Appendix M-6
Online Comment Forms

Part 4

Date	Name	Comment
October 13, 2021	Abold, Sue	As a lifetime resident of central NY and living north of Syracuse, I believe the existing overhead bridge system would be better than the community grid option. Emergency transportation to the hospitals traveling on the community grid will be detrimental to arriving to the hospital quickly. Also, I'm not sure why the 5th ward question is necessary, one side of 81 is commercial, college and cemetery, the other residential. Where is the problem?
October 11, 2021	Achimore, Linda Achimore	Do not save Route 81 or any of it's on/off ramps thru the city. It was always an dangerous eyesore at the very least. I saw the damage it did when it was built and continues to inflict on a potentially vibrant community.
July 20, 2021	Adams, Joseph	Since the plan is to maintain the current portion of I-81 that runs from Mattydale to I-690 in Syracuse, I believe the negative impact on the businesses along that highway will be minimal. What has been overlooked are the great opportunities for business to be established along what is now I-481.
October 14, 2021	Addley, Jemola	Just build the god damn grid already. It's been more than 10 years talking about this thing. Syracuse needs a revitalization, and community is it. Not the mall. Downtown won't die, ambulances won't have problems getting to the hospital, and the suburbs will be fine. Anyone who has a problem with it, will still have a problem with it, even if they get their way, and 81 is rebuilt, or we get magicians to build a tunnel. Fact is, this highway is a cancer on the city of Syracuse. Cut it out, stop the bleeding, and rehab the city.
October 12, 2021	Adsitt, Linda	I have been attending the I-81 Project meetings from the beginning of the public forums. I have written many comment sheets, but I have never received any feedback. I'm again going to write my thoughts. The hybrid plan preserves the vital high speed route through the CENTER OF THE REGION as well as simultaneously allowing the community grid for passage and activities. Some of the many reasons for choosing the hybrid plan are -The I-81 expressway connects ALL areas in all directions. -Eliminating 1.5 miles of the direct north-south corridor A. Will discourage business from and with the city B. It will make commuter nightmares for area residents C. It will NOT help the south side areas "connect" with other areas; i.e. the environmental justice issues will not be resolved because it will not change the lives or living conditions of the south side residents nor the disenfranchised. D. The western side of the city will have NO connection with I-81 N or S -The 1.5 miles of the community grid (without the I-81 expressway) would be like creating an Erie Boulevard through the city; the result would be A. Increased congestion on city and neighborhood streets that were never meant to handle heavy traffic B. 8,000+ employees will be jammed onto the "Grid" that will be like an Erie Boulevard C. It would negatively impact the local economy, small businesses and jobs throughout the region because it would divert business traffic around the city D. The slow traffic (stop and go traffic) in a community grid would increase the hydrocarbons and slow down any EMS & 1st responders' efforts as well as commuter time E. The community grid alone is NOT efficient. F. Postal carriers, delivery services, repair services, medical services, students, IT and maintenance workers, vendors and suppliers need the I-81 North-South connection. G. Rt. 690 will also be affected negatively. 690 will end putting traffic onto Genesee and West Street as well as Crouse & Irving H. The community grid by itself will create GRID LOCK! -Rt. 481 is already at full capacity. -Using Rt. 481 will take business away from the city. -I-81 is part of the Federal Highway system. It services out of state citizens, local citizens, NY state citizens, as well as international citizens like Canadians. I-81 serves as our national defense, trade and interstate shipping & commerce I-81 can be compared to other Federal Highways like I-95 through Richmond, VA, like I-95 through Jacksonville, FL, like I-75 through Atlanta, GA, like I-5 through Seattle
October 11, 2021	Adydan , Dave	We don't need a grid it would be stop and go traffic plus you would have more air pollution by the stop and go traffic. You are asking for trouble by putting it at ground level. Leave well enough alone
August 30, 2021	Alexander, Bob	I am old enough to remember using the Valley to get to downtown, Forestry School, and Sears from my home in South Onondaga. It's been interesting to read about how the current highway was designed. Was it racism or following the geography or part and parcel to the 'urban renewal' that left blocks and blocks empty for decades? Would I have done differently? How was it negotiated with the Onondagas? Why wasn't the western side of 481 built? What was the 15th Ward like and how were businesses and residents compensated? This process has been interesting for me to follow and to question. Can a viaduct be racist? It will complicate- change- some of my travel plans- getting to Upstate, Erie, Downtown, I will use 481 more, Valley Drive to South Ave. Perhaps utilize the West Side more. I am NOTin favor of the alternatives that I have seen - skyway, tunnel…though I am concerned about effect of traffic through the South Side communities. I am concerned about fear of stop and go traffic leading to increase of personal isolation. I haven't seen the design for a round-about and don't u derstand the effect on MLK etc. I do think this process has been long and thoughtful enough and appreciate the chance to offer my thoughts. It's time to move on

Date	Name	Comment
August 9, 2021	Alger, Cheryl	I am writing to express my concern over the community grid option for Rt. 81. I live in the Eastern suburbs of Syracuse, where Rt. 481 is the major access to either routes 81 or 690. I am concerned that the additional congestion moved to 481, due to need to bypass the community grid option, will lead to congestion and an even more dangerous highway. In addition, when you consider the new warehouse at the Kirkville road area, and the traffic and vehicles required to move goods and materials, this makes for a dangerous situation. Some people say the change in the highway will lead to better business opportunities for downtown. I respectfully disagree. As a person who drives into downtown from the suburbs for work and enterainment, I already experience the extreme traffic issues and challenges involved in gaining access to downtown for restaurants, etc. This problem needs to be resolved, and it is extremely difficult to see how the community grid options helps alleviate this issues. The additional difficulty posed by traffic circles and traffic lights, as well as congestion similar to Erie Boulevard, will discourage me from patronizing downtown businesses and restaurants. I think the intended effect could have the opposite effect. I understand the history of Rt. 81, and the idea that the creation of the highway dealt a devastating blow to the less advantaged neighborhoods in the downtown area. I understand that the idea of the community grid is to help make the situation more equitable. Unfortunately, the history of downtown Syracuse is similar to the histories of downtowns in beautiful and successful cities across the country. Rt. 81 is not the cause of poverty and lack of advantages for those in the downtown area. The economics are much more complicated than just changing the highway. Thank you for the opportunity to provide comments against the community grid option. I hope that this opportunity to provide comments is not a perfunctory exercise, and that the views of the larger community are taken into account.
September 13, 2021	Alkhouri, Hani	I am aware that stupidity has a price to be paid. Therefore, keep the current structure (after updates) And save everyone the price of stupidity
October 12, 2021	Andersen, Kristi	I strongly support the Community Grid and want to make it clear that the suburbanites who oppose the grid (e.g., many of the Town Supervisors in Onondaga County) do NOT speak for all of us who live in Central New York. It is clear that taking down I-81 in the middle of the city will be beneficial for the health of the people living near/under the highway and that the proposed boulevards and streets will help to connect downtown and S.U. I have noted that despite the nay-sayers' claims that "ambulances need to use I-81", the hospitals say that to the contrary, being able to use the street grid will make it easier for ambulances to move through the city. Not to mention the health benefits of getting rid of the I-81 overpass. Another objection to the grid is that it will make everyone's commute much more difficult. This ignores the fact that careful simulations of various commutes show that they will NOT be significantly longer with the grid. I have lived in Cazenovia for 37 years, and commuted to Syracuse University for most of those years. I am an elected member of the Cazenovia Town Board.
October 8, 2021	Anderson, Paul	One would only have to drive from SU or one of the Hospitals with the traffic communing from business in the downtown area to see the problem moving the traffic in the area.
September 7, 2021	Anderson, George	I wish I was going to be wrong, but what ever we may want then they have already made up their minds what they are going to do. The meetings are just a way to make you think they are listening. I have liveed here since 1974. The way it is right now, allows the maximum traffic through the city and exits that allow us to get where we want conveniently. If the way that they are shooting for will cost businesses a great deal and their bottom line may cause them to close and leave a lot of empty hotels and businesses. I oppose the blvd route.
October 12, 2021	Angier, Claire	I fully support the community grid option. It would assist with economic growth in the city. So many good things are starting to happen in Syracuse, let's keep the momentum going.
October 12, 2021	Antonucci, Giovanni	The community grid is the best option for Syracuse and it's residents for several reasons. Environmental justice is chief among these. Rates of childhood asthma in communities located closest to I-81 are disproportionately higher than other parts of the city: this is no coincidence. In order to right the wrongs of the past, and provide relief to this impacted, the community grid must be made reality.
October 12, 2021	Apraez, Reina	Please replace I-81 with the community grid! It is the most economically beneficial, racially just, and environmentally viable option! Please consider moving the entrance further south from Dr. King Elementary. This will help open back up the Historic Oakwood Cemetery entrance and also provide better safety and noise barriers from children learning.
October 14, 2021	Arcidiacono, Samuele	I support the community grid! Please, let's not be distracted by the cash grab of a few. A better city will improve the overall economy in the long run, so I don't even think that saving the I-81 would help the same corporations that are very vocal right now.
October 12, 2021	Armstrong, Sharon	Fix 81 leave it where it is. 481 is busy enough!
October 13, 2021	Arras, Paul	I am in favor of the community grid as an opportunity to transform our city in a positive way for future generations.
October 14, 2021	Atkins, Ryan	The community grid is the best proposed solution we have to address historical social and economic inequality created by the placement of 81 through downtown. Save 81 is clearly bought out by special interest groups like Destiny USA, and they don't speak for the majority of people in the Syracuse area. The community grid won't meaningfully harm economic prosperity in the Syracuse area, and it will do people who live downtown a whole lot of good. Opposition to the community grid seems to be from wealthy special interest groups who think they will lose money, and suburbanites who currently don't have to experience any of the downsides from 81's existence but get to experience all the benefits. The community grid would create a more equitable, peaceful, and attractive city, and we should absolutely approve this measure.

Date	Name	Comment
September 21, 2021	Auringer, Amelia	As a Landscape Architecture undergraduate student at SUNY College of Environmental Science and Forestry, and neighbor and steward to Oakwood Cemetery, I would like to advocate for restoring access to Oakwood Cemetery's main entrance gate, currently severed from the city by Interstate 81. A redesign of I-81 to a slower, lower-volume road, would minimize noise and visual pollution in Oakwood Cemetery generated by the highway. However, the current community-grid design alternative has the potential to increase noise pollution in the cemetery as trucks and cars brake upon approach to the proposed traffic circle. To mitigate this, extending Almond Street's traffic calming beyond where it is currently proposed to either Colvin or Brighton Avenue, would be beneficial and inclusive of Oakwood Cemetery. If a non-community grid alternative is chosen, it is our hope that access and environmental and cultural impacts to this federally and locally protected site be considered and addressed. Oakwood Cemetery is a major resource; historically, culturally, locality wise, as well as vital public green space. It is used daily by students and faculty from both Syracuse University and SUNY ESF, as well as residents of the east-side adjacent neighborhoods. A connection to the southside and downtown through the historic main entrance gate provides an unmatched opportunity to reconnect the city through a pedestrian safe and serene park-like setting, as it was originally designed and utilized for decades. It is an opportunity to right the environmental injustice that occurred through the original construction of I-81 which devasted and inequitably separated the southside community from the rest of the city. This connection would also provide new activity leading to renewal and revitalization in the most historic sections of the cemetery which, is in itself a major asset to the city of Syracuse. Currently these sections are out of sight to most, having been left to demolition by neglect, vandalism, and considered dangerous. It is important to note that Oakwood Cemetery's current administration (non-for profit) does not have an interest in restoring access to Oakwood's historic main entrance gate. However, our ask is that I-81 be designed so that future administrations could if they chose. This is a once in a lifetime opportunity to holistically address circulation, environmental justice, reweaving the urban fabric, and so much more in Historic Syracuse, while celebrating the creativity of the rural cemetery movement of the 19th century. I urge you to consider righting this wrong and restoring access to Oakwood Cemetery's historic main entrance gate. As it's been said, this is a once in a lifetime opportunity.
September 23, 2021	Austin, Kathleen and Thomas	First and foremost, as residents in a small village outside of Syracuse, we already experience the effects of large non-local truck traffic(18wheeled) and believe building a grid will increase the traffic flow for these trucks. Many trucks haul and dump trash at the Fingerlakes landfill. The trucks will want to conserve time if the grid is built, and will exit route 81 near Cortland, driving through small towns, producing noise and pollution, and wearing out roads designed for residential areas. Also, increased truck traffic congests local business areas, and increases potential for accidents with pedestrians and local vehicles. Additionally, if the trucks have an accident and crash, potentially the load could pollute the Fingerlakes, especially Skaneateles, which serves as the drinking water source for Syracuse.
September 23, 2021	Auwaerter, John	I-81 has caused great damage to Oakwood Cemetery, a National Register-listed property within the I-81 project area. Aide from ongoing noise and visual pollution into the most historic section of the cemetery that faces the highway, I-81 blocked the main entrance and connection to the city that had existed since 1859. It also demolished the cemetery keeper's lodge and entrance park at the end of Oakwood Avenue. Most importantly, this blockage severed the front of the cemetery and made it largely unviable for continued use. There is a direct correlation between construction of I-81 and the abandonment of the entrance gate and the nearby office and chapel, along with the drive system, which are all contributing historic resources that today stand abandoned and in deteriorated condition. In addition, the Southside has been robbed of its connection to this historic greenspace, which is a social justice issue. To the existing Oakwood Cemetery administration, the original section adjacent to I-81 does not fit their business model, and they are unwilling to invest limited cemetery funding in preservation of historic resources such as the gate, old office, chapel, and road system. The deterioration is so advanced that it would take years for the cemetery friends group, the Historic Oakwood Cemetery Preservation Association, to raise needed funds. Unless there is substantial public funding, and renewed access to these resources, it is unlikely they will be saved. I urge DOT and the FHWA to right the wrongs caused by I-81 on Oakwood Cemetery by providing funding for preservation and restoration of the historic resources most severely impacted by I-81, as part of environmental mitigation. Viable reuse of these resources, in particular the old office and chapel, is also largely dependent on I-81 being redesigned to provide access to the main gate. Mitigation and restored access provide the best hope of preserving and restoring Syracuse's most significant historic landscape and make it accessible to all city residents, including the people of the Southside. Thank you.
September 6, 2021	Aylward, Philip	My prior comment drew a response from another commenter on SAVE81 which I wanted to share: https://www.facebook.com/Save81/posts/4430192743713346?notif_id=1630814731256426&notif_t=comment_mention&ref=notif please include this dialogue as a comment
October 13, 2021	Aylward, Philip	The Community Grid is wholly inadequate for Syracuse's future. I favor the Tunnel/Grid but consider the Harriet Tubman Skybridge is a valid COMPROMISE.
September 4, 2021	Aylward, Philip	I'll tell you a story from my time as Community Development Coordinator for the City of Oswego. We had approached the NYS DOT in Syracuse about funding the Route 481 extension from Fulton to Oswego. They had no interest in such a project. A NYS Bond Act came along and we went back to the DOT. They said the traffic counts did not support building it and to make matters worse Construction on Nine Mile Two was coming to an end. I contacted the head of Sargent, Webster, Crenshaw & Folley at Nine Mile and asked how the workers commuted to the job from the Syracuse vicinity. He told me the workers used Route 6 rather then Route 481. I went to Senator Barclay with this documentation and we got our funding. The State DOT is under the direction of the politicians who serve New York City with any budget funds available. The State DOT plans only what they are told to plan. Unless Syracuse rises the project will get as little as possible. As a retired person who still cares the message is that citizens need to rise up to save their future. The Grid by itself will strangle Syracuse's future. Plan for our future needs.
October 11, 2021	Azzoto, Laurie	Bridge with the grid is the best option. Traffic needs to move, not slow down.
September 15, 2021	Azzoto, Laurie	Traffic needs to move, not be stop and go. The grid with the Harriet Tubman Bridge is the answer. I don't have to go downtown a lot thankfully. My Dad had two stays this summer at Crouse Hospital. The summer traffic was horrendous to get onto I81 and 690 W. Something needs to be done about that interchange from Harrison St. With just a grid, I would be at lights forever.

Date	Name	Comment
September 15, 2021	Babcock, David	On page 6-145, the DDR/DEIS reads, "...the Viaduct Alternative would not result in adverse cumulative effects on neighborhood cohesion" or any "adverse indirect effects on land use." Please explain or revise these statements. To me, the Viaduct Alternative would have profound adverse impacts on neighborhood cohesion with its removal of many buildings and further physical and economic. breakdown of the community along and adjacent to its path. Also, where in the DDR/DEIS are the cumulative effects of the original elevated highway discussed? Such a discussion would help understand effects of the wider and taller Viaduct Alternative.
September 15, 2021	Babcock, David	On page S-5 of the Executive Summary, Hiawatha Boulevard is listed as within the project limits. However, on Figure 6-3-1-2a, Bear Street is shown as being within the Community Grid project limits instead of Hiawatha Boulevard. From boards presented at the Neighborhood Meetings, it appears to me the intent is to enhance Bear Street as part of this project, not Hiawatha Boulevard. Please clarify and revise as warranted.
September 3, 2021	Bailey, Robert	The sky bridge is a great ideal to bring the pollution from the highway to the street is a bad ideal need fast access to the north and western suburb going 481 is out of the way
July 20, 2021	Baker, Chris	The community grid option is unfair to residents and businesses in nearby towns. Stick with the viaduct!
October 14, 2021	Balbuena, Miguel	I live at about 650 feet away from the I-81 viaduct and I experience firsthand on a daily basis the deleterious effects that the pollution coming out of it has on my health, well-being and life. In the long term, after its completion, the community grid option has the potential to mitigate this pollution. But, within the estimated five years that would take such project to be finished, the removal of the viaduct and the construction of a new layout in this area could most likely increase contamination for my neighborhood as it could kick up lead and other toxic chemicals into the air. These lead particles have been deposited on the soil over an extended period of time before the lead was banned from the gasoline used by motor vehicles. Excavation of the soil would release the toxic particles into the community breathing atmosphere. In order to measure the effects of this toxicity, I suggest the government paying for voluntary testing among the residents along the area impacted by the project so as to assess how the lead in their blood varies overtime. My proposal would require establishing a baseline by drawing blood samples from these residents before the project gets started and then periodical further drawings to assess the evolving situation. Without the baseline we would not know if the lead in their blood came from the project implementation or not. I have been living in the vicinity of the viaduct, for three-and-a-half years now, in a stick-built home whose walls consist of two parallel plywood boards with an empty space between them. My house also has two glass windows facing the viaduct. Neither these walls nor windows are effective in blocking the loud noises coming from I-81 to the point that there is a negligible difference between exterior and interior noise. Even when wearing a hood over my ears and cotton swabs in my ear canals, very few nights I have been able to get a sound sleep because the noise coming from the viaduct traffic greatly exceeds the threshold established for having normal nocturnal rest. And, also due to the vehicular noise, during daytimes it is difficult for me to perform activities at home that require mental concentration such as reading or studying. The noise levels have been measured by downloading a specific application into a smart phone. In addition, maps published recently indicate that the area by South McBride Street is a hotspot with the loudest acoustic pollution in the whole city of Syracuse. All of the houses in the block surrounded by Rose Avenue, South McBride Street, East Raynor Avenue and Oakwood Avenue have plywood walls, so their occupants are in a same predicament as myself. Other buildings, such as Dr. King Elementary School, have brick or concrete walls, but still, I hear parents and teachers complain about the noise being directed toward the classrooms by the vehicles whizzing down I-81. The proposed construction of noise barriers along the viaduct could reduce the current and future noise levels to a certain extent but they are not likely, in my estimation, to mitigate them to get to a situation similar to that of a residential area not adjoining the viaduct. Therefore, in order to complement the noise barriers, I suggest that the government distributes noise-cancelling earbuds or headphones, such as those being offered by Bose, to the community members living in the affected area. These noise-cancelling devices could be one set appropriate for overnight wear and another bulkier set for daytime activities. In regards to the roundabout and other traffic-calming measures proposed in the Draft Environmental Impact Statement to be built next to Dr. King Elementary School, the best option, in my opinion, is to move the roundabout to a spot between East Colvin Street and East Brighton Avenue.

Date	Name	Comment
October 14, 2021	Balbuena, Miguel	I read in a local newspaper that a member of the I-81 Department of Transportation team said that the alternative of moving the roundabout to the East Colvin Street and East Brighton Avenue was not feasible because, once drivers leave the roundabout, they would speed toward the school. Nonetheless, these prospective speeding could be prevented simply by installing speed bumps and speed cameras equipped with an automatic number-plate recognition system, similar to the devices going to be installed in the I-90 Thruway in order to enforce speed limits in its work areas. In fact, this type of cameras could be installed currently on the viaduct as I have noticed that speeding has become, for many years, the norm in the viaduct. The signs posted by the viaduct indicate that the speed limit in it is 45 miles per hour. Nevertheless, I see motorists flaunting the law by driving their vehicles in a frequent basis at around 70 miles per hour on the right lane and 80 miles per hour on the left lane. We know that speed levels are positively correlated with noise levels, so this situation means that lack of enforcement of speed limits on the part of the authorities charged with doing so is leading to a lack of compliance on the part on the drivers. Some neighbors think this situation constitute legally a dereliction of duty. The fact of the matter is that this negligence is having the health of the residents of this part of the South Side negatively compromised to benefit the convenience of the drivers on I-81. The aforementioned enforcement of the 45 m.p.h. speed limit in the viaduct nowadays will all also send a clear message to the neighbors that the New York State authorities are serious when they say in the DEIS that they will set a 35 m.p.h. speed limit on Almond Street (now running under the viaduct) once the community grid option gets underway. Otherwise, what is the point of having a 35 m.p.h. if it is not going to be enforced. My final suggestion is that the removal of the viaduct could be prevented and still fit the community grid. The way to doing this is by keeping all or part of the viaduct deck, and turning it into the second level of a park similar to the Highline Park in New York City. Thus, the deck will serve as a link between people living or working on both sides of Almond Street, instead of serving as a barrier as it is now. It could be a park with two levels if we also count the street level. The asphalt on the deck could be replaced by grass. Both levels could have benches and amenities plus establishments such as ethnic eateries and smoothie bars to serve as a gathering place for South Side residents and individuals in the so-called Eds and Meds area, i.e., students, faculty, administrative employees, medical doctors, nurses, patients, etc. This alternative would have the extra benefit of saving the costs of removing the viaduct and preventing the pollution associated with this activity.
August 14, 2021	Bandelin, Debra	How about incorporating Haudenosaunee (original occupants) and African American (neighborhood that was destroyed) aesthetics/motifs/references in the look. Out of respect and commitment to rebuilding community, acknowledging the past and as a point of interest.
August 14, 2021	Bandelin, Debra	How about incorporating Haudenosaunee (original occupants) and African American (neighborhood that was destroyed) aesthetics/motifs/references in the look/design. Out of respect and commitment to rebuilding community, acknowledging the past and as a point of interest.
September 9, 2021	Barnello, James	Noise abatement should be included on Towpath rd. Opposite Butternut rd consideration. This would make more sense since it's the side RESIDENCES live. My house backs up to rt 481 and you can't hear yourself think because of traffic on the highway now, I can't imagine what its going to be like when 481 becomes 81. Please consider my family and my neighbors and include a noise abatement on our side of 481. It makes sense!!!!
October 14, 2021	Barnett, Cassidy	I am in favor of a community grid alternative. We have an opportunity to do right by the communities who live the closest to the I-81 eyesore. Historically, the building of this interstate has inflicted environmental racism on the community who previously lived there. Climate change is not going away. It is only getting worse because we do not take action when we should. Now is the time to take action and since we know better, do better. We need to consider long term solutions, and the health and well-being of the communities that this project would/already has directly impacted. We don't need a quick route to the mall. We need to invest in community. It is impartive that we move the round-a-bout circle, as far away from Martin Luther King school- where the youth and leaders of the future are just starting their lives. Black and marginalized folks are the ones baring the brunt health effects of climate change…(higher rates of asthma, inflammation, etc) and to neglect their health in favor of a mall is environmental racism. If you choose to ignore this comment, I want you to know that you are directly harming others.This is an opportunity to create a better world for so many people. A better city, a better community. Please don't mess this up and hand it over to people who do not intend to do well by anyone but themselves.
September 10, 2021	Baron, Mike	I am representing Empire Crane Company out of Syracuse, NY. I am here to find out when/who will be needing cranes to possible tear the viaduct down. We are a bear crane dealer, thus we sell/rent cranes as well as rotating Magni telehandlers.
July 28, 2021	Barr jr , Robert w	The route 81 upgrade is not a community project. It is an interstate project. If Federal interstate funds are being granted then it should be used for an interstate. Yes probably the community also needs some upgrading or even relocating but don't use highway money for what it is not intended for we need the route 81 to continue through the city.We People's that live in the western side of Onondaga county wWould half to go about 15 miles east past 81 and turn around and come back to Nedrow to get onto 81 south. This is wrong four Lakeland Solvay Baldwinsville Seneca knolls Plainville Kato Weedsport Auburn. These places take 690 to 81 south. We do not want to go all the way to Dewitt and then back to Nedrow to go 81 south. For sure 81 needs to be upgraded. It was designed in the 50s and built in the 60s. The early morning Traffic is sometimes at a standstill with the vehicles from 690 west coming in too close to the offramp for the hospitals this needs to be improved. No doubt the area under 81 is poor perhaps a new housing area needs to be built elsewhere. These should be two separate projects. Feel free to call me. Robert W Barr jr 315 481 8372. Thank you
July 19, 2021	Barr, Sharon	What a mess this city will be while under construction only to end up with a permenent mess. Leave it the way it is and just repair it!
September 10, 2021	Barry, Chuck	I've commented on this previously & just want to add my support for the community grid only if it includes the Harriet Tubman Bridge or something similar to it. This would allow for the continuing free flow of traffic through the city and be of service not only to the city, but, the entire metropolitan area. Thanks.

Date	Name	Comment
October 8, 2021	Barry, Chuck	The recent publicity on this project seems to be the roundabout near Dr King school. As I've stated before, the best solution for everyone is the construction of a bridge, such as the proposed Harriet Tubman Bridge, in addition to the community grid idea. That could remove the need for a roundabout as an exit from the highway to the grid would be needed. I know the cost would be more, but, the service to our entire community & beyond would be enhanced & would payoff in the long run. Thanks.
August 18, 2021	Bartlett, Ted	I have taught the Introduction to Historic Preservation class for the School of Architecture at Syracuse University. A few years back our class was discussing the I-81 issue and the impacts the existing viaduct has had on the Syracuse community since the viaduct's construction. As a preservation class, the students brought up the issue of what, if anything, will remain of the I-81 viaduct after the proposed project is completed. Further discussion pointed out that regardless of how you might feel about the existing I-81 viaduct, it certainly has impacted downtown Syracuse (positively or negatively, but an impact) since its construction. It has played a major role in downtown Syracuse's designs, circulation, architecture, and community planning. With that thought in mind and noting that preservation seeks not to obliterate history but to document design history for future generations to appreciate and understand, an idea from the students came forward that merits discussion and possible consideration. Why not as part of the reconstruction of the grid pattern after the viaduct demolition, could not one or two of the iconic "T" concrete pylons, say near I-690, be retained as a remembrance of the viaduct after it is gone. Their distinctive size, materials, and design could be woven into a stand-alone green space and kept as posterity to remember the viaduct. Maybe even with some interpretive materials. I know at first thought, the idea might not seem sensible, but in discussions with numerous folks and several in community planning, they thought that it made sense and encouraged me to submit it to DOT for consideration. I think that it has potential for something very distinctive to come of the viaduct demolition. It would be a challenging and fun experience to develop the plans for it, and certainly not be of excessive costs or require inordinate maintenance costs. So before you dismiss the idea out of hand, please give it consideration.
October 14, 2021	Bass, Rachel	The community grid is the only fair and viable option for the city of Syracuse. Anyone who doesn't have to live under or next to a viaduct shouldn't be allowed to condemn the residents of affected areas — whom white supremacist civil engineering initiatives like I-81 have marginalized for generations — to decades more physical segregation, highway pollution and noise, etc. just because it might slow down suburbanite commutes by a few minutes a day.
July 19, 2021	Becker, M> James	Let's look at history. I-81 and Adams Street in the past has had air pollution problems. What do you think will happen with a community grid? Do you really think an over the road driver with a delivery at Destiny will go 30 to 35 miles out of his way (using 481 & 81 south) to make his delivery. Dream on, he will drive the 1.5 miles on the community grid. Look at what happens in Skaneateles, NY when over the road drivers avoid Thruway tolls. Our elected officials have had the opportunity to see if the community grid would work. For one week close off the on ramp to I-81 north at Harrison Street and close the off ramp for Harrison Street from I-81 south. See if the employees that work around downtown Syracuse can use the present day community grid to get to work and go home. I do not think it will work and so do our elected officials or they would have tried this experiment. Also why not place this on a November ballot and let the people of Onondaga County decide. This did not happen because our politicians know how the vote would end up. The only way to update I-81 within the same footprint, with regulation right and left shoulders, wide enough driving lanes, and exits before on ramps, is to stack the roadways. Other cities have done this. I-81 does not divide Syracuse any more than 690 does.
August 31, 2021	Bennett, Joe	The community affected most by I-81 has been clear from the beginning of this process. The grid is the only way to go to begin correcting the wrongs done by the original viaduct. We must also make sure that ALL the people and their posterior who were displaced originally can come back to affordable living spaces and amenities.
October 12, 2021	Bequer, Kerry	I work and reside in the city of Syracuse, NY. STRONGLY SUPPORT the Community Grid option. To rebuild 81 as is would be just another travesty in a never-ending series that are inflicted on the people of this city, state and nation. Do the right thing. Give this city what we want and need.
July 18, 2021	Bergsbaken, Bart	In many big cities, there is a circle that goes around the city. 481 will and does well serve the eastern suburbs. if 695 had been completed the western suburbs would be equally well served, the problem is that 695 was never completed. If you were coming from south of Syracuse and you need to go to Baldwinsville or Liverpool there is a significant impact on this trip. Either take surface roads thru the city to connect with 690 or get off at Cortland and go up thru Skaneateles on either 41 or 41A. Neither option is correct. If 81 is being torn down Interstate 695 needs to be completed.
October 4, 2021	bernecker, ralf	Shame on you for utilizing tax payers monies for disrupting our city. has anyone considered the pollution this will be adding to our city. i live less than a mile away from 81 and have lived here for 36 years. i am not looking forward to the increase in traffic nor the increase in commute time. please stop manipulating the public on how their lives will improve.

Date	Name	Comment
October 13, 2021	Beyer, Andrew	I attended the first public hearing held at the Syracuse OnCenter. I reviewed the proposals and had the opportunity to ask questions. I believe I'm reasonably knowledgeable about the Community Grid option. I have a concern that the Community Grid option won't work as intended. There is a large number of vehicles traveling on I-81 that are passing through and have no interest in stopping in Syracuse. I believe that many of these drivers will see that the section of I-81 (formerly known as I-481) will take them far out of their way, adding many miles and minutes to their trip. Drivers may reason that they can avoid those extra miles if they just drive through the city and rejoin I-81 on the other side of the Community Grid. Sure, they'll have to slow down to 30 MPH and put up with a few traffic lights but hey, the I-81 on ramp is right there on the other side, versus approximately 14 miles out of their way. That temptation to cut through the city will put a lot of extra vehicles on the streets that the DOT may not have planned on. The Grid + Skyway plan is substantially more viable than the Community Grid alone. It takes into consideration the volume of traffic passing over the city, preventing it from interfering with city streets.
July 19, 2021	Bisnett, Laura	The roundabout is a joke. It will be worse than Carrier Circle! It needs to go. Just use regular traffic lights instead.
October 12, 2021	Blackmon , Mark	As a resident of Syracuse I want to hope that all residents' comments are given more weight than the 'carpetbaggers' who do not live here. It is our community that the viaduct has ripped apart and the community grid will begin to heal this wound. Don't let these idiots who do not live here ruin this important project for the city. Also, move the traffic circle in front of MLK school elsewhere.
October 12, 2021	Bleier Long, Amy	I live in the suburbs, work downtown and would like to voice my support for the community grid option. I hope that as these plans progress, that the health, safety, and well being of the city residents most impacted will be given the utmost consideration. This is a chance to make things better.
September 10, 2021	Bliss, Leslie	It is important for the community grid option to proceed--for all the reasons that have been presented by the community and state. However building a roundabout next to Dr. King Elementary School is clearly NOT an acceptable solution for redirecting traffic (to using alternate routes or driving into the city). It is dangerous for children walking to/from school, it impacts families living in the neighborhood, and causes increased air pollution and noise in an area designated to be a learning and community center for our next generation of children i.e. school. Other design options need to be considered. Thank you.
August 18, 2021	Bobrycki, Claire	As a 30 year resident of Outer Comstock neighborhood, I and my friends and neighbors use Oakwood Cemetery for recreation, quiet greenspace, and historical explorations. I advocate that the community grid be extended to and the old arch and entrance be rehabilitated for the sake of preservation and wider access to this local treasure.
September 1, 2021	Boleslav, Rudy	Leave I-81 exactly as it is. No changes except to improve the super-structure. It is the best option
October 5, 2021	Boullosa, Christopher	Route 81 and 690 allow for ease of travel from one side of Syracuse to the other. The lack of a thorough way through Syracuse will add time to all travel through Syracuse. Lost time should be factored into the economic cost of the project. Please make repairs / renovations to interstate route 81 as it exists now.
July 16, 2021	Boyd, J. (Registered as anonymous)	I think the option is great for making the city feel more connected. I have worked at Crouse Hospital for 11 years and spent much time in the neighborhoods that would be effected by this option. There is a feeling of great separation with the way things are designed now. At work i find myself constantly defending the city and its neighborhoods to my coworkers. As soon as they punch out they immediately flee to the suburbs. This community grid option gets people more familiar with there surroundings, while providing opportunities for businesses and often overlooked neighborhoods to get more exposure. With the addition of more exits serving the campus/ hospitals i believe it will help ease rush hour traffic. With its close proximity to lower income neighborhoods, removing this barrier may encourage resudents to seek employment at the nearby hospitals or restaurants. It may also encourage people to try to seek out an education at S.U. With the current setup these facilities seem out of reach even though they are within walking distance.
September 5, 2021	Boyer, Greg	As a local homeowner who will be affected by this project, it is time to move forward with the community grid option. Continuing to consider option to appease business interests that may or may not be affected needs to end. The community grid model offers the best option for the revitization of the down town area. I am concerned about specific aspects of the community grid model, such as the close proximity of the traffic circle to Martin Luther King school. These need to be addressed, but not by delaying the entire plan
August 10, 2021	Boyle, Michael	Considering that the Federal Government is funding the major part of this project we should go back to the 1950's to understand why the Viaduct currently exists in its current form. The Federal government in the 1950's decided to follow the plan of President Eisenhower who was impressed with the Autobahn in Germany. The German Army was able to move troops and war material throughout Germany very quickly and General Eisenhower wanted to copy this concept in the United States after the war. The current Viaduct was built so the military could move troops rapidly to secure the northern border and supplement Fort Drum in case our northern neighbor became an enemy. Securing the St Lawrence Seaway was the main reason Ft Drum exists today. People forget that in the 1950's Syracuse Hancock field served as a component of the NORAD Northeast Defense sector and the current Viaduct was built to support it. The current I81 and I90 footprints were established to create multiple road arteries for the movement of troops and war material across the state and Syracuse was a critical junction in that plan. I would like to know what the Pentagon thinks of the community grid considering the main reason we have the Eisenhower Interstate Highway System in the first place is to be able to defend the country in time of war? Since the Federal government is paying for the majority of the costs has anyone sought insight from the Pentagon? Why would we want to have one less highway artery to move troops and equipment if in the future we find ourselves in a unforeseen war? We need to keep the current Viaduct structure in place to support our national defense needs. Syracuse is a critical road and rail junction in the Northeast to support our national defense strategy and taking down the current Viaduct and not rebuilding it will only weaken our ability to defend the country in a future conflict.
September 7, 2021	Brady, Jerome	I want you DOT Officials to approve a Viaduct option for the final decision for Rt 81. REBUILD THE RT 81 WITH THE ELEVATED HIGHWAY, AND IMPROVEMENTS TO EXITS FOR THE HOSPITALS. I DO NOT WANT A COMMUNITY GRID…

Date	Name	Comment
August 9, 2021	Branagan, Willie	I say a strong "NO" to the Community Grid alternative for the following reasons :•increased congestion on city and neighborhood streets that were never meant to handle such heavy traffic; •added drive times to key locations, guaranteeing that Syracuse will no longer be the "20-minute city" we all love; •and the addition of more than a dozen traffic lights, further slowing down our city with all the extra bottlenecks. This would be a waste of funds. If one looks at cities the size of Syracuse and larger, all of them have viaducts to enhance traffic flow. Citizens have complained that I-81 divides the city. However, it does not, any more than Route 690 does, Given specific areas of our city, the viaduct plan needs to be maintained, e.g., Syracuse University, Upstate Medical Center/Medical School, Crouse Hospital, Destiny. These institutions require expediency in being able to reach medical facilities (most important!). I would suggest the all of the talking heads, both locally and State, stop the rhetoric and the waste of further spending, and make the decision in FAVOR of replacing the viaduct.
October 12, 2021	Braun, Evan	I am a resident of Syracuse, NY and I support the Community Grid.
October 12, 2021	Brennan, Leslie	Community Grid is the best idea for Syracuse. Save81 is all about keeping the richest in the area rich.
August 4, 2021	Brinkerhoff, Jeffrey (Registered as anonymous)	I fully support the ideas proposed in this article on Syracuse.com: https://www.syracuse.com/opinion/2021/08/preservationists-i-81-plan-must-restore-access-to-historic-oakwood-cemetery-your-letters.html Namely that if the community grid option is chosen, that the 'boulevard' should be extended much further south, to at least Colvin and possibly Brighton ave. This would allow many opportunities to reconnect the severed parts of the city, and create usable green space where once a wall/interstate stood, including repairing the damage done near Oakwood, and many other areas. This is a once in a lifetime (literally) opportunity and it should not go to waste. Many other cities (most recently Rochester NY) have chosen to undertake similar projects as part of urban re-planning. For the Rt 81 project it would seem a travesty to do so much reconstruction other places and simply leave this long, wide, depressed highway cutting straight through a number of neighborhoods. I work in the area at Syracuse University, and I also lived in the Valley for 15+ years, and I see first-hand every day how damaging the construction of Rt 81 through this part of the city was in 1964. This is an opportunity to remedy that, especially considering that there will be literally no need for such a large "entrance ramp" to the boulevard section of Biz 81. Extend it all the way south to Brighton, or nearly so, and reconnect the city.
September 9, 2021	Brisson, Nancy	I have lived in Syracuse for 76 years. I wish I believed a community grid would correct all the mistakes of the past but I don't think it will serve to erase the divide between neighborhoods. Getting rid of the dark gloomy streets under 81 is a great idea. Unless there are plenty of pedestrian bridges over the highway, I'm afraid it will be a death trap. However who knows how climate change initiatives will change the ways we approach moving people and goods. The plans look attractive, reality often disappoints.
October 13, 2021	Broderick, Matthew	I am writing to express support for the Community Grid option to replace the I-81 viaduct in downtown Syracuse, and thank you for your efforts in developing this approach. As a resident of and business owner in the City of Syracuse I have seen the continued growth and transformation of the City, especially the downtown. The Community Grid will be a crucial next step in solidifying that growth and ensuring a vibrant City at the heart of a vibrant Central New York community. As an employer in downtown Syracuse, I rely on the vibrancy of downtown Syracuse to attract and retain talent. We are a specialized business which must often recruit and relocate talented employees from other regions, and we know that the Community Grid's positive impact on the City of Syracuse will continue to improve our success at retaining valuable talent here in Central New York. For that reason, the Community Grid is a critical component to the continued growth and long-term success of our business.
October 13, 2021	Broderick, Matthew	I am writing to express support for the Community Grid option. In a historic context, the Community Grid provides the opportunity the begin healing an historic injustice. The original construction destroyed the Black community in that area and the continued presence of the viaduct is both a daily reminder of that injustice and a source for ongoing harm, including health impacts. A reconstructed viaduct, even if named for Harriett Tubman, as some have recently suggested, does nothing to redress that injustice or rebuild the adjacent community. The Community Grid is the opportunity to do that.
October 13, 2021	Broderick, Matthew	I would also like to request some refinements to the Community Grid approach as the design is further developed. Specifically, to ensure that the maximum community impact is gained, and the most is done to knit together the two currently isolated sides of 81, I suggest two improvements to the right-of-way: To the greatest extent possible, the project team should work to narrow the Almond Street right-of-way to achieve a more human-scaled, urban street. The currently planned 197 foot wide right-of-way undermines its potential as comfortable and valued urban space, and we are confident based on other cities' experience that the project goals can be met with a right-of-way that is closer to 120 feet wide. This narrower, "right-sized" street will ensure it does not feel like an inhospitable environment for those outside of vehicles, and therefore does not reinstate a perceived barrier between neighborhoods. Returning land to the community for new development is a critical factor in the success of downtown. We cannot replace an elevated barrier with a new, inactive space that is uninviting to pedestrians. Rather than the vast open spaces that NYS DOT shows occupying the former highway footprints on the east, north, and west edges of downtown, we ask that the land be returned to the city or county so that they can facilitate new development. A narrower Almond Street right-of-way establishes an even greater area of developable land. This will both increase tax base and enable future vitality within our city. Providing an opportunity for buildings along these corridors to create new "street walls" will be a key factor in the success of the project and strengthening the adjacent neighborhoods.

Date	Name	Comment
July 20, 2021	Brown, Duncan	As a resident of the City of Syracuse (Ward 17-15), I strongly support the DOT's identification of the Community Grid Alternative as the preferred alternative, as described in S.4.5 of the executive summary. The current location of I-81 through downtown Syracuse produces significant separation between the university/east-side neighbourhoods and the south/west-side neighbourhoods harming communities as we as removing valuable land from the downtown commercial and university districts. Re-rerouting I-81 along the existing I-481 corridor and constructing the community grid will address these issues. Given that I-81 bisects the City of Syracuse, I would expect that the community grid option will have an even more positive impact on the City of Syracuse than the Park East Freeway removal [1] had on the City of Milwaukee. I have no concerns about the routing of I-81 through the I-481 corridor and welcome the improvements at the current I-481/W. Genesee St. interchange. I strongly endorse the recommendations and look forward to the realization of the community grid. [1] https://city.milwaukee.gov/DCD/Projects/ParkEastredevelopment/Park-East-History
October 6, 2021	Brown, Jim	Rebuild RT 81 at or near it's present location through Syracuse!
August 24, 2021	Brown, Michael	I stand in solidarity and support of the Urban Jobs Task Force and the NYCLU. The 81 viaduct has been destructive to the community, specifically low-income communities of color, for decades. Now is the time to make a positive change by making sure that any plans for the future involve a land transfer policy, land trust for the eight acres directly east of Martin Luther Ming Blvd., and a guarantee that jobs generated by this project go to the people living near the viaduct so the affected communities can benefit from these changes.
October 12, 2021	Brown, Michael	I would like to voice my support for the Community Grid. It is the ONLY viable option to fix the 81 viaduct that has been a stain on this area for years. The so-called “save 81” movement is being funded by shadowy anonymous donors and run by the same people who funded the disastrous Destiny USA project, an over-promised and under-delivered tax scheme masquerading as a mall. Do the right thing for the people of Syracuse, the community grid is what’s best for all of us
October 13, 2021	Brubaker, Heather	I support the community grid. I am advocating that the proposed round-about near Dr. King Elementary School be moved further to the south to protect the students from noise and pollution created by the I-81 infrastructure. I am advocating that ALL roads/streets/areas that are being designed for "CARS" or vehicular transportation need to be designed with "complete streets" in mind: that they all include sidewalks and accessible bike paths or bike lanes in addition to the necessary pathway for vehicular traffic; that they all include street trees and associated greenspace that provide visual and physical separation between pedestrians/bikers and vehicular transportation.
October 12, 2021	Brubaker, Matthew	I support the community grid. I support local jobs and local opportunities. I support / advocate for additional funding for mass-transit as a means to lower overall dependence on single occupancy vehicular traffic.
October 12, 2021	Brubaker, Matthew	Thinking of "Air Quality" as an irreplaceable "natural resource" this proposed project needs to do more to protect all citizens of Syracuse. Fundamentally we need to fully support and promote the community grid option for I-81. I support the community grid option. We need to advocate that the south round-about adjacent Dr. King Elementary School me moved further to the south. I am advocating that the round-about proposed near Dr. King Elementary School needs to be moved further to the south. ALL roads, streets, areas that are being designed for "CARS" or vehicular transportation also need to be designed with "complete streets" in mind. Meaning, they all shall be proposed with sidewalks; accessible bike paths or bike lanes; and the necessary pathway for vehicular traffic.

Date	Name	Comment
August 12, 2021	Brunner, Roy	According to the Draft Design Report/Draft Environmental Impact Statement: "The purpose of the Project is to address the structural deficiencies and non-standard highway features while creating an improved transportation corridor through the City of Syracuse that meets transportation needs and provides the infrastructure to support long-range transportation planning efforts." The once obvious intent of this statement was to replace the deteriorating viaduct and, in the process, improve the Onondaga interchange. Remedying the structural deficiencies and improving safety was necessary, reasonable, and practical. That was more than ten years ago; then the state threw open the project for comment, and state and city politicians began a campaign to undo alleged injustices from 60 years ago and pursue other pet projects. The original objective has been hijacked, as the Impact Statement now includes contrived goals of: •"The need to improve pedestrian and bicycle infrastructure. •Provide transportation solutions that enhance the livability, visual quality, sustainability, and economic vitality of greater Syracuse. •Address vehicular, pedestrian, and bicycle geometric and operational deficiencies" Why cut out this artery, is it really to improve pedestrian and bicycle infrastructure, is that really a priority for the hundreds of thousands of citizens in the region, and does this justify spending billions of taxpayer dollars? To see how important the pedestrian and bicycle infrastructure is to Central New Yorkers, I suggest someone count the pedestrians and bicyclers along the "Connective Corridor" or that use the new green path that bisects Erie Boulevard. I have yet to see even one walker or one bicycler along those routes. So, what purpose will be served by addressing the pedestrian and bicycle geometric and operational deficiencies? None! The False Narratives regarding Replacing I81 with a Boulevard: The principal argument offered by persons advocating for the elimination of I81 from the I481 interchange on the Southside of the city through downtown Syracuse is that it bisects neighborhoods. The narrative goes that removing the interstate and replacing it with a boulevard would reconnect those neighborhoods. Interestingly, I81 does bisect neighborhoods in towns and villages for its entire length, such as Tully, LaFayette, Nedrow, Mattydale, North Syracuse and Cicero in Onondaga County but I drive I81 virtually every day and I have endeavored to identify where these bisected City neighborhoods exist. Simply stated, they don't. While it is incontrovertible that several residential city streets are perpendicular to and terminate at I81 all along the west side of the highway from I481 to Adams Street, there are almost no homes on the east side. As you drive north looking to the right in succession are auto body and former manufacturing buildings along Brighton Avenue, a construction company's offices, about a dozen houses on Berwyn Avenue and then Oakwood Cemetery which runs all the way to the ESF housing complex and Dome parking lots. Thereafter as I81 heads north paralleling Almond Street, there are parking lots, parking garages, medical buildings, a psychiatric center and the like on either side of the highway. Hardly neighborhoods. Two other very important facts are: first, there is a significant elevation change between the west and east sides of the highway for its entire length and second, there are railroad tracks on the east side that run parallel to I81 the entire distance from I481 to Adams Street. Are people living on Elk Street and State Street going to cross the new boulevard, climb up the steep hill and cross the railroad tracks to visit with their handful of neighbors opposite them on Berwyn Avenue? Do the residents on Amherst want to visit the construction offices or stroll Brighton? Do the residents of Pioneer Homes want to be directly adjacent to the Carrier Dome parking lots.
July 16, 2021	Buchanan, Stuart	I believe that there could be impacts to routes outside of the Project Area that will be impacted by implementation of the Project. I am specifically concerned about traffic, and particularly large truck traffic, travelling from the south to western NY destinations. They currently have a fairly smooth transition from I81 N to I690 W through the city, but this would not be the case under the proposed project, likely resulting in more truck traffic choosing to exit onto routes 80 in Tully and 20 in Lafayette to travel to the west. We have already seen a significant increase in waste haulers from NYC and other large truck traffic over the past couple of years on Route 80 west of I81. Have you looked at the how areas outside of the Project Area would be impacted by the Project?
October 14, 2021	Bunce, Casey	I support the new proposal for the I-81 through DeWitt. I do NOT support the "save I-81" initiative. The new proposal I belive will better help the Syracuse area grow and prosper
October 13, 2021	Burdick, Molly	Replacing I-81 with a community grid will benefit the Syracuse community in a number of ways. First of all, people who are just passing Syracuse on the highway will either go around the city, thereby limiting the amount of car emissions in the city, or decide to drive through the city, thereby benefiting Syracuse small business owners on the community grid. It should also be noted that while the construction of the highway originally displaced a large Black community, the community grid option provides an opportunity to provide Black-owned businesses a space to thrive.
October 13, 2021	Burnell, Amy	The list of completely unreasonable situations this will cause is endless, such as increased time for the travel of emergency vehicles… Increased time for anyone trying to get from one side of the city to the other… Increased travel time for the working class to get to their jobs… The whole picture has not been developed…The cost to reroute electrical lines, phone lines, gas lines, etc. has not been calculated to anything even close that needs to be added to the cost of this 15+ year nightmare of a project.
July 19, 2021	Burns, Robert	As a resident of the suburbs in Southern Onondaga County, I am concerned about traffic problems if we are trying to get to a hospital by ambulance. I am also concerned that truck traffic will use alternate routes (Rt 80, Rt 20, Rt 41) to avoid Syracuse.
October 4, 2021	Burton, Matthew	This section of the highway[through Syracuse] was NEVER properly maintained and the engineers know it.The goal was to provide for traffic to exit or enter the city [or not] with the least amount of interference to the residents or the traffic below.The engineers[or other personell] who designed this should be commended for accomplishing this.I do not know if NOW IT IS ECONOMICALLY feasible to repair or replace the existing structure.There is no maintenance like NO maintenance.These are my feeling on the matter and I felt I SHOULD SPEAK MY MIND ON THE MATTER.
October 1, 2021	Butler, Suzie	This will cause HUGE GAP TO GET TO Liverpool & Cicero areas! 481 is NOT EQUIPPED FOR TRAFFIC OR LIGHTING! STOP THIS PROJECT! You're bankrupting the area of business with your POOR CHOICES!
October 13, 2021	Button, Sara	I support the community grid. I ask that you please reconsider the round about and it's location. I think it should be further away from the school.
October 7, 2021	Byrnes, Larry	The Community Grid will be a major mistake. Traffic must have a high speed entrance and exit to center city Major damage to businesses. Center city, northern and eastern suburbs will be a mess and commercial will be devastated.
August 17, 2021	Byrnes, Lawrence	Exit 3 can not handle traffic. If 481 is closed for any reason, there is no alternative. Majority of public is against in change.. This will the mistake of th century
August 9, 2021	C, Bonnie	Please, please save the I-81 viaduct. increased congestion on city and neighborhood streets that were never meant to handle such heavy traffic; added drive times to key locations, guaranteeing that Syracuse will no longer be the "20-minute city" we all love; and the addition of more than a dozen traffic lights, further slowing down our city with all the extra bottlenecks

Date	Name	Comment
October 14, 2021	Caiazza, Joshua	I think the Community Grid plan looks great! Looking forward to seeing what it can bring to downtown!
October 12, 2021	Caiazza, Timothy	The community grid is the best option for the city of Syracuse and the surrounding communities. And offers the city a tremendous opportunity to build a city people spend time in, not drive through, which will in turn bring in more economic development to the city.
October 12, 2021	Caiazza, Timothy	The community grid option is the cheapest while also providing the same levels of service, so the answer is clear that we should go with the community grid.
August 2, 2021	Calderwood, Bryce	A statue or memorial dedicated to the people and history of the 15th ward where I-81 was built on top of a community that couldn't fight to save their neighborhood because of their skin color and economic status
July 16, 2021	Caloia, Lisa	As someone who lives south of the city and travels back and forth to the Western suburbs in the early morning and late evening hours each week, a bridge is the most efficient solution for my transit. I do not need to be driving through 13 city intersections at those hours to go shopping or stopping for a cup of coffee. I can't imagine trucks returning to warehouses in the north and west (McLane, Anheuser Bush, Pepsi, Amazon...) are going to be very efficient driving the grid, either. There are lots of vehicles who don't need to be clogging downtown streets when you have all that hospital and university traffic on street level who must be. Eliminating the bridge is short-sited and ill-conceived. In eliminating a bridge to repair the ills of our past is a fallacy as sending all that traffic to street level will only put that ward in more danger - with air pollution, traffic in a heavily walked area (including school children), and regentrification of a neighborhood that serves to force them out in lieu of higher rents, and re-use of the area to the university and Upstate medical---both non-taxpaying businesses. It's a travesty this Grid-only solution has gotten this far. I have been to the meetings and there's been no opportunity/forum for meaningful dialogue...just the DOT cramming their lame idea down on everyone there with their glitzy poster boards. UGH. We can do better. We MUST do better. We owe it to the future of our region.
October 12, 2021	Caltabiano, Jeff	Hello. I grew up in Syracuse and after 25 years away am now once again a resident and homeowner. I am a trained urban planner (MA from UCLA, 1999), have worked with communities around the country (NYC, L.A., Washington, DC, US Virgin Islands, etc.) for the past 20+ years, and have traveled to cities big and small around the world. I am well aware of the history of urban renewal and segregation by design in the US. As an informed professional and a concerned citizen, it is quite clear that I-81 must be torn down and replaced with a community grid. It is well beyond time to tear down this eyesore and bring this city into the 21st Century. It's time to put people and community first, not cars and corporate interests. Consider multiple publics, not just drivers and retail. As someone who grew up near one of the country's most populated lakes with a parkway along its outer edge, I am well aware of what happens when corporate interests and automobile culture take precedence over all else. This needs to change and a community grid - built with thoughtful design considering pedestrians and bicyclists! - would be a good start. Thank you.
August 17, 2021	Campbell, Callie	I'm in favor of the community grid option. I think the original construction of the highway through the city was a mistake and hurt the community and economy, and the community grid can be a step towards mending those wrongs. I also think the construction should go to construction workers in Syracuse--keep the money in the community.
October 5, 2021	Candela , Stephen	As Mr. Spok would agree, there's only one logical option. That would be the suspension bridge over the city. It would satisfy both sides. There would be the grid which I believe would greatly hurt the city economically, it serves no logical purpose, plus there would still be the ever important flow of traffic to all the businesses in Salina and to the north. There is also an important benefit to the bridge option. It would keep the city of Syracuse visible to travelers going north and south. Isn't that a very important detail to would be business looking to locate here. Plus the bridge is a fabulous structure, so eye appealing that people would be in awe. The city skyline would become globally recognizable. The future of Syracuse depends on the bridge option. If the grid only option is used, Syracuse will just fade away, it's only pure logic.
July 27, 2021	Candela, Stephen	First off, I believe rerouting 81 around the city is totally illogical. Is not the best way to promote the city is to make it visible to travelers? Not to mention the negative impact it will have on many businesses in and around the city. The Dome is the only internationally known structure in Syracuse. Families with children are able to see the dome up close and are impressed. Some of them may be future athletes on the hill, and by seeing it may persuade them to come here. By diverting onto 481 the only people who will see our city are people on business, or to visit a relative. People sure don't come here for a vacation. So I believe either keep 81 through the city or build that beautiful suspension bridge over the city that would make syracuse recognizable internationally. Plus you could also have the community grid. All problems solved. Thank you.

Date	Name	Comment
October 14, 2021	Canfield , Laura	Save81 has campaigned on fear mongering and misinformation to satisfy their own selfish objectives, and they have engaged in obstructionistic tactics to thwart progress for our community. We will not stand by and allow them to shamelessly promote the preservation of a deleterious status quo. Syracuse and CNY deserve better. We need progress, and we will move forward with the Community Grid. The Community Grid is the least expensive and most sustainable option, preserves historic buildings, is preferred by first responders because of better connectivity and traffic dispersion (e.g., no inescapable logjams like with highways/arterials), and is most likely to stimulate investment, development, and growth which will increase the tax base and benefit local schools. Cities across the US and in other countries that removed urban elevated highways all saw major benefits in economic development, traffic flow, and quality of life. None of the cities saw any drawbacks or downsides to the community grid. None of them miss the elevated highways. Most cities avoid having highways in urban centers in the first place (e.g., have the highway go around the city and have an at-grade business route take people into/through the city). There would be no changes to long haul trucking with the grid, as the trucks will simply use the highway loop around the city if they are not planning on stopping in Syracuse, and there is no significant travel time difference. As with other elevated urban highways, our existing raised viaduct has contributed to an economic dead zone in the surrounding area (e.g., dramatically decreased property values next to the viaduct). The existing viaduct was called a “planning blunder,” but it has been far more destructive to our community than a simple mistake, and we cannot allow it to continue on its pernicious course. The existing viaduct is tied to a history of racially discriminatory practices of redlining and concentrated poverty, and so it’s removal in concert with socially conscious redevelopment plans like Blueprint 15 has potential to work towards righting the wrongs of the past. We cannot perpetuate more of the same with a viaduct option, and we owe it to our community to learn from past failings and move towards a better tomorrow. I support the Community Grid and the opportunity to move forward in a positive way for Syracuse and for the CNY region.
October 12, 2021	Carioti, Maureen	I just want to add my support for the community grid idea!
August 4, 2021	Carlin, Tom	I am writing to add my voice to the growing chorus of calls for a serious reconsideration of the proposed I-81 reconfiguration. As an IT consultant, my clients depend on me to respond immediately in the event of a serious situation. For some clients, minutes of downtime can translate to thousands of dollars of lost revenue. My ability to be onsite quickly is an essential piece of their business continuity planning. The community grid only option will add many critical minutes to my response time, and seriously impact those businesses that rely on my services and other support service providers like me. We have heard much about how when I-81 was constructed in the 1960’s there was not enough thought given to the potential impact it might have, and the subsequent negative affect on some communities. I am afraid that we are making the same mistake again. While there has been some discussion among some communities, too many important constituencies critical to the economic viability of Central New York have not been sufficiently heard from. Nor has the real, significant, and irreversible negative impact to our economic infrastructure been fully assessed. While there is no denying that the current viaduct needs to go, rushing into a plan that is so drastic and consequential is foolish. Focusing on the community grid when other options are available, we will find ourselves once again discussing how shortsighted and ill-conceived the plan was. I am confident that if we research how communities across the country are reconnecting neighborhoods successfully and if we engage in an open and honest dialogue we will develop a plan that we can all be pro
August 17, 2021	Carlson , Cynthia	I think that the Community Grid is a terrible idea. There should not be a traffic circle built near a school. The increased traffic will be a danger to the children attending the school. The traffic from Interstate-81 should not be directed onto our city streets. I am a taxpayer in Syracuse. I live on the eastside and I am completely against the Grid being built.
September 8, 2021	Carrier, Kevin	If we maintain a raised 'bridge' for the section of 81 through downtown Syracuse, we can pay for this section of road with E-ZPass tolls for non-Onondaga County residents who wish to use this section of 81. No toll stations/personnel needed. No change for local community. Ultimately no ongoing cost to County/State/Feds. We are building bridges all over the Northeast at this time (I travel for work and see them). E-ZPass can identify drivers and charge (or not charge) depending on drive's registered location (Albany thruway and Massachusetts are examples) and charge depending on type of vehicle. Downtown Syracuse is not appropriate for interstate highway traffic.
October 3, 2021	Carroll, Havilah	The Community Grid Alternative is the best option for the city of Syracuse. The destruction of the 15th ward is an awful part of history that has done untold damage to the community. It can't be reversed, but the city can make a decision going forward to put the needs of the residents of the city above the interests of outsiders. It's important that while the construction is done, the residents in nearby areas are not harmed or inconvenienced by the construction. As a city resident I look forward to losing the eyesore of the current viaduct and gaining a more connected, beautiful Syracuse community.

Date	Name	Comment
October 14, 2021	Carroll, Timothy	The I-81 viaduct project will result in significant disruptions to traffic patterns throughout the region if the community grid option is adopted. I stand in strong opposition to any change that increases the time or mileage for travel through Syracuse. The Finger Lakes region has struggled for many years with interstate truck traffic exiting 81 and traversing local roads to reach destinations to the west of Syracuse. Drivers cited faster times, lower mileage and overall cost savings as the leading reasons for exiting 81. The bottleneck imposed by the community grid option will exacerbate these issues. Syracuse does not have a complete ring road and west-bound traffic will resort to secondary roads to maintain travel times equal to the existing viaduct. The community grid can not be considered until the west has the equivalent highway to what the east has with Interstate 481.
October 8, 2021	Castello, Daniel	I am writing to express my concern that a community grid would negatively impact my business. I am located in Camillus and make house calls all over CNY as a provider of animal behavior consulting services. I frequently travel along the current I-81 Viaduct which saves many valuable minutes in my tightly scheduled days. While the Viaduct needs to be repaired and updated to reflect modern traffic patterns, I still feel that the current structure is superior to the proposed community grid. I can only expect the grid to function much like the current city grid which means traffic and widely varying travel times. Detouring around on 481 presents similar challenges if everyone else also detours. The uncertainty means I will have to factor longer travel times into my day and I will be forced to offer fewer appointments per day. This will result in a loss of income for me and for the county and state in the form of the taxes which I pay. I cannot be the only one affected in this way. Please consider us when you decide on the viaduct vs gridlock. Thank you.
October 12, 2021	Cathcart, Michelle	I GREATLY support the community grid!
October 12, 2021	Charnay, Katharine	As a New York citizen, it is my firm belief that the community grid proposal for I-81 does not meet the ethical or environmental justice standards that should be important to those in power. While the purpose of the I-81 Viaduct Project targets the correct problems such as structural deficiencies and non-standard highway features in the I-81 corridor, the stated goal of “creating an improved corridor through the City of Syracuse that meets transportation needs and provides the transportation infrastructure to support long-range planning” is a harder goal to reach. The solutions proposed do not solve the problem, in fact, they create and add to the existing problems for those that live near the I-81 corridor. I agree that we need to “develop a plan for the future that best serves the community” but the proposed community grid is far from best serving the community. Joe Driscoll, 5th District Councilor, Transportation Chair for Syracuse Common Council, said it best when he stated, “Assemblyman Magnarelli's vision of finding consensus by building a community grid which includes a new viaduct or bridge, wildly misses the point entirely. What we currently have is a grid with an elevated viaduct, and it has led to the creation of a neighborhood with the second highest rates of asthma and heart disease in the state, and some of the highest levels of racial and economic segregation in the country”. I also agree with Mr. Driscoll’s statement that by making necessary improvements to the viaduct, it will not take away all of the existing problems that have been created for this community, but that does not mean we must be forced to agree with officials who believe that by making the viaduct even larger and wider it will somehow be an improvement on the quality of life for Syracuse's citizens. Understandably, a lot of damage has been done to the communities that exist near the 1-81 corridor and we are past the point of being able to reverse a lot of that damage. However, going forward, we need to seriously consider how the building of a community grid will only be adding to the problems that exist for residents who are currently suffering from health issues caused by traffic and noise pollution. We must remember that environmental justice must be at the forefront of any decisions made rather than an afterthought. Environmental justice calls for the fair treatment of all people, meaning no group of people should bear a disproportionate share of the negative environmental consequences resulting from industrial, governmental, and commercial operations or policies. Finally, it goes without saying that Executive Order 12898, which directs federal agencies to take the appropriate and necessary steps to identify and address disproportionately high and adverse effects of federal projects on the health or environment of minority populations and low-income populations to the maximum extent practicable, was likely enacted to avoid the problems we are seeing proposed for the I-81 Viaduct. Section 6-7 of the proposal for the project states, “Many of these [negative] effects would occur in identified environmental justice communities. NYSDOT proposes mitigation measures to minimize these effects on the public, including environmental justice communities; however, it is not feasible to fully avoid the effects of the Community Grid Alternative in environmental justice communities.” I do not agree that “it is not feasible to fully avoid the effects of the Community Grid Alternative in environmental justice communities.” It is feasible. We must find a way to protect those that will be put at further risk if this project were to go forward and go back to the drawing board to find other alternatives to the community grid. Thank you.
October 13, 2021	Chesebrough, Kate	Hello, I am writing to express strong support for the community grid alternative. This will allow downtown Syracuse to better connect with University Hill, and other neighborhoods, after decades of planning decisions that have disadvantaged those residents on the west side of the current highway. This highway is a known example of planning efforts that disproportionately put poorer neighborhoods at a disadvantage. The community grid option is the City's opportunity to improve this area. This alternative will allow Syracuse to enhance its downtown and to transform this area to be a more healthy, walkable, vibrant neighborhood. This alternative does the most good for the most users. Walkable downtown neighborhoods that provide residents and visitors are very good for local businesses as well as public health and sustainable mobility. I graduated from the landscape architecture program at SUNY-ESF and lived in Syracuse for ~7 years, and now live just an hour away. Attempting to walk from University Hill to downtown - despite the short distance - is unpleasant and dangerous. I would also like to express support for a gateway to the historic Oakwood Cemetery. This cemetery is historically significant and has been cut off from public access; it was a very early example of public open space which ultimately led to the creation of city parks around the country, and the community grid alternative - and a relocated traffic circle further to the south - would allow the cemetery to be accessible once again.
September 9, 2021	Chistolini, John & Sharon	We live in the area that is considered west of identified area 7B, in what is called the Jonathan Craig Estates. Where they have determined a noise abatement wall would benefit our area. If you would consider constructing the noise abatement wall prior to the additional lanes that will be constructed on I481, to help with the mitigation of the construction. It is an area that was determined to already exceeds acceptable noise levels. Whereas the noise abatement wall will certainly improve our neighborhood quality of life, and also benefit greatly when the traffic is directed this way around the city.

Date	Name	Comment
August 17, 2021	Chouinard, David	The Community Grid in Syracuse would be a DISASTER. Right now New York State is responsible for maintenance and plowing of I 81. The roads in Syracuse are the WORST in the state. The people who run the city of Syracuse CAN'T or WON"T maintain and plow the streets we already have and you want to add MORE streets in Syracuse? The Community Grid will be open season on pedestrians. People run red lights and stop signs in downtown now. I have worked downtown for eight years and I don't have enough fingers and toes to count how many times I've almost been hit by a car because the driver decided to just blow through the red light. I even saw a Syracuse City cop, waiting at the light at the intersection of West Fayette Street and South Townsend Street to turn left onto South Townsend Street when the light turned green for him to make the turn a car just blew through the red light right in front of him and the cop just blew his horn. He pulled right up next to the car at the next intersection and didn't even pull him over or give him a ticket. Businesses like hotels and restaurants in the northern suburbs, Liverpool, Mattydale, North Syracuse who get the majority of their business from people who come off I 81 will have to close their doors permanently because they won't be getting the business anymore. Parking downtown is few and far between and people have to walk great distances to get to work from the parking lots. The Community Grid is going to take away the few parking lots that are downtown. Businesses will move OUT of downtown because their employees will have to tell them they can't work for them anymore because there is no place to park. The roads in downtown Syracuse are not built to carry all that heavy traffic. Water mains are bursting at the rate of over 100 per year. Just imagine one of the water mains bursting with hundreds of cars on the road. There will be a HUGE sink hole, property damage, injuries and even DEATH. NO. The better plan is to just replace the bridges.
July 23, 2021	Chovan, Joe	I don't believe benefits outweigh the additional congestion to 481 which can already get busy around the Fayetteville exit during rush hour. In general it also seems like a bad idea to eliminate alternate routes of traffic. Many cities have overpasses and I don't think reasons given for the community grid plan justify elimination of a direct high speed route where people have depended and expect it to be. Seems like the only people who like the community grid idea report so on the news. None of my friends or neighbors think it is a good idea for us.
October 8, 2021	Christie, Joanne	Why can't the 81 plan be scrubbed!! It will interfere w too many businesses. Leave it as is!!
October 4, 2021	Citron, Alexander	I lived in Syracuse for 10 years. My daughter is in school there. The viaduct may have been crumbling, but it was efficient. I also worked at schools such as Dr. King which are difficult and will only be made more difficult by thousands of cars being redirected to nearby streets. Syracuse has much to recommend it -- multiple world class higher education institutions, the only hospital in perhaps a quarter of the state offering many specialized treatments (and in very close proximity to SU); entertainment and arts. If the grid is implemented, people may well just not bother to go downtown. It will also make the whole area architecturally drab. A bridge with a new and attractive design will both create a new, fresh image and make getting around the city easy rather than a drudgery or even fearsome experience, driving through objectionable neighborhoods. Please approve the new bridge and say no to the community grid.
October 12, 2021	Clark, Mary	I wholeheartedly support replacing the current I81 viaduct with the community grid. I -81 decimated a thriving community and contributed to a host serious health and economic problems to those who live on its margins. It's time we corrected this and provide a means of traveling through Syracuse that builds community, and does not continue to destroy it. I also ask that when the community grid is built that the proposed round about near Dr. King School be loved dither south for the safety of the children who attend.
September 30, 2021	Clark, Nan	I strongly encourage the Project Team to review the plans for NYS Route 481 at the Kirkville Rd exchange. With the Inland Port and Amazon located in the area, an exit should be directed right into the rail yards and or Amazon. Fremont Rd south of the rail yard bridge should be restricted residential traffic for large 18 wheeler trucks as it is residential area. And with Fremont School being located on it, Richmond Rd is a nightmare to get out onto Fremont Rd. It was until a few years ago when a former ESM Gary Minns agreed to allow them down Fremont Rd. Please look into this.
October 4, 2021	CLEAVER, FRED	Take the section of BRICK CITY NEAR ROUTE 81 TEAR IT DOWN relocate these people to all the vacant houses through out the city. It will benefit the families who now live in brick city by giving them a larger house and yard space. The rent they will pay will pay for the mortgage. This plan may teach the low income Community how to be responsibility for their own property. No matter what the government does that part of the city will still be divided. This plan would make many improvements to the city as a whole (1) Get rid of the vacant houses. (2) Get the people out of the inter city. (3) put the vacant houses back on the tax role. (4) Improve their Quality of life. (5) Improve the appearance of neighbor hoods. (6) Create many job for the under privilege and it give them a trade.
July 29, 2021	Coffey, Rod	1-Continue with the idea to move 81 to current 481. 2-Pull down the overhead section of downtown 81. 3-Retain the number of lanes currently in use. This removes any argument about access to hospitals. 4-Do not place a new exit on 690 for hospital access. (two bad roads don't make a good access). Cross over traffic is unsafe and congestion will result. 5-Since the railway already separates the south side from downtown, consider extending West Street along the railway until it intersects with 81. Straddling the tracks appears to be the simplest way to handle flow near the new traffic circle. This improves traffic access to the city from the west, allows access from the south to 690 west, and reduces congestion along new-Almond. 6-Build new pedestrian bridges for heavily congested intersections. Make them artful and inviting. Wide and more park-like. This could be accomplished by retaining a few of the elevated sections of 81. With proper foresight, a design might even allow a London-bridge concept allowing for some business up there. Consider overhead parking to replace the lost under-81 parking. 7-Make the County section of Route 90 free so that east-west flow through traffic would not be bottle-necked through 690.
September 10, 2021	Coffey, Rod	Current street traffic volume will change little with resultant congestion impacting adams and irving. Inadequate resolution in this design. Traffic Circle in lieu of light is better option as planned, but possibly better location near back entrances to hospital/SU. No accommodation to 690 west without impacting street traffic. Traffic volume too high and also on new 690 exit to hill as impediment to pedestrians. Consider west street extension to traffic circle to divide traffic. Current design will not unite community as planned. Assumption basis are poor.
October 8, 2021	Collins, Bill	I am supportive of the community grid option. I'm not as concerned about the roundabout as some people are, since I believe that slowing down traffic near the school would be useful, not harmful. Therefore, since it appears that the roundabout will be moved, I hope that it won't be moved too far south.

