opportunities in this community that we can - we can  
12 at least drop the crime in our area that's been going  
13 on for such a long time.

14 We can drop that down tremendously  
15 with our own culture center because we -- we're going  
16 to be able to teach our children the proper way. And  
17 don't be scared of the police officers, then don't do  
18 the crime, you know. So and -- and because when they  
19 see the cops and police, they run instead of sitting  
20 down and trying to get a job and work with them and  
21 be on the force themselves.

22 So there -- there is a lot of  
23 opportunity for -- for the -- for the fifteenth ward  
24 and the people that lived here and had been here all  
25 their lives and stuff. So there's great

1 9-9-2021 - I-81 Viaduct Project - Public Hearing  
2 opportunities. And with the viaduct coming down and  
3 stuff it -- it should've come down.

4 You know, it outlived its resources,  
5 and you know, it hurt a lot of people and a lot of  
6 families. And those people that it hurt should be  
7 compensated for all those generations. Is there  
8 anything that you need?

9 THE REPORTER: No.

10 MR. PIERCE-EL: Okay. All right.

11 THE REPORTER: Thank you.

12 (On the record 6:16 p.m.)

13 (On the record 6:24 p.m.)

14 THE REPORTER: You can go ahead.

15 MS. DENSON: Okay. My concern about  
16 this roundabout as it called. Now, we have kids that  
17 is in after-school programs here at King. They're  
18 let out is in major traffic. The five o'clock  
19 traffic is coming through here to get on the highway  
20 to leave from work and in the city. Now, little kids  
21 are little kids. They be dotting in, dotting out.  
22 They be playing a lot. They're not going to -- the  
23 drivers are not going to pay attention to the speed  
24 limit. Okay. Because first of all they want to get  
25 home, it's ... time. They want to get home. A

1 9-9-2021 - I-81 Viaduct Project - Public Hearing  
2 little child gets hit. What safety are we going to  
3 provide for those little kids?

4 My second concern is, I was talking to  
5 someone earlier and they were talking about taking  
6 this ... down back here of the school. Okay. What  
7 are you going to do with the people that lives there?  
8 I - I'm just curious. These kids are going  
9 constantly back and forth, back and forth and I --  
10 I'm just wondering what safety are they planning  
11 against these little kids' lives?

12 THE REPORTER: Is that it?

13 (Off the record 6:25 p.m.)

14 (On the record 6:26 p.m.)

15 THE REPORTER: Okay. You can go  
16 ahead.

17 MS. SMALLS: Okay. My concern about  
18 -- live at -- in McKinney Manor. I've been living  
19 there for twenty-three years. I'm also a  
20 neighborhood navigator which I'm representing Tiny  
21 Homes, McKinney Manors and Central Village and the  
22 issue of what they want to see for I-81. My main  
23 concern about I-81 -- I have two concerns. One of  
24 them are the roundabout. I do not like the  
25 roundabouts. It's not that I don't like it, I don't

1 9-9-2021 - I-81 Viaduct Project - Public Hearing  
2 like it being so close to the school because I feel  
3 that cars are going to be coming off of there and not  
4 paying attention.

5 We do have people that be on the  
6 phone, that be texting, and we all know that children  
7 don't always cross the street at the corner, they  
8 cross in the middle. So therefore, they are going to  
9 be running across the street, and I really think that  
10 somebody is going to get hurt. So I just can't  
11 understand why it is so close to the school. My  
12 other thing is, they said that we didn't have to move  
13 that lives in the Syracuse housing. If we don't  
14 move, what are they going to do as far as trying to  
15 protect us from the dust. The -- probably the  
16 asbestos that's going to be there lurking. And for  
17 people who have asthma, lung problems, how are they  
18 going to protect all of us from that if we don't  
19 move? And that's my concern.

20 (Off the record 6:27 p.m.)

21 (On the record 6:28 p.m.)

22 THE REPORTER: You can begin.

23 MS. THOMAS: And I think that my major  
24 concern would be the turnabout, where it is. I do  
25 understand that it'll be six hundred feet, but I just

1 9-9-2021 - I-81 Viaduct Project - Public Hearing  
2 don't get why they would put a turnabout where there  
3 is an elementary school. Where there's lots and lots  
4 of children. I also have those concerns as to what's  
5 going to happen to the people that you move out of  
6 this area. Have they worked on a placement for them?  
7 Have they come up with an alternative solution to  
8 where they're supposed to go because I don't think  
9 that that's really been discussed? And I know that  
10 the jobs are viable, and I know that they're working  
11 hard.

12 I have to give them credit for that.  
13 They are working to try to get young people -- I  
14 guess to get people within the community associated  
15 with jobs that -- that'll be coming up for the  
16 highway. It's just so many things to it and  
17 everybody wants to know how it's going to affect, you  
18 know, each and every person, and that's why I am here  
19 this evening. I just really want to know how it's  
20 going to affect me and mine because we do live in the  
21 community. That's all I wanted to share.

22 THE REPORTER: Okay. Thank you.

23 (Off the record 6:29 p.m.)

24 (On the record 6:30 p.m.)

25 THE REPORTER: You can go ahead.



1 9-9-2021 - I-81 Viaduct Project - Public Hearing

2 MR. STEPHANS: Okay. My thoughts on  
3 what they're doing. I don't know a lot about it, but  
4 my main concern is that if there's going to be any  
5 kind of toxins or anything like that, maybe they can  
6 redirect that someplace else. And the people who are  
7 going to be displaced what's going to happen to them?  
8 All these tenants, where are they going to go? And  
9 so those are my main two concerns with this whole  
10 project. You know the tenants, and, you know, the  
11 churches that are going to be displaced. They're  
12 going to be tearing down quite a bit of property to  
13 get this job done. So mainly it's just the -- what's  
14 going to happen with the people that's my main  
15 concern. Okay.

16 THE REPORTER: Okay. Thank you.

17 (Off the record 6:30 p.m. off )

18 (On the record 6:31 p.m. on)

19 THE REPORTER: Okay. Go ahead.

20 MS. ELLERBY: My name is Quwanka  
21 Ellerby. I live out here by the Pioneer Homes. I  
22 sit on the board as a navigator with Blueprint 15. I  
23 just want to say the roundabout down by the school is  
24 not safe for the kids. They have to cross the  
25 street, they have to go by it. Too much traffic, I'd

1 9-9-2021 - I-81 Viaduct Project - Public Hearing  
2 say that they need to push it down a little further  
3 by Brighton. Also, with the highway we need the DOT  
4 to come to be fair with the residents of the Pioneer  
5 Homes so that they can have safer breathing. We have  
6 over six hundred units, seventy-five percent of them  
7 are asthmatics. So, we need to -- and we have a  
8 couple -- a lot of people with C.P.C. that mean  
9 breathing problems, lung problems.

10 So we just need it to be better. They  
11 want to put barriers up, which is -- we don't think  
12 they're still safe because they have to inhale, they  
13 still have to breath. So, we need it to be more  
14 safer than what they're saying for the people of  
15 Pioneer Homes and McKinney Manor. So they just need  
16 to do better and keeping on their word for the  
17 people's safety and the children's safety. I feel  
18 like we look -- we worried about politics and money,  
19 and we not worried about people's safety and people's  
20 health.

21 (Off the record 6:33 p.m.)

22 (On the record 6:33 p.m.)

23 THE REPORTER: All right. You can go  
24 ahead.

25 MS. JOHNSON: So my main concerns is

1 9-9-2021 - I-81 Viaduct Project - Public Hearing  
2 the people here in my community. Anything that they  
3 take away I want my people to be compensated for.  
4 Also, the jobs here, I also would like for the jobs  
5 to be given to the people here of Syracuse city and  
6 not to the people outside of the city. Because I  
7 want the people here to benefit from that. Also, the  
8 school here, Dr. King, that we're at. I do not want  
9 anything to be close to the school that is going to,  
10 you know, conflict with the students here at the  
11 school and also the teachers. Yes, I think that's  
12 going to be it for right now.

13 THE REPORTER: Okay.

14 (Off the record 6:34 p.m.)

15 (On the record 6:35 p.m.)

16 THE REPORTER: All right. You can go  
17 ahead.

18 MR. CANNON: I am here today to voice  
19 my perspective or opinion on this project that is at  
20 hand. The bridge in the first place was built --  
21 when it was built, it was built and it displaced many  
22 people, African American families. So I hope this  
23 tearing down of the highway, removal of it, hope it  
24 -- I hope it's done in a just and fair way. And --  
25 and that just and fair way is what is right, and what

1 9-9-2021 - I-81 Viaduct Project - Public Hearing  
2 is healthy, what is not the opinion of -- of say the  
3 people working on the project, and to put an extra  
4 half a million in their pocket, but what is right,  
5 you know. King -- Martin Luther King School  
6 definitely should not be removed.

7 The highway should be removed in a  
8 healthy and productive manner and has -- and have the  
9 least effect, negative effect possible. And you  
10 have experts, engineers, who know what is the best  
11 way to -- to do this dismantling of the highway. Not  
12 in the benefit of the university, not in the -- not  
13 done in a manner which pads the contractor's pockets,  
14 but what is healthy and just. And our community has  
15 been unjustly treated for years. This is a time to  
16 do something fair. And when you talk about jobs, I  
17 hope they have stipends as the kids goes through the  
18 training to get the jobs and prepare themselves for  
19 the jobs. They need stipends to have lunch so they  
20 can go in there and take in the information in a  
21 healthy and clear minded way.

22 Whatever perks and privileges that --  
23 that can go with this project the community deserves  
24 it. Because this very community that I live in has  
25 been ran amok, it's been -- the actions towards it

1 9-9-2021 - I-81 Viaduct Project - Public Hearing  
2 has been unjust. And the university and our public  
3 leaders they need to do what is just. The  
4 university, the kids that make it out of our  
5 neighborhood they allow you to build new buildings.  
6 So your interest in this should be in the best  
7 interest of the community. It's time for things  
8 being taken from our community, it's time for things  
9 to be put back in place, and for our kids and our  
10 community to be viewed as human beings. So to all  
11 the powers that be, thank you for taking in this  
12 information, but do what is fair.

13 Do for our kids the things that you  
14 want in place for your kids. And I ask you engineers  
15 as I listen to the tape and the powers that be, ask  
16 yourself who is Garrett Morgan, who is Elijah McCoy?  
17 Garrett Morgan's invention is something that we all  
18 use every day, but I bet off the top of your head you  
19 can't -- you don't know who it is. Should I stop?

20 THE REPORTER: No, go ahead.

21 MR. CANNON: Okay. So I just want  
22 just and equitable things, meaningful things done. I  
23 want things done in fairness. I believe that there's  
24 many ethnic groups, but there's only one race, the  
25 human race. Many religions, but one God. Many

1 9-9-2021 - I-81 Viaduct Project - Public Hearing  
2 countries, states, and towns, but one world. And  
3 normally when projects like this goes on in a -- in  
4 our community it's called regentrification. Things  
5 -- regentrification means someone comes and steals  
6 and takes what they want and leave the crumbs for the  
7 people that -- that inhabited the land before they  
8 came up with their great ideas. So it's about being  
9 fair and just. Please don't do in our community and  
10 our city what has been done across America.  
11 Fairness, justice, and equality is the right thing to  
12 do. Thank you.

13 (Off the record 6:39 p.m.)

14 (On the record 6:39 p.m.)

15 THE REPORTER: You can start.

16 MS. BOWENS: Oh, okay. Hello, my name  
17 is Gail Bowens. I'd like to identify a few issues.  
18 Number one, realizing where this -- how I-81 was  
19 built back in the '60s. I definitely can appreciate  
20 the dawn of the day of recognition that it wasn't the  
21 best plan. It separated a city, sides of towns,  
22 various sides of towns, let alone the community.  
23 African American based, mostly African Americans in  
24 this community was -- had to relocate, whatever.  
25 With that said and done, the community grid -- grid

1 9-9-2021 - I-81 Viaduct Project - Public Hearing  
2 seems to be positive change. I can get with that  
3 except for the fact the roundabout. The roundabout,  
4 after reviewing the charts here at this meeting on  
5 September 8th is too close to a school.

6 I find it like a slap in the face,  
7 very offensive, for what all they went through back  
8 in the '60s, why would you now configure that and  
9 leave it by a school? If it was any other community  
10 in the suburb or anywhere else, I know for a fact  
11 that it would never have come to that solution. Look  
12 -- there needs to be a need to look at the -- other  
13 options. That's not the best options. There's got  
14 to be for the safety of children, for the fact that  
15 this roundabout may be abused because even though  
16 kids will be informed not to go anywhere near it,  
17 you're relying on children who already have that  
18 explorative nature to want to get out and -- and find  
19 their way in the world.

20 And that'll be one, trying to figure  
21 out that short cut cutting through the roundabout, or  
22 whatever. Why -- why put that out there? Move it.  
23 Move it further east move it anywhere. Look at your  
24 other options. That's not it. Thank you.

25 THE REPORTER: Thank you.

1 9-9-2021 - I-81 Viaduct Project - Public Hearing

2 (Off the record 6:41 p.m.)

3 (On the record 6:42 p.m.)

4 THE REPORTER: You can begin.

5 MS. SMITH-PUTMAN: I am a resident of  
6 this neighborhood. Not just of the neighborhood, I  
7 actually live across the street here from Dr. King.  
8 I am a homeowner. There's about -- my house is right  
9 there. You can look out the window and see my home.

10 THE REPORTER: Okay.

11 MS. SMITH-PUTMAN: Okay.

12 THE REPORTER: No, I can hear you. Go  
13 ahead. I'm sorry.

14 MS. SMITH-PUTMAN: Okay. My concern  
15 is this roundabout. I've been living here -- we  
16 bought these homes in good faith to try to build up  
17 the neighborhood. With this roundabout it's going to  
18 tear this neighborhood down, it's not going to be a  
19 neighborhood. This is a residential area. I don't  
20 know of any roundabouts in any residential area.  
21 Carrier Circle has a roundabout, that's not a  
22 residential area. I was -- they did a survey 13202  
23 which is this zip code. They said it's the most  
24 impoverished zip code there is in the city of  
25 Syracuse. So why put a roundabout in the most -- the



1 9-9-2021 - I-81 Viaduct Project - Public Hearing  
2 poorest area in the city of Syracuse to bring the  
3 neighborhood down -- further down. There's going to  
4 be health issues.

5 We built -- we bought our homes  
6 between two major housing projects, Pioneer Homes and  
7 Central Village. And bought it from the city of  
8 Syracuse who sold us the homes with the hopes of  
9 bringing and building up the neighborhood which we've  
10 done, and we've kept it up, but this roundabout --  
11 we're all -- everyone -- there's about eleven of us  
12 that own the homes, who live in these homes over  
13 here. We are all over the age of sixty. You took  
14 our home and then you put it in a suburban area to be  
15 worth two hundred thousand, but with saying that we  
16 knew what we were buying when we bought these homes  
17 twenty-eight and thirty years ago.

18 The value -- we know what they're  
19 assessed at. You put a roundabout here, nobody -- I  
20 couldn't sell my house for a penny because nobody  
21 will buy a house and you step on your front porch,  
22 and there is a roundabout. And that's what's going  
23 to happen. So I'm very much against the roundabout.  
24 I spoke with Mr. Frechette and I'm asking him and his  
25 team to please reconsider the location of the

1 9-9-2021 - I-81 Viaduct Project - Public Hearing  
2 roundabout. It's not good and it's not going to be  
3 healthy for the neighborhood. There is a lot of  
4 children in these public housing, you know.  
5 Respiratory issues I am concerned about the asbestos,  
6 and all I'm doing is asking the team not to look at  
7 it from dollars and cents because I know it's all  
8 about money when it comes down to things.

9 It's all about money but put money  
10 aside and look at it from a humanitarian view. The  
11 people that live here that put their lives, and this  
12 is all that we know. Where am I going to go at  
13 sixty-two years old? Who -- house -- my house would  
14 be paid for next year, where am I going to go?  
15 Nobody's not going to buy these homes, they already  
16 flagged, nobody. What am I going to do? I have a  
17 husband he -- he has a trach. And they're saying the  
18 quality is going to -- is better than what's up on  
19 the highway, but it's -- it's elevated it's not going  
20 to be ground level where you can look out your door  
21 and see all of the traffic.

22 So my concern is the roundabout that  
23 you're trying to put in the poorest zip code, that's  
24 what the news said, in the City of Syracuse. Why put  
25 it in a poorest zip code? What was the strategy

1 9-9-2021 - I-81 Viaduct Project - Public Hearing  
2 behind putting the roundabout here at an elementary  
3 school that is ninety percent African American kids.  
4 The other ten percent are Hispanic and a mixture of  
5 lower income Caucasian families who have no money.  
6 You do it to the poorest ones. That's not right, and  
7 the Commissioner, the state D.O.T., is going to have  
8 the people's blood on their hands if they don't  
9 change this around.

10 They're talking about having weekly  
11 testing for any type of lung issues, what good is  
12 weekly testing if you get diagnosed with a disease  
13 that you're going to die from. What is the quality  
14 of life then? That's no quality of life to me  
15 testing is -- is -- is redundant. Is the state going  
16 to put three or four million dollars aside as a  
17 medical pot for people who get diagnosed with  
18 diseases because of this highway? Are they going to  
19 do that, or do we have to -- if we got sick and its  
20 respiratory issues, or COPD issues, lung diseases our  
21 -- our insurance shouldn't have to be responsible for  
22 paying for this kind of stuff.

23 People are -- they're not thinking  
24 about this. All they're thinking about is dollars  
25 and cents, what looks good, and what's best. What's

1 9-9-2021 - I-81 Viaduct Project - Public Hearing  
2 best for them in their eyes, but not one of those  
3 people on that team have a relative, they don't live  
4 near a roundabout, wherever they live in Albany,  
5 Schenectady, Watervliet, wherever they live in that  
6 area. They don't live near a roundabout. So why  
7 come here and want to put one in our neighborhood.  
8 Am I a hard working woman? I've been on my job  
9 thirty-six years. Like I said, I hadn't planned on  
10 moving when I retired. Nobody's not going to buy the  
11 house. We're flagged we -- our -- our -- you might  
12 as well -- like the scarlet letter, you might as well  
13 paint one on our homes because of this. So that's  
14 what I wanted to be documented and stated. So thank  
15 you for your time.

16 THE REPORTER: Thank you.

17 (Off the record 6:47 p.m.)

18 (On the record 6:49 p.m.)

19 THE REPORTER: You can go ahead.

20 MS. LASONDE: Okay. So I am -- we  
21 have been meeting as community interested parties for  
22 quite a while over three years regarding the concerns  
23 about the 81 project, we call it. And always  
24 advocating for the community grid that seemed to be  
25 -- make more sense to us and to the children that are

1 9-9-2021 - I-81 Viaduct Project - Public Hearing  
2 coming into this community. And so at this point,  
3 we're extremely concerned that things go and there's  
4 accountability for this bridge, not only coming down  
5 but working on the community grid. The people who  
6 come into this community to work should be residents  
7 at least given the opportunity to work here. Also,  
8 the viaduct -- viaduct, the roundabout is extremely  
9 concerning.

10 We are -- we as my family members, we  
11 as a community are not in agreement to any viaduct  
12 going into the community where our school is.  
13 They've already suffered atrocities with the bridge  
14 coming up over their head and over their -- their  
15 play space and so surely there's other options.  
16 Whether it's closer to S.U. or down the other way  
17 these children have the same -- need the same  
18 opportunities that people who are living in cleaner  
19 environments have. The adults have already suffered  
20 with these breathing issues and the issues that come  
21 from the fact that the bridge has been so close to  
22 our living areas. So if it's going to be to make it  
23 right, then we need to make it completely right.

24 And so at this point we're looking  
25 forward to working with D.O.T. on the project. We'd

1 9-9-2021 - I-81 Viaduct Project - Public Hearing  
2 like more transparency as to who's going to be  
3 employed and how these people who are living closest  
4 to the -- this bridge myself and my property included  
5 are going to be affected by this. Whether  
6 environmentally or just physically not being able to  
7 come out of our homes because of all the dust and new  
8 toxins.

9 (Off the record 6:51 p.m.)

10 (On the record 6:52 p.m.)

11 THE REPORTER: And you can go ahead.

12 MS. CAMPBELL: My name is Tashia  
13 Campbell. I have grown up in this community. I'm --  
14 this school that we're sitting in right now, I  
15 actually attended this school. I'm a mom of four --  
16 four men -- four young boys rather, and I have two  
17 sons that attended this school. My youngest son had  
18 -- was diagnosed with -- you know, he was an  
19 asthmatic, and we didn't know until we moved from  
20 this area then his asthma begin to clear up. Yes --  
21 yes, we want the voices in this community to be  
22 heard. We felt that them having the meetings is  
23 great, but we want to be -- the community wants to be  
24 informed in the decisions, and we don't want to be  
25 informed in the decisions at the last minute.

1 9-9-2021 - I-81 Viaduct Project - Public Hearing

2 So many people in this community that  
3 was affected when they first put up this 81 viaduct.  
4 If you go back to the -- when they first put it up in  
5 the '50s and the '60s, they like literally came and  
6 they bulldozed these people houses down to build  
7 this. There were people who lived -- there were  
8 family, there were community. Even if they weren't  
9 family blood wise, there was a community that was  
10 family and then when they came in to build this, they  
11 literally had like military style tanks and they came  
12 and they just bulldozed these people's houses. And  
13 they had to relocate, or they had to -- you know,  
14 figure out what they were going to do.

15 We want this viaduct to come down, but  
16 we want it to come down in a way that's going to be  
17 beneficial for the people in the community. We won't  
18 -- we don't want a roundabout right here. As you can  
19 tell we're in a community. This is an elementary  
20 school. The city spent so much money revamping this  
21 school for the -- these children and this community.  
22 You got all of this traffic going up to -- you think  
23 about -- if you go up the street here you got the  
24 V.A., you got Syracuse -- the student housing is  
25 right there. You got the traffic from the Carrier

1 9-9-2021 - I-81 Viaduct Project - Public Hearing  
2 dome, you got traffic to Crouse Hospital, you got  
3 traffic to all these eateries up on Marshall Street.  
4 They're all connected by this little  
5 road right here where they want to put this viaduct  
6 -- where they want to put that roundabout. We want  
7 the roundabout to be -- first of all, why do you even  
8 need a roundabout? Second of all, if you need a  
9 roundabout don't put it in area where there's  
10 children -- these children went through eighteen  
11 months of being secluded if you -- I'm not -- I mean  
12 my kids are grown, but I work with people who were  
13 full-time, you know, healthcare workers and full-time  
14 schoolteachers because of this pandemic.  
15 Children usually get their social  
16 skills and learn other people's cultures in school,  
17 but if they can't go out and play and they can't do  
18 that because you put up a roundabout right here that  
19 doesn't make sense. Give our children and our  
20 community the same opportunities to grow and to  
21 become great and to become successful. They're going  
22 to do a training fund to train other people to come  
23 in the community to get the work done. Why can't you  
24 train the people that's already in the community?  
25 These people, you train them and get them ready to go



1 9-9-2021 - I-81 Viaduct Project - Public Hearing  
2 to -- to assist in the work that needs to be done,  
3 they'll take pride in -- in the things that they  
4 helped revitalize in their community.

5 The same amount of money that you're  
6 going to use to train other people you can use to  
7 train the people that live in this community. A lot  
8 of the people that live in this community, they don't  
9 understand what they -- what effect it had when they  
10 originally built this this thing. You still have  
11 families that lived in this community from back then.

12 THE REPORTER: You can keep going.

13 MS. CAMPBELL: Oh, okay. And I just  
14 want them to -- I want them to take it down I don't  
15 want a -- whatever they want to put over here on the  
16 side of the school, I don't want that. That has to  
17 -- that needs to just go -- I'm -- I'm quite sure  
18 when they were making these plans, they had multiple  
19 options or alternatives, use one of those. If you're  
20 going to -- use one of those. We have children in  
21 this community. Children grow up to be -- we want  
22 our children to grow up to be doctors and lawyers.  
23 Just like every other person, we want our children to  
24 be successful and we don't know what our children are  
25 going to be just because of the pandemic. You think

1 9-9-2021 - I-81 Viaduct Project - Public Hearing  
2 about these kids who for eighteen months, no outside  
3 playing, just basically on a computer screen.

4 We're going to have an obesity  
5 problem, we're going to have a procrastination  
6 problem. These kids have -- they've already faced  
7 enough. This -- now the world is opening up. Allow  
8 these kids to be kids in their own community. And  
9 don't do to another person what you wouldn't want  
10 them to do to you, your wife, your children and your  
11 grandchildren. Don't give somebody else something  
12 you wouldn't want for yourself. And that's all I have  
13 to say.

14 (Off the record 6:58 p.m.)

15 (On the record 6:59 p.m.)

16 THE REPORTER: You can begin.

17 MS. HILL: Okay. My concern is with  
18 the residents that actually live in Syracuse housing  
19 now, is that once all this construction starts and  
20 they want to leave or return after they've come --  
21 torn it down. How are they going to get any kind of  
22 guarantee that they're going to be able to come back  
23 into the housing situation? And if they decide they  
24 don't want to come back, are they going to be  
25 financially compensated to live somewhere else? So

1 9-9-2021 - I-81 Viaduct Project - Public Hearing  
2 as it stands now that -- that's my first issue. My  
3 second issue is with the roundabout being so close to  
4 a school. I really don't see even looking at the  
5 grid how that can be a safe process for all these  
6 kids that live in this community. that's it.

7 THE REPORTER: Okay.

8 (On the record 7:00 p.m. off)

9 (On the record 7:00 p.m. on)

10 THE REPORTER: Begin making your  
11 statement now.

12 MS. WILSON: Oh, well I live in the --  
13 in the Syracuse housing authorities, and I was  
14 wondering when they're going to be doing the  
15 construction and do we have to move? And I don't  
16 want to move, but if it comes down to that I will,  
17 but I -- the main thing I want to know if they're  
18 really going to knock down the building because a lot  
19 of people live there with low income. And a lot of  
20 people don't have nowhere to go, and I don't have  
21 anywhere to go. Where am I going to go cause I am  
22 only working part-time? I want to know when they  
23 going to -- when they going to knock down the  
24 building because this is - this is going to be really  
25 hard on me and other people that live in the

1 9-9-2021 - I-81 Viaduct Project - Public Hearing  
2 residence too. So hopefully they -- they can work  
3 something out with us or something because this is --  
4 this is just -- this is just crazy.

5 (On the record 7:01 p.m. off)

6 (On the record 7:02 p.m. on)

7 THE REPORTER: And you can begin.

8 MS. COOPER: Okay. My concern is the  
9 roundabout near King school. I don't think that's a  
10 good idea. My main concern is safety of the children  
11 who attend King school. And I don't think there's  
12 enough room there for a roundabout. That's it.  
13 Okay. Thank you.

14 (On the record 7:02 p.m.)

15 (On the record 7:03 p.m.)