Date	Name	Comment
October 6, 2021	Commenter	Tearing down Route 81 is the dumbest plan ever. It will increase travel time, overcrowd the cities streets which are already shot hurt businesses to the north of the city and will NOT solve any of the perceived causes or excuses for hoods and criminals who cry racism. I urge someone to stop for a minute and think about how stupid it will be to do this in the name of reinvigorating Sewercuse.
July 20, 2021	Commenter	You are going to ruin Downtown Syracuse....14 lights and a roundabout ? This is the best that we could do ? I live in Camillus and ski at Song Mountain. I would take 1-690 to I-81 South. How am i getting there now ? Do tell ....You are mixing a social issue and an infrastructure issue - they are separate. you can't right the wrongs from 1964 with this "grid".
August 11, 2021	Commenter	A lost opportunity to get it right.. Every time I drive down route 13 through the city of Ithaca I shake my head to think how they spent their money only to make traffic worse. It was always congested going through the narrow valley at the end of Cayuga Lake. So, that was the problem to fix. An elevated highway could have allowed thru traffic to traverse the city at higher speed and less congestion. Local traffic would use the then less congested streets to to get around the city as usual After much deliberation , the final plan simply widened route 13 and created seperate north and south bound lanes. Unfortunately, being a grid, cross traffic required traffic lights at nearly every intersection slowing and stopping all traffic. RESULT : The stop and go traffic causes excessive tailpipe pollution and engine heat while slowing traffic and lengthing travel time RESULT, now you come in to town at 60 miles an hour and then go streetlight to streetlght through a very congested 4-5 miles gridlock until finally exiting the city and resume highway speeds. It is obvious to me that if they had created a viaduct highway for Route 13 thru traffiic starting at Stewart Park to Buttermilk Falls Park, route 13 through traffic could have been able to traverse the city of Ithaca at highway speeds. Syracuse should learn from Ithaca. Create an updated street level grid but keep an improved version of a of a Route 81 viaduct over head.
October 12, 2021	Commenter	I am living and working in City of Syracuse. I use 81 daily at Brighton/Colvin and I am in support of the grid! Community members should have the loudest voice here, not lobbyist, politicians, and those companies with monetary gain on the line! There has been years of research and planning. No more stalling! Let's start on the Community Grid
August 16, 2021	Commenter	I have been following the route 81 situation for years and have also attended many meetings on this topic. I still do not have any clear answer to questions about how to get to various places of significance once the community grid is in place. Further, from where I live- which would be NEAR the intersection of Route 173 E. and Brighton Avenue- to get to the Thruway Westbound is another unanswered question. Are you saying that I have to go in the wrong direction and travel eastbound on Rte #481 North to somehow get to the Westbound Thruway!? And on that return trip, how do I get to where I live if I'm coming back on the Thruway Eastbound now, having been used to taking the Baldwinsville exit from the Thruway to 690 E. and then #81 South to Rock Cut Rd/ Brighton Ave exit off #481? Are you saying I have to continue in the wrong direction again + continue to DeWitt + doubleback on 481 south and go way out of my way wasting gas, polluting as I go along? If you are coming north on 81 North and you are trying to get to the airport, can you get back on 81 north after you are forced to leave the highway to continue to the airport? What is the role of business Loop 81 here? I live not very far south of the city and for me to have to go in the opposite direction - meaning route 481- to get to the airport instead of the straight shot I've been taking for years of 81 North to the airport, makes very little sense. Similarly, to have to crawl through the city streets somehow to get to the airport from where I live also seems to make no sense.
August 16, 2021	Commenter	I have looked out the listings for the DOT videos which give peak and non-peak information. These five or six videos at 11+ minutes apiece are just too lengthy. There are still so many unanswered questions about how to get from point A to point B around town. Obviously from what you're planning, it is going to be Much more circuitous, wasting gas and wasting time. Why haven't you been more clear re people who rely on 81 north currently, how they are going to get to the airport in a direct way, how to get on the westbound Thruway in a direct way etc. etc.?
August 16, 2021	Commenter	I just viewed one of the DOT videos which specifically was the viaduct alternative. It is unclear what the speed limit would be in various places of 81 N., business Loop 81 etc. Also, as you're going north on 81, when you arrive at Adams Street there are so many different northbound roads parallel to each other, it's impossible to know which is which. Where is Business Loop 81 here? Where is Almond Street here? Where do you connect with 690 here? If you could label these better it would be helpful.

Date	Name	Comment
August 23, 2021	Commenter	I would like to know the DOT estimates for traffic driving north on I-81, in particular the percentage of cars continuing north on I-81 (what is now 481); exiting onto East Brighton Avenue at the intersection of I-81 with what is now 481; exiting onto E. Colvin Street; exiting the roundabout at Martin Luther King Blvd; exiting I-81 BL at other intersections, particularly East Adams Street; and most significantly continuing north onto the elevated section of I-81 BL. I feel this information is vital in accessing the merit of various aspects of the project and how it will impact Outer Comstock and sites north of the viaduct.
October 13, 2021	Commenter	Please keep the Viaduct ! I cannot imagine coming to Syracuse and having to go around on 481 or through 11 or 12 traffic lights and a roundabout to go to the Fairgrounds, Airport, Destiny USA ,medical appointments and so on. I would like to look forward to doing more business and recreation in Syracuse but the Community Grid would most definitely cause me to do much less. Almost every time I have used 481 the traffic has slowed to a crawl so I am sure the grid would make it much worse regardless of any improvements besides it's farther , taking more gas or fuel and time. The "Grid" makes no sense to me. I had chosen to be anonymous but have decided to share my name . Thank you, Russ Crispell Crispell Farms
October 14, 2021	Commenter	- The Community Grid concept would be realistic to pursue IF we were starting from scratch and building a city. We're not! - Businesses are the lifeline for the economic survival of the city of Syracuse and the surrounding suburbs. - Look at the addresses of business ventures throughout the Syracuse area. - The locations chosen for virtually ALL of those businesses was based upon their intended access and availability to a desired customer base and the existing community traffic patterns for going to places. - Does the implementation of the community grid serve to improve the location of those businesses for interacting with their customer base or detract from it? - YES, I-81 must be re-constructed AND re-engineered to respond to how the community has grown, new housing developments have been built, and traffic volume has changed since I-81 was originally designed and built. - Use care in this project. Continued business existence should be a primary and fundamental design feature, please!
October 11, 2021	Commenter	There are so many reasons why we should not allow the community grid plan to take effect. Traffic movement around the area will be impacted severely and not in a positive manner. We will lose so much efficiency in getting around. One of the wonderful things about living in this area is how our highway systems make getting from one part of town to another a fairly easy process. This is going to disrupt that seriously. Anyone who spends any time on Route 81, Route 690, and Route 481 knows how congested those roads have become. Imagine now that we eliminate one of those three routes and pile all that traffic onto the other two. Do you think there's road rage now? Do you think there's inappropriate driving, tailgating, egregious driving now?! Just wait! This past weekend there was a shooting in close proximity to the MLK school. Yes, just in the same place where you are planning to have the exit off of 81 north. I do not find that a vote of confidence in the Community Grid plan. I do not relish the thought of having to exit there in an obviously unsafe neighborhood. I do NOT support the Community Grid. I believe we should be supporting the Skybridge alternative.
August 9, 2021	Commenter	Traveling the city on the route 81 viaduct at night time was safe. To make this a stop and go traffic situation through the inner city after midnight will indeed be a dangerous situation, especially for seniors. On several occasions I decided to go through the city rather than use the viaduct between midnight and 1am in the morning. Once stopped at a traffic light, I was witness to a drive-by shooting. Another time, a prostitute came up to my car and tried to get in. On another occasion, there was a shootout at an establishment nearby where I was stopped and 2 people were killed. The police halted all the cars for hours looking for suspects in the vehicles, yanking people out of their cars. Also, the city of Syracuse is notorious for not plowing the streets in the winter time. Many times I have gotten off the viaduct exit in the morning only to be forced to deal with snow bumper high on the city streets. You can be assured the city of Syracuse will not change their policy in the future.

Date	Name	Comment
July 20, 2021	Commenter	I am passing along an email regarding the Rt 81 project that I sent to Senator Gillibrand, Senator Schumer, Congressman Katko and County Executive Ryan McMahon that hopefully shares our mutual feelings expressing a much broader vision for this vitally important project that "could" shape and propel the city of Syracuse infrastructure wise, culturally and economically. I will try to be short in respect of your time although this topic is complex, as I believe this is possibly a multi-generational opportunity. The Rt 81 project is an opportunity that I fear will be missed by this community IF we settle on the "seemingly" front running plan of the community grid. I realize the suburbs are vigorously against this option and they may have valid points pertaining to economic impact, but my concern is the overall lack of vision. This is an opportunity that could be transformative IF we dream big! As a city, unfortunately we seem to lack the progressive enthusiasm to have a "think outside the box" mentality. Frankly and sadly, this city wouldn't exist to anywhere else if it wasn't for Syracuse University. It's our identity. We need to think bold and imagine what is possible. Financially we shouldn't be careless, but we should push the limits as again, this could change and shape the future of this city and it could be by example showcase our efforts nationally if not globally. To me, the current 1st choice plan is "just" and "possibly" solving a decaying rt 81 infrastructure viaduct by removing this structure and revamping a few city blocks. Another words, we're spending around 2 billion dollars on a project that says what?, about what? I am not sure of the breakdown of costs but I'm sure a large percentage would be applied towards enhancing rt 481 that surrounds the city. Again, a lot of money to widen a highway that says "what?" about us..... Nothing. In the end we remove an eyesore, we remove the division through the city and we revitalize a few city blocks. If we in fact do this, we finance a project that frankly I'm not sure anyone cares about locally unless there's negative repercussions, because there's nothing to show any vision to be extraordinary! Obviously, I don't have all the answers but why can't we imagine this; An iconic bridge that would be higher than the current viaduct lighted through the city! Can you imagine how beautiful that would be? With a higher or arched bridge, possibly we can have more vision below with a smaller community grid but with more vegetation or park like settings especially near the hospitals and businesses. How about engaging the Allyn Foundation who proposed a 100-million-dollar collaboration to create a new housing neighborhood replacing the Pioneer housing complex and see if the new complex could be relocated to another area all together! Your latest proposal for high speed transit could play a role where the new housing complex would go. The current Pioneer complex footprint could be redeveloped for future business space such as for the ever expanding Upstate Medical center or for Syracuse University student housing WHICH would bring the youth more into our city to increase vibrancy. A new location for the Pioneer residents may be very welcoming and frankly deserving while being uplifting for many of the minorities as it gives them and the rest of the community a new opportunity to grow TOGETHER! This note has run longer than planned but I am a life resident of this community and my passion spills out easily while frustration ramps up quickly when I know in my heart, WE CAN DO BETTER! Thank you Congressman Katko and leaning on you, as our voice to push for more and for us to make a statement by example to dream big to make real positive change not only physically but culturally that next generations can be proud of!! Thank you again for your time and efforts. Joseph S. Malandra
July 17, 2021	Commenter	1) I'm concerned with the potential for way more vehicular / animal strikes, especially domestic pets such as cats and dogs. I didn't readily find information on this in the available documents and would be of particular interest to me. 2) The roundabout in the simulation seems very small for such heavy throughput and backlog of cars / traffic jams and sudden braking along with collisions seems of much greater risk, ESPECIALLY on a day a major event is taking place in the area. Did the study calculate traffic impact on event days? There were so many graphs to sort through I couldn't readily find the info on it.
August 3, 2021	Commenter	1. I feel the community grid is a good option 2. I feel the plan for 481 becoming I-81 must be improved, additionally improvements to the plan for I-690 must be improved. Its a fact there will be increased traffic on these 2 roadways. At minimum both should be increased to 3 lanes in both directions to accommodate the increased number of cars. 3. Exits on the new I-81 (481) must be improved to potentially 2 lane exits; especially at the NYS Rt. 5 (Fayetteville) exit there is already a tremendous amount of congestion - these changes will only make this exit look like LA or NYC traffic. 4. Since the plan is to also improve Lyndon Corners where NYS-92 and NYS-5 "Y" I highly suggest creating a traffic circle. This will allow a continuous traffic flow rather than waiting for lights to allow you to pass. 5. FInally it would be nice if the original plan to build I-690 out to the eastern suburbs could happen this would assist in alleviating congestion

Date	Name	Comment
October 13, 2021	Commenter	1. The Community grid only benefits the downtown area and east of Syracuse. It screws over west of Syracuse. GPS is not going to take people the 4 minute longer route. it will take everyone cutting through downtown, cutting through other neighborhoods and onto i81 business route. I see a lot of people getting off near Peat street and meandering to i81 business route from there. As is, i81 backs up onto 690 e causing a lot of traffic on 690. Now with adding traffic lights in the path on i81 business loop I only see this making this issue of i81 traffic backing up onto 690 worse! I also see Route 173 (Onondaga Rd) taking some increase in traffic as people may try to use that as a cut through to i81 for residents living near or off route 5. I think an off ramp off 690 should line up more directly with i81 business loop and someone should take a better look at how west of Syracuse can reach i81 both north and south. 2. I love on the Alternate of putting it back in place how it includes a long awaited and over due connection of 690 e to i81n. Currently traffic cuts between destiny mall and its parking lots. Bear street also takes a lot of traffic and is long overdue of replacing the asphalt. However on the community grid option it plans to just keep this as it is which was disappointing. If 690e to i81 n traffic didn't cut through this area it would help give more pedestrian and bike friendly opportunities. There's several undeveloped lots in this area and would be great to see them developed as well. 3. I like the round-about, but have some concerns with its location being near Syracuse University. SU attracts people and students from all over the country, and even international students that might not understand how these work. I would like to see it have added curbing to separate the traffic flow in the roundabout from the lane that goes directly on/off (not entering the roundabout). As seen with Carrier Circle people like to use the exit lane to enter the circle ignoring signs and painted lines. I have even seen in township 5 someone driving into the round about from the exit lane. More curing to enforce the correct traffic flow and lots of directional signs should be installed for this to work. 4. I love the addition of an off ramp from 690e to Irving ave. Currently I have to get off w Genesee st and drive through the city to get to the mcbride/catherine street area where i work. Having the ability to get off at Irving ave and bypass driving through the city would be amazing! Plus it'd lessen the traffic in the city, particularly at rush hour. Thank you for taking the time to read this and for giving the opportunity to comment. Both options has its pros and cons, however I do think more needs to be taken into consideration when it comes to the area west of Syracuse. Coming to Syracuse from the west has always never been great (when compared to coming from the east) and I don't see how the community grid does much to improve this when coming from the west.
July 27, 2021	Commenter	1. Will the traffic lights on the new grid be synced up like you would find in Manhattan? This would reduce wait tines, idling pollution, and keep traffic on the loop steadily moving. 2. For those in the western suburbs, like Camillus, could there be an exit added for the highway portion of loop 81 for E. Seneca Turnpike (NY 173) before the interchange with current I-481? Otherwise it means lights and downtown to get to I-690 west or drive around on the realigned I-81 to cut to I-690 which will add commute time for people like us. An exit at NY 173 would make it easier to avoid downtown or extra mileage.
August 17, 2021	Commenter	1.First, I am concern about the noise, air quality during the construction time, which will bring to the residential area in Jefferson tower, Madison tower, and upstate dormitory. The current project does not acknowledge the potential negative influence on the residential area. 2.Second, I am concern about the traffic change in the community, the potential causing the traffic jam in the nearby area has not been examined. 3.Third, due to the uncertain of the current pandemic situation, it could lead to the uncertain of the when the project is being finished.
October 7, 2021	Commenter	1958 Deja Vu! If you noticed, even the presumably progressive “upstate” people, in their online newsletter ignored the public housing matter, in fact, ignored any poor people’s housing or related matters, in their presumably expert support for I-81 removal. Despite Lanessa’s outreach, we have yet to hear of some serious grassroots rumbling, though the seeming administrative delays may be indicative of something. All I have “heard" is that public housing tenants, like in 1958 below, are waiting and listening. October 22, 1958, "Reconciled to Moving, Residents Faced to Move" "I just hope I can get public housing somewhere."
August 3, 2021	Commenter	4 of them has put an well in (1 . male;s , female;s are asaking to keep on the ground (2. 6666 like the old open too (3 . do not remove on ramp or off near the apt;s were people walk on dayly (4 . new road must have speed of 25 with sound walls ? new road got to have speed ram;s , sound wall;s , walk way;s , walk sign too ?????? All 4 of are asaking to stay on the ground ?
October 14, 2021	Commenter	I-481 and the communities which it goes through are not equipped to handle the increased traffic associated with the grid
July 22, 2021	Commenter	I-481 needs to be fully redesigned in order for it to handle the traffic that is planned.
October 7, 2021	Commenter	I-481 Will need significant upgrades to handle the through traffic similarly with 690. 690 should be 3 lanes through the city with two lanes exit with sufficient length of exit because this traffic will increase. The viaduct is a better plan if that is not used the entire traffic pattern will change causing a lot traffic in areas that do not experience the traffic currently. Not to mention some of the areas have crime rates through the roof and people from out of town would not even know. Right now you can traverse the across the city quickly but I'm afraid that the grid will destroy this ability.
August 12, 2021	Commenter	60 days is not nearly enough to read through 28k+ pages of the DEIS. Sounds like an intentional hurdle set up by those that don't want it read to its entirety.
September 2, 2021	Commenter	70 years of using the viaduct has proven it used to this community. We do not know how well long-term the community grid will work. The viaduct is the best option based on historical data.
July 20, 2021	Commenter	I-81 being elevated keeps people away from stray bullets.

Date	Name	Comment
October 14, 2021	Commenter	I-81 has gone thru Syracuse since the 60s business and hospitals have built around 81,I remenber when plubic housing was built and what it replaced, maybe instead of changing 81 better to move the housing complex, Its all paid for by taxpayers remenber those people
October 14, 2021	Commenter	I-81 has separated the city from the suburbs long enough!!! If we really want to develop this city into something better we need to create a community grid that fosters the community in the city… not the suburbs on the outside of it.
October 14, 2021	Commenter	I-81 is a clear affront to the city's wellbeing. It must come down. The potential for more businesses with a community grid and a revitalized downtown is enormous. Do this for the city, not for a mall.
October 12, 2021	Commenter	I-81 needs to be removed give back that land to the community. 81 not only acts as a barrier between communities but it is also a health hazard that is affecting the people that live near it. Car emissions are terrible for the human body.
October 14, 2021	Commenter	I-81 running though downtown Syracuse has caused a dangerous division with underserved communities that are adjacent to the highway and the rest of the City/University area. The grid alternative will allow the dividing line to be eliminated which is the first step with this crucial social change that Syracuse has needed for a long time. Highways running through metropolitan areas are never a good idea because of the harm they cause to those communities that are immediately adjacent. Notice how highways are not planned through affluent neighborhoods…
October 14, 2021	Commenter	I-81 severely divides the city for communities and pedestrians. it brings very little benefit to citizens. Most people I know VERY rarely use 81 unless we are LEAVING the city. it does not offer effective means of getting around WITHIN the city. 690 is convenient and effecting to quickly traverse to different parts of syracuse but it is never efficient to get on 81, it is always faster to just take the streets. A well designed street grid could serve even high volume traffic better than the highway. Destiny USA is one of the only groups who want to keep it to try and save what's left of their inevitably failing investment. interest in malls has been dwindling for years and people are becoming more focused on smaller local community owned businesses that support and benefit the culture and quality of our city.
August 6, 2021	Commenter	A brand new skatepark or skate plaza would be really appreciated to get kids off the streets and get them skating we have no good parks in the area this could change the community
October 12, 2021	Commenter	A bridge or new Viaduct is the only legitimate solution for the entire County, region and State. There needs to be commercial traffic through and into Syracuse.
October 12, 2021	Commenter	A busy community grid should not be located next to an elementary school. It is dangerous and exposes children to harmful pollution
October 14, 2021	Commenter	A busy roundabout, for a community not that accustomed to them, would be dangerous. Scrap the grid
October 13, 2021	Commenter	A busy street level highway by an elementary school seems dangerous
September 22, 2021	Commenter	A combination grid plus bridge option would be best. That would allow for better traffic flow.
October 14, 2021	Commenter	A community grid is the most equitable solution to the problems posed by i-81 today. While this comes decades too late, it is essential that action is taken when possible and that would be right now
October 14, 2021	Commenter	A Community Grid solution would help to grow the city and support the current residents in the surrounding areas. I think that the concerns of the residential citizens should be carefully considered so as to have a POSTIVE impact on them rather than continue to shoulder the bulk of the impact. With alternative transportation option current available, and able to be expanded, a community grid option opens possibilities for growth that are not provided for in a rebuild plan.
September 9, 2021	Commenter	A community grid will make transportation to hospitals much slower and patient care will be delayed. There will be major traffic jams when events are going on at the Dome. I support the Harriet Tubman Memorial bridge as a compromise.
October 13, 2021	Commenter	A community grid would bring back the community into a thriving one instead of a separated one. Driving through Syracuse with or without highway is the exact (or a 2 minute difference) distance and time to get to one location to the next. There is no reason to have the highway other than to separate communities, which is an old way. Consider a new way with the community grid, which could bring more community engagement and activation leading to jobs and higher quality of life.

Date	Name	Comment
July 16, 2021	Commenter	A dozen new traffic lights. Massive increase in traffic on city streets. Traffic that now smoothly passes above the city's busiest Streets and intersections will be brought down to Grid level. Aptly named community grid for the grief it will cause the citizens of our community. Increased traffic to neighborhoods, traffic that will adversely affect the citizens of CNY. Not just in the time commuting from point A to B , or to a Doctor or medical appointment, or visiting friends and relatives. What's the affect on CNY Commerce, not positive. Traffic is not just on a City Street, but in the neighborhoods of Syracuse. Traffic that will have a negative impact on families, pedestrians, parents and children. .....Please do not be silent !! This is common sense versus an experiment. People versus Vehicles. We have a north-south east-west highway system that interchanges in the center of central NY. A system that passes over streets and roadways all over CNY. It's used by Police, Fire, Emergency medical and virtually everyone in our community. The Adams Street exit is on the doorstep of three major Hospitals and three ERs What are they thinking ?? Let's see what can we do? Let's knock down a 1.4 mile stretch in the middle of the community and call it a grid the community grid, you know right on the city streets, we'll give them 13 brand new intersection traffic lights, lots of new signs, new road paint with lots of arrows. OTHERWISE we may have to repair the most neglected 1.4 miles on interstate 81, good thing we waited so long now we can use the most modern, cost effective up to date materials and methods. What would this look like where would we start? Well it may look almost exactly the same, with new factory made precast roadway, shoulders and guardrails designed to last 75 to 85 years even in upstate NY. Repair and replace horizontal concrete supports with ultra high performance concrete. Ultra high performance concrete contains pin-size steel reinforcers, fine silica sands, and superplastic additives. One cubic foot of U-H-P-C may contain thousands of these steel reinforcers. The increase in compression and tensile strength is measured not by percent but by multiples; evolving technologies make it virtually impenetrable to moisture and road salts, and unaffected by freeze thaw conditions. Many videos of current use can be found online. Incorporate technologies that detect and warn of disabled vehicles ahead. Automakers are putting these technologies on mass production cars and trucks, certainly many of these can be applied to modern roadways. These are busy interchanges let's lead the way with modern lighting high visibility LED road signs and speed warnings. ase Automatic Speed Enforcement is already in use. Similar to technologies used to collect tolls, ase Sends warnings and fines to vehicle owners. Toronto uses a system does not bring the vehicle owner to traffic court until ten ase tickets are issued, however they are fined for each. From the day the first section of elevated roadway comes down and for many many years into the future the most repeated comment in central New York will be "what were they thinking".
October 7, 2021	Commenter	A dramatic change you are planning will ruin businesses that rely on efficient , rapid travel from the northern suburbs to the city and services located here. Especially the hospitals and ER's need rapid transit thru the city....the grid idea is a pipedream that will destroy the infrastructure as we know it !!!!!
September 24, 2021	Commenter	A few years ago an elected City of Syracuse official had the bright Idea of making a community grid where the route 8 viaduct runs. His reason was to appease people that lost their neighbor hood. Then the Mayor wants it to atone for the so called sins of his grand father (former mayor). This is so stupid, My uncle (now deceased, like most of the residents) lost his home & was greatly compensated. This is backwards thinking, Traffic needs to flow through not be re routed or slowed down. No common sense being applied here, THINKING WITH HEART NOT MIND.
October 11, 2021	Commenter	A greater portion of the I-81 should be removed between 690 and Destiny USA. Keep the portion between I-90 and Destiny so there is still significant highway access to the location. If a major the goal of this teardown project is to return the city to a character of its past self, then removal of as much of the highway that passes through the city should be priority number one. This is an opportunity to become a nationwide leader in redeveloping American cities that leave a lasting impact for generations. Make this a positive one.
July 20, 2021	Commenter	A grid only option won't do. Traffic has to move thru the City of Syracuse. The expansion bridge and the grid is the best option. If you like stop and go, which I don't, the grid is an option. For those who want to keep moving, the bridge will be available for those who don't need a tour of downtown Syracuse. 481 won't be able to handle the traffic as it can't now during rush hour. If I travel to Florida or somewhere south of the city, I don't want to be held up coming home on 481 or the grid, I just want to get home to Liverpool. Liverpool and Destiny Mall will be the big losers. Don't forget the NYS Fair. Who wants stop and go when you just want to get there and have fun if coming from the south. Your not going to take 481.
October 12, 2021	Commenter	A grid system would better serve the community of Syracuse. When I first moved here in 2019 I noticed a distinct socio-economic divide marked by I-81. There are several groups advocating for the removal of I-81 as a move in solidarity to the underserved communities that the highway affects. Furthermore, the proposed plan will affect Dr. King elementary school, a key institution that serves to educate an underserved community. Please listen to your citizens, not the companies who take advantage of Syracuse residents and their government.
October 14, 2021	Commenter	A high speed corridor though the City is essential to promote free access for downtown commuters, emergency responders traveling to the Hospitals, and employees/students at Syracuse University. The viaduct should be rebuilt, undergrounded, or replaced with a "skybridge".
October 12, 2021	Commenter	A Highway does not "divide communities". It is a method of transportation made to benefit the community it serves. Improve 81 as it is.
July 21, 2021	Commenter	A lot of the streets that traffic will flow into during construction are in ill repair, will these streets, mainly Almond street; the one most traffic is planned to be redirected to, all be repaired first? With how bad a lot of these roads are they will only become soo much worse.
August 31, 2021	Commenter	A new viaduct is an unbelievably bad idea. It leads to higher pollution, noise, and substandard living conditions for those who reside nearby. As far as I can tell the only supporters are suburbanites who do not live in the shadow of the current viaduct. Tear it down.
August 6, 2021	Commenter	A public skatepark would benefit the community greatly
September 13, 2021	Commenter	absolutely no to it all fix 1-81 as is
September 13, 2021	Commenter	Add 690 west ramp from 81 when heading south towards the city
August 1, 2021	Commenter	Additional consideration needs to be given to the MAJOR ripple effects that will occur elsewhere in the road network if the I-81 viaduct is torn down. In particular, the missing connection between I-81 North and I-690 West to reach points such as Destiny USA, Lakeland, Camillus, Baldwinsville, and the entire Rochester and Buffalo areas. As planned, this will SUBSTANTIALLY increase travel times from Binghamton and NYC to Western NY and vice versa, not to mention for all the long-distance travelers and truck traffic to/from PA, DE, MD, VA, and Canada (QC and ON) that also uses the viaduct.
August 14, 2021	Commenter	After living with that dark, nasty ugly wall let's have a light, neutral beautiful streets with lots of green neat landscaping.

Date	Name	Comment
September 7, 2021	Commenter	after reviewing your proposal, i believe that 81 should remain elevated..i drive that section of the highway everyday, both north and south and agree that it could function better...however, as someone who also does business in the city, i am not comfortable having to be re-routed through some of the roughest areas in the city where becoming a victim of a crime simply by being forced to drive in those areas is a real possibility (which has happened to me in the past) also, i live in an area that will be greatly impacted by a large increase in the volume of traffic and the problems that come with that...needless to say, that is why i chose to live in my area..i like making new exits and connections to impove function, but i don't agree that it has to be on ground level
October 12, 2021	Commenter	Against Save 81
August 14, 2021	Commenter	Air quality during demolition?
October 14, 2021	Commenter	All for the community grid! Take down the hideous 81 and go with the grid. Please move the proposed roundabout away from the school. Also please make sure to hire area residents for jobs and ensure housing, land use, future buildings, resources,clean environments and jobs truly go to help the local community and not huge corporations and the wealthy.
October 12, 2021	Commenter	All of the save 81 people don't even live in the city limits, and are the minority of people who actually care about this issue. Don't let them determine the identity of a city where they don't actually even live.
August 3, 2021	Commenter	Almond Street needs to be extended south to include Oakwood Cemetery. The elevated highway completely cut off access to the historical cemetery and cannot be forgotten in repairing the community from the divisive highway.
September 9, 2021	Commenter	Along with a community grid, I feel that we also need an alternate for express traffic. Omitting extra exhaust, traffic and noise into the community.
September 8, 2021	Commenter	Along with an elevated deck for those passing through, a blvd for local business, and a walk bridge so people, have access to the other side without getting hit, and cars can maintain flow. Might even do a rail down the center for car poolers!
October 13, 2021	Commenter	Along with taking down the elevated portion of Route 81, please reconsider your traffic loop by MLK School. This would be only compounding past mistakes by putting this right in the middle of a neighborhood and school. Would you do this out in the suburbs, NO is the answer!! Why here in Syracuse and in the neighborhood? My last point is to strongly urge you to restore access to Oakwood Cemetery at the ORIGINAL ENTRANCE!! Thank You!!
July 17, 2021	Commenter	Although the viaduct looks pretty I do not believe traffic is going to drive through the city and add 20 minutes onto there trip when they can take Route 481 around the city. Plans need to be in place to alleviate all the extra traffic that will be utilizing Route 481 to avoid going through the city.
August 2, 2021	Commenter	An area for skateboarders made by skateboards
September 8, 2021	Commenter	An interstate highway is built and designed to move a large volume of traffic at a high speed. A community grid is for slow moving traffic. It is not logical to tear down an interstate highway and replace it with a community grid. Also, interstate 690 CAN NOT HANDLE THE EXTRA TRAFFIC. The highway already has enough cars at rush hour, tearing down interstate 81 will add to the traffic on interstate 690. Listen to the people and do not tear down interstate 81.
September 15, 2021	Commenter	And yet there's already a better solution: the Grid + Bridge! It's a consensus plan that meets the needs of all residents, and will enable our city to keep moving forward quickly for years to come.
September 10, 2021	Commenter	Another good example of how to waste money
October 13, 2021	Commenter	Any accommodations for bicycles in the Community Grid will be very much appreciated! I live in Eastwood with my husband and daughter - and we are so happy about the Erie canal trail down Erie Blvd. We bike on it regularly. It will be wonderful to bike to other places in the city if the roads are bike friendly.
October 12, 2021	Commenter	Any alternative consideration to the community grid is a disgrace to the city of Syracuse and its residents. Not only are these options more expensive, but they are also continuing to be divisive to those that live, work, and visit downtown Syracuse. Stop siding with the rich funders like Pyramid, and listen to the tax paying residents of Syracuse that will be impacted by this decision daily.
August 20, 2021	Commenter	Any person who works in down town Syracuse understands the importance of keeping interstate 81 as it stands today. Route 690 is congested during commuting hours as it stands and to force that much more traffic onto 690 is crazy. Route 81 as it stands is convenient for the ambulances, with the minimal amount of city traffic and red light. If through fare traffic is routed around the city on route 481, think about all of the little businesses that depend on that traffic for income that will no longer exist including hotels and service centers.
August 9, 2021	Commenter	Anyone in favor of a community grid needs to talk to someone old enough to remember what it was like before rt.81 went through Syracuse. Getting from the valley to the airport or northern suburbs was an absolute nightmare. Why would anyone want to return to that situation?
July 16, 2021	Commenter	Apparently it doesn't matter what those bin the suburbs think. You'll do what you want anyway. One more reason I won't travel to the city You'll be destroying businesses
July 17, 2021	Commenter	Are you destroying Central Village or Pioneer Homes? Will these funded housing be demolished and if so when?
August 18, 2021	Commenter	As a 30 year resident of Syracuse, homeowner, taxpayer, I strongly advocate that preference be given to City workers from disadvantaged neighborhoods to complete the work on the 81 construction project. I also advocate that the land recovered from tearing down the viaduct be given back to the citizens whose neighborhoods where dissected by the current system.
July 19, 2021	Commenter	As a 50+ year resident of the area and frequent driver from the north to the south of the city - I would like to comment that the idea of removing this section of a major highway to a Community Grid is a terrible idea. A piece of steel and concrete does nothing to divide this society as much as politicians have done the last years. The city needs efficient roads IN and OUT as well as THRU the city and this does not allow for those. And also for everyones voice being counted, seems like only Syracuse University receives special treatment for their own exit areas. Let alone seeing sunny streets is nice - but now show traffic conditions after a 10-12" snowfall and who ultimately becomes responsible for clearing those roads now that they are at city street level. 81 should be rebuilt stronger and more stylish right in the same area. And also with fewer exit/entrances to smooth traffic. Especially at peak times for SU Concerts and events.
October 14, 2021	Commenter	As a 6th generation resident of the city of Syracuse - I believe in the city and it's residents. I think our future as a city will be stronger without the overpass. I want to see more business, green space, bike access, and improve walkability in the city. Let's think about the people who are living and working here and not so much about the people just passing through.
October 12, 2021	Commenter	As a born-and-raised resident of the city of Syracuse and a public school teacher in the Syracuse City School District, I fully support the Community Grid. I would also like to suggest moving the proposed roundabout further South, away from Dr. King Elementary.

Date	Name	Comment
September 23, 2021	Commenter	As a CDL A Driver, who has been all over NYS, I see a real need to REBUILD RT81 as a ELEVATED Highway thru Syracuse, A Community Grid as the only option is a VERY STUPID IDEA, and a Roundabout is out of the question. If the Chinese can build a 4Lane Highway in the side of a mountain, maybe you should hire them to REBUILD Rt81
October 13, 2021	Commenter	As a citizen of Syracuse, I would like to express my strong support for the community grid plan. I-81 is crumbling, and has divided our city for far too long. Rather than saving aging infrastructure by further demolishing our city to make room for an updated viaduct, I strongly believe that a grid option is right for Syracuse. Right now, Syracuse has the rare opportunity to decide the trajectory of the city, we can either embrace changing with the times and invest in a solution for the community, or continue to divide the city with traffic and rebuild a highway system with racist origins. When constructed, I-81 displaced around 1,300 families - almost entirely from predominantly black and Latino neighborhoods. We have the opportunity to begin to make amends and restore our communities that we're ripped apart by the government in the 60's. Despite all the dark money being funneled into the "Save 81" campaign by Pyramid and Katko's repeated attempts to slow progress, the people of Syracuse need change now. Tear down 81, and reinvest in our communities via the community grid option.
October 12, 2021	Commenter	As a citizen of the City of Syracuse, I wish to express my full support for the community grid option for the future of I81. I believe this is the best option and the first step toward mending the traumatic destruction of a community from when the highway was originally built. Any other option would only monetarily benefit rural and suburban communities on the outskirts of Syracuse, who are not taking into consideration the harm that has been done to our poorer neighborhoods and how the grid would have a positive impact on these neighborhoods. This is the first step to literally rebuild and repair major damage that was done decades ago. The grid must happen.
October 13, 2021	Commenter	As a City of Syracuse resident I enjoy the simplicity and efficiency of hopping on 81 if I want to go north or south. The community grid would slow that down
October 12, 2021	Commenter	As a city resident and someone who works in downtown Syracuse, I support the community grid option. This is the most cost effective and sensible solution for our community.
October 12, 2021	Commenter	As a city resident who uses 81 often I like its convenience, and yet I understand it's negative impact on my community and that is why I support the community grid. Because it's not just about me.
October 12, 2021	Commenter	As a community member that lives in the city, I support the grid. This will allow our city to flourish. Enough is enough, move forward with what the majority of residents want!
July 18, 2021	Commenter	As a commuter from Clay to SU, I strongly oppose the community grid option. Aside from the headache to get to work, I fear hang ups when trying to access hospitals for patients coming from north of the city. Please do not make us have the community grid.
October 14, 2021	Commenter	As a daily commuter from Marcellus to Syracuse, I find that the amount of traffic has increased with the construction and politics surrounding I81. I believe that getting rid of I81 and opening up the grid for the community will be more beneficial for the citizens of Syracuse and surrounding communities
July 20, 2021	Commenter	As a delivery driver, this new plan will be a headache for us getting from one end of the city to the other.
September 21, 2021	Commenter	As a Landscape Architecture graduate student at SUNY College of Environmental Science and Forestry, and neighbor and steward to Oakwood Cemetery, I would like to advocate for restoring access to Oakwood Cemetery's main entrance gate, currently severed from the city by Interstate 81. A redesign of I-81 to a slower, lower-volume road, would minimize noise and visual pollution in Oakwood Cemetery generated by the highway. However, the current community-grid design alternative has the potential to increase noise pollution in the cemetery as trucks and cars brake upon approach to the proposed traffic circle. To mitigate this, extending Almond Street's traffic calming beyond where it is currently proposed to either Colvin or Brighton Avenue, would be beneficial and inclusive of Oakwood Cemetery. If a non-community grid alternative is chosen, it is our hope that access and environmental and cultural impacts to this federally and locally protected site be considered and addressed. Oakwood Cemetery is a major resource; historically, culturally, locality wise, as well as vital public green space. It is used daily by students and faculty from both Syracuse University and SUNY ESF, as well as residents of the east-side adjacent neighborhoods. A connection to the southside and downtown through the historic main entrance gate provides an unmatched opportunity to reconnect the city through a pedestrian safe and serene park-like setting, as it was originally designed and utilized for decades. It is an opportunity to right the environmental injustice that occurred through the original construction of I-81 which devasted the southside community. This connection would also provide new activity leading to renewal and revitalization in the most historic sections of the cemetery which, is in itself a major asset to the city of Syracuse. Currently these sections are out of sight to most, having been left to demolition by neglect, vandalism, and considered dangerous. It is important to note that Oakwood Cemetery's current administration (non-for profit) does not have an interest in restoring access to Oakwood's historic main entrance gate. However, our ask is that I-81 be designed so that future administrations could if they chose. This is a once in a lifetime opportunity to holistically address circulation, amongst so much more, in Syracuse. I urge you to consider righting this wrong and restoring access to Oakwood Cemetery's historic main entrance gate. As it's been said, this is a once in a lifetime opportunity.

Date	Name	Comment
October 14, 2021	Commenter	As a Landscape Architecture graduate student at SUNY College of Environmental Science and Forestry, and neighbor and steward to Oakwood Cemetery, I would like to advocate for restoring access to Oakwood Cemetery's main entrance gate, currently severed from the city by Interstate 81. A redesign of I-81 to a slower, lower-volume road, would minimize noise and visual pollution in Oakwood Cemetery generated by the highway. However, the current community-grid design alternative has the potential to increase noise pollution in the cemetery as trucks and cars brake upon approach to the proposed traffic circle. To mitigate this, extending Almond Street's traffic calming beyond where it is currently proposed to either Colvin or Brighton Avenue, would be beneficial and inclusive of Oakwood Cemetery. If a non-community grid alternative is chosen, it is our hope that access and environmental and cultural impacts to this federally and locally protected site be considered and addressed. Oakwood Cemetery is a major resource; historically, culturally, locality-wise, as well as vital public green space. It is used daily by students and faculty from both Syracuse University and SUNY ESF, as well as residents of the east-side adjacent neighborhoods. A connection to the southside and downtown through the historic main entrance gate provides an unmatched opportunity to reconnect the city through a pedestrian safe and serene park-like setting, as it was originally designed and utilized for decades. It is an opportunity to right the environmental injustice that occurred through the original construction of I-81 which devasted the southside community. This connection would also provide new activity leading to renewal and revitalization in the most historic sections of the cemetery which, is in itself a major asset to the city of Syracuse. Currently, these sections are out of sight to most, having been left to demolition by neglect, vandalism, and considered dangerous. It is important to note that Oakwood Cemetery's current administration (non-for-profit) does not have an interest in restoring access to Oakwood's historic main entrance gate. However, our ask is that I-81 be designed so that future administrations could if they chose. This is a once-in-a-lifetime opportunity to holistically address circulation, amongst so much more, in Syracuse. I urge you to consider righting this wrong and restoring access to Oakwood Cemetery's historic main entrance gate. As it's been said, this is a once-in-a-lifetime opportunity.
September 22, 2021	Commenter	As a Landscape Architecture undergraduate student at SUNY College of Environmental Science and Forestry, and neighbor and steward to Oakwood Cemetery, I would like to advocate for restoring access to Oakwood Cemetery's main entrance gate, currently severed from the city by Interstate 81. A redesign of I-81 to a slower, lower-volume road, would minimize noise and visual pollution in Oakwood Cemetery generated by the highway. However, the current community-grid design alternative has the potential to increase noise pollution in the cemetery as trucks and cars brake upon approach to the proposed traffic circle. To mitigate this, extending Almond Street's traffic calming beyond where it is currently proposed to either Colvin or Brighton Avenue, would be beneficial and inclusive of Oakwood Cemetery. If a non-community grid alternative is chosen, it is our hope that access and environmental and cultural impacts to this federally and locally protected site be considered and addressed.
October 13, 2021	Commenter	As a life long resident of Syracuse, I am writing in support of the Community Grid option for the replacement of Interstate 81.
October 4, 2021	Commenter	As a lifelong resident of Central NY, I have seen the development of 690 and 481 with I-81 being a little before my time. In those many years, we have seen the population of Syracuse decline but the traffic became denser. As the suburbs bring many more cars into Downtown and also feeding I-81 further south, a pass-thru solution, as well as a local grid design, will be the best solution to the current aging structure. From the many ideas I have seen, it appears that a combination of a grid and a by-pass bridge is the solution that will address all concerns. Ground-level traffic will flow easily and traffic can flow from the northern suburbs and from 690 east and west. As a bonus, the city will get a new landmark with a beautiful signature bridge. Please do not bypass the needs of all stakeholders to please just a few. One of the newest words in the automotive language is "Hybrid" and the final solution should be a "Hybrid" that gives the people of CNY the best of both worlds.
October 13, 2021	Commenter	As a lifelong resident of Syracuse, I have been continually disappointed by the way 81 disrupts our community. There are plenty of other ways to get around the city—81 simply bisects our city and makes it harder for those of us who live here to get around. This is why I'm in favor of the community grid alternative—the best option for the community.
October 12, 2021	Commenter	As a lifelong Syracuse community member I believe the community grid alternative is the only option that makes sense for people of Syracuse. This will help the economy, the environment and the long term and short term interest of our community. The elevated highway did enormous damage to the surrounding community - impacts which are still there today. Restoring the community grid will create the opportunity to right these wrongs and encourage new investment while supporting our transportation needs.
August 6, 2021	Commenter	As a lifelong Syracuse resident, I love to see another skateboarding friendly area built. We are quite a large community and a popular skateboarding destination in the country. Professionals travel to the city and there are a handful of Syracuse natives who are big names in the industry.
August 17, 2021	Commenter	As a living resident in Madison Towers, it would cause many inconveniences during the construction. And that would take long time to finish.
September 2, 2021	Commenter	As a long time community member I'm embarrassed of Syracuse when I drive through Buffalo, Rochester, Albany, not to mention so many other cities. Their infrastructure is far superior to Syracuse's. They built over and around instead of directly through. Major traffic flow should NOT be through a city! No one needs to be an engineer to know this. This will negatively impact the flow of goods and directly impact the community immediate to the "grid". I guess black lives don't matter when it comes to air quality.
September 3, 2021	Commenter	As a long-time resident of Fayetteville, NY, one of the outstanding features of our Central New York community is the ease of transportation in and around the area. To me, the community grid proposal is ludicrous. For the life of me I can't understand why anyone would want to direct highway traffic into the City. Every major city I've visited has a viaduct running through it. I'm not sure why anyone thinks a street-level alternative wouldn't serve as an even more effective barrier to residents of the south side as a the current elevated highway. I vote in favor of replacing the existing elevated highway system with a new one.
October 13, 2021	Commenter	As a member of the greater Syracuse community, living in the Southwest suburbs of town and working downtown, I am supportive of the community grid option to replace I-81. Removing the viaduct will make our downtown a more welcoming place, connect the downtown area to Syracuse University and Upstate Medical, and begin to repair decades of damage to neighborhoods around the city that arose from the construction of the viaduct. The time to act has long since passed, please put this to rest and move forward with the grid!
October 11, 2021	Commenter	As a member of the Onondaga Nation, I am extremely concerned about the environmental impact of the construction of the highway. There has not been one meeting arranged to hear the voices of the people of the Onondaga Nation, even though a request for a town hall meeting was sent over a year ago.

Date	Name	Comment
October 12, 2021	Commenter	As a native of Syracuse I support the community grid. The viaduct is an obtrusive landmark to the legacy of Robert Moses' highway initiatives across the country, which destroyed public infrastructure and public transportation.
October 14, 2021	Commenter	As a parent of 2 medically fragile children, I find the so-called "Community Grid" option unacceptable. Quick access to Golisano is one reason we remain residents in the region.
July 19, 2021	Commenter	As a person who accesses Syracuse from the south on I-81 if this is the final selection I will likely no longer pursue shopping or appointments medical or other within the city. I have no interest in being rerouted well out of my way nor enduring stop and go traffic light to light similar to the headache that is Erie Boulevard . Instead of fewer expressways you should be considering more in order to provide quick easy access to resources similar to what Rochester NY has done. I also think that you seem to have overlooked the impact this will have on the traffic getting off I 81 in Cortland and re-routing up routes 41 and 41A and through Skaneateles and Auburn (as the garbage trucks have done for years). Any traffic coming north on 81 and intending to go west on the Thruway will not want to be re-routed East adding time and expense to their Thruway travel. This will put undue heavy traffic and hazards along routes 41 and 41A and also remove the opportunity for Syracuse to profit from the role as a convenient crossroad of upstate NY. I will try my best to shift all my business elsewhere and avoid Syracuse at all cost.
October 14, 2021	Commenter	As a person who lives in Liverpool, I think it's important that we go with the community grid option. My village will not thrive unless there is a vital urban core. We must also invest in transportation systems that move people, instead of just cars. We are a community that is too reliant on cars. No more expanding highways, expand ways for people to travel without expensive cars.
August 17, 2021	Commenter	As a representative of the construction industry oh, I must state that removing a Viaduct trough the city's fifth largest Metropolis will create additional Drive times, cost, wear and tear on personal vehicles four members that are going back and forth to work. The proposed Community grid will create not only time constraints, but also economic hardships financially.
October 14, 2021	Commenter	As a resident and owner-occupant in Syracuse's Hawley Green neighborhood, I am most concerned about the impact of the proposed I-81 community grid plan (specifically the I-690 interchange at Crouse Ave) on the character, livability, and traffic flow in the Hawley Green neighborhood. There were previous NYS DOT analyses of traffic volume and traffic patterns south of Burnet Avenue; however, there has been little analysis of the impact of the proposed Crouse Ave off ramp on the neighborhood north of Burnet Ave (Crouse Ave from Burnet Ave to Lodi Street and Lodi Street from Burnet Ave to James Street). The Crouse Ave/Lodi Street, Lodi Street/Gertrude Street, Lodi Street/Burnet Ave, and Lodi Street/James Street intersections are already difficult to navigate during rush hour due to the volume of vehicles, bicycles, and pedestrians, and adding additional traffic on to Crouse Ave from an I-690 off ramp has the potential to increase traffic congestion in the neighborhood significantly. The Hawley Green neighborhood is also home to a significant number of Syracuse University students and staff who opt to live in the neighborhood due to ease of traveling to and from the Syracuse University campus – it's a short drive, walk, or bike ride from the neighborhood to the Syracuse University on Crouse Ave. Any plans to reconfigure Crouse Ave in the vicinity of I-690 must maintain or improve the pedestrian, cyclist, and vehicular traffic flow between the Hawley Green neighborhood and Syracuse University. This connectivity must also be maintained for the duration of the project. I recall a construction project on I-690 in the early/mid 2010s where Crouse Ave was closed to both pedestrian and vehicle traffic under I-690 for several weeks. I assume that the I-81 community grid project will result in closures of longer durations. Steps must be taken to mitigate impacts to neighborhood residents if this connectivity is temporarily severed. This could include funding additional shuttle buses between the neighborhood and Syracuse University to preserve the same level of connectivity between SU and the neighborhood. Increased traffic volume on I-690 will also lead to increased noise for houses and other properties along Burnet Avenue and neighboring streets. I would like to see some type of noise barriers placed along the northern (and potentially southern side) of I-690 between Catherine Street and Lodi Street. These barriers could be similar in design to the noise barriers placed along I-81 in the Binghamton area as part of the I-81/I-86 interchange reconstruction project.
October 10, 2021	Commenter	as a resident living outside of the city of Syracuse, I can tell you first hand it's not a great idea to have these 18 wheelers run through your neighborhood with children present. The noise alone is unbearable from everyday traffic.
October 7, 2021	Commenter	As a resident of Camillus, tearing down I-81 leaves us without highway access to hospitals which increases our commute time to work and to a hospital in case of an emergency. Please consider this before you make your final decision.

Date	Name	Comment
July 27, 2021	Commenter	As a resident of Cicero, a commuter and lifetime resident of Syracuse for 67 years, I have many concerns about the community grid option for route 81. Increased traffic Route 481 is already a traffic nightmare. The exits in Cicero to Route 81 and Circle Drive are very dangerous and have already resulted in accident deaths. Increased traffic will only increase this problem, regardless of the number of lanes added to the highway. When there is an accident on Route 481 the traffic is backed up for miles. People need the alternative of Route 81 to be able to travel north through the city. Otherwise it will create more traffic nightmares for those of us commuting and living in the suburbs, The suburbs are important too. Destruction of 15th Ward It was sinful what happened to the neighborhoods when people were displaced to build Route 81. I personally know several people who lost their homes with nowhere to go. However, rebuilding the neighborhood is not going to happen. There are no neighborhoods. There are high rise apartments, factories and hospitals surrounding the highway. Some of those high rise apartments are empty due to the crime in the city. Those neighborhoods are gone. People who do live in Pioneer Homes will suffer tremendously with a community grid due to the increased pollution and local traffic in their neighborhood. Focus should be on the high crime in the area and helping people feel safe. Crime and Safety Part of the plan is for bike paths and sidewalks. What will be done about the people who are panhandling and laying on the medians on the streets throughout the city? Yes I said Laying on the medians. Last week I had a homeless man come right up to my car at 9am on Almond Street. People don't feel safe walking in this area of the city with this and all of the recent shootings. I don't think people feel comfortable walking and biking. Focus should be on increasing public safety. It all sounds like a great dream, to reconnect the neighborhoods, rebuild community connections, create open spaces. But it is not a reality that can be achieved. Route 81 needs to be repaired and remain a main route through the city. It is the best option to benefit the city and the suburbs.
July 27, 2021	Commenter	As a resident of Dewitt and as someone who commutes to an office job downtown, I support the Community Grid option. Please consider these suggestions: 1. Increase environmental (berms, trees) and physical barriers along the existing 481 corridor. Specifically, on the NORTH side of the highway between Jamesville Rd. and the route 5/92 exit, to protect multiple neighborhoods in Dewitt. 2. Consider making the proposed MLK roundabout into a standard "major" intersection. Drivers don't routinely encounter a roundabout patter, and this is a significant point of possible failure if accidents, snow clearance, or volume aren't handled in a way drivers can efficiently manage.
September 21, 2021	Commenter	As a resident of Manlius, I'm concerned with the plan to eliminate the current Eastbound 481 exit 3E cloverleaf and requiring all traffic to exit at the current exit 3W. Installing a light and requiring eastbound traffic to turn left even with 2 left hand turn lanes will be a nightmare. I dont see the rationale for changing the Soutbonud exit to rt 5.
October 12, 2021	Commenter	As a resident of Syracuse, I fully support the community grid. Please don't let people who choose to live in the suburbs and/or pay a lot of money become more important than the residents whose lives are worse off because of an elevated highway ripping through the city.
October 14, 2021	Commenter	As a resident of Syracuse, I support the community grid. The construction of I81 has a terrible history and has caused great harm. We have an opportunity to address this and do the right thing with the community grid. Please listen to community members.
October 12, 2021	Commenter	As a resident of Syracuse, I support the concept of creating a community grid. I believe reconnecting the University area with Downtown area in a meaningful way can have a positive social and economic impact. I do think that the affected residents voices should be weighted heavily in major decision making processes involved in creating this grid. When doing so, Syracuse must not forget the history of displacement, red-lining, and white flight that left black and poor residents without proper infrastructure for growth and ultimately aided in the economic decline of Syracuse proper. On the other hand, there is no merrit to those supporting the Save 81 movement. There is no saving the viaduct. We all know it must be replaced one way or another. It's time for Syracuse to start prioritizing the majority of resident over the few private busines owners who's financial goals do not align with what is best for the people of Syracuse.
October 14, 2021	Commenter	As a resident of the 13210 zip code on E Genesee St., I support the community grid and look forward to it's development as a driver of sustainable economic and social equity in downtown Syracuse!
October 13, 2021	Commenter	As a resident of the City of Syracuse I am against the grid because it will increase pollution as well as increasing traffic downtown
August 5, 2021	Commenter	As a resident of the City of Syracuse living on the Southwest side, I travel 81 frequently to and from work and other places. I am in full support of the Community Grid. The Grid will give the city opportunities for business growth and allow for a bigger tax base. Living in the city is a choice for me, seeing the poverty that many endure is something that we can change with the community grid. Allowing for enterpreniers to develop busineses along the new grid would help alleviate some of the poverty. It is more visually appealing than this big highway running through our city as well. I know many in the suburbs have concerns about traffic but they need to remember without a vibrant city the suburbs will also suffer. Our city deserves the grid!!!!
October 12, 2021	Commenter	As a resident of the City of Syracuse, I strongly support the community grid option and hope this moves forward as soon as possible, but I do support moving the roundabout farther away from Dr. King Elementary. It is time for Syracuse to be progressive and for our elected officials to be so also.

Date	Name	Comment
October 13, 2021	Commenter	As a resident of the eastern suburbs of Syracuse, I am in full support of the Community Grid proposal. For too long, I-81 has created barriers—physical, socioeconomic, and further—within the city of Syracuse. As a recent first-time home buyer and someone who commutes to Syracuse University each day, I have full faith in the plan to not only meet traffic needs but to improve the connectedness of Syracuse, moving us forward and creating opportunities for a modern, livable and enjoyable city for decades to come. The Community Grid is something that I can foresee directly benefiting Syracuse's residents as well as directly bolstering the local economy by creating a downtown space with increased opportunity and openness. This is the future that I hope for Syracuse, and for myself, my friends and my family, so that we can choose to remain in a place that is forward-thinking and innovative. It's time to remove the barriers.
September 15, 2021	Commenter	As a resident of the neighborhood close to Syracuse University, I regularly use routes 81, 690, and 481. The only plan at this point that makes any sense to me Is the "skyway" built on the original footprint of 81. I understand the principles behind the community grid and I believe a skyway would allow both plans to achieve their objectives.
September 14, 2021	Commenter	As a resident of the northwest suburbs of Syracuse, I can't imagine the community grid being able to handle all of the route 81 traffic even with the traffic diverted to 481. I had many years in recent times when I had to drive from Baldwinsville to the south side of Syracuse every morning during rush hour and late afternoons. The traffic is not only heavy traveling through Syracuse, but aggressive. Route 481 is also bumper to bumper going 65 miles an hour and quick and scary lane changes to get on and off of the highway. With the hospitals, SU & SUNY ESF, etc there's a lot of traffic that just can't be diverted. Also, the middle of Syracuse with rt 81 traffic is not a place for a roundabout. Imagine the congestion with that! There needs to be a direct route for north and south bound traffic going through Syracuse for many reasons, including the summer camps in Sandy Pond and Sackett's Harbor, Kingston, Ontario, the Thousand Islands and other Canadian tourism areas.
October 13, 2021	Commenter	As a resident of the SU hill part of the city I want to express my strong support for the community grid. For too long the SU hill has been split from the rest of downtown and I look forward to it being one again. It would also do much to address the wrongs that were done to the minority communities of the city when the highway was created.
October 14, 2021	Commenter	As a resident of this city, I would like to voice My strong support for the community grid alternative to the current I-81 viaduct. Our city does not need a way to get through it so quickly- even by using 481 or going on surface streets, it doesnt take very long. I think that the creation of a community grid will benefit the local economy and make the east side of syracuse a more desirable attraction for shops, more beautiful, and hopefully foot traffic. I think the idea of saving 81 goes against the common needs of the city. It serves as a convenience for some people at the detriment of many others.
July 19, 2021	Commenter	As a resident of Tompkins County that often drives into Syracuse, I think the community grid plan is a good one. Sure, my drive will be slower, but that's a small price to pay for the benefits that will the residents of Syracuse will enjoy. Highways cutting through the heart of any city don't ever benefit the folks that live there. All of the benefits go to folks that live outside of the city, and I don't think Syracuse is obligated to consider how its suburbs will be slightly inconvenienced.
October 14, 2021	Commenter	As a resident off the City of Syracuse I would like to voice my view on what should be done with the I-81 viaduct. I support tearing down the viaduct and replacing the section with a community grid.
October 14, 2021	Commenter	As a resident that commutes to the City from the eastern suburbs, I believe this proposal falls far short in addressing the traffic impact at the exit to Rt. 5 from current I-481. I cannot support this project if the plan calls for a traffic signal to control the exit process on Rt. 5. THAT WILL BE A DISASTER! Going from 2 paths to exit onto Rt 5 (one east and one west) to a single one controlled by a signal will result in increased congestion and delay. What evidence is there to indicate this will improve the flow of traffic? I would support this project if the State completed the I-690 east extension abandoned many years ago (the ramps are still there...) I see no evidence that this concept was even considered. For that reason I would vote to retain the current I-81 if given a vote.
October 13, 2021	Commenter	As a Syracuse city resident, a Syracuse University employee, and a parent of two young children, I am very supportive of the community grid option for the replacement of I-81 through the city. This option will make the city more welcoming and safe as we will be able to walk and bike through the city we live in. The city will longer be geographically divided by a highway, making it a more cohesive and less segregated community. Having lived in cities across the country and having chosen to make Syracuse my home and place to raise my children, I strongly believe the community grid moves us towards a more sustainable and livable future.
August 22, 2021	Commenter	As a Syracuse city resident, I'm very much looking forward to the community grid. I think it'll be beneficial for the community and businesses all around the city - not just the ones located downtown.
October 14, 2021	Commenter	As a Syracuse resident my whole life, I have driven on I-81 countless times. I believe it is time for a change for our beautiful city. I-81 draws a divide in the center of downtown. It hinders the south side neighborhood and frankly looks terrible. I believe we need to listen to the residents of the city and people who actually live in our downtown communities and create a community grid alternative. The future is a time for a positive change and not stay stagnant in the past.
August 7, 2021	Commenter	As a Syracuse resident, I would love for this project to implement an area that can be used for skateboarding.
October 12, 2021	Commenter	As a young person here to study for the next 8 or more years, I am incredibly dismayed at how the Destiny USA mall has been lobbying for more and more comment periods. I81 must be removed from downtown. The removal of I81 from downtown will do wonders for our public health and safety. The NYSDOT represents the interests of the people of New York, and not a small few corporations who aren't affected by the pollution and noise of I81. Please take down the highway and work to make the community grid strong. We can grow as a city and a community better without this dividing barrier, and I encourage the NYSDOT to think about the future. Antiquated economic models like the Destiny USA mall will fade regardless of this highway. Does the state and DOT want the city of Syracuse to grow and improve in that time, or continue squalor at the benefit of a small few?
October 14, 2021	Commenter	As an 11-year Syracuse city resident, employee of Syracuse University, and parent with children in Syracuse City Schools I am writing to express my strongest support of the community grid option. I travel back and forth under I-81 daily and believe that this option provides the most convenient, attractive, and environmentally sound option for the city. I also advocate for moving the proposed roundabout near Dr. King Elementary School to a location further south in order to provide a safer environment for the students and staff at the school.
October 12, 2021	Commenter	As an architect graduated from Syracuse university, and a native of the city, the viaduct must go. It is urgently and painfully clear on any observant walk or ride through downtown that the viaduct is a tear in the very fabric of the city, who's ragged edges have not fully scarred over almost three quarters of a century after it first ripped Syracuse asunder. It can be a tunnel, it can be rerouted, it can be made into a more sensible grid. It cannot be rebuilt.

Date	Name	Comment
October 13, 2021	Commenter	As an architect who has studied planning and design, and someone who has lived and worked in downtown Syracuse for many years, the community grid will have the most favorable impact on Syracuse.
October 13, 2021	Commenter	As an EMT, the first thing that came to mind when thinking about this project is the route ambulances take to the downtown hospitals (Upstate, Crouse, St. Joseph's, the VA). There is a reason that those hospitals are situated right next to an elevated 81. There is no way that ambulances could cut through the inevitable traffic build up with the potential community grid. It's just not a practical solution for the heavy traffic flow Syracuse has along 81 in the downtown area. For those patients that are in most need of medical attention at a hospital, the community grid is practically a death sentence for them. While the elevated highway does have its own set of drawbacks, they pale in comparison to the issues the city with most have to deal with as a result of the community grid.
October 8, 2021	Commenter	As far as I am concerned the northern suburbs don't count with NYS, the city of Syracuse or federal govt. They are running the show. I live near the northern 481 & 81 interchange. Know one has even mentioned this area. Trucks & traffic coming south on 81 are going to be using that big time. That exit has a very sharp, uphill ramp. How many 18 wheelers are going to tip over, etc. We already have traffic noise from 481. No sound deadening fences are put up for us, like Dewitt area. I have lived off of Caughdenoy Rd, not far from Rt.11, for 33 years. When windows are open, sound is unbelievable. Especially drive time. The people that live on the south side of Caugdenoy, they must be deaf by now. I'm sure 481 noise has effected property values. I agree about the round about in the city. It is a hazard and to close to the school. Also no matter what you do, when taking down the present viaduct, the housing that is right next to it are going to be damaged, not mention Upstate Hospital has buildings close by. This was built when I was growing up, and living in the city of Syracuse. I have never thought of anything being divided in half, or effecting SU in anyway, and the 15th ward isn't going to suddenly reappear.
October 6, 2021	Commenter	As I mentioned before, it is greatly imperative to keep 81 through the city, with the suspension bridge option. Not only to keep the city visible to travelers, but the convenience for travelers especially from the south to be able to access the dome, destiny, hospitals, the new aquarium, 690, hotels, and the businesses to the north. By diverting traffic onto 481 will take travelers away from the city. Does that make any sense at all !!!. Plus what the bridge would do to enhance the city skyline. What a beautiful structure. It could be lite up at night along with the dome being lite up. It would make the city seem alive and maybe even make Syracuse a destination with more innovative ideas like the aquarium. Maybe a new special international boxing hall of fame, instead of that imbarrassment in canastota. It looks like someone's small house. It's ridiculous. Can you imagine a big beautiful fancy HOF in Syracuse. This draws people from all over the world. WOW !!. Please use the bridge option.
September 13, 2021	Commenter	As many have said, a roundabout is good, but NOT next to a school; I also wonder why so much of the 'highway' is being kept - I thought it was going to 'lop off' where 481N starts at Dewitt and the road would slow and narrow immediately and not open up again until the 481 connector north of Mattydale...still too much 'speed' coming into the area...cars will still speed when the roadway is 11'...need something narrower as it shouldn't be named 'business81'...it should have a street or boulevard name and 81 gets tied to/overlays 481...no 81-name should be part of the street-level boulevard. Please.
October 4, 2021	Commenter	As mentioned by many people. The congestion of traffic with the commute for the many people who live outside of the city and have to commute to downtown to work would be absolutely terrible. And what happens when an ambulance or some other emergency vehicle has to go through commuter traffic to get to the hospital. As a concerned motorist I would love to see the system rebuilt as it is today. Almost all of the property surrounding the area of concern is already off the tax rolls.
July 21, 2021	Commenter	As someone who has driven this stretch of road literally thousands of times the last 15 plus years I can tell you your "projected" travel times are not going to be accurate in reality. Your times are based on "models" that I doubt ran hundreds of multiple scenarios, and even then, are based on a "model". As those of us living in CNY know, we see weather "models" all the time predicting what will "happen". Time and again we have seen how utterly wrong these models can be. Stop giving in to the Eds. and Meds. on the hill and restore the elevated highway as intended for its original purpose.
October 14, 2021	Commenter	As someone who lives in the City of Syracuse, the viaduct works, why mess with something that works?
October 14, 2021	Commenter	As someone who uses the existing 81 viaduct frequently, my life will be a little inconvenienced with the community grid but that PALES in comparison to the beautiful change that will transform the city of Syracuse to reroute the highway and connect the existing neighborhoods in Syracuse. I have lived in Syracuse since 2001 and have seen amazing growth and beauty here. I live in the Westcott neighborhood now and am so excited to continue to watch my hometown continue to evolve! Community grid all the way!!!
August 17, 2021	Commenter	At the I81 Northern interchange, sound level measurements were improperly taken during the environmental impact study. Sound measurements were taken either behind and existing noise barrier or at a location that was not near where large portions of noise is generated. Noise is not only generated while vehicles are driving, but are subject to higher levels of noise when accelerating or decelerating (e.g. jake brakes). There needs to be a noise barrier on the North and South side of the Northern I81 interchange completely around the interchange to protect land values.
October 11, 2021	Commenter	Bad idea to take down the overpass! It will case more problems than you think 😲 ! Traffic will be worse spelly at high traffic time's. !! So don't say I told you so!!!!!!
July 23, 2021	Commenter	Based on the data, the Community Grid Alternative absolutely makes the most sense. I urge the decisionmakers to weigh public comments based on whether they are based on emotion and misunderstanding or whether there is any genuine data to back up their concerns. For the years I've been following this project, opponents to the community grid generally have no data and often cite "facts" which are incorrect or unfounded. Genuine concerns should be considered and hardships caused by this project should be alleviated where possible, but knee-jerk opposition should be dismissed.
October 13, 2021	Commenter	Based on the data, to me, the viaduct revamp makes the most sense. To have traffic backed up through the grid does not seem reasonable. The cost is also outrageous. Joggers will need ventilators,.
September 14, 2021	Commenter	Before the viaduct is taken down I would like the DOT to close off that section of highway for one week and let everyone see how difficult it would be to have a community grid/gridlock. I do agree the highway needs to be redone especially when you are coming from 81 north and trying to get onto 690 west. I am surprised there are not more accidents especially with that short entry into 690 west.
October 13, 2021	Commenter	Before you run 81 thru the City go drive thru Ithaca. Terrible to get thru

Date	Name	Comment
July 19, 2021	Commenter	Being a person who commutes to and from the city everyday I feel the traffic with this plan will be terrible! This will cause more traffic on 481N because everyone will not want to go through the city. This video that is shown does not represent the amount of traffic that actually goes through that area everyday during rush hours. I don't believe anyone around this area will understand how a traffic circle will actually work which will cause more backup!! TERRIBLE IDEA.
August 11, 2021	Commenter	Being a resident of Rochester, I understand the need for rethinking the I81overpass and route through Syracuse. When the "solution" to the "can of worms" in Rochester was proposed - the benefits were easy to see, not here. considering the potential redevelopment of miles of road - not use to heavy, continuous traffic. This type of traffic has one goal - to get to its destination. I have asked many people who travel through the I-81 through Scranton PA, no love or use for this annoying speed trap. From truckers to travelers (including myself) have never or will ever stop to purchase. You are on the road for one reason - to get to your destination. One nice benefit to 81 through NY and PA, is the numerous eating/ resting areas along the way that provides choices -without a huge expense of time. Forcing traffic through an underdevelped and partially deterioriting area seems cruel to all those involved. As I look at the newer shops and ask about their day - there is one comment that is clear - all are waiting for "things to improve". All are people who know me personally and know that they are safe and I don't come with any adgenda other than to help them. The business is not there for these fearless entrepreneurs and I fear adding what will seem to be mindless development - will only make their existence more tenous. Because of this, I vote no for the "boulevard".
July 18, 2021	Commenter	Best option for Syracuse and the entire CNY area is the Viaduct rebuild option. This area is not like Boston or Seattle, who tore down highways next to scenic areas. Grid is an attempt at restorative justice which will fail.
October 12, 2021	Commenter	Best option for the future of Syracuse. Community grid will link the Hill with downtown and make the city a better place. Rerouting traffic around Syracuse on 481 is the most feasible option.
August 14, 2021	Commenter	Better name would be community grid lock. Yes it would be cheaper, we could wait long enough and the Viaduct will come down all by it self saving a lot of money. Bypassing the City could be a good thing, less outside people spending their money in the City more revenue for the norther burbs. Seems like a win for the burbs. Seems best to rebuild as is via Viaduct. Does anyone remember going into the city before the Highway? It was very slow.
October 12, 2021	Commenter	Born raised and educated in Syracuse. I support the community grid. Syracuse needs to heal from the damage 81 has done to the community. This is that chance. The development opportunities and additional revenue this would provide will be a huge gain to the whole city.
September 13, 2021	Commenter	Bridge to ? No where new
July 24, 2021	Commenter	Build 81 bigger a better! Do do not want community grid!
October 3, 2021	Commenter	Build a bridge
October 6, 2021	Commenter	Build it where it is. Make it safer but elevated. We see how the DOT keeps up with 690 and 81. Guide rails lights out and maybe cutting the grass once. Take a hard look at what we have now. Will the state maintain this through the city. So rebuild it where It is now. Save money with reconstruction of 481. I don't believe driving at ground level through that area is safe enough for all that traffic. Keep it elevated and keep it moving. Thanks
August 6, 2021	Commenter	Build new skate architecture
October 4, 2021	Commenter	Build or rebuild the elevated highway. Forget the Blvd. Keep it a 20 minute town. Stop the possibility of continious gridlock with a grid for years to come in every direction of the center of the city. We can't even take care of snow removal now in the city now, how are we ever going trust it will be taking care of snow removal in the future. I have not seen any part of the so called smart city to demonstrate the grid could possibly handle a very small amount of traffic not to mention the volume of 81 traffic into the city.
October 12, 2021	Commenter	Build the grid and tear the rotting viaduct down. It was always rot with our salt and work to divide our community.
August 30, 2021	Commenter	Building a new viaduct does NOTHING to improve the current situation in Syracuse, it will just propagate a bad idea for another 50 years. Please do not let a mall operator and a few hotel owners determine our future. We need the community grid,
October 14, 2021	Commenter	Businesses have located themselves close to 81 for a reason and the grid would disrupt that
October 13, 2021	Commenter	By extending the Community Grid south to reconnect Oakwood Cemetery with the city and it's people, you would be correcting another huge mistake made in 1964, when Oakwood Cemetery's main entrance was cut off from the public by the building of Route 81. Please consider this strongly as it would be another positive step to reconnect the city. Thank You!!
October 13, 2021	Commenter	By going with the community grid option we will, essentially, drive business out of Syracuse. Many people will not wish to deal with the added traffic on city streets. Not to mention the fact that the included round about is located less than 200 feet from an elementary school which definitely raises concerns about the safety of the children. This is just an all around bad idea.
July 18, 2021	Commenter	By making 481 the new 81, isn't that essentially moving what you consider a problem(I-81) from one area and making it someone else's problem? Is the Dewitt fire and police departments equipped to handle the traffic concerns associated with a major highway suddenly dropped into their lap? What about the noise concerns and the impact that will have on the residential communities surrounding 481 in the Nottingham road area?
October 5, 2021	Commenter	Can you give a 25 word overview at the start? Please!
September 8, 2021	Commenter	Can you share in detail what will be done in Lyndon Corners (Rt 5/92 intersection) to alleviate traffic congestion, speeding, pedestrians being HIT as they cross the street? The plan just sites modifications will be done...what exactly will be done?
October 14, 2021	Commenter	Certain gridlock is not good for City residents. Fewer cars, that spend more time burning gasoline while stopped in traffic congestion, will not lower pollution. The basic argument of those who prefer the 'grid only' option are obviously flawed. This project could unite a region for the better. The 'grid only' option will divide it, and drive residents to leave CNY for good.
October 12, 2021	Commenter	Changing 481. To 81 stands to triple the road traffic through Dewitt,, the noise pollution is already terrible, and they want to possibly triple that traffic, that would be crazy! It's bad enough now, I haven't heard anyone saying anything about noise bearers!!
October 5, 2021	Commenter	Changing the name from the "boulevard option" to the "community grid" doesn't make it less of a bad idea. We can update the streets and call them what we want, but we must maintain a highspeed option through the city. We know where the bottlenecks are with years of experience and so we can correct those. Now is the time.
October 13, 2021	Commenter	Charles Garland, who is against the grid, won a Dem primary in a heavy Dem county district. He is listening to his constituents who would be impacted by the grid

Date	Name	Comment
October 14, 2021	Commenter	Cleaning up the mess that 81 made and not leaving a bigger one is the opportunity this offers the Syracuse metro area.
October 13, 2021	Commenter	Combining all that traffic in addition to stop lights, yield signs, and pedestrian traffic is not good for community, through traffic, or hospital access. Please Invest in a tunnel with parks or small buildings above. Best of both worlds albeit a little more expensive.
October 12, 2021	Commenter	Commenting in support of the grid. This is the best solution and option for Syracuse and the surrounding community. It will revitalize the city and make it more community friendly.
October 13, 2021	Commenter	Commenting in support of the proposal to re-route 81 around downtown Syracuse and to implement the community grid model. The 81 overpass is an eyesore in the middle of the City, very obviously dividing it up into sections. While I appreciate the concern of suburban populations worry about increased travel time, I feel like its a self centered concern. As someone who has lived around and next to 81 all my years in Syracuse, the road noise and disjointedness of the city is a lot to contend with as a city dweller. I have also commuted into Syracuse for multiple years at different points of my life and the traffic in the current layout is still poor, causing delays that I feel could be avoided with better routing and the community grid approach. The current path of 81 makes getting around Syracuse awkward and cumbersome. And if 81 is used for intracity travel, you skip over whole parts of the city.
October 14, 2021	Commenter	Community engagement for impacted communities has been limited, and the input of surrounding communities that will suffer adverse impacts has been drowned out by unsupported assertions that eliminating the viaduct will address legacy social and economic ills. There is no meaningful balancing of competing interests - which would have required more comprehensive input from surrounding communities that would directly and adversely impacted by the loss of the high speed corridor through Syracuse.
October 14, 2021	Commenter	COMMUNITY FIRST.
September 26, 2021	Commenter	COMMUNITY GRID ALL THE WAY!!! REVITALIZES center city...feeds local business. People and community buidling!!
September 14, 2021	Commenter	Community grid and bridge is by far a better choice as a resident of Baldwinsville west of the city I use the present grid system alot as I have to travel to the eastern suburbs often and the current setup allows me to get from one side of the city to the other easily in 20 min .also I volunteer at Upstate Medical Hospital and currently it's simple to veer south on 81 and get off at 1st exit proposed plan would greatly increase congestion and time .also ambulances and emergency vehicles would not be able 2 access Upstate,Crouse or the VA in a timely manner esp when someone's life is on the line
July 16, 2021	Commenter	Community grid is a bad idea. It will make 481 and 690 a night mare. They are congested now, they will be worse when 81 north and south routed onto it. Not to mention, any one going to the north or south side of the city will have to go out of their way, or be stuck using the community grid, which will be a lot slower to use them the highway. A bad idea all around, just replace the viaduct .
September 15, 2021	Commenter	Community Grid is not a good idea, it will add 40,000 cars to downtown syracuse. The streets aren't designed to handle this much traffic. THE COMMUNITY GRID WILL NOT WORK. START LISTENING TO THE PUBLIC, THE GOVERNMENT IS SUPPOSED TO BE FOR THE PEOPLE
October 12, 2021	Commenter	Community grid is the best option for traffic and it will not be a problem in Syracuse
September 3, 2021	Commenter	Community grid is the best.
October 14, 2021	Commenter	Community grid is the better option, the more responsive option to community members that will be directly affected. It must be ensured that those selected to work on this project represent the community and that the area surrounding the community grid option is not gentrified. The roundabout also should not be located next to Dr King elementary and should be moved farther away to ensure the safety of the children and families in that area.
October 12, 2021	Commenter	Community grid is the most cost effective
October 12, 2021	Commenter	Community Grid is the only option. We must right the wrongs of the displacement, health/ environmental degradation, and segregation of the POC in our community. We must continue to move this city forward in a positive direction.
July 23, 2021	Commenter	Community Grid is the RIGHT option! From every perspective: ease of access to downtown, efficient bypass of downtown for through traffic, environmental impact, social impact, economic revitalization— it is the best option. The sooner it’s done, the better for everyone.
October 14, 2021	Commenter	Community grid is the way to go! Getting around in syracuse can be a nightmare with the highway. Cater to the people actually living in the city and moods will elevate, thus elevating the city itself. Give us Syracusans something to be proud of!
October 13, 2021	Commenter	community grid is the way to go!!
October 12, 2021	Commenter	Community grid PLEASE!
October 14, 2021	Commenter	Connect Oakwood Cemetery back up with the southside. Currently it serves as a handy pedestrian park for the students on University hill. But anyone living in the southside is cut off from the amenity. The original historic entrance from the southside has since been adondoned but can be restored if the highway is replaced with a blvd to Oakwood ave. A traffic light can manage pedestrian access across safely. This is a great green space that cannot be properly utilized because of the proximity to and local inaccessibility by the highway. The state must right this wrong so that the city of Syracuse can reclaim this and reconnect the southside back to the east side completely in addition to the community grid.
September 13, 2021	Commenter	Connecting the city through an integrated grid system is THE best option for the city of Syracuse. Let's rebuild neighborhoods and mobilize communities to have a better connected city. The 'skyway' only brings mass traffic issues with environmental harm to the downtown area. Take a note from Rochester's filing of the Inner Loop.
July 27, 2021	Commenter	Consider better quality signage and more thoughtful planning for vehicular routing to St. Joseph’s Hospital and the subsequent impact on pedestrians, residents, and businesses. The university hospitals seem to get all the attention leaving out St. Joseph’s. Thanks.
October 7, 2021	Commenter	Consider making NYS Thurway a non-toll for Syracuse commuters as an alternative downtown bypass for northern communities to southern businesses or vice versa.
October 14, 2021	Commenter	CONSIDER THE AMOUNT OF TRAFFIC IN ON OUR ROADS IN THE CITY. REBUILD THE VIADUCT.
August 17, 2021	Commenter	Construction on the freeway will greatly influence residents in those areas.
August 19, 2021	Commenter	Convert I-481 to I-81 and down size the current I-81 limited access road to a spur and at an appropriate point to a local highway.
September 9, 2021	Commenter	Could the roundabout causing concern by the school be moved farther South?
October 14, 2021	Commenter	Creating a community grid alternative for 81 will certainly cause a chaotic traffic situation in Syracuse, while also causing massive delays for traffic of people going to/ from work, trucks transporting goods and more important with more vehicles on the street of syracuse and stopping at traffic lights increase congestion and pollution!!

Date	Name	Comment
September 8, 2021	Commenter	Currently the traffic on 481 between Dewitt and the thruway (I-90) during rush hour (6am-8am, 4pm-6pm) is horrific, very congested and slow moving. How is dumping an entire interstate's worth of traffic onto here going to make this any better? The plan says 'modify 481 as necessary' this is EXTREMELY vague. Will additional lanes be added in each direction between Dewitt and i-90 to help improve flow of traffic for those who are not local commuters? Will the ramp from 81 N to 481 north be improved so you don't need to slow down to stay on the new 81?
October 14, 2021	Commenter	Dear Project Team, The Community Grid seems like the best alternative. It displaces less employees, does not displace any residents, creates a better environment for pedestrian and bikers, includes provisions for making public transportation more enjoyable for those who utilize it (i.e. more amenities and actual bus stops), does not create a bisection of communities, is more aesthetically pleasing, and repurposes 481 for a much more practical existence than it's current suburban-expressway existence. I also personally always feel as if my life is in danger while trying to navigate the on and off ramps of 81 in Syracuse, especially where they interact with 690. People simply drive too fast. Generally at a MINIMUM of 20 mph over the speed limit, but often closer to 40 mph faster. It will make the city safer to get around, in general. It may not be as expedient for those who aggressively drive with little concern for theirs, or other's safety, but our transportation city needs to do the greatest amount of good for the greatest amount of people. ALSO, monied interests (i.e. Destiny USA) should not be allowed to derail this option, as there's already been years of public dialogue and consensus formed. The people who live and work in the City of Syracuse should have the most say, not those whose money can buy them the outcome they want. Furthermore, I do hope that the voices of the residents of the Southside of Syracuse are being heard the loudest. While I'm sure they do not speak as a monolith, they and the Haudenosaunee people of the Onondaga tribe will have the greatest insight into the implications of grand infrastructure plans passed by government organizations that literally do no represent them and their values. The Southside has had to live with the repercussions of aggressively short-sited, and perhaps even targeted, plans that completely disrupted and changed the makeup of the neighborhood. The Haudenosaunee are a people who have stewarded the land of our area successfully for hundreds of years before the United States even existed. We'd be foolish not to listen to these two parties and heed their advice and wishes.
October 14, 2021	Commenter	Desperately need Centro investments in coordination to 81 removal.
October 14, 2021	Commenter	Despite being a life-long CNY resident, I didn't fully comprehend the negative impact of I-81 until I was a Syracuse University student and it quite literally became part of my backyard. With a quick glance out of a dorm room window and a little knowledge about the history of Syracuse, it's frighteningly easy to see and understand the harm that has been done to the community of the former 15th ward. Rebuilding or "saving" 81 in no way helps the city take steps forward. Please build the Community Grid. Please help the city move forward by building a more environmentally friendly and restorative alternative, with particular regard to taking small steps towards some sense of racial justice. Syracuse is a welcoming place, and has shown a resurgence in recent years that makes me proud. Please don't keep it stuck in the past by rebuilding the irrelevant, damaging eyesore that is the viaduct. Please continue the trend towards progress by building the Community Grid.
July 24, 2021	Commenter	DO IT - this would be so beneficial to the local community and bring a more visually appealing look to the area. Bridge the gap between east and west Syracuse!
October 13, 2021	Commenter	Do not locate the traffic circle so near to the school! This must be changed. We're talking about children.
October 11, 2021	Commenter	Do not provide any on street parking options along the newly developed parts of the grid. A major goal of this project is encourage a connected east and west side of the city. Not allowing new street parking will encourage a much more walkable city and improve future development in those areas. It will also give more space for new development, green space, people to move around and bike paths. This is a phenomenal opportunity to increase bicycle infrastructure within the city.
October 14, 2021	Commenter	Do not take away I-81. It is vital to the flow of traffic and keeping our city not congested. The community does not want any alternative. Keep I-81!
September 5, 2021	Commenter	Do not tear down the bridge through the city, replace it.
October 13, 2021	Commenter	Do the community grid. The other alternatives are not legitimate.
July 27, 2021	Commenter	Does everyone involved truly understand the community grid option has a hugely negative impact on response time by on call medical teams and that many people who currently are employed in those positions will have to resign their jobs AND public health will be impacted in ways you can't imagine? Think heart attack and strokes where every minute counts. Do you want your mother waiting 40 minutes for a team that used to make it in far less?? Regardless of what the "numbers" tell you, the sheer number of traffic lights added will absolutely impact patient care. Will the state be issuing passes for all the people running red lights who are trying to save your mother's life?? Will it matter that city residents social lives will improve if their physical health declines? Syracuse residents rely suburban residents for their health care. Period. Where is the study showing how physical health is or isn't affected? Any option that doesn't keep response times the same or better to the areas 3 (4) major hospitals, is negligent on all fronts. If you feel this is an exaggeration, volunteer your time with any one of Upstate or Crouse's on call teams. Only then will you appreciate the negative impact your choices will really have for not just Syracuse residents but for the entire outlying area. Shame on you all
October 13, 2021	Commenter	Doing anything but rebuilding the current path of rt 81 is idocy and will result in traffic being routed around the city of syracuse. Less people will stop and spend their dollars. This is not about social equity. It's about the survival of a long dying city. Allowing all traffic to bypass the city of syracuse is just another nail in the coffin that the politicians hope to place Syracuse in. But not before they squeeze every last drop of profit out of its ugly politricks. Don't change the path to the city. The because you feel guilty about something done berlfore you were born. Do every thing you can to keep this corpse dancing.
August 14, 2021	Commenter	Don't let the old Italian Syracuse men make the aesthetic decisions. They have done enough. We need some fresh modern looks.

Date	Name	Comment
October 14, 2021	Commenter	Don't save 81. Community grid! This is for generations and needs to be supportive of the businesses and people in the area. Suggestion: I advocate for moving the proposed roundabout currently planned near Dr. King Elementary School further south. This would better safeguard the students and provide an opportunity to reduce noise and create attractive frontage for Oakwood Cemetery. This is about our community for generations, not some lobbying group with money to blow on ads!
October 14, 2021	Commenter	Downtown Syracuse already has too many panhandlers, all the stops the grid would require would simply exacerbate that problem
October 14, 2021	Commenter	Drive and walk through Adams Street/Almond street on a daily basis and really take a good look if your plan is logical and efficient for traffic, pedestrians, etc . The pictures you have drawn up make it look like its Disney World, IT IS NOT , IT IS A VERY BUSY INTERSECTION & AREA WITH SO MUCH TRAFFIC . Very poor planning & idea. not reality in any sense
July 20, 2021	Commenter	Due to the DOT recently removing 2 lanes on Erie Blvd, one on each side and also some left turn lanes were shortened and/or done away with for the new bike path. This has already caused traffic issues and delays this will become even worse because of the community grid. Was this and the other upcoming changes that have already been planned and/or started in Syracuse and Dewitt considered for this community grid option.
October 14, 2021	Commenter	During the presentation downtown it was mentioned that Business 81 north coming out of downtown would be four lanes. Currently it is three lanes. I think it is excessive to add an additional lane in this area. The traffic will be reduced after reconstruction and the current three lanes seem satisfactory.
October 14, 2021	Commenter	Eliminating the existing Viaduct and expanding the community grid will require the acquisition and possible siezure and condmentation of existing property owners land - displacing existing residents and resulting in the possible demolition and removal of existing homes.
October 11, 2021	Commenter	enough is enough - this project has been discussed to death and is now the attempt is being made by a small number of weathy businessmen to hijack the project. Don't get side-tracked by the bridge or tunnel. Do focus on making the community grid safe for the community. It is time to move forward
October 12, 2021	Commenter	Enough of destroying neighborhoods! Syracuse better!!!
October 14, 2021	Commenter	Even the sky bridge seems better than this
October 14, 2021	Commenter	Every place that a major highway is rerouted around a commercial center, that center dies. Downtown Syracuse has enough problems without all traffic being routed around the center of town. The Community Grid alternative is simply to remove the cost of replacing and maintaining the current I81 Highway - regardless of the effect on the city.
August 10, 2021	Commenter	Everyone appears to have forgotten the original purpose of this project... To bring I81 up to interstate highway safety standards. No new viaduct or tunnel or will to that. The rebuilt viaduct would compound the noise, pollution, and disruption to downtown quality of life. The Grid will insure timely access hospitals, enable people to bypass a slower speeds in the city and enable easy access to all areas beyond downtown. The grid will humanize the city. I want to thank the State for all the public information sessions and clear information sharing. Destiny did its best buying lobbyists to skew the outcome. This is about quality of life for this city for decades to come. We don't need a direct path to Destiny; we can all get there without further destroying the air quality, tearing down buildings, increasing the noice downtown, and other dislocations. Bring on the grid and let people in a hurry bypass downtown.
August 1, 2021	Commenter	Everyone talks about the Rt 81 cutting through the 15th ward,and how it affected the Black community.No one talks about how it cut a path right through the Onondaga Nation. So if you want to re-route the north bound traffic around the city let's start at the edge of the Onondaga Nation start RT 481 there I'm sure the great minds of the government can devise a way to make this happen they have an answer for everything else. Once again we are the forgotten people.
October 10, 2021	Commenter	Everywhere in the community grid plan, the advantages of the landscaping, traffic re-routing and most of the funding seems to accrue to those areas closer to the university, while areas that have been dealing with the majority of economic and air quality damage from I-81 experience little to no improvement on their current situation. In areas south of Adams street, there is little landscaping, and there are planned exits or roundabout that will continue and/or exacerbate these issues. The East Colvin/Outer Comstock neighborhood has already suffered for years from exhaust from I-81 in their neighborhood. Now there is a plan to turn East Colvin street into an exit, the most direct route to the university? This is a residential neighborhood, with an elementary school numerous school bus stops and A LOT of pedestrians. East colvin street should not be turned into an exit - traffic off of I-81 needs to start back at the 481 spur and slowly move cars through the city at standard speeds, not essentially make off ramps onto long stretches of road that will cause people to speed through pedestrian neighborhoods, putting residents at risk and causing more pollution from exhaust.
July 21, 2021	Commenter	Exit three will be overloaded and travel times are not accurate. It will be a mess downtown
September 7, 2021	Commenter	fix what needs to be fixed. stop putting more traffic in the city. it works the way it is.
October 12, 2021	Commenter	Fix what we already have
October 13, 2021	Commenter	Fix what we already have
October 7, 2021	Commenter	Fix what we already have
October 10, 2021	Commenter	fix what we have. these plans sound like kindergarten class asked for advice
August 2, 2021	Commenter	Flower Skate Shop for Prez
October 7, 2021	Commenter	For the love of God…please just do what is necessary to make our traveling public safe and efficient. I doubt that using a grid will take away anything other than pollution and a quick glance at downtown Syracuse from an old, unsafe and outdated via duct. The grid allows for less historic building loss. That's important. The highway should never have been built down the middle of Syracuse. No other cities have been bisected by the highway. It is not a hardship to use RT 481 to get to northern/southern areas of our region. All of this back and forth has likely caused this project to double in cost and further delay will only keep the public arguments going. You are the experts…you know what is necessary. The naysayers reasons are never going to end and are mostly selfish. You can bet that if one of those bridges fails during a winter storm…they will be the first to put the blame on the NYSDOT rather than themselves for preventing this project to proceed and keep out neighbors safe. I understand and agree with the traffic circle being too close to the school…but other than that there is no reason to delay.

Date	Name	Comment
October 7, 2021	Commenter	For the people that are considering this grid option specifically for heavy trucks, take a SNOWY February morning at 20 degrees below zero put yourself in the passenger seat of a big truck with a heavy load for a ride along under these conditions and see how your grid option works out! The 81 corridor was laid out a long time ago and these new considered changes should of been thought out long before now. The city and local commerce was built around 81 and its design flow of traffic in the late fifties , kind of hard to step on everyone's toes now and make this ridiculous grid option function. Ask truckers that run thru our state and make the local deliveries downtown what they think is feasible here. My opinion is to not upset the flow of traffic if that means building another elevated road such as we now have or construct a tunnel below all of this! No I am not a trucker just a life resident.
July 19, 2021	Commenter	For the roundabout I would like to suggest installation of yield lights/stop lights for each entrance as most Syracuse drivers are unfamiliar with roundabout use and it would help increase traffic safety.
October 14, 2021	Commenter	For the suburban folks to say "we don't want this traffic passing by our neighborhoods, let's keep it in the city" seems rather arrogant.
September 13, 2021	Commenter	For those people complaining about the community grid grow the fuck up and deal with that it will be the community grid and that is final
August 18, 2021	Commenter	free parking under those bridge, closing it off with 4 feet walls fences and a main street or small streets on sides minimizing traffic sidewalks shovel costs upgrading ball courts while parking, when visiting or workers who follow air quality having a telsa, infirestructure, home, energy, or expanding yearly man power force since 1921. so creek is mainly highway not your pothole upgrade timeline or federal floor level. time
August 1, 2021	Commenter	From a NYS licensed professional engineer: The destruction of interstate highways on urban, minority communities is well documented and I-81 is a prime example of that flawed thinking by NYSDOT 60 years ago. Unfortunately, and with incredible irony, that same flawed thinking continues today by DOT's narrow-minded engineers. Once again, the state's focus is on accommodating upper class, suburban (and white) commuters to ensure they can quickly travel in and out of the Syracuse downtown center at the expense of low-income minority neighborhoods. The irony is that DOT is claiming their community grid option is making amends for past sins and repairing local neighborhoods. But what is massively missed is the obvious fact that only a 1-mile section of the highway in downtown Syracuse is being removed, while the highway will remain in the residential Southside and Northside neighborhoods between downtown and 481 - note, the same can be said about I-690. Clearly the beneficiaries of this proposal are commercial and Syracuse University interests and once again, local minority communities are an afterthought. If local minority communities were actually a priority then any form of highway between 481 would be removed. This oversight is downright shameful and repeats the same mistakes of NYSDOT 60 years ago. I hope NYSDOT changes course and actually corrects the historical damage of I-81 by removing any highway in the South and Northside neighborhoods and investing heavily in their repair.
October 14, 2021	Commenter	fuck the i-81 project. we've seen that the original construction of i-81 has put those at a disadvantage (specifically black communities) , in an even worse spot. removing homes and stores that people rely on is ridiculous. it isn't a problem for the wealthy contractors that plan and build it. it's a problem for those living in the way of the project. most who don't even have their own cars, must walk to the nearest corner store to buy groceries. fuck bob congell and fuck john katko. anyone who supports this is either ignorant or a trump loving bigot who has no remorse for those in the inner city community. pieces of shit . try to build the highway and see what happens. the people won't stand for it.
October 12, 2021	Commenter	Full support of the grid project
October 12, 2021	Commenter	Fully support the I-81 grid project.
September 23, 2021	Commenter	Getting rid of a highway that runs through the center of a city in favor of surface streets has never and will never work. It only increases traffic makes more people go around the city, therefore avoiding businesses, and increasing emergency response times. One only has to look at every other city in the United States to see this work. The ones that are small and dysfunctional such as Ithaca don't have highway bypasses like the current 81 overpass, and the ones that are functional have highways through or over the city such as Rochester, Buffalo, or Albany to name a few. A look across to see if this had been tried before should've really been done before pushing the project at all and it would've been clear that this is a terrible idea that's been tried before, failed, and has never succeeded.
October 14, 2021	Commenter	Getting rid of I-81 is a start to rebuilding communities that have suffered long enough since it first cut through their neighborhoods. If you don't live their you shouldn't care. City's have to much input from people that aren't even residents. Times need to change and communities need to build from within not be torn down from the outside!
July 21, 2021	Commenter	Getting rid of I-81 will create more heavy traffic and congestion due to increased traffic lights causing bottlenecks and longer commute times. This will eliminate the ease of commute and travel times Syracuse residents to visit and be involved in the community.
October 12, 2021	Commenter	Give us the grid.

Date	Name	Comment
September 21, 2021	Commenter	As a Landscape Architecture graduate student at SUNY College of Environmental Science and Forestry, and neighbor and steward to Oakwood Cemetery, I would like to advocate for restoring access to Oakwood Cemetery's main entrance gate, currently severed from the city by Interstate 81. A redesign of I-81 to a slower, lower-volume road, would minimize noise and visual pollution in Oakwood Cemetery generated by the highway. However, the current community-grid design alternative has the potential to increase noise pollution in the cemetery as trucks and cars brake upon approach to the proposed traffic circle. To mitigate this, extending Almond Street's traffic calming beyond where it is currently proposed to either Colvin or Brighton Avenue, would be beneficial and inclusive of Oakwood Cemetery. If a non-community grid alternative is chosen, it is our hope that access and environmental and cultural impacts to this federally and locally protected site be considered and addressed. Oakwood Cemetery is a major resource; historically, culturally, locality wise, as well as vital public green space. It is used daily by students and faculty from both Syracuse University and SUNY ESF, as well as residents of the east-side adjacent neighborhoods. A connection to the southside and downtown through the historic main entrance gate provides an unmatched opportunity to reconnect the city through a pedestrian safe and serene park-like setting, as it was originally designed and utilized for decades. It is an opportunity to right the environmental injustice that occurred through the original construction of I-81 which devasted and inequitably separated the southside community from the rest of the city. This connection would also provide new activity leading to renewal and revitalization in the most historic sections of the cemetery which, is in itself a major asset to the city of Syracuse. Currently these sections are out of sight to most, having been left to demolition by neglect, vandalism, and considered dangerous. It is important to note that Oakwood Cemetery's current administration (non-for profit) does not have an interest in restoring access to Oakwood's historic main entrance gate. However, our ask is that I-81 be designed so that future administrations could if they chose. This is a once in a lifetime opportunity to holistically address circulation, environmental justice, reweaving the urban fabric, and so much more in Historic Syracuse, while celebrating the creativity of the rural cemetery movement of the 19th century. I urge you to consider righting this wrong and restoring access to Oakwood Cemetery's historic main entrance gate. As it's been said, this is a once in a lifetime opportunity.
October 13, 2021	Commenter	As a faculty member in the Department of Landscape Architecture at SUNY ESF and advocate for social and environmental justice, I would like to encourage consideration for restoration of access to Oakwood Cemetery's main entrance gate, currently severed from the city by Interstate 81. A redesign of I-81 to a slower, lower-volume road would minimize noise and visual pollution in Oakwood Cemetery generated by the highway. However, the current community-grid design alternative has the potential to increase noise pollution in the cemetery as trucks and cars brake upon approach to the proposed traffic circle. To mitigate this, extending Almond Street's traffic calming beyond where it is currently proposed to either Colvin or Brighton Avenue would be beneficial and inclusive of Oakwood Cemetery. If a non-community grid alternative is chosen, it is our hope that access and environmental and cultural impacts to this federally and locally protected site would be addressed. Oakwood Cemetery is a major local resource--historically, culturally, and ecologically--and vital public green space. It is used daily by residents and community members in the neighborhood and at Syracuse University and SUNY ESF. A connection to the southside and downtown through the historic main entrance gate provides an unmatched opportunity to reconnect the city through a pedestrian safe and serene park-like setting, as it was originally designed and utilized for decades. Restoring this connection can right the environmental injustices of I-81 construction, which devastated and inequitably separated the southside community from the rest of the city. This connection would also provide new activity leading to renewal and revitalization in the most historic sections of the cemetery--itself a major asset to Syracuse. Currently these sections are out of sight to most, having been left to demolition by neglect, vandalism, and considered dangerous. It is important to note that Oakwood Cemetery's current administration (non-for profit) does not have an interest in restoring access to Oakwood's historic main entrance gate. However, I'd ask that I-81 be designed so that future administrations could do so if they choose. This is a once in a lifetime opportunity to holistically address circulation, environmental justice, reweaving the urban fabric, and so much more in Historic Syracuse, while celebrating the creativity of the rural cemetery movement of the 19th century.
August 13, 2021	Commenter	Government keeps asking for the input of the community on the proposed community grid as a replacement to I-81. People throughout the community (residents and businesses) have expressed their disapproval of the proposed community grid project as a replacement for I-81. Why does government keeps asking, are they not listening or are they just going to keep asking until they get the answer that they want. It is clear, that the community is not in support of this project. The purpose of our elected officials and government to represent the people that they serve.
October 5, 2021	Commenter	Grid + Bridge please!
October 12, 2021	Commenter	Grid all the way, with investment into the Dewitt exits on 481 to improve backups, especially around rush hour!
September 14, 2021	Commenter	Grid and bridge VERY much make the most common sense. No questions asked!!!
September 15, 2021	Commenter	Grid bridge would better serve this community! Please consider this as the best option.
August 3, 2021	Commenter	Grid must happen to help everyone that lives in the city of SYR. Ppl who live in outlying areas have chosen white flight and should not be considered stakeholders.
August 18, 2021	Commenter	Grid only option to replace the 81 viaduct is not acceptable. Negative impact to communities and businesses far greater than purpose and objective of project
September 14, 2021	Commenter	Grid plus bridge.. there is NO WAY a grid will work. Have alternatives for all of us that commute through the city to work. A grid is the making for a traffic nightmare.

Date	Name	Comment
October 14, 2021	Commenter	Growing up in The Valley, the historic effects of redlining subjected myself an neighbors to systemic racism and environmental racism. Segregating our communities is the number one purpose of 81, funneling people out of our city and keeping us separate. Our city is beautiful and diverse and resilient, and we deserve to have modern developments centering upon bringing people closer… not helping people get farther away from each other.. BUILD THE COMMUNITY GRID! Let's work to restore justice and togetherness, reframing Syracuse as "ONE diverse place" as oppose to "one of the most racially segregated cities in the US."
August 27, 2021	Commenter	Halting a major federal interstate that is meant to be a pass through in a community grid all for some claims of "racism" makes no sense. How is that racist? Because black people live there? Well by that logic, everything is racist because there's black people that live in all sorts of areas of the country. The sky bridge is a good compromise that let's people have their highway AND a community grid.
August 9, 2021	Commenter	Has anyone considered the amount of air and noise pollution this will add to our already troubled city. Let us focus on cleaning up our downtown and making it consumer friendly.
July 20, 2021	Commenter	Has anyone seen the congestion in the area of Syracuse University and the two hospitals now? It will only get worse with the grid alternative and how are ambulances going to transport patients to the hospitals? I have seen this type of grid in Maryland and it was a nightmare coming off the highway and getting back on the highway. It took hours to move a couple of miles. Before choosing this method has anyone thought about trying it now during busy traffic times by forcing people to the city or 481? Just a test to see what can happen. I won't even mention the traffic during SU games and other events.
July 22, 2021	Commenter	Has anyone. Thought about ems response time on the hospital
October 13, 2021	Commenter	Has the safety factor of travelers having to stop at traffic lights and be at ground level in the middle of a war zone (i.e. downtown and south/southwest area of Syracuse) been taken into consideration? What additional measures for public safety in that area will be in place? I often have to travel from far south of Syracuse to the northwest suburbs at night, and frankly will be scared to death to have to make a stop at a light or drive through the city at ground level. Taking 481 is a ridiculous detour and adds at least 20 mins to the trip.
July 18, 2021	Commenter	Has there been any consideration for relocating the small Dunkin on Almond St to the excess land that will be available?
July 21, 2021	Commenter	Have people taken into consideration the amount of exhaust fumes increasing into this area and the inherent health risks with more vehicles stopped at lights? Cancer rates will surely be increasing.
July 17, 2021	Commenter	have they forgotten it snows in Syracuse? The round-a-bout, especially, will be a disaster.
July 18, 2021	Commenter	Have you considered the amount of traffic this is going to create in the suburban areas? Tractor trailer's hauling trash from NYC to Seneca Meadows will not be taking this "new" route around the city of Syracuse, but will be exiting and coming down through the finger lakes. I-81 has been an excellent mode of transportation it just needs to be straightened out so there are not so many accidents. Poverty does not exist in the City of Syracuse due to I-81, ill leave it at that.
July 16, 2021	Commenter	Have you ever thought of closing I81 from 690 to Brighton Ave to see what will happen. Just for a few weeks. Let everyone know 2 weeks ahead and then close it down. They either take RT 481 north to I81 or go down to ground level roads. Those coming south will need to take RT 481 South or continue on I81 to another exit or where it ends at RT 690. This will give you some idea about where the traffic will goto. Have people watching at certain exits at key times to record problems. If you have ideas about where people are going to go you might be able to address some problem areas beforehand.
October 7, 2021	Commenter	Have you factored in the amount of time and fuel it will take for truckers to drive all the way around the city? It will ultimately effect the cost of items to our community. Even for those who end up having to drive THROUGH the city at 30 mph, it will take much longer. More time, more fuel - the bigger the cost to each of us. With the current situation where groceries are up (especially meat - up 15%). Imagine how much more % you are causing by this dumb move of removing 81 and making people drive 30 mph. Who is making these decisions?....someone who doesn't live here, someone who doesn't drive here? Put the question up for VOTE by the people who live here. Let's see how that goes over???
August 31, 2021	Commenter	Having a traffic circle exit at a school is horrendous idea. This is putting the school children and families in harms way. Children will cross the street even without cross walks and risk getting hit by a car. Chances of a child who runs off of the school playground and into the road getting hit will increase. The noise from the added traffic in the area will be a distraction to the classes facing MLK. The added traffic will make it impossible for buses, families, and school staff to safely get onto school property. The traffic circle exit needs to be moved to a different location for the safety of our children.

Date	Name	Comment
October 12, 2021	Commenter	Having grown up in Syracuse with the intention to come back to Syracuse once my medical degree is complete, I will be so upset to move back to a city with I-81 still standing. It stands as one of the most severe example of poor city-planning in history. It has, since it's inception, divided the haves from the have-nots and depreciated all properties within its radius. It's in shambles. The costs of restoring are innumerable not only in a $ value but the cost to our community. When physical barriers exist between neighborhoods the results are inevitable. Income and racial disparity. Nothing to be gained. On one side is University, the other side are some of the first housing projects ever built. Physical barriers are socio-economic barriers. I know this not only in having grown up in Syracuse, having seen it myself, but in attending medical school in New York City. Robert Moses, the infamous city planner of much of NYC, used highways to physically segregate poor communities of color and ensure their prolong economic depression. Only after many decades of fighting have these projects begun to be reversed. The reality is, no one wants a highway cutting their city in half. Why would we NOT want a community grid system that invests in clean, green spaces and actual public transportation infrastructure? It's not as though the highway is somehow funneling money into the city. The city has been on the decline since the highways construction and it will remain so if it remains. Instead, let's invest in making the city a convenient and clean place to live. One where you can actually bike places and have a robust public transport system. That's what every major European city invests in. Furthermore, it is entirely disturbing that Pyramid construction would so flagrantly put the needs of their failing mall before the desires of our community. It's not surprising at all but it is upsetting to see the amount of money they have pumped into John Katko and Co. via DC Lobbyists for their exclusive benefit. Let's call a spade a spade. Destiny USA is not a tourist attraction. It doesn't generate the city money from out of state or country as promised. It is failing. It is a mall in 2021. It will continue to fail until finally (and hopefully) it is shuttered. The idea that we would seriously consider basing our city's infrastructure and planning around a MALL?! You cannot claim to care about the future of the city if you think I-81 and Destiny USA is major part of it. Please do the same thing. Invest in the Community Grid alternative.
July 22, 2021	Commenter	Having stop lights on the grid will mean slower travel, and redirecting traffic around, results in a loss of business, loss of interest or lack of ability to show off the city to passers by. I enjoy the "20 minute city" and don't want to see travel through inhibited. Always having an alternative route that is comparable in time, is very important to me. A skyway can preserve this, and add beauty. Driving along the present via duct is really cool at night. I like seeing the city off in the distance whenever I drive the viaduct. It's quite a view! An even higher one would be more exciting.
October 14, 2021	Commenter	having traveled through many cities I have seen the problems bridges and overpass roads cause they are always in need of repair and maintenance trucks that now have the option to use 81 or 481 will continue to do so only if 81 continues to be a main highway as apposed to a business route for local traffic and deliveries. The community grid will finally make 481 the route of choice to by pass city traffic as it should have been used right along the city of Syracuse will become a destination for travelers to go to city events and properties and 481 will become the route for those passing through with 690 still connecting northern and western suburbs I am in favor of the community grid option for that reason
October 7, 2021	Commenter	Hello, I live in the Camillus area. Please take in consideration the travelers and commuters that use the stretch of I-81 to travel to the hospitals and Syracuse University. Removing this stretch would force most commuters from this area to travel through lots of stop lights. Not to mention the increased travel time that would be especially critical in an emergency situation where one would have to visit a hospital. Thank you for your consideration.
August 6, 2021	Commenter	Hello, I would like to recommend a public area that would be skateboard friendly
August 7, 2021	Commenter	Hello, with the new project coming, can you think about a skateboard plaza or park in the project.
August 7, 2021	Commenter	Hello, with the redesign of I-81 taking place soon I want to suggest implementing an area that would skateboard friendly.
July 26, 2021	Commenter	Hello,I am a skateboarder and owner of the Flower Skate Shop in downtown Syracuse. I was looking into the plans for redesigning i-81 and am thrilled about the changes being made and I just wanted to reach out and see if there was any possibility in the redesign to fit a skateable area in. We have a lot of skaters from the area emerging these days which is why we set up our skate shop and I've always wanted to advocate for a bigger skatepark project but I believe the I-81 reconstruction could be a good opportunity for a small and unique spot for skateboarding. I believe that putting skateboarding in a visible area could help people that are passing through to stop and check out our downtown area which could help our local commerce in the long run.If there is anybody that I could reach out to so we could discuss possibilities I would surely appreciate it and look forward to hearing back.Thank you,Charlie Giancolacgiancola33@gmail.comcharlie@flowerskateshop.com315-559-9650@flowerskateshop@_cakeeater
October 13, 2021	Commenter	Hello. I am a local business owner and lifetime resident of Syracuse. I am in favor of the Community Grid. 81 splits our city in half, dividing communities and has an ugly history of destroying and displacing communities built by people of color. Tearing down 81 will broaden our city, make it more walkable and reconnect communities that were torn apart. I'm in favor of the community grid, to support our city community.
September 21, 2021	Commenter	Hello…I'm with The Toner Kings. I use 81 daily for my business. I'm a service engineer and spend everyday on the road. My customers depend on me getting to their locations in a very timely manner. Changing 81 from how it currently flows would be detrimental to my business and my customers businesses. Adding extra time, delays etc would eventual cause my business to close its doors. At a time when covid has wrecked this world, taking another hit by redesigning 81 to accommodate people who walk around the city of Syracuse, instead of accommodating the 10's of thousands that travel the current highway, is a slap to the faces of the public that use it. Think about your traveling businesses first that this change will negatively effect, before you make any changes to 81's current pattern.
July 16, 2021	Commenter	Hey! They're going to do whatever they want, anyway

Date	Name	Comment
October 8, 2021	Commenter	Hi ... I'm wondering why you didn't learn anything from SanFrancisco (Bay bridge) or all the bridges in NYC which enable people to get around more quickly. Seems to me that taking down Rt. 81 through the city is moving us backwards. The origin of that span of 81 was to let people get to places a little faster (than 30 mph which what you're doing) and WITHOUT having to drive THROUGH the city. Please visit suspension bridges in NYC or other areas around the US and take notes from them. Please & thank you!!
October 14, 2021	Commenter	I just wanted to offer that the Community Grid is exactly what I feel Syracuse needs. Living on Water Street in an apartment that faces the 690 and 81 intersection, there is nothing but parking lots out my window. The community grid would revitalize the corridor behind my apartment and allow more people to enjoy the city to a greater extent than they can now. Please make the right choice and move forward with the removal of 81 and the installation of the Community Grid. Thank you.
July 16, 2021	Commenter	Hi! My husband and I just got done watching a representative from the town of Salina on the news complaining about the loss of I-81 and how “our” concerns aren’t being listened to, and how most people are against the community grid option. I feel the need to comment, because I don’t think this is true in the least. Perhaps she could expand her circle of friends to get a more accurate read on the situation, but I know quite a few people who are 100% for the community grid option- my husband and I included. We live near 81, travel on it frequently for work, and it is a MESS. It’s incredibly dangerous, looks awful, and I for one can not wait to see it go. It is my understanding that the community grid option is cheaper and will create less of a negative impact on our historic buildings downtown. I am honestly not sure why I keep seeing these whiners on the news complaining that our city could get an attractive refresh. She seemed so worried about the possibility of local hotels losing out on business, but if we increase our appeal, more people will want to come to Syracuse, and guess where they will stay! Hotels! I’m so tired of seeing these people on my tv, I’m tired of seeing their ugly billboards trying to “save 81” (good lord how dramatic), and I am unbelievably tired of them claiming to represent “our” interests. You’re not representing my interests. You’re representing your own. Quit whining and give Syracuse a chance to be better in the long run.
August 6, 2021	Commenter	Hi! Please include a skateboard friendly section in the design! Thank you!
September 15, 2021	Commenter	Thank you for the opportunity for Syracuse residents to given feedback. Please do NOT make any major changes to I81, other than maintenance to make sure of its safety. 1. We use it all the time for our medical appointments at Upstate and Crouse and our trips to Liverpool. 2. It has really cut short time during emergencies, especially medical ones. 3. It offers the best views ever of downtown Syracuse, especially during Christmas. It is almost as if driving through the set of "It's a Wonderful Life". 4. Many people lost their homes and lifestyles when it was first built. They had no say. Let us honor them by not making their involuntary sacrifices in vain. 5. Carrying out any major structural changes at this point will displace people in the vicinity and neighboring communities once again and will be a huge expense. People are already struggling from the pandemic economic woes. They don't need this additional stress. It simply does not make money sense. 6. Thanks to the I81 segment going through downtown, the other highway segments such as I481 and 690 have reasonable traffic, travel times and wonderful vistas. Changing I81 in a major fashion will disrupt all of this. 7. There will be an extremely adverse environmental impact due to the dust, debris, noise, increase in temperature and destruction in general. 8. Let us remember, it is hard to build but easy to destroy. Perfect examples are the Erie Canal and Tram systems in Syracuse. This city could have been the Central New York version of San Antonio and San Francisco combined. Many more tourism dollars could have been made. Instead these were indiscriminately taken down. Let us not make this a 3-peat. 9. Any action to significantly alter I81 at this point will have negative, very long lasting effects on several communities in the area. 10. When something works so well, why do we want to fix it anyway? It is not as if people will suddenly start mingling with each other as a result. We have an extraordinarily beautiful city with several park systems. Let us maintain it and keep it lovely. Please don't mess with it. Same goes for Shopping Town mall--it is fantastic, the challenge is to keep it looking good. I will try to send email and also attend the Sept 23rd meeting, though I am not sure if the timings will work.
September 15, 2021	Commenter	Highways link cities and permit access to and within a city. Business and neighborhoods are created based on roads, highways and access within the city. Eliminating 81 within and thru the city is a step back and not fair to all the business and neighborhoods that developed BECAUSE of route 81.
July 18, 2021	Commenter	Honestly this has to be about one of the worst ideas yet. This is going to affect so many people negatively commute wise. People will not nearly be able to get where they need to as quickly and efficiently as they can now. 81 has been such a god sent to do many of us and without it we will have to spend so much extra time getting back and forth to our jobs, doctors, stores and other activities that we just can't afford. This plan really just needs to be thrown out and 81 needs to stand!!!! # keep interstate 81!!!!!!
October 12, 2021	Commenter	Hooray
July 19, 2021	Commenter	Horrible concept! Not everyone wants to stop in Syracuse. I want to get through Syracuse as quickly and safely as possible. This concept does not provide for that if I have to slow to the proposed speed limits or if I have to stop at traffic lights. I-81 is an Interstate and should be maintained as one. Where else on I-81 do you have to stop at traffic lights?
September 1, 2021	Commenter	Horrible idea, all this will actually do is push all traffic to 481. I am amongst many, if this goes through I won't be traveling down 81. If the goal is to reduce I81 traffic then continue with the plans.
August 18, 2021	Commenter	How about you take into consideration the people that use I-81 every day, where rerouting on I-481 isn’t an option. Take a drive on 81 during any normal rush hour, and you’ll have your answer. An hour of traffic going anywhere and everywhere, directly through the city of Syracuse. Dumping all of that traffic into city streets will be nothing but problems. Get here and have a look for yourself.
October 14, 2021	Commenter	How are we going to ensure that community near to the viaduct will be covered if they opt for alternate housing? Will anyone be asked to leave?
August 13, 2021	Commenter	How are you going to accommodate the new traffic flow from the old 81 to 481 "new 81" with just extending on ramps "accelerator lane" ? An interstate highway is going to need to have another lane added north and south bound lanes to handle the traffic before you can even begin with the change to downtown area. No! No! No on another roundabout they are too confusing for people to understand who has the right of way . It's bad enough at a 4 way stop. Come on people what are you thinking! We are doomed to be sitting in traffic for hours , one accident and we will be backed up for miles . Just trying to get from one end of the city to another Boulevard is what you should call it not community grid. I vote NO!

Date	Name	Comment
July 20, 2021	Commenter	How do you plan to make the 481south to 81 transition safe for high speed traffic? The radius of both north and south turns is so tight that you can't even safely make the turns going faster than 45mph. I'm not sure that any changes can be made to open up the turn but if you did it would cause major problems for Brighton Ave and the buildings on the hill. The topography of the 481N to 81 transition is such that the turn could be straightened out and made safe but why isn't that presented in the drawings? You have to think of the snow and ice in the winter. People will end up dead.
October 14, 2021	Commenter	How does a highway thats relatively straight outside of downtown "divide the city" and destroy an entire ward? Was the ward 10 miles long, and only 1 block wide? The only thin 81 divides is the university are from the rest downtown, and all the sidewalks under the viaduct kinda solve that. It doesn't even divide that really, because Upstate is still buying/building all sorts of things on the west side of the highway. On the north side, it divides the inner harbor (and what was oil city) from the more residential areas, seems pretty logical to me. On the south side, divides the Valley from what was the large quarry and Rams Gulch area, not to mention the transfer station. There really isn't a wrong to right here. You can't bring back the 15th ward 50 years later. Not to mention the Black community moved more towards the south side and Brighton ave area, so there is still a black neighborhood, like the Italians on the north side (although now it's more middle eastern nations than Italian). The grid is not going to solve anything. No one even wants to stay open minded to other ideas like the skyway or anything else. So much for "progressivism" and "open mindedness".
July 17, 2021	Commenter	How does someone commute from Baldwinsville to the south side of the city? How does someone easily travel from Cortland to the State Fair grounds or the lake amphitheater? It seems like all our trips will cost us more in time and in gas?
July 16, 2021	Commenter	How does this affect the morning commute? Having traffic slow to crawl for miles on in does not seem reasonable.
August 17, 2021	Commenter	How does this handle Syracuse University Dome traffic, after football and basketball games?
August 9, 2021	Commenter	How in the world is the city of Syracuse going to converge the traffic entering the city from 690 east & west, and I-81 north and south once the "Community Grid" is shoved down our throats? The ONLY way to not have complete gridlock is to fix the viaduct and keep what little business and venues the city of Syracuse has now. This "Community Grid" idea is ridiculous. Fix the viaduct before someone gets killed when it collapses.
September 1, 2021	Commenter	How is bringing traffic down to street level with traffic lights and engines idling supposed to improve air quality?
September 14, 2021	Commenter	How many GD meetings/extensions do you have to have before you realize the people do not want this project/community grid option, just the fact that you are still talking about this two years after it's introduction should tell you something. The sole purpose of the interstate system is to get people from point A to point B asap. Looks like just another example of the public having something they don't want shoved down their throat by our elected officials. Does not surprise that so many have left this state in the last 10 years. In two years you can add myself and family to that ever growing list.
July 18, 2021	Commenter	How SAFE would it be for a round about in front of a public elementary school? What image are we giving to the taxpayers who children go to that school that you guys CARE about the children that go to that school that is predominantly black?! Would a round-about fly INFRONT of a predominantly white school in the suburbs?
July 19, 2021	Commenter	How will this affect commuters during rush hour with added stress to lower level city streets and a lower speed limit?
October 4, 2021	Commenter	I think a grid and bridge is the best solution. Downtown has been going through a rebirth for the past decade with many people moving there . Why rock the apple cart. You need 81 to run through the city to avoid excess traffic on the grid and to give easy access to those you travel north or south of the city . Cutting out 81 will hurt those businesses that people currently use 81 to reach . Also sending traffic on 481 will wreck havoc on the eastern suburbs.
October 12, 2021	Commenter	I 100% back this project of the removal of 81. Let's bring our city back together!
August 18, 2021	Commenter	I absolutely disagree with the grid option. Horrible and will increase gas consumption for local businesses to divert around the city let alone those commuting and visiting our great city and neighboring townships that thrive off the revenue it brings in. Those many long standing companies that run trucks up and down will double their operating cost. This is fact! Don't do it! You will devastate the businesses that built Syracuse New York in and around the City.
October 14, 2021	Commenter	I agree that the Community Grid Alternative is the best option available, and I strongly support that choice.
September 5, 2021	Commenter	I agree that the community grid is the best way to move ahead with this project. It not only the most cost effect it will open the city to more walkable and bike areas. It will also take less time to disrupt traffic through Syracuse. it will connect the west side to the university area making to more walkable for all. Please do not be cave to those from Density and other to larger highway, it will keep the city divided.
October 4, 2021	Commenter	I agree that we should have the bridge and grid. Also explore an exit from 81 through Geddes Street to 690 west. This would be a short cut or direct route from 81 before Adam's Street exit to 690 West and offer much needed attention to southwest Syracuse.
August 9, 2021	Commenter	I agree with recent suggestions about re-opening the main entrance to Oakwood Cemetery. It would be a missed opportunity if the project doesn't make it possible; if it doesn't happen now, it will never happen. It also seems advisable to create viable exits from 81 at both Brighton and Colvin Streets. In that way, people can access the shopping areas along South Salina Street; without such exits, people would have to travel to MLK Drive before they could travel back to shop on South Salina Street. Why not disperse traffic earlier, allowing people to get to these areas quicker and reduce traffic at MLK Drive?
July 18, 2021	Commenter	I always thought the idea of raising 81 through the city was an option that wasn't being discussed. I think improvements can be made under the raised road to unite the community that has been divided by 81 for many years. By using 481 puts more traffic on the already congested exits east of the city and may add extra miles when driving through Syracuse.
October 13, 2021	Commenter	I am 100% for the community grid as I think it will make Syracuse an even better place to live. However, the rotary near Dr. King Elementary School needs to be moved further south. This amount of traffic will be dangerous for the children who need to walk to school and will impact their learning because of the noise of the traffic. SCSD deserve the respect and thought in city planning that developers give suburban schools.

Date	Name	Comment
August 18, 2021	Commenter	I am 100% for the i-81 community grid project, I think this is our opportunity to make a once in a generation decision and correct a poor decision from our past. I also wanted to mention that the only opposition I have heard from individuals was made out of ignorance and fear, because they commented that it is so dangerous in Syracuse that if the elevated highway is removed you could actually lose your life driving through. Other than that, the only opposition I have heard is pushed by outside groups who buy billboards and run campaigns to make decisions for us within our own community. Neither of these groups should be making decisions for those of us who live in the city and have to live with this road everyday. I use it everyday, its super helpful to get to work and to cut down on travel time, and I still want it removed. The way to make it safer is to remove the road and give the people who live near it a chance to have healthy families and prosperity, open businesses, better schools, ensure access to loans and other financing, and help the community who was most harmed by the destruction of the 15th ward.
September 14, 2021	Commenter	I am 100% in favor of the community grid. The future of our city is with people, not with cars. Walkable green cities are a delight to live in and visionaries have known this for a long time. When I saw the model of the proposed rebuild of the 81 to 690 exchange I was horrified. It was taller than most of our downtown buildings and so ugly. We do not need one car per person and we do not need to dedicate so much space to automobile worship and the consequent neighborhood destruction. Thank you for reading!
October 13, 2021	Commenter	I am 100% in support in the Community Grid as the best solution for our City. I am excited about the Development of the Property that opens up once 81 is torn down. I would ask that you move further south the Roundabout now being considered by Dr King School.
September 1, 2021	Commenter	I am 100% in support of the Community Grid alternative. It is time to reunite the two segregated halves of our community, and this is an important first step. This project will take long enough without a bunch of NIMBY-delaying. Let's get this going, provide jobs and positive change to our community, and GET 'ER DONE!!!
August 8, 2021	Commenter	I am a 30 y/o Syracuse local, born and raised skateboarding in this city, I currently live on the near west side. We NEED a proper skate park like Rochester for our downtown community that has been deprived access to our suburban skate parks. Onondaga Lake Park is outdated, packed daily and in the suburbs of Liverpool; Eastwoods is extremely small, packed daily and in the suburbs of Eastwood. Skating has positively impacted my life by giving me an inexpensive route into a community of like minded people of all backgrounds. These connections have given me access and opportunities all over the state, country and world ultimately shaping and expanding who I am today. I propose we contract Grindline Skateparks to design and build a park on the new 81 viaduct. This will give a positive outlet to so many that need a community center near their home.
July 17, 2021	Commenter	I am a bit concerned about the leaving of a ramp on Pearl Street. Pedestrian safety due to the dismal lack of proper crosswalks and heavy traffic plague the Willow Street and Pearl intersection. Are there plans to improve this in the new model? Thanks.
July 19, 2021	Commenter	I am a disabled Minorith Women who has listened to all the News and information I could get My eyes on since 2012. I haven't heard about the concerns of the people who live here. My neighbor has been here 69 years. You say that you are rectifying a terrible wrong. But what about the gentrification, displacement and relocation efforts. Money to relocate would make this whole process less scary. We are a vulnerable population of people. You address the inconveniences to the drivers and business leaders, but you dismiss us as a generational opportunity.
September 8, 2021	Commenter	I am a disabled Veteran and have to get to the Hospital in a timely manner and not take hours to get there. Some appointments are in a.m. and cannot consider leaving at 4 a.m. and in a car for hours to try to make the appointment. I have MS and other physical ailments that do not make it easy to sit constantly and in an automobile that is constrictive. Do not make this a lower deck option for all veterans who use this hospital in Syracuse.
October 13, 2021	Commenter	I am a fiscal and budget expert who lives in Syracuse, but my office is in DC. In my professional policy experience it is almost never the case the the correct option is also the cheapest option. Amazingly the Community Grid is that rare unicorn: it is both the least expensive alternative and the one with the best outcomes. The Community Grid will cost millions less than an expanded viaduct or a (implausible) subterranean tunnel. It will be an economic stimulus for downtown, the engine of the region. It will improve health outcomes, remedy past injustices, and keep us competitive with our metropolitan peers. All of this—I cannot stress this enough—for less money than the alternatives. The Community Grid would even take less time to build. The choice is clear. The Community Grid is the right choice for Syracuse and Central New York.
July 19, 2021	Commenter	I am a graduate of Whitman SOM and SUCOL and lived in Syracuse for several years. I am still in CNY but not in Onondaga County. That said this is the worst idea ever! Rt81 is a major highway and no one wants it to temporarily empty into a city so they can wait for traffic lights and deal with people walking out in front of their car. My only hope is that 481 remains viable so I can effectively avoid this mess. If not I will use Rt31 and Rt20 to avoid Syracuse anytime I need to travel to Rt81 to get somewhere. Which is too bad because I was one of the people who would stop by at Marshal St, the mall or the Saltine Warrior as I passed through if I had time for lunch or some shopping. No more, if this goes through you'll find me stopping for lunch in North Syraucse, Dewitt or Cicero.
October 13, 2021	Commenter	I am a lifelong resident of Onondaga country and I support the community grid.
October 12, 2021	Commenter	I am a lifelong Syracuse resident and someone who relies on 81 daily for a swift commute to work. However, I am in full support of the Community Grid. We need to think of our city's future— let's connect our neighborhoods, increase walkability, and make right what we did to our 15th ward. I am excited for this sad space in our city to come alive through the grid. This is an opportunity for growth and improvement. Please do not include the proposed loop by Dr. King Elementary, though— that neighborhood does not need any new challenges!
October 13, 2021	Commenter	I am a Liverpool, NY resident and want to express my strong support of the community grid alternative and removal of existing I81 structure. I do feel it is essential to reposition the round about to avoid the schools. This project is a step forward for our community and should begin as soon as possible.
September 2, 2021	Commenter	I am a native a native of Syracuse who has worked and lived in the Syracuse area my entire life and I support the Community Grid plan for I-81. I live in a western suburb, work downtown and travel to the University area regularly. I also shop at DestiNY, and routinely travel North, South, East and West through the city. There is absolutely no reason for a viaduct to be tearing right through the City. It's regressive, devisive, noisy and polluting. High-speed interstate highways should not cut right through urban areas where they become congested with local traffic and are a source of many negative effects. Local traffic is best served through designs like the Community Grid. I urge the decision makers to meet the needs of the people most impacted by this decision, the people of Syracuse.

Date	Name	Comment
August 16, 2021	Commenter	I am a proponent of maintaining high-speed transit through the center of Central New York via a viaduct like the existing 81 over Almond St. I live in the Southern Tier and travel to Syracuse for work and the Airport. Not only does time and fuel-efficient passage make for good business for me personally, it makes for good business for businesses - getting goods transported in and out of the region without added traffic lights (a nightmare for tractor trailers). The Grid-Only solution also adds time to workers' commutes to and from their homes in the City, Valley and points south to businesses to the north and west and vice-versa. For example, production and warehouse facilities like Anheuser-Busch, Amazon, Raymour & Flanigan, Clinton Ditch/Pepsi, JMA Wireless and so many more manufacturers....not to mention the thousands of service workers in the hotel, food, retail, and service industries - and students who need to get to Syracuse University from the Western and Northern suburbs. How many people choose to take Erie Boulevard instead of 690 when they need to get to and from Syracuse to Dewitt? A Grid-Only solution means the center of the region is going to be just about all start and stop traffic! Having traveled this country extensively and much of Europe, I always relished how we could get ourselves through, to and in the city efficiently by means of our two highways. A joy most can't associate with as their cities provide completely the opposite experience. Taking the 81 bridge down and not replacing it will have severe and dire economical impact/reverb for decades to come. SAVE 81. We need high-speed efficient passage to, from and through the center of our region.
August 9, 2021	Commenter	I am a proponent of what's best for theFederal Inter-State situation &the best for an exit is to be able to have a quick shot East or West on the Thruway. If you want to stop in Syracuse you want it to be fast and easy. The best for making this real is the tunnel. Plus there is a need to spend the "stimulus" $ and this tunnel construction cost meet this objective. Jay Bernhardt. 315-451-1989. jgbhoser@yahoo.com
October 12, 2021	Commenter	I am a resident of Eastwood and I fully support the community grid model. The research and planning has been done and it will clearly benefit city residents who have been harmed by 81 (original construction and current pollution). The whims and financials needs of surrounding suburbs should not factor into a decision that is made for the city. The community grid is the only way forward to repair past damages and address the harm that has been caused.
October 14, 2021	Commenter	I am a resident of the City of Syracuse and I wholeheartedly support the Community Grid option. We have an opportunity to address the historic wrongdoing imposed by the construction of I-81 which displaced the residents of Ward 15 and prevent further displacement of our community. The Community Grid option would also provide an opportunity to incorporate multiple modes of transportation and complete streets. I also advocate for moving the proposed roundabout currently planned near Dr. King Elementary School further South, this would better safeguard the students and provide an opportunity to reduce noise and create an attractive frontage for Historic Oakwood Cemetery.
October 13, 2021	Commenter	I am a resident of the City of Syracuse. I consider the Community Grid only plan to be an absurd mistake. Downtown Syracuse will be a traffic and pollution nightmare. Businesses north of our city will be negatively effected by this change. Residents near the project will be displaced during construction and subjected to a significant increase in street level traffic after the project is completed. Please reconsider the "grid only" proposal.
October 5, 2021	Commenter	I am a resident of the northern suburbs and work in downtown Syracuse., taking Route 81 every day. I cannot wait for the community grid alternative to be put in place. The existing configuration may be more convenient for those who wish to pass over the city, but the residents and businesses being bypassed gain nothing. Those who wish to bypass the city have alternatives that will pose a minimal disruption and I appreciate the efforts made to bolster that mitigation.
October 8, 2021	Commenter	I am a rural resident of Onondaga County and getting older. I have seen the street gridlock that already exists in the University/Hospital section of Syracuse already WITH A VIADUCT. I am very concerned about rapid access to the inner city for both medical reasons and Economic reasons. There are many businesses in the city that already have poor access to them for other than city residents. The community grid would make this worse and would hurt Syracuse economically. Also routing thru traffic around Syracuse via 481 would increase traffic on the eastern side of the city through already congested interchanges. I believe that too much emphasis is being placed on the the specific area and not enough on the regional impact. It IS a Federal Highway and an interstate. Rochester and other cities survive with similar viaducts or recessed through highways.
October 12, 2021	Commenter	I am a strong supporter of the community grid option. I think the discussion has gone on far too long and is being dragged out by companies and politicians that do not care for the well-being and interests of the Syracuse community. Studies have already been completed to show the community grid is better environmentally, economically, and socially compared to viaduct. I think it is important to consider the citizens of Syracuse who are living near I-81 ahead of people living in the suburbs worried about slightly longer commutes, or large businesses who do not care about the people of Syracuse. It is important to correct the damaging choices of the past and create a safer option that will not further physically divide the city. I think the roundabout needs to be moved away from Dr. Weeks Elementary School, and that land development opportunities near the community grid prioritize the residents of the surrounding areas over outside companies or individuals who are not invested in bettering the community. The top priority should be the residents of Syracuse living near the current viaduct, and I believe the community grid is the best option.
October 12, 2021	Commenter	I am a supporter of the community grid plan. I would also support the roundabout discussed to be further south than Dr. King. School.
October 14, 2021	Commenter	I am a transportation planner in the Syracuse area for the past 9 years now. I have been involved in this process and would just like to say that I believe that the community grid is the correct fit for the City of Syracuse moving forward. I know this is a very complex project and the repercussions will be felt for decades to come but the grid option will help move us forward. I believe that the round about at the MLK school should be moved further south and away from the school but appreciate the design. Slowing vehicles down before entering the city is needed. The renderings of the multimodal transportation systems is key. We should be able to have people walking, biking, and driving in this space...not just driving as fast as they can through it. The community needs the grid. I am proud to call Syracuse my home my entire life (so far 32 years) and would like to see how taking down a piece of infrastructure puts our community back together.
August 21, 2021	Commenter	I am against the community grid option. We are a society of speed. Tearing down I 81 will cause getting to the city and the two main hospitals in the city to take longer. I don't want to add 10 minutes to my commute into the city. DON'T TEAR DOWN INTERSTATE 81 GOING THROUGH DOWNTOWN SYRACUSE

Date	Name	Comment
October 7, 2021	Commenter	I am against the community grid option. Areas surrounding the city will be greatly impacted in a negative way by traffic looking for a more efficient way to get across Syracuse. I live in Baldwinsville and use the interstate to get across Syracuse or to head south of the Syracuse. I never go into Syracuse unless I absolutely have to. The city has declined and it's not safe. No one should have to go so many miles out of their way on 481 just to go south. The community grid option is a local improvement. Not one that should replace a major interestate through NYS.
August 17, 2021	Commenter	I am against the community option is NOT good for our community!
October 12, 2021	Commenter	I am commenting to show my support for a grid system implemented and the removal of I-81. It is necessary to remove I-81 to integrate Syracuse communities and take a stand against racial injustice. Please relocate the round-about planned to be located near the elementary school. This is an opportunity to create a safe and healthy community
October 14, 2021	Commenter	I am completely unhappy with the plan for the removal of I-81 and the rerouting of traffic to I-481. I-481 through DeWitt CANNOT handle the additional traffic (it already has traffic problems) and I-690 will now have a HUGE increase in traffic that has NOT been addressed AT ALL and cannot handle the traffic EITHER. This entire plan has been done with the State KNOWING that they are choosing this option and NOT CARING about public opinion, environmental issues, traffic concerns, or even economic impact. The idea that the State DOT would "begin to address coordinating traffic lights" WHEN THAT HAS BEEN THEIR JOB ALL ALONG is just amazing!! I think that the governor should fire the entire DOT and start this project anew, with professionals.
September 1, 2021	Commenter	I am concerned about safety of pedestrians at the round-a-bout in front of Dr. King Elementary School.
September 15, 2021	Commenter	I am concerned about the increased traffic for exit 1 on 481 if traffic is rerouted from 81 to 481. Exit 1 is in Syracuse and provides access to the SU, the hospitals, and downtown. The Outer Comstock neighborhood could be negatively impacted by increased traffic on Comstock Avenue and Thurber Ave, particularly truck traffic. The streets already have some signs prohibiting truck traffic, but they are few and often obscured by trees and bushes. (Old timers in this neighborhood have noted that the street was not built to handle heavy vehicles.) Sidewalks are limited in this residential neighborhood, and there are many people biking, walking in the street, jogging. There is a ball park on Comstock which is frequently used by young children and a playground and picnic area (Comfort Tyler Park) on this street, and when there is parking for events, the two-way traffic is not easy to navigate. My hope is that if the plan to reroute 81 traffic to 481 goes forward, that the planners will take a critical look at the needs of this residential neighborhood so that it does not become a casualty of the "new 81."
October 14, 2021	Commenter	I am concerned about the lack of regard for one of the reasons for the Interstate system, namely its use as a military expressway. As I recall Eisenhower was impressed by the expressways in Germany which enabled the swift movement of men and tanks. He promoted its development in the U.S. The roadway was to be constructed in such a way that speeds of at least 60 MPH with no turns unable to be made at that rate. This should not be constructed with the notion "If you will build it they will come"
July 16, 2021	Commenter	I am concerned about the residents that currently live near I-81. Especially Pioneer Homes residents, some of who have already live through the viaduct being built. As well as the residents that live nearby on the southside. The area will become much more livable after the viaduct. This is great, but comes with hard consequences. Namely that property values will go up - driving up rents and forcing current renters out of their apartments. Some residents who have been in the neighborhood for a long time might also see their property values (and taxes) go up, and may find themselves "house poor." They can sell for a profit, but where will they move to? Either way, gentrification continues and the Black residents of Syracuse and the USA are once again let down by their government. I NEED to see a community land trust made before any ground is broken on this project in order for me to know that our government is doing the right thing. If Mayor Walsh does not support a community land trust, he will not get my vote in November. These residents need to be given power to decide what will happen in *their* neighborhood and be guaranteed the right to continue living there if they so choose. Check out the NY Times article about this exact issue happening in Rochester with the filling in of the Inner Loop. This is not isolated to Syracuse. We need (legal) answers and solutions from our government that will ensure gentrification will not happen in these neighborhoods. And now - back to Pioneer Homes. It looks like these residents are going to get "relocated" while the viaduct is taken down, The homes will be bulldozed and a new, giant apartment complex will come up in its place. I hate this plan. 1) it's optics are just terrible. Even if it is necessary to move during the demolition, it still on paper looks like the city is evicting Black people from their homes, just as they did when the highway went up. History repeating itself. To solve this, there needs to be some *serious* messaging - not just from the mayor - but from Black leaders and community members saying they endorse this plan. Of course, that would require them actually endorsing the plan! They city claims the community members are on board but I am not convinced. 2) The new apartment complex sucks. While I harbor no love for the antiquated tenements that are Pioneer Homes. There is a certain degree of independence and dignity the provide to their residents. Each family has their own door, yard, etc. No one else in downtown Syracuse can claim that. While these homes are hold - they are at the right density levels. We need to build a structure that can last 100 years as Pioneer Homes has. Real building materials and not cheap plastic would be a start. The buildings should be 3 or 4 stories max. They can have shared yards and community spaces much like the current homes do. This way you can still keep the current village vibe alive and do well by these families who have lived through so much injustice. With 3-4 story split level housing you can still fit just as many residents in the same space without building a high rise. "Lower" cities are much more livable and desirable places and this needs to be considered when building along the new community grid.
August 16, 2021	Commenter	I am concerned about the time it will take to reach the hospital and my doctors to the north with the new route. Also the airport. Those of us who live south of the city will face longer drive times, more traffic and worse weather in the winter (remember winter in upstate New York?) with the new plan. For us older people this is not pleasing nor as safe on the roads. Right now all of the above are easy to drive to on 81. The new plan adds to the drive time and adds hazards. And health risks in emergencies.
October 13, 2021	Commenter	I am concerned that the community grid would have a greater negative environmental impact than the viaduct due to stop and go traffic as well as bringing pollution to street level
October 14, 2021	Commenter	I am concerned the grid would in the already high number of panhandlers that hangout at downtown intersections. This would degrade the image and reputation of Syracuse
August 4, 2021	Commenter	I am concerned with getting around syracuse and the local areas with construction everywhere! It is already difficult to get anywhere with the amount of traffic that we have! Also what about the neighborhoods that are placated off of 481 now where will have to have the traffic from people trying to avoid syracuse! This may help syracuse but I don't live in syracuse I live in Cicero where the traffic is ridiculous now you want to add more traffic! I am highly against this What about traffic in the surrounding areas like Cicero now you want to add traffic to an already congested area!!!!!!!
October 8, 2021	Commenter	I am convinced that the Viaduct is the best alternative for I81. I live in DeWitt. The Community Grid option will incentivize me to avoid the city even more than I already do, rather that draw me into it. Nobody likes stop and go traffic! One of the nicest things about the Syracuse area is how easy it is to get around. You can get pretty much anywhere in only 20 minutes. The Community Grid will slow everything down and force people to find alternative routes to avoid going through the city.