16 THE REPORTER: You can begin

17 MR. COOPER: So, my -- my -- my  
18 questions and concerns are the quality of air  
19 surrounding the area. I live in Toomey Abbott and  
20 like it's already -- it's been an issue for years  
21 when they first put the I-81 up. And I lived at 101  
22 Gage Court at that time way back then, but -- and  
23 then now, so it's coming down and it's definitely  
24 going to come down. So my -- my concerns now as a  
25 Toomey Abbott resident are the -- how you're going to

1 9-9-2021 - I-81 Viaduct Project - Public Hearing  
2 be able to check or control the air quality with the  
3 demolition of I-81? Okay?

4 THE REPORTER: Is that it?

5 MR. COOPER: Yeah.

6 THE REPORTER: Okay.

7 (On the record 7:03 p.m.)

8 (On the record 7:04 p.m.)

9 THE REPORTER: All right. You can  
10 begin.

11 MR. STROMAN: Okay. Hello, how are  
12 you doing? I'm trying to find out now -- I live  
13 across the street. Been here for thirty some years.  
14 That's my house across the street at the end of the  
15 corner. And what I'm trying to find out, what kind  
16 of defect do it have with us? Do this -- do this  
17 have any defect with us because we got residents that  
18 been here for a long time, lived here. We  
19 practically based -- our life -- our life earnings  
20 and everything is part of this community around here.  
21 So now we're hearing something about they're going to  
22 be building a bridge or something like that. If  
23 they're going to put a wall or a barrier, or  
24 something like that or are they going to come in with  
25 one of those demolition and start wanting to buy

1 9-9-2021 - I-81 Viaduct Project - Public Hearing  
2 property and taking land away.

3 We -- we're not getting no information  
4 on none of this stuff. We have to get out -- like we  
5 got to see someone then we got to stop and talk to  
6 them. I wanted to say, since I'm a homeowner that  
7 I've been there for a long time. Who just want to  
8 get up -- get up and go? I don't think that's fair  
9 because that's going to hurt us because these houses  
10 right here now, these homes ... for our grandchildren  
11 our -- our children's children and stuff like that.  
12 We're not going to be here that long, here to see all  
13 this stuff grow. So I feel this way that they should  
14 do and let us know things now while we still could  
15 try to manage like how this -- how -- how this is  
16 going to defect us. It's going to defect us some  
17 kind way.

18 They're trying to say that it maybe it  
19 ain't, but if they put a highway through here. Okay.  
20 We got the school here. How -- how people going to  
21 get in and out from this end and get where they've  
22 got to go at? They got to have some way, some kind  
23 of connection. Then when they do connect something,  
24 part of that end down there, what it's going to do  
25 with the -- with the roads because it's mostly these

1 9-9-2021 - I-81 Viaduct Project - Public Hearing  
2 roads -- because kids got to get to the school bus,  
3 they've got to come though this way, they've got to  
4 come out. We don't know where they're going to start  
5 at.

6 I don't know where they're going to  
7 start at. And I'm trying to find out can they at  
8 least set a meeting with us homeowners and talk with  
9 us and all the neighbors that live round here so we  
10 can get a peace of mind in this thing. Instead, they  
11 just coming and say, okay we got pictures. We want  
12 you to see these pictures. Pictures don't speak the  
13 words when the demolition come in. The pictures just  
14 show that this how we going to plan on doing this,  
15 but then when it come in, oh, we might mess something  
16 up. Now we've got to go back. Now we've got to try  
17 to get with the homeowners and talk with them and see  
18 how they feel, or we probably have to buy their  
19 property.

20 What is they offering us? I ain't  
21 still want to sell out. I don't want to sell out my  
22 home because like I said that's for my family that's  
23 for the kids they're growing up. Grown ones, they're  
24 having kids, grandkids all that left to them. I  
25 ain't got no time for that. I just building it up

1 9-9-2021 - I-81 Viaduct Project - Public Hearing  
2 maintaining it keeping it for when that time come,  
3 they have something to look forward to. To say all  
4 their hard work -- I'm going to speak to every parent  
5 on this one. All the hard work that all the parents  
6 and stuff, families did around here.

7 In the long run when their families  
8 and their kids start growing up, when they come in  
9 the neighborhood they could see something, but then  
10 when they come through and it's gone, and it's away  
11 from the neighborhood, how do you think they're going  
12 to feel? What you going to say, oh wow, my parents  
13 used to live here, my grandfather used to live there,  
14 or one of my relatives used to live there, but  
15 they're going to see like a road there, you know.  
16 And where are we going to be? That's it that's the  
17 main case. Where are we going -- do we say that we  
18 want to maybe step out and start out like a clear, go  
19 somewhere else when we're so used to this environment  
20 down here.

21 I mean, this is attached to us, this  
22 is our home, this is our -- this -- this -- this is  
23 something that we had did for practically the rest of  
24 our -- thirty years of our life. That we invested in  
25 something for the thirty years of our life. We took



1 9-9-2021 - I-81 Viaduct Project - Public Hearing  
2 our homes we paid -- we paid off our homes. We have  
3 our land, so now we don't want to see this come in  
4 and give right a way. I mean I'm just being for real  
5 with it, we don't -- we don't -- we don't think  
6 that's not a good effect on us. And then -- and if  
7 they do want to come in with the demolition what --  
8 what's it going to do for our health, for our  
9 breathing -- our breathing health.

10 All of the -- all of the -- all of the  
11 -- the dirt and all the stuff being -- stuff going to  
12 be all up in the air. What kind of protection are we  
13 going to have for around us -- to keep this -- all of  
14 this -- when the dust just coming all over the place,  
15 landing all up on the roofs, are they going to come  
16 wash them? They going to try to help us maintain  
17 them because then that's going to be on us to  
18 maintain. We got to take all that debris away from  
19 everything as its going to be landing in the  
20 driveway, landing on the cars, landing everywhere.  
21 So in the long run what's going to happen to our  
22 health because this is going to take effect on our  
23 health.

24 Because we're going to have a lot of  
25 debris and a lot of stuff in the air. We're just

1 9-9-2021 - I-81 Viaduct Project - Public Hearing  
2 going to have that. So they've got to really sit  
3 down and come to the table and talk with us. And I  
4 hope that they do that, and I hope things come of  
5 that -- that. Let's go to the -- we came to the  
6 homeowners, but we came with pictures. Let's go to  
7 these homeowners like a ... Let's sit down and let's  
8 talk to them. Let's see how do they feel. Do they  
9 really want this bridge -- I mean, whatever -- this  
10 highway? Do they really want, or they don't want it?  
11 My answer is no. I got a no on it. Mine -- mine's  
12 just no, because what effect it's going to do for us.

13 I'm not looking for no money to get  
14 paid. I was never rich then, what good is it to get  
15 rich now. I'm not looking for nothing to get paid.  
16 I'm looking for something that my family can have in  
17 the long run to vest -- to invest in. And their  
18 kids, and their families to grow up and say, well, we  
19 see what he worked for. I got to start all over.  
20 No, I don't think that's good. I don't think that's  
21 good. To me it ain't good. So can they at least  
22 contact us. If they want my number, they can have  
23 that too.

24 THE REPORTER: Okay.

25 MR. STROMAN: But they -- they want my

1 9-9-2021 - I-81 Viaduct Project - Public Hearing  
2 number?

3 THE REPORTER: Lets finish making your  
4 statement and I'll get it off the record.

5 MR. STROMAN: And then -- okay, so  
6 they could contact us too. That's -- that's I think  
7 that's the best thing to do is get rid of us.  
8 Because like I said, the pictures are just there.  
9 That's just something on the wall that I'm going  
10 through, I don't even understand it. I'm just  
11 looking at it. I don't want to look, I want to talk  
12 to the person that involved with this because we  
13 won't be so much effect with it if they come to us,  
14 like we came to them. Let's sit down, let's talk  
15 with these homeowners and let's see how comfortable  
16 do they feel. Do they -- do you think they agree  
17 with this, or they don't agree with this? Okay.

18 I know I'm not agreeing with it. I  
19 don't know how the rest is going to agree with it,  
20 but I know they're not going to agree with it because  
21 they invest too much. Who want to invest something  
22 and lose it at the same time? No, that's a no. So  
23 I'm okay with this? That's a no -- no, so you can  
24 put it on my record. One homeowner by the name Henry  
25 Stroman said no. That's a no, no.

1 9-9-2021 - I-81 Viaduct Project - Public Hearing

2 THE REPORTER: Okay.

3 MR. STROMAN: He don't like the idea.

4 So I don't like the plan.

5 (Off the record 7:12 p.m.)

6 (On the record 7:13 p.m.)

7 THE REPORTER: You can begin.

8 MR. JORDAN: I live at 552 Oakwood Ave

9 in -- over here by the 81 and I've lived there for  
10 sixty-three years. And the house I live in is four  
11 generation and where we're at I could -- I like the  
12 community grid instead of the viaduct. It is because  
13 I believe that that's going to open up things for the  
14 community, especially with the name community grid.  
15 My family was a part of that fifteenth ward that got  
16 displaced. I watched the projects come up, I watched  
17 houses get torn down. I watched a lot of things  
18 happen over the years, but my idea is to slow traffic  
19 down in the community grid.

20 One of the things they can do is open  
21 up -- like you have Brighton Avenue, you have  
22 McKinney and all the dead ends, you open up certain  
23 dead ends in that so that it's more convenience for  
24 people to get around into the community grid to go  
25 down. Because majority of it is older people cannot

1 9-9-2021 - I-81 Viaduct Project - Public Hearing  
2 get out and go and hopefully this will open it up for  
3 them to go to the stores and maybe start businesses  
4 up for, you know, for our community. Because right  
5 now we don't have anything over here. There's a  
6 RiteAid -- PriceRite, I'm sorry. We have no Wegmans,  
7 we have no Tops, we have no Price Chopper. And it's  
8 a concern for older people. And you shouldn't be  
9 caught up into just a corner store. Older people are  
10 caught to the mercy of these corner stores, and I  
11 don't think that's right. And I think the community  
12 grid will open up because you take upstate they're  
13 right -- they're right there and Syracuse University,  
14 all the hospitals, we're right here and we're between  
15 two fire stations. I mean, it's a -- where we live  
16 is really convenient, but it just doesn't have the --  
17 we just don't have, you know, stores and that kind of  
18 stuff that we really need. And I'm just thinking of  
19 the older people, you know, that don't get -- aren't  
20 fortunate like me can just get up and go out in  
21 Syracuse or Camillus or wherever and -- and get the  
22 deal, you know. They're stuck to right here, right  
23 now. Even the disabled, they can't just call they're  
24 stuck to this so that's --.

25 THE REPORTER: You -- you can

1 9-9-2021 - I-81 Viaduct Project - Public Hearing  
2 continue.

3 MR. JORDAN: Well that's -- that's --  
4 that's what I -- that's basically what I'm saying. I  
5 -- I just really like the idea of the community grid  
6 over the viaduct because the other thing is, you take  
7 somewhere like the mall they had -- they've went  
8 twenty-five years without paying taxes. The rest of  
9 us are paying taxes down here. That's not fair. I  
10 understand that it may do some businesses harm, but  
11 if you got a good business people will come  
12 regardless of where you live. The second thing is  
13 Salina Street is Route 11. That will take me right  
14 to the mall. I don't see what the problem is. State  
15 Street will take you to the mall.

16 Coming from the north, I'm sure  
17 they're not messing with that part of the highway and  
18 -- and I am not sure about that but they're --  
19 they're not going to just take the mall, you know --  
20 just displace the mall. So I'm not understanding,  
21 you know, way back when they displaced my  
22 grandparents and their homes, and their friend's  
23 homes. So I don't see what the problem is now. I  
24 mean, it just -- it's just changing all roles now.  
25 And I think it's time because we have been

1 9-9-2021 - I-81 Viaduct Project - Public Hearing  
2 disproportionate with the world, and that's how I  
3 feel about it. And I -- and I just think that some  
4 of those dead ends could be a part of that community  
5 grid.

6 (Off the record 7:17 p.m.)

7 (On the record 7:17 p.m.)

8 THE REPORTER: All right. You can  
9 begin.

10 MS. MCKOY: Far as I'm concerned, that  
11 roundabout, no. Okay. Far as I'm concerned putting  
12 another exit on Colvin because I live in ... and  
13 Colvin. It's a no, no. Okay. No, I'm -- I'm not  
14 for none of that. I feel as though they need to take  
15 it further out. There's that Brighton Avenue. You  
16 can get -- you can go to Fairville, can go  
17 everywhere. Okay. Don't bring that back down here.  
18 That's what they did to us in the fifteenth ward when  
19 I was a kid, and we moved to the south side. Okay.  
20 It seems like this is what's happening now.

21 And like the architects was telling  
22 me, oh, this community, this -- we've got families,  
23 we've got these hard-headed little kids out this way.  
24 You see what I am saying? It's not a good idea.  
25 Okay. It might be good for the hospitals, okay,

1 9-9-2021 - I-81 Viaduct Project - Public Hearing  
2 Syracuse University, but it's not good for us. And  
3 just like I was saying Fairville and all the other  
4 places want it. Okay. They don't want traffic --  
5 more traffic coming their way. Okay. All right just  
6 because this is what they call a poor neighborhood,  
7 but we ain't that poor down here. Okay. Just because  
8 of two housing or -- whatever. We ain't that poor  
9 down here. All right. I'm not for none of it.  
10 Okay.

11 Like they're about to ... there's kids  
12 here, there's kids down where they want to put this.  
13 Like I said, I'm on Colvin and State, we don't need  
14 no more getting off, getting on, and getting on is a  
15 mess. Okay. Cars are stopping -- just like even  
16 today, a lot of days, it's always backed down to  
17 State. Okay. We still have tractor trailers and  
18 stuff coming through. And I'm saying, they're  
19 supposed to stay out on that highway and keep going  
20 through, not come down here. Okay. Not -- not to  
21 come down here. And Fairville, DeWitt, and all these  
22 other places that want it, so why should we have to  
23 have it? Okay.

24 Why should we? And I'm -- I'm seventy-  
25 two years old. Okay. And when they took away -- as



1 9-9-2021 - I-81 Viaduct Project - Public Hearing  
2 you say -- the fifteenth ward it use to be called,  
3 okay, it's been a mess. Okay. And they say -- say  
4 well it's going to connect the city with S.U. No, it  
5 ain't, because right now you got the hospitals -- it  
6 might help that area, okay, getting off on Salina or  
7 -- or whatever they want, we still have heavy  
8 traffic. I'm not for it, for none of it. Even when  
9 they talk about that sky bridge or wherever it is,  
10 come on Buffalo people can't even cross it in  
11 wintertime, and they get more snow. We get just as  
12 much snow here too. I'm not for none of that.

13 Keep it -- why can't you keep it on  
14 the outside, but they got more money than we do down  
15 here. You see what I'm saying? Let's be fair take  
16 -- take it out. You know, they're talking about  
17 taking it down here out, we're going to do this and  
18 stuff. You got me on tape crappy shit. Okay.  
19 You're still -- you know, you're still going to --  
20 oh, they're not going to take the house. There's  
21 people down here that's saying to me, oh, how much  
22 money they're going to get. A thousand? I've been  
23 here thirty years and I'm getting a thousand dollars.  
24 I said, you're not. Let's be for real. I don't know  
25 who's telling you this. Okay.

1 9-9-2021 - I-81 Viaduct Project - Public Hearing

2 And like they said, oh, they're going

3 to be walk past it. You're here in the city, you're

4 in a community. Okay. These kids don't care ...

5 right here on ... Street. I had to pull my car over

6 before they made it to the medical centre down here

7 across from the housing. ... have McDonalds in here

8 and stuff. I had to stop because this little boy was

9 trying to get across the street. You see it's -- it's

10 too much. You're still in a residential. The other

11 outside counties don't want it, you know, they don't

12 want it, so why should we have to want it. And you

13 so pretty. Take that to the bank.

14 (Off the record 7:22 p.m.)

15 (On the record 7:23 p.m.)

16 THE REPORTER: You can start.

17 MR. GEWANTER: Hi my name is Barrie

18 Gewanter. I live at 956 Bellevue, Syracuse, New York

19 13204. My email is g-e-w-a-n-t-e-r b@gmail.com. My

20 phone number is 315-569-6334. I am going to be

21 submitting a pretty detailed written public comment

22 before the deadline. But there's something that I

23 wanted to bring to the attention of the D.O.T., and I

24 spoke to Mark Frechette, about it already. And that

25 is a request for the D.O.T. to reach out to the

1 9-9-2021 - I-81 Viaduct Project - Public Hearing  
2 leaders of the Disability Advocacy Community and have  
3 a conversation with them about their concerns about  
4 the reconstructing -- reconstruction.

5 And in particular, what it's going to  
6 be like for people with disabilities, to try to get  
7 across the boulevard that's going to be Almond  
8 Street. I am asking that they do specific reach out  
9 and I wanted to give contact information. The head  
10 of an activist group called Disabled in Action, is  
11 Sally Johnston, J-O-H-N-S-T-O-N. You can reach her  
12 at sallyj13208@twcnny.rr.com. Sally is one activist  
13 in the disability community locally. I would also  
14 suggest contacting Aurora of Central New York. They  
15 serve the needs of people who are visually impaired  
16 and blind and people who are deaf and hard of  
17 hearing. You can reach Aurora at 315-422-7263.

18 I would also suggest reaching out to  
19 an organisation called Arise. Arise is an  
20 independent living center, they advocate for people  
21 across disabilities. Arise can be reached at 315-  
22 472-3171. One of their lead advocates there is Byada  
23 Carpinska Prain, but if you call the Arise number you  
24 should be able to get to her. You also want to call  
25 The Federation for the Blind and I don't have the

1 9-9-2021 - I-81 Viaduct Project - Public Hearing  
2 phone number here, but the representative that you  
3 would want to contact is Lucy Marr, M-A-R-R. You may  
4 be also able to reach her also through Aurora.  
5 Another organisation to reach out to is Enable.  
6 Enable is an organization that works with people with  
7 developmental disabilities and people with many other  
8 sorts of disabilities.

9 And I believe the phone number there  
10 is 455-7591. As I explained to Mr. Ferchette, when  
11 Centro the Regional Transportation Authority here  
12 built the current bus hub -- the bus transfer hub,  
13 they made all sorts of promises about accessibility  
14 to the leaders that I have mentioned here. But then  
15 when they went ahead with the construction they  
16 eliminated those accessibility features and then  
17 presented the disability advocates with a finished  
18 bus hub that was dangerous, especially to people with  
19 visual impairments. And it was not accessible, and  
20 it still is not as accessible as it possibly could  
21 be. A better way to go about this is actually  
22 involve advocates from the disabilities from the get-  
23 go because they see the world through a totally  
24 different set of eyes.

25 And it would really, really help if

1 9-9-2021 - I-81 Viaduct Project - Public Hearing  
2 you sat down and listened to the questions that they  
3 raise from their unique perspectives. So I'm asking  
4 you guys to do this outreach and I am telling you  
5 exactly who to contact. That's it. Thank you.

6 (On the record at 7:29 p.m.)

7 THE REPORTER: You can begin.

8 MS. EDWARDS: Okay. I see a couple of  
9 major problems here. One addresses health, one  
10 addresses safety, especially in the area of the  
11 school and the children, and the projects and the  
12 children. You got all these cars coming down to  
13 ground level. Trucks and they decide to tell me the  
14 trucks won't be taking the detour. We have  
15 businesses here that get trucks daily delivering  
16 stuff to us, food, clothing, what not, you know,  
17 other items, every single day. Those trucks come  
18 here, and I don't mean the little wagon size trucks,  
19 I mean the big ones, tractor trailer trucks. So  
20 where's the -- where's the traffic going to cut down  
21 there? That's what I would like to know.

22 It's coming down here and it's  
23 bringing all of that polluted air out here to the  
24 families that lives in this area, and mainly the poor  
25 children. Another problem I see is, I see some --

1 9-9-2021 - I-81 Viaduct Project - Public Hearing  
2 some sound barriers on the thing back there. I don't  
3 see any houses, what are those sound barriers for?  
4 Where's the barrier to keep the children from darting  
5 into the streets with all of this traffic going like  
6 this. Little kids it's -- and I don't care how well  
7 you watch a child they will get away from you. Most  
8 of these parents are young parents. They're all  
9 sniffing, smoking, or shooting up something. High as  
10 a kite. Them kids are on their own.

11 I see it all the time. Young kids  
12 running around, no shoes on their feet, they got no  
13 pants or diapers on, playing alone, soaking wet.  
14 Where the parents? I know it's not everybody's  
15 problem, but it is a problem when it's going to cause  
16 harm to the children. So I -- I feel that something  
17 should be done if you end up doing this, you need to  
18 have something there. Like what I'm saying with  
19 this, you know, this - there's fences there now with  
20 the Almond Street. There's -- Almond Street ain't  
21 got that much traffic, not like 81. I'm sorry, and  
22 it's not going to ever have it, until you lower it  
23 down. Then you're going to have all that traffic.  
24 There's got to be something there.

25 They showed me, okay, at the projects

1 9-9-2021 - I-81 Viaduct Project - Public Hearing  
2 where they got the sidewalk, and they got some  
3 bushes. That ain't going to stop them kids. That's  
4 not going to stop those kids. So what's it going to  
5 take? How many children are going to get hurt or  
6 killed before somebody realizes, oops, we made a  
7 mistake or does anybody even care? Because the  
8 people who are doing this, have decided to do this do  
9 not live in this area. They don't work in this area.  
10 They don't care about the people in this area. So if  
11 you don't care about nothing but filling your pockets  
12 with dust and coins I don't see -- I don't -- you  
13 know, I can't see them doing this, I really can't.  
14 And I feel that this should be put to vote for the  
15 people who live in this whole area as to whether they  
16 want this or not.

17 MALE SPEAKER ONE: What do they do?

18 MS. EDWARDS: Huh.

19 MALE SPEAKER ONE: Can I ask  
20 something?

21 MS. EDWARDS: Huh.

22 MALE SPEAKER ONE: Can I ask  
23 something?

24 MS. EDWARDS: Knock yourself out.

25 MALE SPEAKER ONE: So like making that

1 9-9-2021 - I-81 Viaduct Project - Public Hearing  
2 bridge so that traffic flies over on the top would be  
3 better, instead of stopping a bunch of times get the  
4 traffic out of here --.

5 MS. EDWARDS: It's already flying  
6 over.

7 MALE SPEAKER ONE: Right --

8 MS. EDWARD: Yeah.

9 MALE SPEAKER ONE: -- which it's good  
10 instead of making it --

11 MS. EDWARDS: That's right. I'm  
12 saying, take the money -- this -- all of this money  
13 that's coming out us poor taxpayers to tear that down  
14 and build something that's going to probably kill  
15 half of the people that live in the area, either by  
16 car, truck, or fumes. Take that money and fix what's  
17 up there.

18 MALE SPEAKER ONE: They're going to --  
19 they're going to --.

20 MS. EDWARDS: Take the left -- take --  
21 take the rest of that money and fix what's below the  
22 ground --

23 MALE SPEAKER ONE: Yeah.

24 MS. EDWARDS: -- because every time  
25 you turn around --



1 9-9-2021 - I-81 Viaduct Project - Public Hearing

2 MALE SPEAKER ONE: Amen.

3 MS. EDWARDS: -- you listen to the  
4 news what another water pipe gone and broke  
5 somewhere.

6 MALE SPEAKER ONE: You probably know  
7 this guy's friends --.

8 You know Merlene Jones, do you?

9 MS. EDWARDS: I don't believe I do.

10 MALE SPEAKER ONE: She's a brown lady  
11 about seventy-four. Lives -- goes to Brotherly Love  
12 Church.

13 MS. EDWARDS: No, I go to Grace  
14 Episcopal Church.

15 MALE SPEAKER ONE: Really.

16 MS. EDWARDS: Yes.

17 MALE SPEAKER ONE: Good stuff on the  
18 radio, 102.9 on the F.M. dial. Good family --.

19 MS. EDWARDS: Oh, okay.

20 MALE SPEAKER ONE: What's it's saying?

21 MS. EDWARDS: What are you  
22 entertainers?

23 FEMALE SPEAKER 1: No.

24 MS. EDWARDS: No.

25 THE REPORTER: Are you done -- are you

1 9-9-2021 - I-81 Viaduct Project - Public Hearing  
2 done with your statement?

3 MS. EDWARDS: Well, I -- I guess so.  
4 I just -- I just said I would like -- I would like to  
5 -- did you put down that I would like this to come to  
6 vote for the people --

7 MALE SPEAKER ONE: Right.

8 MS. EDWARDS: -- that live in the area  
9 let them decide. Let us decide.

10 MALE SPEAKER ONE: And even travel up  
11 and down through here too because it's important, you  
12 know.

13 MS. EDWARDS: That's right

14 MALE SPEAKER ONE: Yeah.

15 MS. EDWARDS: Yeah. That's -- that's  
16 my final thing. If I think of anything else, who can  
17 I call?

18 THE REPORTER: You can come back.

19 Oh, who can you -- no, I'm sorry.

20 (Off the record 7:35 p.m.)

21 (On the record 7:37 p.m.)

22 THE REPORTER: Go head.

23 MR. SHIELDS: What I'm concerned about  
24 is the air quality. We already got bad air quality  
25 in this neck of the woods. We've been had it for

1 9-9-2021 - I-81 Viaduct Project - Public Hearing  
2 years and our community is not considering -- I don't  
3 know why they don't consider to really deal with  
4 what's going on, you know. And they're not telling us  
5 truths, they're telling us half-truths. So the man  
6 who was trying to explain it to me, it didn't make  
7 sense. And I'm saying well, if you're going to do  
8 anything why you got to have this roundabout in the  
9 black neighborhood. Take it out to your  
10 neighborhood, you know, and -- and see how the  
11 peoples react to it. You know what I'm saying.

12 But they're so determined as to knock  
13 down buildings instead of twenty-two or whatever and  
14 put all of this stuff in the black neighborhood,  
15 which they put the mental hospital in the black  
16 neighborhood. They -- they really just keep on  
17 adding and adding until it won't be no neighborhood,  
18 and it just don't make any sense to me. Why would  
19 they want to put a -- put that in close to a school?  
20 Our children, you know, what are you going to do with  
21 them? And then the traffic, and they're talking  
22 about oh, but the cars will slow down. Cars don't  
23 slow down because usually when I'm on -- I just told  
24 them on Factory Street there's a roundabout. No cars  
25 slow down. They go just right on around and then out

1 9-9-2021 - I-81 Viaduct Project - Public Hearing  
2 into the other traffic, you know.

3 If -- if they want a roundabout,  
4 they've got to do it somewhere else, you know. Other  
5 than that, I'm not too up on what's what, but I know  
6 what they're trying to do is wrong, it's really  
7 wrong. And they need to let the people vote on it  
8 and let them decide what they want in their  
9 neighborhood. Not outsiders or anybody in  
10 Fayetteville or ... we need to decide what goes on  
11 around here not whoever. I don't even know who's  
12 putting this in, you know. And I don't know, we want  
13 what's best for our children. We want quality air.  
14 We want a community that's going to thrive, not be  
15 sickly over fumes, and catch different diseases. We  
16 already got enough going on and see all of that with  
17 the air quality down here. They know it's bad.  
18 They've been knowing it for years.

19 So I just don't understand why they  
20 would do that in our neighborhood. So that's  
21 basically all I got to say because I don't know too  
22 much, and you only hear what you hear on T.V. And  
23 every different area that they've been so far and  
24 it's not affecting a whole lot of different areas  
25 like this one. So I just don't understand why they

1 9-9-2021 - I-81 Viaduct Project - Public Hearing  
2 want to --.

3 (Off the record 7:41 p.m.)

4 (On the record 7:43 p.m.)

5 THE REPORTER: Go ahead

6 MR. GARLAND: Charles Garland, that's  
7 Charles, C-H-A-R-L-E-S my last name is Garland, G-A-  
8 R-L-A-N-D.

9 THE REPORTER: You can make your  
10 statement.

11 MR. GARLAND: Okay. Well, I'm a  
12 native of Syracuse. I am a third generations Funeral  
13 Director of Garland Brothers Funerals Home. We're  
14 the oldest minority-owned business in Central New  
15 York. We opened up in Albany in 1929 and we moved to  
16 Syracuse in 1936. Originally our funeral home was at  
17 813 East Fayette Street until we lost our funeral  
18 home and our property through eminent domain with the  
19 construction of 690 and I-81. Everyone in my  
20 father's side and my mother's side of the family  
21 lived in a two-block radius. We lived at the funeral  
22 home where Kennedy Square was eventually built. My  
23 cousins lived next to the armory, my aunt had a  
24 beauty salon.

25 Everyone in our family left except for

1 9-9-2021 - I-81 Viaduct Project - Public Hearing  
2 my uncle due to the eminent domain of course, and it  
3 was after Martin Luther King Jr. was assassinated,  
4 the riots and the white flight. We had a hard time  
5 finding another area where we could relocate. It  
6 took us around three years. I'm for the viaduct  
7 coming down. The current viaduct represents a  
8 terrible part of our history. What I am not for is  
9 only having the grid. What will happened is -- and  
10 this is what it is. They're taking it down under the  
11 guise, under this -- this -- this altruistic notion  
12 of helping us as African Americans. They're saying,  
13 we want to take it down because the area that it's  
14 in, where you live, we understand that you have some  
15 of the highest asthma rates in the nation, emphysema,  
16 and other chronic illnesses.

17 But what they're going to do is,  
18 they're going to take it down from an elevated  
19 highway where we have all of this traffic  
20 carcinogens, all the pollutants, carbon monoxide, and  
21 they're going to redirect it right back into the  
22 African American area. What they're going to do is,  
23 they're going to have this roundabout right at Martin  
24 Luther King Elementary and they're going to have off  
25 ramps before that. Those off ramps are going to feed

1 9-9-2021 - I-81 Viaduct Project - Public Hearing  
2 right into the south side. That's because these cars  
3 coming off, they're not going to be driving through  
4 Oakwood Cemetery, they're not going to be driving  
5 through S.U.

6 They're going to be coming in the area  
7 that has ninety percent African Americans, ninety  
8 percent of people that have the highest asthma rates,  
9 highest emphysema rates, the most diminished lung --  
10 lung -- lung breathing capacity. Our children, they  
11 have the highest asthma rates. Our children are seen  
12 in the E.R. four times as much as other children and  
13 they're going to redirect all of this traffic a  
14 thousand-fold at ground level into our neighborhood  
15 during a COVID pandemic. Knowing that African  
16 American's are affected the most. We have the most  
17 comorbidities, we're the most at risk, and our live  
18 expectancy is less. They've even done a study. Tim  
19 Knauss from the Syracuse Post Standard did a study  
20 last year, 2020, where he said that the life  
21 expectancy for people that live in Skaneateles, New  
22 York is eighty-six years old.

23 This area primarily, the zip code  
24 13205. People that live outside of our zip code  
25 their live expectancy is eighty-two years old. The

1 9-9-2021 - I-81 Viaduct Project - Public Hearing  
2 people that live here right now our live expectancy  
3 is sixty-nine and half years old. So our live  
4 expectancy is less. We have more comorbidities. We  
5 have more chronic illnesses and they're going to  
6 redirect all of this traffic into our area where  
7 we're already suffering, where we're already dying at  
8 a rate unlike any others, and they're going to put it  
9 right here during a COVID pandemic. That's why what  
10 we're asking is to reconsider it. We are also  
11 waiting for the E.P.A. It's our understanding that  
12 the EPA, they're already supposed to study any of  
13 this E.I.S. statements.

14 We do not believe that they can  
15 possibly look at any E.I.S. study that shows the  
16 traffic coming in here, thirty thousand more cars a  
17 day, coming into an area where people are already  
18 suffering the most respiratory illness and not say  
19 anything.

20 So once again, I'm for the grid coming  
21 down, I just feel that they should be able to  
22 supplement it. Anything to convey this traffic out  
23 of an area that is already suffering. I believe in  
24 the Harriet Tubman Memorial Freedom Bridge, in  
25 whatever iteration it is, either an elevator bridge,



1 9-9-2021 - I-81 Viaduct Project - Public Hearing  
2 a by-pass, something but there is no reason that this  
3 traffic should be redirected. It's just an old  
4 formula that they always done.

5 They're going to move us out -- out of  
6 an area, they're going to gentrify it, and then  
7 they're going to redirect the same problem that they  
8 had at first right back into the African American  
9 community. So once again, we do not want this turn  
10 around right -- right here, which it never supposed  
11 to be. In 2018 in the conceptual plan signed by  
12 Eileen Moore, representing Onondaga County and the  
13 City of Syracuse, the roundabout wasn't supposed to  
14 be there. Everything was supposed to be down at  
15 Colvin, but we believe that a third party, possible  
16 SUNY or SU intervened. We're all aware that SUNY,  
17 they are working on expanding their campus.

18 They have something that's called the  
19 downtown campus. They already own Madison Towers,  
20 Jefferson Towers, Harrison Towers and Townsend  
21 Towers. Those used to be places where African  
22 Americans, lower income people lived. Once SUNY and  
23 Upstate bought them they did not do that anymore.  
24 Next logical progression is right across the street  
25 and that's where Pioneer Homes, McKinney Manor and

1 9-9-2021 - I-81 Viaduct Project - Public Hearing  
2 Central Village is. It's our belief through  
3 experience that that's what they're going to do  
4 again. They say that they're going to create mixed  
5 use housing but judging by SUNY's map that's the only  
6 missing piece. So once again, we'd just like you to  
7 consider this. Consider that this is environment  
8 racism, it's social racism.

9 We're waiting on the E.P.A., and we'd  
10 like to think that in the event that the E.P.A. comes  
11 back saying that the traffic numbers, the air  
12 quality, that definitely will not improve, if that is  
13 unacceptable, we're just hoping that you have another  
14 plan, or at least a plan to supplement the grid so  
15 that we can convey this traffic out of our area. My  
16 name is Charles Garland. Thank you very much.

17 (Off the record 7:50 p.m.)

18 (On the record 7:53 p.m. )

19 THE REPORTER: And you can begin.

20 MS. MENON: Okay. I have a concern  
21 about as -- like a swing site for the children that  
22 attend this -- this school, which is the Dr. King  
23 Elementary School, the STEAM school. I am concerned  
24 that when they are constructing the roundabout the  
25 children will not be able to attend school without

1 9-9-2021 - I-81 Viaduct Project - Public Hearing  
2 serious disruptions or distractions. So I'm not sure  
3 if it's cost effective to do something to the  
4 building to make it possible for the children to  
5 continue attending. Or if they will be able to go to  
6 a swing location that is, you know, the same as this  
7 wonderful school. This school has a lot of features  
8 for kids that are not easy to find somewhere else.

9 So we would be worried to see the  
10 hundreds of children that attend the school tucked  
11 into like basements across other schools, or other  
12 buildings in the community for two years. I also  
13 have a concern about the jobs that are created in --  
14 the constructions jobs that are created. I -- I  
15 understand that there is a need to train workers and  
16 that there's a requirement to train workers when this  
17 project is being completed. As a -- as a community  
18 member there's a part of me that feels that the most  
19 practical, you know -- that the fastest, most  
20 experienced group constructing this feels like the  
21 best solution. I'm not sure if there are plans to  
22 create jobs that are going to be like substantial  
23 training opportunities for people and I would hope  
24 that that's the case.

25 But that wouldn't compromise the, you

1 9-9-2021 - I-81 Viaduct Project - Public Hearing  
2 know -- the -- the efficiency of getting the project  
3 done in a good time and done well. I'm also  
4 concerned about relocation of people who are living  
5 in the areas that are going to be affected by  
6 construction. I'd like to know if there's -- or I'd  
7 like to see that there's going to be some -- some  
8 mitigation or some plan for the citizen, the  
9 community members who live close to these  
10 construction areas, to be able to move away from them  
11 if they have concerns about their health or their --  
12 their wellbeing. And that if they are going to have  
13 to move or if they choose to move that there would be  
14 some support for them.

15 Maybe some of the job creation could  
16 actually be for people to work with individuals who  
17 are affected to help them find alternative places to  
18 reside comfortably. Especially some of our elderly  
19 community members who may be in their sunset years.  
20 We don't know how long the project will take.

21 (Off the record 7:55 p.m.)

22 (On the record 7:56 p.m.)

23 THE REPORTER: Is there another ...?

24 MR. WARD: Yes.

25 MS. MENON: Maybe you should say it,

1 9-9-2021 - I-81 Viaduct Project - Public Hearing

2 because I can't remember. Sorry is that ok.

3 THE REPORTER: You can -- you can.

4 MS. MENON: I think that's all I've  
5 got.

6 THE REPORTER: You can begin.

7 MR. WARD: Do I say anything?

8 THE REPORTER: Yeah, you can. It's up  
9 to you.

10 MR. WARD: Okay. My name is Peter  
11 Ward, and my concerns are for the transit -- the  
12 workers who are coming in who are part of the  
13 community, where will they be living? And all the  
14 workers who will be trained and working on this  
15 project. My concerns are, will there be like law  
16 enforcement, and will there be things in place to  
17 monitor like, where these people are living and  
18 living conditions --

19 MS. MENON: And their actions.

20 MR. WARD: -- and their -- and their  
21 actions.

22 THE REPORTER: Okay.

23 (The proceeding concluded.)

24

25

1 9-9-2021 - I-81 Viaduct Project - Public Hearing

2 STATE OF NEW YORK

3 I, ANNETTE LAINSON, do hereby certify that the foregoing  
4 was reported by me, in the cause, at the time and place,  
5 as stated in the caption hereto, at Page 1 hereof; that  
6 the foregoing typewritten transcription consisting of  
7 pages 1 through 67, is a true record of all proceedings  
8 had at the hearing.

9 IN WITNESS WHEREOF, I have hereunto  
10 subscribed my name, this the 21st day of September, 2021.

11

12 ANNETTE LAINSON, Reporter

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| A                                       |   |
|---|---|
| <b>Abbott</b> 34:19, 25                 | 60:22 63:8                              |
| <b>able</b> 7:6, 24 8:2 10:16 28:6      | <b>American's</b> 61:16                 |
| 32:22 35:2 49:24 50:4 62:21             | <b>Americans</b> 20:23 60:12 61:7       |
| 64:25 65:5 66:10                        | 63:22                                   |
| <b>abused</b> 21:15                     | <b>amok</b> 18:25                       |
| <b>accessibility</b> 50:13, 16          | <b>amount</b> 31:5                      |
| <b>accessible</b> 50:19, 20             | <b>ANNETTE</b> 68:3, 12                 |
| <b>accountability</b> 27:4              | <b>answer</b> 40:11                     |
| <b>acres</b> 6:23, 23                   | <b>anybody</b> 53:7 58:9                |
| <b>Action</b> 49:10                     | <b>anymore</b> 63:23                    |
| <b>actions</b> 18:25 67:19, 21          | <b>APPEARANCES</b> 2:2                  |
| <b>activist</b> 49:10, 12               | <b>appreciate</b> 20:19                 |
| <b>added</b> 7:25, 25                   | <b>architects</b> 45:21                 |
| <b>adding</b> 57:17, 17                 | <b>area</b> 3:6, 7, 22 6:11, 16 9:9, 10 |
| <b>address</b> 6:3, 6                   | 10:12 14:6 22:19, 20, 22 23:2           |
| <b>addresses</b> 51:9, 10               | 23:14 26:6 28:20 30:9 34:19             |
| <b>adults</b> 27:19                     | 47:6 51:10, 24 53:9, 9, 10, 15          |
| <b>Advocacy</b> 49:2                    | 54:15 56:8 58:23 60:5, 13, 22           |
| <b>advocate</b> 49:20                   | 61:6, 23 62:6, 17, 23 63:6 64:15        |
| <b>advocates</b> 49:22 50:17, 22        | <b>areas</b> 27:22 58:24 66:5, 10       |
| <b>advocating</b> 26:24                 | <b>aren't</b> 43:19                     |
| <b>affect</b> 14:17, 20                 | <b>armory</b> 59:23                     |
| <b>affordable</b> 3:25                  | <b>asbestos</b> 13:16 24:5              |
| <b>afraid</b> 5:3                       | <b>aside</b> 24:10 25:16                |
| <b>African</b> 7:13 17:22 20:23, 23     | <b>asking</b> 23:24 24:6 49:8 51:3      |
| 25:3 60:12, 22 61:7, 15 63:8, 21        | 62:10                                   |
| <b>after-school</b> 11:17               | <b>assassinated</b> 60:3                |
| <b>age</b> 23:13                        | <b>assessed</b> 23:19                   |
| <b>ago</b> 23:17                        | <b>assist</b> 31:2                      |
| <b>agree</b> 41:16, 17, 19, 20          | <b>associated</b> 14:14                 |
| <b>agreeing</b> 41:18                   | <b>Association</b> 6:2                  |
| <b>agreement</b> 27:11                  | <b>assure</b> 3:18                      |
| <b>ahead</b> 4:6, 24 5:23 11:14 12:16   | <b>asthma</b> 9:12 13:17 28:20 60:15    |
| 14:25 15:19 16:24 17:17 19:20           | 61:8, 11                                |
| 22:13 26:19 28:11 50:15 59:5            | <b>asthmatic</b> 28:19                  |
| <b>ain't</b> 36:19 37:20, 25 40:21 46:7 | <b>asthmatics</b> 16:7                  |
| 46:8 47:5 52:20 53:3                    | <b>atrocities</b> 27:13                 |
| <b>air</b> 34:18 35:2 39:12, 25 51:23   | <b>attached</b> 38:21                   |
| 56:24, 24 58:13, 17 64:11               | <b>attend</b> 34:11 64:22, 25 65:10     |
| <b>Albany</b> 26:4 59:15                | <b>attended</b> 28:15, 17               |
| <b>allow</b> 19:5 32:7                  | <b>attending</b> 65:5                   |
| <b>Almond</b> 49:7 52:20, 20            | <b>attention</b> 11:23 13:4 48:23       |
| <b>alternative</b> 14:7 66:17           | <b>aunt</b> 59:23                       |
| <b>alternatives</b> 31:19               | <b>aunts</b> 5:10                       |
| <b>altruistic</b> 60:11                 | <b>Aurora</b> 49:14, 17 50:4            |
| <b>Amen</b> 55:2                        | <b>authorities</b> 33:13                |
| <b>America</b> 20:10                    | <b>Authority</b> 50:11                  |
| <b>American</b> 7:13 17:22 20:23 25:3   | <b>Ave</b> 5:11 8:19 42:8               |
|   | <b>Avenue</b> 1:10 42:21 45:15          |
|   | <b>avenues</b> 3:8                      |

|  |  |
|--|--|
| <b>aware</b> 63:16   | <b>breath</b> 16:13  |
| <hr/>  | <b>breathing</b> 16:5,9 27:20 39:9,9 61:10                         |
| <b>B</b>   | <b>BRENDA</b> 2:11   |
| <b>b@gmail.com</b> 48:19   | <b>bridge</b> 17:20 27:4,13,21 28:4 35:22 40:9 47:9 54:2 62:24,25  |
| <b>back</b> 6:17,20 7:3,14 8:18,25 9:19 12:6,9,9 19:9 20:19 21:7 29:4 31:11 32:22,24 34:22 37:16 44:21 45:17 52:2 56:18 60:21 63:8 64:11 | <b>bridges</b> 6:9   |
| <b>backed</b> 46:16  | <b>Brighton</b> 16:3 42:21 45:15                                   |
| <b>bad</b> 56:24 58:17   | <b>bring</b> 23:2 45:17 48:23                                      |
| <b>ball</b> 4:11   | <b>bringing</b> 23:9 51:23   |
| <b>Baltimore</b> 8:10  | <b>broke</b> 55:4  |
| <b>bank</b> 48:13  | <b>Brotherly</b> 55:11   |
| <b>Barrie</b> 2:14 48:17   | <b>Brothers</b> 59:13  |
| <b>barrier</b> 35:23 52:4  | <b>brown</b> 55:10   |
| <b>barriers</b> 16:11 52:2,3   | <b>Bryton</b> 8:22   |
| <b>based</b> 20:23 35:19   | <b>Buffalo</b> 47:10   |
| <b>basements</b> 65:11   | <b>build</b> 19:5 22:16 29:6,10 54:14                              |
| <b>basically</b> 32:3 44:4 58:21   | <b>building</b> 9:22 23:9 33:18,24 35:22 37:25 65:4                |
| <b>beauty</b> 59:24  | <b>buildings</b> 19:5 57:13 65:12                                  |
| <b>beings</b> 19:10  | <b>built</b> 5:12 6:24,25 17:20,21,21 20:19 23:5 31:10 50:12 59:22 |
| <b>belief</b> 64:2   | <b>bulldozed</b> 29:6,12   |
| <b>believe</b> 19:23 42:13 50:9 55:9 62:14,23 63:15  | <b>bunch</b> 54:3  |
| <b>Bellevue</b> 48:18  | <b>bus</b> 10:4 37:2 50:12,12,18                                   |
| <b>beneficial</b> 29:17  | <b>bushes</b> 53:3   |
| <b>benefit</b> 17:7 18:12  | <b>business</b> 4:20 44:11 59:14                                   |
| <b>BERNARD</b> 2:7   | <b>businesses</b> 6:17 7:8,9 43:3 44:10 51:15                      |
| <b>best</b> 18:10 19:6 20:21 21:13 25:25 26:2 41:7 58:13 65:21   | <b>buy</b> 23:21 24:15 26:10 35:25 37:18                           |
| <b>bet</b> 19:18   | <b>buying</b> 23:16  |
| <b>better</b> 16:10,16 24:18 50:21 54:3  | <b>by-pass</b> 63:2  |
| <b>big</b> 51:19   | <b>Byada</b> 49:22   |
| <b>billions</b> 9:20   | <hr/>  |
| <b>birthday</b> 6:5  | <b>C</b>   |
| <b>bit</b> 15:12   | <b>C-H-A-R-L-E-S</b> 59:7  |
| <b>black</b> 57:9,14,15  | <b>C.P.C</b> 16:8  |
| <b>blind</b> 49:16,25  | <b>call</b> 5:6 26:23 43:23 46:6 49:23 49:24 56:17                 |
| <b>blood</b> 25:8 29:9   | <b>called</b> 11:16 20:4 47:2 49:10,19 63:18                       |
| <b>Blueprint</b> 15:22   | <b>Camillus</b> 43:21  |
| <b>board</b> 15:22   | <b>Campbell</b> 2:10 28:12,13 31:13                                |
| <b>born</b> 6:4  | <b>campus</b> 63:17,19   |
| <b>Boston</b> 8:10   | <b>can't</b> 30:23   |
| <b>bought</b> 22:16 23:5,7,16 63:23  | <b>CANNON</b> 2:7 17:18 19:21                                      |
| <b>boulevard</b> 49:7  | <b>capacity</b> 61:10  |
| <b>Bowens</b> 2:8 20:16,17   | <b>caption</b> 68:5  |
| <b>boy</b> 48:8  | <b>car</b> 48:5 54:16  |
| <b>boys</b> 28:16  |  |



|   |  |
|---|--|
| <b>carbon</b> 60:20   | <b>close</b> 13:2,11 17:9 21:5 27:21<br>33:3 57:19 66:9  |
| <b>carcinogens</b> 60:20  | <b>closer</b> 27:16  |
| <b>care</b> 48:4 52:6 53:7,10,11  | <b>closest</b> 28:3  |
| <b>Carpinska</b> 49:23  | <b>clothing</b> 51:16  |
| <b>Carrier</b> 22:21 29:25  | <b>code</b> 22:23,24 24:23,25 61:23,24   |
| <b>cars</b> 13:3 39:20 46:15 51:12<br>57:22,22,24 61:2 62:16  | <b>coins</b> 53:12   |
| <b>case</b> 38:17 65:24   | <b>Colvin</b> 45:12,13 46:13 63:15   |
| <b>catch</b> 58:15  | <b>come</b> 6:20 8:14,15,15 9:17 10:5<br>11:3 14:7 16:4 26:7 27:6,20<br>28:7 29:15,16 30:22 32:20,22<br>32:24 34:24 35:24 37:3,4,13<br>37:15 38:2,8,10 39:3,7,15<br>40:3,4 41:13 42:16 44:11<br>46:20,21 47:10 51:17 56:5,18   |
| <b>Caucasian</b> 25:5   | <b>comes</b> 20:5 24:8 33:16 64:10   |
| <b>caught</b> 43:9,10   | <b>comfortable</b> 41:15   |
| <b>cause</b> 33:21 52:15 68:4   | <b>comfortably</b> 66:18   |
| <b>Cemetery</b> 61:4  | <b>coming</b> 6:5,7,8 8:20,21 10:9<br>11:2,19 13:3 14:15 27:2,4,14<br>34:23 37:11 39:14 44:16 46:5<br>46:18 51:12,22 54:13 60:7<br>61:3,6 62:16,17,20 67:12  |
| <b>center</b> 7:16 9:25 10:15 49:20   | <b>comment</b> 48:21   |
| <b>Central</b> 10:10 12:21 23:7 49:14<br>59:14 64:2   | <b>Commissioner</b> 25:7   |
| <b>centre</b> 48:6  | <b>commit</b> 3:22   |
| <b>Centro</b> 50:11   | <b>commitment</b> 3:21   |
| <b>cents</b> 24:7 25:25   | <b>community</b> 3:16 5:7,13 6:13,20<br>6:20 7:13,14,22 9:19,19 10:11<br>14:14,21 17:2 18:14,23,24<br>19:7,8,10 20:4,9,22,24,25<br>21:9 26:21,24 27:2,5,6,11,12<br>28:13,21,23 29:2,8,9,17,19,21<br>30:20,23,24 31:4,7,8,11,21<br>32:8 33:6 35:20 42:12,14,14<br>42:19,24 43:4,11 44:5 45:4,22<br>48:4 49:2,13 57:2 58:14 63:9<br>65:12,17 66:9,19 67:13 |
| <b>certify</b> 68:3   | <b>comorbidities</b> 61:17 62:4  |
| <b>chair</b> 6:12   | <b>compensated</b> 9:14 11:7 17:3<br>32:25   |
| <b>chairperson</b> 6:12   | <b>completed</b> 65:17   |
| <b>change</b> 3:17,20,21 21:2 25:9  | <b>completely</b> 27:23  |
| <b>changing</b> 44:24   | <b>compromise</b> 65:25  |
| <b>Charles</b> 2:4,15 59:6,7 64:16  | <b>computer</b> 32:3   |
| <b>charts</b> 21:4  | <b>Comstock</b> 8:18,18,23   |
| <b>check</b> 35:2   | <b>concentrated</b> 9:10   |
| <b>child</b> 12:2 52:7  | <b>conceptual</b> 63:11  |
| <b>children</b> 3:6 7:8,19 8:9 9:14<br>10:3,7,16 13:6 14:4 21:14,17<br>24:4 26:25 27:17 29:21 30:10<br>30:10,15,19 31:20,21,22,23,24<br>32:10 34:10 36:11 51:11,12,25<br>52:4,16 53:5 57:20 58:13<br>61:10,11,12 64:21,25 65:4,10 | <b>concern</b> 3:8,15,15 11:15 12:4,17<br>12:23 13:19,24 15:4,15 22:14   |
| <b>children's</b> 16:17 36:11   |  |
| <b>choose</b> 66:13   |  |
| <b>Chopper</b> 43:7   |  |
| <b>chronic</b> 60:16 62:5   |  |
| <b>Church</b> 55:12,14  |  |
| <b>churches</b> 15:11   |  |
| <b>Circle</b> 22:21   |  |
| <b>citizen</b> 66:8   |  |
| <b>city</b> 5:17 7:15 8:14,16,16,21<br>9:13,21 11:20 17:5,6 20:10,21<br>22:24 23:2,7 24:24 29:20 47:4<br>48:3 63:13   |  |
| <b>cleaner</b> 27:18  |  |
| <b>clear</b> 18:21 28:20 38:18  |  |

24:22 32:17 34:8,10 43:8  
 64:20 65:13  
**concerned** 24:5 27:3 45:10,11  
 56:23 64:23 66:4  
**concerning** 27:9  
**concerns** 3:4 12:23 14:4 15:9  
 16:25 26:22 34:18,24 49:3  
 66:11 67:11,15  
**concluded** 67:23  
**conditions** 67:18  
**configure** 21:8  
**conflict** 17:10  
**congested** 8:17  
**connect** 36:23 47:4  
**connected** 30:4  
**connection** 36:23  
**consider** 57:3 64:7,7  
**considering** 3:20 57:2  
**consisting** 68:6  
**constantly** 12:9  
**constructing** 64:24 65:20  
**construction** 10:7 32:19 33:15  
 50:15 59:19 66:6,10  
**constructions** 65:14  
**contact** 40:22 41:6 49:9 50:3  
 51:5  
**contacted** 3:12  
**contacting** 49:14  
**continue** 3:25 44:2 65:5  
**contractor's** 18:13  
**control** 35:2  
**convenience** 42:23  
**convenient** 43:16  
**conversation** 3:14 49:3  
**convey** 62:22 64:15  
**COOPER** 2:11,12 34:8,17 35:5  
**COPD** 25:20  
**cops** 10:19  
**corner** 13:7 35:15 43:9,10  
**cost** 65:3  
**could've** 3:8  
**counties** 48:11  
**countries** 20:2  
**country** 5:16 9:13  
**County** 63:12  
**couple** 16:8 51:8  
**course** 60:2  
**Court** 34:22  
**cousins** 59:23  
**COVID** 61:15 62:9

**crappy** 47:18  
**crazy** 9:13 34:4  
**create** 64:4 65:22  
**created** 65:13,14  
**creation** 66:15  
**credit** 14:12  
**crime** 10:12,18  
**cross** 13:7,8 15:24 47:10  
**Crouse** 30:2  
**crumbs** 20:6  
**culture** 7:16 9:25 10:15  
**cultures** 30:16  
**curious** 12:8  
**current** 50:12 60:7  
**cut** 21:21 51:20  
**cutting** 21:21