Date	Name	Comment
July 20, 2021	Commenter	I am diametrically opposed to the I-81 Community Grid concept. I'm from Skaneateles and the grid will not encourage truck traffic to use interstates to take garbage from NYC to Seneca Falls, and that's just one example. The overhead highway has been in place since the interstate concept was conceived, and any perceived damage it may have done to downtown Syracuse has been absorbed and adopted to in the intervening decades. I believe that I-81 should mirror what has been done for over 60 years and the slowing of traffic through the city streets of Syracuse won't be a boon to the city, and certainly a deterrent to going from Watertown to points south of the city. It astounds me that what is already there is now not being followed along as it's been. Reinventing the wheel in this instance is downright foolish.
October 14, 2021	Commenter	I am excited for the community grid and disappointed by the delay that has been cause by the Pyramid Company under their Save 81 initiative. To entertain ideas presented by the owners of the biggest failure in Syracuse (Destiny USA) doesn't give me a lot of confidence. Their track record proves that they only care about themselves and aren't even good at that because their mall is worth hundreds of millions of dollars less than what they owe on it. If you need medical advice, you go to the doctor, not the person that wanted to be a doctor but never followed through on it. By considering any of the options that Save 81 is pushing, that is exactly what is happening, listening to the failed business owners ideas. If they knew what they were doing, they wouldn't have failed. The community grid is the best option and is no different from many other cities. The highway doesn't have to run right through the middle. Syracuse should be trying to promote tourism and commerce in the downtown area and the community grid does this. If someone is passing through Syracuse and isn't going to stop anyways, it really shouldn't matter to the people of Syracuse that they will have to drive a couple of minutes out of their way because they wouldn't be supporting Syracuse anyways. People that commute into the city won't see any real change and half of those people are now working from home most days anyways. In summary, I, and most others, were excited when the Community Grid was chosen as the path forwards. I was very disheartened to hear that this project has been kicked further down the road because of one individual company's selfish desires. The Community Grid provides nearly everything that city of Syracuse needs out of this project and should be moved forwards with. We know that something needs to be done and it is going to be a long project either way. Delaying doesn't help anyone other than the one business that is purposely trying to sabotage the future of Syracuse. Haven't they let us down enough already?
October 14, 2021	Commenter	I am excited for the revitalization opportunities that exist, but the environmental impact on the residents of the city of Syracuse are of greatest concern to me. As a resident of Syracuse I am motivated to stand in opposition to alternatives that don't center the economic prosperity of the city of Syracuse or the health of its residents. I am unconvinced that health or economic prosperity for the CITY and its RESIDENTS is the center of any other proposal.
October 14, 2021	Commenter	I am expressing full support to pursue the community grid and dismantle the eye sore of 81. It is past time to modernize.
October 14, 2021	Commenter	I am for more opportunities in Syracuse for everyone. I am not for making decisions based on emotion purely. The support of the grid has gone from opportunities for all to alienating people with different opinions. Please keep that in mind when making this decision.
October 13, 2021	Commenter	I am for the community grid option. It will remove the barrier and reconnect the University Hill to Downtown. Most importantly, removing I-81 will open up acres of land for development, adding millions of dollars in tax revenue for the city. I propose a couple of changes to the original design - the grid should not try to mimic Erie Blvd. Firstly, the grid should begin further south, and open up the old entrance to Oakwood Cemetery. Those residents that contributed to building our city deserve more. Secondly, the roundabout should not be situated in front of a school. The grid should be about improving the health and safety of our citizens. I look forward to the right decisions being made and seeing Syracuse, and Central New York, continuing its resurgence.
October 13, 2021	Commenter	I am from Grand Rapids Michigan where a similar viaduct/superhighway goes through and above the middle of town. To put a "community grid" there would be slow to traffic and create gridLOCK like this Syracuse one will. No one could imagine doing such a thing. There will be gridLOCK in the center of town and increased traffic and pollution in the suburbs that I-481 passes through. It will create longer travel times for the through traffic and congestion for the local traffic. I oppose it wholeheartedly.
August 17, 2021	Commenter	I am fully in favor of a community grid to replace the I-81 overpass. This will make the surrounding area more accessible and hopefully revive a once thriving neighborhood. The environmental and aesthetic improvements are great pluses. I hope that local firms will be hired first and any materials will be as green as possible.
October 12, 2021	Commenter	I am fully in support of the community grid proposal for I-81.
October 12, 2021	Commenter	I am fully supportive of the Community Grid, it is the best option and will help to restore our downtown. As a former SU graduate I have aways noticed how the viaduct completed separates our community and needs to be removed. As a resident of liverpool I full support the Grid.
September 6, 2021	Commenter	I am glad to see an emphasis on bike and pedestrian spaces but thinking 20 to 50 years into the future we should be considering alternative modes of transportation such as prioritized bus routes (maybe a centralized bus-only lane the length of downtown), or a future monorail connection across downtown. Bringing back the train stations to SU, downtown, and the mall would also be an exciting option that would benefit all businesses as well as commuters and students. However, reusing the existing rail line is limited by the fact there is only 1 set of tracks through the city which prioritizes freight trains rather than people. Please consider designating space/ROW for a future transit system in Syracuse, even if it cannot be constructed in the immediate future. Climate change will dictate our future and we need to start working towards a Syracuse that is easily accessible without a car. An alternative transit system (that is faster or as fast as driving) will benefit students and the elderly who should be able to easily and safely live in the city without vehicle access. This would also mean that in the future streets could be turned into better pedestrian spaces and green spaces to further improve city life and the health of city residents. This is a huge opportunity, let's think big and for future generations.

Date	Name	Comment
August 12, 2021	Commenter	I am going to share with you what I shared with some local politicians about Gentrification and the I-81 project. To Whom It May Concern: I am a long-time Syracuse resident, born and raised in the City of Syracuse. I am going to get straight to the point, months ago I sent an e-mail to a woman with the last name Dancil of the Urban Jobs Task Force and never received a response. The discussion was about the I-81 project and comments she made in an article. There are some really rotten politicians and real estate moguls railroading this Gentrification plan to rebuild America but at the same time displace low-income families, especially black people. Recently congress and the senate approved a 1 trillion dollar spending plan in which some of that money is to be used for infrastructure. Infrastructure is a code word for saying let's continue to rebuild and gentrify America while trampling over the low-income neighborhoods and affordable housing. If you're going to do something then push for real change. I am sick and tired of all this local political talk that absolutely means nothing without tangibles to go with it. Systemic racism is always at work in America, and the Evils of White Supremacy and Gentrification won't stand down so the fight must continue. I pray to the God of Israel that the evil system of White Supremacy crumbles, and never rises again. https://www.youtube.com/watch?v=tYNuR1oaQts&ab_channel=As%2FIs
September 9, 2021	Commenter	I am grateful for the chance to voice my opinion on the new Viaduct Alternative. While I do support not having route 81 running through downtown and getting rid of the on/off/on/off ramps situation, I don't think the Viaduct is the way to go. I think it will redirect too much traffic downtown and into the university area, where there is already too much traffic. I work at ESF and have been going to school there for several years. I absolutely hate trying to get on route 81N from Almond at 5PM, but that is the only time it really is awful. From about 4:30PM to about 5:30PM, M-F, that intersection is terrible. Otherwise, it is just another horrible intersection. in Syracuse (and there are a lot). So, to reroute all of the inner city traffic, add more cars, and move families out of their homes, for traffic that sucks 5 hours a week is anything but good. It honestly seems like a waste of money and time. I am also very worried that it will bring even more traffic to the university area, which already has way too much. I take the bus every day I can because I hate dealing with the traffic. On the days that I do drive, I go down Almond to the back side of ESF and avoid all of the traffic nonsense. Those of us that have been driving here for a while already know the fastest and least congested routes to go where we need to go. If we can't avoid those areas, we know to avoid certain times. For example, I already know to leave campus by 4:15PM or not leave until after 5:30PM. I already have a work around for the awful traffic. Most of us drivers do. To be completely honest, the traffic in that intersection is the result of having too many on and off ramps too close together and not the inner city traffic. It would be better to build an entire new road encircling the city for those that wish to travel to the other side and not the middle. For example, I enter route 81N on Almond, but immediately have to weave into traffic that wants to get over to route 690. That is the hold up. You have cars and trucks trying to merge left and move right at the same time. It can be avoided by removing either the on ramp or the off ramps to 690. Close those and traffic should clear up rather quickly. If you would like to clear up city traffic, might I suggest changing the number of traffic lights in the city. There are way too many and they are not well synced. For example, on State Street, there are 8 to travel less than half a mile. If you catch either of the first 2, you will hit all of them and your rage increases. The thing is, most of them don't need to be there. I have been forced to stop at several and have NEVER seen another car trying to get onto State Street. Wouldn't it be easier for the major flow of traffic to flow unimpeded? Removing the unneeded stop lights will reduce road rage, improve driving conditions, and reduce fuel consumption. Then that will improve the air quality in Syracuse. I would even like to suggest adding a yellow "bus only" turn arrow out of the hub. That light is too short for more than a bus or two to get through. At night, it sucks to have to wait for 3 minutes (I timed it.) for the light change to turn left. A flashing yellow bus only arrow would be a great solution, increase efficiency of the buses and decrease pollution. So, while I think something needs to be done to correct the 81/690 interchanges in the center of Syracuse, I don't think the Viaduct is the way to go. There are other less intrusive options that should be explored first and any solution should NOT have the result of bringing more traffic into an already congested neighborhood.
October 14, 2021	Commenter	I am having difficulty agreeing that routing traffic “through” neighborhoods would be an improvement to those residents affected. Creating grid traffic issues will create a new pollution problem, not to mention increased frustrations for commuters. Please spend the money making our city a desired place to go, fix roads, bridges, add shopping, restaurants and attractions downtown. Thank you!
October 12, 2021	Commenter	I am here to support the community grid alternative for 81. I work downtown at Upstate University Hospital so I will be largely affected by this project, although not nearly as much as those who live downtown. The massive long-term damage that the creation of 81 did to the largely black communities living in the city of Syracuse has been so detrimental and completely unjust. Countless lives of those living in the city were negatively altered when a highway was built over their houses, splitting their community in two, with little regard to the huge impact it would have on future generations of those citizens. It would take a blind eye not to see the blatant plight that resulted from the building of this highway. Make a right to the wrong that was unjustly created by rerouting 81 away from these hurting communities so they can finally have their rightful chance at having a community again with the grid project. The proposed roundabout for the grid project should also be placed further south, which would help to reduce noise and protect the students at Dr. Martin Luther King Elementary School. Thank you for your time.
October 13, 2021	Commenter	I am hoping that this project can help to address the issues of concentrated poverty in Syracuse. I am a city (East side) resident who lives in a safe and lovely, mostly white neighborhood. I think I may be an unwitting beneficiary of the highway that divided the city so many years ago. I'd love to live in a safe, lovely, and multi-racial neighborhood. We all deserve safe neighborhoods. Jobs and education, training, etc., potentially provided by this project are two key tickets out of poverty, and can hopefully begin to expand ingrained attitudes about the color of success and who gets to live where. Poverty was never supposed to be permanent, and it was never supposed to be defined by color.

Date	Name	Comment
October 14, 2021	Commenter	I am IN FAVOR OF creating the grid. I am in favor of this bc it will bring commerce to undeserved areas. It will ensure that normally undeserved areas of out beautiful city are cleaned up, taken care of, just as the suburbs are taken care of. The city of Syracuse is full of artists who can ensure the landscaping and architecture around the changed areas will shine for both city residents and visitors!
October 14, 2021	Commenter	I am in favor of options V-2, V-3, V-4 from the DEIS chapter 3, July 2021 • Option V-2, New Viaduct Fully Improved to Current Standards, would involve the reconstruction of all highway elements to 60 miles per hour (mph) design standards; • Option V-3, New Viaduct with Substantial Design Improvements, would involve the reconstruction of all highway elements to meet 60 mph design standards except for four curves within the I-81/I-690 interchange that would meet 55 mph design standards and one curve that would meet 50 mph design standards for horizontal stopping sight distance; • Option V-4, New Viaduct with Considerable Design Improvements, would involve the reconstruction of all highway elements to meet 60 mph design standards except for three curves within the I-81/I-690 interchange that would meet 55 mph design standards and two curves that would meet 50 mph design standards for horizontal stopping sight distance. • Alternative V-5 (New Stacked Viaduct) would involve removal of the existing viaduct an
October 14, 2021	Commenter	I am in favor of removing 81 in favor of the community grid option. Seeing the renderings of the city without 81 looming overhead, and instead a bright and open community grid option in place, inspires hope for our community. We are lucky to have very short commutes in our area in general and removing 81 will not be the significant slow down that people who do not even live in the city are implying. The community grid betters the area for residents of the city and I implore you to choose this option rather than trying to maintain the outdated, unsafe, and decaying infrastructure of 81. Now is the time for change!
October 14, 2021	Commenter	I am in favor of removing I81 and replacing it with a community grid. The grid has been extensively studied and it is time to make the change to restore the neighborhoods that were decimated with the original highway construction through the city. I would recommend moving the roundabout slightly farther south to avoid Dr. King elementary school. Please do not let the demands of the failing mall owners, who have had the benefit of paying few, if any, taxes for years, be the determining factor for your final decision. City residents must have the greatest consideration. Thank you.
October 4, 2021	Commenter	I am in favor of the bridge as grid alternative
October 12, 2021	Commenter	I am in favor of the community grid option over “save 81” which is sketchily being funded by the mall and other donors of Katko’s. Suspish at best and corrupt at worst. The community grid option benefits those that actually live in and work in the area.
October 13, 2021	Commenter	I am in favor of the community grid! Don't let big business dictate the voice of the community
October 12, 2021	Commenter	I am in favor of the community grid! Please let’s finally make it happen. We’ve done enough comment periods, the traffic engineers and state are on board. Community grid all the way!
October 13, 2021	Commenter	I am in favor of the communiy grid plan.
July 24, 2021	Commenter	I am in favor of the viadut alernative, and strongly opposed to the community grid alternative. Rebuilding existing Rt 81, ie viaduct alternative, will better serve the local and travelling community for better traffic flow, safety, and efficiency of travel. To best serve present and future users, Please invest in the best project, the present high speed elevated highway, the viaduct alternative.
August 22, 2021	Commenter	I am in favor of using the Community Grid if the Skyway option is included. I think that will be a wise decision in meeting the needs of community members in the greater Syracuse area.
August 9, 2021	Commenter	I am in full support of the community grid option.
October 14, 2021	Commenter	I am in full support of the community grid option. I believe there is a lot of misleading information being broadcasted about the community grid option to make it appear unattractive in terms of Syracuse economics and social hierarchy. The community grid option if the best route (pun intended) for a prosperous, healthy Syracuse future.
October 12, 2021	Commenter	I am in full support of the Community Grid solution. My entire family is from Syracuse (West/Tipp Hill) and I have spent years navigating the city in its divided fashion with 81 splitting communities and preventing sustainable, community-based growth. Please support the Community Grid and redirection of route 81. I also support moving the roundabout planned for near Dr King Elementary further South for more safety, reduced noise.
October 14, 2021	Commenter	I am in full support of the community grid! The current system and proposed viaduct are both eyesores and continue to split our city in two. The proposed community grid will serve to beautify our city and make it a more inviting and usable space.
October 13, 2021	Commenter	I am in full support of the community grid, please build the community grid! We do not need highways cutting through the city of Syracuse. Please also move the proposed roundabout currently planned near Dr. King Elementary School further South. This would better safeguard the students and provide an opportunity to reduce noise. Thank you!
October 11, 2021	Commenter	I am in full support of the community grid. I think the location of the roundabout by Dr. King should be changed.
October 12, 2021	Commenter	I am in full support. 481 is a crumbling eye sore that physically segregates our city. We need to revitalize Syracuse and make it a greener, friendlier place to live. The community grid alternative is the best bet
October 14, 2021	Commenter	I am in strong support of the community grid alternative, which aligns with modern complete streets standards and will address transportation equity needs in the corridor. I urge FHWA and NYSDOT to expedite all remaining approvals and select the most efficient procurement method to make the best use of public funds and expedite project delivery.
October 14, 2021	Commenter	I am in strong support of the community grid!
September 10, 2021	Commenter	I am in support of replacing existing viaduct with new construction. I don’t see”urban renewal” as something that will happen in Syracuse, if the community grid is chosen. A traffic circle to end the highway within a few blocks of an elementary school that most children walk to? That’s just absurdly stupid! The neighborhood that once existed where RT 81 is will not return.
October 13, 2021	Commenter	I am in support of tearing down 81. It’s an eyesore. I hate the mall, never go to the mall. If people wanna get to that mall they will find a way. Keep the community grid
October 13, 2021	Commenter	I am in support of the Community Grid
October 14, 2021	Commenter	I am in support of the community grid alternative. I am also in favor of moving the round about project proposed near Dr King Elementary further south. This will ensure the safety and health of the students.
October 14, 2021	Commenter	I am in support of the Community Grid for reimagining I-81.

Date	Name	Comment
October 12, 2021	Commenter	I am in support of the Community grid option. It is forward-looking to the great future of Central NY. I also support moving the roundabout away from the elementary school a naturally pedestrian-oriented area.
October 12, 2021	Commenter	I am in support of the community grid solution, but would like to see the roundabout proposed next to Dr. King Elementary School moved further away.
October 12, 2021	Commenter	I am in support of the Community Grid. It is vital in the efforts to reconstruct the neighborhoods of the south side of Syracuse. To dismantle the systematic racism that I-81 helps to uphold.
October 12, 2021	Commenter	I am in support of the community grid. Time to unite this city instead of separate.
October 13, 2021	Commenter	I am in total support of the new grid. Interstate 81 has been an eyesore from the beginning. It has separated our community and cost our city economic growth. We need this grid! I am also in support of the roundabout proposal near the Dr. King Elementary school as it would be a safer and cleaner environment for the children. GET RID OF 81!!!!!
October 13, 2021	Commenter	I am looking forward to 81 being dismantled,it's a complete eyesore and we need to move in a different direction.
October 14, 2021	Commenter	I am not a resident of Syracuse; in fact, I am from the Binghamton area. But I am often in Syracuse and surrounding towns numerous times a year. I love the city and always have and I have even considered moving there. Anyways, I would just like to state that I strongly believe the community grid idea for Interstate 81 is absolutely absurd! Yes, I get it, removing the bridges would open up the city more, perhaps giving it a more community feel. However, 81 is an interstate.... it is not just a county road or a city street. My guess is that the final destination for most people travelling it is not actually Syracuse. Many people travel on 81 in both directions and have all sorts of destinations, within and outside of the state. Interstates are about travelling.... higher speeds, usually longer commutes, they are not meant to have street lights and intersections slowing its travelers down. If people wanted to take side roads and city streets, they could already do so. And yes, we have 481 and 690, but generally these routes just add travel time and mileage.... taking travelers away from the city, should they want to stop at the mall or somewhere else while driving through. Regardless, interstates are not city streets, nor should they be. People want things to be easy, convenient, safe, and fast. From the city neighborhood point of view, how safe is it to have thousands and thousands of cars going through their neighborhoods every single day, with most of the travelers just anxious to get to their final destination. They want to do 65mph, not stop at intersections. I could see traffic violations going up, such as: Drivers running red lights and not appropriately stopping for pedestrians and bicyclists (leaving someone injured or deceased). And what about all of the vehicles that are parked on the side of the city streets on a daily basis--- couldn't you see more minor accidents occurring between 81 travelers and community residents who park their car on the street. I foresee a lot of broken side mirrors or other mishaps. I don't think the "look" or "feel" of a community without so many bridges for its interstate is as important as keeping its residents and commuters safe. Hopefully you agree as well. Also, what about the large Syracuse events that bring in ever more people to the city and surrounding areas? --- such as the State Fair, concerts, SU sporting events. I cannot tell you how many times in past years I've spent just sitting on the highways in Syracuse while an event is going on. And now you want to add intersections with traffic lights and pedestrians to that equation!? The backed-up traffic will now be twice as long. Do your want your city residents to have to deal with that (the additional thousands of vehicles) and do you want people from out of town/state to be miserable, sitting in traffic, waiting for traffic to move, for a couple hours or so, probably making them late to their destination, all while degrading the city, its roads, and NY DOT?! Don't you want these people to come back sometime?! Don't we want them to say "what a nice city," or "wow, travelling through that city was a piece of cake," or "this has been so convenient to follow signs and follow the interstate and it's been equally easy to take the exits and go experience the city," etc etc etc. Long story short, Please picture the safety of everyone involved. And please take into consideration how much standing traffic we would have sitting if we add the community grid. So with that being said, PLEASE PLEASE PLEASE keep I81 separate from the city streets and neighborhoods. Thank you so very much
August 13, 2021	Commenter	I am not able to make it to the upcoming public meeting, but would like to voice my thoughts. I personally do not like the community grid idea. People can barely drive in the couple circles that we already have in the area. To add another one, and close to a school I feel will be a mistake. Also, it is not realistic for everyone to take 481 as an alternative to 82 to avoid the additional lights and backed up traffic this will cause. I personally prefer that we keep a viaduct and fix the traffic pattern at the Harrison St. on ramp/690 interchange. Thank you for taking the time to listen!
September 8, 2021	Commenter	I am not in favor of removing I-81 through the City of Syracuse-- I think the Community Grid system already exists in Syracuse and that emphasis should be spent on redeveloping the community around South Salina Street and the neighboring Streets that formed the neighborhoods I remember when working for a local roofing company in the early 70s. As many have said there is almost no residential property along the corridor currently -- a few years ago we spent many months in and around Upstate Hospital and one would virtually not know the highway was there.
August 16, 2021	Commenter	I am not in favor over the community grid lock that is being proposed. It will increase congestion on city and neighborhood streets that were never meant to handle such heavy traffic; it will add drive times to key locations, guaranteeing that Syracuse will no longer be the "20-minute city" we all love; and the addition of more than a dozen traffic lights, will further slow down our city with all the extra bottlenecks. Roads and highways are not racist. You will replace an elevated highway with a street level road which will be just as difficult for pedestrians to cross as it is now. If you want to do something for the community near the highway, tear down all of that 50's and 60's era public housing and build homes where the purchase price would be subsidized. Home owners take pride and keep up something that is theirs. If they live in a subsidized rental they treat it like crap. I've traveled route 81 from Syracuse to the Carolinas and did not encounter any community grids. Why in our city?
October 13, 2021	Commenter	I am not in support of the Community Grid and support the Viaduct Alternative. The change in traffic pattern proposed is terrible as were the recent horrendous changes to Erie Boulevard. The East side of town will not be able to accommodate the changes proposed.
July 16, 2021	Commenter	I am not supposed to changing the I81 route, but I think easy access to all hospitals should be a priority.
October 5, 2021	Commenter	I am opposed to community grid. Redo 81 - much more efficient
October 14, 2021	Commenter	I am opposed to the viaduct option, and believe that continuing to have an interstate highway running through downtown will continue to divide the city, preventing development and pedestrian access to areas that are critical to the future success of the city and the region.

Date	Name	Comment
July 30, 2021	Commenter	I am strongly in favor of the community grid option. The I-81 viaduct must be taken down and replaced with something else, and the community grid offers the best option. However, the community grid must benefit the Southside neighborhood and must not lead to further exclusion of local residents. This should include job opportunities during and after construction; regular opportunities for meaningful community participation; and environmental mitigation to minimize environmental impacts (air quality, noise, soil contamination) during and after the project period. The community land bank model should be adopted to allow community residents to control any land made available by the project, in order to avoid gentrification by outside developers. Any redevelopment must be done with and for the local community residents.
October 13, 2021	Commenter	I am strongly in support of the community grid option. I believe it is the best choice to advance regional growth while addressing current auto transit problem areas, including accessing university hill, Eastern suburbs of Onondaga County, and preserving high speed access to the Thruway.
September 8, 2021	Commenter	I am telling you DOT Officials your plans for rebuilding RT 81 are totally unwanted, all the people I talk with want the Community Grid taken off the table, REBUILD RT81 as a Elevated Highway thru the city..moving to your plans will ad unwanted miles to the daily commute using RT481 by at least 7 to 10 miles. Moving traffic on RT481 is NOT the answer.. NO TO COMMUNITY GRID
August 9, 2021	Commenter	I am TOTALLY against the 81 community grid option - this will create congestion, slow traffic and hinder community growth. Amazon just arrived! In order for our community to continue to attract growing companies, we need to look ahead! Eliminating a major highway is NOT the answer.
October 13, 2021	Commenter	I am totally opposed to traffic circles. Most are too confusing for drivers and the diameter is too small to allow proper flow due to reaction times. I support efforts to keep Rt 81 thru down town for quick easy access to hospitals and businesses in the down town area.
August 12, 2021	Commenter	I am trying to read the DEIS in order to understand what is being proposed in time for the public meeting. This thing is LONG and I cannot possibly get through it all in time for the public comment period. Please extend the review timing as this is a critical issue. Our roads in the city are generally in rough shape due in large part to our climate. Now that trucks will needs to go all on surface roads and with this proposed grid you are asking trucks to take all surface roads and neighborhood roads to make commerce happen. Looks like a disaster to me.
July 20, 2021	Commenter	I am very concerned about the additional traffic lights on Almond Street hampering our ability to get to the hospitals in a timely way, especially during an emergency. Having Upstate, Crouse, Golisano, and the VA hospitals all clustered in that area, we need to be mindful of the impact traffic delays will have on our community.
July 16, 2021	Commenter	I am very concerned about the economic impact of a grid-only option. Surrounding towns are built up around I-81 and tearing it down will decimate these communities.
October 14, 2021	Commenter	I am very concerned how the new traffic patterns will affect residential streets in the University area, especially Outer Comstock. Traffic during the construction and the resulting new traffic pattern must not be rerouted through the residential streets in the university area. We already get dome traffic which is causing terrible pollution to the local residents and greatly disturbing any quality of life in the area.
August 9, 2021	Commenter	I am very concerned that commutes from one side of town to the other will take much more time and actual mileage (if you go 481) with the community grid option. I thought we were trying to go "green" ? I am also concerned about snow removal in the roundabouts. Accidents are a daily occurrence on both 81 and 690 now. Traffic back-ups on the new community grid due to accidents are going to be horrendous. Since day 1, my preferred option has been to fix 81 right where it is with some enhancements. It is also the least costly option.
August 9, 2021	Commenter	I am very concerned with slower response times to the city hospitals by ambulances trying to navigate through the increased ground traffic!! Drivers don't move out of the way for ambulances now. What's going to happen when everyone is on the streets??
September 22, 2021	Commenter	I am very happy I do not have to travel 'to the hill' on a regular basis. The Community Grid will not help the commute for thousand of employees or students or patients of the health care providers. Also being someone who in non-COVID times drives to Memphis, TN about 5 or 6 times a year. I will be very honest I DO NOT take the bypasses in a number of cities because each one adds a minimum of 25 miles to the drive and I do not want the extra time or the extra miles. I am sure I am not the only frequent traveler that does this. With any design, one must follow the rule: 'form follows function.' I am also old enough to know that the 'powerful/politically connected people will get their way but... For what it is worth.
August 2, 2021	Commenter	I am very much opposed to the community grid idea. I feel it has been all about the city residents and their needs. I feel great marginalized by this whole process which to me has been a sham, in which the DOT had made up their minds a long time ago to go with the grid option. That being said I think it is ridiculous not to listen to people like myself in the eastern suburbs that will be greatly inconvenienced by this colossal project. I have a question regarding the conversion of 481 into 81. Where 690 ends and intersects with 481 there are superfluous ramps and bridges that sit there unused ? Some of those bridges on 481 northbound are maintained but go over nothing ? Why does New York state maintain a bridge over nothing that it doesn't need and tears down the viaduct which we do need. As long as this stupid idea of the grid is going to go through and 481 is going to be converted into 81, why can't the DOT use that 1 eastbound ramp at the end of I 690 that goes under I 481 north and turn that into an extra exit that would take drivers to butternut street? This idea of mine would alleviate traffic volume from the 3E & 3W clover leaf on 481 that backs up especially 3E. My idea would allow drivers to go to Dewitt, Fayetteville and Lyndon Corners much quicker. The bridge / exit is already basically built. I hope the DOT will give this idea some serious consideration. The project doesn't break ground until the Spring of 2022 there is still time to add this to the upgrade of 481 into 81 before you start.
September 1, 2021	Commenter	I am very worried about the extra amount of time it will take to use I-481 to access points north and west of Syracuse.
July 18, 2021	Commenter	I am voicing my concerns when it comes to this community grid, as I know we all have no say in this since the politicians and DOT probably already made up their mind, it is important to consider the downsides to this. Traffic roundabout? That's accidents waiting to happen, drivers barely know how to drive in the ones we have now and they are also super confusing. This is going to make it take way longer to go into the city. Second, the way the community grid looks, nobody is going to want to casually walk around downtown in that area. Especially with the traffic backups that are GOING to happen with this plan. It's also important to consider that I-481 should stay I-481 and with these extra lanes it's going to be a pain to merge onto the highway. This isn't a good plan, the viaduct should be rebuilt with other modifications…

Date	Name	Comment
August 17, 2021	Commenter	I am worried that re-routing I-81 to the current 481 will cause my employer to lose business or close. My schedule and hours are always made based on hotel needs and availability. If the hotel isn't busy enough I could lose hours, ultimately affecting my income. Everyday our hotel sells anywhere from 5-30 or more additional rooms on the day of arrival. This means guests who did not have a reservation for a particular date, make their reservation on the day they plan to arrive. Some people walk-in to the hotel without a reservation and book a room to stay. Please do not assume that "today's travelers" have planned ahead and know where and when they are staying because of the advancements we've seen in technology. Yes, technology has helped people have unlimited booking options; however, plans change and some people travel alone and cannot safety utilize the technology to make room reservations for themselves while driving. The assumption being made that same day reservations and walk-ins no longer happen in this industry is not based on fact and can have a detrimental effect on my job and income. It is clear and obvious that whomever believes this assumption did not consult with anyone in the hotel industry, especially the hotels located off I-81 in the Town of Salina. Walk-in hotel business and same day reservations (typically made based on location alone) are certainly not a thing of the past and continue to happen daily at hotels all across America. If my hotel were to lose these 5-30 reservations per day because we are no longer located of I-81 it could cost me my job or the jobs of my co-workers. Additionally, it is important to note a large majority of our reservations – in advance or same day of arrival bookings – are made based on our easily accessible location. Most hotels are built next to freeways and Interstate highways for a reason… people want easy access to their travel routes regardless of traveling for business, leisure, passerby, etc. I implore you conduct more fact based research on how much revenue would be lost from the travel based industry businesses located off I-81, including hotels, gas stations, restaurants and fast food establishments. The Draft Environmental Impact Statement suggests it would only be 1% decline in business. As a person dealing directly with the guests who choose to stay at our hotel because we're right off I-81, I can assure you it's not merely 1%!
October 12, 2021	Commenter	I am writing in support of the Community Grid Alternative. As we move to the future, Syracuse needs to modernize its mid-century infrastructure and in doing so needs to commit to recreating the city of Syracuse in the image of a liveable, commutable, walkable, healthy community. To do so, I-81 needs to be rerouted. The children of Syracuse should grow up in a city that doesn't have a highway ripping through the center of it, as I did. We have an opportunity to right a historical wrong perpetrated against the people of this city, it's imperative we take it.
October 13, 2021	Commenter	I am writing in support of the Community Grid option. Tear that monstrosity down.
September 15, 2021	Commenter	I am writing to ask that the planners take a critical look at the effect of re-routing traffic from 81 to 481 would have on Nottingham Road, particularly between Waring and East Colvin. Truck traffic, in particular, is already a concern. If more vehicles exit the current exit 2 of Rt 481 to access the University, hospitals, and downtown Syracuse through Nottingham Road in DeWitt, this route will become more dangerous than it already is. The stretch of Nottingham Road from Waring to East Colvin Street is narrow, winding, and has large open drainage ditches on both sides of the road with no guard rails. This is a residential area with homes and children playing. There is grammar school on the corner of Waring and Nottingham. There are no sidewalks, and people are frequently walking in the street, biking, jogging. There are multiple 18-wheeler delivery trucks on this street daily already. It is also not unusual to see construction vehicles and dump trucks. Other streets in this area with fewer problems have truck limits. At the very least, a truck limit should be considered for this stretch of road which is likely to see an overall increase in traffic with the rerouting of 81 to 481.
October 13, 2021	Commenter	I am writing to express my support for the Community Grid. I am also asking that the proposed roundabout planned near Dr King Elementary School is moved further South for the safety of the students.
October 14, 2021	Commenter	I am writing to urge the FHWA/DOT to mitigate the past, ongoing, and future adverse effects of I-81, including the proposed redesigned roadway, on Oakwood Cemetery and its historic connection to the Southside and Downtown. Aside from the noise and visual intrusions into the cemetery, the highway took acreage from Oakwood Cemetery on the west side of the railroad (including the superintendent's lodge and an entrance park), and made the chapel and old office building adjacent to the main gate largely unviable. The extensive deterioration and vandalism at both buildings, as well as vandalism and deterioration in adjacent areas of the cemetery, are the legacy of I-81. I urge FHWA and DOT to take the following mitigation measures into consideration to correct the social and environmental effects of I-81: • Reconnection of the main gate to Oakwood Avenue if the community grid alternative is pushed south; or reconstruction of the historic Renwick Avenue approach to Oakwood Cemetery--which could be rebuilt as a sort of service road on the east shoulder/bank of the redesigned roadway. • Funding for the stabilization, repair, and restoration of the entrance gate, old office building, and chapel. • Funding for the repair and restoration of cemetery roads that were cut off by I-81. • Cleaning up and beautification of the cemetery/railroad frontage of I-81. • Enhancing security along the cemetery/railroad frontage of I-81, including reconstruction of the iron gate, installation of boundary fencing, and addition of electrical service for security devices. The SHPO's finding that there is no adverse effect of the I-81 Viaduct Project on Oakwood Cemetery is incorrect in my opinion. The SHPO's finding is based on an outdated view of project effects on buildings and structures, not on the larger historic landscape. Oakwood Cemetery is a historic landscape that is adjacent to and overlooks I-81; the current proposed boulevard/community grid starts just 150 feet north of the main gate. This design will introduce additional noise intrusion into Oakwood as cars and trucks slam on their brakes on approach to the first traffic intersection at MLK School. More importantly, the design will maintain the adverse effect of blocking the Oakwood Cemetery gate and inhibiting viable use and public access to the original and most historic section of the cemetery.
August 7, 2021	Commenter	I and my circle of business acquaintances, family and friends are heartened by the recent disclosures regarding the I81 project and the positive changes that are coming to Upstate NY. All to often it seems that Government falls prey to interests of a few politically connected agitators and overlooks the desire of the community when making the hard choices in development. It is very satisfying to see the broad interests of the community prevail.
August 8, 2021	Commenter	I appreciate the continued and future public involvement -- especially those that will be physically affected by loss of their homes and communities -- KEEP UP THE GOOD WORK

Date	Name	Comment
August 12, 2021	Commenter	I appreciated the I81 video released today on 8/12/13 ("New I-81 videos compare today's traffic to a future without an elevated highway in Syracuse") BUT there were NO videos of the actual "New I81"/old 481 to show the additional traffic (possible traffic jams) through Jamesville and DeWitt and all the way up to North Syracuse where the "old 481/New I-81 rejoins the existing I-81. (Video should show both directions running North and South on the new I-81/old 481.) Questions: 1) Will the "old 481"/new I-81 road be WIDENED before the grid is taken down to accommodate the additional traffic flow in order to prevent traffic jams and headaches in this area? 2) Will a video be released actually showing the "New I-81 video"?
August 17, 2021	Commenter	I attended a virtual meeting and would like a brochure that one commenter was talking about mailed to me at Paige Archambeault 5473 Saltbox Lane Clay, NY 13041 if possible. I also teach at Henninger High School at a Science Teacher so anything you could also send me regarding Environmental impact for discussion with my students would be great.
August 18, 2021	Commenter	i believe dot is making a mistake, the circle near communities and weather hazards in upstate new york is a terrible idea. The creek is not a community attraction, its not near nedrow and should not be added to the project for walking commute, this is a major highway. lots of carbon monoxide from vehicles, trucks, ect, is going to rise stopping and moving about. I think the highway should be on the ground but from van buren street, and straight underneath the current location. It should be filled in and connected to erie blvd, where its filled in as well with fences and dead ends, just like east syracuse. Downtown is like private property, to be having dead end streets, with at least 2 smaller bridges, van buren or adams and erie blvd is not a big deal. see elevation. connecting west some bridges there were just replaced or worked on, placing it on ground, it has properties to remove. I do believe current sketch is a mistake, accidents and near a school, ice, snow,.... and its not for pedestrians to bbq and relate there. Just like erie blvd. or the harolds pl exit west from erie blvd, or going west to west st. on ramp from 81 south, all terrible construction planning. Fill it in with dirt, underneath current position with streets on the side. A circle is a mistake, around hospital traffic and pedestrian places is a mistake, see thompson road circle and accidents. Its a highway and the only attractions are hospital, public safety, courts, city hall, civic center, private property!.
August 2, 2021	Commenter	I believe Syracuse needs a place for skateboarders to skate safely that's inviting for everyone. Skateboarding brings people of all kinds together and gives kids and adults an outlet and an escape. We've seen Rochester put in a new skate park under their bridge/downtown area. Let's do the same for Syracuse.
October 11, 2021	Commenter	I believe that a community grid option actually would bring the city to a halt. Instates are meant to keep people moving through the state. A flow of continuous traffic that helps motorists along their daily lives. Why does Syracuse want to change this? If anything, more lanes and more exits would create a traffic pattern which would be beneficial to the areas which are now served by I-81 presently. If community developments were the main concern of the city, the space which is currently underneath the I-81 structures could be restructured to contain areas of business within the community and SU innovations.
August 6, 2021	Commenter	I believe that building a new skate park and/or having skate friendly places would boost moral for many people in the city because of how big skateboarding is here
July 20, 2021	Commenter	I believe that the grid plan for I-81 is a great one for all communities of central New York for God created the heavens and the earth then these selfish opposers believe they do anything that happens in Syracuse happens to everyone.
August 12, 2021	Commenter	I believe the community grid currently proposed based on the videos and photos posted by DOT will cause greater traffic congestion, accidents and problems, particularly with regard to traffic that currently exits and enters I-81 at E Adams Street to go to the hospitals, AXA towers, the universities, etc. Now people can conveniently exit there and get to the hospitals quickly, etc. The community grid proposal would put multiple stop lights and a traffic circle in the way of getting to such places, including the hospitals for emergencies. I still do not understand why we simply cannot repair the existing structure and leave it where it is. It seems currently that the plan is to spend $2 billion to swap one problem with other problems that may be greater problems and that don't really make things better for anyone living around or commuting on I-81. There are plenty of other issues in Syracuse where $2 billion would be better spent.
July 20, 2021	Commenter	I believe the community grid is the best solution. The skyway suggestion is full of problems, in my opinion. First, snow - and a freezing road surface - would present significant problems. With the only access points being at either end, snow clearance would be a challenge. Even more difficult would be the ability of emergency vehicles to arrive at an accident scene. Second, besides the huge cost of construction and maintenance, there is the even larger problem of taking it back down when it outlives its useful life. Third, it seems there would be even more eminent domain taking of private property required for the supporting structures, not to mention the engineering studies to assess the feasibility such a structure.
October 12, 2021	Commenter	I believe the community grid is the only viable step forward in addressing the needs of the City of Syracuse. While moving forward with the community grid solution those citizens most affected by the construction and new infrastructure should be consulted and their concerns should be acted upon (for example the pushback to the roundabout near ML Elementary School
October 14, 2021	Commenter	I believe the Community Grid option is the best option for rebuilding Syracuse and maintaining long term community health. I-81 was a dividing barrier between the city. For too long it has limited the community. The community grid option is the most sustainable option for the heart of Syracuse. We can't let money hungry businesses dictate the future of the city by buying our political say. Prioritize the community voice- the people that will have to see it, hear it, and live with it. The Community grid will not stop people from getting to the outer areas of city, it really is not an inconvenience at all. Community grid is for the people and for the environment.
October 14, 2021	Commenter	I believe the community grid would be the most beneficial and would benefit the entire city of Syracuse (ie. communities and local businesses). I also believe moving the proposed roundabout that's near Dr. Elementary school schools be moved further south. It seems like it would beneficial to avoid disrupting a space that it meant for learning and community/child care.
October 13, 2021	Commenter	I believe the grid is the best alternative with a modification on the traffic circle by the school and to somehow reduce the city bound traffic for that area. Maybe prohibiting Commercial vehicles from the area. A "pretty bridge" is the stupidest idea that the anti grid fans have come up with.

Date	Name	Comment
September 22, 2021	Commenter	I believe the only way to get the real impact on the grid alternative is to simulate the traffic impact as best as possible. My honest opinion, without the simulated traffic impact, it would be crazy to shut down a major artery of traffic to make it a blvd. SIMPLE: Promote the closing of 2 of the 3 lanes of Interstate 81, from Hiawatha BLVD from the North to Interstate 481 coming from the South for 90 days. Nov., Dec., Jan. The one lane that remain's open have a speed limit of 20MPH. After the test results you will be able to determine the traffic impact and the economic impact for ALL residents of the community. We, as citizens of the community, we can only imagine the impact it will have. Then It will be too late to do anything about it. If we realize the mistake. This decision is a very significant decision that effect the whole region. The DOT and many politicians have gotten many things wrong over the years. Most all of the politicians making this decision don't even live near the area that are impacted. We NEED to get this right. There is no chance to go back to a highway once it is built.
October 13, 2021	Commenter	I believe the project has been high jacked by some with influence from the community, the City, the State, and now, their cohorts in the Federal government. The viaduct option has been railroaded from a very narrow point of view by those who claim it has had nothing but negative effects on the area and it's communities. I've not seen any legitimate discussion or consideration given to an option that would continue a viaduct being part of the plan. I did see some statements from the DOT about percentages of traffic that continues through the downtown area- I remember something like 20% being mentioned. I find that ludicrous. What about all traffic coming from the south whose destination is the north side, the transportation hub, Destiny, NBT Stadium? What about all the thousands of daily commuters coming from the north who need to get to downtown, the University, all the hospital complexes? You can't tell me the statistics given years ago weren't cooked to only include numbers which would support a predetermined outcome by those in power. It's time for the public to voice their opinions now, before it's too late! And time for the silent majority to be heard rather than the special interests with the loud, squeaky wheels.
July 19, 2021	Commenter	I believe the roundabout is a huge mistake. Please reconsider for the bus and car traffic trying to pass thru, I can see many accidents happening. Don't do it!
July 20, 2021	Commenter	I believe the statistical analysis of the projected damage to businesses but routing traffic around the city is on the low side. On top of this routing traffic around will make it more difficult to travel. 481 will not be able to handle the traffic despite the plans to adjust it. Travel times will increase for everyone who routinely travels to and through the city using 81 as it stands today. I also believe this community grid will become a place that will fall into a state of low maintenance eventually attracting people of low morals to vandalize and sell narcotics along with other criminal activities. Please consider these heavily before proceeding to alter this regions artery of traffic flow.
August 9, 2021	Commenter	I believe the tunnel is the most viable solution. Granted also most expensive. First the air from tunnel would be scrubbed, second for the neighborhood grid fans w the tunnel you also get the grid. You don't reroute traffic into the suburbs which the suburban neighborhoods hate. Third Elon Musk tunnel boring equipment might keep cost down. Elon might even reduce cost in order to get a real pressing need project. The underground approach might also reduce maintenance. This community needs a real cosmopolitan solution not a cheap fix.
July 19, 2021	Commenter	I believe the viaduct alternative is the safest option for both pedestrians and motor operators. With heavily constricted traffic heading multiple directions (which could potentially occur with the community grid method), it could run a greater risk of fatal accidents.
October 13, 2021	Commenter	I believe this is a great project. Besides being a beautiful structure it keep the local traffic congestion down by providing quick way across town and to the hospital if needed.
July 20, 2021	Commenter	I can hardly believe the community grid is still being considered! I might be more open to it had NYDOT completed the loop of f 695 through Fairmont to connect to points south. Instead, implementation will force all from the west to travel an additional 10+ miles each way to reach 81 south. Doing so will be just another tax forced upon residents, increasing their travel times and cost, by a tyrannical bureaucracy that NY has increasingly become. Seems that "green" solutions, as the grid is promoted, is green only for the bureaucracy which will seldom use it... instead for constituents the grid option will make each oneway trip 20 minutes longer and 10 miles will burn more fuel and increase pollution far more than the "savings" they anticipate by eliminating the viaduct! In my opinion it is shameful to do anything other than replace it with improvements. Hopefully, there are a few good decision makers left that will see the increased fuel consumption, commute times, and congestion for what it is, and choose to replace the existing viaduct with appropriate improvements for safety, longevity, and efficiency.
August 9, 2021	Commenter	I can not imagine the horror of trying to enter the city of Syracuse with the "Community Grid" option for I-81. Imagine trying to get to our Hospitals during rush hour, or worse yet when there is an athletic event at Syracuse University. How is a person going to cross the street to get from one side to the other? Do we need to build a bridge over the community grid portion? What a ridiculous option. It seems this grid option is going to make it MORE difficult, not easier to blend the communities. Just wait until the Hospitals and businesses start closing and moving to the suburbs where they are more accessible. Then the city of Syracuse will be more of a ghost town than it is now. This is just a ridiculous option for the city of Syracuse and its surrounding areas.
August 17, 2021	Commenter	I can't understand why the historic arched entryway to Oakwood Cemetery must still be obscured by a grassy berm. Please open it up in such a way that the cemetery can once again be accessed through its original entryway and be re-connected with the city and its people.
October 12, 2021	Commenter	I comment in full support of the Community Grid Alternative for I-81. This is the best option for the Syracuse community and will begin to correct the damage done by the construction of the original viaduct. The benefits of the Community Grid far outweigh any minor inconveniences we may experience by tearing down the viaduct.
October 12, 2021	Commenter	I comment in support of the community grid. The decision should be based on community benefit of individuals not large businesses.
August 30, 2021	Commenter	I commute from the Camillus area to downtown hospitals, taking 690 to 81S, exiting at Harrison St. I am still VERY unclear as to how I will now get to work ... with that part of 81S gone, how and where will I exit off 690 headed from Camillus into the city to work, and then to get back home again? Most of the attention has been focused on 81 and 481, the city streets and east of Syracuse. What about those who live WEST of Syracuse and commute to work traveling 690 to downtown Syracuse? I feel very little attention has been said about how those of us headed into the city from the west will now have to commute to work and then back home. Please explain CLEARLY what my alternative route will be with the community grid.

Date	Name	Comment
October 13, 2021	Commenter	I commute from the northern suburbs and feel that changing to community grid would slow traffic in and out of Syracuse and create gridlock. I don't understand why we need to change something that has been in existence for so long. Not a fan of community grid option
July 16, 2021	Commenter	I commute using 1-81 and go south for work everyday. This plan will add an additional 15-20 minutes to my commute (at least). It doesn't account for how many people commute through the area and the impact on traffic and jobs in the communities around Syracuse. And who are the people drawn into these drafts? They do not represent the actual working class and poor people of Syracuse and what we truly need. Comes across as an out-of-touch attempt to create a way to draw people to the the city, which, will in turn, create the opposite effect. The traffic alone will force me and my money to move away from the Syracuse area.
October 13, 2021	Commenter	I currently live in Dewitt near the 481exits (Fayetteville/ Dewitt). One of my concerns is the amount of traffic and noise that is currently generated and the increase that we will experience when 481 becomes the new 81. Some evenings sitting outside it's difficult to have a conversation with the trucks down shifting and the motorcycles.The traffic backed up at the exits during rush hour is an issue. Another concern of mine is the Community Grid forcing traffic on a surface road in an area that is close to a school and an area prone to crime. If the Department of Transportation did not adequately consider how a boulevard impacts a school, it makes me wonder what else did they miss? Other concerns: moving traffic and emergency vehicles through the city, commuters getting from Lafayette/ Tully to Liverpool (just an example of commuting nightmares) Businesses in Salina missing opportunities due to travelers by passing them. Removing the elevated portion of 81 through the city is not going to fix the poverty and crime at Dablon Court. On October 4th a 26 year was shot and killed and a 5 year girl was injured. We need eduction, jobs and support for this area. Not a bike/ walking path. This is not an area I want to linger in while sitting in my car waiting for a light.
August 17, 2021	Commenter	I disagree with destroying the communities that were developed under the current configuration of 81 to the benefit of the developers and land owners that stand to gain from the reconfiguration. I would like to see an accounting of who owns the property in the city and along 481 that will most benefit from this plan. Also, I don't believe a city, like Syracuse, that is covered in snow and rain most of the year would benefit from this pedestrian centric plan. Syracuse exists because of ease of transportation and I see no compelling reason to destroy that legacy.
July 19, 2021	Commenter	I do like the idea of the grid, it sounds like it's the best thing for the city and it's communities. I am a little concerned about having a large traffic circle right next to the MLK elementary school. That does not seem safe for the kids, right?
July 18, 2021	Commenter	I do not believe the community grid option is the correct solution for route 81. I honestly believe that the community grid option will make traffic flow worse and that the traffic circle is definitely a mistake. I am also concerned with the negative economic impact it will have on businesses and communities north of the city ie Destiny , town of Salina and the hotels. Residents of Onondaga Country should have been allowed to vote on the options.
August 30, 2021	Commenter	I do not believe this is the best alternative. It will create more problems than it could ever solve. Terrible idea!
October 12, 2021	Commenter	I do not feel that the 'Grid' concept is the correct solution. I had to get to Crouse Hospital's ER room last Saturday night for my sister. It was time consuming enough to get from 690W to 81S and go thru the traffic lights on under 81 to get up to the hospital. And there wss basically very little traffic when I went. Plus when there's an event at the Dome, traffic downtown is horrendous, so getting to the hospitals will be even worse with the grid option. Now you want to route extra traffic into that same traffic flow, and with a roundabout near a school. This option is too expensive and shouldn't be built. Replace the existing roads and bridges, widen out the off ramps to 690E and build the rest of the 631 Bypass in Baldwinsville.
July 20, 2021	Commenter	I do not feel the amount of money to be spent on any alternative actually aids the community. Rebuild it as it is laid out now. Trying to "bridge" the community in that particular area is worthless considering the number of hospitals buildings and lots. Remove the horrible housing and rebuild that. Rerouting to 481 is going to require structures all through DeWitt to keep the noise at bay. Additionally the all ready congested entrances for Jamesville, DeWitt and Fayetteville will only get worse.
October 11, 2021	Commenter	I do not find the alternatives likeable . No build is my choice.
August 16, 2021	Commenter	I do not see how the grid will reunite the people in this area. It will still be a road to cross. No new housing is going up so why change the viaduct going overhead?
October 12, 2021	Commenter	I do not see how this would be an improvement over what we have now
July 16, 2021	Commenter	I do not support using RT 481 as a main alternative for current RT 81 traffic. I travel the RT481/RT81 north exchange daily and that intersection is not designed well even for the current amount of traffic we have without RT81's traffic being added. I use the N. BLVD to RT481 north ramp daily during 5PM rush hour and daily have issues merging into oncoming traffic due to volume. In addition the 81N to 481N on ramp is constantly an issue with people trying to merge onto 481N and those who are remaining in the right lane to either get on the RT81S ramp or CIRCLE DR offramp. In summary, the RT481/RT81 north exchange is not built for the volume of traffic proposed nor do the proposed improvements remedy these concerns, but make them worse.
July 20, 2021	Commenter	I do not think that the community grid is the best option. I doubt that the streets can handle the congestion during SU games or at rush hour when Route 81 gets backed up. Also do they guarantee that the streets will be plowed in a timely manner? Plus it will add time for ambulances to get to the hospitals. Getting rid of the viaduct is not going to magically unite the city, and it will hurt the businesses that built up along Route 81. Tearing down the viaduct is not going to right the wrongs of when it was built years ago. Plus how are people supposed to get to the University area and hospitals or the village of Liverpool without 81?
October 14, 2021	Commenter	I do not want to see the communities and it's neighbors upended because politicians and developers want to rid the downtown community of its section 8 housing. I have an understanding that developers want to tear down the Olver tower and build in condos. People and families have lived here for decades and this is their community, not to be displaced by yuppies.
July 16, 2021	Commenter	I don't agree with the concept. As someone who lives south of the city and frequently drives rt 81 to get to points north of the city (Destiny, airport, North Syracuse etc..) the community grid will add quite a bit of time to my commute not to mention lower my gas mileage and wear and tear on car for extra braking. Also, I can foresee a nightmare in the winter months due to snow and ice accumulations and increased potential for accidents. I have absolutely no need to make pit stops in the middle of the hospital and university area. To reroute all the way to rt 481 also will add considerable time and miles to my commute. Not very "Green".
September 22, 2021	Commenter	I don't believe the grid streets will be maintained properly as far as mowing and weed control. A mixed raised viaduct and streets below without the fancy trees and grass would be a better choice.
July 20, 2021	Commenter	I don't believe the viaduct will benefit the commuters. It requires a few businesses to close and be torn down will increase travel times for thousands. A traffic circle also sound terrible, especially when knowing how much traffic there is during some events. As a tax payer I'd rather see my money go to replacing the bridges.

Date	Name	Comment
July 17, 2021	Commenter	I don't feel like all the people are being heard - I personally 2 people who have moved their business out of the city due to the current plans and I think more will move out of this goes grid only . I like the new idea out there for the grid and skyway- I feel this would be a good solution for all - connect the south side and have a quicker way straight through if needed. This plan would also make Syracuse more known to other states that may have similar issues . Take the earplugs off and please listen to all involved- it's not a political issue- it's an issue the people want to be heard and if grid only doesn't help everyone can't you compromise and do both-grid and skyway all the way.
October 13, 2021	Commenter	I don't know how you will find all this. With businesses going out of business. Tax revenue is down putting motte burden on the ordinary people
September 3, 2021	Commenter	I don't see with all the intersections with red lights you expect traffic won't be backed up. A lot of trucks will still go on the Grid and it will be a total disaster. One of the reasons I moved to the south side of Syracuse is to take advantage of the high speed road thru the city to Destiny. Now I will consider moving to the suburbs.
July 19, 2021	Commenter	I don't think a community grid is the right way to go. Nobody wants to get off a highway to go thru the city just to get back on the highway. Why not rebuild 81 the way it is now just add extra lanes for increased traffic?! The people of Onondaga county should have a say in what happens with the rebuild of 81.
October 4, 2021	Commenter	I don't understand how removing the bridge and making it into basically in Erie Boulevard is going to help in anyway. If anything is going to promote more traffic, slowing down commute times, definitely will slow down emergency responder times and more pollution because you have to stop and go stop and go. We need to rebuild a bridge with on ramps/off ramp's to adjoining suburbs. Without these it will have a significant financial impact for these towns.
September 7, 2021	Commenter	I don't want traffic in Fayetteville from the new I-81. Leave I-81 where it is. The last thing we want is bureaucrats from Albany to influence the transportation of our city. We like Syracuse for what it is. People have purchased property and made investments based on where the current layout is. Unless you plan on having a fund where 5 years after construction, those whose property values decline are able to collect for the financial ramifications of these decisions (a COST that is not being considered by the DOT because it's not being paid up front), then don't change a thing.
September 7, 2021	Commenter	I don't feel that it would be advantageous to turn Route 81 (highway) into a boulevard. It would interfere with the flow of traffic, not improve it.
October 8, 2021	Commenter	I don't know of many people who agree with any of this!!! And children's safety should come first. No one saying anything against this will be heard. I know it needs to be fixed or different but I don't see what has been presented to us is going to be better!! But we will get whatever you head honchos decide is good for us. And I'd love to know how many of you live here and will have to travel on this???????
October 14, 2021	Commenter	I dont think enough was done to look at the effect on Route 481, two lanes on 481 will not handle the traffic that would have to be bypassed if you chose the grid. A modern viaduct should be chosen since 481 in its present state will not handle the increased traffic flow.
October 14, 2021	Commenter	I don't think the Community Grid is a good idea. All that traffic will just spill into downtown Syracuse. I am also concerned about the extra traffic on 481, if 481 is not widened to accommodate it, and that does not seem to be happening.
October 14, 2021	Commenter	I don't think the Grid option works well for the Western suburbs without a bypass (similar to current 481) from Lafayette, to Camillus (or just west of Camillus) around Liverpool/Bville and back to 81 in Cicero/Clay. Also, without a highway, the travel time to downtown hospitals will be delayed significantly. A replacement highway is the best option.
August 28, 2021	Commenter	I don't want cancer causing, elevated traffic redirected into my neighborhood. Supplement the Grid with the Harriet Tubman Memorial Bridge
August 9, 2021	Commenter	I drive a lot since my daughter and grandsons live 1200 miles away. When I get to a city on the way I go through the city because it is usually at least 25 miles shorter than taking the bypass. When you consider all of the people going up pn the Hill every day for work or classes I can not imagine the mess that a grid will create downtown!! I am assuming it will add at least 15 minutes to their commute to one of the hospitals or colleges on the Hill. I have know people who either work at a hospital or at the University and the commute was congested enough!! Just count the number of people going up to the hill EVERY day!!!
October 14, 2021	Commenter	I express my support for the Community Grid AND for the roundabout alternative. Please advocate for the rights and health concerns of our community members, specifically our Syracuse members of color, that have been affected by i-81 forever. Tear down the section and let's start fostering a safer and more equitable Cuse. Listen to what community members want! Listen to their stories!!!
September 10, 2021	Commenter	I fail to see how this alternative is beneficial to our Community. Knocking down 81 and making it into a traffic night mare will not magically solve racism and the failure of a certain group to take responsibility for their own actions. Why is there not a vote on this issue? Why are you penalizing the suburbs with longer travel times and forcing me to drive thru the cesspool that is downtown Syracuse? This is a poorly conceived feel good nansense plan. I want a vote! Bring this up for a vote!!!
October 13, 2021	Commenter	I favor the combination Community Grid/Viaduct. It will satisfy the entire community. At the same time Harriett Tub can be recognized with her namesake used for the bridge
July 21, 2021	Commenter	I feel Community Grid Alternative is best
October 13, 2021	Commenter	I feel strongly that any future redevelopment/reconstruction of the I-81 viaduct (preferably as a community grid) represents an opportunity to redress economic and environmental damages caused by its initial construction. I stand with the Urban Jobs Task Force in urging employment equity on the I-81 Viaduct Project, including a Community Workforce Agreement on any Project Labor Agreement for the viaduct.
October 5, 2021	Commenter	I feel that a Community Grid is great for local traffic, but there should be an alternate route for express travel. It will be quite an inconvenience for those of us who live in the suburbs and want to travel south, to go all the way to 481 and back again. This will contribute to more air pollution from the extra miles to circumvent the city.
July 16, 2021	Commenter	I feel that directing traffic thru the community makes it more dangerous for our youth and congests traffic. This is also going to increase the cost of doing business for alot of companies resulting in higher consumer prices for goods. Companies are going to being using more gas for trucks and higher wages since it will result in longer more congested driving. We should leave i81 as it is today and keep travels on the highway instead of driving thru our community streets. Our youth of today already has enough danger to worry about on the streets with gang violence. without adding more traffic that's closer to our homes. I don't want out of state people driving by my house. Keep them on the highway. The money should invested in our school systems and be invested in community projects if you are worried about bringing people together. Such as building a new state of the art youth center. This i81 project is a waste of our tax payer money, not to mention this will be a burden on our children in future years as well.
October 14, 2021	Commenter	I feel that getting rid of 81 and creating the community grid is a crucial step in correcting past racial injustice and moving towards racial equality in our city. Any other decision will be regarded as failure to act in the best interests of all those who reside in our city, specifically those communities who are most impacted by systemic racism.

Date	Name	Comment
July 16, 2021	Commenter	I feel that people traveling from the South to 690 West for work, that the travel time will be drastically increased by the grid.
August 24, 2021	Commenter	I feel that the jobs should be for the Syracuse people. Also that the land should be to the people of Syracuse.
July 21, 2021	Commenter	I feel the NYS DOT has lost sight of what their mission is. They have bowed to the political pressure and become the department of social justice reform. Tearing down the highway is not going to correct the injustice that was done over 50 years ago. The DOT is supposed to be concerned with transportation which is essential. Please don't lose sight of this purpose.
October 13, 2021	Commenter	I feel the social and economic arguments for the community grid are baseless and subjective. At the corner of most crossroads sit metropolitan areas, this is proof that interstates are good for the local economy . The claims being made that the viaduct created poverty and segregation is baseless and subjective. Our past mistakes should not resonate in such a manner that they stifle progress today. It has become a political tool to belittle and petty minorities, it is atrocious, we are all American. There is not a single group of people who have not paid for this great country in blood and hardship. If you remove your subjective frame of reference and look at empirical evidence you can see in clear data that 81 traveling through the city has provided economic growth for the community, and opportunity for the citizen. DO NOT REMOVE 81. I feel the better option is to depress the viaduct. In the future we could build buildings directly over the route, allowing for more real estate development. We have nothing to gain by creating another boulevard, they do not work for our climate or needs.
July 21, 2021	Commenter	I feel the upgrades to Route 81 should be taken up as a referendum in the November election. First of all the financial impact this will have on the northern suburbs side will be devastating financially to all the hotels restaurants etc. the community grid looks beautiful in the video. With all things considered what are you going to do with the snow on all these side walks and streets.
July 20, 2021	Commenter	I feel the viaduct alternative is far too expensive and destructive. Too many buildings will be acquired and destroyed, and local businesses displaced or put out of business. You can access 690 from 481 if you need to get downtown. We have a chance to do better than we did when 81 was built.
July 18, 2021	Commenter	I feel this will have everyday working commuters having to take alternate routes and detours for far to long. Emergency or first responders will have the worst of it trying to get to the university area hospitals.
August 18, 2021	Commenter	I feel unsafe drving in the city of Syracuse and this would force me along with naive tourists anc passerby's in harm's way. The crime and violence has steadily increased in recent years. A communty grid is a nightmare for those of us that want to quickly get in and out of the FEW places in the city that we feel comfortable driving through.
July 20, 2021	Commenter	I feel we are painted a rosey picture. I see graffiti on the walls, impatient drivers. If this must happen, why can't the state make the Thruway free from exit 36 to 34a. This would help with traffic flow and give the hotels and restaurants in the Salina area a chance for survival
July 17, 2021	Commenter	I feel we OWE the citizens who had their neighborhood destroyed to make I81, restoration of a divided city. The highway literally and figuratively divided us. Syracuse can be reborn, and even though I might be unhappy with 481 traffic, I think it is worth the sacrifice.
September 1, 2021	Commenter	I find that the whole Syracuse area will have total imposition to travel to the north or south. I can't imagine what the traffic will be towards DeWitt on I-481. That will be a nightmare. We're the main route from Canada to Pennsylvania. What a mess travelers coming through will have to deal with! Keep the same highway as it is now.
October 13, 2021	Commenter	I fully support the Community Grid alternative.
October 14, 2021	Commenter	I fully support the community grid alternative. I also support moving the roundabout away from the school as far as possible.
October 12, 2021	Commenter	I fully support the community grid alternative. The future of Syracuse is dependent on walkability and interconnectedness, and the community grid is the best option. We have a chance to be a model for cities across the country to learn from and enact policies and changes for the betterment of their citizens.
October 13, 2021	Commenter	I fully support the community grid and restructuring I-481 to be the new I-81. I moved to Syracuse in 2008 when I was 18 and have lived here ever since. I love this city and love the ideas that will benefit the whole community. I believe that this is the best direction to move in and bring this city back and start improving as a whole.

Date	Name	Comment
October 14, 2021	Commenter	I fully support the Community Grid as the preferred alternative. It is the best solution for meeting the needs of a vibrant 21st century community, and is the only solution that addresses the racial and environmental justice issues created by the existing viaduct. I echo my husband (who submitted these in his comments already) in offering the following as areas where the community grid needs to be improved to make it a great solution and a model example for other communities across the US as they seek to address their aging urban highways. - The footprint of the Almond street / BL 81 right of way should be reduced to the minimum needed for the sidewalk, road, parking, and bike paths. Currently the plans show the entire existing ROW (~200') filled with these elements and a wide median. This can be reduced to nearly half (~115) and free up approximately 85' to 90' for redevelopment, which will allow the vision ReThink 81 and others have for this corridor becoming a mixed use, vibrant space, to become a reality. - Include more generous non-vehicular transportation elements (much wider sidewalks (10-15') in high traffic areas and especially on bridges and underpasses; street furniture – benches, trash receptacles, pedestrian scaled lighting; landscaping and street trees, leading pedestrian interval lights) to create a more balanced transportation system that meets the needs of all. - Incorporate transit system enhancements, including supporting the development and operations of the proposed bus rapid transit system in advance of the project so as to provide commuters an alternate means of accessing their jobs in the city during the several years of construction. - Address the concerns of the community pertaining to the roundabout at Dr. King School. I believe this feature is the right solution for improving safety and reducing environmental impacts but it may need to be located somewhere else in the BL 81 corridor. If it is moved south, consider locating it where it can also enable the re-opening of the original entrance to the historic Oakwood Cemetery. - Install noise barriers in more locations than just those that meet the "feasible and reasonable" criteria, as these structures also provide enhanced quality of life attributes, making it possible for under- and de-valued properties to not be as impacted by the presence of the adjacent highway. I can't help but think that all of the vacant homes and land located along the highway, particularly on the Southside, would be occupied if these barriers had been installed when the highway was first built. This same mistake should not be repeated again in a project of this scale. - Continue to work with various partners to make sure local residents and businesses, particularly those most impacted by the presence of the highway over the last 50 years, are able to get jobs and contracts to work on the project. - Adopt a process similar to the one used in Rochester's Inner Loop project to return as much land as possible for redevelopment, and give the power to choose the redevelopment projects to the local community – with a particular emphasis on equity and social justice projects.
October 12, 2021	Commenter	I fully support the Community Grid idea. This is exactly what Syracuse needs.
October 12, 2021	Commenter	I fully support the community grid option and do hope that construction will begin sooner than later. Take the unsafe eyesore down!
August 31, 2021	Commenter	I fully support the community grid option for I 81 except that the round about currently identified in the plan needs to be moved far away from the Martin Luther King Elementary School property and neighborhood. Thank you, M. Clark, Syracuse, NY (P.S. It would be nice if included with this project that the east 690 be extended as originally planned out to Route 92 in Canastota.)
October 14, 2021	Commenter	I fully Support the community grid option- it is an overdue update and work needs to start immediately before the current overpasses crumble. Enough delay!
August 20, 2021	Commenter	I fully support the Community Grid option. I also support creating a new northbound exit at Colvin Street and support a traffic roundabout built further away from MLK Jr. School. This will help with access to the Southside.
July 19, 2021	Commenter	I fully support the community grid option. Our community will grow through this option.
October 13, 2021	Commenter	I fully support the community grid project for I-81. I think it will right a lot of wrongs and also beautify the city. It's a win-win project for the state and community. Please do it!
July 16, 2021	Commenter	I fully support the community grid replacement for I-81. I saw first-hand what it meant to replace a busy overhead bridge in the Bay Area, CA with a community grid option and it was both beautiful and functional. I lived in NYC before moving to Syracuse and I think the best cities are human scale--knitting together the people and the built space. The community grid will enable those connections to be reestablished and allow for a more dynamic and vibrant downtown. I live in the suburbs and so I am heartened to see that problem areas like the DeWitt interchange and Lyndon Corners will also be addressed, along with widening 481 to handle the traffic. One further idea is to add exits on 481 and I90 for Manlius, Cazenovia, etc (between DeWitt and Canastoda) so that all the traffic to the eastern suburbs does not need to get off in Dewitt and clog up the Wegman's corridor. This project represents the very best for all constituents of our community.
October 12, 2021	Commenter	I fully support the community grid!
October 13, 2021	Commenter	I fully support the community grid. I think it will be great way to re-open the city. While I am concerned about the loss of wetland I also believe it is in the interest of the overall health of the city. (Also your community presentations on it were great and super informative and I appreciate everyone who answered my questions.)
October 13, 2021	Commenter	I fully support the community grid. It is innovative, economically beneficial, and better for our city. This is by far the best option we have. We need to do it!
October 12, 2021	Commenter	I fully support the Community Grid. The project has undergone extensive community outreach, engagement, and study. Every single time, the Community Grid option wins out. It supports Syracuse residents, and it does not overly burden the commuters who come into the City for work or the suburbanites who enjoy Syracuse's dining and cultural attractions. It is unfortunate that a powerful and wealthy minority has made a last ditch effort to undermine the hard work of folks who have spent years gathering information and making a case for the Community Grid. A city for people, not cars. Please move forward with the Community Grid option. Thank you!