---

**D**


---

**D.O.T** 3:18 25:7 27:25 48:23,25  
**daily** 51:15  
**danger** 3:5  
**dangerous** 6:9 8:11 50:18  
**darting** 52:4  
**DATE** 1:7  
**dawn** 20:20  
**day** 19:18 20:20 51:17 62:17  
 68:10  
**days** 46:16  
**dead** 42:22,23 45:4  
**deadline** 48:22  
**deaf** 49:16  
**deal** 43:22 57:3  
**Deanna** 2:3 4:25  
**DEBRA** 2:8  
**debris** 39:18,25  
**decide** 32:23 51:13 56:9,9 58:8  
 58:10  
**decided** 53:8  
**decision-** 5:18  
**decisions** 28:24,25  
**defect** 35:16,17 36:16,16  
**definitely** 9:25 18:6 20:19  
 34:23 64:12  
**delivering** 51:15  
**demolition** 35:3,25 37:13 39:7  
**DENSON** 2:4 11:15  
**DEPARTMENT** 1:3  
**deserves** 18:23  
**destroy** 5:4  
**destroyed** 6:25

|                                       |                                       |
|---------------------------------------|---------------------------------------|
| <b>detailed</b> 48:21                 | <b>dying</b> 62:7                     |
| <b>determined</b> 57:12               |                                       |
| <b>detour</b> 51:14                   | <b>E</b>                              |
| <b>developmental</b> 50:7             | <b>E</b> 1:10                         |
| <b>DeWitt</b> 46:21                   | <b>E.I.S</b> 62:13,15                 |
| <b>diagnosed</b> 25:12,17 28:18       | <b>E.P.A</b> 62:11 64:9,10            |
| <b>dial</b> 55:18                     | <b>E.R</b> 61:12                      |
| <b>diapers</b> 52:13                  | <b>earlier</b> 12:5                   |
| <b>die</b> 25:13                      | <b>earnings</b> 35:19                 |
| <b>different</b> 50:24 58:15,23,24    | <b>east</b> 5:2 10:4 21:23 59:17      |
| <b>diminished</b> 61:9                | <b>easy</b> 65:8                      |
| <b>Director</b> 59:13                 | <b>eateries</b> 30:3                  |
| <b>dirt</b> 39:11                     | <b>EDWARD</b> 54:8                    |
| <b>disabilities</b> 49:6,21 50:7,8,22 | <b>EDWARDS</b> 2:14 51:8 53:18,21,24  |
| <b>disability</b> 49:2,13 50:17       | 54:5,11,20,24 55:3,9,13,16,19         |
| <b>disabled</b> 43:23 49:10           | 55:21,24 56:3,8,13,15                 |
| <b>disagree</b> 4:7                   | <b>effect</b> 18:9,9 31:9 39:6,22     |
| <b>discipline</b> 7:19,25             | 40:12 41:13                           |
| <b>discuss</b> 3:12                   | <b>effective</b> 65:3                 |
| <b>discussed</b> 14:9                 | <b>efficiency</b> 66:2                |
| <b>discussion</b> 3:10                | <b>eighteen</b> 6:23 30:10 32:2       |
| <b>disease</b> 25:12                  | <b>eighty-six</b> 61:22               |
| <b>diseases</b> 25:18,20 58:15        | <b>eighty-two</b> 61:25               |
| <b>dismantling</b> 18:11              | <b>Eileen</b> 63:12                   |
| <b>displace</b> 44:20                 | <b>either</b> 54:15 62:25             |
| <b>displaced</b> 15:7,11 17:21 42:16  | <b>elderly</b> 66:18                  |
| 44:21                                 | <b>elementary</b> 1:9 14:3 25:2 29:19 |
| <b>disproportionate</b> 45:2          | 60:24 64:23                           |
| <b>disruptions</b> 65:2               | <b>elevated</b> 24:19 60:18           |
| <b>distractions</b> 65:2              | <b>elevator</b> 62:25                 |
| <b>doctors</b> 31:22                  | <b>eleven</b> 23:11                   |
| <b>documented</b> 26:14               | <b>Elijah</b> 19:16                   |
| <b>doing</b> 15:3 24:6 33:14 35:12    | <b>eliminated</b> 50:16               |
| 37:14 52:17 53:8,13                   | <b>Ellerby</b> 2:6 15:20,21           |
| <b>dollars</b> 24:7 25:16,24 47:23    | <b>email</b> 48:19                    |
| <b>domain</b> 3:9,13 59:18 60:2       | <b>eminent</b> 3:9,13 59:18 60:2      |
| <b>dome</b> 8:18,24 30:2              | <b>emphysema</b> 60:15 61:9           |
| <b>don't</b> 41:11                    | <b>employed</b> 28:3                  |
| <b>DONALD</b> 2:13                    | <b>employment</b> 3:17                |
| <b>door</b> 24:20                     | <b>empty</b> 9:24,24                  |
| <b>DOT</b> 16:3                       | <b>Enable</b> 50:5,6                  |
| <b>dotting</b> 11:21,21               | <b>ends</b> 42:22,23 45:4             |
| <b>downtown</b> 63:19                 | <b>energy</b> 7:22                    |
| <b>Dr</b> 1:9 3:4,7 17:8 22:7 64:22   | <b>enforcement</b> 67:16              |
| <b>drivers</b> 11:23                  | <b>engineers</b> 18:10 19:14          |
| <b>driveway</b> 10:3 39:20            | <b>entertainers</b> 55:22             |
| <b>driving</b> 61:3,4                 | <b>environment</b> 38:19 64:7         |
| <b>drop</b> 10:5,12,14                | <b>environmentally</b> 28:6           |
| <b>due</b> 3:23 60:2                  | <b>environments</b> 27:19             |
| <b>dust</b> 13:15 28:7 39:14 53:12    | <b>EPA</b> 62:12                      |

**Episcopal** 55:14  
**equality** 20:11  
**equitable** 19:22  
**especially** 7:22 42:14 50:18  
 51:10 66:18  
**ethnic** 7:14 19:24  
**evening** 14:19  
**event** 64:10  
**eventually** 59:22  
**everybody** 14:17  
**everybody's** 52:14  
**exactly** 51:5  
**exit** 45:12  
**expanding** 63:17  
**expectancy** 61:18,21,25 62:2,4  
**experience** 64:3  
**experienced** 65:20  
**experts** 18:10  
**explain** 57:6  
**explained** 50:10  
**explorative** 21:18  
**extra** 18:3  
**extremely** 27:3,8  
**eyes** 26:2 50:24

---

**F**


---

**F.M** 55:18  
**face** 21:6  
**faced** 32:6  
**fact** 21:3,10,14 27:21  
**Factory** 57:24  
**fair** 16:4 17:24,25 18:16 19:12  
 20:9 36:8 44:9 47:15  
**fairness** 19:23 20:11  
**Fairville** 45:16 46:3,21  
**faith** 22:16  
**familiar** 8:10 9:21  
**families** 6:17 11:6 17:22 25:5  
 31:11 38:6,7 40:18 45:22  
 51:24  
**family** 9:14 27:10 29:8,9,10  
 37:22 40:16 42:15 55:18 59:20  
 59:25  
**far** 13:14 45:10,11 58:23  
**fastest** 65:19  
**father's** 59:20  
**Fayette** 59:17  
**Fayetteville** 58:10  
**feasible** 10:3  
**features** 50:16 65:7

**Federation** 49:25  
**feed** 60:25  
**feel** 5:7 13:2 16:17 36:13 37:18  
 38:12 40:8 41:16 45:3,14  
 52:16 53:14 62:21  
**feels** 65:18,20  
**feet** 13:25 52:12  
**felt** 28:22  
**FEMALE** 55:23  
**fences** 52:19  
**Ferchette** 50:10  
**fifteen** 7:10  
**fifteenth** 6:22 9:9 10:23 42:15  
 45:18 47:2  
**figure** 21:20 29:14  
**filling** 53:11  
**final** 56:16  
**financially** 32:25  
**find** 21:6,18 35:12,15 37:7 65:8  
 66:17  
**finding** 60:5  
**finish** 41:3  
**finished** 50:17  
**fire** 43:15  
**first** 6:11 11:24 17:20 29:3,4  
 30:7 33:2 34:21 63:8  
**five** 11:18  
**fix** 54:16,21  
**flagged** 24:16 26:11  
**flies** 54:2  
**flight** 60:4  
**flying** 54:5  
**food** 51:16  
**force** 10:21  
**foregoing** 68:3,6  
**formula** 63:4  
**formulated** 9:15  
**forth** 12:9,9  
**fortunate** 43:20  
**forward** 27:25 38:3  
**founder** 6:2  
**four** 25:16 28:15,16,16 42:10  
 61:12  
**fourteen** 7:10  
**Frechette** 23:24 48:24  
**Freedom** 62:24  
**friend's** 44:22  
**friends** 55:7  
**front** 23:21  
**full-time** 30:13,13

**fumes** 54:16 58:15  
**fund** 30:22  
**funeral** 59:12,16,17,21  
**Funerals** 59:13  
**further** 16:2 21:23 23:3 45:15  
**future** 7:21

---

**G**

---

**G-A-** 59:7  
**g-e-w-a-n-t-e-r** 48:19  
**Gage** 34:22  
**Gail** 20:17  
**gainful** 3:16  
**GALE** 2:8  
**Garett** 19:16  
**Garland** 2:15 59:6,6,7,11,13  
 64:16  
**Garrett** 19:17  
**generation** 42:11  
**generations** 5:9 11:7 59:12  
**gentrified** 6:15  
**gentrify** 63:6  
**get-** 50:22  
**getting** 3:16 36:3 46:14,14,14  
 47:6,23 66:2  
**Gewanter** 2:14 48:17,18  
**give** 6:19 14:12 30:19 32:11  
 39:4 49:9  
**given** 6:16 7:3 17:5 27:7  
**GLORY** 2:5  
**go** 4:6,11,24 5:23 10:5 11:14  
 12:15 14:8,25 15:8,19,25  
 16:23 17:16 18:20,23 19:20  
 21:16 22:12 24:12,14 26:19  
 27:3 28:11 29:4,23 30:17,25  
 31:17 33:20,21,21 36:8,22  
 37:16 38:18 40:5,6 42:24 43:2  
 43:3,20 45:16,16 50:21,23  
 55:13 56:22 57:25 59:5 65:5  
**God** 19:25  
**goes** 18:17 20:3 55:11 58:10  
**going** 4:8,9 5:12 9:17 10:8,12  
 10:15 11:22,23 12:2,7,8 13:3  
 13:8,10,14,16,18 14:5,17,20  
 15:4,7,7,8,11,12,14 17:9,12  
 22:17,18 23:3,22 24:2,12,14  
 24:15,16,18,19 25:7,13,15,18  
 26:10 27:12,22 28:2,5 29:14  
 29:16,22 30:21 31:6,12,20,25  
 32:4,5,21,22,24 33:14,18,21

33:23,23,24 34:24,25 35:21,23  
 35:24 36:9,12,16,16,20,24  
 37:4,6,14 38:4,11,12,15,16,17  
 39:8,11,13,15,16,17,19,21,22  
 39:24 40:2,12 41:9,19,20  
 42:13 44:19 46:19 47:4,17,19  
 47:20,22 48:2,20 49:5,7 51:20  
 52:5,15,22,23 53:3,4,4,5  
 54:14,18,19 57:4,7,20 58:14  
 58:16 60:17,18,21,22,23,24,25  
 61:3,4,6,13 62:5,8 63:5,6,7  
 64:3,4 65:22 66:5,7,12  
**good** 22:16 24:2 25:11,25 34:10  
 39:6 40:14,20,21,21 44:11  
 45:24,25 46:2 54:9 55:17,18  
 66:3  
**Grace** 55:13  
**grandchildren** 32:11 36:10  
**grandfather** 38:13  
**grandkids** 37:24  
**grandparents** 44:22  
**great** 10:25 20:8 28:23 30:21  
**grid** 20:25,25 26:24 27:5 33:5  
 42:12,14,19,24 43:12 44:5  
 45:5 60:9 62:20 64:14  
**ground** 24:20 51:13 54:22 61:14  
**group** 7:15 49:10 65:20  
**groups** 19:24  
**grow** 30:20 31:21,22 36:13 40:18  
**growing** 37:23 38:8  
**grown** 28:13 30:12 37:23  
**guarantee** 32:22  
**guess** 14:14 56:3  
**guise** 60:11  
**guy's** 55:7  
**guys** 5:6 51:4

---

**H**

---

**half** 18:4 54:15 62:3  
**half-truths** 57:5  
**hand** 17:20  
**hands** 25:8  
**happen** 14:5 15:7,14 23:23 39:21  
 42:18  
**happened** 5:9,9 60:9  
**happening** 45:20  
**hard** 14:11 26:8 33:25 38:4,5  
 49:16 60:4  
**hard-headed** 45:23  
**harm** 44:10 52:16

**Harriet** 62:24  
**Harrison** 63:20  
**head** 19:18 27:14 49:9 56:22  
**health** 16:20 23:4 39:8,9,22,23  
 51:9 66:11  
**healthcare** 30:13  
**healthy** 18:2,8,14,21 24:3  
**hear** 22:12 58:22,22  
**heard** 28:22  
**hearing** 1:1,6 2:1 3:1 4:1 5:1  
 6:1 7:1 8:1 9:1 10:1 11:1  
 12:1 13:1 14:1 15:1 16:1 17:1  
 18:1 19:1 20:1 21:1 22:1 23:1  
 24:1 25:1 26:1 27:1 28:1 29:1  
 30:1 31:1 32:1 33:1 34:1 35:1  
 35:21 36:1 37:1 38:1 39:1  
 40:1 41:1 42:1 43:1 44:1 45:1  
 46:1 47:1 48:1 49:1,17 50:1  
 51:1 52:1 53:1 54:1 55:1 56:1  
 57:1 58:1 59:1 60:1 61:1 62:1  
 63:1 64:1 65:1 66:1 67:1 68:1  
 68:8  
**heavy** 47:7  
**Hello** 20:16 35:11  
**help** 39:16 47:6 50:25 66:17  
**helped** 31:4  
**helping** 60:12  
**Henry** 2:12 41:24  
**hereof** 68:5  
**hereto** 68:5  
**hereunto** 68:9  
**Hi** 4:25 48:17  
**High** 52:9  
**highest** 5:15 60:15 61:8,9,11  
**highway** 5:16 11:19 14:16 16:3  
 17:23 18:7,11 24:19 25:18  
 36:19 40:10 44:17 46:19 60:19  
**HILL** 2:10 32:17  
**Hispanic** 25:4  
**history** 5:3 60:8  
**hit** 12:2  
**Holand** 2:3 4:25 5:2  
**home** 11:25,25 22:9 23:14 37:22  
 38:22 59:13,16,18,22  
**homeowner** 22:8 36:6 41:24  
**homeowners** 37:8,17 40:6,7 41:15  
**homes** 6:18 7:2 9:3 12:21 15:21  
 16:5,15 22:16 23:5,6,8,12,12  
 23:16 24:15 26:13 28:7 36:10  
 39:2,2 44:22,23 63:25

**hope** 17:22,23,24 18:17 40:4,4  
 65:23  
**hopefully** 9:16 34:2 43:2  
**hopes** 23:8  
**hoping** 64:13  
**hospital** 30:2 57:15  
**hospitals** 6:22 8:25 43:14 45:25  
 47:5  
**house** 5:11 22:8 23:20,21 24:13  
 24:13 26:11 35:14 42:10 47:20  
**houses** 9:7 29:6,12 36:9 42:17  
 52:3  
**housing** 13:13 23:6 24:4 29:24  
 32:18,23 33:13 46:8 48:7 64:5  
**hub** 50:12,12,18  
**Huh** 53:18,21  
**human** 19:10,25  
**humanitarian** 24:10  
**hundred** 13:25 16:6 23:15  
**hundreds** 65:10  
**hurt** 11:5,6 13:10 36:9 53:5  
**husband** 24:17

---

**I**


---

**I-81** 1:1,6 2:1 3:1,4 4:1 5:1  
 6:1,3 7:1 8:1 9:1 10:1 11:1  
 12:1,22,23 13:1 14:1 15:1  
 16:1 17:1 18:1 19:1 20:1,18  
 21:1 22:1 23:1 24:1 25:1 26:1  
 27:1 28:1 29:1 30:1 31:1 32:1  
 33:1 34:1,21 35:1,3 36:1 37:1  
 38:1 39:1 40:1 41:1 42:1 43:1  
 44:1 45:1 46:1 47:1 48:1 49:1  
 50:1 51:1 52:1 53:1 54:1 55:1  
 56:1 57:1 58:1 59:1,19 60:1  
 61:1 62:1 63:1 64:1 65:1 66:1  
 67:1 68:1  
**I'm** 38:4 40:15  
**I've** 22:15  
**IDA** 2:15  
**idea** 34:10 42:3,18 44:5 45:24  
**ideas** 9:16 20:8  
**identify** 20:17  
**illness** 62:18  
**illnesses** 60:16 62:5  
**impaired** 49:15  
**impairments** 50:19  
**important** 56:11  
**impoverished** 22:24  
**improve** 64:12

**include** 7:18  
**included** 28:4  
**income** 25:5 33:19 63:22  
**independent** 49:20  
**individuals** 66:16  
**information** 18:20 19:12 36:3  
 49:9  
**informed** 21:16 28:24,25  
**inhabited** 20:7  
**inhale** 16:12  
**injuries** 4:9  
**input** 5:18  
**instance** 7:9  
**insurance** 25:21  
**interest** 19:6,7  
**interested** 26:21  
**intervened** 63:16  
**invention** 19:17  
**invest** 40:17 41:21,21  
**invested** 38:24  
**involve** 50:22  
**involved** 41:12  
**issue** 12:22 33:2,3 34:20  
**issues** 6:3,6 20:17 23:4 24:5  
 25:11,20,20 27:20,20  
**it'll** 13:25  
**it's** 6:8 9:22,23 11:25 18:25  
 24:7 34:20 38:10 47:4 52:22  
**items** 51:17  
**iteration** 62:25

---

**J**


---

**J-O-H-N-S-T-O-N** 49:11  
**JACKIE** 2:11  
**JACQUELINE** 2:9  
**James** 8:22  
**Jamesville** 8:19,19,23,23  
**Jefferson** 63:20  
**jeopardy** 3:15  
**JOANN** 2:14  
**job** 10:20 15:13 26:8 66:15  
**jobs** 10:8 14:10,15 17:4,4 18:16  
 18:18,19 65:13,14,22  
**JOHNSON** 2:7 16:25  
**Johnston** 49:11  
**Jones** 55:8  
**JORDAN** 2:13 42:8 44:3  
**Jr** 60:3  
**judging** 64:5  
**justice** 20:11

---

**K**


---

**KAYLA** 2:7  
**keep** 31:12 39:13 46:19 47:13,13  
 52:4 57:16  
**keeping** 16:16 38:2  
**Kennedy** 5:2 59:22  
**kept** 23:10  
**Kevin** 2:2,6 3:3  
**kid** 45:19  
**kids** 4:10,11,15 11:16,20,21  
 12:3,8 15:24 18:17 19:4,9,13  
 19:14 21:16 25:3 30:12 32:2,6  
 32:8,8 33:6 37:2,23,24 38:8  
 40:18 45:23 46:11,12 48:4  
 52:6,10,11 53:3,4 65:8  
**kids'** 12:11  
**kill** 54:14  
**killed** 53:6  
**kind** 15:5 25:22 32:21 35:15  
 36:17,22 39:12 43:17  
**King** 1:9 3:4,7 11:17 17:8 18:5  
 18:5 22:7 34:9,11 60:3,24  
 64:22  
**kite** 52:10  
**Knauss** 61:19  
**knew** 23:16  
**knock** 33:18,23 53:24 57:12  
**know** 3:6 6:8,8,10,14,19 8:9,11  
 9:11,13,15,20 10:18 11:4,5  
 13:6 14:9,10,17,18,19 15:3,10  
 15:10 17:10 18:5,10 19:19  
 21:10 22:20 23:18 24:4,7,12  
 28:18,19 29:13 30:13 31:24  
 33:17,22 36:14 37:4,6 38:15  
 41:18,19,20 43:4,17,19,22  
 44:19,21 47:16,19,24 48:11  
 51:16,21 52:14,19 53:13 55:6  
 55:8 56:12 57:3,4,10,11,20  
 58:2,4,5,11,12,12,17,21 65:6  
 65:19 66:2,6,20  
**knowing** 58:18 61:15

---

**L**


---

**lady** 55:10  
**LAINSON** 68:3,12  
**land** 6:13,13,24 7:3 9:15,16  
 20:7 36:2 39:3  
**landing** 39:15,19,20,20  
**LASONDE** 2:9 26:20

**law** 67:15  
**lawyers** 31:22  
**lead** 49:22  
**leaders** 19:3 49:2 50:14  
**learn** 30:16  
**leave** 8:17,17 11:20 20:6 21:9 32:20  
**left** 6:21 37:24 54:20 59:25  
**let's** 40:5,6,7,7,8 41:14,14,15 47:15,24  
**letter** 3:12 26:12  
**level** 24:20 51:13 61:14  
**life** 25:14,14 35:19,19 38:24,25 61:20  
**limit** 11:24  
**listen** 19:15 55:3  
**listened** 51:2  
**literally** 29:5,11  
**little** 11:20,21 12:2,3,11 16:2 30:4 45:23 48:8 51:18 52:6  
**live** 5:2 12:18 14:20 15:21 18:24 22:7 23:12 24:11 26:3,4 26:5,6 31:7,8 32:18,25 33:6 33:12,19,25 34:19 35:12 37:9 38:13,13,14 42:8,10 43:15 44:12 45:12 48:18 53:9,15 54:15 56:8 60:14 61:17,21,24 61:25 62:2,2,3 66:9  
**lived** 5:10 10:24 29:7 31:11 34:21 35:18 42:9 59:21,21,23 63:22  
**lives** 10:25 12:7,11 13:13 24:11 51:24 55:11  
**living** 3:25 12:18 22:15 27:18 27:22 28:3 49:20 66:4 67:13 67:17,18  
**locally** 49:13  
**location** 1:9 23:25 65:6  
**logical** 63:24  
**long** 10:13 35:18 36:7,12 38:7 39:21 40:17 66:20  
**longer** 7:16  
**look** 4:18,19 16:18 21:11,12,23 22:9 24:6,10,20 38:3 41:11 62:15  
**looking** 6:12 27:24 33:4 40:13 40:15,16 41:11  
**looks** 4:20 25:25  
**loop** 8:10  
**loops** 8:11

**lose** 41:22  
**loses** 5:8  
**lost** 6:17,18 59:17  
**lot** 4:8,9,12,14,16 7:11 9:4 10:6,22 11:5,5,22 15:3 16:8 24:3 31:7 33:18,19 39:24,25 42:17 46:16 58:24 65:7  
**lots** 14:3,3  
**Love** 55:11  
**low** 33:19  
**lower** 25:5 52:22 63:22  
**Lucy** 50:3  
**lunch** 18:19  
**lung** 13:17 16:9 25:11,20 61:9 61:10,10  
**lurking** 13:16  
**Luther** 18:5 60:3,24

---

**M**


---

**M-A-R-R** 50:3  
**Madison** 63:19  
**main** 10:2 12:22 15:4,9,14 16:25 33:17 34:10 38:17  
**maintain** 39:16,18  
**maintaining** 38:2  
**major** 11:18 13:23 23:6 51:9  
**majority** 42:25  
**making** 3:24 5:19 31:18 33:10 41:3 53:25 54:10  
**MALE** 53:17,19,22,25 54:7,9,18 54:23 55:2,6,10,15,17,20 56:7 56:10,14  
**mall** 44:7,14,15,19,20  
**man** 57:5  
**manage** 36:15  
**manner** 18:8,13  
**mannerisms** 7:25  
**Manor** 12:18 16:15 63:25  
**Manors** 12:21  
**map** 64:5  
**Mark** 48:24  
**Marr** 50:3  
**Marshall** 30:3  
**Martin** 18:5 60:3,23  
**McCoy** 2:13 19:16  
**McDonalds** 48:7  
**McKinney** 12:18,21 16:15 42:22 63:25  
**MCKOY** 45:10  
**mean** 16:8 30:11 38:21 39:4 40:9



43:15 44:24 51:18,19  
**meaningful** 19:22  
**means** 20:5  
**medical** 25:17 48:6  
**meeting** 21:4 26:21 37:8  
**meetings** 28:22  
**MELISSA** 2:16  
**member** 65:18  
**members** 27:10 66:9,19  
**Memorial** 62:24  
**men** 28:16  
**MENON** 2:16 64:20 66:25 67:4,19  
**mental** 57:15  
**mentioned** 50:14  
**mercy** 43:10  
**Merlene** 55:8  
**mess** 37:15 46:15 47:3  
**messing** 44:17  
**MICHAEL** 2:12  
**middle** 13:8  
**military** 29:11  
**million** 18:4 25:16  
**mind** 37:10  
**minded** 18:21  
**mine** 14:20 40:11  
**mine's** 40:11  
**minority-owned** 59:14  
**minute** 28:25  
**missing** 64:6  
**mistake** 53:7  
**mitigation** 66:8  
**mixed** 64:4  
**mixture** 25:4  
**mom** 5:10 28:15  
**mom-and-pop** 7:11  
**money** 16:18 24:8,9,9 25:5 29:20  
 31:5 40:13 47:14,22 54:12,12  
 54:16,21  
**monitor** 67:17  
**monoxide** 60:20  
**months** 30:11 32:2  
**Moore** 63:12  
**Morgan** 19:16  
**Morgan's** 19:17  
**mother's** 59:20  
**move** 3:23 13:12,14,19 14:5  
 21:22,23,23 33:15,16 63:5  
 66:10,13,13  
**moved** 28:19 45:19 59:15  
**moving** 3:22 26:10

**multiple** 31:18

---

**N**

---

**name** 3:3 4:25 15:20 20:16 28:12  
 41:24 42:14 48:17 59:7 64:16  
 67:10 68:10  
**NANCY** 2:13  
**nation** 60:15  
**native** 59:12  
**nature** 8:2 21:18  
**navigator** 12:20 15:22  
**near** 21:16 26:4,6 34:9  
**neck** 56:25  
**need** 7:20 9:18 11:8 16:2,3,7,10  
 16:13,15 18:19 19:3 21:12  
 27:17,23 30:8,8 43:18 45:14  
 46:13 52:17 58:7,10 65:15  
**needs** 21:12 31:2,17 49:15  
**negative** 18:9  
**neighborhood** 3:19 4:15,20 5:4  
 12:20 19:5 22:6,6,17,18,19  
 23:3,9 24:3 26:7 38:9,11 46:6  
 57:9,10,14,16,17 58:9,20  
 61:14  
**Neighborhoods** 6:2  
**neighbors** 37:9  
**never** 6:10 8:8 21:11 40:14  
 63:10  
**new** 1:2,11 19:5 28:7 48:18  
 49:14 59:14 61:21 68:2  
**news** 24:24 55:4  
**ninety** 25:3 61:7,7  
**Nobody's** 24:15 26:10  
**normally** 8:15 20:3  
**north** 8:21 10:4 44:16  
**notion** 60:11  
**number** 20:18 40:22 41:2 48:20  
 49:23 50:2,9  
**numbers** 64:11

---

**O**

---

**o'clock** 11:18  
**Oakwood** 42:8 61:4  
**obesity** 32:4  
**offensive** 21:7  
**offering** 37:20  
**officers** 10:17  
**offsprings** 6:19 7:6  
**oh** 20:16 31:13 33:12 37:15  
 38:12 45:22 47:20,21 48:2

55:19 56:19 57:22  
**ok** 67:2  
**okay** 4:6,7 11:10,15,24 12:6,15  
 12:17 14:22 15:2,15,16,19  
 17:13 19:21 20:16 22:10,11,14  
 26:20 31:13 32:17 33:7 34:8  
 34:13 35:3,6,11 36:19 37:11  
 40:24 41:5,17,23 42:2 45:11  
 45:13,17,19,25,25 46:4,5,7,10  
 46:15,17,20,23,25 47:3,3,6,18  
 47:25 48:4 51:8 52:25 55:19  
 59:11 64:20 67:10,22  
**old** 10:10 24:13 46:25 61:22,25  
 62:3 63:3  
**older** 42:25 43:8,9,19  
**oldest** 59:14  
**once** 5:4,8 32:19 62:20 63:9,22  
 64:6  
**ones** 7:18 25:6 37:23 51:19  
**Onondaga** 63:12  
**oops** 53:6  
**open** 42:13,20,22 43:2,12  
**opened** 59:15  
**opening** 32:7  
**operated** 7:12  
**opinion** 17:19 18:2  
**opportunities** 10:6,11 11:2  
 27:18 30:20 65:23  
**opportunity** 3:25 6:19 7:3,5,24  
 10:23 27:7  
**opposition** 6:7  
**options** 21:13,13,24 27:15 31:19  
**organisation** 49:19 50:5  
**organization** 50:6  
**originally** 31:10 59:16  
**outlived** 11:4  
**outreach** 51:4  
**outside** 17:6 32:2 47:14 48:11  
 61:24  
**outsiders** 58:9  
**owned** 7:12

---

**P**

---

**p.m** 1:8,8 3:2 4:4,5,22,23 5:21  
 5:22 11:12,13 12:13,14 13:20  
 13:21 14:23,24 15:17,18 16:21  
 16:22 17:14,15 20:13,14 22:2  
 22:3 26:17,18 28:9,10 32:14  
 32:15 33:8,9 34:5,6,14,15  
 35:7,8 42:5,6 45:6,7 48:14,15

51:6 56:20,21 59:3,4 64:17,18  
 66:21,22  
**pads** 18:13  
**Page** 68:5  
**pages** 68:7  
**paid** 24:14 39:2,2 40:14,15  
**paint** 26:13  
**pandemic** 30:14 31:25 61:15 62:9  
**pants** 52:13  
**parent** 38:4  
**parents** 9:6 38:5,12 52:8,8,14  
**parks** 4:13,14  
**part** 3:20 35:20 36:24 42:15  
 44:17 45:4 60:8 65:18 67:12  
**part-time** 33:22  
**particular** 7:15 49:5  
**parties** 26:21  
**party** 63:15  
**pay** 4:2 11:23  
**paying** 13:4 25:22 44:8,9  
**peace** 37:10  
**penny** 23:20  
**people** 3:10,14,16,19,21,23 7:24  
 8:3 10:24 11:5,6 12:7 13:5,17  
 14:5,13,14 15:6,14 16:8,14  
 17:2,3,5,6,7,22 18:3 20:7  
 24:11 25:17,23 26:3 27:5,18  
 28:3 29:2,6,7,17 30:12,22,24  
 30:25 31:6,7,8 33:19,20,25  
 36:20 42:24,25 43:8,9,19  
 44:11 47:10,21 49:6,15,16,20  
 50:6,7,18 53:8,10,15 54:15  
 56:6 58:7 61:8,21,24 62:2,17  
 63:22 65:23 66:4,16 67:17  
**people's** 16:17,19,19 29:12  
 30:16  
**people's** 25:8  
**peoples** 57:11  
**percent** 16:6 25:3,4 61:7,8  
**performance** 5:8  
**perks** 18:22  
**person** 14:18 31:23 32:9 41:12  
**perspective** 17:19  
**perspectives** 51:3  
**Peter** 2:16 67:10  
**phone** 13:6 48:20 50:2,9  
**physically** 28:6  
**pictures** 37:11,12,12,13 40:6  
 41:8  
**piece** 64:6

**PIERCE-EL** 2:4 5:24 11:10  
**Pioneer** 15:21 16:4,15 23:6  
 63:25  
**pipe** 55:4  
**place** 4:20 17:20 19:9,14 39:14  
 67:16 68:4  
**placement** 14:6  
**places** 46:4,22 63:21 66:17  
**plan** 20:21 37:14 42:4 63:11  
 64:14,14 66:8  
**planned** 26:9  
**planning** 12:10  
**plans** 31:18 65:21  
**plant** 10:9  
**play** 4:10,11,15 27:15 30:17  
**playing** 11:22 32:3 52:13  
**please** 20:9 23:25  
**plenty** 7:12 10:10  
**pocket** 18:4  
**pockets** 18:13 53:11  
**point** 27:2,24  
**police** 10:17,19  
**politics** 16:18  
**pollutants** 60:20  
**polluted** 51:23  
**pollution** 5:5,15  
**pollutions** 5:14  
**poor** 46:6,7,8 51:24 54:13  
**poorest** 23:2 24:23,25 25:6  
**porch** 23:21  
**poses** 3:5  
**positive** 21:2  
**possible** 18:9 63:15 65:4  
**possibly** 50:20 62:15  
**Post** 61:19  
**pot** 25:17  
**powers** 19:11,15  
**practical** 65:19  
**practically** 35:19 38:23  
**Prain** 49:23  
**prepare** 18:18  
**presented** 50:17  
**president** 5:25  
**pretty** 6:6 48:13,21  
**Price** 43:7  
**PriceRite** 43:6  
**pride** 31:3  
**primarily** 61:23  
**private** 9:3,3,4  
**privileges** 18:22

**probably** 13:15 37:18 54:14 55:6  
**problem** 32:5,6 44:14,23 51:25  
 52:15,15 63:7  
**problems** 4:3 13:17 16:9,9 51:9  
**proceeding** 67:23  
**proceedings** 68:7  
**process** 5:19 33:5  
**procrastination** 32:5  
**productive** 18:8  
**programs** 8:13 11:17  
**progression** 63:24  
**project** 1:1,6 2:1 3:1,4 4:1 5:1  
 6:1 7:1 8:1 9:1 10:1 11:1  
 12:1 13:1 14:1 15:1,10 16:1  
 17:1,19 18:1,3,23 19:1 20:1  
 21:1 22:1 23:1 24:1 25:1 26:1  
 26:23 27:1,25 28:1 29:1 30:1  
 31:1 32:1 33:1 34:1 35:1 36:1  
 37:1 38:1 39:1 40:1 41:1 42:1  
 43:1 44:1 45:1 46:1 47:1 48:1  
 49:1 50:1 51:1 52:1 53:1 54:1  
 55:1 56:1 57:1 58:1 59:1 60:1  
 61:1 62:1 63:1 64:1 65:1,17  
 66:1,2,20 67:1,15 68:1  
**projects** 20:3 23:6 42:16 51:11  
 52:25  
**promises** 50:13  
**proper** 10:16  
**properly** 7:19  
**properties** 3:14  
**property** 3:9,11 6:14,25 9:5,6  
 9:10 15:12 28:4 36:2 37:19  
 59:18  
**protect** 13:15,18  
**protection** 39:12  
**provide** 12:3  
**public** 1:1,6 2:1 3:1 4:1 5:1  
 6:1 7:1 8:1 9:1 10:1 11:1  
 12:1 13:1 14:1 15:1 16:1 17:1  
 18:1 19:1,2 20:1 21:1 22:1  
 23:1 24:1,4 25:1 26:1 27:1  
 28:1 29:1 30:1 31:1 32:1 33:1  
 34:1 35:1 36:1 37:1 38:1 39:1  
 40:1 41:1 42:1 43:1 44:1 45:1  
 46:1 47:1 48:1,21 49:1 50:1  
 51:1 52:1 53:1 54:1 55:1 56:1  
 57:1 58:1 59:1 60:1 61:1 62:1  
 63:1 64:1 65:1 66:1 67:1 68:1  
**pull** 48:5  
**purchase** 7:6

**push** 16:2  
**put** 14:2 16:11 18:3 19:9 21:22  
 22:25 23:14,19 24:9,11,23,24  
 25:16 26:7 29:3,4 30:5,6,9,18  
 31:15 34:21 35:23 36:19 41:24  
 46:12 53:14 56:5 57:14,15,19  
 57:19 62:8  
**putting** 25:2 45:11 58:12

---

**Q**

---

**quality** 24:18 25:13,14 34:18  
 35:2 56:24,24 58:13,17 64:12  
**questions** 34:18 51:2  
**quite** 15:12 26:22 31:17  
**Quwanka** 2:6 15:20

---

**R**

---

**R-L-A-N-D** 59:8  
**race** 19:24,25  
**racism** 64:8,8  
**radio** 55:18  
**radius** 59:21  
**raise** 51:3  
**ramp** 5:5,12,13  
**ramps** 60:25,25  
**ran** 18:25  
**rate** 5:15 62:8  
**rates** 60:15 61:8,9,11  
**Raynor** 1:10  
**reach** 48:25 49:8,11,17 50:4,5  
**reached** 49:21  
**reaching** 49:18  
**react** 57:11  
**ready** 30:25  
**real** 39:4 47:24  
**realizes** 53:6  
**realizing** 20:18  
**really** 4:16 13:9 14:9,19 33:4  
 33:18,24 40:2,9,10 43:16,18  
 44:5 50:25,25 53:13 55:15  
 57:3,16 58:6  
**reason** 63:2  
**reassure** 3:19  
**recognition** 20:20  
**reconsider** 23:25 62:10  
**reconstructing** 49:4  
**reconstruction** 49:4  
**record** 3:2 4:4,5,22,23 5:21,22  
 8:4 11:12,13 12:13,14 13:20  
 13:21 14:23,24 15:17,18 16:21

16:22 17:14,15 20:13,14 22:2  
 22:3 26:17,18 28:9,10 32:14  
 32:15 33:8,9 34:5,6,14,15  
 35:7,8 41:4,24 42:5,6 45:6,7  
 48:14,15 51:6 56:20,21 59:3,4  
 64:17,18 66:21,22 68:7  
**redirect** 15:6 60:21 61:13 62:6  
 63:7  
**redirected** 63:3  
**redundant** 25:15  
**regarding** 26:22  
**regardless** 44:12  
**regentrification** 20:4,5  
**Regional** 50:11  
**relative** 26:3  
**relatives** 38:14  
**religions** 19:25  
**relocate** 20:24 29:13 60:5  
**relocation** 66:4  
**relying** 21:17  
**remember** 67:2  
**removal** 17:23  
**removed** 18:6,7  
**rent** 9:7,7  
**reparations** 7:7  
**repeat** 5:3,8  
**reported** 68:4  
**Reporter** 4:6,17,24 5:23 11:9,11  
 11:14 12:12,15 13:22 14:22,25  
 15:16,19 16:23 17:13,16 19:20  
 20:15 21:25 22:4,10,12 26:16  
 26:19 28:11 31:12 32:16 33:7  
 33:10 34:7,16 35:4,6,9 40:24  
 41:3 42:2,7 43:25 45:8 48:16  
 51:7 55:25 56:18,22 59:5,9  
 64:19 66:23 67:3,6,8,22 68:12  
**represent** 5:25  
**representative** 50:2  
**representing** 12:20 63:12  
**represents** 60:7  
**request** 48:25  
**requirement** 65:16  
**reside** 66:18  
**residence** 34:2  
**resident** 22:5 34:25  
**residential** 22:19,20,22 48:10  
**residents** 16:4 27:6 32:18 35:17  
**resources** 11:4  
**respect** 8:2,3  
**respiratory** 24:5 25:20 62:18

**responsible** 25:21  
**rest** 38:23 41:19 44:8 54:21  
**restaurants** 7:12  
**retired** 26:10  
**return** 32:20  
**revamping** 29:20  
**reviewing** 21:4  
**revitalize** 31:4  
**rich** 40:14,15  
**RICHARDSON** 2:3 4:7,19  
**rid** 41:7  
**right** 4:24 6:10 10:5 11:10  
 16:23 17:12,16,25 18:4 20:11  
 22:8 25:6 27:23,23 28:14  
 29:18,25 30:5,18 35:9 36:10  
 39:4 43:4,11,13,13,14,22,22  
 44:13 45:8 46:5,9 47:5 48:5  
 54:7,11 56:7,13 57:25 60:21  
 60:23 61:2 62:2,9 63:8,10,10  
 63:24  
**riots** 60:4  
**risk** 61:17  
**RiteAid** 43:6  
**road** 8:19,19,20,23,23 9:2 30:5  
 38:15  
**roads** 9:3 36:25 37:2  
**roles** 44:24  
**roofs** 39:15  
**room** 34:12  
**round** 37:9  
**roundabout** 3:5 6:7 8:6 11:16  
 12:24 15:23 21:3,3,15,21  
 22:15,17,21,25 23:10,19,22,23  
 24:2,22 25:2 26:4,6 27:8  
 29:18 30:6,7,8,9,18 33:3 34:9  
 34:12 45:11 57:8,24 58:3  
 60:23 63:13 64:24  
**roundabouts** 12:25 22:20  
**Route** 44:13  
**ROYALTY** 2:3  
**run** 10:19 38:7 39:21 40:17  
**running** 13:9 52:12

---

**S**


---

**S.U** 8:12 27:16 47:4 61:5  
**safe** 3:24 4:15 15:24 16:12 33:5  
**safer** 16:5,14  
**safety** 12:2,10 16:17,17,19  
 21:14 34:10 51:10  
**Salina** 9:20 10:2 44:13 47:6

**Sally** 49:11,12  
**sallyj13208@twcny.rr.com** 49:12  
**salon** 59:24  
**SARAH** 2:10  
**sat** 51:2  
**saying** 9:2 16:14 23:15 24:17  
 44:4 45:24 46:3,18 47:15,21  
 52:18 54:12 55:20 57:7,11  
 60:12 64:11  
**scared** 10:17  
**scarlet** 26:12  
**Schenectady** 26:5  
**school** 1:9 3:5 8:7,8 12:6 13:2  
 13:11 14:3 15:23 17:8,9,11  
 18:5 21:5,9 25:3 27:12 28:14  
 28:15,17 29:20,21 30:16 31:16  
 33:4 34:9,11 36:20 37:2 51:11  
 57:19 64:22,23,23,25 65:7,7  
 65:10  
**schools** 65:11  
**schoolteachers** 30:14  
**screen** 32:3  
**secluded** 30:11  
**second** 12:4 30:8 33:3 44:12  
**see** 10:19 12:22 22:9 24:21 33:4  
 36:5,12 37:12,17 38:9,15 39:3  
 40:8,19 41:15 44:14,23 45:24  
 47:15 48:9 50:23 51:8,25,25  
 52:3,11 53:12,13 57:10 58:16  
 65:9 66:7  
**seen** 61:11  
**selected** 3:7  
**sell** 23:20 37:21,21  
**sense** 26:25 30:19 57:7,18  
**sent** 3:11,11  
**separated** 20:21  
**September** 1:7 6:5 21:5 68:10  
**serious** 65:2  
**serve** 49:15  
**set** 37:8 50:24  
**seventy-** 46:24  
**seventy-five** 16:6  
**seventy-four** 55:11  
**share** 14:21  
**SHEILA** 2:4  
**SHIELDS** 2:15 56:23  
**shit** 47:18  
**shoes** 52:12  
**shooting** 52:9  
**shops** 7:10

|  |  |
|--|--|
| <p> <b>short</b> 21:21<br/> <b>should've</b> 6:10 11:3<br/> <b>show</b> 37:14<br/> <b>showed</b> 52:25<br/> <b>shows</b> 62:15<br/> <b>sick</b> 25:19<br/> <b>sickly</b> 58:15<br/> <b>side</b> 5:25 10:4,4,4 31:16 45:19<br/>             59:20,20 61:2<br/> <b>sides</b> 20:21,22<br/> <b>sidewalk</b> 53:2<br/> <b>signed</b> 63:11<br/> <b>single</b> 51:17<br/> <b>sit</b> 15:22 40:2,7 41:14<br/> <b>site</b> 64:21<br/> <b>sitting</b> 10:19 28:14<br/> <b>situation</b> 32:23<br/> <b>six</b> 13:25 16:6<br/> <b>sixty</b> 9:23 23:13<br/> <b>sixty-nine</b> 62:3<br/> <b>sixty-three</b> 42:10<br/> <b>sixty-two</b> 24:13<br/> <b>size</b> 51:18<br/> <b>Skaneateles</b> 61:21<br/> <b>skilled</b> 10:8<br/> <b>skills</b> 30:16<br/> <b>sky</b> 47:9<br/> <b>slap</b> 21:6<br/> <b>slow</b> 42:18 57:22,23,25<br/> <b>small</b> 7:8,9<br/> <b>SMALLS</b> 2:5 12:17<br/> <b>SMITH-PUTMAN</b> 2:8 22:5,11,14<br/> <b>smoking</b> 52:9<br/> <b>sniffing</b> 52:9<br/> <b>snow</b> 47:11,12<br/> <b>soaking</b> 52:13<br/> <b>social</b> 30:15 64:8<br/> <b>solar</b> 7:22<br/> <b>sold</b> 23:8<br/> <b>solution</b> 14:7 21:11 65:21<br/> <b>somebody</b> 13:10 32:11 53:6<br/> <b>someplace</b> 15:6<br/> <b>son</b> 28:17<br/> <b>sons</b> 28:17<br/> <b>soon</b> 6:6<br/> <b>sorry</b> 22:13 43:6 52:21 56:19<br/>             67:2<br/> <b>sorts</b> 50:8,13<br/> <b>sound</b> 52:2,3<br/> <b>south</b> 5:25 8:14,20,21 10:4 </p> | <p>             45:19 61:2<br/> <b>Southside</b> 6:2<br/> <b>space</b> 27:15<br/> <b>speak</b> 37:12 38:4<br/> <b>SPEAKER</b> 53:17,19,22,25 54:7,9<br/>             54:18,23 55:2,6,10,15,17,20<br/>             55:23 56:7,10,14<br/> <b>specific</b> 49:8<br/> <b>speed</b> 11:23<br/> <b>spent</b> 29:20<br/> <b>spoke</b> 23:24 48:24<br/> <b>Square</b> 59:22<br/> <b>Standard</b> 61:19<br/> <b>stands</b> 33:2<br/> <b>start</b> 7:7 20:15 35:25 37:4,7<br/>             38:8,18 40:19 43:3 48:16<br/> <b>starts</b> 32:19<br/> <b>state</b> 1:2 25:7,15 44:14 46:13<br/>             46:17 68:2<br/> <b>stated</b> 26:14 68:5<br/> <b>statement</b> 33:11 41:4 56:2 59:10<br/> <b>statements</b> 62:13<br/> <b>states</b> 6:10 9:10 20:2<br/> <b>stations</b> 43:15<br/> <b>stay</b> 46:19<br/> <b>steals</b> 20:5<br/> <b>steam</b> 10:9,9 64:23<br/> <b>step</b> 23:21 38:18<br/> <b>STEPHANS</b> 15:2<br/> <b>STEPHENS</b> 2:6<br/> <b>stipends</b> 18:17,19<br/> <b>stop</b> 19:19 36:5 48:8 53:3,4<br/> <b>stopping</b> 46:15 54:3<br/> <b>store</b> 43:9<br/> <b>stores</b> 7:11 43:3,10,17<br/> <b>strategy</b> 24:25<br/> <b>street</b> 4:12 5:2 9:20 10:2 13:7<br/>             13:9 15:25 22:7 29:23 30:3<br/>             35:13,14 44:13,15 48:5,9 49:8<br/>             52:20,20 57:24 59:17 63:24<br/> <b>streets</b> 52:5<br/> <b>Stroman</b> 2:12 35:11 40:25 41:5<br/>             41:25 42:3<br/> <b>structures</b> 3:24<br/> <b>stuck</b> 43:22,24<br/> <b>student</b> 29:24<br/> <b>students</b> 9:5,7 17:10<br/> <b>study</b> 61:18,19 62:12,15<br/> <b>stuff</b> 6:18 7:2,21,25 8:12 9:6<br/>             10:25 11:3 25:22 36:4,11,13 </p> |
|--|--|

38:6 39:11,11,25 43:18 46:18  
 47:18 48:8 51:16 55:17 57:14  
**style** 29:11  
**SU** 63:16  
**subject** 4:2  
**submitting** 48:21  
**subscribed** 68:10  
**substantial** 65:22  
**suburb** 21:10  
**suburban** 23:14  
**successful** 30:21 31:24  
**suffered** 27:13,19  
**suffering** 62:7,18,23  
**suggest** 49:14,18  
**sunset** 66:19  
**SUNY** 63:16,16,22  
**SUNY's** 64:5  
**supplement** 62:22 64:14  
**support** 66:14  
**supposed** 14:8 46:19 62:12 63:10  
 63:13,14  
**SUPRENA** 2:5  
**sure** 3:24 7:23 8:4 31:17 44:16  
 44:18 65:2,21  
**surely** 27:15  
**surrounding** 34:19  
**survey** 22:22  
**swing** 64:21 65:6  
**Syracuse** 1:11 7:15 8:13 9:21  
 13:13 17:5 22:25 23:2,8 24:24  
 29:24 32:18 33:13 43:13,21  
 46:2 48:18 59:12,16 61:19  
 63:13

---

**T**


---

**T.V** 58:22  
**table** 40:3  
**tailor** 7:10  
**take** 3:10 5:13 17:3 18:20 31:3  
 31:14 39:18,22 43:12 44:6,13  
 44:15,19 45:14 47:15,16,20  
 48:13 53:5 54:12,16,20,20,21  
 57:9 60:13,18 66:20  
**taken** 5:11  
**takes** 20:6  
**talk** 18:16 36:5 37:8,17 40:3,8  
 41:11,14 47:9  
**talking** 12:4,5 25:10 47:16  
 57:21  
**tanks** 29:11

**tape** 19:15 47:18  
**Tashia** 2:10 28:12  
**taxes** 44:8,9  
**taxpayers** 5:18 54:13  
**teach** 7:19,20,20,24 10:16  
**teachers** 17:11  
**team** 23:25 24:6 26:3  
**tear** 22:18 54:13  
**tearing** 3:23 15:12 17:23  
**Tech** 10:10  
**technology** 7:21  
**tell** 29:19 51:13  
**telling** 45:21 47:25 51:4 57:4,5  
**ten** 25:4  
**tenants** 15:8,10  
**terrible** 60:8  
**testing** 25:11,12,15  
**texting** 13:6  
**thank** 5:19 11:11 14:22 15:16  
 19:11 20:12 21:24,25 26:14,16  
 34:13 51:5 64:16  
**that's** 15:14 41:22 43:11 63:25  
**there's** 30:9 52:19  
**they're** 8:6 11:17 33:14  
**thing** 8:12 13:12 20:11 31:10  
 33:17 37:10 41:7 44:6,12 52:2  
 56:16  
**things** 8:5 9:18 14:16 19:7,8,13  
 19:22,22,23 20:4 24:8 27:3  
 31:3 36:14 40:4 42:13,17,20  
 67:16  
**think** 5:17 8:5 13:9,23 14:8  
 16:11 17:11 29:22 31:25 34:9  
 34:11 36:8 38:11 39:5 40:20  
 40:20 41:6,16 43:11,11 44:25  
 45:3 56:16 64:10 67:4  
**thinking** 25:23,24 43:18  
**third** 59:12 63:15  
**thirty** 23:17 35:13 38:24,25  
 47:23 62:16  
**thirty-six** 26:9  
**THOMAS** 2:5 13:23  
**thought** 3:13  
**thoughts** 15:2  
**thousand** 23:15 47:22,23 62:16  
**thousand-fold** 61:14  
**three** 25:16 26:22 60:6  
**thrive** 58:14  
**Tim** 61:18  
**time** 1:8 7:11,15 10:13 11:25

18:15 19:7,8 26:15 34:22  
 35:18 36:7 37:25 38:2 41:22  
 44:25 52:11 54:24 60:4 66:3  
 68:4  
**times** 54:3 61:12  
**Tiny** 12:20  
**today** 17:18 46:16  
**told** 57:23  
**taken** 6:15,15,16 19:8  
**Toomey** 34:19,25  
**top** 19:18 54:2  
**Tops** 43:7  
**torn** 32:21 42:17  
**totally** 50:23  
**Towers** 63:19,20,20,21  
**towns** 20:2,21,22  
**Townsend** 63:20  
**toxify** 5:13  
**toxins** 5:5 15:5 28:8  
**trach** 24:17  
**tractor** 46:17 51:19  
**trade** 10:8  
**trades** 7:20  
**traffic** 4:8,10,13,14,16 8:12,16  
 9:2,8 11:18,19 15:25 24:21  
 29:22,25 30:2,3 42:18 46:4,5  
 47:8 51:20 52:5,21,23 54:2,4  
 57:21 58:2 60:19 61:13 62:6  
 62:16,22 63:3 64:11,15  
**trailer** 51:19  
**trailers** 46:17  
**train** 10:7 30:22,24,25 31:6,7  
 65:15,16  
**trained** 67:14  
**training** 18:18 30:22 65:23  
**transcription** 68:6  
**transfer** 50:12  
**transit** 67:11  
**transparency** 28:2  
**Transportation** 1:3 50:11  
**travel** 56:10  
**treated** 18:15  
**tremendously** 10:14  
**truck** 54:16  
**trucks** 51:13,14,15,17,18,19  
**true** 68:7  
**trust** 6:13,13 9:15,17  
**truths** 57:5  
**try** 14:13 22:16 36:15 37:16  
 39:16 49:6

**trying** 10:20 13:14 21:20 24:23  
 35:12,15 36:18 37:7 48:9 57:6  
 58:6  
**tube** 10:9  
**Tubman** 62:24  
**tucked** 65:10  
**Tucker** 2:2 3:3,3  
**turn** 54:25 63:9  
**turnabout** 13:24 14:2  
**twenty-eight** 23:17  
**twenty-five** 44:8  
**twenty-three** 12:19  
**twenty-two** 57:13  
**two** 12:23 15:9 23:6,15 28:16  
 43:15 46:8,25 65:12  
**two-block** 59:21  
**type** 25:11  
**typewritten** 68:6

---

**U**


---

**unacceptable** 64:13  
**uncle** 60:2  
**uncles** 5:10  
**understand** 9:4 13:11,25 31:9  
 41:10 44:10 58:19,25 60:14  
 65:15  
**understanding** 44:20 62:11  
**unfair** 5:17  
**unique** 51:3  
**United** 6:9 9:10  
**units** 16:6  
**universities** 8:24  
**university** 6:22 8:13 9:4 18:12  
 19:2,4 43:13 46:2  
**unjust** 19:2  
**unjustly** 18:15  
**upstate** 43:12 63:23  
**Urban** 5:11  
**use** 9:25 19:18 31:6,6,19,20  
 47:2 64:5  
**usually** 30:15 57:23  
**utilized** 3:8