Date	Name	Comment
October 12, 2021	Commenter	I fully support the community grid. We have a great opportunity to re-think how we interact with our city to make it work better for everyone. Let's do this!!
September 30, 2021	Commenter	I fully support the overall objective of the community grid. This should be a decision of the people of Syracuse. I live here, and it is essential, for a wide variety of reasons, that the community grid be implemented. I-81 has damaged the city, and it is time that this be rectified. I believe that this project should be undertaken as part of an overall plan to revitalize the city and its neighborhoods.
October 14, 2021	Commenter	I fully support the proposed community grid solution.
October 13, 2021	Commenter	I fully support the tear down of I-81 and implementation of the community grid. -25 year Syracuse resident
August 18, 2021	Commenter	I grew up on the southside,walked to SU along MLK East(old Castle St) & drove cab all over the city .I would like nothing better than to see the southside shine again. The grid plan could help. Especially if roads were reestablished & affordable houses were built where the viaduct is. However, I think it is a dangerous mistake to put a roundabout so close to the MLK school. We all know children are notorious for taking shortcuts & getting into traffic. One life lost would be one too many, especially when putting the roundabout where the current Calthrop St entrance/exit to 81 is, would be safer, better for traffic flo & make the lovely entrance to Oakwood cemetary viable again. If Oakwood Av/Garfield St was rebuilt where 81 is and connected to a roundabout along with State at & S Salina St. Traffic would be dipersed along all 3 streets. Oakwood/Garfield could take folks to E. Colvin & South campus. Contnuing to MLK East & Renwick Av up to the University & VA. S.State & S.Salina both go all the way through downtown to the northside. Residential homes could be rebuilt on both th new extention of Oakwood & on the East end of S.State St.The grand entrance to Oakwood cemetary could be reopened & shine again, and there would not be any issues with the train trestle by Colvin where I've heard some woiuld prefer the new roundabout. The Calthrop St exit is past the 481 turn off and bringing the highway back to ground level there would give room for traffic to disperse & slow significantly by the time it gets near the school. Red lights & crosswalks should be the rule where children & other pedestrians are walking. Thank you for your consideration.
October 8, 2021	Commenter	I had a job in a 2bay shell gas station it is now a Verizon store I saw to many accidents people getting hurt people and cars make for a bad mix
August 9, 2021	Commenter	I have a few concerns regarding the 81 project. First of all, there is no way that the homes on Adams street are not going to be affected. Some of the very people you are trying to not separate from other areas, may very well lose there home. These are people that work at and are able to walk to the hospitals and the university. What will happen to them? I live on the east side of town in Fayetteville/Dewitt area. What about noise and air pollution caused with expanding and diverting traffic to 481? Does anyone care about that? Will there be a truck stop added onto 481? That would be just great. This city has swirled the drain since I moved here in 1981. I'm not sure I'm willing to stick around after I retire.
October 6, 2021	Commenter	I have always felt one of the greatest assets to the city was the ability to get from one side of the city to the other in a short time frame. I fail to see where the community grid helps the traffic flow in the most congested area of the city. Traveling from North Syracuse to the south will become a nightmare Rather than have smoother trafic flow I believe this will just add gridlock during peak travel hours.
September 30, 2021	Commenter	I have always loved that we had a quick and highway-based route around the city with 690, 81 & 481, I have always hated when travelling when on a highway headed down south to come to a town where you had to slow down and stop at lights instead of passing through at highway speeds. It did NOT make me want to get out and spend $, it made me more frustrated as a traveler passing through that I had to slow down to snail speed. That is how I feel about the community grid option interrupting 81 and its flow of traffic - we do need both 481 & 81 to break up that demand to get to other areas and we want it to be fast & easy, not slowing down to a snail's pace to stop at lights. I feel the community grid option is just a way for developers to make money from something that we don't need! And - what will replace all of the parking options - more expensive parking garages? Who needs that?! Fix 81 and be done with it!
October 13, 2021	Commenter	I have attended some of these meetings where they were pushing the grid. These"engineers", are not from this area, they have no understanding of the traffic patterns here and the way of life for Syracusans. They could not answer my most basic questions,. Such as, once traffic backs up and bottlenecks on the highways in either direction, how are emergency vehicles supposed to get through? How will this relieve congestion for the morning commute for those coming from the north and west side of the city? What about those transportation companies etc. who need to use 81 for transportation? This grid is going to slow them down! We do not want thoroughfare traffic coming through our neighborhoods. I understand that this is just a politically correct solution and attempts to make it up to those dwelling on the south side of Syracuse who have complained that 81 cost them peace and housing by being constructed through their neighborhoods. Well now 81 is a way of life, and this should not even be a concern or consideration as buildings and lives have been built around the highway to adapt.
October 14, 2021	Commenter	I have been a resident of the City of Syracuse for all of my 40 years. I support the community grid. Our city needs to be lifted up, re-energized and made whole. I see so much potential for this with the community grid - brighter, more walkable streets, safer bike lanes, more trees, and fewer cars speeding by overhead. Well-designed public spaces to gather and relax. This is the environment in which our neighbors and local businesses can thrive in. I urge you to move forward with the grid. I also urge you to find a better location for the proposed roundabout. Thank you for your consideration.

Date	Name	Comment
October 9, 2021	Commenter	I have been attending the I-81 Project meetings from the beginning of the public forums. I have written many comment sheets, but I have never received any feedback. I'm again going to write my thoughts. The hybrid plan preserves the vital high speed route through the CENTER OF THE REGION as well as simultaneously allowing the community grid for passage and activities. Some of the many reasons for choosing the hybrid plan are -The I-81 expressway connects ALL areas in all directions. -Eliminating 1.5 miles of the direct north-south corridor A. Will discourage business from and with the city B. It will make commuter nightmares for area residents C. It will NOT help the south side areas "connect" with other areas; i.e. the environmental justice issues will not be resolved because it will not change the lives or living conditions of the south side residents nor the disenfranchised. D. The western side of the city will have NO connection with I-81 N or S -The 1.5 miles of the community grid (without the I-81 expressway) would be like creating an Erie Boulevard through the city; the result would be A. Increased congestion on city and neighborhood streets that were never meant to handle heavy traffic B. 8,000+ employees will be jammed onto the "Grid" that will be like an Erie Boulevard C. It would negatively impact the local economy, small businesses and jobs throughout the region because it would divert business traffic around the city D. The slow traffic (stop and go traffic) in a community grid would increase the hydrocarbons and slow down any EMS & 1st responders' efforts as well as commuter time E. The community grid alone is NOT efficient. F. Postal carriers, delivery services, repair services, medical services, students, IT and maintenance workers, vendors and suppliers need the I-81 North-South connection. G. Rt. 690 will also be affected negatively. 690 will end putting traffic onto Genesee and West Street as well as Crouse & Irving H. The community grid by itself will create GRID LOCK! -Rt. 481 is already at full capacity. -Using Rt. 481 will take business away from the city. -I-81 is part of the Federal Highway system. It services out of state citizens, local citizens, NY state citizens, as well as international citizens like Canadians. I-81 serves as our national defense, trade and interstate shipping & commerce -I-81 can be compared to other Federal Highways like I-95 through Richmond, VA, like I-95 through Jacksonville, FL, like I-75 through Atlanta, GA, like I-75 through Macon, GA, like I-5 through Seattle,

Date	Name	Comment
October 8, 2021	Commenter	I have been attending the I-81 Project meetings from the beginning of the public forums. I have written many comment sheets, but I have never received any feedback. I'm again going to write my thoughts. The hybrid plan preserves the vital high speed route through the CENTER OF THE REGION as well as simultaneously allowing the community grid for passage and activities. Some of the many reasons for choosing the hybrid plan are -The I-81 expressway connects ALL areas in all directions. -Eliminating 1.5 miles of the direct north-south corridor A. Will discourage business from and with the city B. It will make commuter nightmares for area residents C. It will NOT help the south side areas "connect" with other areas; i.e. the environmental justice issues will not be resolved because it will not change the lives or living conditions of the south side residents nor the disenfranchised. D. The western side of the city will have NO connection with I-81 N or S -The 1.5 miles of the community grid (without the I-81 expressway) would be like creating an Erie Boulevard through the city; the result would be A. Increased congestion on city and neighborhood streets that were never meant to handle heavy traffic B. 8,000+ employees will be jammed onto the "Grid" that will be like an Erie Boulevard C. It would negatively impact the local economy, small businesses and jobs throughout the region because it would divert business traffic around the city D. The slow traffic (stop and go traffic) in a community grid would increase the hydrocarbons and slow down any EMS & 1st responders' efforts as well as commuter time E. The community grid alone is NOT efficient. F. Postal carriers, delivery services, repair services, medical services, students, IT and maintenance workers, vendors and suppliers need the I-81 North-South connection. G. Rt. 690 will also be affected negatively. 690 will end putting traffic onto Genesee and West Street as well as Crouse & Irving H. The community grid by itself will create GRID LOCK! -Rt. 481 is already at full capacity. -Using Rt. 481 will take business away from the city. -I-81 is part of the Federal Highway system. It services out of state citizens, local citizens, NY state citizens, as well as international citizens like Canadians. I-81 serves as our national defense, trade and interstate shipping & commerce
July 18, 2021	Commenter	I have been reading lately about adding roundabouts to the project. Reasons given are to keep traffic flowing, less pollution and less gas consumption. If car manufactures are to have the majority of the vehicles that they currently sell converted to electric by 2030 then this roundabout option is useless according to the reasons given. Roundabout options sound more like someones personal agenda!! Electric cars will be the future and this is what you should consider if it is not being considered at this time.
September 2, 2021	Commenter	I have been to your public meetings...and hearings.When I ask questions no can give me an answer because they don't understand this part of land..I'm very concerned as to the impact of traffic thru our neighborhood streets..I live right on route 81 and near the exit of 481 to Brighton Ave...a lot of this traffic is now coming thru the East Glen Ave cut thru. past Jaquith Industries over a bridge on 81..which follows a Private Road of Loretto Nursing home onto my street of Fillmore Ave and it is a VERY,VERY STEEP HILL..traffic does not pay attention to stop signs numerous fenders benders have happened here...the littering is horrible(because of Us complaining Loretto is finally keeping it somewhat clean)and cars speeding thru, cars back in and out of my driveway constantly during the day...due to no outlet at the top of the hill. We have even had the city police here due some very concerning incidents with passing drivers.Tractor trailer trucks,trucks & buses have been coming thru and this is not a truck route.Vehicles come up or down the hill thru Loretto(East Glen Ave short cut) Also, noted at your meetings there is no noise impact barriers being considered, well come into yard and sit!!!! sometimes my house just rattles and the noise and the exhaust has gotton worse. I Have not noted or seen anyone come to our neighborhood for any surveys or ask us our how this will impact our street of Fillmore Ave. We seem to be a forgotton part. Have tried in the past to have someone look into some of these concerns even better signage..nothing happens. As for the Grid, you really have some decisions to make...one thing is don't make all those little parks and trees and benches I think your just asking for crime& homeless people taking over. Our downtown area still looks like crap...put some $ there...years ago it looked so beautiful and even enjoyed walking down there. Please look into this part of your plan Southern interchange. Also, note and I am not quite sure if you start digging up there on Brighton ave what impact will it have.. I believe there is a watershed. And I read Loretto is requesting a noise barrier? I live closer to 81 than they are...as my property is next to them. Hope this makes some sense to you... Thank You
October 5, 2021	Commenter	I have chosen to buy a home in the suburbs. I do not like visiting or living in the city. Unfortunately some public events require visiting the city. I prefer however to visit and shop in the suburbs. For this reason I need to get thru the city and prefer to stay on expressways.

Date	Name	Comment
September 8, 2021	Commenter	I have come across a few roundabouts while vacationing in the Midwest and I like them a lot! No waiting at a stoplight when there is no crossing nor on-coming traffic which is the case at many Syracuse intersections during off-peak hours. It is quite smooth when the roundabout is small (which is nothing like the huge one at Carrier Circle. That one is scary.). The small roundabout at a crossroads has 2 lanes approaching with the right lane taking a smooth right turn and the left lane pausing, when necessary to wait for a traffic and pedestrian gap, before entering the roundabout, . Very smooth, also. Further, roundabouts take up no more space and I am told that they are easier and less costly to install and maintain because they do not need the electronics that traditional intersections require (to operate pedestrian signals and stop lights). I would like to see more roundabouts along the old Viaduct route to and through Almond St in the Community Grid option. Perhaps there are other opportunities to include roundabouts in the Grid. Smooth traffic through intersections and less cost to build and maintain.
October 14, 2021	Commenter	I have engaged in many events over this multiple year project and want to express my strong support for the community grid option.
October 13, 2021	Commenter	I have grave concerns over the community grid option. I believe traffic will be terribly delayed coming from the South Or the north of the city. I do not believe that I481/690 can accommodate the resulting traffic despite what I believe to be flawed studies, even after improvements. There will be delays in emergency traffic to hospitals. Also, there will be increased pollution in the neighborhoods along I481/690 with the increased miles travelled along that substitute route. Far from rejuvenating the South side of the city, the area will become more pedestrian unfriendly. The idea of inserting traffic circles to slow traffic is an awful idea. These will increase auto accidents and further frustrate drivers. At least one business owner confided to me that he plans to leave the city because of the nightmare that he believes his customers will have to go through trying to reach him. Constructing a safer updated viaduct or a tunnel clearly is the more sensible idea.
July 19, 2021	Commenter	I have lived here for almost 30 years and never have I ever thought for one minute that the 81 highway divided our citizens racially. There is poverty and diversity on both sides of that road. Breaking down that highway will only create a reason to shed a spotlight on a problem that exists every where not just next to 81. This whole project is lipstick and rouge on a bigger problem that a road can not and will not ever fix racism. I love our highways. It's what makes our city special and to tear it down because it divides us is just ridiculous and unfounded. The roads need repair but if you think getting rid of it will bring the "two sides" together, you all Are sorely mistaken. You know what fixes racism?!?! Maybe smaller classes for our children. Maybe air conditioning in classrooms. Maybe more community projects that involve everyone. A highway will never bring us together. But hats off to the graphic designers that made this beautiful model. I just don't think a pretty picture of a road is going to fix the problem that everyone claims that is the underlying problem.
August 22, 2021	Commenter	I have lived in Syracuse and Central New York for my entire life. I completely oppose the current, writing, and unsafe I-81 viaduct that divides the city. I fully support the community grid option because it will be better and will bring transportation fully into the next century through its innovative design and lower cost.
October 14, 2021	Commenter	I have lived in Syracuse for 5 years. I am not a business entity or a brahmin of this city however I support what the community grid variation offers.
October 14, 2021	Commenter	I have lived in the City of Syracuse for 47 years,and love living here. I have been to forums and information nights about I-81 and have asked a lot of questions. I have looked at the DEIS, but to be honest, haven't read much. But there are several things that are clear to me: --The suburbs and the city are connected. The challenges and benefits must be shared, but in a way that understands the playing field between the city and suburbs is not starting out even. --I am in favor of the community grid, as a way to begin to ameliorate some of the wrongs of the past, and as an investment in the future. The destruction and environmental degradation of a neighborhood when it was built, and the continuing noise, pollution and visual pollution inflicted on residents must stop. People in the suburbs are understandably concerned about possible increased pollution, but it is clear that much effort is going into nipping those problems in the bud. --This is a game changer for the Syracuse area, but even more so for the City itself. It's all about jobs and training - and those in demographics most adversely effected by I-81 to start with should have first crack at training and the jobs themselves. There must be an agreement as to what percentage of jobs go to city residents. The construction is going to be difficult and disruptive for all of us, and jobs, a more physically unified city, and a remediation of a historical wrong make it worth it.
October 12, 2021	Commenter	I have lived in the northern and western suburbs of Onondaga County most of my life. Currently I travel for work from the wester suburbs to the eastern suburbs and also south of Syracuse each week. I have been an advocate for the Community Grid since the beginning. I look forward to the positive growth of the city as a result of the Community Grid.
August 3, 2021	Commenter	I have not been here for most of the previous iterations of the I-81 plans. Early on, I was relieved to here the flyway ramps connecting I-81 & I-690 that had been considered in earlier versions had been eliminated. Now, I see that is only true in the Community Grid Alternative. The Viaduct Alternative still shows the flyways from SB I-81 to WB I-690 and from EB I-690 to NB I-81. I was under the impression that the improvements to Bear Street and the Bear Street interchanges at both I-81 and I-609 made the flyways unnecessary. If they are unnecessary for the Community Grid Alternative, why are they necessary for the Viaduct Alternative? The flyways would make living in Mission Landing less desirable and reduce property values.
October 12, 2021	Commenter	I have not heard of any positive economic impacts the grid would have. I don't think it is worth the risk of disrupting an artery of commerce by building the grid

Date	Name	Comment
September 10, 2021	Commenter	I have run a hotel off of I-81 In Salina since 1994. I have heard quoted several times by those in favor of the boulevard option, (renamed: Community Grid), that the "Impact Study" shows that the hotels and other businesses in Salina which were established here largely because of I-81 will only lose 1.4 to 1.6% of business if I-81 is rerouted away from Salina. First of all, even if 1.4 to 1.6% was accurate it is nothing to dismiss, But, to date, to my knowledge, no one doing a study has asked me, any business manager, or any of our customers that stay with us whether they do so because of our location to I-81. No one has asked a single employee how important the convenience of the highway makes their employment possible either due to their own commute, or because a loss of business might effect their job security. A real study would involve simply posting a researcher in businesses dependent on the current location of I-81 for the purpose of asking customers about the relation of the highway with their selection of the business. Or, an obvious way would be to simply ask those of us who have been working here for decades, who talk to customers every day, and who know that at least 20% of them stay because of our proximity to the highway, and the ease of getting from here into and back out of the city. In addition to our businesses being negatively impacted, I'm not alone in saying that if the high speed option from Clay and Salina into the city is removed, I will not be choosing options for healthcare or other services located in the city that are so easily accessible right now. It's simplistic to imagine that these business and hotels would have been placed here other than to be near I-81. Why else would we be objecting? If you site money, profit or even greed, then you are admitting and agreeing that I-81 is fundamental to our businesses.
September 13, 2021	Commenter	I have run a hotel off of I-81 In Salina since 1994. I have heard quoted several times by those in favor of the boulevard option, (renamed: Community Grid), that the "Impact Study" shows that the hotels and other businesses in Salina which were established here largely because of I-81 will only lose 1.4 to 1.6% of business if I-81 is rerouted away from Salina. First of all, even if 1.4 to 1.6% was accurate it is nothing to dismiss, But, to date, to my knowledge, no one doing a study has asked me, any other Salina business manager, or any of our customers that stay with us whether they do so because of our location to I-81. No one has asked a single employee how important the convenience of the highway makes their employment possible either due to their own commute, or because a loss of business might effect their job security. A real study would involve simply posting a researcher in businesses dependent on the current location of I-81 for the purpose of asking customers about the relation of the highway with their selection of the business. Or, an obvious way would be to simply ask those of us who have been working here for decades, who talk to customers every day, and who know that at least 20% of them stay because of our proximity to the highway, and the ease of getting from here into and back out of the city. In addition to businesses North of the city being negatively impacted, I'm not alone in saying that if the high speed option from Clay and Salina into the city is removed, I will not be choosing options for healthcare or other services located with in the city which are so easily accessible right now. It's simplistic to imagine that these business and hotels would have been placed here other than to be near I-81. Why else would we be objecting? If you site money, profit or even greed, then you are admitting and agreeing that I-81 is fundamental to our businesses.
October 13, 2021	Commenter	I have traveled to other cities that have successfully dealt with divisive highways. Cincinnati Ohio now has a recessed highway that allows pedestrian access to the riverfront. Greenville, SC, has a community grid that has helped that community successfully revitalize its downtown. We need to take the course of action that the residents and government leaders of Syracuse want, and do the best we can to make it convenient for others traveling from other parts of Onondaga County to access the hospital and other areas. Prioritize pedestrian accessibility and the area will thrive. Cincinnati also has several nice pedestrian bridges that are very popular and well used. Look to other communities that are succeeding and adopt some of those amenities when appropriate. Thank you.
August 12, 2021	Commenter	I have watched the vids a few times. Where's all the traffic? Nothing showing thousands of cars being routed around the city. Most important, nothing showing actual number of cars going to/from Downtown or SU/hospitals on any given day or night. This is bizarre! I want to support progress, but this looks like a fantasy in a city with hardly any traffic. Not Syracuse. Disappointing.
August 9, 2021	Commenter	I hope I am never in an ambulance at rush hour on the way to St. Joes, Crouse or Upstate after this foolish idea gets pushed through. I have seen the results of a small roundabout in Bridgeport, NY and cannot believe one with thousands of vehicles will work after seeing the confusion with only hundreds. Please repair the viaduct and forget this.
October 14, 2021	Commenter	I hope that the construction jobs created by this project will be truly available to Syracuse workers.
October 14, 2021	Commenter	I hope that the Save 81 team understands what they are doing to their city. They have chosen profit over community. Their argument will be that Destiny brings in jobs. That maybe true but the jobs they bring don't build homes and they certainly don't build anything unique to Syracuse. Maybe this new 81 is exactly what Syracuse needs- Kevin Johnson
August 9, 2021	Commenter	I hope that the state will consider a viaduct, built higher than the current one. While also building out a community grid below. Best of both worlds. A community grid will set our city back. Think progressively.
October 13, 2021	Commenter	I hope that there will be city resident hired with this project (especially people of color. Syracuse, my is improving and I hope even in this pandemic viruses period. For the present administration of syracuse most keep this in mind. Minister Elder of Communication/Encouragement Counseling.
July 19, 2021	Commenter	I just watched the video for the 81 north bound project through Syracuse. Honestly, what's NY's obsession with round-a-bouts now? They are horrible and cause bottle necks and the grid through the city... insert laughing emoji! Thank god I don't travel much through there anymore for work because I would have to add 30 Minutes both ways to my Commute!
August 8, 2021	Commenter	I just would like consideration given to extending the community grid south to reconnect beautiful and historic Oakwood cemetery with the city. It's a place I've always loved to visit and if the gateway that I've zoomed past on 81 so many times was reopened the city could once again make this a lovely, green and preserved place to visit!
October 14, 2021	Commenter	I know a lot of supporters of the community grid option hate the viaduct because it divided the city and destroyed a neighborhood. HOWEVER, the community grid will do more to divide the city. With the viaduct, you could walk under the viaduct to reach the other side. With the grid, it will be harder to walk from one side of the city to the other. The community grid will do nothing to right the wrongs done when the viaduct was constructed.
October 8, 2021	Commenter	I know my perspective will not be popular because it's not entirely "profit focused". I feel that are far better ways to help Syracuse and the surrounding communities. First with better, reliable and more, public transportation. Second more respectable, affordable housing and regulations on who's buying these buildings, what their plans are and also looking at who's it hurting. Both of these things will make it easier for people to get to work and live and spend their money in the community. It's not a golden money bag but it's a start and a far better start than the I81 mess. In my opinion, of course.

Date	Name	Comment
July 16, 2021	Commenter	I like the community grid proposal. I am happy about the decision to not build 81 bigger and destroy even more homes and more businesses. However, with this current solution - my main concern is that the street is still an extremely wide street with up to eight lanes (2 lanes northbound, 2 lanes south bound, 2 turning lanes, 2 parking lanes) devoted to cars. As a citizen of Syracuse's east side, 8 lanes is still a very large number of lanes to cross to get to downtown. The pedestrian island in the middle of the street is an imperfect solution to the problem. If we want to take down the highway and reconnect Syracuse's east and west sides, I am not sure 8 car lanes is the best way to do that. Personally, I think a method more akin to Union Street in Rochester and the filling in of the eastside Loop is a better solution. This leaves a much smaller street, with a more communal feel, and will help bridge the gap between the Hill and downtown. You can still allocate just as many lanes to bikes and pedestrians. Of course, you will have to sacrifice lanes devoted to cars. However, in this current (declining) climate - I don't believe cars will still be used in cities 25-50 years from now. And as this is a "once-in-a-generation" project, we should be future-building and future-proofing as much as we can, right now. The biggest benefit to this plan however is the added room for development and future tax income for the city. This solution would be better for pedestrians, better for business, better for the city. I am honestly a bit shocked that we are eschewing those options in favor of a plan that only benefits cars and traffic - both major sources of pollution that will likely decline in cities in the coming decades.
October 11, 2021	Commenter	I like the Harriet Tubman bridge better than the other idea
July 20, 2021	Commenter	I like the plan that has been put forward. We should continue to move forward with it. It's about time that we bring together our city and not cut off the poor. Myself and others that live in the suburbs can easily take five or 10 minutes extra to travel around the city.
August 5, 2021	Commenter	I like the plan. get it done!
July 19, 2021	Commenter	I like this option best as it will keep pedestrians and recreation bikers safe from thru traffic unfamiliar with the area.
September 10, 2021	Commenter	I live here and I hate the community grid alternative. I've been talking to people who travel through this area from other states for the Christmas holidays and they think we're crazy even thinking about such an archaic alternative. They don't want to use such an option to get to the airport for a last minute flight, for example. Governor Hochul is basing her decision on what she saw when she attended Syracuse University as a student. How many irrelevant decades ago was that? Wake up people! We detest the community grid option and we are going to keep fighting it. Listen to Katko and Magnarelli and move forward, not backward. The community grid option is a loser.
September 1, 2021	Commenter	I live in Cortland and work in Syracuse. I attended the community meeting in Lafayette, NY. I found all of the "so called" options to be detremintal to the citizens and travelers from Southern CNY. There is no way a person driving from the South will only experience 4 additional minutes to get to Cicero, NY. As the varrious staff kept repeating the same "talking points". The proposed speed on "I-81 grid" drops to 30 MPH which is same speed for dense residential. Mixed residential and commercial is 35-45MPH. The travel times quoted all require the traffic signals to be perfectly sequenced. The various staff said we expect drivers will branch off "81 grid" to other side streets. So they are already planning on pushing some traffic, noise and road wear onto City side streets. Northbound travelers loose easy access to 690 from downtown. Also as Amazon warehouse(s) both Dewitt and Liverpool are not fully operating (yet); that will add hundreds of big trucks, smaller trucks and vans a week to the roadways. One NY-DOT person told us we citizens and travelers, from "Southen" CNY need to accept the negative impact to "our travel" because the changes will be better for others. Pretty clear our voice and VALID concerns were not considered in these plans.
October 13, 2021	Commenter	I live in Dewitt and I'm a big fan of the community grid option. I would like to see more data on whether 481 needs an extra lane to handle the additional traffic.
July 20, 2021	Commenter	I live in DeWitt and I'm highly in favor of the community grid.
October 7, 2021	Commenter	I live in DeWitt, a suburb of Syracuse. I support the community grid option. I recognize that this may cause more traffic around the 481 ramps near Wegmans in my neighborhood. I do not think we should build a bigger wall with the raised highway, splitting Syracuse in half. Syracuse has one of the highest poverty rates and Onondaga County is one of the most segregated counties in America. We ALL need to work together! I want the convenience of having a highway, I should be willing to have part of it affect my community.
August 16, 2021	Commenter	I live in Dewitt, adjacent tol-481. I am very concerned about both the noise and the air pollution associated with both the construction and the completed I-81/I-481 project. I strongly encourage the erection of noise reduction barriers along I-481 in Dewitt and the continued close monitoring of air quality. The original I-81 construction destroyed one neighborhood. You should make every effort not to destroy another. Thank you for your consideration.
August 3, 2021	Commenter	I live in Jamesville and commute to downtown Syracuse, where my office is located adjacent to the I-81 overpass. The quality of life for those who live and work in this neighborhood will be greatly enhanced by the community grid option, as the noise from the traffic on I-81 is a constant drone, not to mention trucks frequently using engine braking. Even though my commute time may be increased by a few (2-3?) minutes, that is more than offset by the enhanced quality of living and sense of integration with the neighborhoods east and west of the overpass.
August 10, 2021	Commenter	I live in Mattydale, NY and go to the south valley area 3 or 4 times a week. The ground level grid would be a ridiculously high increase in time for this trip with traffic and all the lights but rt 481 is way too far to use. I feel the bridge level is a must and would make a much smaller carbon footprint.
September 14, 2021	Commenter	I live in North Syracuse and work at SU, taking I-81 daily. I fully support I-81 coming down, it divides our city, taking visitors above & around our city instead of through it. Families live under I-81 with health issues from the dirt/dust that need to be relocated. Rebuild the core, the city, and growth will spread. My only concern, the lifespan of I-81 ended in 2017, how much longer can it hold the weight, the snow, before a section collapses? I pray you don't wait too long or until there is a tragedy.
August 17, 2021	Commenter	I live in North Syracuse with 481 running behind my property. Traffic & traffic noise is bad enough now, cant imagine how bad it will get if traffic is diverted our way. There are times of day we cant hear to talk in our own back yard. Please dont divert traffic onto 481!! Thank you
July 24, 2021	Commenter	I live in North Syracuse. I have 2 jobs. 1 at Wegmans Dewitt and Loretto at Nottingham. I take I481 where it intersects I81 in Cicero to Wegmans DeWitt as my fastest and main route, or take I81 to downtown on I690 east to I481 south to get to Wegmans. For Loretto at Nottingham, I would drive down I81 south to cut through downtown to get to 481 North to get off the Jamesville exit to get to Loretto Nottingham, and even too sometimes drive down 481 South to get that exit. I would like for it to still be a (form of I81 roadway that still goes through downtown with the speed limit that is not lower than 45) as the right way to still get around and though. Were not like Rochester with I490 and only Interstate that cuts though the city and routes its way back to (I90 as its very main interstate in its region). We got 2 very main highways (I81 and I90) in our region. You even too have other places like Houston Texas who are doing work with their interstates that seems like its more friendly to the community but stiil keeps its interstates flowing through the city.
October 13, 2021	Commenter	I live in Syracuse and enjoy being able to jump on 81 and quickly go to the north country or down to cortland. The community grid would slow down my travels
October 12, 2021	Commenter	I live in the city. I am in support of the grid option. Rebuilding an elevated highway is an eyesore and splits up real estate that could be better used with street level roadways

Date	Name	Comment
October 12, 2021	Commenter	I live in the suburbs of Syracuse and I fully support the community grid option.
October 8, 2021	Commenter	I live in the University area and commute to Liverpool daily. I am very familiar with the traffic volume during rush hours and a community grid is a poor substitute for a highway. I would have to travel south to 481 and the exit 481 and again travel south to Liverpool for an extended commute to avoid sitting in traffic downtown. If the community grid ends up to be the plan I will plan to sell my home in the City of Syracuse and relocate to a northern suburb. Another loss of income for the city.
August 9, 2021	Commenter	I live in the valley in Syracuse, if 81 is taken down and replaced with the grid, it would add 20 minutes to any place north for us.
July 19, 2021	Commenter	I live next to the current 81. I lived through its original building. It was extremely difficult. Noise, air quality and traffic on South Salina Street. Leaders involved say the viaduct would connect communities. Which communities? The ones destroyed when it was built? One said we would see landscape that hasn't been seen in 50 years! The cemetery, SU , Hospitals? Someone said there would be a wall. Great, a new place for graffiti. How would the citizens who live in Syracuse benefit? I just feel we are helping businesses in the city center and not the people who live around it.
July 16, 2021	Commenter	I live north of the city I drive through the city all the time it's going to be harder to get around it's going to cost me extra time and money everyone forgot about the people that live north of the city
October 14, 2021	Commenter	I live north of the Thruway and I am a senior citizen. I am concerned that in the event of an emergency or a need to get to any of the four hospitals in the city, and there was an accident in between my direction of travel, the result could be tragic. There currently is two expressway options to get to those facilities; should the grid be selected, the options will be reduced to one.
October 14, 2021	Commenter	I live on the other side of 81, outside of the city and I sometimes will walk under it to get to the city. It's shocking how different the neighborhoods are just by being separated by a route. It's time to take this down and end the cultural boundary.
August 9, 2021	Commenter	I live on the south side of Syracuse and go to St Joseph's hospital for treatment. This will increase my my time to get there. I could be late for appointments. I fear in an emergency it will take longer for me to get there. You need to resolve the emergency problem and not increase my time to get there.
September 2, 2021	Commenter	I live south of the city. At present I can take 81 to 690 east and west without stopping. The community grid removes is capability. We need to reestablish a high-speed connection coming from 81 South to 690 east and west.
October 10, 2021	Commenter	I lived in Liverpool before I-81 was installed through Syracuse and the construction of I-690. At that time, traveling through the city was a mess.. slow, slow, slow. With the completion of the I-81 interchange and I-690 getting into and through downtown was a breeze. It was a marvel for us especially on the north side. The trip from Liverpool to Skiing at Song mountain went from 1 hour plus trip to about 1/2 hour drive. It was wonderful. A consequence I observed was the slow movement of downtown retail to the suburbs where parking was free, plentiful and easily accessible. Now, with just the proposed grid option installed we are headed for return days of congested downtown. Why would anyone want to live downtown? With increased population since the 60's when the 81/690 interchange was built Driving in downtown would be a mess. By including the bridge option over the grid solution is in my opinion a stoke of genius. You get the best of both options. It would show that Syracuse is a growing viable city for all who live and work in and around it.
August 18, 2021	Commenter	i love speeding thru detours . like avenged for years. time. derek mydeer.
July 20, 2021	Commenter	I love the community grid alternative! Residents of the city of Syracuse need this so we can have easier access to resources, more recreation activities, and have pride in where we live!
October 12, 2021	Commenter	I love the community grid alternative. Fuck the save 81 guys, power to the people!
July 29, 2021	Commenter	I love the fact the viaduct is being removed and replaced with a community grid which will be a game changer for the City of Syracuse.
October 11, 2021	Commenter	I love the grid idea
September 22, 2021	Commenter	I met the developers of Shoppingtown mall. They said a hotel component now is in play with the re routing of 81 through Dewitt. So they just confirmed thru their economic research that, yes, in fact all 7th north businesses will lose out. Yes Destiny will lose out. Yes, Dewitt will grow. The social injustice was done long ago. No we cannot erase history. Those people re located and most likely no longer are alive. Downtown will be an Erie Blvd, Liverpool an economic mess, Destiny will go under and Dewitt a new downtown/7th north. All for a grid that will cause congestion at best. Cost lives enroute to hospital at worse
October 7, 2021	Commenter	I moved to the Syracuse-area 10 years ago from Portland, OR. They tore down a highway overpass there and it benefited the city greatly. I hope the same thing is the case here in Syracuse. I fully support the grid option.
September 3, 2021	Commenter	I much prefer the community grid option. It mitigates 481 congestion and more importantly does NOT displace current residential properties. The community grid also does not require as much commercial property acquisition as do the other options.
September 24, 2021	Commenter	I noticed the spaces around the Crouse and Irving Streets between E. Fayette St. and Erie Blvd. are not being improved other than the exact corridor borders of the impacted streets. I would like to see the properties at 750 E Water St, 1004 E Water St and Ormond park receive some beautification attention. These properties seem to be owned by Upstate development Inc. and the city school district respectively. This is a community revitalization project and, as such, adjacent languishing properties deserve attention to both beautify and uplift the neighborhoods.
October 7, 2021	Commenter	I oppose community grid. leave as is with some improvements with on/of ramps, etc. Many businesses depend on 81 corridor and intersection with I90. I just think it should be left as is with repairs/replacement as needed.
September 15, 2021	Commenter	I oppose the community grid and suggest,the bridge option, the community grid would impact the subarbs and lead to major congestion within the city. I also feel that the two exits on 481 which were not completed need to be done asap...they would by pass genesee st in dewitt and come out past fayetteville, and the other exit
August 17, 2021	Commenter	I own a business near the 81 Viaduct. I rely on its volume of traffic to keep me business viable. A Grid only option would cause me to cut my staff by 50% and hope I could survive.
August 2, 2021	Commenter	I personally feel that dropping the viaduct to ground level will be congested for the city traffic, during rush hour and during lunch times. The viaduct now can't handle today's traffic. interstate highways are not capable of heavy traffic. When they put the interstate routes in no plans for future traffic was most likely not considered. The volume of large trucks today and more people traveling by car makes our instate system obsolete. 481 bypass should have been a 6 lane, 3 lanes north and 3 lanes south bound from the south end to 81 north. Direct all through freight trucks to use 481. Planning truck traffic would be a plus for all commuters. As far as 81 dividing the city, thats not the case.
October 4, 2021	Commenter	I prefer the alternative viaduct for the higher cost. Let's spend the money and time to get it done correctly. Totally opposed to the community grid option.

Date	Name	Comment
August 3, 2021	Commenter	I question why this project is really necessary, at this point in time? The existing road system works.....people are used to using it, even with its quirks, etc.....does anyone actually think that businesses, stores, etc., are going to flock into the new, discovered space that the new routes are going to create (I don't).....has anyone actually thought about the actual mess syracuse is going to be in while this construction is going on (it seems most simply think it will be like flipping a switch to transform what's there now to the wonderful renderings that designers have come up with). Politicians come up with these ideas to make themselves look good; none of them will even be around if and when the project completes! Fix what needs to be fixed and put the money to better use! This project is crazy and stupid!
August 9, 2021	Commenter	I really don't see how this is a viable option. Over the years, access to Syracuse locations (Hospitals, in particular) were designed to use I81. Replacing it with a boulevard will not work with this, and will increase the amount of time needed to get to these places. Take a look at Erie Boulevard - not a people friendly place! Having that run down the center of Syracuse will not make things more people friendly. And shunting traffic onto 481 - 481 has trouble handling the traffic it has! It would take CONSIDERABLE changes/updating. I81 through the city may have been a bad decision initially - but the decision was made and decades of design have been based on it. It will have a very bad impact on the community do try to undo it now.
October 12, 2021	Commenter	I really support the Community Grid. The community of Syracuse, specifically the communities of color who live right downtown, deserve to be heard. I-81 has already taken so much from those neighborhoods when it was first constructed without their consideration. Please pursue the Community Grid for the good of Syracuse.
August 9, 2021	Commenter	I recommend implementing skateboard friendly areas for the construction of the community grid. It takes little to no extra effort & funding in the construction and would be consistently and respectfully used from the large skateboarding community in our city & from around the country.
October 13, 2021	Commenter	I reject the idea that removing the highway and replacing it with a grid will somehow right the wrong that happened 60 years ago by wiping out a neighborhood. That has always been a big argument/rationale for the grid. The people that were affected 60 years ago are long gone and time has moved on. I believe the grid development will be overwhelmingly commercial and I don't see it substantially benefitting the poorer neighborhoods of the city. It will benefit SU and the hospitals. I like the convenience of being able to go from Nedrow to the State Fair area in 15 minutes. One of the great thing about Syracuse is it's a 20 minute city. Also, an interstate through town shows off the city to travelers, they see Syracuse is large vibrant city.
July 20, 2021	Commenter	I saw the animated 5 minute video of the grid. I liked it. It made Syracuse more neighborhood friendly. Slowed traffic & rerouted 81 to 481. Makes Syracuse more intimate. Not sure on the impact on daily travel but I am confident the team has factored it in. Love the new Erie Blvd.
October 14, 2021	Commenter	I sent a lengthy email earlier today about my views of the project. After reflecting on my submission I realized that I had omitted a important aspect of my views. Resorting to the grid option will add danger to the walking public. No one has for seen that this will result in another Erie Blvd East or South West St. blvd. Safety should be a major concern. It is unsafe and almost impossible to cross any intersection with S. West st at peak times. I urge you to observe these areas first hand with a on site visit. The traffic is heavy and drivers treat the road as a race track exceeding the speed limit, chris crossing lanes at will. There have been numerous accidents resulting in property damage and injuries. Erie Blvd not much better. Both roads have a lack of law enforcement of the rules and speed limits. I urge you not to create another unsafe area in the city.
August 17, 2021	Commenter	I strongly believe that the community grid option is the best plan to move Syracuse and Central New York forward.
July 16, 2021	Commenter	I strongly oppose the "community grid" plan. It is clear from the video simulation released today that going forward with this plan will cause massive traffic backups and make getting around the city, especially from surrounding towns to the north and east, far more difficult. For example, currently almond street along the I-81 bridge backs up with traffic near Upstate medical university. So the plan is to replace the 2 lane almond street plus the 2 lane I-81 with ONLY a 2 lane surface road thus halving capacity? How does that make sense? I think the whole community grid thing is a mistake, but even if it is chosen why would the surface roadway not be expanded to accommodate the obvious increase in traffic? We don't need a giant park in the middle of the road. We need a road. These decisions need to be made based on reality, not virtue signaling.
October 12, 2021	Commenter	I strongly support the community grid and removal of the viaduct. I am a resident of the east side of Syracuse. Removal of the viaduct will have a very beneficial impact on the quality of city life- improving connection between downtown and the University Hill area. I happen to live closer to I 481 in Dewitt, than to the 81 viaduct, and often drive East Genesee St to Dewitt, Fayetteville and Manlius. I am NOT worried about additional traffic in that area.
October 14, 2021	Commenter	I strongly support the community grid option! The highway through downtown syracuse has been absolutely terrible for the city and it needs to go!
October 12, 2021	Commenter	I strongly support the community grid option. The people of Syracuse deserve a livable city without a highway dividing it in half!
October 12, 2021	Commenter	I strongly support the Community Grid! Having experienced a Community Grid in other large cities, there is no question that this offers the best solution at the best cost for Syracuse. I'm surprised that this is even being questioned but as I reviewed the controversy, it comes from people outside Syracuse with little interest in helping our city. Their concerns rest solely with personal selfish interests.
October 13, 2021	Commenter	I strongly support the Community Grid. It is the best option for our city.
October 14, 2021	Commenter	I strongly support the community grid. We know that 81 has negatively impacted Black communities and communities of color in Syracuse — now is our chance to ensure that doesn't happen again. Furthermore, I'd like to ask that the proposed roundabout be moved further from Dr. King Elementary School. We don't want to disrupt students there — they deserve to learn in a safe, quiet environment.
October 9, 2021	Commenter	I strsongly support the grid plus viaduct option for Rte. I-81. The ability for commercial traffic particularly to travel efficiently through Syracuse is vital to our economic health in the future.
October 12, 2021	Commenter	I support community grid.
August 18, 2021	Commenter	I support extending the community grid south to reconnect Oakwood Cemetery with the city.
September 6, 2021	Commenter	I support leaving it as it is.
October 12, 2021	Commenter	I support the advancement of the economic future of Syracuse. I vote Community Grid.
October 12, 2021	Commenter	I support the community grid

Date	Name	Comment
October 14, 2021	Commenter	I support the community grid
October 13, 2021	Commenter	I support the community grid alternative
August 18, 2021	Commenter	I support the Community Grid alternative and the development of bike specific lanes and amenities. I think this overall approach has the opportunity to improve quality of the urban environment and allow enhanced community assets. I appreciate the efforts to inform and engage public participation and hope that the promised access to jobs does transpire.
October 12, 2021	Commenter	I support the Community Grid Alternative to I-81 on the premise of enhancing environmental justice for the communities that have faced the extensive negative environmental, social and economic impacts of the highway since it's construction. I also believe that moving the roundabout further south, away from the Dr. King elementary school, is essential to limit noise pollution and harbor a safer school environment.
October 14, 2021	Commenter	I support the Community Grid Alternative!
October 13, 2021	Commenter	I support the Community Grid Alternative.
October 14, 2021	Commenter	I support the community grid alternative.
October 14, 2021	Commenter	I support the community grid alternative. I believe it to be the best option to move forward. Keeping/ redoing this section of I-81 will be detrimental to the overall community health. The community grid brings opportunity for social equity justice and will bring more community character to Syracuse.
October 12, 2021	Commenter	I support the community grid alternative. It is best for the future success of the city and its inhabitants.
October 12, 2021	Commenter	I support the Community Grid Alternative. This plan would revitalize the city and offer new potential for a more connected, stronger urban center that supports and encourages multiple modes of transportation. Additionally, this plan be a huge benefit to the health and safety to those who live near the existing viaduct. I also support moving the roundabout near Dr. King Elementary School farther south. The current viaduct is a disruption to the flow of the city and a physical barrier in the heart of the downtown, and it segregates the city's population. To choose to keep the current viaduct in any form would be a missed opportunity to build a better future for Syracuse. This is why I support the Community Grid Alternative.
October 12, 2021	Commenter	I support the community grid and think that the proposed roundabout near Dr. King ES should be moved further south.
October 12, 2021	Commenter	I support the community grid and would like to see my city set up in such a way. It'd beautify the city and makes the most sense.
October 12, 2021	Commenter	I support the community grid as a way to reduce the impacts of structural racism on Syracuse's communities.
October 14, 2021	Commenter	I SUPPORT THE COMMUNITY GRID BECAUSE THE COMMUNITY GRID SUPPORT SYRACUSE CITIZENS, WHAT IS MORE IMPORTANT THAN THAT?
September 8, 2021	Commenter	I support the community grid decision……
October 1, 2021	Commenter	I support the community grid option
October 12, 2021	Commenter	I support the community grid option 100%.
October 13, 2021	Commenter	I support the community grid option and especially ensuring access to the once-grand entrance to Oakwood Cemetery be restored so that residents of the city can enjoy it.
October 13, 2021	Commenter	I support the community grid option and moving the proposed round about further south away from the school there.
October 12, 2021	Commenter	I support the community grid option as a strategy to connect the city, to promote economic opportunity, and to address structural racism created by the original I-81 siting. It's time for Syracuse to prioritize the needs of the city as a whole and invest in infrastructure that will bring the community together
October 13, 2021	Commenter	I support the community grid option for the replacement of 81. It never should have been constructed in our city, and the community grid is the best option toward healing the wound it has created in our city!
October 14, 2021	Commenter	I support the community grid option only. I do recommend moving the proposed roundabout (that is currently planned to be near Dr. King Elementary School) further south. This would better safeguard the students and provide an opportunity to reduce noise and create an attractive frontage for Historic Oakwood Cemetery.
August 7, 2021	Commenter	I support the community grid option, but the historic entry gate to Oakwood Cemetery should be reconnected to the city via a multi use path or bike path on the east side of the 81/Almond St. Corridor. Not doing that now would miss the opportunity we have to correct the mistake that was made neglecting and isolating one of the most important historic features and landscapes in the City of Syracuse.
October 12, 2021	Commenter	I support the community grid option, but would like to see the roundabout moved south of Dr. King Elementary School.
July 20, 2021	Commenter	I support the community grid option.
October 14, 2021	Commenter	I support the community grid option. I believe it will help Syracuse grow as a community.
October 12, 2021	Commenter	I support the community grid option. It is the only plan that makes sense, is affordable, and has the community's best interest.
October 14, 2021	Commenter	I support the community grid over rebuilding Interstate 81 in downtown Syracuse.
October 14, 2021	Commenter	I support the Community Grid plan with an amendment to considering the safety of the children at King Elementary and moving the plan south one or two blocks.
October 12, 2021	Commenter	I support the community grid plan, as it would be best for the actual residents of Syracuse (myself included) and our neighbors. I think the roundabout should be moved further south to address safety concerns expressed by the families and staff at MLK.
October 12, 2021	Commenter	I support the community grid plan.
October 14, 2021	Commenter	I support the community grid project!!!! It's better for our city. PEOPLE OVER DEVELOPERS.
October 12, 2021	Commenter	I support the community grid project.
October 13, 2021	Commenter	I support the community grid to decrease social and economical segregation caused by I-81
October 12, 2021	Commenter	I support the community grid!
October 13, 2021	Commenter	I support the community grid!
October 13, 2021	Commenter	I support the community grid! Don't let the "Save 81" pretend to advocate for anything besides lining their own pockets. It's all run by Destiny USA and Pyramid Co with the blessing of John Katko and the turncoats of the Republican party.
October 13, 2021	Commenter	I support the community grid! It is about time that we take responsibility for the racist, harmful, and environmentally damaging impacts of I-81. Know our history and act accordingly.

Date	Name	Comment
October 12, 2021	Commenter	I support the Community Grid! Please do not be played by the Trump-linked lobbyists behind “Save I-81.” They do not care about the community.
October 13, 2021	Commenter	I support the community grid, however I do not believe a busy roundabout should be placed right next/behind STEAM @Dr. KIng elementary. Many students walk to and from school and having heavy traffic flowing near the school is dangerous for the students, families, and staff. Also, there are risks for major traffic jams which will affect bussing, car pick-ups, and staff arriving and leaving work. Please reconsider the roundabout in this area, it is not a safe choice for the students and community. Thank you!
October 13, 2021	Commenter	I support the Community Grid.
October 14, 2021	Commenter	I support the Community Grid.
October 14, 2021	Commenter	I support the community grid.
August 5, 2021	Commenter	I support the Community Grid. I believe the views of ACTS & their Moving People Statement are critical and cover my views as well.
October 13, 2021	Commenter	I support the community grid. Also, I would support moving the proposed roundabout currently planned near Dr. King Elementary School further South. This would better safeguard the students and provide an opportunity to reduce noise and create an attractive frontage for Oakwood Cemetery.
October 14, 2021	Commenter	I support the community grid. Do not save 81
October 14, 2021	Commenter	I support the community grid. For safety of our community please consider moving the roundabout intersection near Dr. ling school further south.
October 13, 2021	Commenter	I support the Community Grid. I believe it will help small businesses and residential areas traffic.
October 14, 2021	Commenter	I support the community grid. I do not support “save 81”, I do not believe that the plan to save 81 will in anyway be fit Syracuse. However, I do believe that the community grid and re routing 81 will benefit Syracuse.
October 13, 2021	Commenter	I support the community grid. Please save our city by tearing down 81!
October 14, 2021	Commenter	I support the community grid. This is the best option for our community - our community is more important than Destiny USA. Thank you.
October 13, 2021	Commenter	I support the concept of the community grid in Syracuse. It would lovely if the concerns of the viaduct folks could be incorporated into this idea, and the pictures of the bridge are lovely, but all of the information I have (and I have tried to pay attention), suggests that this is not realistic.
September 8, 2021	Commenter	I support the Harriett Tubman.
October 12, 2021	Commenter	I support the plan to tear down I-81 and replace it with a community grid. I am opposed to the Viaduct Alternative. I support any plan to increase the walkability of the City and I believe that the Community Grid is the best plan to accomplish this goal, as well as goals of social justice, cost effectiveness, and City beautification.
August 30, 2021	Commenter	I support the rebuild of the I-81 viaduct. Use quality materials so the viaduct is built to last longer. Initializing a community grid would be less safe than intended for the locals of Syracuse as there is high levels of out of town through traffic who will disregard the slower speed signs and result in higher pedestrian injuries/deaths.
October 13, 2021	Commenter	I support this project to decrease social segregation caused by I-81.
July 19, 2021	Commenter	I support this project. The viaduct has to go. This will go a long way at healing the neighbor hood that was torn apart by 81.
October 14, 2021	Commenter	I support, with vigor. a Community Grid as the social, economic and environmental choice following the removal of the I-81 Viaduct. I also support moving the suggested round-about near Martin Luther King School to another location, sensitive to the disruption and risk to safety of children and parents coming and from to the school. I also support the work of Blueprint 15 as it seeks to protect the citizens who will be affected by the construction.
August 7, 2021	Commenter	I thing that is a bad idea. it will hurt economy, of a lot of business ,out by 7 th north street. please think out the small people that are just trying to my a living.
July 18, 2021	Commenter	i think a compromse solution is indicated. restoring community grid may be of benefit for the area residents but the business owners need to be considered as well. many of them rely on I-81 as a key component of their business. they've already suffered through a pandemic, and we have lost far too many businesses already; we cannot lose any more of these vital partners to our economy and neighbourhoods. the local businesses provide employment, and they also support area sport teams and charity efforts. they donate of their time, services and products. please do not stab them in the back.
September 11, 2021	Commenter	I think a DOT official should drive from Taft Road to MLK school on all city streets during a snow storm. Then tell us the community grid will be just as convenient as the current 81.
August 29, 2021	Commenter	I think it is important to keep a quick route through the city as I'm employed with the local utility and need to respond as fast as possible to gas leaks, fires, MVAs and many other emergencies.
September 9, 2021	Commenter	I THINK IT SHOULD BY PASS THE CITY AND FOLLOW 481/690 WIDENED AROUDENED AROUND THE CITY AND RE JOIN 81 NORTH OF THE CITY
August 6, 2021	Commenter	I think it would be best to use funds and resources to upgrade and build more skateboarding facilities. There is a rich skateboarding/bmx/derby scene here and having more spaces to skate and express ourselves would heighten the culture of the area, and give a constructive space to spend time.
July 16, 2021	Commenter	I think its a terrible idea and it's only going to push people away. You think 81 is separating communities but people will not want to drive through syracuse without 81. Have seen so many people say they will refuse to go through syracuse. So that right there will separate everyone out side of syracuse. Leading to money loss and many other problems. Traffic is already terrible on a two lane highway with higher speeds, making a community grid could also cause many problems for the people who do work throughout the city.
October 11, 2021	Commenter	I think that no one can afford this monstrosity in any way, shape or form. Too much money spent on social reform turning the USA into a socialist country. This is all about spending money to move neighborhoods. We can’t afford this!! Our tax dollars are over spent on liberal nonsense. Middle class bears this cost and it will put us on the welfare rolls for those of us not there already. Get real, junk the project and save the city of Syracuse.
August 11, 2021	Commenter	I think that Syracuse University wants the land adjacent to the highway so the state is going along with it, and they are putting on a pretense that they care about the community. There is a compromise solution with the hybrid grid skyway. There is no reason not to create the hybrid. In the end, people are going to be sitting in traffic and taking longer routes and polluting the air with many extra minutes each day. It's not going to look nice and they are going to relocate people from the housing that if you asked them may not even want to be relocated. Plus your dumping traffic at a school.
October 14, 2021	Commenter	I think that this plan is heavily biased towards the personal gain of pyramid management/destiny USA and will be detrimental to the Syracuse community.
September 1, 2021	Commenter	I think the best thing to do is repair 81 as is. I’m a truck driver, drive through Ithaca and see how backed up it gets. Please don’t do that to Syracuse!

Date	Name	Comment
July 20, 2021	Commenter	I think the community CRED will tie up traffic and cities and towns will lose a lot of revenue
October 12, 2021	Commenter	I think the community grid has amazing potential to reinvigorate the city of Syracuse and work to make it a community for its inhabitants, not simply a place where the suburban individuals can visit at their convenience and whim. Most of the opponents of 81 coming down have been those who are inconvenienced by being unable to drive 80mph down the highway through the city. While the speed limit is significantly lower in the city on 81, it is dangerous to drive that slow for fear of causing an accident. While the community grid will probably not solve the issue of speeding in CNY, the community grid seems to be the significantly safer and more reasonable option. One concern I do have is about the placement of the traffic circle near Dr. Weeks. I think it should be moved to a location where it better safeguards our young people and better reduces noise--I've heard mention of one possibility moving it further south closer to Oakwood cemetery. While many wont be happy with whatever choice is made, I ask that you do what is in the best interest of the city of Syracuse, not that of the suburbs or the wealthy companies who dont care about the consequences the highway has had on our region.
October 12, 2021	Commenter	I think the community grid is a great plan. Options have been discussed and this is the most effective with the least amount of environmental impact. My only suggestion would be to move the round about a little further south.
October 7, 2021	Commenter	I think the community grid is not practical and it is an illusion to think people will want to deal with travel in Syracuse once it is in place. Syracuse will be a place to avoid. There is significant commercial traffic moving north and south of the city. My primary concern is mainly over commercial traffic diverted to 481. 481 near Dewitt in particular does not have enough lanes to handle increase in commercial traffic. Most areas only have 2 lanes and areas with more lanes are very short. As someone who lives east of Syracuse I travel 481 to downtown. It is already congested during commute and there are times when there are significant backups near the I690 exchange.
October 12, 2021	Commenter	I think the community grid is the best option and the round about should be constructed further away from schools and young students.
September 1, 2021	Commenter	I think the community grid is the best, cost-effective, and most efficient solution. I live on Onondaga hill and drive to my job in east Syracuse daily using the section of I-81 that will be removed. It will not be a hardship for me to take the newly upgraded I-481 to work. Currently, 481 has less traffic, and taking it only adds 1/2 of a mile to my commute distance and no difference in driving time. I know there are complaints that people won't be able to get to the mall from the south towns, but that is not an issue for me. I've never used 1-81 to the mall even though Google says taking i-81 is the shortest route we find it taking Geddes St to be the most direct from our location. The community grid will allow the revitalization of downtown to continue and spread into the area that was once the viaduct. This will help the south part of the city get a much-needed economic boost.
October 12, 2021	Commenter	I think the Community Grid option is absolutely the best option for our city. As a Syracuse business-owner, I look forward to the opportunities that this option will bring, serving communities who have been excluded for generations, opening up the city to all of its residents and businesses, and will give us the chance at joining the 21st century, with a positive leadership role in Upstate New York.
September 10, 2021	Commenter	I think the roundabouts are dangerous. I believe stop lights are better.
July 17, 2021	Commenter	I think the viaduct should be 2 levels, 1 level in each direction. Each level should be 3 lanes , northbound and southbound, with a lane for breakdowns or snow clearing
October 14, 2021	Commenter	I think the viaduct should be replaced and not a community grid. If the community grid is going forward, which I believe is the case, the roundabout is a serious problem and should be reconsidered. If you must put a roundabout in consider it at the Erie Blvd section, therefore you can use that to access 690E and 690W easier. Connecting the neighborhoods is going to be a problem with drug trafficking and shootings and the use of ATV's (which is not and cannot be controlled) This is already a serious problem in the City.
July 16, 2021	Commenter	I think this plan looks fantastic and it creates more opportunities to revitalize Syracuse. Very exciting!
October 13, 2021	Commenter	I think this project is going to cause an immense amount of unnecessary traffic congestion through smaller urban areas and is totally unnecessary. Looking at the plans, it's hard to believe what would even be accomplished if it could be done in one night let alone several years. Given upstate NYS's ridiculously slow road construction history, I personally wouldn't sign off on anything that can't be completed inside of a month or two. Roads that don't even need to be paved are constantly getting torn apart, left in shambles, and put back together at a painfully slow pace, all while roads that are in desperate need of re-paving get ignored. Whoever is managing these projects needs to fired and they need to find someone else who can reallocate resources onto fewer projects to get them done in a more timely fashion.
July 19, 2021	Commenter	I think this will be a big mistake! People can't navigate carrier circle or northern lights circle; they will not be able to navigate a larger, busier circle! Also, 481 and 690 will just get overwhelmed with people avoiding this mess!
August 14, 2021	Commenter	I think this will be great for community building. Restoring the city by removing the wall that divides it will make the city stronger and more vital.
October 13, 2021	Commenter	I think we should fix the existing highway and bridges, not start from scratch & recreate the wheel with going around the city. Fix the city's problems with infrastructure such as sewer and water lines. Too much money will be spent on this proposal, not in support!
August 13, 2021	Commenter	I think we should just rebuild what we currently have.
August 17, 2021	Commenter	I thinking changing Rte 81 is the worst thing that could be done. It would cut of North from people who live south of the city and add drive time to those who live to the south and work in places like Liverpool,in the winter that also adds to chance of accidents because 481 and 690 which already can't handle the traffic that already drive those rds. It would be a nightmare during the state fair with thousands of added cars using the already nightmare Rte 690, will likely hurt destiny mall as well because people will shop elsewhere rather than drive around the city. Getting to the hospitals would also be affected costing some their life because of traffic jams. Changing 81 would be just plain stupid.
October 12, 2021	Commenter	I thoroughly support the community grid. Rerouting 81 to 481 and creating the grid is the best solution for the city and the surrounding area.
October 9, 2021	Commenter	I totally support the Community Grid. After residing in Syracuse for 37 years, I believe that when that stretch of Rte 81 comes down to become a grid, it will transform this city for the better.
October 12, 2021	Commenter	I totally support the community grid. I want Syracuse to be a city that we can be proud of.
August 17, 2021	Commenter	I travel from NJ north through Syracuse to fish Lake ontario and other waterbodies north of the city. The trip from NJ is already almost to long for me to do in my senior years. Any extra time it would take me to go around the city on 481 will definitely end my desire to come north and spend my money in NY. Stay with what is already there on 81,spend the money to improve it not take it away!

Date	Name	Comment
September 2, 2021	Commenter	I travel to work by 81 to 690 every day and I feel that this will cause double the time to get to work. I travel from south to the west street area and it would definitely cause a long delay to work. The other alternative is 481 which will still take more time plus 481 can't hold all of the increased traffic.
July 16, 2021	Commenter	I understand that 81 is hectic, especially once in Syracuse but turning 481 into the new 81 will not solve the issue. Motorists are already told to use 481 if thru traffic but for those of us who use 81 to get to employment in the city this proposed change will add significant commute times. Additionally, re-routing 81 to the current 481 will only increase traffic to the eastern side of the city and East Syracuse/DeWitt which are already heavy traffic areas. This plan will not have the benefits you are saying it will.
October 11, 2021	Commenter	I understand that the Community Grid is the cheapest option but it is extremely harmful for the suburbs of Syracuse and harmful to Onondaga County and New York State. It creates hazards for emergency vehicles getting to the hospitals. It makes Rt. 481 a disaster. Please consider the Bridge option. You are making it impossible for commuters in Onondaga County with that ridiculous Grid plan. Our leaders wanted to bring people back to Central New York, with this Grid you will be driving people out of Central New York.
October 13, 2021	Commenter	I understand the need to solve the Rt 81 dilemma . I also realize that their is a lot of people that want to get their way and politicians are playing this game also. Will it be 25 years until these same people want to tear down Rt 690 as it divides the city. My concern is that it will take longer to get to the hospitals, Syracuse University, and businesses in the city. I remember back in the 90's and early 2000's businesses where moving out of the city. If it takes longer for deliveries in the city, the producer of the product and the transportation costs will increase. I doubt anyone has looked at that. Traffic will be an issues as it can be at times already in the city and traffic lights are never in sync. Plus there is always road construction/repairs going on and that will increase traffic congestion. Rt 690 and Rt 481 will be worst than it is currently. There will be more accidents and when you have road construction on these highways you will have major traffic issues. I don't think this issue has been well thought out looking at the PROs and CONs of a new Rt 81 or tearing it down. Too many on either side of the issue are entrenched in the mindset "I'm right and the other person is wrong". Plus this does nothing for the minority community. You need developers willing to spend money to develop and so far I haven't read any indication that that has happened. Buffalo, Rochester, Albany all have Interstates that run through the city. I would not be surprised if people traveling the NYS Thruway, decided not to stop in Syracuse as it will be time consuming and difficult to get into and out of in a timely manner. I am a Crunch season ticket holder and I will no longer come to games when this future traffic time consuming solution becomes a reality. I was driving into the City before Rt 81 was in existence and it seem like it took forever. I don't intend to endure this again.
October 13, 2021	Commenter	I understand the reasoning but this isn't going to solve the issues. No one is going to casually walk along a busy street, or go to the creek walk, or even sit there and hang out.. these renderings are inaccurate. This grid plan doesn't meet the traffic needs for this city. renaming the 481 and rerouting old 81 to 481 is still going to cause issues on 481. With all the increase traffic the more lanes added isn't going to do much. Right now it's impossible to even get on the highway especially from 690 to 481 north exit (when getting off Thompson). The increase traffic is going to cause more accidents. There needs to be a elevated highway like a skyway and then a grid under. This grid isn't going to make Syracuse better and quite frankly all of this mess isn't either… consider a viaduct/skyway alternative because I can tell you no one is going to want to drive into the city with the slow speed limits of the city and increase traffic….
September 22, 2021	Commenter	I understand the reasoning. My concern is the Towns who will have to live with this for the rest of our lives. Can it be made a toll road? That way the Towns can be reimbursed some what to be able to make improvements for sound reduction.
August 16, 2021	Commenter	I urge the DOT to extend the Community Grid south to the current I-481 intersection. The Business 81 exit off 481 south should transition quickly to a city street with intersections, to change driver behavior and disperse traffic onto South Salina Street, which has been robbed of commercial viability since the construction of 81. Extending the community grid would also allow for access to historic Oakwood Cemetery, which was cut off from the city by the construction of I-81, leading to lack of viability and deterioration of major historic resources including the gate, old office, chapel, and cemetery road system. Extending the Community Grid south would also greatly lessen noise, air, and visual pollution on adjacent neighborhoods by replacing the existing high-speed road with a slower road with less volume. Last, extending the Community Grid south could provide for a more beautiful approach into downtown Syracuse. Thank you.
August 3, 2021	Commenter	I urge the New York State Department of Transportation to extend the Community Grid south to reconnect the city and its people to Oakwood Cemetery and restore the historic entrance to the iconic cemetery.
September 8, 2021	Commenter	I urge the NYS Department of Transportation to extend the Community Grid south to reconnect Oakwood Cemetary with the city and its people.
July 22, 2021	Commenter	I use 81 frequently to get from here to there. It's hard to imagine having to drive through a ton of stop lights to get to my destination. I don't really understand why this needs to happen. It's a major highway many people use on a daily basis, including getting to downtown.
October 1, 2021	Commenter	I use I81 a lot to get through Syracuse I feel that there needs to be an alternate route through the city other than being forced to go through a roundabout and going out of the way via 481, I come from Cortland and go to area's north of the city very often.
August 13, 2021	Commenter	I vote for no build and just fix what you have in place . It's the cheapest it's an interstate it was built to by pass the city . People take it because they don't want to drive downtown or be in all the traffic. No tearing down bldgs or companies in the way of this new project. It's going to turn into gridlock with the community grid plan !
September 14, 2021	Commenter	I want a Elevated Highway running thru Syracuse. I say NO to your Stupid Community Grid and the Roundabout
October 14, 2021	Commenter	I want justice for the families whose community was destroyed when 81 was built. The inequalities in resource distribution have made it obvious that, as it stands, only certain people reap the economic (and leisure-related) benefits of 81. Syracuse deserves better. Let's change 81 and invest in Syracuse's communities' quality of life.
September 13, 2021	Commenter	I WANT THE ELEVATED HIGHWAY/VIADUCT<<<< NO COMMUNITY GRID AND NO ROUNDABOUT< HOW STUPID ARE YOU SO CALLED TRANSPORTATION PROFESSIONALS
August 9, 2021	Commenter	I want the fastest way to and through the City. I'm concerned that it will take longer to get to the Hospitals with the Community Grid.
September 22, 2021	Commenter	I want the RT81 construction project to be built as a Elevated /Viaduct Highway. Dwight D Eisenhower is probably turning over in his grave with the suggestion of a Community Grid.
October 12, 2021	Commenter	I want the Tubman Bridge, it's the best plan I have seen.
October 14, 2021	Commenter	I want to advocate for the Community Grid. The viaduct built a will and the grid would be a bridge that our city residents have deserved for far too long. Also, take the roundabout away from the elementary school and a open up the front gate Oakwood cemetery for South Side residents!
October 14, 2021	Commenter	I want to express my strong support for the community grid- it will not only beautify the city but also revitalize the neighborhoods it touches. That Save 81 is bankrolled by Destiny tells you everything you need to know. It's not a plan to serve the city, but rather to serve narrow financial interests.
September 3, 2021	Commenter	I want to express my support for the community's demands as amplified by comments from the CNY-NYCLU and Urban Jobs Task Force.
October 12, 2021	Commenter	I want to see a Interstate RT81 rebuilt as a Tubman Bridge, this is the BEST plan to consider.

Date	Name	Comment
September 21, 2021	Commenter	I want to see the Interstate 81 construction project as a Viaduct on the same route, with exits for the Hospitals the same north and south. The HELL with the Community Grid, and the Roundabout
October 14, 2021	Commenter	I wanted to voice my support for the community grid option and ask that the project team consider who is behind the Save 81 coalition and whether their interests are aligned with the people of Syracuse. Thank you for your hard work!
October 12, 2021	Commenter	I was born and raised in Camillus just outside of Syracuse. The community grid proposed is the best option for the city and its residents moving forward. 81 created a barrier between have and have not for too long. It's time our city came back together as one and looked towards creating a shared future where residents of the city benefit more from the decisions made regarding where they live. Currently bureaucracy makes decisions without the intent of bettering the lives of those most directly impacted.
October 12, 2021	Commenter	I was born and raised in Syracuse. I live here and my children go to school here. We all want the community grid!
October 14, 2021	Commenter	I was first in support of the grid. But since the supporters of the grid now call people who have different opinions racist I am in full support of the viaduct.
August 17, 2021	Commenter	I was just stuck in a traffic jam on 481! Caused by ONE vehicle that was disabled! 481 was NEVER meant to hold the traffic it will see if they change 81! Someone better plan on LOTS of accidents and long delays! I also live close to 481 and as it is now, the noise is dealing! What will they do about that? The folks making this call need to spend a month driving through the city and on 481 during rush hour traffic! Not one or two day, not one or two weeks but a good month!
October 8, 2021	Commenter	I was very impressed with the idea of the Harriet Tubman Memorial Freedom Bridge. It truly is an amazing combination of the community grid where we can join our communities once again & have green space and allow people to meet & shop & the bridge to take people through without impacting our suburbs & 481. And to pay tribute to an icon of freedom & strength for the whole world to see.
October 14, 2021	Commenter	I was wondering why i-81 could not go underground? If the purpose of project is only remove communities division, then we could build target part of 81 underground. It would be similar to some highways in LA.
July 16, 2021	Commenter	I watched the simulated video of the new BL for 81, and I support this design. One concern is how backed up would the traffic be during peak times. The video showed traffic lights always green, how backed up does it get when they are red? Is traffic in/out of the university areas going to be directed another way?
July 19, 2021	Commenter	I watched the video showing the roads downtown and was blown away. I think the ideas are fabulous and if it truly comes to pass it will look fantastic! I hope you start on it soon so I can see it in my lifetime. Love all the trees especially.
August 12, 2021	Commenter	I went to see where the circle at ML King School would be. Does anyone realy think it is a good idea to drop the fast traffic into an area so very close to bunches of youngsters? The plan indicates that the school is immediately adjacent to the circle. Suggestion - back the circle plan south a little; make the Oakwood Cemetery entrance the circle location. This would make the preservationists happy and truly right a wrong done in the 1960's. We all know that the residents of the cemetery are not going to be crossing the street. Be safe and smart.
October 14, 2021	Commenter	I wholeheartedly support a community grid. I think Syracuse has not lived up to its potential because there has not been radical change. This would be the most drastic change the city has seen in decades. We need something new. We need to bring the city together and support small local businesses. We need to stop supporting the Pyramid Group.
October 14, 2021	Commenter	I wholeheartedly support the building of the community grid!
October 12, 2021	Commenter	I wholeheartedly support the community grid option for this project. To me it seems like the perfect way to revitalize downtown Syracuse and remove the barrier that splits the city
October 14, 2021	Commenter	I wholeheartedly support the community grid option to replace the current I-81 viaduct for many different reasons, from restoring a community, to creating a healthier environment for the folks living in the area, to making the city a more pleasant place for all. The community grid option gives us a chance to rethink what Syracuse can be and restore a vibrant community where one was destroyed to make way for this now crumbling highway.
October 13, 2021	Commenter	I wholeheartedly support the Community Grid option, as it is the best option for Syracuse.
October 14, 2021	Commenter	I will never be convinced that ripping out 81 will improve traffic flow and segregation. Instead of passing through the city at a decent rate of speed you will now be traveling 35 mph, stopping at crosswalks for the downtown foot traffic, have a greater potential of being shot while driving for no reason, be gawked and screamed at by the addicted homeless, and have to pass through a traffic circle!? What other city in the united states has this been proven to work in? What about the already present traffic issue on 690? As an Eastwood resident I can say the traffic on Teall Ave / Midler Ave off ramps are Horrible between 3-6 PM and this is the result of closing just one exit (Thompson Rd). Now remove 81 for a ground level grid and add any form of construction to 690 and the exits will be backed up for miles, once those people exit the highway and enter the city streets all revved up from sitting in traffic for 30 minutes the road rage and speeding will multiply exponentially. Eastwood already has enough traffic issues, seemingly more than I've ever encountered on Rt 81 (unless DOT shuts down the lane at Adams street to clean the road at 8 AM on a Monday). We have many many issues that need to be dealt with now, Rt 81 is not one of them.
October 6, 2021	Commenter	I wish to point out that I-81 is an interstate highway, and that only! Its purpose has always been to move traffic swiftly and efficiently through the city, with quick access to the regional trauma center, childrens hospital, VA complex and SU-all the MAJOR employers in the county. All the politics and race stuff is just bunk, from self serving interest groups. I remember when there was no 81, and all north-south traffic went onto Clinton St, and Salina St right through town, on to Nedrow and onto Rte 11. It was archaic. Just fix the bridge !!!!!
October 14, 2021	Commenter	I wish we can select more than one option because this action will have huge negative impact on the community, economy, and environment.
August 9, 2021	Commenter	I work at Golisano's Children's Hospital. They traffic is very backed up when there are events at the Dome, War Memorial, Landmark etc. I can only imagine the everyday congestion due to all the traffic being diverted directly into that area. It will be an inconvenience all.
October 4, 2021	Commenter	I work N of the city and have to go thru the city 2go S almost every day and the grid won't be practical. Going E around city isn't an option. If the elevated highway divides the city, the grid will be worse. Keep and repair the current highway please!!

Date	Name	Comment
October 8, 2021	Commenter	I worked in the transportation department at Carrier Corporation for 15 years. I understand the many facets of truck and container pickup and delivery. Syracuse has had the distinction of being an important crossroad in the US especially in the Northeast. A major railroad hub also exists here. I feel that when transportation companies learn about the takedown of the overpass and extensive rerouting through the suburbs it may affect their decisions and Syracuse economy in several ways. Time is money. I know little of the traffic impact to the downtown ares as a result of this takedown and community grid that the decisions of tired truck drivers may have but knowing the temperament of said drivers, it may cause more accidents both in downtown and the rerouting. Keep the viaduct. I can not offer a better plan but I am sure others that feel as I do will.
October 14, 2021	Commenter	I would greatly prefer to see the I81 Viaduct retained and modified to bring it up to modern safety standards.
October 14, 2021	Commenter	I would like indicate my support for the Community Grid alternative, and I would like to express my support for moving the proposed roundabout from Dr. King Elementary School further south so that it fronts Oakwood Cemetery.
August 2, 2021	Commenter	I would like there to be a skateboarding inclusive environment added such as a skatepark or a skate spot that is made for skateboarding.
October 12, 2021	Commenter	I would like to deeply express my support for the project to remove the I-81 viaduct in favor of the safer, healthier, and more economically productive community grid model. The I-81 corridor has been a massive blight on the city of Syracuse that has physically manifested the underlying inequity in our city. Its removal would allow for a better connected city, and allow less of a reliance on the automobile for a city in which 1 in 4 residents already has no car. The removal of I-81 would also allow for the revitalization of an area that is currently breathing in toxic air and land that is wasted underneath the viaduct. I implore my elected officials to listen to mine and other young voices in the Syracuse area, do not reconstruct I-81, tear it down and replace it with the community grid so that we can cross our city without such a massive physical barrier in our path, and work to remove our massive dependence on cars by providing safe, reliable and fast public transportation.
October 12, 2021	Commenter	I would like to express my support for a Community Grid solution. I would also express my support for moving the proposed roundabout from near Dr. King elementary
October 14, 2021	Commenter	I would like to express my support for the Community Grid. I would also like to advocate to move the proposed roundabout currently planned near Dr. King Elementary School further south to protect the students and to reduce noise.
August 4, 2021	Commenter	I would like to know how this new project is going to affect getting to the hospitals. Right now it is a straight shot down I-81 and getting off at Harrison Street and you are there. How will this change? Thank you.
August 27, 2021	Commenter	I would like to know if the newest option for I-81 would still cause too much air pollution for those living near it, or if it would be a viable alternative to a cleaner, healthier immediate environment. If it is clean enough, I think it makes a lot of sense.
October 14, 2021	Commenter	I would like to publicly express my support for the community grid project as an alternative to the current setup with I-81. Currently, I-81 functions as a large driveway from the suburbs to a certain mall, allowing folks to bypass the city of Syracuse entirely. It is in the best interest of the citizens of this city and this community to invest in our city again, despite what may be best for the rich and the powerful. I love Syracuse and the city deserves to flourish and I think the community grid plan is a big step in the right direction.
August 6, 2021	Commenter	I would like to see an area that is skateboard friendly
September 18, 2021	Commenter	I would like to see high speed access through Syracuse especially when I have friends that go to OCC. How are we going to have high speed access through the city if their is a community grid?
October 11, 2021	Commenter	I would like to see Rt 81 rebuilt with a new Viaduct, thru Syracuse. NO COMMU ITY GRID, ITS A STUPID PLAN
October 13, 2021	Commenter	I would like to see the community grid put into action. I would also like to see the proposed roundabout put further south to protect the children at the Martin Luther King Jr school
October 7, 2021	Commenter	I would like to see the roundabout moved farther south. For concerns of traffic gaining speed again, I propose a very low school speed zone limit and warning flashing lights near Martin Luther King Jr. School to slow down traffic and protect the students.
September 27, 2021	Commenter	I would like to speak in favor of the community Grid. As a City of Syracuse business owner and resident I believe this is an exciting opportunity not only for the future of our transportation needs but economic growth. Thank you
August 2, 2021	Commenter	I would like to suggest a skate friendly spot be implemented into the new redevelopment of I 81 in downtown Syracuse.
August 6, 2021	Commenter	I would like to suggest a skateboarding friendly area.
July 21, 2021	Commenter	I would prefer keeping the highway the same or make a new viaduct. Everyone is used to it & it would cause traffic problems with a community grid. It would make it more difficult going to the hospital & also appointments.
October 12, 2021	Commenter	I would really like to see environmentally conscious alternatives that will benefit low-income communities in Syracuse, and stop dumping money into malls that take away opportunities for small businesses.
September 23, 2021	Commenter	I.ve said it before & I'll say it again, I'm all for the community grid as long as a replacement is built for the current viaduct. I'm in favor of the proposed "Harriet Tubman Bridge or something similar to it. In my opinion highway traffic through the city must be maintained, even at reduced speed.
October 12, 2021	Commenter	I'd like to voice my support for the community grid system. This is a golden opportunity for the city, planners, and residents of the area to right the wrongs of I-81, which have been studied since it's opening over 50 years ago. The wants and needs of younger generations diverge from the old— people want walkable, inter connected, diverse neighborhoods with access to shopping, parks, schools, and residential areas. Budding community movements throughout the city have largely been working to replace these features which were carelessly destroyed with the construction of I-81. To address the counter argument of the viaduct bringing businesses to town- yes, the road does bring traffic through, but leads it right out. Syracuse has an opportunity to become the attraction, not just a a place people drive through. Case studies around the country, from San Francisco to Boston, prove that removing/rerouting highways brings economic growth and spurs connection. This burden this highway has placed on the city's residents, reputation, and overall livability deserve the highest degree of consideration when addressing this matter. Thank you, and I hope this highway's replacement brings this city the glory it deserves.
October 13, 2021	Commenter	I'm a huge fan of the Community Grid plan! It's about time we did something about this highway and take steps to repairing the damage of redlining in this city. The only amendment I see necessary is moving the roundabout further south, away from the elementary school.

Date	Name	Comment
August 19, 2021	Commenter	I'm a snowbird/Florida 6 months , my ? Is NYS going to maintain the lawns. This state is by far the worst state with high grass on Route 81 North and South. Time will tell. Mowed the lawns on the highway now an then all the time Keep NYS Beautiful. Thank You
October 12, 2021	Commenter	I'm a Syracuse resident and I strongly support the community grid option. It is absolutely essential that this occurs if we are going to have any sense of equity and value the wellbeing of our city's residents.
September 14, 2021	Commenter	I'm against the community grid option. I have lived and worked in Syracuse for over thirty five years. There is way too much traffic for that area under review to remove the highway. It's way too noisy and congested for future homes to be considered. The hospitals, SU campus, fire department and other downtown employers are too critical to slow down the immediate area. 481 is not a good bypass when considering lack of services and exits especially during winter weather. Highways are too essential for high volume congestion. I've seen how bad it gets when one simple red light breaks down at Adams and route 81. Please consider keeping existing highway or tunnel options.
October 13, 2021	Commenter	I'm all for the community grid option, I81 is a racist piece of construction
September 14, 2021	Commenter	I'm all for the grid and bridge! I can't imagine more traffic in downtown Syracuse.
October 12, 2021	Commenter	I'm an 11-year Syracuse resident. I didn't grow up here. I didn't intend to originally move here. I've founded a business here. I am in full support of the community grid here. It's time for things to move forward. I'm tired of Syracuse being the city that's catching up. It's time for Syracuse to be the city people look at and say "It's working there, so we should do it in our city". Let's grow the city with the grid.
October 14, 2021	Commenter	I'm fully in support of the community grid in building a better Syracuse.
October 12, 2021	Commenter	I'm in favor of the community grid option. This would be so much better for our city and the people that live there! Any other option seems foolish and not with city residents best interests in mind.
September 14, 2021	Commenter	I'm not against the grid…I'm against the way you designed to grid. The north and south sections don't connect to each other of 690.
October 12, 2021	Commenter	I'm so grateful for the community grid and all the growth our City has an opportunity to experience
October 14, 2021	Commenter	I've been a Syracuse Resident for 23 years. In those 23 years nothing has been more of an eyesore as well as a hindrance to daily life more than 1-81. I whole heartedly support the Community Grid Project! Not only will this be better for our city but for the community and youth who live here in the decades to come. We all know Destiny USA is behind the save I-81 movement. No respectable member of the Syracuse community stands with them. Listen to the people who live here and take pride in representing the CNY. Community Grid Project is the only future.
October 14, 2021	Commenter	I've lived in Syracuse my whole life, and I am so excited to see the Renaissance of this city with the removal of 81. Other cities have removed these ugly raised highways, and replaced them with tree-lined boulevards that can be enjoyed by visitors and residents. Please continue with the removal of 81, as it will positively impact both residents and businesses!
October 7, 2021	Commenter	I've lived in Syracuse near Meacham Field for over 30 years. I-81 has connected my family to everything—the mall, kids' basketball practices, the parks, Lake Ontario, jobs, etc. It is how I got to the Cancer Center for my treatments and to the VA for appointments. I have driven under the highway from all directions at all times of the day and evening. From my years of traversing and observing, I think we need to update the viaduct and allow continued 2-level traffic. Improve the street level if you want to make it more pedestrian friendly, but the viaduct, that gives us easy access into and out of the city needs to stay. I lived in Eastern Virginia for several years, so I do not like a tunnel idea at all. Tunnel traffic was easily congested. It's too costly to build and does not solve the problem: move people efficiently through the city. Building a reconstructed viaduct and continuing to allow vehicles and pedestrians to move at the street level is the best solution.
October 14, 2021	Commenter	I've seen people say "81 has divided our city for decades" the grid will STILL divide the city and make everything less efficient
October 13, 2021	Commenter	I-81 as it currently exists is not up to federal highway standards. There are no shoulders in case of an accident in many places, there are on-ramps that are too short and don't have appropriate visibility. A community grid will allow for safer modes of travel for cars, bicyclists, and pedestrians.
October 13, 2021	Commenter	I81 currently splits the city of Syracuse and resources are not equitably divvied up throughout the city. Families and businesses were displaced when it was built. The community grid is an opportunity for economic advancement for downtown Syracuse: local businesses will be at the forefront of travelers attention coming through the city. Reviving downtown Syracuse has been a policy goal for local government for many years, and the community grid will allow this to happen by bringing money into the neighborhoods that continue to suffer from the negative effects of I81.
September 23, 2021	Commenter	I-81 has caused great damage to Oakwood Cemetery, a National Register-listed property within the I-81 project area. Aide from ongoing noise and visual pollution into the most historic section of the cemetery that faces the highway, I-81 blocked the main entrance and connection to the city that had existed since 1859. It also demolished the cemetery keeper's lodge and entrance park at the end of Oakwood Avenue. Most importantly, this blockage severed the front of the cemetery and made it largely unviable for continued use. There is a direct correlation between construction of I-81 and the abandonment of the entrance gate and the nearby office and chapel, along with the drive system, which are all contributing historic resources that today stand abandoned and in deteriorated condition. In addition, the Southside has been robbed of its connection to this historic greenspace, which is a social justice issue. To the existing Oakwood Cemetery administration, the original section adjacent to I-81 does not fit their business model, and they are unwilling to invest limited cemetery funding in preservation of historic resources such as the gate, old office, chapel, and road system. The deterioration is so advanced that it would take years for the cemetery friends group, the Historic Oakwood Cemetery Preservation Association (I am a board member), to raise needed funds. Unless there is substantial public funding, and renewed access to these resources, it is unlikely they will be saved. I urge DOT and the FHWA to right the wrongs caused by I-81 on Oakwood Cemetery by providing funding for preservation and restoration of the historic resources most severely impacted by I-81. Viable reuse, in particular the old office and chapel, is also largely dependent on I-81 being redesigned to provide access to the main gate (as I've commented separately). Mitigation and restored access provide the best hope of preserving and restoring Syracuse's most significant historic landscape and make accessible to all city residents, including the people of the Southside. Thank you.

Date	Name	Comment
October 14, 2021	Commenter	I-81 has divided our community for decades. Although the convince factor of being able to drive right through Syracuse is obvious, the road way is decaying and it's no secret Syracuse was a much more vibrant place prior to its construction. It's clear to me that many in our city believe the end of I-81 should happen! I believe the community grid is the best option to bridge the divide this city has witnessed for years. Let us work together to make our city worth visiting and living in for generations to come and not let the biggest eye sore in CNY (Destiny USA/ Pyramid Group) convince those in power that we want this monstrosity of a road to be saved! It would only continue to divide our neighborhoods and business for decades to come. We are a young progressive city let's show everyone watching as we descend onto this decision that we are able to rise to the challenges of change and help bring Syracuse into the 21st century!
October 12, 2021	Commenter	I-81 has restricted Syracuse immensely from bringing business back to downtown and to other parts of the South West side and the community grid is a way to reverse that. We need community and businesses back in the inner city. ASAP!
October 13, 2021	Commenter	I-81 is a physical reminder of the segregation and systemic inequality in the city of Syracuse. I-81 has been highlighted on a national scale by the Biden administration as an example of systemic racism in our infrastructure policies. The community grid is an opportunity to begin to rectify the harms I-81 imposes on our communities and bring economic prosperity to the city of Syracuse.
September 14, 2021	Commenter	I-81 is fine just where it is. No need to move it. Just update the super-structure.
July 19, 2021	Commenter	i81 is not a park way to walk and bike around. too much carbon monoxide, weather conditions are some of the reasons it should not be near a school going in circles. they need to find a way for ambulances to go to the hospital and out, from there there should not be bridges. If going ground everything else should be a dead end streets, and straight as possible to go back to 81, no stopping no traffic lights, less pollution, ground ice and snow, rusting out, dirt fill and bridges like 690 pedestrians... A straight direct from 81 to 481, blocked off, and no highway traffic allowed adds more of a trip, making circles, then around a school, pedestrians blocking walkways views around that area cant be allowed. and traffic lights near main rush hour area with those traffic and weather conditions. filling it in, and digging deeper for crossing, with more lengthy dead ends fenced in may be the best idea, with smaller length bridges, like 690 east neighborhoods. 81 to west street dangerous. hospital in and out is going to be the first project street (e adams). local traffic only from81 to 481 option is not going to be respected, it cannot be a sight to see and bbQ.
October 13, 2021	Commenter	I-81 is used as a case study on how federal, state and local infrastructure was designed to expedite White flight and pillage economic resources from inner-city communities. The community grid option would provide the city government with the chance to right their past wrongs and create a more equitable place for our community. Syracuse should show the rest of the nation what is possible when we invest in our local communities instead of enacting racist and segregationist practices.
August 24, 2021	Commenter	I-81 near a school is dangerous Our Children Matter as well as pollution from vehicles why this area
August 11, 2021	Commenter	I-81 should remain as an elevated highway so that commuters are not forced on surface streets. The community grid if built will become " community grIdlock". How can so many supposedly intelligent officials not see this. This is by far one of the dumbest ideas the nysdot has forced on a community. I say again, put this measure up for a vote if you truly want to know how the public feels.
October 14, 2021	Commenter	I81 viaduct destroyed neighborhoods and fractured the city, the opportunity to rebuild connections and strengthen the city socially and economically is obvious.
September 10, 2021	Commenter	I81 was built to divert the traffic away from the city and it seems senseless to do away with it!
September 14, 2021	Commenter	Iam a Truck Driver and travel the roads of Central NY, I say NO to the Proposed Plans for the Community Grid, It makes no sense to build this, you close all access to hospitals, and downtown Syracuse, in an Emergency whem lives are at stake.. And the Roundabout, is just plain STUPID, REBUILD RT81 as a ELEVATED HIGHWAY,
October 14, 2021	Commenter	If a Canal District is going to be created, it would be wonderful if they would work with the Erie Canal Museum directly when developing further plans and perhaps invest in making sure our infrastructure needs are met (like parking) through this project. The Erie Canal Museum is a top tourist destination and a city icon, and should be considered and worked with during the planning stages.
October 5, 2021	Commenter	If one ever drove in the area at peek time would know the existing pattern is unable to handle the volum. The planned traffic patterns would limit the traffic flow.
July 17, 2021	Commenter	If one of your goals is to "Provide transportation solutions that enhance the livability, visual quality, sustainability, and economic vitality of greater Syracuse", I don't believe that the Community Grid is going to work. I drive on I-81 daily and as I drive thru the city I look around and think of places I want to visit over the weekend. If you steer traffic away from the city, I think people will "forget" about the city and visit places in the suburbs instead. Each year, my family and I drive to Myrtle Beach. There is one town where you are given the choice to drive thru the business district (where all the stores, etc. are) or take the bypass. We always take the bypass because we don't want to get stuck in traffic. I believe people will do the same thing and Syracuse will become a ghost town.
September 23, 2021	Commenter	If only the GRID is approved, NY State has to guarantee that large trucks hauling hazardous materials (including trash) are prevented from traveling on local up-state roads, particularly along the Finger Lakes and through the local villages and towns in this region.
October 13, 2021	Commenter	If the community Grid is to be chosen, some thought should be put into what is to become of Pioneer Homes. According to Assembly Transportation Chairman Bill Magnarelli, individuals living in the Pioneer Homes will likely have to be relocated during construction because their homes will be "ground zero for construction." My concern is the social consequences over this choice and how people currently living in that area will have to relocate especially if they do not have the resources to do so. Would public funding be implemented to getting counselors and social workers to help connect the individuals living in the Homes with new housing? I find a lack of a concrete plan being proposed very concerning and I think that there is a possible solution with community support.
July 20, 2021	Commenter	If the expectation is to reroute all of 81 through-traffic onto 481, please redesign 481 to appropriately handle all of that traffic. Two lanes each way will in no way handle that traffic. 81 was a mess at the 690 interchanges. Please do not create a dangerous, over-filled 481. Special care must be placed at the exits/entrances to 481. Most likely, most of the traffic will be taking 481 instead of the proposed roads through the city.

Date	Name	Comment
August 23, 2021	Commenter	If the grid is chosen, I am not in favor of moving the roundabout further south as some have suggested. The new exits at Glen and Colvin would already increase traffic there and the added cost of removing that much more of i81 would make the overall project too expensive.
October 13, 2021	Commenter	If this fight - to fix not just a highway but a history - is lost, the city is lost. Our city not only has robust potential, it already has movers and shakers - and infrastructure - making great improvements, investing. it's an uphill battle, nobly fought, but it is the battle that will determine the outcome of the war. Please, please let Syracuse live and thrive. Do not keep our home sliced in violent, ugly pieces. Ditch 81
October 13, 2021	Commenter	If we are so concerned about the health and wellbeing of the southside why are we moving the cars to street level where children play and adults with respiratory issues live?
September 13, 2021	Commenter	If you are looking for input about I-81 so that the state can decide on which way to go. I would question why bids have already been received for the community grid and accepted. The state has already made its decision and really doesn't want our input.
September 2, 2021	Commenter	If you don't look to NYC to learn from their bridges, check out San Francisco's suspension bridge! Follow suit. It's ridiculous to make anyone drive THROUGH downtown when that is NOT our destination! Leave the HIGHway a HIGHway where I don't have to drive 30 mph.....
October 7, 2021	Commenter	If you move the roundabout farther South and are concerned that vehicles will speed up before reaching the school, consider posting a school zone speed limit on that portion of the boulevard. I feel moving the roundabout farther South is the best option.
October 5, 2021	Commenter	If you think that driving downtown is bad right now, just wait until the grid-only design directs 40,000 additional cars onto neighborhood and downtown streets on a daily basis. That's the kind of future we have to look forward to if DOT selects a community grid-only project design. There's a better solution: the Grid + Bridge! It's a consensus plan that meets the needs of all residents, and will enable our city to keep moving forward quickly for years to come. The Rte 81 hearings + meetings were well-intended, but in point of fact many of the representatives meeting with the public there were out of towner's… Albany, Buffalo, etc. But you can take it for someone who has lived here both in the city and in the suburbs for more than 30 years. This is going to be a mess as you have it currently designed. I travel frequently from just below the city line to the northern suburbs on route 81 as well as frequently on 481- at all times of the day- including rush-hour. Once you decided to combine the traffic from these two highways into one, it is going to be an UNHOLY MESS!!. Too much traffic for one of those highways alone. And that's not just rush-hour either. I do not support the community grid option whatsoever. These are only a few of the reasons.
August 17, 2021	Commenter	If you want to create minimal jobs and remove the city of Syracuse from big picture transportation-related industry and the consideration brought to a city that has a very good rapid transit option, then continue to make it more difficult to travel through our region
September 10, 2021	Commenter	If you want to know what the community really wants then put the community grid up for a vote in Onondaga county. This is pretty simple.
October 13, 2021	Commenter	If you watch the local news you will see that there is a shooting/stabbing almost every day. People would not be safe being stopped at all the Grid's red lights in the areas where 81 is
October 13, 2021	Commenter	I'm a frequent commuter on 481 and enter/exit in dewitt/Route 5. The ramps exiting and entering 481 are already backed up and dangerous. The additional traffic (including tractor trailer traffic)this project will push to 481 will increase the number and severity of accidents in these locations if changes are not made. I'm against any plan that makes 481 more heavily travelled, without consideration for these already dangerous exit/entrance ramps. This plan will cost lives at these locations due to the increased traffic...especially in our winter weather.
October 12, 2021	Commenter	I'm commenting in support of the community grid. I feel that this is the best option for overall community, Syracuse and the greater Syracuse area. As a Salina resident I am for the community grid.
October 13, 2021	Commenter	I'm excited for this project. My background is public health and epidemiology - so I'd like to have it noted that anything that can be incorporated into the project plan to protect the health and wellbeing of residents, students, employees of nearby businesses, and workers who are near the deconstruction/construction site is vital. I know a lot of conversation has been spent on the topic of social justice and I'd like to see that extend to the deconstruction/construction activities - in particular. Of course, the completed project will be great - but how will vulnerable people be protected during the project? The previous question had a single select question and I chose noise and while that's important I'm certainly concerned about the rest of the mentioned items in the list. Again - I'm excited for the project, but just a bit concerned for the deconstruction/construction phase.
August 17, 2021	Commenter	I'm for the grid and I just want to say to destiny and the towns claiming that they are going to lose business due to the grid. If you would spend more money on signs to guide people to your businesses , instead of hiring lawyers you wouldn't have anything to worry about. And if people really want to get to your businesses , they will find their way there.
October 14, 2021	Commenter	I'm fully in favor of the community grid. Please consider the roundabout being moved further south away from Dr. King elementary.
October 12, 2021	Commenter	I'm in support of the bridge instead of the community grid through downtown. It seems safer to pedestrians and the school that's involved and better for through traffic. It would also do away with the need for some 81 traffic to get on 481. Don't you think an 81 business loop would be confusing for people who are from out of town? Especially those attending SU sports?

Date	Name	Comment
August 3, 2021	Commenter	I'm typically pretty objective but I cannot figure out how this is going to beneficial for ANYONE. Has anyone making these decisions commuted from the north of Syracuse? Has anyone gotten stuck in traffic between street level traffic and highway traffic accidents? How about traveling to the Dome for Syracuse games or concerts? I don't want to add 30+ minutes on to my commute because someone who doesn't travel thinks that we need to be more inclusive. The street level traffic, highway traffic and people walking/cycling all mixing together is going to be an absolute mess. I definitely don't want to drive through Pioneer Homes. Invest in the people there. Make it safer, make it cleaner. Connecting the "hill" to downtown isn't going to stop crime or draw the community together. It's going to make people reconsider their jobs/businesses downtown. If I'm adding 30+ minutes on to my commute everyday or having to sit for hours stuck in traffic that I didn't have to before I'd consider leaving the area or moving my business to the suburbs. I definitely wouldn't want to go to the Dome for an SU game if i have to fight 20,000+ other people trying to get there on a boulevard. I'll just watch from home. Go back to the planning. Figure out how to keep it raised and develop the areas underneath and around it. Until we can fix our neighborhoods we have NO business bringing this mess down to street level for even more issues.
August 13, 2021	Commenter	I'm very concerned this community grid idea will clog up access to the hospitals and the Dome. The current configuration works fine. Just build it better and stop rearranging things.
October 12, 2021	Commenter	I'm writing in favor of the community grid. Syracuse can continue to be a city which improves itself out of rust belt mindsets.
October 14, 2021	Commenter	Improvements at west street look phenomenal. Can we have curb bump outs, bicycle lanes with curbs, or other pedestrian safe infrastructure?
October 14, 2021	Commenter	In addition to the much needed replacement, I think that there must be recognition of the impact that the reconstruction will have on businesses -- particularly those located downtown. While I have a strong preference for one of the options, it seems obvious that no matter which is selected, the impact on vulnerable downtown businesses will be significant. I urge leadership at all levels to take proactive steps to insure that the community is protected - economically and culturally, throughout the construction period. While it is impossible to know exactly how things will turn out, I would imagine that continued access to downtown will be very important, and there could be any number of things that can be done to mitigate impacts -- increased transportation options, particularly those most enticing and least cost restrictive (free shuttles, or other options), economic hardship funding for business who can demonstrate negative effects, etc. The project has the potential to be transformative, in both positive and negative ways - so focusing on how to survive negative effects in order to realize the positive ones.
October 12, 2021	Commenter	In favor of the community grid proposal - please move traffic circle that would be near school.
October 5, 2021	Commenter	In my opinion the community grid will become another Erie blvd and will contribute nothing to bolster downtown. I also feel that the ease we now have to access downtown Syracuse will be negatively affected.
October 14, 2021	Commenter	In order to keep the round about near Martin Luther king school…. Since billions of dollars are being spent for the 81 project… please consider tearing down and relocating and build a new MLK school for those kids…. Involve the staff students and parents to choose their path for the future….let's invest a few more millions to do this right for all
August 4, 2021	Commenter	In regards to the community grid proposal, it is extremely important that the replacement at grade road is NOT an overbuilt 6 lane boulevard. The road should be as narrow as possible (two lanes + protected bike lanes) as it is not only the best option for livability, but the cheapest. A surface level highway (which I see proposed in renderings) prioritizes car throughput, despite the fact that the interstate is being rerouted. In other words, there is no need to prioritize throughput! That is what has been done on city roads since WWII. A smaller replacement means drastically smaller long term maintenance money. This is important, as a wealth of suburban areas are financially insolvent due to their overbuilt infrastructure and ridiculously wide roads. It is important for the financial longevity of Syracuse to make sure the replacement is cheap to maintain, which means a STREET (not a road) that prioritizes pedestrian and cycling traffic.
August 3, 2021	Commenter	In regards to the rehabilitation of I-81. I am hoping the inclusion of something that is skater friendly will be considered. I have found a path design that is skater friendly and civilian accessible for inspiration linked here! https://www.instagram.com/p/CSFEKJ3n_im/?utm_source=ig_web_copy_link
August 30, 2021	Commenter	In reviewing the Community Grid Alternative,I did not see where trucks were used within the program. there will be many trucks that will enter the Grid plan to make deliveries or to go their distribution warehouse. This will add much more traffic on a daily basis. The thru truck traffic is not that great for deliveries going to the north country or to Canada. I am not in favor of the Community Grid plan.
July 16, 2021	Commenter	In the past I have not been a fan of the elevated roadway preferring a tunnel option like the "Big Dig" in Boston however I was naive. 2020 found me working in downtown Syracuse this was at a time marked by civil unrest by Black Lives Matter purportedly due to the death of George Floyd. Seeing business and the U.S. Post Office on Salina street shuttering and putting up plywood in case of looting. I realized that a tunnel or a boulevard/community grid could easily be blocked with one or two persons with a box truck, a bus or an automobile drawn trailer. From a security view a community grid or a tunnel is much more open to attack/assault and obstruction than a elevated roadway.
July 16, 2021	Commenter	In the proposal video I noticed there were 8 total lanes devoted to cars, while only 5 devoted to pedestrians and cyclists. There was no public transportation on the community grid (other than one bus crossing the street). Are we really dedicating 8 lanes to cars and 0 to busses? I realized this does not need to be done all at once - but I would love to see a plan for a bus route down this street. Ideally we remove 1 lane for cars from each side of the street and replace that with a BRT that goes up and down the blvd. It would be the fastest way to cross the city for pedestrians and especially important for older residents who do not drive or bike. Please consider adding bus lanes to your plan or releasing a plan to add bus lanes in the coming months.
October 14, 2021	Commenter	Increase panhandlers and stopping in dangerous areas would degrade the image of Syracuse and would lead to people avoiding the city
July 16, 2021	Commenter	Instead of spending funds for improvements to #481 ,spend it on a better #81 that continues to go thru the city. There is NO reason that a design for a grid option going over the expressway can not be accomplished.

Date	Name	Comment
August 9, 2021	Commenter	Interstate 81 is a vital link to the communities surrounding Syracuse, it is alsio a very vital link for 3 ER at 3 majoor hospitals, along with SU Dome. The traffic congestion with the community grid is unacceptable. Keep 81 as it is with shoulders and safety features. I OPPOSE THE COMMUNITY GRID!
October 4, 2021	Commenter	Interstate 81 is just that!! A interstate, for faster transportation to get from one destination to another. We don't need to spend billions of dollars for less than a mile and one half - this will end up hurting downtown syracuse because people will find an alternate route to avoid the congestion of the community grid. Let the people vote on this in November, 2021 and it will be defeated!! Stop this waste of money and I am a taxpayer and don't approve of this political mess!!
July 18, 2021	Commenter	It appears one of the goals in the I-81 Project is to create jobs. Hiring notices abound today. IMHO the monies, for this project, would be better spent on improving travel on 81, not making travel more difficult by routing the highway through the heart of the city. I would invite anyone in favor of this plan, to travel to the Southern Tier on route 13 that goes through the city of Ithaca. Daily there is traffic congestion including stop and go traffic that moves slowly and is usually bumper to bumper. There are very few places to park and the desire to even go into any business along this portion of Rt 13 is squelched by the thought of having to fight traffic to get to a parking location and then fight it again to get back on to Rt 13. I travel Rt 13 through Ithaca several times a month. It is always frustrating and difficult. I have no desire to stop in Ithaca. I just want to get to my destination quickly and WITHOUT a hassle. In addition to the normal traffic through Ithaca, take into consideration pot holes, construction and accidents. In addition, there are traffic circles on Rt 13…ano bad idea for Rt 81. They slow traffic down and again, I want to get to my destination as soon as possible without a hassle. It's a horrible idea to take Rt 81 through downtown Syracuse.
September 8, 2021	Commenter	It doesn't appear that Syracuse City has ever learned from other cities' tales. The community grid is not the answer to such existing problem. Instead, fix the current Highway and make City's children attend the SU or Lemoyne. Thats the only way to eliminate the culture divide Roads don't cause division anymore , we don't live in a bogey age anymore!
October 12, 2021	Commenter	It is crucial for the proposed roundabout near MLK elementary to be constructed elsewhere. Children and educators need a safe and clean environment for learning and teaching. Placing a roundabout with that amount of anticipated traffic would be counterintuitive to providing a safe environment.
October 13, 2021	Commenter	It is imperative that the the project puts people first. This is a once in a lifetime opportunity to rebuild Syracuse and CNY. We must focus on people and how they interact with the city: walking, cycling, and socializing. Shrink city blocks and bring the community together.
October 13, 2021	Commenter	It is important to consider what the people want, not just what major business institutions are attempting to convince people of for their own benefit. I support the community grid, and the opportunities that come with it to strengthen the community of Syracuse.
October 13, 2021	Commenter	It is important to reinstate the community grid to the I-81 corridor. This will support the city's vitality and create community, economic development opportunities, and make Syracuse a more desireable place to come to. The I-81 corridor is an eye sore. It's possible to do. Let's look at our neighbor, Rochester, NY. They did away with half of their inner loop and are making plans to do away with the other portion, reinstating the community grid, and reconnecting the city so it is more equitable to all who live there. By getting rid of the I-81 corridor you also can promote more active transportation and decrease the health issues within our City. Be mindful of our citizens.
August 4, 2021	Commenter	It is important to remember form follows function in the redesign. If we intend to make the area more pedestrian friendly and walkable, let's ensure that the new road and ROW isn't too wide to comfortably walk across; let's ensure that the area to each side of the new road can be developed such that the sidewalks don't give way to parking lots, but rather enable the construction of new buildings such that there can be a desirable street with inviting restaurants, businesses, apartments and storefronts; let's consider Oakwood Cemetery and the former grand entrance that was lost upon the construction of the elevated route 81; let us consider the places which we enjoy visiting, whether it be NYC, Downtown Skaneateles, Lake Placid and all of the unbroken sidewalk which is dressed with desirable and inviting spaces on all sides. Let that be our vision.
October 14, 2021	Commenter	It is most important that the Erie Canal Museum and area be preserved. The Erie Vanal was most important to the development of Syracuse and New York State. The museum itself is in the only surviving Weighlock Building from the Canal era.
August 9, 2021	Commenter	It is my opinion that the money being spent on replacing Rt. 81 is a waste of taxpayers money. I think there should be improvements to Rt. 81 through Syracuse but the money ($2 billion) would be much better spent on the needed infrastructure within the Syracuse area in regards to replacing water pipes, roads, streets, etc,. I also believe that by replacing the high speed road through Syracuse would deter visitors from coming to our area, thus seriously affecting commerce.
July 20, 2021	Commenter	It is my understanding that the original plans for I-690 on the East was to extend through to the Town of Manlius area. The current situation with the off-ramps to nowhere on the eastern end, where it intersects with I-481, is the result of extreme negative pushback by local leaders. That part of the project was scrubbed as a result - and now we have a seemingly unsolvable bottleneck that snarls traffic at the interchange and exits 3N and 3S. That problem extends all along the Route 5 and Route 92 corridors. The complaints coming from the surrounding local communities as I have read and understand them seem to have the same short-sightedness and the emotional desire for things to stay as they are. In other words, their wish is to deny the undeniable progress of growth and its impact. Building for yesterday is not a solution for tomorrow.
October 12, 2021	Commenter	It is no doubt a community grid offers the most flexible and beneficial use of the land that the viaduct has rendered unusable. Vehicular traffic is really not the main concern here. Future transportation modes can easily adapt to a community grid which in the meantime will help bridge Syracuse together and offer economic stimulation with new land that is made available for more housing, retail or community programs
July 21, 2021	Commenter	It is not in the interest of the residents and businesses of the Syracuse people but is is in the interest of a few politicians in Syracuse and down state to shove the grid down our necks instead of giving our city what it needs. Rebuild our bridge through our city and take politics out of it.
September 1, 2021	Commenter	It is the stupidest idea possible to eliminate the highway and plan on putting some delicate little Boulevard down the middle of town! Do you have any real idea of what you're doing to traffic! It will not bring any of that area back into livelihood, and instead takes away some people's ability to reach actual and businesses. Brick City will not change because you took down the highway! Maybe just redirect one or two of the entrances so that it's not so congested right in the middle. Like eliminate the 690 East ramp. Let people pick it up off of Erie Boulevard instead

Date	Name	Comment
October 12, 2021	Commenter	It is time for Syracuse to do whatever it can to absolve itself from racist policies that were enacted in the mid-20th century, including the construction of I-81. Dividing a black neighborhood in half and targeting for displacement 75% of Syracuse's black population is an absolutely shameful reality of the construction of I-81. To this day, the highway serves as a racial divide, keeping black individuals from lower socioeconomic backgrounds separate from more affluent and predominantly white neighborhoods. Replacing the eyesore that is I-81 in downtown Syracuse would bring in a whole new period for Syracuse's history. It would encourage growth and cultural exchange in the city. Just look at the evidence in Rochester... Let's destroy the bridge and build this community grid!
September 24, 2021	Commenter	It is time to give health to children if color—to end the environmental discrimination practiced for so long. Community grid option does that.
October 14, 2021	Commenter	It is time to restore Syracuse to the way it was before a highway was put right through its heart. The community grid and viaduct are the best way to do that. Despite what Destiny USA and their lobbyists will tell you, people don't just happen on the mall and decide to shop. It's a destination. A slightly different route because of a restored community grid will not stop them from shopping but not restoring the grid will perpetuate the damage done by cutting the City in half.
October 7, 2021	Commenter	It is unclear why I need to categorize my comments. Although my greatest concern is for the people that live close to Rte81 and Rt 481, I should be able to comment on all aspects of the Rt 81 reconstruction. I will start by saying that it is clear that tearing down part of Rt 81 will not stop or appreciably change the discrimination or poverty that many of the people experience who live close to the Rt 81. viaduct.If tearing down part of Rt 81 would eliminate discrimination and poverty then it should be torn down as it goes through the Onondaga Nation as well. In addition a substantial number of people will need to be displaced at least for several years and in some cases permanently because of the construction. Further, should the community grid option be chosen, the area residents will likely be exposed to additional air pollution because of the many traffic jams that will occur because of the added traffic, traffic lights and traffic circle that will reduce the speed at which a car can move in half.Cars will be in the area for much longer causing significantly more air pollution and noise pollution. A related issue is the length of time that it will take people to leave the area during rush hour and after events with big crowds. If there is 40-50 thousand people on the SU campus now with Rt 81 still open, there are huge traffic jams and it takes a long time to leave the area. Emergency vehicles such as an ambulance can have difficulty getting to the hospitals. To take away the option of Rt 81 for an exit from the area would be to at least double the time it will take to leave the area. In spite of what a traffic study might predict based on statistics, the reality is that Rt 81 helped to reduce significant traffic jams that occurred before it was built. These traffic jams will occur again if the community grid is built. Building another exit on Rt 690 will do nothing to eliminate traffic jams as it is nowhere near most of the Dome parking and would require thousand of cars to drive through miles of city streets to get to the parking. I will likely never attend an event at Syracuse University again because the traffic will be so much worse than it is currently. It is bad now. Further, the people that live close to Rt 481 will experience significantly more traffic, traffic jams, air and noise pollution. The good people of Dewitt, Manlius, etc, did not move there expecting those issues. On the other hand the people and businesses of the north side of the city and northern suburbs are being left out in the cold. Businesses will clearly suffer if the grid id built and the people will lack a fast and efficient way to get into the city. Finally, there are cities all over the U. S. that have highways going through downtown and residential areas. San Diego LA and most cities in southern California have highways (freeways) going through some of the most expensive neighborhoods in America. They are building more highways, not replacing them with city streets. Although the cost would be high, I would recommend the tunnel option. With the infrastructure bill likely to be passed surely there will be a substantial amount of money that could be used to build the tunnel option. This is the option that will meet the most people's needs. I thank you for your consideration. Jon Theo
September 3, 2021	Commenter	It is unfortunate that after 12 years of public hearings and conversation that in the final months before an official decision the dying mall is fronting the effort to retain a raised highway. Everyone knows malls have been failing since the early 90s and to effect so much of the community that has to live with this raised highway for the benefit of a business that appears destined to die is unfortunate.
October 13, 2021	Commenter	It is vital to remove I-81 from Syracuse. The construction itself represents the racist history of the city's planning and it's removal would symbolize and quite literally create a new connection between community members. A community grid would provide safer driving conditions in the city. For example, a suggestion to move the roundabout circle planned near Dr. King Elementary to be moved further South to better safeguard students, provide an opportunity to reduce noise, and create an attractive frontage to Oakwood cemetery. The only other option I would support besides the Community Grid is the tunnel system, but either way, I-81 absolutely needs to go.
July 16, 2021	Commenter	It looks wonderful. It'll certainly provide the community boost that Syracuse needs to become an attractive destination.
October 6, 2021	Commenter	It seems like a partial grid with a bridge is a better option. I think routing all traffic away from Salina/ Liverpool will hurt the local communities and cause our taxes to be raised … making an unfair burden.
September 10, 2021	Commenter	It seems that the state doesn't care about what the people want and just present it as done
October 13, 2021	Commenter	It seems the loudest voices in favor of the grid are from Eastwood and Sedgwick, not the rural/suburban communities or the neighborhoods which 81 goes through that would be impacted. The viaduct works but certain folks simply want to make a change regardless of the impact last so that can say the "did something". How about we listen to everyone and look at how the grid would negatively impact our community

Date	Name	Comment
October 14, 2021	Commenter	it seems to me that you are going to destroy the suburbs around Syracuse that are mostly white as retribution for the bad planning and destruction of the inner-city black neighborhood. There is no reason on earth to make 481 even bigger and more heavily trafficked - just rebuild 81 the way it has been for 50 years and stop trying to make. that old area beautiful as it is a huge mistake and will be a total waste of money and resources as it will be abused and destroyed. Leave things the way they are - your grand ideas are a total waste and will do nothing to improve Syracuse. This is the dumbest plan I ever heard - rebuild the 81 highway and leave everything else alone
July 16, 2021	Commenter	It was sad to see folks standing around holding up signs such as "81 is public health crisis." The fact is all of our local Hospitals were built around the quick access to ambulate patients in need from all the surrounding suburbs. Removing the highway and opting for the community grid is only going to ensure folks won't be getting the emergency care they need on a timely basis. The hospitals have grown to what they are today because of our I-81 highway. Right now most of the folks who oppose the highway are within a short drive on surface streets to access our hospitals. Outside the city we know the pain of being in crisis when a distant hospital is the only thing that can save us. Downtown residents want to blame their hardships on something in the public's eye. The residents in the valley have a choice of three different hospitals. Community General, Upstate, and Crouse Memorial. What do us suburb dwellers have? We have a highway system to get care. When seconds count, will there be direct access to all the hospitals next to I-81 if the highway no longer exists? Nobody thus far has addressed this problem. I sincerely hope you will bring it up on a public basis so many others like me can understand one of you holders of office is concerned with a real health crisis. Thank you for all you do. Let's hope we'll move forward and not the other way.
October 12, 2021	Commenter	It will drive away business of tractor trailer drivers and related commerce. It will affect the ability for them to drive in and out easily. It will also make the drive for the hospitals very difficult dealing with grid traffic
July 20, 2021	Commenter	It would appear to me that no one considering the Community Grid has ever driven into Philadelphia. It is HORRIBLE. There is no way to get through that city efficiently and that is what will happen to Syracuse. There will be gridlock at all hours of the day. There will be more pedestrian/vehicle accidents. There will be road rage. The purpose of I-81 is to get people from point A to point B efficiently.
September 23, 2021	Commenter	It would be a great mistake to remove 81 through Syracuse. There are many merchants who will suffer under the community grid proposal. Easy access to hospitals and downtown businesses would be lost. Maybe even lives. Plus travelers now can view the city passing through it. Isn't that a great way to promote Syracuse, by making it visible to out of towners. Families with young children can see the dome. It's a big deal for people to see our city. Syracuse is the only semi major metropolitan area which gives travelers driving on the long stretch of 81 between Pennsylvania and Canada a sence of comfort. Diverting travelers around the city would just keep them wondering where is the city of Syracuse? You cannot view the city from 481. I think the best option would be to build the beautiful suspension bridge above the city. First of all, it would be an awesome sight. It would be an engineering marvel that they would probably use for that history channel show engineering marvels that the whole world would see. What a way to promote Syracuse. Plus it solve two problems. They would have the community grid, plus keeping traffic going through the city which I think is vital to the survival of Syracuse. If the mistake of tearing down 81 is chosen, Syracuse will just fade away in time. Just what is a community grid going to do to benefit the city? Oh great, we can have more festivals and ride our bicycles around and sing Kum-by-ya. Please build the bridge, then you can live in reality and satisfy the illogical and no common sence crowd.
August 9, 2021	Commenter	It would make more sense to improve the location and access to the viaduct than to make so much congestion in the city. Living in the eastern suburbs, I am expecting longer commutes to downtown and fewer trips down because of that.
October 14, 2021	Commenter	it's been proven time and time again; the community grid is what The City of Syracuse and the people of the City of Syracuse need. Environmentally, financially and morally; the community grid is the way.
October 13, 2021	Commenter	It's clear the Community Grid is the ideal choice for Syracuse to not only aesthetically improve the area, but restore sections of the city that have suffered the consequences of I-81 being in its current location. I support the Community Grid because I support Syracuse.
October 4, 2021	Commenter	It's going to make traffic worse In the city and divert future business with many tractor trailer drivers and limit the local trucking in and out of the region.
October 14, 2021	Commenter	It's important to note that environment justice encompasses social & economical justice as well. All three are interconnected with absolutely no separation. I-81 initial's creation was to uproot & destroy the Black Powers within Downtown Syracuse through its construction route & efforts. This is a historical pattern through out the United States. Now, the Community Grid efforts & the destruction of I-81 will allow for some sort of Justice to occur to the Black Community, and other minority Ethnic Communities that now reside in Syracuse. Although this is not complete justice or reparations, this is still a great step into the new age of equality & sustainability because with the new proposed sustainable ideas & projects; the main focus will be directed to the backbone of Syracuse. This will give back the power to those who created the Downtown Syracuse to begin with. This will create a booming economic creation and status of Syracuse from an unforeseen perspective because inspiration, grit, and motivation will be moved back into the hands of the Communities that created this area to begin with. Now; Im sure Destiny Mall will still be a major player in the economic status of Syracuse; but it will not be the only one. This will also allow for the energy of all the surrounding neighborhoods to also begin to consider smaller business & culturally diverse businesses. By giving the power back to those who created to begin with will only allow for a prosperous multidimensional avenue of abundance to flow through.

Date	Name	Comment
July 16, 2021	Commenter	It's nice to see that jobs are going to the local community but at what cost I find it odd that you push for so many locals to be apart of the process when it's clearly going to have an environmental and health affect on so many people not sure if I even want to live here while the construction is on going just because of the environmental issues and health that could come into play not now but down the line. It seems to me as if the state will hire low income communities to take part is such a hazardous condition to protect the state workers and non locals!
October 14, 2021	Commenter	It's time to support the real Syracuse community—not the millionaires. EXTENSIVE research has shown that the community grid is the best option. Let's do the right thing.
October 12, 2021	Commenter	It's time to tear down 81 and replace it with the community grid!
October 14, 2021	Commenter	It's 2021. There are more cars on the roads today than ever before, so why are the plans for 81 removing lanes and squeezing more cars into a smaller area? And they wonder why there are more incidents of road rage.
September 11, 2021	Commenter	It's about time.....tear it down. Get back to work you slacker
August 5, 2021	Commenter	It's the best choice for our city
October 14, 2021	Commenter	It's time to restore our city... build the community grid.
October 14, 2021	Commenter	Ive lived outside the city of Syracuse and now live within the city. The viaduct works for us, the community grid would just jam everything up
July 28, 2021	Commenter	I've read much of the proposal for the community grid and, as a Syracuse resident, I am very pleased that this is the preferred option. I believe that this will help make Syracuse a more livable city. The viaduct option seems to be a poor choice; this will decrease the city's taxable property and decrease overall livability. I really hope that pressure from the suburbs and lobbying from the mall don't distract from what's good for people.
October 9, 2021	Commenter	just as the original I81 project displaced and destroyed a community, the goal and objectives need updating to prevent destruction of the Syracuse south side neighborhoods.
October 7, 2021	Commenter	Just fix it to widen and improve entrances and exits. The community grid will create a worse mess especially getting to the hospitals. Just improve the highway,make it wider and safer. The majority of of area residents do not want the grid. Make it more aesthetically pleasing and add better lighting in the surrounding areas. The grid will kill Destiny and the businesses in Salina as well. Come on let's smarten up here. Plus let's spend some money on consistently cleaning the areas on a monthly basis. The litter on our highways and medians is atrocious and embarrassing!
October 13, 2021	Commenter	Just fix the overpass! A grid will tie up traffic to the dome and 3 hospitals for hours every day! The cost will be ridiculous and take years. I'm a nurse at Upstate but I'll stop working if the grid gets chosen…
September 14, 2021	Commenter	Just fix what we already have
September 6, 2021	Commenter	Just get it done! There have been too many delays. No plan will satisfy everyone, and there are financial and social costs to delay that DOT seems to disregard or discount. Overcome your bureaucratic inertia and move forward.
September 1, 2021	Commenter	Just get on with it,,,,the decision has already been made,,,you know what you want done,,, not a wise choice but a choice just the same. It's going to take 10 years to build it it doesn't need to take 10 years to start it!!!!!!!
October 12, 2021	Commenter	Just go with the community grid option. We live in Syracuse. Those who complain about longer commutes are talking about a couple extra minutes a day. Move the MLK roundabout and the HT sky bridge is non sense. Repair the damage that was done so long ago.
October 4, 2021	Commenter	Just improve what we have
August 6, 2021	Commenter	Just knock it down & build the community grid already! This has gone on long enough. Building that elevated highway was a huge mistake in the first place.
July 20, 2021	Commenter	Just leave 81 as is‼
October 7, 2021	Commenter	Just nope
September 11, 2021	Commenter	JUST REPLACE THE BRIDGES. A Community Grid would be a disaster of epic proportions. It would be open season on pedestrians and cause massive air pollution. Currently, NYS is responsible for maintenance and plowing of I81 and getting rid of I81 and replace it with a community grid would leave maintenance and plowing to the City of Syracuse. The City of Syracuse CAN'T OR WON'T maintain and plow the streets it already has and you want to add more streets to be unmaintained and unplowed. People are constantly running red lights and almost hitting pedestrians now. I have worked downtown for eight years and I don't have enough fingers and toes on my hands and feet to count how many times I've almost been run over by a car because it ran a red light. I even saw a car run a red light right in front of a Syracuse cop and the cop didn't do a damn thing. A roundabout in front of an Elementary School? Another disaster in the making. Children would be run over at a record pace. There are two roundabouts in Syracuse, now, Carrier Circle and Military (GM) Circle and people go shooting on and off those roundabouts causing accidents hundreds of times a year. No, the BEST solution is to replace the bridges.
September 22, 2021	Commenter	Just start and get it done. We have had enough forums on this topic.If you are rerouting traffic through the city for this project then please have 3 shifts working the project. Thank you.
October 14, 2021	Commenter	Just tear down 81 and re route all traffic around 481 "the new 81" and save all this money on building a viaduct which is a water of $2B. Maybe invest that money into our schools or something
September 8, 2021	Commenter	Keep 81 as is and add the Harriet Tubman Don't mess with what is not broken.
October 14, 2021	Commenter	Keep 81 as is, this is social engineering. I lived on one side of 81 and when I ever crossed to the other side it was a different world. Vagrants and lowlifes everywhere
September 14, 2021	Commenter	Keep 81 as is. The grid will not change anything other than disrupt the flow of commerce. It is a bad Idea. I am against the community grid.
September 13, 2021	Commenter	Keep 81 as the same repair and keep it going
August 9, 2021	Commenter	Keep 81 open and free flowing to keep commerce going in the city as it supports the poorest of our community. Without 81 thousands will suffer to make a few wealthy

Date	Name	Comment
September 10, 2021	Commenter	Keep 81as is ……. Repair and strengthen. All other plans hinder traffic and will NOT have people going into downtown Syracuse. And out of state / out of towner traffic ……. they are NOT going to want to slow down and hang around !!!! Roadside signs making Syracuse look attractive/appealing/ fun would work better Who wants to hang around in a city sooo desperate for business they slow traffic up on purpose. !!!! Fix up Downtown!!!! It's ugly and kind of creepy and a lot of vacancies…….. we don't go there. No good anything much there except the theatre for shows …… last time we were there in the past 2 decades was for Weird Al and waaaaay back to Glenn Beck So please don't anger ppl by holding up traffic
September 12, 2021	Commenter	Keep a bridge connecting 81 to 690. Build it higher if you need to stop pollution. Traffic is already a problem downtown, do not create more problems. No one wants to go around the city or through streets in the city to go west from the south.
October 13, 2021	Commenter	Keep as much local and thru traffic OFF the city streets. It will be safer for the community AND it's residents. The Viaduct, Sunken Roadway or Bridge are the best for thru traffic, suburbs and the city businesses and residents.
July 20, 2021	Commenter	Keep direct root to hospitals.
October 14, 2021	Commenter	keep I 81 just as it is
October 7, 2021	Commenter	KEEP I 81! The only ones making a community grid will benefit is the politicians!
September 1, 2021	Commenter	Keep I81 as a Highway N S thur Syracuse
August 9, 2021	Commenter	Keep I-81 as is. The other will congratulate traffic and be a snow removal nightmare
October 4, 2021	Commenter	Keep I81! 81 was developed to divert traffic from within the city and I say keep it that way!
September 28, 2021	Commenter	Keep I-81. How are people going to get to the hospital if necessary? Do you want ambulances to have to travel longer?
October 13, 2021	Commenter	Keep Interstate 81 through Interstate Syracuse.
October 13, 2021	Commenter	Keep the bridge and keep commercial and residential traffic flowing through. Poor city planning got us to the snake of a highway and continued poor planning putting buildings on top of it so it cannot expand wider. What we need is a larger exit from 81S to Adams. That has value. Thank you.
October 13, 2021	Commenter	Keep the elevated highway
October 13, 2021	Commenter	Keep the elevated highway for safety! As a lifelong resident on the east side of Kirkville Road I know from experience there is NO way Rt. 481 can handle the amount of traffic a new Rt81 will create. Getting onto 481south from Kirkvile rd is already a difficult matter in the morning. Even with an extra lane in EACH direction, it would still be a challenge. There is "study sense" and Common sense and common sense says not to redirect Rt 81. If you did, then expansion of rt 481 with an additional lane in EACH direction from 81 to 81 including the railroad bridge MUST happen FIRST!
July 20, 2021	Commenter	Keep the highway as it is. Keep the city of Syracuse open for business. Don't shut us down
October 14, 2021	Commenter	Keep the viaduct
September 14, 2021	Commenter	KEEP THE VIADUCT
October 14, 2021	Commenter	Keep the viaduct in some form
July 24, 2021	Commenter	keep the viaduct, easier travel for all.
October 14, 2021	Commenter	Keep the viaduct, it works
July 20, 2021	Commenter	Learn from NYC - build a suspension bridge to help people get places FASTER! You're slowing down traffic to 30 mph. There is NOTHING in that area that I need - no shopping centers etc! Making me drive my 53 foot trailer all the way around the city is ridiculous! And, by changing 481 to 81 doesn't really help!
August 9, 2021	Commenter	Leave 81 alone!! We don't need any changes made!!
October 6, 2021	Commenter	Leave 81 footprint where it is. Replace the bridge. It is a Nightmare to consider Community Grid, re-routing to 481 and the effects on the suburbs effected by that change. NObody will be walking around the Community Grid. There is nothing there except hospitals. NObody will go there daily except to get from A to B. The neighborhoods will Not welcome traffic to and from hospitals, including employees, ambulances, trucks, visitors. Community Grid will be a nightmare. Replace 81 with a New 81. Stop flattering your engineers and get this done.
July 18, 2021	Commenter	Leave 81 the way it is. Just update. It is quick and efficient to get to downtown or get through the way things are. The proposed plan will lead to avoiding the city.
October 8, 2021	Commenter	leave it alone
October 12, 2021	Commenter	Leave it as is. Spend on repairs, and modernizations. Street level traffic is not safe in that area. construction is going to blow this whole city out of wack. please don't do it. think of the people, and how there way of life will be changed in all areas of the city.
September 14, 2021	Commenter	leave it the way it is
October 12, 2021	Commenter	Leave it the way it is
October 4, 2021	Commenter	Leave it the way it is!!! Just fix it!!
August 9, 2021	Commenter	leave route 81 alone.. fix the bridges.. you are making a transportation nightmare for the commuter.. Go back and look at the route 690 bypass that was never completed..
October 8, 2021	Commenter	Leave RT 81 as is, just do repairs.
October 10, 2021	Commenter	Leave the 81 overpass as is and do repairs. Syracuse University, Upstate, Galisano and Crouse will be severely affected if the other alternatives are pursued. It seems like the harm done to supply chain and the many employees that commute is being overlooked. This should be a priority: the effect on day to day efficiency for the university and major hospitals. Please be practical and use common sense.

Date	Name	Comment
September 10, 2021	Commenter	leave the bridges alone.. you people don't live in our community.. fix the bridges.. you are making it impossible for people to commute fast easy and efficiently.. we do 't want an alternative.. leave the bridge.. fix the bridges.. and fix all the pot holes in Onondaga County.. stop wasting tax payer dollars
September 14, 2021	Commenter	Leave the existing roads and bridges, repair and update what is now standing! The neighborhoods were divided and destroyed years ago when the highway was built right through the city! The roads are a mess all over Syracuse, when we drive outside the city the roads are well maintained! We could us more of our city taxes to go towards our old and outdated water and sewage systems.
September 15, 2021	Commenter	Leave the highway up maybe make a few changes in it but leave the highway up
October 7, 2021	Commenter	Leave the viaduct. Community grid is a joke and there arguments for it aren't realistic nor good for transportation
October 12, 2021	Commenter	Less buildings will have to be demolished if we went with the community grid
July 16, 2021	Commenter	Less lanes going thru downtown by half. 1. You didn't want to divide the city but walls are going up. 2. Your cutting the number of lanes in half where do you think all that traffic is going to go. It already gets backed up this is going to be worse.
July 20, 2021	Commenter	Let's not call it grid call it stop and go will stop at least 6 or 7 traffic lights sky way is only way to go I was around when 81 was built
October 13, 2021	Commenter	Let's face it, we don't have the money. Simple fact is that you'll bankrupt the middle class. No one I know wants this monstrosity. Mayor Pete isn't addressing the chain of supply let alone being able to swing this. Don't be foolish, this whole idea will kill people and the area with a huge thud.
September 22, 2021	Commenter	Let's face it. We, as a country, don't have the funding. Our funding is being spent faster than we can work to pay our taxes. With illegal immigration increasing and the feds will send them here as a sanctuary city, we're screwed financially for the opportunity with getting out of poverty/debt. Save 81 so those that do work can continue to do so.
October 11, 2021	Commenter	Let's spend money we don't have. If I ran my life like government I'd be in jail
October 8, 2021	Commenter	Let's support our local businesses that are established asking I81. Don't take down i81, it will be detrimental to businesses and the people living near the viaduct. Do the right thing and keep it!!!!!!!!!
July 20, 2021	Commenter	Lipstick on a Pig effect With all these grand projections about reintegrating the community, pretty park benches and recreation space, does anyone really think that playing in between 4 lanes of traffic in the smog of exhaust, a "smart" thing? Why are the people proposing this ridiculous plan pushing the esthetics and ignoring the realities? What family is going to bring their children to hang out between the lanes traffic? Adding another Erie Boulevard to Syracuse isn't benefiting anyone but the people who stand to make money. Traffic will be heavy and stop and go. I can't imagine trying to commute during rush hour down a boulevard. In watching the video of the proposed route, I kept thinking they were taking me down Erie Boulevard. With two lanes going each way and traffic lights every 1/4 mile, showing pretty park benches and sidewalks is simply a marketing ploy to get people to think that Syracuse is putting in a new park, not a thoroughfare. It will be stop and go traffic, period. It's not likely it will turn out to be a pretty park, nor does it appear that it will be a thoroughfare. How much money do the wealthy stand to make by dividing the city again? I get the sense that this plan isn't about making travel through Syracuse easier or improving the traffic flow but more of copying something that other cities have done, which by all reports, haven't been as successful as they would like us to think they are. I'm also amazed that anyone thinks traveling from the west and trying to head south won't take more time and money with this set-up. Telling us that we can take side streets and alternative routes isn't comforting. Why would we want to make what was a 10 minute trip through the city into a half hour or more? We aren't stupid and yet we keep hearing that it won't take any longer to go around Syracuse from I690 via 481 to get to the real I81 to places south of the city. It is almost like listening to Donnie Dimwit (aka the pretend president) repeatedly telling us the election was so rigged that millions of people's votes were forged. Yes, if you keep saying something over and over, there are people who will start to believe it. Having elected officials repeatedly lie so they can get their campaign contributions from those who stand to make the big bucks with this fiasco should be a crime. Who stands to make the most money from this ridiculous set-up? I think it's clear that the people pushing this plan really don't care about the impact on those communities surrounding the city and those trying to get through Syracuse. Similar to the Toxic Amphitheater which screwed up the NYS Fair, someone wants their name on something. Are they the ones overriding all the citizens who can clearly see that there is no benefit to putting lipstick on the pig? We would choose functional over fancy any day. Why are our voices being ignored? It has to be about the money.
October 14, 2021	Commenter	Living in the western suburbs, the Community Grid would greatly inhibit our ability to get on to I-81 south. One would have to either drive all the way to the current 481 (adding extra miles and time), or take Rt. 173 over Onondaga hill. Whether 173 can handle this extra traffic remains to be seen. The viaduct, combined with a completion of the 81/690 interchange is the most practical solution to the problem here. It would allow residents of the western suburbs to easily have access to 81 North and South via 690.
August 27, 2021	Commenter	look who in the hell r u trying to convince? THE PUBLIC AIN'T BUYIN IT. U can have all the meeting u want to try but we ain't buyin it..... Your plan is stupid stupid stupid..... The problem is your state road brine on concrete, license plates and vegetation, to say nothing about vehicle frames and fenders. AND those light paddles on the median walls don't work either the bend and break off, you dummies..... who's got that contract ? STOP THE SALT BRINE..... Who's got that contract..... Kathy is gonna fix it.
October 14, 2021	Commenter	Look you political morons are not listening to the public. A round-about is all-about insanity. Look @ carrier circle accident record over 50 years..... The idea that the 50 year old mistake of bull dozing the 15th ward needs to be corrected is crazy. People can walk under the interstate without getting killed the ground level highway will lead to deaths of children pets and citizens. Fed trans people are taking the cheapest way out. LISTEN TO THE PUBLIC NOT THE POLITIANS. You developers thing drivers are rational..... THEY AREN'T.. they're drunk and high, just recall the veterans circle in Eastwood in September. Drivers drive 89 in a 30 MPH street and get killed.
October 12, 2021	Commenter	Lots of people use 81 as a way to go to and from the city for work. Rush hour alone is every congested!! Traffic with people traveling from north to south or vice versa and the traffic stopped to come up the hill with be outrageous!!!!!!!
October 14, 2021	Commenter	Maintenance of any green areas in this project would be an issue. The roundabouts and the street areas would need to be mowed and gardens and tres maintained. Also, what would a grid connect to that is not already accessible under the viaduct?
August 6, 2021	Commenter	Make a skatepark!

Date	Name	Comment
August 14, 2021	Commenter	Make our city look fresh and timelessly modern, not old, hot and outdated. Look to the timeless art deco buildings we have. Beautiful design, timeless, light colored modern, attractive, unique. Follow that aesthetic. We have enough dark victorian areas.
July 21, 2021	Commenter	Many people use 81 to get to and from work faster. Isn't this going to take more time? Especially with not as many people being familiar with roundabouts
October 13, 2021	Commenter	Many people within the city don't use the viaduct. The fact that many people who live outside the city are criticized for having an opinion is shedding a glaring light that the loud push for the community grid is done off of emotion and making people feel better about the choices in the past. The past cannot be changed. Please consider other options before listing to the loud minority.
July 17, 2021	Commenter	Massive traffic backup will happen. Stop trying to FORCE people who are simply driving thru the city to stop at a boat load of traffic lights! What's there already works great. Tear it down and rebuild it100% new so maintenance is low and we can all then get on with our lives not hearing about more terrible ideas.
October 13, 2021	Commenter	Maybe tear down the interstate and replace it with poop lolololololol
September 8, 2021	Commenter	Minch's letter is spot on! We agree wholeheartedly that just making a grid is not a good solution. A thorough fair bridge needs to be added to keep that huge quantity of traffic off local streets in order to keep people safe who live in the area from both traffic fumes while stopped at lights, as well as the physical piece of accidents.
August 31, 2021	Commenter	Most people in this region like being able to quickly get through Syracuse. The grid will ruin this capability. Also it will dramatically slow down emergency vehicles on there way to Upstate, Crouse or the VA hospital. Phenomenal amount of staff will also be impacted. This will also kill Destiny USA, and the motels/restaurants between 481 and Destiny north of the mall. The viaduct should be repaired in place.
September 14, 2021	Commenter	MOST people would've liked to see the viaduct fixed but when the announcement was made that it was "gone" and a done deal why bother? The viaduct was used because trains went on them and it was the most logical and a way to save money ,however, it was pushed to remove by certain unnamed politicians that it was a way to "segregate" the city. NOT TRUE!! I'm 80 and know why it was done at the time AND the 15th ward was replaced with public housing. The cost to remediate the arterial is going to be enormous! The mayor is not just pushing the grid he's pushing his own re-election.
October 12, 2021	Commenter	Move the I-81. Restore the grid of our city.
October 13, 2021	Commenter	Moving 81 around Syracuse will create UNITY. This will not only make better communities, but Syracuse will be known for taking a stand against the heavy reliable automobile industry and putting pedestrian traffic first!!! This will only create more success for Syracuse in so many ways.
September 8, 2021	Commenter	Much more elevated 81 with a nice neighborhood blvd. makes the most sense and is functional for everyone going into and through the city.
October 12, 2021	Commenter	Much needed!
October 12, 2021	Commenter	Much of the reporting on the proposed grid seems to assume that most of the through northbound traffic will empty onto Syracuse city streets and rejoin what is now I-81 north after continuing north of I-690. In contrast, the businesses (including Destiny) who complain of lost traffic and revenues seem to assume that most of the through northbound traffic will take what is now I-481, rejoining the current I-81 well north of the city. But both of these assumptions cannot be correct! I have wondered why there does not seem to have been a thorough analysis of a very reasonable alternative: people who want to go to Destiny (or stop there on their way further north) could take what is now I-481 as far as I-690, then get off, head for the connection to what is now I-81 north, and quite conveniently make their way to Destiny or any other north-of-downtown business. This surely would not take much more time than it takes now, if you just stay on the viaduct (especially if you are one of the few people that takes that route and actually obeys the speed limit), and it would without doubt take less time than going on the proposed business 81 through the grid and then rejoining the divided highway north of 690.
July 20, 2021	Commenter	Much talk has been about the property/expansion of the tax base that a grid would open up for the city. What safeguards are in place to stop SU or any other nonprofit entity from purchasing it as retail space and thus taking it off the tax rolls?
October 14, 2021	Commenter	My commute to work everyday includes the stretch of I-81 that is being discussed. As a resident of the city of Syracuse, I believe that the community grid alternative provides the best way forward for the social and economic progress of the area. Rebuilding the existing viaduct would continue to prove that government officials ignore the data that shows how the existing highway hinders the development of particular neighborhoods, as well as those of lower socio-economic status. Even though the data has proven otherwise, should commuter times increase with the community grid model, it is a risk that will have a greater reward.
August 16, 2021	Commenter	My commute will be unnecessarily considerably lengthened twice daily if the plan goes through as is. I propose an option of keeping the existing 81 and making a route through the city if one needs to be through the city. I assume any constructed roads through the city will be requiring future commuter tolls as well. I am against any commuter tolls in this project. They are an imposition on the public if tolls are a consequence and a result of the project.
September 2, 2021	Commenter	My concerns are as a tow company, we are expected to arrive within a certain amount of time, that time limit will have to be extended along with first responders!
August 14, 2021	Commenter	My family is concerned about breathing the air during demolition.
October 14, 2021	Commenter	My family supports the community grid. We also support moving the roundabout South.
July 19, 2021	Commenter	My feeling is that the community grid idea can be done in conjunction withe a viaduct replacement. I'm 72 years old & have lived in CNY my entire life. Many of the projects on both sides of the viaduct were there before the viaduct was constructed & have remained. I don't believe that the community grid will do anything to clean up this area. It will only expand it. I feel that building a bridge to replace the current viaduct along with a community grid, under it, serves everyone. It is my understanding that when interstate 481 was planned it was to extend through to what is now interstate 695 to eventually link to interstate 690 west of the state fairgrounds. If no viaduct replacement is built, this plan to extend 481 to 690 should be considered. Thank you.