---

**V**


---

**V.A** 29:24  
**value** 23:18  
**various** 20:22  
**vest** 40:17  
**viable** 14:10  
**viaduct** 1:1,6 2:1 3:1 4:1 5:1,6



|   |   |
|---|---|
| 6:1 7:1 8:1 9:1 10:1 11:1,2<br>12:1 13:1 14:1 15:1 16:1 17:1<br>18:1 19:1 20:1 21:1 22:1 23:1<br>24:1 25:1 26:1 27:1,8,8,11<br>28:1 29:1,3,15 30:1,5 31:1<br>32:1 33:1 34:1 35:1 36:1 37:1<br>38:1 39:1 40:1 41:1 42:1,12<br>43:1 44:1,6 45:1 46:1 47:1<br>48:1 49:1 50:1 51:1 52:1 53:1<br>54:1 55:1 56:1 57:1 58:1 59:1<br>60:1,6,7 61:1 62:1 63:1 64:1<br>65:1 66:1 67:1 68:1<br><b>view</b> 24:10<br><b>viewed</b> 19:10<br><b>Village</b> 12:21 23:7 64:2<br><b>visual</b> 50:19<br><b>visually</b> 49:15<br><b>voice</b> 17:18<br><b>voices</b> 28:21<br><b>vote</b> 53:14 56:6 58:7  | <b>Watervliet</b> 26:5<br><b>way</b> 3:25 6:8,11,21 7:20 8:6<br>10:16 17:24,25 18:11,21 21:19<br>27:16 29:16 34:22 36:13,17,22<br>37:3 39:4 44:21 45:23 46:5<br>50:21<br><b>we're</b> 7:14,18 10:8,15 17:8<br>23:11 26:11 27:3,24 28:14<br>29:19 32:4,5 36:3,12 39:24,25<br>42:11 47:17 59:13 61:17 62:7<br>62:7,10 63:16 64:9,13<br><b>we've</b> 23:9,10 37:16,16 45:22,23<br>56:25<br><b>we're</b> 9:17 35:21 38:19 43:14,14<br><b>weekly</b> 25:10,12<br><b>Wegmans</b> 43:6<br><b>wellbeing</b> 66:12<br><b>went</b> 6:11 21:7 30:10 44:7 50:15<br><b>weren't</b> 29:8<br><b>wet</b> 52:13<br><b>WHEREOF</b> 68:9<br><b>white</b> 60:4<br><b>wife</b> 32:10<br><b>WILSON</b> 2:11 33:12<br><b>window</b> 22:9<br><b>wintertime</b> 47:11<br><b>wise</b> 29:9<br><b>WITNESS</b> 68:9<br><b>woman</b> 26:8<br><b>won't</b> 51:14<br><b>wonderful</b> 65:7<br><b>wondering</b> 12:10 33:14<br><b>woods</b> 56:25<br><b>word</b> 16:16<br><b>words</b> 37:13<br><b>work</b> 10:20 11:20 27:6,7 30:12<br>30:23 31:2 34:2 38:4,5 53:9<br>66:16<br><b>worked</b> 14:6 40:19<br><b>workers</b> 10:8 30:13 65:15,16<br>67:12,14<br><b>working</b> 14:10,13 18:3 26:8 27:5<br>27:25 33:22 63:17 67:14<br><b>works</b> 50:6<br><b>world</b> 20:2 21:19 32:7 45:2<br>50:23<br><b>worried</b> 16:18,19 65:9<br><b>worth</b> 23:15<br><b>wouldn't</b> 32:9,12 65:25<br><b>wow</b> 38:12 |
| <b>W</b>  |   |
| <b>wagon</b> 51:18<br><b>waiting</b> 62:11 64:9<br><b>walk</b> 48:3<br><b>wall</b> 35:23 41:9<br><b>want</b> 3:6 5:6 7:2,3,5,17,17,17<br>7:23 8:4 11:24,25 12:22 14:19<br>15:23 16:11 17:3,7,8 19:14,21<br>19:23 20:6 21:18 26:7 28:21<br>28:23,24 29:15,16,18 30:5,6,6<br>31:14,14,15,15,16,21,23 32:9<br>32:12,20,24 33:16,17,22 36:7<br>37:11,21,21 38:18 39:3,7 40:9<br>40:10,10,22,25 41:11,11,21<br>46:4,4,12,22 47:7 48:11,12,12<br>49:24 50:3 53:16 57:19 58:3,8<br>58:12,13,14 59:2 60:13 63:9<br><b>wanted</b> 3:10 14:21 26:14 36:6<br>48:23 49:9<br><b>wanting</b> 35:25<br><b>wants</b> 14:17 28:23<br><b>ward</b> 2:16 6:23 9:9 10:23 42:15<br>45:18 47:2 66:24 67:7,10,11<br>67:20<br><b>wash</b> 39:16<br><b>wasn't</b> 20:20 63:13<br><b>watch</b> 52:7<br><b>watched</b> 42:16,16,17<br><b>water</b> 55:4 |   |

|  |                            |
|--|----------------------------|
| <b>written</b> 48:21                   |                            |
| <b>wrong</b> 58:6,7                    |                            |
| <b>X</b>                               | <b>4</b>                   |
| <b>Y</b>                               | <b>41</b> 8:19             |
| <b>Yeah</b> 35:5 54:8,23 56:14,15 67:8 | <b>416</b> 1:10            |
| <b>year</b> 24:14 61:20                | <b>455-7591</b> 50:10      |
| <b>years</b> 9:23 12:19 18:15 23:17    | <b>472-3171</b> 49:22      |
| 24:13 26:9,22 34:20 35:13              | <b>5</b>                   |
| 38:24,25 42:10,18 44:8 46:25           | <b>5:48</b> 1:8 3:2        |
| 47:23 57:2 58:18 60:6 61:22            | <b>5:50</b> 4:4            |
| 61:25 62:3 65:12 66:19                 | <b>50s</b> 29:5            |
| <b>York</b> 1:2,11 48:18 49:14 59:15   | <b>552</b> 42:8            |
| 61:22 68:2                             | <b>6</b>                   |
| <b>you're</b> 9:21 24:23 31:5          | <b>6:07</b> 4:5            |
| <b>young</b> 7:24 14:13 28:16 52:8,11  | <b>6:08</b> 4:22,23        |
| <b>youngest</b> 28:17                  | <b>6:09</b> 5:21           |
| <b>Z</b>                               | <b>6:10</b> 5:22           |
| <b>zip</b> 22:23,24 24:23,25 61:23,24  | <b>6:16</b> 11:12          |
| <b>0</b>                               | <b>6:24</b> 11:13          |
| <b>1</b>                               | <b>6:25</b> 12:13          |
| <b>1</b> 55:23 68:5,7                  | <b>6:26</b> 12:14          |
| <b>101</b> 34:21                       | <b>6:27</b> 13:20          |
| <b>102.9</b> 55:18                     | <b>6:28</b> 13:21          |
| <b>108</b> 5:2                         | <b>6:29</b> 14:23          |
| <b>11</b> 44:13                        | <b>6:30</b> 14:24 15:17    |
| <b>13202</b> 1:11 22:22                | <b>6:31</b> 15:18          |
| <b>13204</b> 48:19                     | <b>6:33</b> 16:21,22       |
| <b>13205</b> 61:24                     | <b>6:34</b> 17:14          |
| <b>15</b> 15:22                        | <b>6:35</b> 17:15          |
| <b>1929</b> 59:15                      | <b>6:39</b> 20:13,14       |
| <b>1936</b> 59:16                      | <b>6:41</b> 22:2           |
| <b>1946</b> 6:5                        | <b>6:42</b> 22:3           |
| <b>2</b>                               | <b>6:47</b> 26:17          |
| <b>2018</b> 63:11                      | <b>6:49</b> 26:18          |
| <b>2020</b> 61:20                      | <b>6:51</b> 28:9           |
| <b>2021</b> 1:7 68:10                  | <b>6:52</b> 28:10          |
| <b>21st</b> 68:10                      | <b>6:58</b> 32:14          |
| <b>29th</b> 6:5                        | <b>6:59</b> 32:15          |
| <b>3</b>                               | <b>60s</b> 20:19 21:8 29:5 |
| <b>315-</b> 49:21                      | <b>67</b> 68:7             |
| <b>315-422-7263</b> 49:17              | <b>690</b> 59:19           |
| <b>315-569-6334</b> 48:20              | <b>7</b>                   |
|  | <b>7:00</b> 33:8,9         |
|  | <b>7:01</b> 34:5           |
|  | <b>7:02</b> 34:6,14        |
|  | <b>7:03</b> 34:15 35:7     |
|  | <b>7:04</b> 35:8           |
|  | <b>7:12</b> 42:5           |

**7:13** 42:6  
**7:17** 45:6, 7  
**7:22** 48:14  
**7:23** 48:15  
**7:29** 51:6  
**7:35** 56:20  
**7:37** 56:21  
**7:41** 59:3  
**7:43** 59:4  
**7:50** 64:17  
**7:53** 64:18  
**7:55** 66:21  
**7:56** 1:8 66:22

---

**8**

---

**81** 5:12 6:7 8:5, 22, 22 26:23  
29:3 42:9 52:21  
**813** 59:17  
**8th** 21:5

---

**9**

---

**9** 1:7  
**9-9-2021** 1:1 2:1 3:1 4:1 5:1  
6:1 7:1 8:1 9:1 10:1 11:1  
12:1 13:1 14:1 15:1 16:1 17:1  
18:1 19:1 20:1 21:1 22:1 23:1  
24:1 25:1 26:1 27:1 28:1 29:1  
30:1 31:1 32:1 33:1 34:1 35:1  
36:1 37:1 38:1 39:1 40:1 41:1  
42:1 43:1 44:1 45:1 46:1 47:1  
48:1 49:1 50:1 51:1 52:1 53:1  
54:1 55:1 56:1 57:1 58:1 59:1  
60:1 61:1 62:1 63:1 64:1 65:1  
66:1 67:1 68:1  
**956** 48:18

9-13-2021 - I-81 Viaduct Project - Public Hearing

NEW YORK STATE

DEPARTMENT OF TRANSPORTATION

I-81 VIADUCT PROJECT PUBLIC HEARING

DATE: September 13, 2021

TIME: 6:16 p.m. to 7:17 p.m.

LOCATION: Cicero North Syracuse High School

6002 Route 31

Cicero, New York 13039

1 9-13-2021 - I-81 Viaduct Project - Public Hearing

2 APPEARANCES:

PAM KNAPP

3 DEVAUGHNA MORRISON

ADAM YOUNG

4 MASON BURDICK

RAYMOND KUSS

5 JON BURDICK

DENNIS D. CAPRIA

6 MARCIA MORRISON

JANE COBOE

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1 9-13-2021 - I-81 Viaduct Project - Public Hearing

2 (On the record 6:16 p.m.)

3 THE COURT REPORTER: And you can  
4 begin.

5 MS. KNAPP: Basically the concern is  
6 that an entry ramp onto right now 481 at Northern  
7 Boulevard going north there isn't enough room to  
8 actually get onto the road before you come to a  
9 bridge. So there's not a long enough ramp.

10 UNIDENTIFIED SPEAKER: Yeah, and now  
11 but extra traffic could be really tough.

12 MS. KNAPP: And when there are bigger  
13 and more trucks, it's going to be near to impossible  
14 to get on. So that's basically it.

15 THE COURT REPORTER: You can begin.

16 MS. MORRISON: Hi. My name is  
17 DeVaughna Morrison. I would just like to add into  
18 this whole project that we at Veteran's Fastener  
19 Supply Corporation on Butternut Street are one  
20 hundred percent for the community grid and think that  
21 it would be very beneficial to Syracuse to have it.

22 MR. YOUNG: Is there any set like  
23 guidelines for this?

24 THE COURT REPORTER: No.

25 MR. YOUNG: Okay.

1 9-13-2021 - I-81 Viaduct Project - Public Hearing

2 THE COURT REPORTER: Whatever you want  
3 to say.

4 MR. YOUNG: Okay.

5 THE COURT REPORTER: Any comment,  
6 statement.

7 MR. YOUNG: Yes. My name is Adam  
8 Young. As an employee of Veteran's Fasteners on  
9 Butternut Street I would like to voice my support for  
10 the community grid version of the project as I feel  
11 it will be the best solution for moving forward with  
12 this project. Thank you.

13 THE COURT REPORTER: You can begin.

14 MS. BURDICK: Right now? I think it's  
15 what -- I think it's a waste of taxpayers' money, and  
16 it doesn't need to be replaced. And I think they're  
17 making it a bigger deal than it is. Already I  
18 finished.

19 THE COURT REPORTER: Okay. Thank you.  
20 You can begin. You can begin with your statement.

21 MR. KUSS: I live next to 481. My  
22 address is 6078 Kenneth Drive, North Syracuse. And I  
23 -- I'd like to see them put the barrier, the noise  
24 barriers up before they do much construction to  
25 alleviate the noise and also the dust on the other

1 9-13-2021 - I-81 Viaduct Project - Public Hearing  
2 side of it that's generated during construction.  
3 That should be about it.

4 THE COURT REPORTER: You can begin.

5 MR. BURDICK: Okay. I have several  
6 comments to be made that the community grid idea  
7 would affect traffic coming from the south, heading  
8 north particularly Canadian travelers that would have  
9 a hard time finding a hotel room in this city. If  
10 they were to get on what is currently 481 and travel  
11 to the north, to get to the hotel cluster at Carrier  
12 Circle would be -- have to run several local roads  
13 that would increase the traffic on those roads  
14 through some neighborhoods. If you're going down  
15 Franklin Park Drive, for instance, or -- or Kinney  
16 Street, getting to those -- those hotel rooms would  
17 be -- would be very difficult.

18 Or the alternative would be to come  
19 back up to where the New York State 481 would begin  
20 and then they'd have to backtrack down to 7th North.  
21 Cumbersome. Not -- not conducive to -- to easy  
22 travel. That's my number one point.

23 My number two point is that I don't  
24 know of a major city on the east coast that doesn't  
25 have an interstate going through the city. I travel



1 9-13-2021 - I-81 Viaduct Project - Public Hearing  
2 from here to Florida a lot driving and go through  
3 many cities along the way with interstates going  
4 through the city. And it's an economic engine to  
5 every one of those cities that we would lose by -- by  
6 the -- the local grid, the community grid option.

7 Those two points are -- are pretty  
8 big. I would be in favor of a viaduct raised maybe  
9 even higher than the current viaduct. I don't think  
10 the division of the city by 81 really holds water.  
11 We've -- we've heard that argument and there's many  
12 cities that don't have interstates going through  
13 them, i.e, New York City that have territorial  
14 boundaries for groups that are done by just streets.  
15 So to say that 81 is currently a territorial boundary  
16 for, in particular, what I've heard is gangs, I don't  
17 think really is -- has a whole lot of merit to it.

18 I know that any of these projects are  
19 going to be very costly. I know that looking at the  
20 economics of the build is important, but we need to  
21 look at the economics of what happens after all this  
22 is done to the community. I think that -- that the  
23 parts of this project that include the southbound 81  
24 to westbound 690 would be very, very important.  
25 They're in them conversely from the eastbound 690 to

1 9-13-2021 - I-81 Viaduct Project - Public Hearing  
2 the northbound 81 or it would -- it is also very  
3 important getting people off of Hiawatha Boulevard is  
4 -- would be -- would be a major goal, in my opinion,  
5 that as much as Hiawatha Boulevard is needed,  
6 introducing people's first visit to Syracuse by going  
7 past our sewage treatment plant is maybe not the way  
8 to make the best first impression.

9 So the other point is that -- that on  
10 the 481 side of this, if this were to go with the, if  
11 I understand the difference of the community grid,  
12 the traffic on that 481 portion would be hard pressed  
13 without changing that to probably four lanes in each  
14 direction to handle both the current traffic that it  
15 has and the additional flow that would -- that would  
16 come in to there by not having a -- a direct pass  
17 through the -- through the city.

18 And I talk about this hotel stuff, and  
19 I am not a hotel employee or a hotel owner or any  
20 portion of that. So I don't have a -- a dog in that  
21 fight, but I'm concerned about business in general.  
22 Not just being those guys but the restaurants, the  
23 truck stop, you know, all of the other stuff that  
24 would really get hurt severely by losing the  
25 interstate going past the -- the interstate of I-90.

1 9-13-2021 - I-81 Viaduct Project - Public Hearing  
2 Those -- those -- those businesses in that area would  
3 be -- would be hurt hard, severely. I guess that's  
4 all I got.

5 THE COURT REPORTER: Go ahead.

6 MR. CAPRIA: Okay. On 81 when you  
7 come into the city from Syracuse or from the north  
8 there's no signs to take 481 if you're running  
9 Hazmat. And technically Hazmat doesn't belong  
10 through Syracuse unless it's being delivered in  
11 Syracuse. And also -- oh, I didn't know you were --.

12 THE COURT REPORTER: No, go ahead.

13 MR. CAPRIA: Also the problem with  
14 gangs and stuff, when you're right down at street  
15 level there's going to be more problems than there is  
16 now because they can do -- do something and get away  
17 with it where if it's up on top they're afraid to do  
18 anything up on top because they're not going to want  
19 to jump off the side. That was all I got.

20 THE COURT REPORTER: All right.

21 MR. CAPRIA: Okay. Thank you.

22 THE COURT REPORTER: You can begin.

23 MS. MORRISON: Okay. I am a supporter  
24 of the community grid alternative. Our business  
25 would be greatly affected being taken down with the

1 9-13-2021 - I-81 Viaduct Project - Public Hearing  
2 viaduct alternative. Veteran's Fastener has been in  
3 business over thirty years, and we are considered one  
4 of the, oh my gosh, the historical building. But not  
5 only that, of course, we'd like to keep our building.

6 I also think that to me the viaduct  
7 alternative is just repeating what we already have.  
8 People are complaining about the bridge and we're  
9 just rebuilding the bridge. So the people that are  
10 living in the shadows are still going to be in the  
11 shadows, so I don't understand that whole concept of,  
12 you know, taking down and just replacing with new  
13 cement.

14 The Sky Bridge I think is laughable  
15 because of where we live. So I'm just -- I'm for the  
16 community grid and I think that that would actually  
17 make 481 be used for the purpose that it was actually  
18 put there for. So I guess that's all I can say.

19 THE COURT REPORTER: And you can  
20 begin.

21 MS. COBOE: My concern involves first  
22 responders, ambulance, et cetera. And bringing  
23 trauma patients to Upstate Medical which is a trauma  
24 center in a timely fashion with the community grid  
25 plan. It seems like it's more of a bottleneck and a

1 9-13-2021 - I-81 Viaduct Project - Public Hearing  
2 slowdown process which is a concern for trauma cases  
3 in which your -- your goal is the golden hour to get  
4 them to the hospital as soon as possible.

5 I just have a general comment. I  
6 think the grid is great for the neighborhood and  
7 community but bad for business. The viaduct seems  
8 more efficient. That's it.

9 (Off the record 7:17 p.m.)

10 (The proceeding concluded.)

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1           9-13-2021   -   I-81 Viaduct Project   -   Public Hearing  
2   STATE OF NEW YORK  
3   I, ANNETTE LAINSON, do hereby certify that the foregoing  
4   was reported by me, in the cause, at the time and place,  
5   as stated in the caption hereto, at Page 1 hereof; that  
6   the foregoing typewritten transcription consisting of  
7   pages 1 through 9, is a true record of all proceedings had  
8   at the hearing.

9                       IN WITNESS WHEREOF, I have hereunto  
10   subscribed my name, this the 21st day of September, 2021.

11

12   ANNETTE LAINSON, Reporter

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| A   |   |
|---|---|
| <p>Adam 2:3 4:7<br/> add 3:17<br/> additional 7:15<br/> address 4:22<br/> affect 5:7<br/> afraid 8:17<br/> ahead 8:5,12<br/> alleviate 4:25<br/> alternative 5:18 8:24 9:2,7<br/> ambulance 9:22<br/> ANNETTE 11:3,12<br/> APPEARANCES 2:2<br/> area 8:2<br/> argument 6:11</p>   | <p>center 9:24<br/> certify 11:3<br/> cetera 9:22<br/> changing 7:13<br/> Cicero 1:9,11<br/> Circle 5:12<br/> cities 6:3,5,12<br/> city 5:9,24,25 6:4,10,13 7:17 8:7<br/> cluster 5:11<br/> coast 5:24<br/> COBOE 2:6 9:21<br/> come 3:8 5:18 7:16 8:7<br/> coming 5:7<br/> comment 4:5 10:5<br/> comments 5:6<br/> community 3:20 4:10 5:6 6:6,22 7:11 8:24 9:16,24 10:7<br/> complaining 9:8<br/> concept 9:11<br/> concern 3:5 9:21 10:2<br/> concerned 7:21<br/> concluded 10:10<br/> conducive 5:21<br/> considered 9:3<br/> consisting 11:6<br/> construction 4:24 5:2<br/> conversely 6:25<br/> Corporation 3:19<br/> costly 6:19<br/> course 9:5<br/> COURT 3:3,15,24 4:2,5,13,19 5:4 8:5,12,20,22 9:19<br/> Cumbersome 5:21<br/> current 6:9 7:14<br/> currently 5:10 6:15</p> |
| B   |   |
| <p>back 5:19<br/> backtrack 5:20<br/> bad 10:7<br/> barrier 4:23<br/> barriers 4:24<br/> basically 3:5,14<br/> belong 8:9<br/> beneficial 3:21<br/> best 4:11 7:8<br/> big 6:8<br/> bigger 3:12 4:17<br/> bottleneck 9:25<br/> Boulevard 3:7 7:3,5<br/> boundaries 6:14<br/> boundary 6:15<br/> bridge 3:9 9:8,9,14<br/> bringing 9:22<br/> build 6:20<br/> building 9:4,5<br/> BURDICK 2:4,5 4:14 5:5<br/> business 7:21 8:24 9:3 10:7<br/> businesses 8:2<br/> Butternut 3:19 4:9</p> |   |
| C   |   |
| <p>Canadian 5:8<br/> CAPRIA 2:5 8:6,13,21<br/> caption 11:5<br/> Carrier 5:11<br/> cases 10:2<br/> cause 11:4<br/> cement 9:13</p>  |   |
| D   |   |
|   | <p>D 2:5<br/> DATE 1:7<br/> day 11:10<br/> deal 4:17<br/> delivered 8:10<br/> DENNIS 2:5<br/> DEPARTMENT 1:3<br/> DeVaughna 2:3 3:17<br/> difference 7:11<br/> difficult 5:17<br/> direct 7:16<br/> direction 7:14</p>  |

|                                       |                                       |
|---------------------------------------|---------------------------------------|
| <b>division</b> 6:10                  | 8:24 9:16,24 10:6                     |
| <b>dog</b> 7:20                       | <b>groups</b> 6:14                    |
| <b>Drive</b> 4:22 5:15                | <b>guess</b> 8:3 9:18                 |
| <b>driving</b> 6:2                    | <b>guidelines</b> 3:23                |
| <b>dust</b> 4:25                      | <b>guys</b> 7:22                      |
| <b>E</b>                              | <b>H</b>                              |
| <b>east</b> 5:24                      | <b>handle</b> 7:14                    |
| <b>eastbound</b> 6:25                 | <b>happens</b> 6:21                   |
| <b>easy</b> 5:21                      | <b>hard</b> 5:9 7:12 8:3              |
| <b>economic</b> 6:4                   | <b>Hazmat</b> 8:9,9                   |
| <b>economics</b> 6:20,21              | <b>heading</b> 5:7                    |
| <b>efficient</b> 10:8                 | <b>heard</b> 6:11,16                  |
| <b>employee</b> 4:8 7:19              | <b>hearing</b> 1:1,6 2:1 3:1 4:1 5:1  |
| <b>engine</b> 6:4                     | 6:1 7:1 8:1 9:1 10:1 11:1,8           |
| <b>entry</b> 3:6                      | <b>hereof</b> 11:5                    |
| <b>et</b> 9:22                        | <b>hereto</b> 11:5                    |
| <b>extra</b> 3:11                     | <b>hereunto</b> 11:9                  |
| <b>F</b>                              | <b>Hi</b> 3:16                        |
| <b>fashion</b> 9:24                   | <b>Hiawatha</b> 7:3,5                 |
| <b>Fastener</b> 3:18 9:2              | <b>High</b> 1:9                       |
| <b>Fasteners</b> 4:8                  | <b>higher</b> 6:9                     |
| <b>favor</b> 6:8                      | <b>historical</b> 9:4                 |
| <b>feel</b> 4:10                      | <b>holds</b> 6:10                     |
| <b>fight</b> 7:21                     | <b>hospital</b> 10:4                  |
| <b>finding</b> 5:9                    | <b>hotel</b> 5:9,11,16 7:18,19,19     |
| <b>finished</b> 4:18                  | <b>hour</b> 10:3                      |
| <b>first</b> 7:6,8 9:21               | <b>hundred</b> 3:20                   |
| <b>Florida</b> 6:2                    | <b>hurt</b> 7:24 8:3                  |
| <b>flow</b> 7:15                      | <b>I</b>                              |
| <b>foregoing</b> 11:3,6               | <b>I-81</b> 1:1,6 2:1 3:1 4:1 5:1 6:1 |
| <b>forward</b> 4:11                   | 7:1 8:1 9:1 10:1 11:1                 |
| <b>four</b> 7:13                      | <b>I-90</b> 7:25                      |
| <b>Franklin</b> 5:15                  | <b>i.e</b> 6:13                       |
| <b>G</b>                              | <b>idea</b> 5:6                       |
| <b>gangs</b> 6:16 8:14                | <b>important</b> 6:20,24 7:3          |
| <b>general</b> 7:21 10:5              | <b>impossible</b> 3:13                |
| <b>generated</b> 5:2                  | <b>impression</b> 7:8                 |
| <b>getting</b> 5:16 7:3               | <b>include</b> 6:23                   |
| <b>go</b> 6:2 7:10 8:5,12             | <b>increase</b> 5:13                  |
| <b>goal</b> 7:4 10:3                  | <b>instance</b> 5:15                  |
| <b>going</b> 3:7,13 5:14,25 6:3,12,19 | <b>interstate</b> 5:25 7:25,25        |
| 7:6,25 8:15,18 9:10                   | <b>interstates</b> 6:3,12             |
| <b>golden</b> 10:3                    | <b>introducing</b> 7:6                |
| <b>gosh</b> 9:4                       | <b>involves</b> 9:21                  |
| <b>great</b> 10:6                     | <b>J</b>                              |
| <b>greatly</b> 8:25                   | <b>JANE</b> 2:6                       |
| <b>grid</b> 3:20 4:10 5:6 6:6,6 7:11  | <b>JON</b> 2:5                        |