Date	Name	Comment
October 14, 2021	Commenter	My mother is old enough to tell me she remembers when I-81 was erected. She always told me traffic going through the city was TERRIBLE. So our bright idea is to NOT learn from history, but rather revert back to our old ways that long ago became outdated? We have a dying mall already. The folks around here are not going to want to venture into this bs to go keep it alive, much less to go see this new planned aquarium either. It actually feels as though our lawmakers are just trying to push for something different so they can break the mold and put their names all over it, but when it would destroy so many businesses along the 81 exits that are affected by the realignmentit doesn't mean anything because it's not a part of downtown. I get it. There's a lot of money downtown. Metropolitan areas are like that. But destroying the community and the spirits of the people whom elect you into power is not the solution to pumping more life into downtown. The area is crap, and the people are not any better, whether you would like to admit it or not. So much crime happens that gets unannounced, and yet there's sooo much that's going on that is announced. Our crime rates have rapidly increased with no signs of slowing down. So your bright idea is to divert more people and money to the streets where this crime rate is the highest? Your jobs are to protect our citizens but it feels as though personal agendas are more cared for than the integrity of our area. Shame on all of you for just fast tracking the community grid option and making that the mainly only option people are allowed to talk about. Seems as though your minds have already been made for years, and that we are only speaking out as a good geature by you guys so you ignore all of our concerns and continue on this plan you guys already have had in place. So I beg to question: what is the point in all of this? The only way it seems to reverse your guys' decision is through legal action, and there is nothing illegal that has been done. Almost seems like we're here wating our time even saying anything
August 16, 2021	Commenter	My objective as a trucker is to get where I have to be (to deliver). You will make me drive all the way around the city. My time is important as I can only be on the road a certain number of hours. You're going to add much time to my commute if you make me drive all the way around the city (via 481). So, you're telling me that I have to drive NORTH, get off the highway, get back on to drive SOUTH for my deliveries to Mattydale and No. Syracuse. That, to me, is dumb. Prices will sky rocket for consumers!
July 19, 2021	Commenter	My opinion. The I81 project (1.9 billion dollars) is one of the dumbest public highway projects I've ever heard about. You want to take an interstate highway - and make it part of downtown Syracuse. Complete with a roundabout! Think about that - an interstate highway - meant to travel long distances between states - converted to city traffic. Every other city I have ever been to (and that's quite a few) have BYPASSES. To purposely route you away from the city traffic. Stupid. Your crusin along at 65 mph and bam - your in the middle of downtown.
August 17, 2021	Commenter	My route to work at SU to 481 and getting off and on at the Jamesville Road exit heading to and from S.U. Manley South and North parking lots. I have already avoided 81 due to it's high volume of traffic and the length of time commuting to Colvin, it can feel quite overwhelming. I feel that the new 81 Business Loop should be upgraded to 3 Lanes all the way through (north bound and Southbound), simply due to the fact that more Northern suburbs will using this as a get around to 81. 481 from Cicero to I90 is currently two lanes, and as I've seen during peak periods, backs up significantly. If there's an accident, traffic will come to a complete stop and traffic is backed up for miles, with a 3rd lane would ease emergency vehicles approach, and remediating the traffic flow around the accident. Please take in consideration the Amazon Warehouse of route 481, as I'm not aware of the impending traffic increase and the future of the route in coming decades.
October 7, 2021	Commenter	need charging stations for electric cars.
August 25, 2021	Commenter	need charging stations for electric cars.
October 13, 2021	Commenter	Need to correct a major flaw in the original design The primary consideration in the design of any product is function. Form follows function, always has and always will. A road is a product and so the road's function of efficiently moving traffic is primary; and if that primary goal can't be met, or if the design sufficiently comprises that goal, then don't build the product. A major flaw in the original design of the I81 and I690 intersection that was built in the 1960s was the failure to include connecting ramps between I690 EB and I81 NB and between I81 SB and I690 WB. Whichever of the alternative designs for the replacement project is selected that alternative needs to correct that flaw. In looking at the proposed Viaduct and Grid alternatives it appears that the Viaduct design addresses that flaw, whereas the Grid alternative does not. Based on that difference I recommend that the Viaduct alternative be selected. If, however, the Grid alternative design can be changed to correct that flaw then I am neutral.
July 22, 2021	Commenter	need to have charging stations for electric cars
July 17, 2021	Commenter	No changes should be made. The lives and driving habits of thousands of drivers will be disrupted beyond belief. If want to improve I 81 over Syracuse make it wider and more exits
October 13, 2021	Commenter	No community anywhere in the US has removed a portion of a Tier 1 Highway. The reasons are plentiful. Please don't do damage to the entire CNY region in order to satisfy the social justice complaints of the City's activists. Literally no one will benefit from the 'grid only' option.
July 16, 2021	Commenter	No consideration was given to the spectacular views seen along the viaduct of the entire city scape. It can be considered a visitor attraction. The existing 481 route is not scenic in any way but rather ugly and will deter anyone from visiting Syracuse.
September 8, 2021	Commenter	NO DONT BUILD THE COMMUNITY GRID< IT IS STUIPD WE WANT TO SEE RT81 REBUILT AS A ELEVATED HIGHWAY
October 7, 2021	Commenter	No grid. Need to maintain as is.
August 14, 2021	Commenter	no red brick!
July 24, 2021	Commenter	no reparations should be included in the project
October 12, 2021	Commenter	no roundabouts. I understand "federal guidelines" but they do not always work in every area. Each area should be considered individually. How are trucks supposed to use it? People don't sow down and certainly don't yield to other drivers. Only a stop light "usually does this"
October 14, 2021	Commenter	NO to Community Grid, keep I 81 thru city of Syracuse for fast access to downtown and hospitals. Eliminate proposed round abouts/traffic circles, keep them in Boston where they should stay, never in NY.
September 8, 2021	Commenter	NO to the grid - maintain an overpass highway

Date	Name	Comment
October 4, 2021	Commenter	No to the grid! Keep traffic flowing quickly and easily.
August 14, 2021	Commenter	NO! NO! NO!
September 2, 2021	Commenter	No, No, No, on the Community Grid option. It will only cause traffic gridlock downtown Syracuse and excessive traffic in the Syracuse area suburbs. Only the Viaduct/Overhead Bridge Option will benefit ALL city, county, state and national/international citizens providing a smooth transition through Syracuse and the surrounding area. Again, NO COMMUNITY GRID option please!!!!
August 14, 2021	Commenter	NO. Bad idea. Just a version of what is there now.
July 19, 2021	Commenter	No. This is an insane idea
July 16, 2021	Commenter	NOOO!!!!
August 14, 2021	Commenter	Not good for Syracuse. The viaduct or skyway is just a version of what we have that has ruined our neighborhoods and air quality. They are barriers to an open vibrant city.
October 6, 2021	Commenter	Not only will the bridge option solve two problems at the same time and make the city recognizable globally, it is essential for easy access for commuters from all directions to northern suburb businesses plus to the west. Also access to the state fair. With the new aquarium and other creative attractions such as maybe a new international Boxing HOF, and some kind of amusement park and museum for the Wizard of Oz which are deeply connected to Syracuse, this city would definitely become a world wide tourist attraction. Now how about that! Think big.
July 18, 2021	Commenter	Now is the time to tear down the NYS & W railroad overpasses and track . It's a useless . disintegrated eyesore that should be eliminated.
August 23, 2021	Commenter	Number 1, I am 100% in favor of the grid. After 34 years of living in Syracuse I feel I have a vested interest in the outcome. My questions are in regard to the next 4 years and beyond. I have travelled the length of 81 to Bristol, Tennessee several times and frankly when I return to Syracuse I am embarrassed. Please explain to me why NYS or Syracuse doesn't have the clout to make National Grid repair the street lights from 481 on into the city. It baffles me that EVERY city south is well lit and marked. You enter our city and it's pitch black. I hope the new design protects the new street lights so they can't get knocked down. The other issue is landscaping. We have done a horrible job of maintaining our highway as other cities do..I'm sure we're going to pour millions of dollars into trees shrubs etc and then NYS walks away. The trees, shrubs and grass are neglected and again gets overgrown with sumac trees. I have even asked other city officials how they are able to maintain their highways and all the responses are the same. They put it out to bid to landscaping companies. By the way please don't tell me that landscaping falls under prevailing wage. One city official uses weekend prisoners to clean the highway.
August 13, 2021	Commenter	Oakwood Cemetery is an exquisitely designed green space with deep historical ties to Syracuse. New York State Department of Transportation should extend the Community Grid south to reconnect Oakwood with the city and its people.
September 27, 2021	Commenter	Objectives for this project need to be updated. The objective should not increase transit time in any direction from what it is now.
October 7, 2021	Commenter	On the website I see up too 100,000 cars per day use RT 81, 481 as a 2 lane road cannot handle too many more than it does now. The rest will go onto city streets, through poor neighborhood with lots of children. At mornnig rush hour the streets also have school buses, and this is not going to cause grid lock. I have yet to see an animation with rush hour traffic or dome traffic on it. Why? How does a truck coming north on Rt81 easily get to Baldwinsville or the thruway going west? By going all the way around Syracuse to RT690 west and then into the new traffic pattern with stop lights? This community grid idea just doesn't seem to be that well thought out for the people of Syracuse and the Rt81 commuters.
October 4, 2021	Commenter	One of the best things about CNY is the ability to get anywhere quickly. The so called "community grid" eliminates this attribute. We are the "15 minute city" ,please don't make us the "one hour city" just to placate a small minority.
October 13, 2021	Commenter	one of the best things about syracuse has always been that traffic is never a problem. this whole plan will completely destroy that. not for those who are passing through our city though, it will just ruin it for the people who call this city home, and for the businesses that built this city, and the people coming to patronize this city and visit it. we are literally punishing ourselvs if we make this change. i am disappointed in those in charge of all of this, for failing to consider the city as a whole and the impact this will have not only on our city, but on the neighboring suburbs. its a disgrace.
September 3, 2021	Commenter	One of the primary purposes of the "Community Grid" concept that residents have advocated for and leaders have sold us, is the reconnection neighborhoods and communities that were divided by the I-81 viaduct. Nowhere is that division more stark than between the East Side and Southside of Syracuse. The traffic plan, as presented in the I-81 Viaduct Project DDR/DEIS, does not do anything to reconnect those neighborhoods, encourage flow between them, or allow safe pedestrian crossing. Under this plan, the highway continues to divide our neighborhoods and communities. One only has to travel along Colvin Street under the I-81 overpass to see what this division has done, and this project needs to undo it. One missed opportunity for reconnecting these two neighborhoods is the entrance to Oakwood Cemetery. This vast and historic cemetery sits geographically on the East Side but is the final resting place for many Southside residents as well. Prior to the construction of I-81, the front entrance to the cemetery opened to the Southside neighborhood. The grand entrance can still be seen, inches from the current viaduct and from the highway in the DDR/DEIS plan. The reopening of this entrance to Oakwood Cemetery is a major missed opportunity under the current plan and warrants a change. Additionally, while I support the use of traffic circles, the circle at Dr. King School is poorly placed. It precludes the possibility of children who reside on the other side of the highway ever safely attending Dr. King School, and it is detrimental to the air quality and pedestrian safety of the children and families who do. I believe the traffic circle should be pushed back to the area around the current 481 interchange, and traffic should be slowed at that point in order to truly reconnect these two neighborhoods.

Date	Name	Comment
September 30, 2021	Commenter	One of the purposes of the "Community Grid" concept is to correct the long-term poor economic and health impacts of I81 on the neighborhoods on the West and South West sides. This would be achieved in part by reconnecting neighborhoods and communities that were divided by the I-81 viaduct. That division is most prononunced between the East Side and Southside of Syracuse. The traffic plan, as presented in the I-81 Viaduct Project DDR/DEIS, does not do anything to reconnect those neighborhoods, encourage flow between them, or allow safe pedestrian crossing. Under this plan, the highway continues to divide our neighborhoods and communities. One only has to travel along Colvin Street under the I-81 overpass to see what the I-81 did to these communities. The community grid project needs to undo this damage, and the grid project needs to ensure this by putting the concerns of these communities at the forefront of the plan - before the university or other communities who have experienced far less damage from I-81. The entrance to Oakwood Cemetery is a great option to reconnect these neighborhoods. Prior to the construction of I-81, the front entrance to the cemetery opened to the Southside neighborhood. The entrance can still be seen, inches from the current viaduct and from the highway in the DDR/DEIS plan. The is a major missed opportunity under the current DDR/DEIS plan needs to include the reopening of this entrance to Oakwood Cemetery. Additionally, while I support the use of traffic circles, none of them should be placed near city schools. This will keep children living on the other side of the highway from safely attending Dr. King School, and it will seriously damage the air quality and pedestrian safety of the children and families who do. The traffic circle should be pushed back to the area around the current 481 interchange, and traffic should be slowed at that point in order to truly reconnect these two neighborhoods. I also support the demands shared by the CNY-NYCLU and Urban Jobs Task Force.
August 17, 2021	Commenter	One of your stated Goals was to create better connections between interstate freeways, namely 690 east and I-81 N/S. I am disappointed to see that there will be no seamless connection between these two highways, only "improvements" to the Bear Street corridor. As a daily driver of this route, I am not in favor of your light handed solution to this issue.
October 13, 2021	Commenter	One word for community grid: NIGHTMARE! Consideration of surrounding streets, neighborhoods and outlying communities was insufficient. I am certain as folks find ways around the grid It will create unbearable traffic. Onondaga Hill already has horrible traffic with OCC and school traffic. It will get worse as drivers try to get to fairmount and Camillus from the south/southeast.
July 18, 2021	Commenter	Onondaga county has one of the highest rates of dementia…have studies been done to prove the original 81 project and pollution from the cars directly through Syracuse contributed to this?
September 3, 2021	Commenter	Option V-2, New Viaduct Fully Improved to Current Standards I believe is the safest option for travelers pedestrians and residents. Having a raised accelerated viaduct will prevent risk of pedestrian related accidents; a risk that would likely increase if the community grid option were to be utilized. Travelers who are not local aren't as aware of the changing speed zones on the viaduct; with a new and improved layout of the viaduct, accidents may happen less due to no immediate/little warning of changes in speed. I-81 needs improvements; no changes to the viaduct increases risk of danger to all who use or are near the viaduct.
October 14, 2021	Commenter	Our community needs a better way forward. A united way forward. A consensus that meets the needs of the entire region. City activists have not proposed a consensus building alternative. Others have.
October 12, 2021	Commenter	Our family is probably going to move to Syracuse within the next few years. We are adamantly FOR THE COMMUNITY GRID project. It's pretty obvious that the grid alternative is by far the best plan to conserve, protect & highlight what makes Syracuse so amazing. YES TO COMMUNITY GRID.
October 12, 2021	Commenter	Our household fully supports the community grid and we would love to see the roundabout located south of Dr King Elementary :)
September 24, 2021	Commenter	Our local homeless population often use the bridges, underpasses and hidden spaces therein to protect themselves from both weather and harm. Effectively, these are homes for forgotten people who, for lack of resources, find themselves on the street begging and struggling. Mental health plays a very large role in the homeless populations daily problems. The community stigma and lack of mental health facilities creates long term displacement of these people. Commonly they are not receiving any health care and are highly suspicious of even helpful agencies. The removal of sheltering structures like the 81 viaduct, West St. and related structures will cause a displacement of these homeless populations. Their displacement may cause an impact on surrounding communities not to mention the new intersections that will provide more places to beg. What, if anything is being done to address this issue?
October 12, 2021	Commenter	Our school is ITC high school in the former 15th ward. We can see this highway from our classrooms and know this is area needs to be redeveloped and alive again! Families that live near hear should be able to feel proud of their community and hopeful.
October 14, 2021	Commenter	Pedestrian and bike friendly infrastructure should be included everywhere possible. Curb bump outs, crosswalks, bike lanes behind a curb and medians. Bike lanes safe enough you could send you kid to school on it. I'd really like to see sidewalks cross roads, so as to encourage slowing down by motorists while still being ADA accessible. It has to be possible, they do it in Denver. The state should be seeking for the most transformative investments in safety and multimodals along this corridor.
October 7, 2021	Commenter	pedestrian crossings are lacking....we need a dozen pedestrian bridges at north & south intersectoons, plus 2 each east and west of the new road, including 1 at the dewitt 5-corners to assist pedestrian traffic. these ped. crossings must be bridges, not at traffic level, for ped. safety.
August 18, 2021	Commenter	people do not like anyone, ghetto and crime area, territorial and privacy invasions, around downtown residents, its slowing traffic in between, heavy snow and ice, noise barriers upgrades, off clinical malpractice community, side white shove-el, and train walls that recently had area broken, police report going wealthy.. discrimination lawyers offense without judge proper pot hole win over vig tims. blah. roberts elevation leaves dead ends invading blame hanging on airstrip with call ons medical insurance investment to fix-to-hire. blah from hotel mafia with hardly 24hr business mandate and had no, harry explosive , time, .
October 14, 2021	Commenter	People do not want to be in stop and go traffic where the grid would be
October 13, 2021	Commenter	People think that a community grid will reverse that damage done by the initial construction of 81. Obviously this is not the case. In fact, the community grid will exacerbate the problems by increasing street level pollution and traffic through the areas that were damaged decades ago
October 14, 2021	Commenter	People watch the news, they see the violence in Syracuse and do not want to be stopped at all of the lights that the grid would require
October 13, 2021	Commenter	People who are pro community grid only want it so they can say they're "making a change" but is it the right decision. The I-81 viaduct is an artery for travel and commerce for central New York which has worked for the community for decades. The grid is simply a trendy fad
July 18, 2021	Commenter	People will stay away from downtown if this goes through. You will ruin many business. This option will turn the suburbs into unsafe messes
October 13, 2021	Commenter	Perhaps moving the traffic circle toward Oakwood Cemetary

Date	Name	Comment
September 10, 2021	Commenter	Personaly changing 81 is a disaster waiting to happen traffic congestion danger to people walking a round about you have to be out of your mind pollution congestion all around that area am against it i have been living in Syracuse all my life i know what will happen if this go's through peoples homes and businesses will be affected on a negative bassis please just don't change 81 it will be a disaster
August 14, 2021	Commenter	Plant lots of trees.
August 10, 2021	Commenter	Please answer this question. What is more important to the future growth of Syracuse. A silly community grid that does absolutely nothing for the economy of CNY, or route 81 which only common sense and logic is needed to realize the value of 81. The grid option is only a political and emotional solution for the destruction of the 15th ward when 81 was built. That's a poor reason to destroy a city. Ask Amazon if they want 81 removed. They probably would not have even come here if there was no 81 through the city. Not to mention all the other businesses that benefit from 81. Plus, isn't it important for a city to be visible to travelers so they can get a good look at the city without stopping. The young kids seeing the dome in awe. Syracuse is not exactly a hotbed for tourists going on vacation. The only people who will see the city are people coming here on business. Syracuse sits in a hole and cannot be seen going around the city on 481. Really exciting. Emergency vehicles will be greatly hampered getting to their destination. It could be a matter of life and death. Please use common sense and logic in making a decision. Personally, I think the beautiful suspension bridge option would be a problem solved for all solution. Both sides would win. They could have the grid without destroying the economy of CNY and possible future growth for Syracuse plus the bridge would make Syracuse instantly recognizable globally. Wouldn't that be a asset.
October 14, 2021	Commenter	Please be aware of the tremendous enter and exit problems at the Dewitt site. Currently, at 5pm, there are significant backups on 481, exiting south to depart to Dewitt. In the winter, this situation, even without any 81 traffic, is especially treacherous, with snow and ice. In morning traffic, a vehicle going from the Dewitt exit to get on 481 and then 690, must already cross traffic that will increase with the 81 edition. Will there be a bridge for cars to take from Route 5 to 690 and avoid the 81 cross traffic?
October 14, 2021	Commenter	Please build a better bridge, taking down the existing viaduct and not replacing it is. A big mistake.
August 25, 2021	Commenter	Please build bus cutouts and design the roads in a way that will accommodate Bus Rapid Transit. Syracuse needs this!!
October 12, 2021	Commenter	Please carry out this project. Highways through central cities are a disaster.
October 7, 2021	Commenter	Please choose the suspension bridge option. It is no doubt the best solution for all parties. It's a fantastic structure that the discovery channel might document for their show impossible engineering. The benefits of the bridge option keeping 81 through the city far outweighs any benefit a community grid could offer. Plus what a great way to honor the legacy of Harriet Tubman, naming the bridge after her. Yes, we do need the Harriet Tubman freedom bridge.
July 25, 2021	Commenter	Please consider adding an on ramp to Route 481 south in Clay at the Caughdenoy Rd exit. Everyone wants to keep building houses off Maple and Caughdenoy roads and it makes Brewerton Rd very congested (especially between Bear Rd and Caughdenoy Rd.)
August 10, 2021	Commenter	Please consider extending the Community Grid south to reconnect Oakwood Cemetery with the city again. This is an opportunity to correct another poor decision made in the 1960s, and it will add a wonderful historic/cultural element to the Community Grid plan.
August 5, 2021	Commenter	Please consider extending the project just a bit southward in order to rehabilitate the historic Oakwood Cemetery. It was once a major part of Syracuse and could be once again! So many other medium-sized cities have sprawling, beautiful cemeteries - why not Syracuse?!
October 14, 2021	Commenter	Please consider reducing lane widths to 10 or 11 feet
August 3, 2021	Commenter	Please consider starting the community grid portion of the rebuild further south so the main entrance to historic Oakwood Cemetery is accessible and can be restored.
October 12, 2021	Commenter	Please consider the community and people that could be positively benefitted by a community grid as opposed to saving 81
October 13, 2021	Commenter	Please consider the community grid option as it would support the beautification of our city. The community grid is beneficial for our communities as it restores a connection the barriers of the existing 81 structure enforces. Please listen to the citizens who live here as opposed to rich corporations whose heads live far from our city.
October 13, 2021	Commenter	Please consider the construction of a covered pedestrian bridge at Adams Street. This will allow for easier and safer access between downtown and SU hill for pedestrians, including hospital staff & patients, attendee's for SU dome events and other pedestrian commuters. This is currently a heavily traveled pedestrian point. I fully support the Community Grid option with final location of the Roundabout to be determined.
October 7, 2021	Commenter	Please consider the entire CNY region, not just the activists in the City. The viaduct is used by millions of people every year. It's importance to the region cannot be overstated.
August 8, 2021	Commenter	Please consider the original historic entrance to Oakwood Cemetery in your plans. Extending Almond Street (now called BL-81 in the revised Community Grid plan) south past Oakwood to the proposed new intersection at Colvin Street would reconnect citizens to the park-like setting of Oakwood Cemetery via a possible pedestrian walkway to the main stone arch entrance gate. Thank you for your consideration.
October 12, 2021	Commenter	PLEASE consider the Tabman Bridge alternative. The grid will destroy downtown businesses, and create a ghost town down here! And we already don't take care of our walkways, medians, and roads. We don't need more of those!
August 14, 2021	Commenter	Please control the dust and debris. I can see 81 from my house. I am very concerned about what I will be breathing in. I have developed adult asthma since moving here. How about giving us air purifier machines?
August 14, 2021	Commenter	Please control the dust.
October 12, 2021	Commenter	Please create a community grid and bring life back to the city.
October 12, 2021	Commenter	Please do NOT choose ONLY the community grid option. Some sort of viaduct/bridge must be maintained to allow enough traffic flow through the middle of Syracuse and not load route 481 and other nearby exits. The route 81 bridge is vital to transportation in and around Syracuse.
July 16, 2021	Commenter	PLEASE DO NOT DO THIS! So much traffic goes through there on a daily basis. For many of this its going to add 20 minutes on to our commutes. And there are 4 hospitals that use 81!

Date	Name	Comment
July 26, 2021	Commenter	Please DO NOT eliminate or repurpose Evans Street, particularly the beautiful section adjacent to Mission Landing, 429 N. Franklin St. This tree-lined and lamp-lit section of Evans serves as a necessary and lovely buffer between I-690 westbound -- and its VERY noticeable traffic noise at all hours of the day -- and our condominium development, which is a proud part of one of the most historically significant and lovely sections of the city of Syracuse, Franklin Square. Mission Landing's Board of Managers purchased tree-filled land south of its building and adjacent to Evans Street some years ago for just that purpose -- maintaining the buffering and the ambience against the intrusive nature of the (now apparently doomed) West Street on-ramp and I-690. Please don't take any of Mission Landing's land either. It includes a much-used public walkway and access to the Onondaga Creekwalk. Thank you.
October 12, 2021	Commenter	Please do not go forward with the Community Grid. I will say this again, "why not put this option on the ballot this November"? You won't do it because you are afraid the outcome will show that the majority of people do not want this foolish plan. The idea that you think traffic will flow faster than the high speed elevated highway is something even a child would know is not true. Leave the elevated highway in it's current form.
October 14, 2021	Commenter	Please do not let Destiny USA sway this decision. The lives of our community members and our environment are the most important factors in this decision. We need change!!!
October 14, 2021	Commenter	Please do not let Pyramid ruin our plans for progress.
August 9, 2021	Commenter	Please do not make route 81 a grid. I would add 15-20 minutes more to my job. Bad idea to make it a grid. I will not travel between Colvin street and north Syracuse unless I have no choice to spend money, including Destiny USA.
September 7, 2021	Commenter	Please do NOT move forward with the community grid. We rely on 81 for quick access to our hospitals. For emergencies, 81 offers a quick route and ensures highway access if 690 is backed up. Also, our medical professionals deserve fast access to the highway to and from work. Getting rid of 81 will add to their commute times. Syracuse has already lost so much, please don't take away yet another thing from us… removing 81 will cause constant headaches for many of the professionals in our community who need to go downtown to work. It will also clog 481, destroying some of the few remaining nice areas of Onondaga county, and driving more people to want to move away from upstate. Building a community grid will not fix downtown Syracuse. People avoid downtown because it is not safe. Changing a highway will not make downtown more safe. Jobs and support for kids and families is a better starting place to make downtown safe… a highway has nothing to do with it. NO COMMUNITY GRID!!!!
September 2, 2021	Commenter	Please do not remove 81 through the city. It's the only way people from out of the area or state can view our city without stopping. Isn't this important to the growth of Syracuse. The city sits in a hole and cannot be seen from 481. Travelers will pass by the city and say where is the city? Kids will not be able to see the dome and be excited about seeing it. Especially future athletes. It's the only thing Syracuse has going for it. Also the merchants that will be devastated by removing 81. I think building the suspension bridge over the city would solve everyone's problem. The merchants would not be hurt, and you could have the community grid. Plus the bridge would be an awesome site to see. It would be a landmark where when you see it you would know that's the city of Syracuse. Very impressive for future growth. Rerouting around would be mean the slow death of Syracuse
August 16, 2021	Commenter	Please do not tear down the Interstate 81 viaduct. Please consider a freeway below grade that is underground and a park is built above it (like the Big Dig in Boston as an example.)
October 7, 2021	Commenter	Please don't cut Syracuse off our economy is bad enough, would be a death blow! Restore 81 in its existing path.
October 14, 2021	Commenter	Please don't do this. Our entire community is against it. Move things further South to avoid noise and other disruptions near the famous beloved Oakwood Cemetery. You would be ruining so much for so many.
October 14, 2021	Commenter	Please don't change rt 81, the community grid will create grid lock. Traffic today gets backed up on rt 81 because there aren't enough off ramps in the correct places. Almond street should be updated with a few of your good ideas on improving the community.
October 12, 2021	Commenter	Please for the love of God let's forget this stupid plan and get working on the community grid! Anyone who actually give a hoot about the city would agree.
October 12, 2021	Commenter	Please go with the community grid to revitalize our community!
July 21, 2021	Commenter	Please go with the Viaduct option and rebuild the current pathway for Route 81. This highway needs to be a quick route through Syracuse, and going around Syracuse on Rte. 481 is not an option for everyone. The Community Grid option will cause increased congestion on city and neighborhood streets that were never meant to handle such heavy traffic; added drive times to key locations, guaranteeing that Syracuse will no longer be the "20-minute city" we all love; and the addition of more than a dozen traffic lights, further slowing down our city with all the extra bottlenecks.
October 14, 2021	Commenter	PLEASE hire enough people to make sure the Grid traffic signals are properly monitored and maintained. Your predicted travel times undoubtedly were computed assuming the signal system was in PERFECT working order. Ditto for your air quality work. No one likes sitting at a red light when there is zero traffic on the other legs.
August 12, 2021	Commenter	Please just rebuild similar to what we have. Community grid hurts emergency vehicles from getting to hospitals quickly. We don't want the community grid, but are being forced to pay a fortune for a worse alternative.
September 9, 2021	Commenter	Please keep 81 where it is. Fixing the weird exits near downtown might be helpful and connecting 690 Westbound from 81 Southbound as well as 690 Eastbound with 81 Northbound would be nice as well.
October 14, 2021	Commenter	Please keep the community grid idea, but move the roundabout near Dr King school further south.

Date	Name	Comment
October 14, 2021	Commenter	Please keep the viaduct. This allows for easy access to downtown businesses, hospitals and malls. Also infrastructure is in place to support the viaduct. It will be detrimental and costly to re route traffic to 481 which is not equipped to support the extra longterm traffic. It's a residential throughway that will add commute time and congestion to the people living near the highway. Please don't devastate Syracuse businesses by building the grid. The viaduct allows easy access for the people living near the highway to downtown and to the university area. By bringing it down you will introduce pollution to the community.
October 14, 2021	Commenter	Please leave the Harrison/Adams streets off ramp in place so that ambulances from the north and west sides of town have easy access to the hospitals. Thank you.
July 20, 2021	Commenter	Please look at the Viaduct alternative!!!
October 13, 2021	Commenter	Please make sure plans include restored access between Oakwood Cemetery and the Southside neighborhood. Access to this vital green space was cut off by I-81 and this new project should attempt to make right that wrong.
October 13, 2021	Commenter	Please make things right after 50 plus years. Take down this stretch of interstate that has destroyed Syracuse for 50 plus years. I am 71 and have lived in the city my entire life. I remember walking up Adams St and up the hill before 81 was built. Rt. 81 destroyed, not only the 15th ward, but entire streets on the South Side all the way to Seneca Trpk. This is your chance to make things right with the Community Grid. Please make the right choice!!
October 13, 2021	Commenter	Please re-arrange the area near the Colvin St. entrance to 81. That entire area needs much consideration to the residents of the area, pedestrians, bikers, as well as drivers of motor vehicles. It is a dangerous spot for anyone on foot or bikes, especially. I also think the decision to close the entrance to the cemetery was a bad one.
August 1, 2021	Commenter	Please reconsider taking down the viaduct. One of the best things about living in CNY is the ability to get to places quickly and easily and short commutes. Repairing the existing viaduct and improving some on and off ramps is all we need. Let's save tax some tax money and keep our short and convenient commutes. If I wanted gridlock I would move to a big city. Thanks for listening.
October 14, 2021	Commenter	Please remove the elevated highway taking up all this land in my city, build a street-level boulevard, and develop that land.
October 14, 2021	Commenter	Please repair I-81 and keep it is it already is. The Community Grid is the worst option.
October 4, 2021	Commenter	Please simulate traffic pattern the grid would cause for 90 days before you even think of making it a blvd. Listen to the commuter's that live and travel every work day. You would be making it difficult for workers to get work if it becomes a GRID-LOCK. Let's talk common sense.
October 13, 2021	Commenter	Please support the removal of I81 and the implementation of the Community Grid!
October 12, 2021	Commenter	Please take down the ugly 81 section through Syracuse. It is a hot spot for accidents because it is poorly designed. Most cities have a bypass that takes traffic around the city instead of directly through it. Build the community grid, bring the speed limit down to 30, finish 481 so that it circles around the city. Also, please move that round-about. It's way too close to the school. That neighborhood has lots and lots of kids and no one yields to walker's and little "walker's " are very hard to see.
October 12, 2021	Commenter	Please tear down I81 and replace it with a community grid. Reroute around the city and place the traffic circle further south.
October 12, 2021	Commenter	Please tear down I81. Let Syracuse grow and stop stifling it. There is so much real estate next to the highway that will become valuable, help those against this project see the economic opportunity. Make Syracuse walkable, beautiful, and prosperous
October 13, 2021	Commenter	Please tear down the existing highway and try to right the wrong of the decades old racist decision to build it over 50 years ago. The very "look" of it has been a blight on our cityscape all these years
August 14, 2021	Commenter	Please use light limestone type colors and lots of trees. That look is so inviting to walk around, like in Europe/Paris. The new red brick color used around here, amory square parking garage and some new bridge work look hot, outdated, cheap and uninviting. 80's new wave? Who is picking that red brick? Don't let them. Please, please choose timeless, peaceful inviting neutrals. Aren't we in limestone country? We want to enjoy walking around the city. People will come downtown if it feels open and bright, calm, uplifting. Look at other places where there is lots of new red brick and dark painted street lights, it feels closed in, fake old, depressing. It's easy to attract lots of pedestrians; create a beautiful, light, uplifting walking space. If you have to use brick, use sand colors, please. Also, who keeps trying to plant wildflowers. They look great along the highway, but downtown it just looks like an abandoned lot. After moving into the city from Fayetteville, I quickly learned that unruly plants looked fine in the neat suburbs, but looked horrible in the city. A vacant lot look can be avoided by using neat plants like boxwood etc. Using neutral light colored materials and lots of neat landscaping will create a downtown people want to explore. If we plant thousands of daffodils (deer resistant) or lilacs or whatever, tourists will flock here every spring like they do other places. Beautiful aesthetics attract lots of people.
September 1, 2021	Commenter	Please who wants another Erie Blvd? We need rt81 to continue. I live in Syracuse near Community Hospital. How am I going to get to Cicero. I either have to go more than 5-7 minutes out of my way on 481. Or I can go Onondaga St to West St and get on at Butternut St entrance. Depending on lights and traffic and going through a not desirable area it is 5-10 minutes longer. And oh yea a lot aggravation. People walking in the street even in the summer. Also what are you going to do with drivers who have to go 90 MPH now on Rt81 when they have to rush in traffic on Almond St. Of course that round about thing, HA HA good luck with that.
October 13, 2021	Commenter	Please, no community grid. And we cannot have a traffic circle built near the King Elementary School. They should put one somewhere else, or not at all. I much prefer the option of a new viaduct. What's done is done and we can't go back to the way things were.
October 4, 2021	Commenter	Please, Please DO NOT replace 81 with a grid!! Keeping the 81 viaduct is the best solution for Syracuse. It allows for easy access to walk and travel from downtown Syracuse to local hospitals and the university area. 481 is not equipped to handle the 81 traffic. 81 already has all the infrastructure and businesses to support our community and should stay in place for Syracuse future.
October 12, 2021	Commenter	Please, please, please move forward with the community grid option. It is an imperative step toward environmental and social justice for the city of Syracuse.

Date	Name	Comment
September 29, 2021	Commenter	Please, please, please re-build the bridge portion of 81 through the city. The highway is essential for all of us that commute across the city! If the bridge isn't re-built and the reduced speed roundabout idea moves forward, I will be forced to take 481 around the city which will not only add 10 minutes to my work commute, but force a great number of others to do the same which will dramatically increase the traffic levels on 481. I will avoid 81 all together if it isn't re-built as a bridged highway! I drive this route daily and all I see off of the bridge are hospitals/ medical centers, apartments and parking garages. Why on earth would anyone have any desire to travel through this area in a non- highway format. It might look nice for a year or two, but guaranteed that panhandling will increase significantly in this area and people will be incredibly frustrated with the bumper to bumper traffic created by a non-highway form of transit. I have no idea why this is even up for discussion! Literally every resident I have spoken with wants the bridged highway to be re-built!
September 1, 2021	Commenter	Pls don't turn 81 into a blvd. You will stifle traffic and commerce.
October 12, 2021	Commenter	Politics aside, there is a moral imperative to begin to undo the damage that was done to the communities who lived or currently live in proximity to 81. As someone who has lived in the area for the better part of a decade, I believe that whichever plan the DOT ultimately goes through with, it must keep marginalized communities at the forefront of its plan. I believe that the community grid is a positive step—of many—in this direction.
October 13, 2021	Commenter	Proceeding with the community grid option is essential to future of Syracuse as a prosperous, competitive city in the northeast. Demonstrating to our neighbors that we are committed to taking this important step to ensure the health, safety, and potential for opportunity of our most vulnerable citizens will show our true character. We are not willing to entertain the status quo when that has not benefited our community equally and has, in fact, had the opposite impact on many of our citizens. This is our once in a lifetime opportunity to do it right.
August 24, 2021	Commenter	Protect land use so the community grid can support the predominantly black community most effected by the current viaduct. My grandmother has lived in the pioneer Holmes for over 50 years and where would she go? I stand in full support of the concerns of urban jobs task force and the New York civil liberties union.
October 7, 2021	Commenter	Purpose and Need - Common sense is what is needed. From I saw on the video, there is a 3 lanes road on the business loop that goes down to a two lane road. I predict many accidents and bottlenecking at this point. Then there is a round a bout at the junction of Dr. King Elementary School? Seriously? Who ever designed that needs to re-evaluate. Do you really think that putting that many vehicles through a city is a good idea, because its not. Stop lights, pedestrians, bicyclist's are all being put in jeopardy. How are the fire trucks and ambulances going to get through to the hospital when at rush hour, everything is gridlocked? You purposely need to rethink this plan.
October 7, 2021	Commenter	Put the money into fixing it. We don't need to tear it down. The traffic on 481 is bad enough and by using 481 after you tear the bridges down it will be a night near. Stop spending money that can fix what you have.
October 14, 2021	Commenter	Put the round-about further south, away from Dr. King elementary, the children and teachers should not have to worry about noise pollution when they are trying to teach and learn on a regular basis. Also, go through with the community grid, this has been a major divide in the city for years and no matter how hard the change is, it needs to be made! This change will not only benefit the people thats homes are so close to the viaduct but will change the ways marginalization and environmental injustice have played a role in separating Syracuse for the worse and making certain people feel less than others.
October 5, 2021	Commenter	Quit asking what we want. They are obviously going to do what they please. We do not need more traffic IN the city. The purpose of 81 was to get traffic out of the city. FIX IT!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!

Date	Name	Comment
October 14, 2021	Commenter	Re: I-81 Viaduct Project Dear Assembly member Hunter, Assembly member Magnarelli, and Senator May: I am writing to build support for addressing I-81's effects on historic Oakwood Cemetery, which is within the project area and is the largest greenspace directly along the highway in the City of Syracuse. As you know, the redesign of I-81 presents a once-in-a-lifetime opportunity to improve the quality of life in our region and to preserve our historic places, including Oakwood—a remarkable landscape formed by many generations of Syracuse families and civic leaders. This significance has been recognized through Oakwood's listing in the National Register of Historic Places at the national level of significance in the areas of landscape architecture, art, and architecture. Oakwood is also listed as a Local Protected Site under the City of Syracuse Landmark Preservation ordinance. The construction of I-81 in the early 1960s forced Oakwood Cemetery to abandon its main entrance and precipitated decades of decline and separation from the core of the city—part of the larger story of social damage and economic disinvestment exacerbated by this highway. Affected resources include the rural cemetery landscape designed by landscape gardener Howard Daniels and its picturesque system of drives; the 1879 chapel designed by renowned architect Joseph Lyman Silsbee; the Romanesque Revival office building that was a gift of the Belden family along with the entrance gate; and numerous architect-designed mausolea and monuments. Traffic noise, air pollution, and visual impacts of the viaduct have affected the cemetery's serene setting with its ancient stands of oak trees. Today, the entire frontage along I-81, including the graffiti-covered entrance gate, presents a very poor image of Syracuse upon the approach into downtown. I am writing to urge your consideration and support for the following issues and opportunities: Address the adverse effects, both direct and indirect, of the I-81 Viaduct project upon Oakwood Cemetery. The Section 106 process of the National Historic Preservation Act of 1966 (as amended) requires federal agencies to consider the project's effects upon historic properties. While the NYS DOT did include Oakwood in the project's Area of Potential Effects, it did not identify any project effects upon the cemetery. It is our opinion that design of the new roadway, as documented in the 2019 DEIS, will perpetuate the adverse effects of I-81 that have been ongoing since its construction. Mitigation is needed to address these effects, which made the historic entrance area—including the gate, chapel, and old office—unviable for contemporary use. Through the National Environmental Policy Act (NEPA) process, address the ongoing adverse environmental impacts of I-81 on Oakwood Cemetery that have been a major factor in the deterioration of its designed landscape, especially the oldest section closest to the highway. The NEPA process also should address the divisive effects of I-81 on the Southside and downtown communities, including their access to the historic greenspace of Oakwood Cemetery. Redesign the embankment portion of I-81 to the south of the viaduct—extending the Community Grid option south—with lower speeds and at-grade intersections, or reconsider the location of the proposed traffic circle south to Colvin Street, which would have the following benefits for Oakwood Cemetery: 1. Enhance the setting of Oakwood's frontage along I-81, including its historic main gate, and provide a more scenic approach into downtown. 2. Ensure that Oakwood Cemetery retains the right to future use of its historic main entrance, and the new uses and visibility that could come with renewed connections with the Southside and
August 9, 2021	Commenter	Reading the article on Oakwood Cemetery provided me with information that I was not aware of. It seems that plans for the Interstate 81 Community Grid could be an opportunity to restore the historic entrance gate and help to revitalize the cemetery, perhaps opening up opportunities for community use. I hope this will be taken into consideration.
September 1, 2021	Commenter	Rebuild 81 as is! Commuters need to be able to move through the city quickly and easily! A community grid will force traffic into congested city streets and into a stop and go traffic situation similar to Erie Blvd which is a mess; luckily you can bypass Erie Blvd by using 690. Most of the city neighborhoods you want to force traffic through are not safe; years ago when 81 was under construction we had to use South Salina street instead and it was awful (slow and very scary). You will not revitalize these neighborhoods by forcing traffic through the area; no one will stop to shop or even get gas until you address the crime (shootings, stabbings, theft). The community grid is an awful plan. Stop. Rebuild 81.
October 12, 2021	Commenter	Rebuild I-81 through Syracuse. Reject the Grid Option. CNY needs to maintain its efficient and robust commuter traffic arteries. Period!
October 8, 2021	Commenter	Rebuild Rte. 81. My opinion is based on 30 years in transportation.
August 6, 2021	Commenter	Rebuild the current overpass. the Community Grid will not bring people to downtown, it will cause people to bypass the City hurting our businesses.
October 9, 2021	Commenter	Rebuild the road and leave it the way it is. It's just stupid to get rid of the straight short way thru town. Why dump 3 times the traffic onto 481 which is a mess already?
October 12, 2021	Commenter	Rebuilding the viaduct (and expanding its footprint) doesn't make sense for the city or the greater Syracuse area. Removing taxable properties to rebuild the viaduct hurts the city coffers, forgoing the growth that could happen around the grid hurts the city coffers, and in the long term I want to see Syracuse position itself for vibrancy and growth. We have see my
August 21, 2021	Commenter	Redesign the embankment portion of I-81 to the south of the viaduct—extending the Community Grid option south—with lower speeds and at-grade intersections, or reconsider the location of the proposed traffic circle south to Colvin Street, which would have the following benefits for Oakwood Cemetery: 1. Enhance the setting of Oakwood's frontage along I-81, including its historic main gate, and provide a more scenic approach into downtown. 2. Ensure that Oakwood Cemetery retains the right to future use of its historic main entrance, and the new uses and visibility that could come with renewed connections with the Southside and Downtown. 3. Reduce traffic noise and pollution in Oakwood Cemetery through lower speeds and reduced traffic volume.
August 2, 2021	Commenter	Regarding the redevelopment of I-81. Please consider redevelopment in a way that is skateboard friendly!! Snake paths like the ones offered at Woodward are a great way to please skaters and non skaters! A beautiful unique artistic path that is skateboard friendly!!

Date	Name	Comment
October 14, 2021	Commenter	Removal of the high speed corridor will increase and slow traffic, increasing commute times for downtown workers, and Syracuse University. Further, it will signficantly increase carbon emissions by increasing through-traffic driving distances, adding traffic congestion and increased commute times. Loss of the high speed access will impair access and increase the time for emergency responders headed to the Syracuse Hospitals.
October 14, 2021	Commenter	Removing 81 which is the shortest north/south artery to move people and goods is a mistake. When 81 was shut down a few years ago due to a partial building collapse onto 81N, traffic was a mess. The closure was not just a single day event as it extended for a period of time while politicians dickered about who was responsible for removing the debris. City streets were clogged with cars as people tried to navigate north and 690/481 were also being maximized. The "grid" was a mess. Typically, when one artery is blocked, at least some of the pressure can be moved to the others. With taking 81 down, we'll lose that option. Good luck if we need to quickly evacuate from downtown. Also, the maintenance (including snow removal) of the roads in the city is already terrible. Almond Street does well only because it is covered by the viaduct. It looks terrible under the viaduct because the city does nothing to maintain the area/clean up the dirt that covers everything. The streets in the grid are barely touched in the winter and people have to drive through snow filled streets. We have snow and pot hole seasons and the people trying to maintain the roads can barely keep up now. Add in a street shut down because of a water break or accident and it is terrible trying to navigate through downtown. Only having a grid/boulevard is a mistake.
October 14, 2021	Commenter	Removing high speed access to downtown Syracuse, the Syracuse Hospitals and Syracuse University will seriously impair existing economic activity along the existing viaduct corridor, by increasing commute times, increasing traffic congestion, impairing access, and impairing access to downtown and the university area.
October 14, 2021	Commenter	Removing the I-81 high speed corridor will force more large truck traffic to route through the fingerlakes region, increasing likelihood of fatal vehicle accidents involving large trucks, and the potential for hazardous and contaminated material spills in the fingerlakes region. Protecting the fingerlakes is essential for Syracuse, particularly Skaneateles Lake which provides the primary source of drinking water supply for the City.
August 17, 2021	Commenter	Removing the Viaduct is going make traffic in the city a congested nightmare.
September 22, 2021	Commenter	Removing thru traffic in Syracuse will no longer make traveling simple and convenient. We r known as 20 minute city. My son and his fiance just opened a business on E Taft Rd Nsyr. People are coming from Binghamton to their business. The I81 exit is perfect. Now his customers will have to take 481 to Northern Blvd to Taft. Very inconvenient. Many businesses north of the city will be affected. Going to Crouse or Upstate will be affected in an emergency also. Sitting in city traffic instead of driving thru will cause congestion and more pollution in the city. A bridge alternative is a good idea. Why not compromise instead of upsetting people. Fix the downtown streets and add the bridge. Getting rid of the viaduct isn't going to change the way people behave in the city. Utopia isn't going to happen.
October 14, 2021	Commenter	Repair 81, keep the traffic flowing. The roundabout is very unsafe and causes accidents, just look at Carrier circle. Horrible!
August 27, 2021	Commenter	Repair what is there as all truckers that this city depends on all want this !
August 17, 2021	Commenter	Repairing the viaduct is the best option. A roadway you can simply walk under is no different than a roadway you walk across. If it's the aesthetics of a grid. Then redesign the underpass with grass and trees. The viaduct brings traffic to not only the city, but the surrounding areas and businesses, Which also brings revenue to them many of which are small locally run. Rerouting traffic is an undue burden on those businesses and an egregious ploy. While it is understood that the politicos have their desires and their aspirations, the people are the true decision makers. Politicians are no wiser, no more moral, or no more noble than any other citizen. If history has taught anything, it's thats they're typically less in all those. But definitely more in their own self serving designs. This "grid" is nothing more than a "look at me" for the aspiring politicians, from local to federal. The people of this city and the surrounding areas are not divided by a bridge, anymore than they are divided by the railroad tracks which run past oakwood. That idea is simply nothing more than a scapegoat for poor leadership, and even worse results. Leave the viaduct as is.
October 12, 2021	Commenter	Replace repair existing bridges / roads. Your other plans wind be user friendly
October 4, 2021	Commenter	Replace the existing I-81
October 13, 2021	Commenter	Replace the viaduct with new structure. Traffic through the city will be a disaster.
October 14, 2021	Commenter	Replacing the existing I-81 viaduct with a Community Grid, adds nothing and would provide no new access or access through the I-81 viaduct corridor. The existing viaduct includes a community grid, roads, sidewalks, and other means of free access from the east and west sides of the I-81 corridor.
August 17, 2021	Commenter	Replacing the viaduct is not acceptable

Date	Name	Comment
August 8, 2021	Commenter	Replacing the viaduct with an eye catching bridge would keep all the benefits the viaduct currently offers and the community grid option could still be completed underneath this new bridge, basically getting the best of both worlds. Business in Syracuse relying on 81 thru traffic would not be impacted. Business leaving Syracuse heading south would still be able to leave the city in a timely manner. The grid still also doesn't fix being able to go from 690E to 81N either. Having to send trucks and vehicle traffic through the proposed community grid option would negatively effect those neighborhoods. If the idea of the community grid being better for pedestrian and bicyclist this is the opposite direction of having more vehicles trying to share the space at ground level. The round about out side Dr. King Elementary is going to extremely busy, is that really a wise choice for young kids? Following on with the grid idea, how much real estate is really going to be created and usable? The animation shows many ideas, which lots of them can be done without needing to remove the viaduct, or just creating better curves and ramps for 81. Then most of the land just gets put back to being used as almond street. The proposed canal district is for who? There is already so much land around the inner harbor up for use and no developers utilize it. Ambulances moving to the hospitals in the city will now be dumped into the grid still many intersections from the hospitals. Why dwell on issues from over 80 years ago from the original construction of 81, we should focus on helping these neighborhoods with community programs, not a highway project. We should plan for more traffic, the grid idea seems to be planning for less traffic, less growth. Tearing down the viaduct would just create new issues, the city of Syracuse has lived with the viaduct for so long that the city has grown to accommodate it.
August 11, 2021	Commenter	Rerouting traffic through the City via a traffic circle and a community grid is short sighted and will add to major congestion on city streets. Also, the negative impact to businesses on the North, of downtown, has be overlooked and disregarded. When something happens now on the Interstate traffic is backed up and I can only imagine that with a community grid. The holding of public hearings is nothing more than a Dog and Pony Show as the powers to be have already decided on the community grid option.
October 13, 2021	Commenter	Re-routing traffic to I-481 and abandon businesses in town between the current I-481 junction points is pure folly. We couldn't more strongly disagree with your arguments that the viaducts cut the city in half. To think that if this plan is implemented and it would do no real harm to all the businesses through downtown is as far fetched and made up as any argument I have ever heard made. Repair the current I-81 route structures, and by the way, I-481 feels like a wash board in certain places. Fix it as well. Quit with this crazy push to close off downtown.
July 16, 2021	Commenter	Residents on the south side of Syracuse were not consulted, those living south of the viaduct but north of the current 4181 interchange. Those residents will have increased transit in almost every direction except headed south out of Syracuse essentially isolating them. The residents will have increased travel times headed north, headed east on 690, west on 690 and east to Dewitt. This is due to the lack of connections of the Community grid to 690 and to the proposed BL 81 to the proposed 81 (currently 481).
August 17, 2021	Commenter	Response times for emergency traffic will be greatly impacted..... anyone who says different is lying... plain and simple. I will do everything in my power to hold you responsible for any losses related to response times
August 3, 2021	Commenter	Restore access to Oakwood Gateway with safe crossing at the railroad right-of-way.
October 7, 2021	Commenter	Retain the viaduct but build it much higher. If it were higher, it would not inhibit neighborhoods blending. Rt. 481 can not handle additional traffic from Rt. 81. It adds time and mileage. I don't go into the city often but taking down the viaduct means even less. Binghamton has kept viaducts that when a person goes under them, aren't as obvious.
October 14, 2021	Commenter	Roundabout is too close to Dr. King school.
September 10, 2021	Commenter	Roundabouts are the worst thing man ever came up with. People don't stop or yield when they are supposed to and it can be confusing. Quit making things worse!!!!!!!!!!!!!!!!!1
September 10, 2021	Commenter	Roundabouts cause accidents. Now some idiot wants it by a school? I could say “how stupid are they” but I won’t. People don’t slow down on roundabouts, it’s almost like a game to speed on it. I stay away from roundabouts and will go through side streets first. As usual the government screws up and goes against logic.
October 8, 2021	Commenter	Route 81 is already in existence and provides quick transportation to many points of the city. Please keep it open
July 18, 2021	Commenter	Route 81 is not just about the city of Syracuse or the South Side of Syracuse. It would be very selfish to think it was. Route 81 impacts the entire CNY area and the multitudes of people who rely on it along its entire route. Yes marginalized communities were drastically impacted by its construction. That in itself should not be given too much weight in future planning, it’s not all about that, it’s the entire CNY community.
October 7, 2021	Commenter	SAVE 81
October 14, 2021	Commenter	Save 81
September 15, 2021	Commenter	Save 81 and upgrade the streets of Syracuse. The city has the worst streets I have ever drove on. They can't maintain the streets they have and you expect they will maintain the grid. i think not. Save 81
September 22, 2021	Commenter	SAVE 81 Keep the current viaduct and fix it. I am sure it can be updated to be appealing. The community grid is bull. What will it do to surrounding communities. a catch 22. no changes to appease su
October 13, 2021	Commenter	Save I-81 is a waste of tax payer money. the project would only fragment our community more, I-81 is not the future.
July 21, 2021	Commenter	Save route 81. The community grid will create a traffic nightmare on route 481. The highway was built to move cars from point a to point b. It should not be used as a community development project. I frequently travel on route 81 all the way to North Carolina and do not encounter one community grid along the way. The community grid is more pie in the sky b.s. from liberals. Why don't we ask Governor kill my grandmother Cuomo to build a gondola instead. Or how about the great Comnnective Corridor thrust upon us by more liberal dip shit politicians and and Nancy Cantor. How did that work out? A lot of money spent, very few results.
October 12, 2021	Commenter	Save the community grid!!! Move the roundabout South away from Dr. King school!

Date	Name	Comment
September 10, 2021	Commenter	Several pedestrian bridges or tunnels should be constructed so that people can safely cross Almond and also not impact the flow of traffic on Almond.
October 3, 2021	Commenter	Should rename it to community gridlock? Would the same people propose a community grid for the highways thru NY City? How about we get rid of 490 in Rochester, can you imagine the traffic problems without it? Now apply it to rt 81 thru Syracuse. And by the way 81 is not only for people that live in the city, as long as I am paying for it I have as much right as anyone else. There is no perfect solution, rebuild 81 and the roads under it. Call it a community grid under 81, simple.
July 16, 2021	Commenter	Sink the road and build on top In Denver, a $1.3 billion highway project will tear down an elevated portion of I-70 that runs through a low-income neighborhood, sink the rebuilt roadway and build a 5-acre deck park on top. In Dallas, the Oak Cliff park deck will be built as part of a $666 million highway reconstruction project that will widen I-35 from eight lanes to 10.
October 11, 2021	Commenter	Sky bridge or sky way or whatever is an excellent construction idea. Rt. 81 must remain going through the city. Thinking Rt. 481 or even Rt. 690 can handle the additional traffic is not thinking. Make sure traffic can get from Rt. 690E directly to Rt. 81 North and Rt. 81 north directly to Rt.690W.
August 14, 2021	Commenter	Slow the northbound traffic sooner before we get into neighborhoods. A roundabout to slow down traffic in the middle of a neighborhood, next to an elementary school is NOT in the spirit of this project.
October 14, 2021	Commenter	so am in support of the community grid option, and putting syracuse residents first, ahead of politicians, suburbs, and business interests, when it comes to construction, that land, and the direction it will all take.
October 12, 2021	Commenter	So I am wondering if (they) plan on repaving 481 from the thruway south, as it stands now, the conditions can't handle the traffic now, the 2 Bridges of the rail yard need to be rebuilt, Going north on 481 from the 690 west interchange, right lane is absolutely terrible, and just part of the issue!!
October 13, 2021	Commenter	So many speak of how the viaduct is in poor condition and needs replacement. In the 1980s, I-81 in Mattydale was in similar condition. It was replaced by removing the deck, recambering the bridge steel, and replacing the piers and columns. This could also be done with the viaduct in a similar manner.
July 16, 2021	Commenter	Someone in the Post Standard recently wrote an opinion article about the I-81 project. They suggested the structure could be “decommissioned as a vehicular roadway and rededicated as a pedestrian bridge under a lesser weight load classification, lightly reinforced and refurbished by local citizens and local labor.” This might be possible with the community grid option now selected. Read about it here: https://www.syracuse.com/opinion/2021/04/instead-of-tearing-down-i-81-build-a-park-on-top-of-it-commentary.html?outputType=amp
September 17, 2021	Commenter	Sound barriers all along 690 where housing is close-by…especially along Burnett
July 21, 2021	Commenter	Spend the money to fix I-81 as it is now. I travel north through Syracuse several times a year and do not want the extra travel time taking Rt 481 around the city.
July 17, 2021	Commenter	Stop advertising this as a boost to our local economy. 1. The jobs you are "creating" are temporary. 2. This is going to divert traffic away from the city. Taking business away from it. 3. You are putting up walls and dividing the city. Why cant you just pay local people to fix the overpass?!
October 13, 2021	Commenter	Stop and go traffic increases fossil fuel consumption, therefore, the community grid would increase the rate of climate change
September 8, 2021	Commenter	Stop the nonsense. It will be another failed democrat/progressive idea. Yes we need to improve Rt 81 but the goal should not be to destroy areas north of the city or to prohibit travel to the south of the city. Did anyone ever ask everyday people and REALLY listen to them about how they travel? I’ll need to change my job and forget the doctors I have that are located downtown.
July 19, 2021	Commenter	Stop this money wasting nonsense.
October 14, 2021	Commenter	Stop trying to destroy our communities to save the lobbyists who are going to fail in the end. The mall isn’t coming back. Take the money the pyramid group is padding your pockets with and invest it in the small business and people of this community who actually live here and care about making this city beautiful. Be the change the world needs.
September 15, 2021	Commenter	Strongly against the current Viaduct plan, as it will cause traffic congestion issues within the City, as well as add further congestion to I481 (look at what the Erie Canal trail has done on Erie Blvd as far traffic accidents around the Ollie's plaza, and added traffic congestion along most of the Blvd). There must be an alternative plan that would widening the I81 corridor from Almond to Bear St, possibly decoupling the I81 and I690 junction with an over-pass for these two interstates - perhaps the I690 junction could be on-ramps/off-ramps at ground level, with I81 passing above I690?
July 18, 2021	Commenter	Stupid plan going to screw up traffic and force people to drive longer threw the unsafe city
July 16, 2021	Commenter	Sufficient upgrades to existing 481 do not appear to address the increase in traffic particularly on the route 5 92 corridor. That area is extremely busy during rush hour times. Adding additional traffic will make it highly congested. At present traffic jams and accidents cause long traffic backups. National traffic will make Visa currencies even worse. Present day 81 and 481 allow for traffic to route around the city when one or the other of these are backed up.
August 12, 2021	Commenter	SUNY Upstate is the largest employer in Onondaga county. Handling start of shift traffic for Upstate, Crouse, the VA, and to a lesser extent SU, will result in huge traffic jams. Same thing with football and basketball games.
October 14, 2021	Commenter	Supporters of the viaduct are being mischaracterized as just those in the pocket of Destiny when in fact we are from all of the communities in CNY. The viaduct works for us, the community grid would be a mistake
October 13, 2021	Commenter	Syracuse needs a community grid!! Let’s finally do something right for the people and not corporations.

Date	Name	Comment
October 14, 2021	Commenter	Syracuse needs the Community Grid. Pyramid should have no say. They have made a big enough mess of this city. The suburbs are only as strong as the city they surround, and for once Onondaga County should embrace smart growth. This highway should never have been built, it was a shameful chapter in our community's history, and the community grid is our chance to make things right. The roundabout should probably be moved away from an elementary school. Amazing engineers have to be explicitly told something like that. As a resident of the city, I am sick and tired of it always being all about the suburbs. This is the best option by far. That was concluded long ago, the only reason we're still discussing this is because of strong arming by influential opponents of the grid. The state should not be allowing this nonsense to continue. We need you to stand up for the decision that is the best, which is the Community Grid.
October 7, 2021	Commenter	Syracuse wants to go forward, not backwards but not at the cost of people and environment. Through the city will just become a bigger nightmare than it already is.
September 8, 2021	Commenter	Take it down and create the boulevard. Take traffic around 481
July 18, 2021	Commenter	Taking down the current elevated portion of 81 will cause more traffic to downtown and syracuse university. There will be more drug and gang trafficking. I am all for upgrading the current elevated portion, but diverting the tractor trailer traffic to 481. Destiny and other areas will suffer from community grid. Brighton Ave has too much traffic now.
September 8, 2021	Commenter	Talk about a bridge to nowhere..... why? So you can honor a black woman and provide a pretty bridge for homeless to TENT under and poop.
September 7, 2021	Commenter	Tear down 81, go with community grid, Don't do a sky bridge
October 14, 2021	Commenter	Tear down I81. I fully support the Community Grid. Make Syracuse beautiful again.
August 2, 2021	Commenter	Tear down the viaduct and rebuild it with wider shoulders for break down areas. A community grid is going to make commuting downtown a nightmare. More traffic lights and homeless people to deal with. Trying to get ambulances to the hospital will also be taking valuable minutes away from patients that are in critical need of care.
October 13, 2021	Commenter	Tear down the viaduct, build the grid. Build Back Better. Also, the city should eliminate minimum parking requirements from the building code and replace property taxes with Land Value Taxes to encourage more development. We shouldn't be tearing down highways just to have some space go back to parking.
October 12, 2021	Commenter	Tear down the viaduct. As a resident of the city of Syracuse, I wholly support the community grid proposal. Please listen to the community at large that is in support of the grid and ignore the special interests attempting to save the viaduct. Thank you!
July 16, 2021	Commenter	tear that bitch down!!!
July 17, 2021	Commenter	Tearing down Route 81 to re route it through a ghetto is the dumbest idea that I've ever heard. Why would anyone think this is a good idea given the state and situation in Syracuse? The city of Syracuse is a dead city. Re routing the interstate and forcing motorists into a depressed High Crime area will not fix the problems the city suffers from. This matter should be voted on by ALL of the residents of Onondaga County. Letting a few "forward thinking libtards" decide how our interstate should go is foolish.
September 3, 2021	Commenter	TEN FOOT TRAVEL LANES, NOT TWELVE ON ALMOND STREET. CROSSWALKS ON MADISON AND MONROE INTERSECTIONS. BEGIN THE AT-GRADE PORTION SOUTH OF OAKWOOD CEMETARY. DON'T RUIN THIS OPPORTUNITY BY DESIGNING ANOTHER SUBURBAN, AUTO-CENTRIC BOULEVARD IN A CITY RAVAGED BY THEM. WAKE UP NYSDOT DESIGN TEAM. YOU ARE FAILING.
July 20, 2021	Commenter	Terrible idea that will kill the city of Syracuse. SKYWAY OR VIADUCT MUST BE PART OF ANY PLAN.
August 8, 2021	Commenter	Terrible idea. More and more traffic will go to 481 making that a nightmare. Especially if the decide to combine some off ramps like I saw they were suggesting in the DeWitt/Manlius ramp; Fix the current Rte 81 or replace the bridge
September 8, 2021	Commenter	Thank goodness I-81 is coming down for the grid that thing is an eyesore!
October 14, 2021	Commenter	Thank you all for taking the time and energy to collect all this feedback!
October 14, 2021	Commenter	Thank you for enabling various ways to comment. I am a resident of the Town of Dewitt, a father of three young children, I work in downtown Syracuse and I fully support the community grid plan for this project based on the available cost, traffic and other community impact data.
September 22, 2021	Commenter	Thank you for your time, it is appreciated. This whole controversy is wholly unfounded in reality. The 181 viaduct has been an important fixture here in Syracuse since 1964 when it was built. It facilitates ease of travel & brings commerce. Go to the community grid & the snarl it creates will drive business out to the suburbs. not only that, you talk about air quality being bad at Adams St interchange. The air quality will be worse because the cars will be at the ground level. Lastly, there is talk about what happened to the city being divided. If a viaduct divides the city, then the problem is not the viaduct, it is the hearts of the people. People divide, not roads. Please keep the I81 viaduct for ease of travel, air quality for the simple fact that it makes the most sense.
July 20, 2021	Commenter	The I-81 project is extremely important and we only have one chance to get it right without waiting time resources and a whole lot of money! Turning the section of the highway into a community grid concept not only defeats the purpose as well as definition of a HIGHWAY, it will cause many other negative issues! You can take notes from Utica where Route 12 goes through the city with traffic lights. All it will do is slow traffic as well as locals morning commute to work. Not to mention slowing the arrivals of ambulances to the hospitals. Can you imagine them trying to get through all that traffic along now with lights involved and people crossing the road at every intersection. I know people think by doing the community grid it will be good for business downtown and boost activity in the area but they are wrong. It didn't do that for Utica with rout 12. People that are going downtown aren't making that decision as they are driving along 81. They've made that decision before they got in their vehicles. It has nothing to do with the road. In short. You can get from Jamesville to north Syracuse in 15-20 min. That will never happen again. You'll be adding another 15 minutes now to that commute. And the rerouted traffic that 481 will now receive from b tractor trailers bypassing the slower route through downtown will also be a disaster. So it will actually effect both roads! Replace or repair the Viaduct! That should be the answer!
September 8, 2021	Commenter	The "Community Grid" will surely return Syracuse to the GRID LOCK of the 1950's- which I well remember- when north- south travel thru Syracuse could take over an hour. Today, using I-81 this trip takes just minutes. Please retain North-South high speed travel thru Syracuse for the many drivers who use and need it every day.

Date	Name	Comment
July 19, 2021	Commenter	The “community grid” is being forced on the public! The decision was made well before being presented with any alternatives! The virtual video renditions are a complete joke—it will NEVER look like that, nor will the flow of traffic be as shown! There will be more gridlock! People will trash the areas and the “beauty” will not be maintained. All the work done on Erie Blvd in DeWitt with the bike path was a waste! Let’s see how long it takes for that to become disheveled! WE NEED THE HIGHWAY RUNNING THROUGH DOWNTOWN built in a higher and better engineered manner to open up the area underneath for better use and development! I side with those promoting the grid plus skyway (or a bridge of some form)! Ambulances getting to the hospitals, the businesses and communities that will be relegated to the “business loop,” the airport all need I-81 to continue to run through downtown! Rerouting to 481 will be a death sentence to so many areas! Bypass the city! People do not want to have to drive miles out of the way adding valuable time to their drive by having to use 481! Candy coat all the drawings and videos—the grid only will be a huge failure!
August 17, 2021	Commenter	The “Grid Only” option is unacceptable. As a lifetime resident of Onondaga County, I count ! I don’t need someone who has never lived or spent any time here telling me what we need.
August 17, 2021	Commenter	The 481 exits in Dewitt, one is upgraded the other one isn't, both need to be redone to accommodate new traffic demand. Also the work at Route 92 & Route 5 intersection isn't far enough and wide enough to handle the traffic that will be generated in this intersection,
October 14, 2021	Commenter	The 81 needs to go! It has destroyed communities in Syracuse and will continue to separate people until it is gone. The only people who still want it here are the people who run Destiny, but even if the 81 is saved, there’s no point! Destiny is slowing becoming abandoned, just like Shoppingtown. Destiny’s not going to make Syracuse a tourist location. Nothing will stop it from becoming a ghost town. We need to focus more on the people living here rather than trying to get people to come here for a weekend. Getting rid of the 81 would start to make up for the damage that it’s caused to Syracuse.
October 13, 2021	Commenter	The 81 viaduct has worked for decades. The community grid is a silly trend
October 12, 2021	Commenter	The 81 viaduct has worked for the area for decades. Visionary communities have confirmed around access and proximity to the 81 viaduct. The community grid would disrupt the city, surrounding command businesses. The community grid would also increase street level community into underserved neighborhoods
October 13, 2021	Commenter	The 81 viaduct works and has for decades. I’ve never actually heard anyone complain about it. Folks are only in favor of the community grid because it’s trendy
October 12, 2021	Commenter	The 81 viaduct works. Let’s get it up to code so we can continue to use a system that works. The community grid is a trendy thing that will make driving through the city less safe, less green and slower
July 19, 2021	Commenter	The amount of traffic that the i81 corridor handles on a daily basis REQUIRES the highway stay put. I can appreciate the thought of 'beautifying' the city, but at the cost of a MAJOR/REQUIRED thoroughfare is UNACCEPTABLE. Forcing all of that traffic onto the adjoining and LONGER routes around or even through the city will create a much larger traffic issue. Redo the current structure, clean it up and make it look better. HIGHWAYS ARE A NECESSARY PART OF EVERY CITY.
August 30, 2021	Commenter	The amount of traffic this whole cause is going to crazy!! The time it will take for anyone to get to work on the hill will triple, and nobody will be able To get to the hospital if there’s an emergency! TERRIBLE
October 13, 2021	Commenter	The Best choice is the Tubman Bridge, I want that built
October 13, 2021	Commenter	The Best plan for Interstate Rt 81, is the Tubman Bridge,that is the plan I demand.
October 13, 2021	Commenter	The best plan for Syracuse is a combination of an elevated highway and Community Grid. This would be a compromise for a city that needs to learn that one is not better than the other but take the best out of both plans. We see the same rationale being voiced regarding Columbus Circle. One side thinks the only option is removing the statue, the other side wants it left as is. Perhaps this is another area where we need to compromise and come together, not be torn apart.
October 11, 2021	Commenter	The bridge plus grid combination will best serve the community. The design for the Harriet Tubman bridge is beautiful.
August 4, 2021	Commenter	The character of a city is built on the small moments that differentiate it from being anywhere else. Syracuse like many other working class cities has had its share of setbacks in the last two decades. One of the beauties of the city is the shared spaces that are co-habitable for people from all walks of life, that are allowed to coexist sans-fees or whatever other costs for entry that exist. With this new plan, having a space available for skateboarders, basketball fans and really any other recreational activity would be a major benefit for the city and a missed opportunity if not considered by the council. Keep Syracuse community oriented and allowing us all to play.
October 12, 2021	Commenter	The city has seen a precipitous increase in crime, especially gun crime, in the past year or so. I fear that putting a street level community grid through some of the less safe parts of the city would result in carjackings and drivers being struck by stray bullets
October 12, 2021	Commenter	The city of Syracuse has had some truly beautiful upgrades in recent years - let’s keep up that momentum with the community grid!
October 14, 2021	Commenter	the community benefit of rerouting 81 is incredible- 81 running directly through the city makes it feel disjointed and unsafe- this is an amazing opportunity to reconnect the city and create a beautiful space where people want to be
October 14, 2021	Commenter	The Community Grid Alternative has the best potential to support development and culture in Syracuse. As a six year resident of Syracuse, I see no reason not to move large scale traffic to the existing 481 pathway and allow smoother local integration into surface road structures to occur near some of the largest employers of Syracuse (the various universities and hospitals directly adjacent to the current position of I-81). If the city continues to invest in public transportation, there is no reason why this community grid cannot provide a smoother work commute option for those who live outside Syracuse proper. The No Build Alternative is not an acceptable solution to any of the project objectives established to address deficiencies in the existing structure, nor would it enhance transit amenities in or near Downtown Syracuse. As revitalization efforts continue downtown, the potential traffic and available real estate for development would benefit local commerce and culture. The Viaduct Alternative has the same fatal flaws in practice, continuing to reinforce the neighborhood separations and the university areas' disconnect from downtown Syracuse. The Community Grid offers the best possible solution for future growth and livability in Syracuse.
August 31, 2021	Commenter	The Community Grid Alternative is long overdue. Do the right thing and start trying down 81 through the City of Syracuse before it falls down.