|                                       |  |
|---------------------------------------|--|
| <b>jump</b> 8:19                      | <b>Northern</b> 3:6                    |
| <hr/>                                 | <b>number</b> 5:22,23                  |
| <b>K</b>                              | <hr/>                                  |
| <b>keep</b> 9:5                       | <b>O</b>                               |
| <b>Kenneth</b> 4:22                   | <b>oh</b> 8:11 9:4                     |
| <b>Kinney</b> 5:15                    | <b>Okay</b> 3:25 4:4,19 5:5 8:6,21,23  |
| <b>KNAPP</b> 2:2 3:5,12               | <b>opinion</b> 7:4                     |
| <b>know</b> 5:24 6:18,19 7:23 8:11    | <b>option</b> 6:6                      |
| 9:12                                  | <b>owner</b> 7:19                      |
| <b>KUSS</b> 2:4 4:21                  | <hr/>                                  |
| <hr/>                                 | <b>P</b>                               |
| <b>L</b>                              | <b>p.m</b> 1:8,8 3:2 10:9              |
| <b>LAINSON</b> 11:3,12                | <b>Page</b> 11:5                       |
| <b>lanes</b> 7:13                     | <b>pages</b> 11:7                      |
| <b>laughable</b> 9:14                 | <b>PAM</b> 2:2                         |
| <b>level</b> 8:15                     | <b>Park</b> 5:15                       |
| <b>live</b> 4:21 9:15                 | <b>particular</b> 6:16                 |
| <b>living</b> 9:10                    | <b>particularly</b> 5:8                |
| <b>local</b> 5:12 6:6                 | <b>parts</b> 6:23                      |
| <b>LOCATION</b> 1:9                   | <b>pass</b> 7:16                       |
| <b>long</b> 3:9                       | <b>patients</b> 9:23                   |
| <b>look</b> 6:21                      | <b>people</b> 7:3 9:8,9                |
| <b>looking</b> 6:19                   | <b>people's</b> 7:6                    |
| <b>lose</b> 6:5                       | <b>percent</b> 3:20                    |
| <b>losing</b> 7:24                    | <b>place</b> 11:4                      |
| <b>lot</b> 6:2,17                     | <b>plan</b> 9:25                       |
| <hr/>                                 | <b>plant</b> 7:7                       |
| <b>M</b>                              | <b>point</b> 5:22,23 7:9               |
| <b>major</b> 5:24 7:4                 | <b>points</b> 6:7                      |
| <b>making</b> 4:17                    | <b>portion</b> 7:12,20                 |
| <b>MARCIA</b> 2:6                     | <b>possible</b> 10:4                   |
| <b>MASON</b> 2:4                      | <b>pressed</b> 7:12                    |
| <b>Medical</b> 9:23                   | <b>pretty</b> 6:7                      |
| <b>merit</b> 6:17                     | <b>probably</b> 7:13                   |
| <b>money</b> 4:15                     | <b>problem</b> 8:13                    |
| <b>Morrison</b> 2:3,6 3:16,17 8:23    | <b>problems</b> 8:15                   |
| <b>moving</b> 4:11                    | <b>proceeding</b> 10:10                |
| <hr/>                                 | <b>proceedings</b> 11:7                |
| <b>N</b>                              | <b>process</b> 10:2                    |
| <b>name</b> 3:16 4:7 11:10            | <b>project</b> 1:1,6 2:1 3:1,18 4:1,10 |
| <b>near</b> 3:13                      | 4:12 5:1 6:1,23 7:1 8:1 9:1            |
| <b>need</b> 4:16 6:20                 | 10:1 11:1                              |
| <b>needed</b> 7:5                     | <b>projects</b> 6:18                   |
| <b>neighborhood</b> 10:6              | <b>Public</b> 1:1,6 2:1 3:1 4:1 5:1    |
| <b>neighborhoods</b> 5:14             | 6:1 7:1 8:1 9:1 10:1 11:1              |
| <b>new</b> 1:2,11 5:19 6:13 9:12 11:2 | <b>purpose</b> 9:17                    |
| <b>noise</b> 4:23,25                  | <b>put</b> 4:23 9:18                   |
| <b>north</b> 1:9 3:7 4:22 5:8,11,20   | <hr/>                                  |
| 8:7                                   | <b>Q</b>                               |
| <b>northbound</b> 7:2                 | <hr/>                                  |

| R   | <b>Supply</b> 3:19<br><b>support</b> 4:9<br><b>supporter</b> 8:23<br><b>Syracuse</b> 1:9 3:21 4:22 7:6 8:7 8:10,11  |   |
|---|---|---|
| <b>raised</b> 6:8<br><b>ramp</b> 3:6,9<br><b>RAYMOND</b> 2:4<br><b>really</b> 3:11 6:10,17 7:24<br><b>rebuilding</b> 9:9<br><b>record</b> 3:2 10:9 11:7<br><b>repeating</b> 9:7<br><b>replaced</b> 4:16<br><b>replacing</b> 9:12<br><b>reported</b> 11:4<br><b>Reporter</b> 3:3,15,24 4:2,5,13,19 5:4 8:5,12,20,22 9:19 11:12<br><b>responders</b> 9:22<br><b>restaurants</b> 7:22<br><b>right</b> 3:6 4:14 8:14,20<br><b>road</b> 3:8<br><b>roads</b> 5:12,13<br><b>room</b> 3:7 5:9<br><b>rooms</b> 5:16<br><b>Route</b> 1:10<br><b>run</b> 5:12<br><b>running</b> 8:8                            | <th data-bbox="873 417 1419 453">T</th> <b>take</b> 8:8<br><b>taken</b> 8:25<br><b>talk</b> 7:18<br><b>taxpayers'</b> 4:15<br><b>technically</b> 8:9<br><b>territorial</b> 6:13,15<br><b>Thank</b> 4:12,19 8:21<br><b>they'd</b> 5:20<br><b>think</b> 3:20 4:14,15,16 6:9,17,22 9:6,14,16 10:6<br><b>thirty</b> 9:3<br><b>time</b> 1:8 5:9 11:4<br><b>timely</b> 9:24<br><b>top</b> 8:17,18<br><b>tough</b> 3:11<br><b>traffic</b> 3:11 5:7,13 7:12,14<br><b>transcription</b> 11:6<br><b>TRANSPORTATION</b> 1:3<br><b>trauma</b> 9:23,23 10:2<br><b>travel</b> 5:10,22,25<br><b>travelers</b> 5:8<br><b>treatment</b> 7:7<br><b>truck</b> 7:23<br><b>trucks</b> 3:13<br><b>true</b> 11:7<br><b>two</b> 5:23 6:7<br><b>typewritten</b> 11:6 | T |
| S   | U   |   |
| <b>School</b> 1:9<br><b>see</b> 4:23<br><b>September</b> 1:7 11:10<br><b>set</b> 3:22<br><b>severely</b> 7:24 8:3<br><b>sewage</b> 7:7<br><b>shadows</b> 9:10,11<br><b>side</b> 5:2 7:10 8:19<br><b>signs</b> 8:8<br><b>Sky</b> 9:14<br><b>slowdown</b> 10:2<br><b>solution</b> 4:11<br><b>soon</b> 10:4<br><b>south</b> 5:7<br><b>southbound</b> 6:23<br><b>SPEAKER</b> 3:10<br><b>State</b> 1:2 5:19 11:2<br><b>stated</b> 11:5<br><b>statement</b> 4:6,20<br><b>stop</b> 7:23<br><b>street</b> 3:19 4:9 5:16 8:14<br><b>streets</b> 6:14<br><b>stuff</b> 7:18,23 8:14<br><b>subscribed</b> 11:10 | <b>understand</b> 7:11 9:11<br><b>UNIDENTIFIED</b> 3:10<br><b>Upstate</b> 9:23  |   |
|   | V   |   |
|   | <b>version</b> 4:10<br><b>Veteran's</b> 3:18 4:8 9:2<br><b>viaduct</b> 1:1,6 2:1 3:1 4:1 5:1 6:1,8,9 7:1 8:1 9:1,2,6 10:1 10:7 11:1<br><b>visit</b> 7:6<br><b>voice</b> 4:9   |   |
|   | W   |   |

|   |                                      |
|---|--------------------------------------|
| <b>want</b> 4:2 8:18                              | <b>8</b>                             |
| <b>waste</b> 4:15                                 | <b>81</b> 6:10, 15, 23 7:2 8:6       |
| <b>water</b> 6:10                                 | <b>9</b>                             |
| <b>way</b> 6:3 7:7                                | <b>9</b> 11:7                        |
| <b>we're</b> 9:8                                  | <b>9-13-2021</b> 1:1 2:1 3:1 4:1 5:1 |
| <b>we've</b> 6:11, 11                             | 6:1 7:1 8:1 9:1 10:1 11:1            |
| <b>westbound</b> 6:24                             |                                      |
| <b>WHEREOF</b> 11:9                               |                                      |
| <b>WITNESS</b> 11:9                               |                                      |
| <b>X</b>  |                                      |
| <b>Y</b>  |                                      |
| <b>Yeah</b> 3:10                                  |                                      |
| <b>years</b> 9:3                                  |                                      |
| <b>York</b> 1:2, 11 5:19 6:13 11:2                |                                      |
| <b>Young</b> 2:3 3:22, 25 4:4, 7, 8               |                                      |
| <b>Z</b>  |                                      |
| <b>0</b>  |                                      |
| <b>1</b>  |                                      |
| <b>1</b> 11:5, 7                                  |                                      |
| <b>13</b> 1:7                                     |                                      |
| <b>13039</b> 1:11                                 |                                      |
| <b>2</b>  |                                      |
| <b>2021</b> 1:7 11:10                             |                                      |
| <b>21st</b> 11:10                                 |                                      |
| <b>3</b>  |                                      |
| <b>31</b> 1:10                                    |                                      |
| <b>4</b>  |                                      |
| <b>481</b> 3:6 4:21 5:10, 19 7:10, 12<br>8:8 9:17 |                                      |
| <b>5</b>  |                                      |
| <b>6</b>  |                                      |
| <b>6:16</b> 1:8 3:2                               |                                      |
| <b>6002</b> 1:10                                  |                                      |
| <b>6078</b> 4:22                                  |                                      |
| <b>690</b> 6:24, 25                               |                                      |
| <b>7</b>  |                                      |
| <b>7:17</b> 1:8 10:9                              |                                      |
| <b>7th</b> 5:20                                   |                                      |

1 9-23-2021 - I81 Viaduct Project - Public Hearing

2 NEW YORK STATE

3 DEPARTMENT OF TRANSPORTATION

6 I-81 VIADUCT PROJECT PUBLIC HEARING

7 DATE: September 23, 2021

8 TIME: 5:54 p.m. to 7:47 p.m.

9 LOCATION: Town of Camillus Municipal Bldg.

10 4600 W. Genesee Street

11 Syracuse, New York 13219

12  
13  
14  
15 Reported by Annette Lainson

1 9-23-2021 - I81 Viaduct Project - Public Hearing

2 APPEARANCES:

3 IAN GRINNALS

LOUIS SAIDEL

4 ERIN CONGEL

PATRICIA SOLENBERGER

5 DONALD RUCKYJ

PHILIP R. KIRK

6 CJ ANDERSON

AMANDA RUSSELL

7 MOE HARRINGTON ONEILL

KEN STONEBURG

8

PAT FERGERSON

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1 9-23-2021 - I81 Viaduct Project - Public Hearing  
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1 9-23-2021 - I81 Viaduct Project - Public Hearing

2 THE REPORTER: You can begin.

3 MR. GRINNALS: My name is Ian

4 Grinnals. I am a local resident. I also work in the  
5 City of Syracuse for a local medical center. I have  
6 worked for -- well, I work in the E.M.S. and fire in  
7 the area as a volunteer and I've worked in the  
8 medical field transporting patients for the last  
9 twelve or thirteen years.

10 I am adamantly against this community  
11 grid portion of the 81 construction here for a  
12 multitude of reasons but just based off of my  
13 professional experience working with patients in  
14 emergency settings and non-emergency settings, taking  
15 away the access that 81 gives us, would reduce  
16 patient care dramatically in this region.

17 I think that it would be a disservice  
18 to our community to eliminate that. Not to say there  
19 couldn't be additional options but I find it  
20 extremely politically expedient for people to say  
21 they are going to do all of these massive changes but  
22 not do what's really required. If I'm looking at how  
23 do you get from point A to point B fastest for  
24 emergency medical purposes, the highway's obviously  
25 your best choice.

1           9-23-2021 - I81 Viaduct Project - Public Hearing  
2                           Higher levels of traffic on a  
3           community grid and stop lights and stop signs are  
4           just going to be future delays in patient care.  
5           Additionally, we got to factor in the time it's going  
6           to take for all of the people that work in a very  
7           centralized area of where the medical centers are  
8           found, from Adams Street and Irving, you're going to  
9           have an extreme backup of traffic. And, those  
10          employees that are going to work at these facilities  
11          are going to be behind the eight ball, as far as  
12          getting to work, trying to find parking, which is  
13          already out of control. It -- it just doesn't make  
14          any logical sense. It makes political sense, if  
15          people are trying to make political points here or  
16          trying to get votes in certain demographics and what  
17          not. But, it's also the people in those certain  
18          demographics that require medical attention and their  
19          parents are going to hospitals, via non-ambulatory  
20          care. And, all the things that hospitals and medical  
21          centers provide, will be delayed indefinitely from  
22          these circumstances.

23                        What else? I find it -- that on an  
24          economic standpoint, you know, we talk about how much  
25          fuel costs have gone up and how much that is



1           9-23-2021 - I81 Viaduct Project - Public Hearing  
2           affecting people's day-to-day and sitting in traffic  
3           going to work is going to affect every single person  
4           that works in and around or north or south of  
5           Syracuse. I think that's an extreme factor that  
6           we're not even talking about. If you want to look at  
7           major cities, you know, New York City, you're going  
8           to sit in traffic for an hour to get to work and  
9           that's not factored into your paycheck. That's just  
10          assumed that you're going to drive to work and suck  
11          up the cost and that's going to somehow be okay with  
12          you and your family and your familia economic status  
13          because somebody thought it was a great idea to knock  
14          down a highway.

15                        Again, if there are better options out  
16          there, I will gladly listen to it but the community  
17          grid option is by far, the least effective and the  
18          most destructive to our community.

19                        (Off the record)

20                        (On the record)

21                        THE REPORTER: You can begin.

22                        MR. SAIDEL: Oh, this is live. I'm a  
23          resident of the west side of town and I frequently  
24          travel north and south and for fifty years, enjoyed  
25          the directness of Route 81, not only for commutes

1           9-23-2021 - I81 Viaduct Project - Public Hearing  
2           north and south but long distance, being able to get  
3           through the City relatively quickly.

4                       And, we've had two issues for years,  
5           it is accessing Route 81 North from the west side and  
6           it forces us to get off on Hiawatha, go to the mall  
7           and then head north. And, by the same token, part  
8           two of that is, if you want to approach the west side  
9           of town, you have to get off 81 to Hiawatha  
10          Boulevard, to get back on 690 again. So, we've sort  
11          of put up with that for years. Now, the new plan  
12          doesn't accommodate any of that. So, the people on  
13          the west side, there's no advantage at all to -- to  
14          those folks that I see. That's my two cents.

15                      THE REPORTER: Okay.

16                      MR. SAIDEL: No charge.

17                      THE REPORTER: All right. Thank you.

18                      (Off the record)

19                      (On the record)

20                      MS. CONGEL: Build a highway or a  
21          skyway or whatever you want to call it, our City  
22          needs connectivity to the east/west, north/south.  
23          That's why people call Syracuse home. Syracuse was  
24          created and grew up around Interstate 81, which put  
25          hospitals and a major university majestically on a

1           9-23-2021 - I81 Viaduct Project - Public Hearing  
2           hill, overlooking our fabulous City.

3                       Why are you sending people around our  
4           fine City? Why would you redirect cars away from  
5           hospitals and our university? Why would you put tens  
6           of thousands of cars through City neighborhoods? I  
7           want to get in my car, drive to my destination,  
8           without being redirected around the City, so that  
9           some politicians can feel better about themselves.  
10          We don't need a boulevard and that's exactly what it  
11          is. A boulevard is not going to solve poverty, stop  
12          gang violence, nor will it make up for the wrongs  
13          from 1967 when the highway was built.

14                      My question would be, how am I getting  
15          to Tully, New York? Am I taking 690 East to 481, to  
16          get back on 81 South? No, I'm not. So, I will take  
17          surface roads through Onondaga Hill and then to  
18          Lafayette and Tully. What about those towns? Do  
19          those towns know that people are going to be zig-  
20          zagging through? More traffic, more congestion, more  
21          maintenance, bad air quality. The thirteen year old  
22          boulevard concept has us going in the wrong  
23          direction.

24                      We can and should do better for  
25          everyone. We need to put the brakes on this project.

1           9-23-2021 - I81 Viaduct Project - Public Hearing  
2           There's a better solution, if we pause, listen and  
3           actively work to implement a solution, that ...  
4           traffic and improves the environment for everyone.

5                               (Off the record)

6                               (On the record)

7                               THE REPORTER: You can begin whenever  
8           you're ready.

9                               MS. SOLENBERGER: My name is Patricia  
10          Solenberger. I live in Camillus. I'm not commuting  
11          downtown now but I did for twenty years and I know  
12          well when it snows, how people find many alternate  
13          routes to get where they're going and so the same  
14          thing can happen again.

15                              I went to the first meeting about the  
16          81 viaduct and it was obvious then that we needed to  
17          go to a community grid, so I'm really glad that you  
18          stuck with that because it's the obvious thing to do.  
19          Thank you.

20                              (Off the record)

21                              (On the record)

22                              THE REPORTER: You can begin.

23                              MR. RUCKYJ: Okay. What I'm concerned  
24          about, is the -- Exit 10 at Geddes Street, the noise  
25          level is going to increase with the traffic. It's

1           9-23-2021 - I81 Viaduct Project - Public Hearing  
2           bad enough now when the tractor trailers come down.  
3           Now, it's going to -- we're going to have more  
4           tractor trailers coming down there and the noise  
5           level is going to -- I don't know how far it's going  
6           to go up.

7                         THE REPORTER: Is that is?

8                         MR. RUCKYJ: Yup.

9                         THE REPORTER: Okay. All right.

10                        (Off the record)

11                        (On the record)

12                        THE REPORTER: Okay. You can make  
13           your statement whenever you're ready.

14                        MR. KIRK: Yes, I -- I just want to  
15           state that I want the present highway to stay in  
16           existence. I want 81 to go straight through the  
17           City, 690 go from east to west and if they want to  
18           have 481 go around and be a big circle, I'm not  
19           against that either. But, I don't want them to take  
20           down 81. I'm not going to drive the Boulevard  
21           through the City. I'll be like everybody else.  
22           I'll take 481 around the City. In fact, they got  
23           signs out front saying that and I mean -- so, I guess  
24           I'm not original. And, I just don't want them to  
25           change. I want 481 to -- if they're going to -- I

1           9-23-2021 - I81 Viaduct Project - Public Hearing  
2           want it to stay the same or maybe improve it a little  
3           but I -- I want to keep it the way it is.

4                   THE REPORTER: All right. Is that it?

5                   MR. KIRK: Yeah, that -- well, I don't  
6           want to be long winded.

7                   THE REPORTER: No, it's fine, whatever  
8           you want to say.

9                   MR. KIRK: No, that's short and to the  
10          point, don't you think so?

11                   THE REPORTER: Yes, I do.

12                   (Off the record)

13                   (On the record)

14                   THE REPORTER: You can start whenever  
15          you're ready.

16                   MR. ANDERSON: Okay. Having lived in  
17          other large cities, such as Chicago, New York and  
18          Philadelphia and having seen the economic impact of  
19          this project, potentially on this area, I feel it's  
20          very important that they find a way to progress this.

21                   I think in my view, the economic  
22          benefits and putting right the region, this becomes a  
23          transformational project. I think it offers you an  
24          opportunity to both correct the poverty issue but  
25          also to add a long-term economic base in training, in

1 9-23-2021 - I81 Viaduct Project - Public Hearing  
2 small business and then opportunities for growing  
3 your City center back to where it should have been.

4 Any City that does not have a viable  
5 City center, will not be able to survive going  
6 forward and you have competing areas, like Rochester  
7 and Buffalo, which have all found ways to do it.  
8 Pittsburgh and Cleveland, have all found ways to  
9 reinvigorate their City centers. I think taking this  
10 opportunity and pushing this project forward, going  
11 through the community grid approach and really focus  
12 on the long-term economic benefits, are -- are what  
13 will be necessary for the region to survive.

14 (Off the record)

15 (On the record)

16 THE REPORTER: Okay. Whenever you're  
17 ready.

18 MS. RUSSELL: Do I need to take this  
19 off or --?

20 THE REPORTER: It's up to you.

21 MS. RUSSELL: It -- well, I wasn't  
22 sure if it could hear.

23 THE REPORTER: If I can't, I'll  
24 definitely let you know.

25 MS. RUSSELL: Okay. For the circle --

1           9-23-2021 - I81 Viaduct Project - Public Hearing  
2           round-about circle, just make sure there's enough  
3           signage and like clear directional curbing and stuff  
4           to control traffic -- like, having the one land going  
5           around and what's coming on and off.

6                         THE REPORTER: Is that --

7                         MS. RUSSELL: That's one comment.

8                         THE REPORTER: -- okay.

9                         MS. RUSSELL: The next one, I really  
10          love the community grid. I think it provides a lot  
11          of improvements. It makes the area look so much  
12          nicer and it's much nicer and feels a lot -- I think  
13          it'll feel a lot safer than people realize; just  
14          having the trees and just opening that up, rather  
15          than having it like feel all dark.

16                        The -- the on and off ramp on Irving  
17          Avenue, I love that. I think that is a great  
18          improvement. And, then for connecting 690 coming  
19          from Camillus, going towards I-81, connecting it to  
20          North and South 81 is a concern. Going to the north,  
21          currently all traffic goes to -- it cuts through the  
22          mall and its parking lot on Hiawatha Boulevard and  
23          also filters onto Bear Street. It's a lot of traffic  
24          and I think there's a lot of improvement that could  
25          be done by incorporating that on/off ramp connection,



1           9-23-2021 - I81 Viaduct Project - Public Hearing  
2           closer to downtown from 81 to 690, so the traffic  
3           doesn't keep separating the mall and its property.  
4           And, all those vacant properties without it, it would  
5           add more pedestrian-friendly opportunities and more  
6           connection of that spaces that are yet to be  
7           developed.

8                           And, then going south, one of my fears  
9           is, all that traffic going all the way around, even  
10          though it takes five minutes more they say, if I'm  
11          coming from 690 west -- if I was coming from Buffalo  
12          going to 81 south, I'd take the highway. However,  
13          coming from Camillus, it would cut me right through  
14          the downtown area and those surrounding  
15          neighborhoods. So, it would be more traffic and  
16          impact to those areas negatively and I just want to  
17          make sure those streets are capable of handling that  
18          and that type of thing.

19                           (Off the record)

20                           (On the record)

21                           THE REPORTER: Whenever you're ready,  
22          you can begin.

23                           MS. HARRINGTON-ONEILL: Great. So,  
24          those walls that we saw that were noise reduction  
25          walls, what if you could find a material that was

1           9-23-2021 - I81 Viaduct Project - Public Hearing  
2           more environmentally friendly, that actually had or  
3           was made out of some kind of material that had seeds  
4           in it, so that it would grow; like, some kind of  
5           floral or some kind of like, you know, tree or some  
6           kind of branch or some kind of vine. That would  
7           probably work to even reduce the noise more but also  
8           create more oxygen and -- and be pretty, you know,  
9           just be prettier because those gray walls got to go  
10          -- got to go. That's it. That's -- that's all I  
11          have.

12                               (Off the record)

13                               (On the record)

14           THE REPORTER: You can begin whenever  
15          you're ready.

16           MR. STONEBURG: Okay. I would love to  
17          see more roundabouts. I know that's not a very  
18          popular thing but I've had a lot of experience with  
19          them in the west coast and they are fantastic for  
20          reducing traffic back-ups.

21                               Also, I'm impressed by the new on-  
22          ramps and off-ramps. I would love to see a little  
23          more expanded time line for construction, so we have  
24          a better idea of what's going to be happening and the  
25          impact.

1 9-23-2021 - I81 Viaduct Project - Public Hearing

2 Let's see, anything else? A little  
3 more research on potential noise barriers, I think  
4 that's critical. That's it.

5 (Off the record)

6 (On the record)

7 THE REPORTER: You can begin whenever  
8 you're ready.

9 MS. FERGERSON: Okay. I'm thinking  
10 about the circle that is supposed to be in front of  
11 Martin Luther King on -- at Marther King -- Martin --  
12 M.L.K. Road, if you shift the circle slightly south,  
13 one block to Kennedy and you don't take any houses --  
14 don't disrupt any (unintelligible) there is also --  
15 Oakwood Avenue bends and connects to Garfield and I  
16 believe there is no property there that is a  
17 residential area, you'd need to make your circle an  
18 ellipse instead of a circle, maybe, or maybe just a  
19 circle, but you could tie circle to those two streets  
20 and maybe make it more functional. But, it would  
21 also set it off of -- away from the school a block,  
22 so that you don't have the little kids that are  
23 running out of school going home, running out into  
24 the circle, you don't have parents who think, I'll  
25 pick you up at the circle and you don't have -- but

1           9-23-2021 - I81 Viaduct Project - Public Hearing  
2           the kids could go down the block and -- and the  
3           circle there is still after Calvin, so you're still  
4           elevated at Calvin, where you're putting the new ramp  
5           one way or the other, probably an off ramp at Calvin  
6           and you're still protecting the gate -- the old  
7           antique entrance of Oakwood, which when they put 81  
8           in, they effectively messed with the cemetery, which  
9           was really annoying.

10                         And -- but, it would -- it's just  
11           enough -- just enough off either way that you protect  
12           the antiquity on one side, you protect the kids that  
13           are the other way and -- but that was the thought. I  
14           don't know if it'll work but it's a -- it's an option  
15           -- it's an alternative. I don't know that it'll work  
16           for everyone and I believe your -- the plan is to  
17           close Renwick from the circle over to the -- by the  
18           University -- by Reiner and that area and that would  
19           -- you could still close it. It wouldn't -- you  
20           know, Renwick does not get a lot of traffic that I  
21           see and I live in North Syracuse, so I'm not in this  
22           neighborhood regularly but I -- I'm in Oakwood  
23           regularly because we're a funeral home, so I'm in and  
24           out of the cemeteries a lot. So, I -- I -- I see the  
25           traffic patterns.

1 9-23-2021 - I81 Viaduct Project - Public Hearing

2 And, so that's one comment, okay, one  
3 circle comment. The next comment, subject area  
4 change, 481 at Dewitt, another cemetery thing, I like  
5 the fact that you're going to make the exit off of  
6 481 southbound, come to a -- make it a double exit  
7 entrance; put a traffic signal. Because when you  
8 come off 481 with a funeral procession, the traffic  
9 there is uncontrolled and it's a royal bear to get  
10 everybody off the highway and not get traffic coming  
11 down Genesee Street and trying to kill our people,  
12 which you don't want that. I mean, you want people  
13 to stop. You want -- so, that -- that -- I like that  
14 maneuver. That's a good -- that's a good -- you got  
15 that.

16 That's -- that's the plan and -- and I  
17 talked to your -- third subject, I talked to the  
18 gentleman about sound barriers, yes, and nice that  
19 you're protecting the areas in North Syracuse where I  
20 am. The sound barrier between Faraday and Valentine  
21 and that neighborhood and then a little bit further,  
22 (unintelligible) and in the Village along 81 or 481  
23 or whatever -- whatever it's called at that point,  
24 yes -- yeah -- good maneuver. Good to get the sound  
25 barriers extended because they're -- they're -- and

1           9-23-2021 - I81 Viaduct Project - Public Hearing  
2           good that you're replacing some of the sound barriers  
3           that are there currently on 481 because you could see  
4           the woods -- the greenery growing through them.  
5           Okay. Thank you.

6                           THE REPORTER: Thank you.  
7                           (The proceeding concluded.)

8  
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1           9-23-2021 - I81 Viaduct Project - Public Hearing  
2     STATE OF NEW YORK  
3     I, ANNETTE LAINSON, do hereby certify that the foregoing  
4     was reported by me, in the cause, at the time and place,  
5     as stated in the caption hereto, at Page 1 hereof; that  
6     the foregoing typewritten transcription consisting of  
7     pages 1 through 20, is a true record of all proceedings  
8     had at the hearing.

9                     IN WITNESS WHEREOF, I have hereunto  
10    subscribed my name, this the 4TH day of October, 2021.

11

12    ANNETTE LAINSON, Reporter

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| A  |  |
|--|--|
| <p>able 7:2 12:5<br/> access 4:15<br/> accessing 7:5<br/> accommodate 7:12<br/> actively 9:3<br/> adamantly 4:10<br/> Adams 5:8<br/> add 11:25 14:5<br/> additional 4:19<br/> Additionally 5:5<br/> advantage 7:13<br/> affect 6:3<br/> air 8:21<br/> alternate 9:12<br/> alternative 17:15<br/> AMANDA 2:6<br/> ANDERSON 2:6 11:16<br/> Annette 1:15 20:3,12<br/> annoying 17:9<br/> antique 17:7<br/> antiquity 17:12<br/> APPEARANCES 2:2<br/> approach 7:8 12:11<br/> area 4:7 5:7 11:19 13:11 14:14<br/> 16:17 17:18 18:3<br/> areas 12:6 14:16 18:19<br/> assumed 6:10<br/> attention 5:18<br/> Avenue 13:17 16:15</p> | <p>bit 18:21<br/> Bldg 1:9<br/> block 16:13,21 17:2<br/> boulevard 7:10 8:10,11,22 10:20<br/> 13:22<br/> brakes 8:25<br/> branch 15:6<br/> Buffalo 12:7 14:11<br/> Build 7:20<br/> built 8:13<br/> business 12:2</p>   |
| B  | C  |
| <p>B 4:23<br/> back 7:10 8:16 12:3<br/> back-ups 15:20<br/> backup 5:9<br/> bad 8:21 10:2<br/> ball 5:11<br/> barrier 18:20<br/> barriers 16:3 18:18,25 19:2<br/> base 11:25<br/> based 4:12<br/> bear 13:23 18:9<br/> believe 16:16 17:16<br/> bends 16:15<br/> benefits 11:22 12:12<br/> best 4:25<br/> better 6:15 8:9,24 9:2 15:24<br/> big 10:18</p>  | <p>call 7:21,23<br/> called 18:23<br/> Calvin 17:3,4,5<br/> Camillus 1:9 9:10 13:19 14:13<br/> can't 12:23<br/> capable 14:17<br/> caption 20:5<br/> car 8:7<br/> care 4:16 5:4,20<br/> cars 8:4,6<br/> cause 20:4<br/> cemeteries 17:24<br/> cemetery 17:8 18:4<br/> center 4:5 12:3,5<br/> centers 5:7,21 12:9<br/> centralized 5:7<br/> cents 7:14<br/> certain 5:16,17<br/> certify 20:3<br/> change 10:25 18:4<br/> changes 4:21<br/> charge 7:16<br/> Chicago 11:17<br/> choice 4:25<br/> circle 10:18 12:25 13:2 16:10<br/> 16:12,17,18,19,19,24,25 17:3<br/> 17:17 18:3<br/> circumstances 5:22<br/> cities 6:7 11:17<br/> City 4:5 6:7 7:3,21 8:2,4,6,8<br/> 10:17,21,22 12:3,4,5,9<br/> CJ 2:6<br/> clear 13:3<br/> Cleveland 12:8<br/> close 17:17,19<br/> closer 14:2<br/> coast 15:19</p> |



**come** 10:2 18:6,8  
**coming** 10:4 13:5,18 14:11,11,13  
 18:10  
**comment** 13:7 18:2,3,3  
**community** 4:10,18 5:3 6:16,18  
 9:17 12:11 13:10  
**commutes** 6:25  
**commuting** 9:10  
**competing** 12:6  
**concept** 8:22  
**concern** 13:20  
**concerned** 9:23  
**concluded** 19:7  
**CONGEL** 2:4 7:20  
**congestion** 8:20  
**connecting** 13:18,19  
**connection** 13:25 14:6  
**connectivity** 7:22  
**connects** 16:15  
**consisting** 20:6  
**construction** 4:11 15:23  
**control** 5:13 13:4  
**correct** 11:24  
**cost** 6:11  
**costs** 5:25  
**couldn't** 4:19  
**create** 15:8  
**created** 7:24  
**critical** 16:4  
**curbing** 13:3  
**currently** 13:21 19:3  
**cut** 14:13  
**cuts** 13:21

---

**D**


---

**dark** 13:15  
**DATE** 1:7  
**day** 20:10  
**day-to-day** 6:2  
**definitely** 12:24  
**delayed** 5:21  
**delays** 5:4  
**demographics** 5:16,18  
**DEPARTMENT** 1:3  
**destination** 8:7  
**destructive** 6:18  
**developed** 14:7  
**Dewitt** 18:4  
**direction** 8:23  
**directional** 13:3

**directness** 6:25  
**disrupt** 16:14  
**disservice** 4:17  
**distance** 7:2  
**doesn't** 5:13 7:12 14:3  
**don't** 8:10 10:5,19,24 11:5,10  
 16:13,14,22,24,25 17:14,15  
 18:12  
**DONALD** 2:5  
**double** 18:6  
**downtown** 9:11 14:2,14  
**dramatically** 4:16  
**drive** 6:10 8:7 10:20

---

**E**


---

**E.M.S** 4:6  
**east** 8:15 10:17  
**east/west** 7:22  
**economic** 5:24 6:12 11:18,21,25  
 12:12  
**effective** 6:17  
**effectively** 17:8  
**eight** 5:11  
**either** 10:19 17:11  
**elevated** 17:4  
**eliminate** 4:18  
**ellipse** 16:18  
**emergency** 4:14,24  
**employees** 5:10  
**enjoyed** 6:24  
**entrance** 17:7 18:7  
**environment** 9:4  
**environmentally** 15:2  
**ERIN** 2:4  
**everybody** 10:21 18:10  
**exactly** 8:10  
**existence** 10:16  
**exit** 9:24 18:5,6  
**expanded** 15:23  
**expedient** 4:20  
**experience** 4:13 15:18  
**extended** 18:25  
**extreme** 5:9 6:5  
**extremely** 4:20

---

**F**


---

**fabulous** 8:2  
**facilities** 5:10  
**fact** 10:22 18:5  
**factor** 5:5 6:5

**factored** 6:9  
**familia** 6:12  
**family** 6:12  
**fantastic** 15:19  
**far** 5:11 6:17 10:5  
**Faraday** 18:20  
**fastest** 4:23  
**fears** 14:8  
**feel** 8:9 11:19 13:13,15  
**feels** 13:12  
**FERGERSON** 2:8 16:9  
**field** 4:8  
**fifty** 6:24  
**filters** 13:23  
**find** 4:19 5:12,23 9:12 11:20  
 14:25  
**fine** 8:4 11:7  
**fire** 4:6  
**first** 9:15  
**five** 14:10  
**floral** 15:5  
**focus** 12:11  
**folks** 7:14  
**forces** 7:6  
**foregoing** 20:3,6  
**forward** 12:6,10  
**found** 5:8 12:7,8  
**frequently** 6:23  
**friendly** 15:2  
**front** 10:23 16:10  
**fuel** 5:25  
**functional** 16:20  
**funeral** 17:23 18:8  
**further** 18:21  
**future** 5:4

---

**G**


---

**gang** 8:12  
**Garfield** 16:15  
**gate** 17:6  
**Geddes** 9:24  
**Genesee** 1:10 18:11  
**gentleman** 18:18  
**getting** 5:12 8:14  
**gives** 4:15  
**glad** 9:17  
**gladly** 6:16  
**go** 7:6 9:17 10:6,16,17,18 15:9  
 15:10 17:2  
**goes** 13:21

**going** 4:21 5:4,5,8,10,11,19 6:3  
 6:3,7,10,11 8:11,19,22 9:13  
 9:25 10:3,3,5,5,20,25 12:5,10  
 13:4,19,20 14:8,9,12 15:24  
 16:23 18:5  
**good** 18:14,14,24,24 19:2  
**gray** 15:9  
**great** 6:13 13:17 14:23  
**greenery** 19:4  
**grew** 7:24  
**grid** 4:11 5:3 6:17 9:17 12:11  
 13:10  
**Grinnals** 2:3 4:3,4  
**grow** 15:4  
**growing** 12:2 19:4  
**guess** 10:23

---

**H**


---

**handling** 14:17  
**happen** 9:14  
**happening** 15:24  
**HARRINGTON** 2:7  
**HARRINGTON-ONEILL** 14:23  
**head** 7:7  
**hear** 12:22  
**hearing** 1:1,6 2:1 3:1 4:1 5:1  
 6:1 7:1 8:1 9:1 10:1 11:1  
 12:1 13:1 14:1 15:1 16:1 17:1  
 18:1 19:1 20:1,8  
**hereof** 20:5  
**hereto** 20:5  
**hereunto** 20:9  
**Hiawatha** 7:6,9 13:22  
**Higher** 5:2  
**highway** 6:14 7:20 8:13 10:15  
 14:12 18:10  
**highway's** 4:24  
**hill** 8:2,17  
**home** 7:23 16:23 17:23  
**hospitals** 5:19,20 7:25 8:5  
**hour** 6:8  
**houses** 16:13

---

**I**


---

**I-81** 1:6 13:19  
**I'd** 14:12  
**I'll** 10:21,22 12:23 16:24  
**I'm** 4:22 6:22 8:16 9:10,17,23  
 10:18,20,24 14:10 15:21 16:9  
 17:21,22,23

**I've** 4:7 15:18  
**I81** 1:1 2:1 3:1 4:1 5:1 6:1 7:1  
 8:1 9:1 10:1 11:1 12:1 13:1  
 14:1 15:1 16:1 17:1 18:1 19:1  
 20:1  
**Ian** 2:3 4:3  
**idea** 6:13 15:24  
**impact** 11:18 14:16 15:25  
**implement** 9:3  
**important** 11:20  
**impressed** 15:21  
**improve** 11:2  
**improvement** 13:18, 24  
**improvements** 13:11  
**improves** 9:4  
**incorporating** 13:25  
**increase** 9:25  
**indefinitely** 5:21  
**Interstate** 7:24  
**Irving** 5:8 13:16  
**issue** 11:24  
**issues** 7:4  
**it'll** 13:13 17:14, 15  
**it's** 5:5, 17 9:18, 25 10:3, 5 11:7  
 11:19 12:20 13:12, 23 17:10, 14  
 17:14, 15 18:9, 23

---

**J**


---



---

**K**


---

**keep** 11:3 14:3  
**KEN** 2:7  
**Kennedy** 16:13  
**kids** 16:22 17:2, 12  
**kill** 18:11  
**kind** 15:3, 4, 5, 6, 6  
**King** 16:11, 11  
**KIRK** 2:5 10:14 11:5, 9  
**knock** 6:13  
**know** 5:24 6:7 8:19 9:11 10:5  
 12:24 15:5, 8, 17 17:14, 15, 20

---

**L**


---

**Lafayette** 8:18  
**Lainson** 1:15 20:3, 12  
**land** 13:4  
**large** 11:17  
**Let's** 16:2  
**level** 9:25 10:5  
**levels** 5:2

**lights** 5:3  
**line** 15:23  
**listen** 6:16 9:2  
**little** 11:2 15:22 16:2, 22 18:21  
**live** 6:22 9:10 17:21  
**lived** 11:16  
**local** 4:4, 5  
**LOCATION** 1:9  
**logical** 5:14  
**long** 7:2 11:6  
**long-term** 11:25 12:12  
**look** 6:6 13:11  
**looking** 4:22  
**lot** 13:10, 12, 13, 22, 23, 24 15:18  
 17:20, 24  
**LOUIS** 2:3  
**love** 13:10, 17 15:16, 22  
**Luther** 16:11

---

**M**


---

**M.L.K** 16:12  
**maintenance** 8:21  
**majestically** 7:25  
**major** 6:7 7:25  
**mall** 7:6 13:22 14:3  
**maneuver** 18:14, 24  
**Marther** 16:11  
**Martin** 16:11, 11  
**massive** 4:21  
**material** 14:25 15:3  
**mean** 10:23 18:12  
**medical** 4:5, 8, 24 5:7, 18, 20  
**meeting** 9:15  
**messed** 17:8  
**minutes** 14:10  
**MOE** 2:7  
**multitude** 4:12  
**Municipal** 1:9

---

**N**


---

**name** 4:3 9:9 20:10  
**necessary** 12:13  
**need** 8:10, 25 12:18 16:17  
**needed** 9:16  
**needs** 7:22  
**negatively** 14:16  
**neighborhood** 17:22 18:21  
**neighborhoods** 8:6 14:15  
**new** 1:2, 11 6:7 7:11 8:15 11:17  
 15:21 17:4 20:2

**nice** 18:18  
**nicer** 13:12,12  
**noise** 9:24 10:4 14:24 15:7 16:3  
**non-ambulatory** 5:19  
**non-emergency** 4:14  
**north** 6:4,24 7:2,5,7 13:20,20  
 17:21 18:19  
**north/south** 7:22

---

**O**

---

**Oakwood** 16:15 17:7,22  
**obvious** 9:16,18  
**obviously** 4:24  
**October** 20:10  
**off-ramps** 15:22  
**offers** 11:23  
**Oh** 6:22  
**okay** 6:11 7:15 9:23 10:9,12  
 11:16 12:16,25 13:8 15:16  
 16:9 18:2 19:5  
**old** 8:21 17:6  
**on-** 15:21  
**on/off** 13:25  
**ONEILL** 2:7  
**Onondaga** 8:17  
**opening** 13:14  
**opportunities** 12:2 14:5  
**opportunity** 11:24 12:10  
**option** 6:17 17:14  
**options** 4:19 6:15  
**original** 10:24  
**overlooking** 8:2  
**oxygen** 15:8

---

**P**

---

**p.m** 1:8,8  
**Page** 20:5  
**pages** 20:7  
**parents** 5:19 16:24  
**parking** 5:12 13:22  
**part** 7:7  
**PAT** 2:8  
**patient** 4:16 5:4  
**patients** 4:8,13  
**Patricia** 2:4 9:9  
**patterns** 17:25  
**pause** 9:2  
**paycheck** 6:9  
**pedestrian-friendly** 14:5  
**people** 4:20 5:6,15,17 7:12,23

8:3,19 9:12 13:13 18:11,12  
**people's** 6:2  
**person** 6:3  
**Philadelphia** 11:18  
**PHILIP** 2:5  
**pick** 16:25  
**Pittsburgh** 12:8  
**place** 20:4  
**plan** 7:11 17:16 18:16  
**point** 4:23,23 11:10 18:23  
**points** 5:15  
**political** 5:14,15  
**politically** 4:20  
**politicians** 8:9  
**popular** 15:18  
**portion** 4:11  
**potential** 16:3  
**potentially** 11:19  
**poverty** 8:11 11:24  
**present** 10:15  
**prettier** 15:9  
**pretty** 15:8  
**probably** 15:7 17:5  
**proceeding** 19:7  
**proceedings** 20:7  
**procession** 18:8  
**professional** 4:13  
**progress** 11:20  
**project** 1:1,6 2:1 3:1 4:1 5:1  
 6:1 7:1 8:1,25 9:1 10:1 11:1  
 11:19,23 12:1,10 13:1 14:1  
 15:1 16:1 17:1 18:1 19:1 20:1  
**properties** 14:4  
**property** 14:3 16:16  
**protect** 17:11,12  
**protecting** 17:6 18:19  
**provide** 5:21  
**provides** 13:10  
**Public** 1:1,6 2:1 3:1 4:1 5:1  
 6:1 7:1 8:1 9:1 10:1 11:1  
 12:1 13:1 14:1 15:1 16:1 17:1  
 18:1 19:1 20:1  
**purposes** 4:24  
**pushing** 12:10  
**put** 7:11,24 8:5,25 17:7 18:7  
**putting** 11:22 17:4

---

**Q**

---

**quality** 8:21  
**question** 8:14

| quickly 7:3  | S  |
|--|--|
| R  |  |
| <p><b>R</b> 2:5<br/> <b>ramp</b> 13:16, 25 17:4, 5<br/> <b>ramps</b> 15:22<br/> <b>ready</b> 9:8 10:13 11:15 12:17<br/> 14:21 15:15 16:8<br/> <b>realize</b> 13:13<br/> <b>really</b> 4:22 9:17 12:11 13:9<br/> 17:9<br/> <b>reasons</b> 4:12<br/> <b>record</b> 6:19, 20 7:18, 19 9:5, 6, 20<br/> 9:21 10:10, 11 11:12, 13 12:14<br/> 12:15 14:19, 20 15:12, 13 16:5<br/> 16:6 20:7<br/> <b>redirect</b> 8:4<br/> <b>redirected</b> 8:8<br/> <b>reduce</b> 4:15 15:7<br/> <b>reducing</b> 15:20<br/> <b>reduction</b> 14:24<br/> <b>region</b> 4:16 11:22 12:13<br/> <b>regularly</b> 17:22, 23<br/> <b>Reiner</b> 17:18<br/> <b>reinvigorate</b> 12:9<br/> <b>relatively</b> 7:3<br/> <b>Renwick</b> 17:17, 20<br/> <b>replacing</b> 19:2<br/> <b>reported</b> 1:15 20:4<br/> <b>Reporter</b> 4:2 6:21 7:15, 17 9:7<br/> 9:22 10:7, 9, 12 11:4, 7, 11, 14<br/> 12:16, 20, 23 13:6, 8 14:21<br/> 15:14 16:7 19:6 20:12<br/> <b>require</b> 5:18<br/> <b>required</b> 4:22<br/> <b>research</b> 16:3<br/> <b>resident</b> 4:4 6:23<br/> <b>residential</b> 16:17<br/> <b>right</b> 7:17 10:9 11:4, 22 14:13<br/> <b>Road</b> 16:12<br/> <b>roads</b> 8:17<br/> <b>Rochester</b> 12:6<br/> <b>round-about</b> 13:2<br/> <b>roundabouts</b> 15:17<br/> <b>Route</b> 6:25 7:5<br/> <b>routes</b> 9:13<br/> <b>royal</b> 18:9<br/> <b>RUCKYJ</b> 2:5 9:23 10:8<br/> <b>running</b> 16:23, 23<br/> <b>RUSSELL</b> 2:6 12:18, 21, 25 13:7, 9</p> | <p><b>safer</b> 13:13<br/> <b>SAIDEL</b> 2:3 6:22 7:16<br/> <b>saw</b> 14:24<br/> <b>saying</b> 10:23<br/> <b>school</b> 16:21, 23<br/> <b>see</b> 7:14 15:17, 22 16:2 17:21, 24<br/> 19:3<br/> <b>seeds</b> 15:3<br/> <b>seen</b> 11:18<br/> <b>sending</b> 8:3<br/> <b>sense</b> 5:14, 14<br/> <b>separating</b> 14:3<br/> <b>September</b> 1:7<br/> <b>set</b> 16:21<br/> <b>settings</b> 4:14, 14<br/> <b>shift</b> 16:12<br/> <b>short</b> 11:9<br/> <b>side</b> 6:23 7:5, 8, 13 17:12<br/> <b>signage</b> 13:3<br/> <b>signal</b> 18:7<br/> <b>signs</b> 5:3 10:23<br/> <b>single</b> 6:3<br/> <b>sit</b> 6:8<br/> <b>sitting</b> 6:2<br/> <b>skyway</b> 7:21<br/> <b>slightly</b> 16:12<br/> <b>small</b> 12:2<br/> <b>snows</b> 9:12<br/> <b>Solenberger</b> 2:4 9:9, 10<br/> <b>solution</b> 9:2, 3<br/> <b>solve</b> 8:11<br/> <b>somebody</b> 6:13<br/> <b>sort</b> 7:10<br/> <b>sound</b> 18:18, 20, 24 19:2<br/> <b>south</b> 6:4, 24 7:2 8:16 13:20<br/> 14:8, 12 16:12<br/> <b>southbound</b> 18:6<br/> <b>spaces</b> 14:6<br/> <b>standpoint</b> 5:24<br/> <b>start</b> 11:14<br/> <b>state</b> 1:2 10:15 20:2<br/> <b>stated</b> 20:5<br/> <b>statement</b> 10:13<br/> <b>status</b> 6:12<br/> <b>stay</b> 10:15 11:2<br/> <b>STONEBURG</b> 2:7 15:16<br/> <b>stop</b> 5:3, 3 8:11 18:13<br/> <b>straight</b> 10:16</p> |

**Street** 1:10 5:8 9:24 13:23  
18:11

**streets** 14:17 16:19

**stuck** 9:18

**stuff** 13:3

**subject** 18:3,17

**subscribed** 20:10

**suck** 6:10

**supposed** 16:10

**sure** 12:22 13:2 14:17

**surface** 8:17

**surrounding** 14:14

**survive** 12:5,13

**Syracuse** 1:11 4:5 6:5 7:23,23  
17:21 18:19

---

**T**

---

**take** 5:6 8:16 10:19,22 12:18  
14:12 16:13

**takes** 14:10

**talk** 5:24

**talked** 18:17,17

**talking** 6:6

**tens** 8:5

**Thank** 7:17 9:19 19:5,6

**that's** 6:5,9,9,11 7:14,23 8:10  
11:9 13:7 15:10,10,10,17 16:4  
16:4 18:2,14,14,16,16

**there's** 7:13 9:2 13:2,24

**they're** 9:13 10:25 18:25,25

**thing** 9:14,18 14:18 15:18 18:4

**things** 5:20

**think** 4:17 6:5 11:10,21,23 12:9  
13:10,12,17,24 16:3,24

**thinking** 16:9

**third** 18:17

**thirteen** 4:9 8:21

**thought** 6:13 17:13

**thousands** 8:6

**tie** 16:19

**time** 1:8 5:5 15:23 20:4

**token** 7:7

**town** 1:9 6:23 7:9

**towns** 8:18,19

**tractor** 10:2,4

**traffic** 5:2,9 6:2,8 8:20 9:4,25  
13:4,21,23 14:2,9,15 15:20  
17:20,25 18:7,8,10

**trailers** 10:2,4

**training** 11:25

**transcription** 20:6

**transformational** 11:23

**TRANSPORTATION** 1:3

**transporting** 4:8

**travel** 6:24

**tree** 15:5

**trees** 13:14

**true** 20:7

**trying** 5:12,15,16 18:11

**Tully** 8:15,18

**twelve** 4:9

**twenty** 9:11

**two** 7:4,8,14 16:19

**type** 14:18

**typewritten** 20:6

---

**U**

---

**uncontrolled** 18:9

**unintelligible** 16:14 18:22

**university** 7:25 8:5 17:18

---

**V**

---

**vacant** 14:4

**Valentine** 18:20

**viable** 12:4

**viaduct** 1:1,6 2:1 3:1 4:1 5:1  
6:1 7:1 8:1 9:1,16 10:1 11:1  
12:1 13:1 14:1 15:1 16:1 17:1  
18:1 19:1 20:1

**view** 11:21

**Village** 18:22

**vine** 15:6

**violence** 8:12

**volunteer** 4:7

**votes** 5:16

---

**W**

---

**W** 1:10

**walls** 14:24,25 15:9

**want** 6:6 7:8,21 8:7 10:14,15,16  
10:17,19,24,25 11:2,3,6,8  
14:16 18:12,12,13

**wasn't** 12:21

**way** 11:3,20 14:9 17:5,11,13

**ways** 12:7,8

**we're** 6:6 10:3 17:23

**we've** 7:4,10

**went** 9:15

**west** 6:23 7:5,8,13 10:17 14:11  
15:19

|   |   |
|---|---|
| <b>what's</b> 4:22 13:5 15:24   | <b>4TH</b> 20:10  |
| <b>WHEREOF</b> 20:9   | <b>5</b>  |
| <b>winded</b> 11:6  | <b>5:54</b> 1:8   |
| <b>WITNESS</b> 20:9   | <b>6</b>  |
| <b>woods</b> 19:4   | <b>690</b> 7:10 8:15 10:17 13:18 14:2 14:11   |
| <b>work</b> 4:4,6 5:6,10,12 6:3,8,10 9:3 15:7 17:14,15                                | <b>7</b>  |
| <b>worked</b> 4:6,7   | <b>7:47</b> 1:8   |
| <b>working</b> 4:13   | <b>8</b>  |
| <b>works</b> 6:4  | <b>81</b> 4:11,15 6:25 7:5,9,24 8:16 9:16 10:16,20 13:20 14:2,12 17:7 18:22                                 |
| <b>wouldn't</b> 17:19   | <b>9</b>  |
| <b>wrong</b> 8:22   | <b>9-23-2021</b> 1:1 2:1 3:1 4:1 5:1 6:1 7:1 8:1 9:1 10:1 11:1 12:1 13:1 14:1 15:1 16:1 17:1 18:1 19:1 20:1 |
| <b>wrongs</b> 8:12  |   |
| <b>X</b>  |   |
| <b>Y</b>  |   |
| <b>yeah</b> 11:5 18:24  |   |
| <b>year</b> 8:21  |   |
| <b>years</b> 4:9 6:24 7:4,11 9:11   |   |
| <b>York</b> 1:2,11 6:7 8:15 11:17 20:2  |   |
| <b>you'd</b> 16:17  |   |
| <b>you're</b> 5:8 6:7,10 9:8 10:13 11:15 12:16 14:21 15:15 16:8 17:3,4,6 18:5,19 19:2 |   |
| <b>Yup</b> 10:8   |   |
| <b>Z</b>  |   |
| <b>zagging</b> 8:20   |   |
| <b>zig-</b> 8:19  |   |
| <b>0</b>  |   |
| <b>1</b>  |   |
| <b>1</b> 20:5,7   |   |
| <b>10</b> 9:24  |   |
| <b>13219</b> 1:11   |   |
| <b>1967</b> 8:13  |   |
| <b>2</b>  |   |
| <b>20</b> 20:7  |   |
| <b>2021</b> 1:7 20:10   |   |
| <b>23</b> 1:7   |   |
| <b>3</b>  |   |
| <b>4</b>  |   |
| <b>4600</b> 1:10  |   |
| <b>481</b> 8:15 10:18,22,25 18:4,6,8 18:22 19:3                                       |   |