Date	Name	Comment
October 14, 2021	Commenter	The Community Grid Alternative is stupid. Leave 81 tf alone
July 26, 2021	Commenter	The Community Grid Alternative is the best choice and seems to address the needs of the local community as well as the public that will simply be traveling through the Region. It is time to abandon the Sky way or Tunnel versions. They do not seem to be worth the cost and do not address the needs of the community as well as the Grid option does. It would be good to put out additional videos showing how traffic will flow through the North Side, from 81 Business loop to I-690 EB and the new Crouse/Irving interchange, as well as the I-81/I481 interchanges North and South of the City. I would also recommend installing Sound walls where ever possible and allow the community to have input on color, style, etc... Maybe even having a series of signature panels highlighting the local communities or other Regional features. The public could be engaged in selections or even in designing such features. I would also recommend that the same architectural features from the Teall Avenue/I-690 project be used on the Crouse and Irving Interchange being created. The New West Street/I-690 interchange could be similar as well unless that community has other local features that could be highlighted.
September 23, 2021	Commenter	The Community Grid Alternative is the better of the two alternatives studied. My hope is that residents adjacent to the project will have employment opportunities and apprenticeships via the project removing the viaduct and recreating Almond Street. A local land trust should be created for residents and more collaboration between this project and blueprint 15 should take place.
October 14, 2021	Commenter	The community grid alternative to 81 is the correct and JUST option for replacing 81. After decades of redlining in Syracuse, directly causing much of the poverty in the inner city, as well as mass gentrification of much Syracuse property by the University, allocating funds to a community grid would be the BEST, most JUST, and most EFFICIENT way to both create an efficient flow of traffic in Syracuse as well as rebuild the community that Syracuse has lost over the past several decades. Do the right thing! Vote for community grid!
October 12, 2021	Commenter	The community grid could irreparably negatively impact the city. Rebuilding the viaduct would keep things more or less e way they are. The devil you know vs the devil you don't. Also, the grid seems less green with all the stop and go traffic
September 1, 2021	Commenter	The community grid idea is a terrible idea. I-81 should be replaced in place, as an elevated viaduct. Losing I-481 as an alternate route is not a good idea if the community grid is chosen. We need I-481 to remain as is, in place. Changing I-81 to a street level road with stop lights, etc. will not make sense from a transport idea. People want to get from point A to point B as quickly as possible when traveling. I will avoid the community grid if it is chosen, and I have no desire to stop in downtown Syracuse when passing through. The commuity grid will do nothing to increase business in downtown Syracuse, if that is also a goal. Please leave I-81 as is. I do not support the community grid option.
October 8, 2021	Commenter	The community grid idea will be horrible for the Syracuse area. Changing to a community grid will cause too much traffic through the city. Rerouting it in 481 takes you to far around to get anywhere in the city or to the airport. People will not drive through & go the the stores like people think. Their will be too much traffic & pollution. 81 was a horrible idea in the 60's but tearing it down & having an interstate go through the city is just as bad. I was very impressed with the idea of the Harriet Tubman Memorial Freedom Bridge. It truly is an amazing compromise and a way to pay tribute to our history.
September 14, 2021	Commenter	The community grid is a bad idea for a number of reason. Downtown has been attracting new developments and city dwellers . Why disrupt this trend by making a major change to traffic patterns that might have negative impact. Rerouting traffic to 481 will also add substantial expense and traffic problems to the eastern suburbs. Remaking an elevated highway can be done in a way that could make it landmark that would be an iconic statement for downtown Syracuse.
October 14, 2021	Commenter	The community grid is a huge improvement over the current elevated highway, which currently reduces adjusted property values to approximately $0 within 3-4 blocks of the viaduct. However, the video that shows 4 lanes of pedestrian crossing (for example, where I81 intersects Adams Street, with 2 thru-lanes and 2 turn lanes) will be extremely dangerous and off-putting to pedestrians. Pedestrians should not have to cross more than 3 lanes, including turn lanes. Please reconsider this design, and instead use best practices to ensure that Syracuse is a place where people want to walk, be healthy, spend time.
October 13, 2021	Commenter	The Community Grid is a MISTAKE! It won't fix the injustice from years ago and will only create new problems for the City of Syracuse, especially the South Side as traffic is diverted onto the local streets when an accident occurs. The biggest concern is access to the area hospitals for emergency vehicles and people taking a loved one into the ER. The Grid will cause grid-lock and slow down or even temporarily prevent access if an accidents occurs, and people will die while trying to access help. Their blood will be on your hands. Instead of diverting out of towners from easy access to the City of Syracuse, please consider the Unity Bridge. Instead of the ugly viaduct, or a slow moving grid, a beautiful bridge will place Syracuse on the map.
October 14, 2021	Commenter	The community grid is a necessary alternative for public use and quality of living in Syracuse! It is vital that action is taken to create projects that will benefit the community, like this community grid, rather than corporate interests.
October 13, 2021	Commenter	The community grid is a reasonable way to connect Syracuse to the interstate highway system. It is a good plan.
September 14, 2021	Commenter	The community grid is a terrible idea and I do not support it. I say leave I-81 alone for as long as possible then replace it in-place when needed. Turning I-481 into the new I-81 is a dumb idea. The city needs 2 major highways as options for travel in and around Syracuse. I would avoid the grid if built, I hate going downtown as it is, and that grid will not entice me. I love the suburbs, period. Downtown has nothing of interest for me. Please do not choose the community grid alternative.
October 7, 2021	Commenter	The community grid is a terrible idea for general traffic congestion and the environment. The biggest argument for the grid and those considerations is that it will only increase an average commute by approximately 3 minutes (totally unrealistic in my opinion, but whatever. You admit it doesn't take into account special event or rush hour traffic which will bring traffic flow to NYC levels of gridlock. Factor in construction or vehicle accidents and you have additional delays). Even if you fail to take those situations into account, that means that the "average" commuter will sit in their vehicle for 3 minutes more each way, so 6 minutes total, each day, or 30 minutes per week extra. Taking into consideration 4 weeks per month, or 52 weeks per year, this equates to an extra 2 hours of drive time per month or 26 hours per year. Over a full day of extra drive time! Now multiply it by the total number of commuters and that is a very significant impact to air quality and greenhouse emissions. You need a better plan.

Date	Name	Comment
July 16, 2021	Commenter	The community grid is a waste of time and money. The town and villages north of the city of Syracuse will be impacted greatly by the grid. It will be a overwhelming negative impact. Businesses will close because no one will traveling south on Route 81 to travel south of the city of Syracuse. they will be taking Route 481 to travel south past Syracuse. Bypassing the towns of Salina, Cicero, Clay, villages of North Syracuse, Liverpool, Mattydale. They will suffer from the motorist not stopping at restaurants, stores, Hotels, motels. It will have a negative economic impact to these towns and villages. The businesses will close. The towns, villages and the county will lose sales tax and property taxes. The property tax base will decrease as will the hotel/motel tax base. The county and towns and villages will have increase their taxes to property owners to off set the financial loss. People will move out the area, because taxes will be to high to live here. Now lets look at the traffic problem the grid will cause. If you just north of the city and want to travel south of Syracuse, you will have first drive north to Route 481, then head east to Dewitt and come back southwest to back on Route 81 go south. Really fuel efficient, added extra miles and extra gas used. With gas prices increasing over $3.00 a gallon, not cost effective. Now lets look at the traffic that will be traveling on route 481/the new 81. It will not be able to handle the flow 481 was built to handle the east/west traffic flow, now you going to add the north/south traffic flow. Wait until rush hour it will be backed up for hours. what is going to happen when there is a major car accident and both lanes are closed. Have you ever been traveling on the thruway when there is a accident and both lanes are closed, it is called grid lock. You do not move for hours. The grid is going to be six lanes, 3 going in each direction. With traffic lights at each intersection. Just think of all those cars stopped, exhaust coming out the tailpipe. Nice air pollution. Now add a dome game. Syracuse will have to have 2 police officers directing traffic at each intersection. That means more officers working the off duty dome detail, which Syracuse University is now paying for the entire dome details. But question is what happens if enough officers do not sign up to work the detail. It will be grid lock. Think about that car exhaust going into the air. Remember about 10-15 years ago when the Federal government had air testers at Harrison St./ Adams St. ramps to 81.The air pollution levels were to high, so the gasoline we purchased had to be a special blend, to reduce the air pollution and it was expensive. Well we will probably have to pay more for gas. Because it is going to be a grid, NY state will no longer have to maintain it, they will not have to plow the snow from it. That falls to the City of Syracuse, guess what the city can not plow the streets now. You wait sometime 1 to 2 days before a plow comes. Wait for a major snow storm, which around here is about every 2-3 days. The grid is not going to bring back the 15th ward, that is a pipe dream. The City leaders think that they will develop the land, that is not going to happen. The grid is a joke. It is a done deal, no matter how many people comment against it. Once it is here and the negative impact it brings the city and now the County will get flushed down the toilet.
September 14, 2021	Commenter	The community grid is about what's good for the city of Syracuse, not Fayetteville or truckers, and anyone who complains about repairing the streets of Syracuse is an idiot.
October 12, 2021	Commenter	The community grid is an awful idea. I will be the first to admit that I don't currently have a better alternative in mind, but I'm also not a civil engineer. The grid will increase traffic and congestion, and by virtue, increase idling and pollution. More stop lights means more stopping which means more pollution. We have also seen how the State's "Empire Trail" fiasco went, which ruined Erie Blvd on the east side of the city, paved over most of a grassy median, took down countless trees, and messed up the traffic light system the city had working so well. I would like to see as few historic buildings in the city taken down as possible, so I understand we need to seek alternatives to w the viaduct as is. Perhaps a bi-level open cut, bi-level viaduct, or even a large suspension or trestle bridge over several city streets. I can confidently say that the Community Grid is not the answer that will benefit the city the most in the long run.
October 12, 2021	Commenter	The community grid is by far and away the most equitable to the communities that the government of Syracuse (and New York for that matter) is meant to serve. Destiny USA will survive regardless of whether there's a grid, that's not a question, and it's no secret that they're the astroturfers behind the "Save81" "campaign". Please begin taking steps toward righting the wrongs of 81's initial construction and think beyond corporate greed. (Though also, it'd be great if we could move that roundabout further south away from the school, probably a lot safer that way).
October 13, 2021	Commenter	The community grid is by far the best choice in terms of air quality for those living around the highway. Commuters who wish to travel through Syracuse to Watertown and other destinations on I-81 are negatively contributing to the air quality of residents. With the grid option, commuters would bypass the city and spare residents this negative affect on their health. There are numerous schools in close proximity to I-81 and it is scary to think about the negative impact that air pollution from cars has on our children.
October 13, 2021	Commenter	The community grid is clearly the most beneficial option for the city. A dying mall shouldn't control our destiny.
October 14, 2021	Commenter	The community grid is essential to protect lower class individuals from being exploited! We need to protect those who have been oppressed because of the divide 81 created. Help create a better Syracuse with the community grid!
July 27, 2021	Commenter	The community grid is experimental and a terrible idea. Combining 2 highways into one will not improve city residents lives, instead, it only detriments the county as a whole. Syracuse needs jobs, community outreach, crime prevention, better schools, not a few trees.
October 1, 2021	Commenter	The Community Grid is going to be a traffic nightmare please leave 81 alone!!!
October 14, 2021	Commenter	The community grid is honestly the most ethically, economically and socially appropriate solution to the ongoing inequities wrought by the section of interstate 81 that has slashed through Syracuse. As a resident of the Westcott neighborhood and an employee of Upstate Medical University, I am adding my voice to the chorus of calls to both reckon with Syracuse's redlining past and construct a roadway solution with greater potential for a vibrant future for our city: we MUST choose the community grid.
October 14, 2021	Commenter	The community grid is needed instead of the viaduct because it will make it safer to be a pedestrian in the city, it will reduce the pollution to where I live, it will no longer be an eyesore cutting through the city. This is also a social justice project as the pollution and noise affects poorer and minority communities in the Southside and former 15th ward that have felt the effects of racist redlining and never been taken seriously by local government. By adding the viaduct it will add more land for homes and businesses to be built which will improve the local economy and help us also make Syracuse a greener city. The roundabout should be moved further south away from the MLK school so that those children who have the worst health of anywhere in the state get good future opportunities and improve their health.

Date	Name	Comment
October 14, 2021	Commenter	The community grid is needed!
September 10, 2021	Commenter	The community grid is not a good idea for multiple reasons. Downtown has been undergoing a renaissance for many years. The development of Armory square , a popular night spot for all. Many people are moving into the areas newly renovated apartments and condominiums . Downtown is being rejuvenated , why rock the boat! A grid will simply bring all the traffic to the street level with more noise and pollution. Moving the traffic to 481 will discourage people from traveling to downtown and the surrounding areas not to mention the additional expense of work that will be required on the eastern extension of the highway. We are creating a whole set of issues for the eastern suburbs . What is to become of the people who live in the low income housing development ? Do they get pushed out to make room for the new and improved neighborhood? Lets be realistic , Almond street is lined with hospitals, parking garages, medical buildings ,and high-rises , not a picturesque place to stroll down. The reality is the impact of the highway cannot be reversed, the horse is long gone from the barn. Now is an opportunity to make a landmark overpass through downtown with the right architectural design could be quite attractive to residents and visitors alike .
October 13, 2021	Commenter	The community grid is not a good idea. Traffic will be terrible and gridlocked, ambulances will have a much longer commute to hospitals, and there will be increased risk of accidents. No one I know wants the grid except for politicians that think 81 is racist.
October 12, 2021	Commenter	The community grid is the best alternative for our city of Syracuse. Please do not listen to outside interests such as a failed mall corporation. Destiny or other entities who are not located in our city do not have the city's best interests.
October 13, 2021	Commenter	The community grid is the best alternative.
October 13, 2021	Commenter	The community grid is the best and most cost effective solution to the 81 viaduct. Please start construction ASAP!! We live in the city of Syracuse. Thank you
October 13, 2021	Commenter	The community grid is the best option for our city. It will restore economic vitality to our downtown instead of allowing visitors to pass quickly above it. It will be the beginning of a long journey to give back to POC neighborhoods that were destroyed decades ago.
October 13, 2021	Commenter	The community grid is the best option for restoring the Syracuse community to a more open and inclusive space in living environments directly negatively impacted by the current highway.
October 14, 2021	Commenter	The community grid is the best option for revitalizing Syracuse.
October 14, 2021	Commenter	The community grid is the best option for Syracuse! Please move the roundabout farther south to make Dr. king elementary safer and allow for the orii entrance of oakwood cemetery to be used!!! Community grid is the best option!
October 12, 2021	Commenter	The community grid is the best option for the community. If we make our city more walkable small business will thrive. I condemn John Katko and the owners of Destiny for trying to place personal gain over the best interest of the community.
October 14, 2021	Commenter	The community grid is the best way to go! Let's reclaim taxable and usable land in the city of Syracuse. Let's reconnect the dissected city into a useable, walkable whole. Let's give the residents and schools adjacent to the elevated monster their community back.
October 14, 2021	Commenter	The community grid is the best way to rebuild Syracuse. This is an opportunity for the City to support its residents and small businesses. In your About section on the website you state "Roads have the ability to shape the character of a community. This project presents the Syracuse region with an opportunity to formulate a vision, evaluate the community's transportation system needs, consider the alternatives for I-81, and develop a plan for the future that best serves the community." Do what is right and listen to the community and remove the failing viaduct and replace it with something more equitable and beautiful such as the community grid. These residents and small businesses are the City's future!
August 18, 2021	Commenter	The community grid is the dumbest idea ever!! Not only is it gonna make traffic ever worse in that area but a roundabout really.... who came up with these ideas obviously doesn't live or work anywhere near that area!!
October 13, 2021	Commenter	The Community Grid is the only sane proposal for the future health of the Greater Syracuse area. Study after study has shown this. Please don't give in to the big money by postponing this needed change any longer. Turn our city back into a community by removing the highway that is in textbooks as an example of a project that ruined the lives and health of so many citizens.
October 12, 2021	Commenter	The Community Grid is the only solution that benefits ALL of Syracuse, not just select suburbs or private entities. A more connected and traversable downtown promotes a city that people want to be in, not just pass through on their way to somewhere else. The slight change in traffic or travel times for some is negligible in the grand scheme of seizing this opportunity to create better residences, better businesses and yes - a better community. Don't let us down.
October 14, 2021	Commenter	The community grid is the only solution that will drive economic growth for local small businesses within our own community — not large corporations like Destiny USA and major retailers. Syracuse has a growing momentum due to many local businesses, and it would be a shame to prioritize other businesses over their needs. I Support the community grid!
October 13, 2021	Commenter	The community grid is the proper solution to move Syracuse forward. I'm not against moving the MLK school traffic circle further south, however, if it helps to alleviate some concerns some folks may have with the grid. - City resident of 6+ years
October 12, 2021	Commenter	The community grid is the right choice for the city of Syracuse. It focuses on the people first, and will revitalize the neighboring areas.
August 27, 2021	Commenter	The community grid is the way to go. One only has to look at Binghamton when you put 81 through a city. My thing is 481 has to be big enough to handle the increased traffic.....Paul Ivery
October 13, 2021	Commenter	The community grid is the wrong choice for our community
October 13, 2021	Commenter	The community grid is totally wrong. A highway with exits and on ramps is the way to go. The grid is not going to bring back the 15th ward. By having a highway., motorists can travel from the north through the city to parts south of the city. Motorists can exit the highway into the city. With the grid motorist will have to take 481 to travel north and south of the city adding extra miles and extra gas to the motorist, plus loss off business, jobs, tax base. The other problem the city will have to deal with is maintaining the grid. They can not maintain the roads now. Wait until winter, the grid will not get plowed. The grid is a total failure that is why they a pushing it and keep extending the comment period. Also get ready for all the air pollution from all the cars stopped at each intersection. If it gets to bad, we will have use the special gas like we did in the late 1990's. I viaduct is the best solution. All we hear is the city, the city, this affects the entire county and the state.
October 14, 2021	Commenter	The Community Grid is what is needed. I live in the northern suburbs, if it takes me longer to get to work, so be it. A thriving city helps all of us. Time to undo the damage that was done building 81 smack dab through a neighborhood did decades ago.

Date	Name	Comment
October 12, 2021	Commenter	The community grid is what the people want and need to be done. Listen to the people instead of big business/big dollars in your pocket. Allow this community to thrive instead of continued selfishness.
August 16, 2021	Commenter	The community grid is wrong for Syracuse. It will add longer drive times and grid lock the streets in an era that saving fuels and stopping greenhouse gases. I81 is an economic driver for the area and should be left as it is.
July 25, 2021	Commenter	The community grid is wrong for us in the county. The viaduct was and should remain the driving force of this region. The grid will slow travel times and force traffic to more county roads that will not be able to handle the volume of the traffic. So our community's will overloaded with high volume traffic so the city can get slower traffic to them. Keep I 81 the way it is and listen to towns and villages about our infrastructure and businesses. It's not just about the city. More about the region.
October 13, 2021	Commenter	The community grid option for route 81 should NOT be implemented. The economies of Salina, Dewitt and the city of Syracuse will suffer. Traffic in the Dewitt route 5 corridor is bad now, it will only get worse. Medical emergency transport will be impeded. Air pollution in the city of Syracuse will increase. The leaders in Syracuse will see increased costs for snow plowing, road maintenance, traffic control and public safety. Northwest suburban commuters will see major traffic congestion. People who used to travel 81 to the city will convert their commute to John Glenn Blvd to 690 into the city. There are no plans for this increased traffic. I have lived more than 50 years of my adult life in the Syracuse area. I'll be extremely sorry if you continue with the current plan for route 81.
October 12, 2021	Commenter	The community grid option has my full fledged support. As a landscape architect I fully back the initiative and understand that changes might be made to the masterplan to improve the scenario or during construction due to budget restraints or difficult existing conditions. Items that I would be against would include: 1. Increasing clover leafs and on off ramps (currently not part of the project) 2. Eliminating infrastructure improvements to separate our combined sewer system at any chance we have (currently not part of the project). Items in the current project that I think could improve include: 1. Connections to the creekwalk 2. Locations for shared parking to create walkable pedestrain corridors 3. Buffering the roundabout by MLK school. 4. Discussing the removal of billboards and commercial 'highway scale' signage and elements that contradict community grid ideals.
October 12, 2021	Commenter	The community grid option is a much better alternative to rebuilding 81. As someone who works in the university area and drives this regularly a community grid would connect the neighborhoods and visually be more appealing.
July 18, 2021	Commenter	The community grid option is absolutely atrocious. Whoever designed this needs to get evaluated for mental illness. Please just rebuild the viaduct but with more lanes. The last thing this community needs is a traffic causing street grid and bike lanes that nobody uses.
October 12, 2021	Commenter	The community grid option is great and the only option I support. The traffic circle should be moved a bit further south, however, to protect the students from Dr. King Elementary. Moving it south would also offer a chance for the original Oakwood cemetery entrance to shine again.
September 3, 2021	Commenter	The community grid option is not a realistic option for the future. It will force pass-thru traffic to seek out alternative, more expedient streets than swinging to the east on 481. I'm a resident of Baldwinsville. I rarely go to downtown Syracuse. What I frequently do is use 81 & 690 to get through the city for areas south and east. I would take secondary roads to get from Baldwinsville to Lafayette before I would deal with traversing a grid in the city.
October 14, 2021	Commenter	The community grid option is the best option for replacing the current 81, and will help reknit the urban fabric that was purposely disrupted by its initial planning and construction. It will help these neighborhoods re-establish important physical connections that are an important means in healing social and economic connections as well. Additionally, please consider moving the proposed roundabout near Dr King Elementary School further to the south. This would help reduce noise, create a safer walking environment for students and neighbors, and re-establish an attractive and welcoming entrance to Oakwood Cemetery. Thank you.
October 14, 2021	Commenter	The Community Grid option is the best option for the City of Syracuse. Please make sure 1-81 is torn down through downtown Syracuse and replaced by the Grid. Also, move the proposed roundabout away from the elementary school!
October 14, 2021	Commenter	The community grid option is the most just and future thinking of all the options. I strongly support it because it redresses the injustice done to those in the former 19th Ward when the viaduct was put in. It will make for a more livable and people centered city. Those of us who have had the privilege of not having a highway running through our backyard need to shoulder our share of the transportation burden. The economy will adjust to a new form of transportation
October 12, 2021	Commenter	The community grid option is the only option I support. We must do what we can to ease the irreparable harm done to the communities demolished and otherwise negatively affected by the viaduct. The community grid is the only option supported by anyone else who, like myself, lives within the city of Syracuse. This debate has taken years, going on decades. It has been all but decided for a while now, but the people against the plan have deep pockets. Please do not be bullied by the suburbs, big corporations and their lobbyists to choose a more expensive, more harmful, and less effective plan. The rest of us are ready and waiting for the community grid. PS- please move the traffic circle a bit further south to protect the students of Dr. King Elementary.

Date	Name	Comment
October 14, 2021	Commenter	The community grid option is the only option that attempts to repair both our ecological impact on our environment and Syracuse's dark history of segregation and the destruction and displacement of the 15th ward. Syracuse must choose community grid if it wants to begin to clear its conscious and get rid of the moniker of "one of the most segregated cities in America". Historic injustice must be addressed, and it certainly can't be by reconstructing one of the most glaring and physical symbols of injustice in this town and attempting to lazily patch the wound by naming it after an abolitionist. No, all systems of racial injustice must come crashing down, and that starts here with I-81.
October 14, 2021	Commenter	The community grid option is the only option that makes sense if you care about the city of Syracuse. Removing the viaduct creates opportunity for urban planning and development options that have been proven to have a positive impact on revitalization efforts. Creating mixed-used buildings in a high-demand area provides more opportunity for small business owners and attracts medical and university professionals to the downtown area. This would also further connect the university with the downtown area and drive foot traffic which has been proven to help brick & mortar buildings. More lanes going in multiple directions would barely impact the traffic flow --how bad is the adams street exit now?--and remove a dangerous traffic interchange right before the exit. Additionally, the viaduct would just have to be repaired again in the future, whereas a community grid would not require more upkeep than the roads already below the viaduct. Not to mention the fact that removing this viaduct would be a symbolic gesture of the city's intention to change course after the infamously damaging effects that putting it there in the first place had on a thriving city neighborhood. Don't be persuaded by the interests of people WHO DON'T EVEN LIVE IN THE CITY and their fear-mongering tactics to save 10 minutes on a commute. They do not care about Syracuse. only their own interests. The community grid is by far the better option from an economic, public interest, architectural, engineering, and urban planning perspective. My only hope is the city commits to affordable housing so as not to displace the neighborhoods already existing close to the current location of the viaduct.
October 14, 2021	Commenter	The community grid option is the only realistic option. We've seen how well it has worked in other cities. It stands to reason Syracuse and the surrounding areas can only benefit. It's time to stop all these frivolous delays and get to work uniting our city!
October 12, 2021	Commenter	The community grid option is the only way forward for Syracuse. I also support moving the roundabout away from a school zone. Don't let "Save 81" hijack the community grid option to save a dying mall that's an eyesore and a tax leech!
September 13, 2021	Commenter	The community grid option will bring more traffic into city neighborhoods. Streets with children, no sidewalks, deteriorating pavement, emissions are all major concerns that should be considered. The roundabout will be nothing but a serious problem for traffic especially plowing snow
October 13, 2021	Commenter	The community grid option will positively impact the black community that was disproportionately impacted by the original construction of I-81. Families and businesses were displaced when it was built. This option will create economic opportunities for black and other minority owned businesses if people are driving through the city instead of bypassing it with I-81. The community grid option provides an exciting chance for the residents of these neighborhoods to build their own future, one that supports them instead of oppressing them. Continuing to allow folks from the suburbs and surrounding areas to drive through on I-81 instead of contributing to our local communities will only do more harm.
July 17, 2021	Commenter	The community grid plan is a LOSER. Who wants to sit in traffic on a 4 lane South Salina Street in downtown Syracuse???!!! I will avoid the city forever. No low income neighborhoods are going to be magically transformed into crime free, fully employed, productive areas where people want to live. Keep Route 81 up and away from the surface streets of the city.
October 14, 2021	Commenter	The community grid project is an expensive mistake. It will have many negative consequences to the community that have been outlined over and over. It will be one of the final nails in the coffin of an already economically challenged New York state city.
August 17, 2021	Commenter	The Community Grid proposal is a very well conceived proposal that clearly meets the needs of the commuter while also restoring and revitalizing the City center. Well done!
August 14, 2021	Commenter	The community grid proposal is incomplete without including the Fairmount to I-81/I-481 completion. Failure to do so screws the entire northwestern area of suburbia. Otherwise replace the elevated interchange.
September 1, 2021	Commenter	The community grid proposal offers the best plan for traffic and transportation considerations. As a caregiver for a 100% disabled veteran, we look forward to a better and safer way to get to the Syracuse VA Medical Center. The present downtown traffic situation is dangerous and makes our journey to the VA Medical Center stressful and scary. We are supportive of the roundabout(s), as we have experienced these in other states, and they work so well to keep traffic moving. Thank you.
October 12, 2021	Commenter	The community grid seems like it will be a generational mistake which will harm the neighborhoods which were harmed by the original 81 project.
October 14, 2021	Commenter	The community grid should be the only option here. Let's try to reverse some of the damage done when 81 was first built. We have the opportunity to do better. Let's not waste it.
October 8, 2021	Commenter	The community grid suggestion is absolutely insane. Has anyone suggesting this alternative ever driven on I-81 through Syracuse? To make it a Grid with anything less than a 55MPH speed limit and no stop signs or traffic lights will forever lock this city up with honking cars and trucks, and grid-lock like never seen before. Stop the insanity and re-build 81 as a highway.
October 12, 2021	Commenter	The community grid will be a generational mistake which will harm the neighborhoods which were harmed by the original 81 project by bringing traffic and the exhaust pollution that accompanies it to street level
October 14, 2021	Commenter	The Community Grid will be dangerous. It will have vehicles traveling at a high rate of speed through a commerce area. Who will be responsible for snow removal and road repairs?
July 22, 2021	Commenter	The community grid will damage our region for years to come due to: increased congestion on city and neighborhood streets that were never meant to handle such heavy traffic; added drive times to key locations, guaranteeing that Syracuse will no longer be the "20-minute city" we all love; and the addition of more than a dozen traffic lights, further slowing down our city with all the extra bottlenecks.
July 20, 2021	Commenter	The community grid will damage our region for years to come due to: increased congestion on city and neighborhood streets that were never meant to handle such heavy traffic; added drive times to key locations, guaranteeing that Syracuse will no longer be the "20-minute city" we all love; and the addition of more than a dozen traffic lights, further slowing down our city with all the extra bottlenecks.
August 9, 2021	Commenter	The community grid will damage our region for years to come due to: increased congestion on city and neighborhood streets that were never meant to handle such heavy traffic; added drive times to key locations, guaranteeing that Syracuse will no longer be the "20-minute city" we all love; and the addition of more than a dozen traffic lights, further slowing down our city with all the extra bottlenecks.

Date	Name	Comment
September 23, 2021	Commenter	The community grid will have a negative impact on communities around Syracuse as it will increase trucking traffic trying to avoid going on the GRID and other highways - particularly those vehicles heading west off of I-81. The GRID adds many traffic lights downtown, thus adding to congestion and vehicle pollution to the city and neighborhoods. This congestion will add additional drive time and discourage driving into to city. This will hurt businesses.
August 18, 2021	Commenter	The Community Grid will help the city of Syracuse, and I'm in favor of it. We've been hurting the city and coddling the Congels for too long.
October 13, 2021	Commenter	The community grid will increase street level pollution in underserved neighborhoods. The community grid is structural racism
October 12, 2021	Commenter	The community grid will look better. More trees, more pedestrian paths, and no more elevated highway dividing neighborhoods!
October 12, 2021	Commenter	The community grid will ultimately hurt the community more by directing traffic away from said areas due to higher traffic density and longer drives through said community grid. It directs non-local traffic away from local businesses. For these reasons I believe a community grid should not be considered to replace the I-81 viaduct.
October 13, 2021	Commenter	The community grid would be another reason for people avoid Syracuse. Look at the news, there's a shooting/stabbing almost every night, people don't want to be stopped at red lights in the city
October 12, 2021	Commenter	The community grid would bring more street level pollution to the city especially in disadvantaged areas. A busy street level highway by an elementary school is both unsafe and exposed children to harmful pollutants
October 13, 2021	Commenter	The community grid would entail both constructing the grid and would also have to include upgrading 481 to accompany the increased traffic. The grid is two projects. Rebuilding the viaduct would only be one
October 13, 2021	Commenter	The community grid would increase dangerous street level traffic by an underserved school which is structural racism
October 14, 2021	Commenter	The community grid would make Syracuse a much better city in SO many different regards. Please do not give in to pressure from private companies that only look out for their interests.
September 8, 2021	Commenter	The community grid would more accurately be called grid lock. Its proponents seem to be ignoring the amount of local traffic that moves over the viaduct and the street beneath. Inevitably trying to get from downtown to the hospitals and university will be a nightmare. The Harriet Tubman bridge is a great way to keep traffic moving smoothly,
October 12, 2021	Commenter	The community grid would, due to is slowdowns through Syracuse, cause semi-trucks to avoid the city and travel through small towns in the surrounding area which are less equipped to handle the large volume of heavy trucks
August 18, 2021	Commenter	The community is not entirely in favor of the Community Grid option alone, I don't understand why we are not considering the best solution, a hybrid plan. We need to maintain the Penn-Can traffic through Syracuse via an elevated bridge, and then we can make improvements under the bridge along Almond. Let's not miss the chance to find a solution that really benefits as many members of our community as possible.
August 17, 2021	Commenter	The construction of I-81 would cause noise, thereby affecting people who's living next to it. Thus, I oppose the construction.
October 14, 2021	Commenter	The cost to remove the I-81 viaduct, without a reasonable replacement, will have long term harmful economic and environmental impacts for the City of Syracuse and the Syracuse Unviersity region. There is insufficient justification - benefits vs. cost, to justify removal of the viaduct without a reasonable high speed replacement.
October 8, 2021	Commenter	The current plan does not address interstate traffic which will bypass syracuse by traveling State Route 41 and then Route 20. The primary purpose of an interstate system is to keep interstate travel off of state roads. Current studies have failed to address North West bound traffic bypassing the proposed system by taking SR 41 to SR 20. Huge problems and safety issues will result on these state roads.
October 14, 2021	Commenter	The decision was well considered, made, and regardless of it's popular support, is right. Stop letting lobbyists drag this out, break ground.
October 9, 2021	Commenter	The DEIS does not study the economic loss to businesses in Salina and downtown. This needs further study.
September 2, 2021	Commenter	The DEIS needs to remove the section about environmental justice. That is pure virtual signaling. This section needs to be removed and the DIES rewritten.
September 22, 2021	Commenter	The divided Syracuse community is not related to the presence of the 81 highway ! it's an educational divide what is needed not to re-invent a highway, but inprove the education on the valley's side. We don't want another big dig project! We need better involvement of the social black community onto the education system! Many junior teachers have worked tirelessly to improve the other side with no results

Date	Name	Comment
September 14, 2021	Commenter	The documentation generated for the I-81 Project is loaded with great statistical data but seem light on common sense conclusions (or perhaps they are lost due to the of statistical data dragging us down the rabbit hole). Looking specifically at the I-481 to I-690 both NB and SB flows there are some really simple concepts that the reports seem to lose in the statistics. With regard to I-481 Dewitt/Fayetteville (Rt5 and 92) interchange to I-690. One of the simplest issues here is the large number of vehicles entering I-481 from the right want to move left to transition to I-690 while traffic NB on I-481 want to move to the right to continue NB on I-481 creating a relative "Can of Worms" scenario. While not as tight as that that used to exist in Rochester (I-490/I-590), the effect still exists. It causes congestion and frustration that lead to the classified accident types listed in your statistical data. Simply directing I-81 traffic around the re-identified I-481 will only perturbate this can of worms type issue. A major re-think is needed if this plan goes forward. With regard to I-690 to I-481 SB to the Dewitt/Fayetteville exit, there are excessive rush hour backups that occur at this interchange due to the rate of flow through Lyndon Corners. Sending more traffic into this situation will not be make the situation any better. Although the SB lanes do not have the can of worms issue there is still a I-481 SB to I-690 merge to exit issue and jockeying for position or pull out to bypass Dewitt/Fayetteville. Congestion and concerns will only increase and likely not end well. Another concern I have looking at your Marin Luther King School circle plan... Do you really think people are not going to speed (fly) through the circle bypass lanes currently depicted in the proposed design. Based on the current decay of driver skills and desires to drive the speed limits, I have my concerns that people will get hurt with school bus accidents a big concern.
October 13, 2021	Commenter	The DOT conducted a multi-million dollar interconnect project in the 1990s. The result was poor, with coordinated traffic signals never becoming the norm. Will this project be better? Maybe, but the volumes of traffic on city streets will make any coordination ineffective. A connector to keep traffic not intending to be downtown out of downtown is needed. Forcing traffic from the South to run street-level to get to the mall, Amtrak station, and other points North is a reminder of the kind of terrible traffic patterns that led to the creation of freeways decades ago.
August 17, 2021	Commenter	The DOT included data and statistics from the Syracuse CVB when addressing the impact on hotels. The CVB's inherent interest is in drawing more benefits to downtown (which is where the majority of conventions and meetings happen). Using biased opinions is not data. Study the walk-in traffic and where the cars are coming from that are staying at these hotels.
October 13, 2021	Commenter	The DOT is misleading the public with their rhetoric about I-81 dividing neighborhoods. First and foremost, the majority of the physical roadway comprising I-81 will remain. The DOT does not mention this. Also, for the entire area where the neighborhoods are, all of I-81 could be removed and the neighborhoods would still be divided as there is a railroad adjacent to I-81. The DOT also does not mention this, or the fact that the railroad cannot be legally crossed outside of grade crossings. Finally, the DOT does not make it clear that something above the city, that is a bridge, is really the separation they're referring to. The bridge is in the air. It separates nothing. Also, consider the area the bridge occupies. Hospitals and medical facilities are on one side. Businesses and towers with medical students on the other. These are not the neighborhoods the DOT is referring to.
October 13, 2021	Commenter	The DOT should move forward with the community grid plan. The community grid plan for the future of I-81 represents a possibly transformative opportunity for Syracuse and the entire CNY region. This plan could potentially transform how people move around, settle, and overall live their lives in this city. It's no secret that the history of I-81 represents a history of racial inequality for the city, as the construction of the viaduct intentionally displaced a booming African American community. In the present day, African Americans are the predominant group of people who live most closely to the viaduct, and thus are most likely to be experiencing the quality of life issues that result, including health problems associated with inhaling the large amounts of exhaust that rains down from above. The community grid plan has the potential to begin (emphasis on BEGIN) to correct the mistakes made in the past that have contributed to Syracuse's nation-leading rate of concentrated poverty. When I hear from the pro-81 side of the argument, all of them seem to focus on the same thing; traffic. They're worried about "gridlock," longer commute times, how changes in traffic patterns could potentially influence the bottom line of hotels in Salina. Nowhere in their arguments do they even begin to consider how the viaduct influences quality of life in the city, as most of the viaduct-proponents live in suburbs, and only see the city as an obstacle to be managed in a car via the easiest means. They do not seem to understand that cities are places where people live, and that the viaduct represents a massive, dangerous barrier to those who navigate their city as pedestrians rather than in a car. The community grid would allow for a much more pedestrian-friendly environment and remove the barrier (both literal and symbolic) between the prosperity of university hill and the poverty of the south side. And regarding traffic, obviously DOT has considered how taking down the city's most utilized road, by adjusting elsewhere to accommodate the increased demand and traffic pattern changes (on 481, adding exits to 690, etc). And ultimately (according to Google Maps) rerouting along 481 would only add 5 minutes to a commute from Lafayette to Cicero). I think the biggest misunderstanding that the Save 81 crowd has is that the options are either community grid, or leave 81 exactly how it currently is. That couldn't be further from the truth. In order for 81's path to remain the way it currently stands, the whole viaduct would have to undergo a massive overhaul to bring it up to current interstate highway standards. The highway would have to be wider and interchanges with 690 longer, meaning more buildings would have to be torn down in the heart of downtown, some of them historical (something like 30 more). The shadow of 81 would end up being even bigger and more ominous, but I guess that wouldn't really matter to them because they wouldn't notice a difference out in Clay. In the wake of the viaduct no longer being in place, a huge amount of land now becomes open for investment and development and a reimagining of how the center of the city can look, feel, and operate is possible. We would be making a tragic choice to repeat the mistakes of the past and miss out on what could have been. Ultimately, Save 81 is about traffic, the community grid is about people.

Date	Name	Comment
October 13, 2021	Commenter	The drawings of the neighborhood post-community grid are lovely (parks, strollers, etc.). It is very concerning that some feel the area impacted might become a commercial strip akin to Erie Blvd. I'd love to see land use considerations that prevent this from happening, and instead promote the qualities of a healthy neighborhood. I think some of the narrower highway and land trust proposals might help to address this. Along this lines, folks most affected by the construction of a community grid should be compensated in some way.
August 4, 2021	Commenter	The entire purpose of the community grid proposal is to restore a sense of cohesiveness among the neighborhoods. Unfortunately, the replacement boulevard in renderings is just another at grade highway. The interstate is being rerouted; there is no point replacing the viaduct with a new road that is just as bad. It is more expensive to maintain, leaves less land up for redevelopment, and tragically undermines the most important goal - reconnecting the community! The replacement road should be a two land road with protected bike lanes. Take a look at Union Street in Rochester. Otherwise, this project is just another West Side Highway of NYC - an elevated highway replaced with a another at grade highway.
September 3, 2021	Commenter	The entrance to Oakwood Cemetery is a vast and historic cemetery which sits geographically on the East Side but is the final resting place for many Southside residents as well. Prior to the construction of I-81, the front entrance to the cemetery opened to the Southside neighborhood. The grand entrance can still be seen, inches from the current viaduct and from the highway in the DDR/DEIS plan. The reopening of this entrance to Oakwood Cemetery is a major missed opportunity under the current plan and warrants a change.
October 13, 2021	Commenter	The environmental injustice of I-81 is illustrated by the sound and air pollution that negatively impact nearby residents and contribute to negative health outcomes. The community grid would redirect traffic so that residents have cleaner air to breathe and higher standards of living. The grid will allow increased ease of travel for bicyclists and pedestrians, which will allow for greater community connection and contribute to positive environmental justice outcomes.
July 18, 2021	Commenter	The existing bridges just need to be repaired. Don’t need to spend extra money on a grid system which forces vehicles to drive through downtown area. It will force people to take 481 to avoid downtown. I don’t see how the bridges harmed the community. I need that explained to me.
October 9, 2021	Commenter	The exits at Mattydale,Seventh North Street, Destiny,and Salina street lets travelers and commuters have quick and easy routes to their needs.
September 3, 2021	Commenter	The future for our city is clear. It needs to be a city that can make critical decisions for it's self and to go forward with a clean, affordable, and regrowing plan for this city long scared by the hatred made by the i81 viaduct. It should have been torn down years ago but we still have to continue, as cuser's who actually live in this great city, to have to keep the door open to those that stall progress like children who simply can't accept the responsibility to bring a better, cleaner, and safer future for all means you might have to make a minor sacrifice of your 5 extra minutes on your commute. I would like to continue to own property and live in a city that believes in cities for people... not cars and those who couldn't be bothered to make the effort for our city to keep it clean!
October 14, 2021	Commenter	The goal of 81 is to safely and efficiently transport goods and people. The grid does neither of these things
July 28, 2021	Commenter	The goal of the community grid plan for Rt81 is to correct the wrongs done to the 15th ward and the lower income black community. What a joke, what do you think it will be like for those living in the pioneer housing community on East Adams St. Living under Rt 81's elevated section may not be ideal but what makes anybody believe it will be better having that traffic just feet from these houses. That doesn't even address living conditions during the construction phase. These people are going to be displaced again or wish they had been. Also the damage done to northern community seems to be ignored. Salina business in the 7th North St. area will be by passed. You also can't tell me the drive time to hospitals from the north area will not be affected. I read on a map describing the changes that deceased shoulder size will calm traffic. Really!? If there is an accident or other traffic jam, a nice wide shoulder would help emergency vehicles get around any delays.
September 13, 2021	Commenter	The graphic sample photo of Almond Street is unrealistic and not a true interpretation of that area. Those people will not be walking there at night. Or the daytime for hat matter. It doesn't happen now with the sidewalks we already have there. And those beautiful green areas are going to be maintained by who? Look at the green areas now on Townsend Street. Grass needs to be cut, weeds pulled, etc. Please make the graphics more realistic before you decide on the Community Grid.
October 4, 2021	Commenter	The grid "does not work". The Hariat Tubman bridge is a much better option for all parties.
October 5, 2021	Commenter	The grid and bridge seems to be the best choice
October 13, 2021	Commenter	the grid is a step backward. It will do more harm than good. High speed travel into and through Syracuse is essential to the region.
September 13, 2021	Commenter	The grid is a terrible idea for commerce. It will severely hamper the flow of traffic and result in more traffic problems for the city. Rebuild the viaduct, but add more off-ramps in both directions.
October 13, 2021	Commenter	The grid is essential to reinvigorating the city and I think is a must.
October 12, 2021	Commenter	The grid is going to be great for the communities. I support the grid!
September 1, 2021	Commenter	the grid is not going to right any wrongs that were done.keep the traffic flowing on a new and better bridge system
October 14, 2021	Commenter	The grid is structural racism due to its increase led traffic and pollution in the community
October 14, 2021	Commenter	The 'grid only' option is not the consensus choice. The entire CNY region should be considered and heard. Congestion and dangerous traffic circles are not the answer that CNY needs.
August 17, 2021	Commenter	The grid only option is totally unacceptable and will destroy the ability of the people of Syracuse and Onondaga County to move easily through the Syracuse area in a timely fashion that the viaduct gives now. With the hospitals so close, The grid only option will be catastrophic to moving emergency vehicles to their destinations during peak rush hour traffic. Let the people of this county decide the fate of 81, not Albany bureaucrats.
August 17, 2021	Commenter	the Grid only option to replace the 81 viaduct IS NOT ACCEPTABLE
August 14, 2021	Commenter	The grid should be extended far enough to reopen the entrance to Oakwood Cemetary, located on the east side of the current 81, that was closed when the existing 81 was built.
August 16, 2021	Commenter	The grid solution is terrible and the 81 highway kept the same.
September 15, 2021	Commenter	The Grid will cripple Syracuse. Select another option!
September 14, 2021	Commenter	The grid will destroy commuting in Central New York. Knocking down the highway will not stop a certain group from robbing and murdering each other over respect. The idea of making 81 go through the ghetto known as sewercuse is not only ridiculous and dangerous its also a major inconvenience on people that pay taxes and work for a living. Why isn't this up for a vote? Why do you feel that we need to rescue the city and pay for it with increased commutes and more crime? Lets vote on this!
October 14, 2021	Commenter	The grid will increase street level pollution to underserved communities which is essentially structural racism

Date	Name	Comment
October 14, 2021	Commenter	THe grid will jam up downtown. Keep the viaduct
September 8, 2021	Commenter	The grid will pollute, disrupt lives and have a negative impact on businesses that are in place for the viaduct. 481 is not meant to be the thruway, it's a neighborhood, there are no businesses set up and the lanes will have to be increased to accommodate all the traffic that will be thrust upon the eastern neighborhoods. You can still make the walkways/bike paths nice, but KEEP the VIADUCT!!
October 5, 2021	Commenter	The Grid will put enormous pressure on 481 that will back traffic up for miles. It is a very bad idea and not successful in other cities where it has been implemented
October 14, 2021	Commenter	The grid would be a generational mistake. The only fault of the viaduct was where it was placed. The community grid would not fix that and would bring more pollution and traffic to an underserved area
October 14, 2021	Commenter	The grid would be a generational mistake. The only fault of the viaduct was where it was placed. The community grid would not fix that. The viaduct works
October 14, 2021	Commenter	The grid would be a generational mistake. The only fault of the viaduct was where it was placed. The community grid would only jam up downtown
October 13, 2021	Commenter	The grid would require construction of the grid plus upgrades to 481. The grid is wasteful as it essentially requires 2 projects
October 14, 2021	Commenter	The grid would slow travel times for emergency vehicles
October 13, 2021	Commenter	The gun violence in the city makes a community grid in the areas where 81 currently sits too dangerous for drivers
October 14, 2021	Commenter	The gun violence in the City makes a street level highway in that area unsafe
July 16, 2021	Commenter	The Hospitals need to have easy access. Slowing transportation and removing the easy access to the hospital will lead to emergency situations where patents will not make to the hospital potentially in time, especially with foot traffic.
October 14, 2021	Commenter	The I-81 Community Grid offers the best overall urban planning approach. One of its assets is to increase connectivity across its path. That would encourage a design element that makes the historic entrance to Oakwood Cemetery more accessible to visitors/residents. I would applaud that approach and refinement.
October 14, 2021	Commenter	The I-81 has already caused detrimental effects to communities in Syracuse. Causing displacement and subsequent issues such as food desserts and poor air quality. We must push against this Viaduct Project. We should be prioritizing the needs of Syracuse community and people over the larger gentrifying and commercial agendas!!!
October 13, 2021	Commenter	The I-81 has been awful for the city of Syracuse. It's history is in redlining and racism, and that history has followed it throughout the years. It has promoted Syracuse to be thought of as a drive-past city, funneling people directly towards the environmentally dangerous DestinyUSA, who's impact on local air pollution can be detected from space. A community grid has a chance to bring wealth and community back into the city, which will eventually lead to more prosperous environmental justice. I-81 will do nothing of the sort
October 14, 2021	Commenter	The I-81 viaduct is in a state of disrepair and must be repaired, but the concept that removing the existing viaduct is necessary and will cure social and racial justice issues in Syracuse is flawed. There is already a free access from the east and west sides of 81 via the existing grid roads and sidewalks currently beneath the viaduct. Indeed, that was and remains the purpose of the existing viaduct - to promote free movement beneath and through the I-81 corridor. The only place where replacing the I-81 corridor with community grid is south of the existing viaduct, which is almost exclusively occupied by an ancient cemetary (Oakwood). There is no reason to restore access to this area. There is a neighborhood south of that area (Brighton Ave), but there is basically limited development east of I-81 in this area, and little reason to create additional access. Eliminating the viaduct will slow and significantly increase the distance for through-traffic, increase commute times to downtown Syracuse, increase the time for emergenecy responders to reach Syracuse hospitals and impair access to Syracuse University. These harmful impacts for the community and the environment far outweigh any potential benefits.
July 18, 2021	Commenter	The idea of a roundabout is the worst idea possible unless you want the school to be a witness to bad drivers, accidents and road rage. Have you thought about the visibility in the winter and where are they going to put the snow!!!!!!
August 3, 2021	Commenter	The idea of extending the community grid farther south allows the opportunity to connect our neighborhoods again. Not only for those using public transportation and other transport alternatives, it allows our communities to mingle and become one again. It's more about the upcoming generations and their opportunities; how can we show the upcoming generation we truly care about them?
September 23, 2021	Commenter	The Jewish cemeteries along Jamesville Road that face I-481 suffer from noise and visual pollution generated by the highway that is a short distance to the south. I urge DOT/FHWA to consider planting wooded buffers and noise barriers along the north side of I-481 to reduce this pollution and provide a gesture of respect toward these historic cemeteries, which are a significant legacy of Syracuse's prominent Jewish community that originated in the 15th ward through which I-81 currently passes.
August 17, 2021	Commenter	The largest employer in Onondaga county is SUNY Upstate. The community grid plan will cause chaos everyday at seven am, 3 pm and whenever SU has a football or basketball game. Anyone who thinks otherwise is not realistic.
September 14, 2021	Commenter	the last thing Syracuse needs is a grid instead of 81. It is a nightmare driving down the pot hole-ridden streets of Syracuse already. This grid plan will cause 50000 cars to be caught in grid lock and make the daily commute take forever. It is a terrible idea to force all cars to drive down neighborhood streets to get into the city
August 14, 2021	Commenter	The light colors downtown feel better than that awful red brick that has been used lately. We need more trees.
October 13, 2021	Commenter	The location of I-81 causes significant environmental injustice to the communities directly surrounding the busy highway, and for that reason it should be replaced by the community grid. Both sound and air pollution negatively affect nearby residents and contribute to negative health outcomes. With the creation of the community grid, nearby residents would have cleaner air to breathe as well as overall healthier and safer standards of living. The grid would also provide significant increased ability for pedestrian and bicycle connections in the local street network, which would contribute positively to current environmental justice and safety concerns.
October 12, 2021	Commenter	The long-standing impacts of 81 have maimed Syracuse's economy, neighborhoods, and potential. We need the community grid.
September 1, 2021	Commenter	The main objective should be to get commuters as quickly as possibly from south of the city to the suburbs. However this is accomplished should be the route that is taken. The suburbs are the lifeblood of the county & CNY as a whole and should be held with the most importance. Their needs should be ABOVE the city (which is rotten to the core and cannot be fixed).
August 24, 2021	Commenter	The MLK roundabout is a traffic calming device and a safety benefit. Don't back down to the ill-informed public pressure. As you know, studies show that roundabouts are SAFE!!!
October 12, 2021	Commenter	The more I hear of the proposed I-81 grid, the more convinced I am that this will be more dangerous and less useful than just replacing the raised highway as it stands now. It's about moving traffic safely, not making a political statement.

Date	Name	Comment
October 12, 2021	Commenter	The more I think about it the more a community grid looks like a mistake. 1. It would slow down travel through the city 2. It would increase pollution by bringing more exhaust to street level, especially around MLK elementary 3. A man was struck by a stray bullet on 690, 81 goes through some less than safe areas, I believe incidents such as this would increase with a street level community grid
October 14, 2021	Commenter	The need for a replacement for the elevated portion of I-81 has been discussed since I arrived in Syracuse 25 year ago. Finally, there is progress towards a reasonable alternative, which seeks to empower overlooked areas of the city and remedy an arbitrary division that has been in place for decades. I am in favor of the grid solution, as it addresses persistent pedestrian and accessibility issues. I would like to see the grid begin south of Oakwood cemetery, to allow for a greater for focus on safety and existing community assets (the cemetery, the elementary school). I believe that increasing access to the areas south of downtown will improve the livability of the city with minimal impact on transit times.
October 8, 2021	Commenter	The new bridge could become a symbol for Syracuse, could revitalize the skyline that hasn't been updated in decades. Bridges become staples of major cities!
October 14, 2021	Commenter	The new community grid is a plan that could potentially create a better quality of life for those who live in Syracuse. I think this plan prioritizes the needs and wants of the public in a robust way and should be implemented.
September 1, 2021	Commenter	The no-build alternative with routine maintenance and solutions like sound barriers is absolutely unacceptable and ridiculous. Under no circumstance should money be poured into the no-build alternative since it has such a negative impact on the environment and endangers many species. WHO cares if Canadians cannot find their way to Destiny USA, everyone shops on Amazon anyways. Prioritizing pedestrians, environmental justice, and social justice with the community grid option is the only way to move forward. Mayor Walsh wants Syracuse to be the flagship smart city, well do the smart thing and learn from history please do not repeat it.
September 8, 2021	Commenter	The noise pollution from R481 is already quite massive. What will be done to keep the noise levels from rising? I live a mile from 481 and the sound echoes thru the valley, you can hear motorcycles for minutes at a time.
September 9, 2021	Commenter	The Northside of Syracuse lost 2 exit points for West bound traffic coming from the East. The reduction in exits N Townsend and Court St. leaves N Crouse (from 690) and Bear(Bus 81) as the only exits to allow traffic back to the Northside. Those exits are too far apart to create convenient travel/access to Northside businesses. The University area, Downtown, and Franklin Sq all received improved access, but not the Northside. The current plan creates undo separation of the Northside from the city and traffic from the east , the impact looks like a repeat of the 81 viaduct, cutting the city into disconnected parts. As a Northside business owner this is of great concern to me.
August 3, 2021	Commenter	The Oak Wood gated entrance that once connected to the south side should be apart of the community grid plan. The architectural and historical significance to the city is important and should once again be apart of the community, it should not continue to rot away into non existence.
July 18, 2021	Commenter	the one thing syracuse has always had going for it, is that traffic is never a problem. this will completely ruin that, and make getting anywhere take 5 times as long as it does now. it is incredibly disappointing that something so harmful to the city is being pushed through simply because it suits the current false racial narrative. (the highway was never constructed mindfully through black communities, it was constructed on a footprint that already existed and was the right decision environmentally. it cut through many different communities, not just "black" ones. there is nothing wrong with trying to help our black communities, but ruining the infrastructure of this city is not the way to help any racial disparities this city might have.)
October 8, 2021	Commenter	The only financial plan that makes any sense in these times is to keep the current pathway thru downtown, and reconstruct the elevated highway or re-do as a bridge thru the city. This would cost less than the 481 by-pass redo, save on years of construction, and still allow a grid to be built in the city.
October 12, 2021	Commenter	The only way to rebuild Interstate RT81 is to build it with the TUBMAN BRIDGE.
October 13, 2021	Commenter	The people doing the studies are not from this area. Understand the cost, travel time will be doubled for anyone that utilizes 81 through the city, highways and/byways do not alienate communities, people do that. The loss if business, time cannot be afforded. Take a look at Rt. 17 in NJ or Rt. 4…exits every 1000 ft tons of accidents. Just fix and enhance what is there. It's a good highway. 481 was built as a byway and not meant to handle the traffic from 81, and it works well as intended. I've traveled these roads for over 50 years.
October 14, 2021	Commenter	The people who were pushed out when 81 went through their neighborhood are the ones who deserve first say, first choice in how the property is developed. They deserve the opportunity to move back to their neighborhood if they so desire. I hope it is a mixed group and please not gentrified.
October 14, 2021	Commenter	The picture you display hinting that all the tractor-trailers will be on city streets is nothing more than farcical fear mongering. You lost any credibility you may have had with that classic example of lying and fear-mongering. We know that is not going to happen, but don't let that display of stupidity stand in the way. 81 has had it and so have you. You are now thought of by just about everybody as a pain that is wasting time and money. Money, that is what you are all about and not the city as a whole.
July 19, 2021	Commenter	The plans to expand 481 are too small in scope now and in the future. My bet is 30% of all business downtown fair by the completion of the 7-9 years of the project. Yes we know 5 years will not happen and costs will be close 2x's projected. Unless you have time and cost penalty and controls. What are your business lost projects not just from relocation over the time frame + 1 year.
October 14, 2021	Commenter	The presence of the I-81 has led to negative impacts on the adjacent communities in the form of increased air and noise pollution. The communities in question are largely minority neighborhoods that have been historically repressed and taken advantage of. The I-81 should be taken down and replaced with a greener alternative that also allows for more interaction and resource flow between the communities. A greener alternative would help protect the historically disadvantaged communities from health and safety issues.
October 13, 2021	Commenter	The present design. has a noise abatement wall on Butternut Dr.in Dewitt. The only buildings on Butternut Dr side are commercial in nature. Opposite Butternut Dr. on Towpath rd are residential homes that are directly impacted by rt 481. It only mentions plans for a noise abatement wall to be constructed on Butternut Dr. and nothing on Towpath Rd. My home backs up to Rt. 481 and the noise created by traffic is so loud you can't hear people talking standing right next to you. I can't imagine what it will be like once the new traffic pattern begins. A noise abatement wall must be built on Towpath Rd.If you truly wish.to consider the people's needs, you need to include a noise abatement wall on Towpath Rd opposite the Butternut Dr. planned wall.

Date	Name	Comment
October 12, 2021	Commenter	The promotion of this highway runs contrary to the interest of any person who cares about the Syracuse community. I-81, in all respects, divides Syracuse into those have and those have been oppressed beneath it. The disturbances and placement have done nothing but promote poverty, racism, and classism in their neighboring areas. I support the community grid and creating a safer, more open, more beautiful environment for our spurring Syracuse Community. This alternative benefits those who live here, run businesses here, the people who actually have the Syracuse communities best interest at heart and want this place to be the thriving community it deserves to be. The community grid should not just be an “alternative”, it should be the primary and only option to benefit the people who call Syracuse home.
September 10, 2021	Commenter	The proper and correct solution to the Rt 81 Rebuild is to go back to the table and design this program as a VIADUCT. WE DO NOT WANT A COMMUNITY GRID. MUST HAVE IMPROVEMENTS TO EXITS FOR HOSPITALS, CAN YOU DO THIS?
October 7, 2021	Commenter	The proposed alterations to 481 near the Dewitt & Fayetteville exits seem utterly insufficient. During rush hour, the section of 481 between there and 690 is subjectively horrible. The volume of traffic there is already at a maximum, and alterations made should be planning to accomodate increasing volumes over the next decade, not barely meeting the needs of the present. I'm not sure what your models have missed, but the Community Grid alternative feels utterly implausible based on my personal experiences driving 81 & 481 in the affected areas.
July 23, 2021	Commenter	The proposed at grade system for I-81 going through downtown does not provide a connection for the existing path between I-90 to the west and I-81 to the south. This is a very popular through route that is not being accommodated by the preferred alternative. If coming eastbound from Thruway Exit 39 on I-690, where would you exit I-690 to reach I-81 southbound toward Cortland? It is not reasonable to expect these drivers to take either I-90 or I-690 all the way to the current I-481 alignment to head south. None of the proposed exit ramps on I-690 eastbound near downtown would connect you to I-81 southbound without going through local streets. The reverse is also true, there are no good connections from the proposed surface arterial to access I-690 westbound.
October 14, 2021	Commenter	The proposed Crouse I690 east on ramp needs improvements. It has created a father distance from downtown to get on to I690 east . All traffic heading east on 690 needs to use this on ramp. Traffic needs to stay on down town streets longer. The section between Erie Blvd and I 690 will be too small. Traffic will back up on the north south rd (crouse). Traffic will also back up on Erie Blvd East trying to take a left at the light.. (need longer turn lane) .
July 29, 2021	Commenter	The proposed new route for I-81 (on existing I-481) provides no increase in capacity to offset the loss of the viaduct. At the very least, the intersection at I-690 should be completely redesigned and the rest of I-481 should be made 3 lanes both ways. Adding additional traffic to this route without any upgrade will create a new safety problem.
October 13, 2021	Commenter	The proposed plans for reconstruction need to center the health and safety of school children who live and go to school near the highway and the proposed round about. Centering the safety of Syracuse youth is an investment in the future of the city. Students should not be in danger of low air quality and high traffic when at or near their school.
October 13, 2021	Commenter	The proposed roundabout right near Dr. King Elementary school should be shifted further away from the school. We need safe routes to our schools and safe travel lanes for our children. Please put their needs first and make changes accordingly.
October 14, 2021	Commenter	The proposed roundabout currently planned near Dr. King elementary school should be moved further South. It would better safeguard the kids attending school as well as provide an opportunity to reduce noise and create an attractive frontage.
August 12, 2021	Commenter	The public has repeatedly expressed their disapproval for this project and the state keeps holding hearings. The public has already spoken and the public is not for this project. You keep asking and you keep getting the same answer. When is the state going to realize the public doesn't support this project. Isn't government supposed to be for the people.
October 14, 2021	Commenter	The purpose of a roadway is to be efficient, the viaduct does this
September 14, 2021	Commenter	The purpose of community grid seems to be to please Syracuse University. What about the rest of Central New York? You are going to make getting around this county a total nightmare. Have any of your engineers ever driven around the DeWiitt/Fayetteville area at rush hour? One little "fender bender" and there will be no traffic moving for hours. And you expect 81 traffic to travel on 481 without a problem? Get away from your desks and look at the "real" situation. The towns around Syracuse deserve consideration, not just SU. The community grid is going to ruin central New York. You are going to discourage tourism in Upstate and force people to move out of New York. And let's stop with these dramatic pictures. It will be a street through the slums that screws up travel for the entire upstate area. Find a "real" solution without ruining Central New York.
October 13, 2021	Commenter	The purpose of I-81 is to safely and efficiently allow transportation from north to south. The community grid does neither of those things
July 20, 2021	Commenter	The reason Rt. 81 was built was to AVOID 30 mph through the city - unless we work or need a hospital! Now, you think it doesn't make sense? What the heck? We don't need to take it down! Just fix it!! You already screwed up Erie Blvd - we proved it needed to be widened.....now, you took that away too.
October 10, 2021	Commenter	The rendering does not support the amount of traffic that utilizes that route. I travel it every day theirs no way that a via duct with lights they the city will provide the community access thru the city with convenient and smooth exits to downtown without interrupting traffic flow.
September 10, 2021	Commenter	The round about is bad news in 1966 I worked in a 2bay shell gas station at carrier circle where a Verizon store sat now just about ever evening or night someone was getting hurt
July 19, 2021	Commenter	The round about will be a mess during rush hour unless there’s traffic lights
July 20, 2021	Commenter	The roundabout is NOT going to work; most drivers are too stupid. Just spend a few hours observing the few traffic circles that are in the area.
October 14, 2021	Commenter	The Rt 5/future 81 interchange is fine as is. Adding a stop light would only serve to increase travel time for all southbound 81 traffic getting onto route 5. If safety is the priority in moving the ramp and adding a stop light, than a diverging diamond interchange would be far more appropriate as they have been shown to be much safer than standard interchanges, plus they take up less space.
October 14, 2021	Commenter	The sky bridge is a cool idea but even e viaduct is better than the grid Even the sky bridge is better than the grid
October 11, 2021	Commenter	The sky bridge is an terrible an idea as the old bridge that is being turn down was in the 60s. The public grid is the only reasonable idea. PLEASE CONTINUE WITH THE GRID PLAN!!

Date	Name	Comment
August 27, 2021	Commenter	The Skybridge is by far the best option. I'm tired of people on the internet and social media saying that a skybridge isn't reasonable. They are saying this out of racism as more criticism has emerged since the skybridge will be named after Harriet Tubman. People who are calling this fake or phony should go up to the ancestors of Tubman and say it to their faces but they won't. The skybridge plan for 81 encompasses both a highway and a grid and the only reason people are against it is the hidden racism behind people who claim to be progressive. The most progressive thing I can think of is a beautiful skybridge named after an amazing historical figure who lived in this area.
August 27, 2021	Commenter	The skybridge seems like a better alternative to the grid or rebuilding the viaduct. The grid will starve Syracuse of visitors, will slow commutes through the city, will have drivers stop at lights in dangerous areas and bring pollution down to ground level.
October 7, 2021	Commenter	The Skybridge should be a nonstarter. That is just putting old wine in new bottles. Let's make the community grid work.
September 1, 2021	Commenter	The skyway option was not seriously considered and should be offered as an option. We were only given viaduct, rebuild, or community grid. Design a beautiful skyway and make it an attraction vs another park that syracuse doesn't take care of. Provide a referendum to all in onondaga county residents for all options. Due to COVID no one wants to attend public meetings. The community grid does not benefit anyone outside of downtown syracuse. Consider the impact on all onondaga county suburban communities. Traffic flow on 481 is not a solution. You will spend more money upgrading every intersection on 481 than other solutions such as a skyway. Create a beautiful park under the skyway and move on from damage done in the past.
October 7, 2021	Commenter	The solution is the tunnel. Contact Elon Musk. He has a low cost tunnel boring process. You still have the boulevard. Let Elon Musk bore the tunnel.
October 14, 2021	Commenter	The state must advance and work with locals to develop a Rapid Bus service to run along corridors such as the newly created almond corridor. This will help spur private investment, improve the commutes of thousands of central New Yorkers, and reduce traffic congestion. This has been proven in other parts of the State such as the capital region. In order for the community grid to advance well we must provide multiple transportation options via a joint effort by Centro and State investments.
October 13, 2021	Commenter	The story of Syracuse has always been short sighted by the interest of those who do not truly care for our community. That is how 81 was built in the first place, it destroyed neighborhoods, families, and lives. Here we are again faced with a smart choice for the entire community or the option that only serves a few interests like Destiny Mall/Save 81 folks. Malls are obsolete. That is no secret. Destiny already is falling apart. The mall has not lived to a single Promise made. So why is there any consideration given to its needs over the people of the this city and suburbs? Inside Destiny looks like what downtown Syracuse looked like decades ago…empty store fronts riddled with crime lurking at every corner. Downtown Syracuse has turned around since then and is filling with life! Having a community grid will just improve upon the city itself, making it appealing for residents and visitors. Destiny doesn't do either. It's a blight on this city and should be torn down with 82… But back to the grid, this makes sense for the long term longevity and prosperity of Syracuse and the region. Cities that once had these horrible highways in the middle of them have been torn down and the results leave proven themselves. It is the only choice that makes sense and begins to correct the mistakes of the past with an eye to the future.
October 13, 2021	Commenter	The street level pollution would negatively impact the neighborhoods the grid would run through
October 13, 2021	Commenter	the syracuse community had grown together immensely these past few years, and even closer through the pandemic. bringing back the community grid will bring us even closer! we can make syracuse a beautiful blossoming city, as it already is becoming one.
July 18, 2021	Commenter	The traffic is too heavy for this type of build. It will not make it safer for commute not only by the public, however taking in consideration the hospital emergency response teams. I, as an employee of Upstate Hospital do not agree with this type of rebuild out of the safety of pedestrians, traffic commuters and emergency response teams.
September 16, 2021	Commenter	The true peak times of vehicles are 6:45 am - 8:15 am, 3:30 pm – 5:00 pm. These peak times is due to the high number of drivers from Upstate Medical, Crouse Medical, VA Medical, and Syracuse University. It has been mentioned that there is 25,000 people who are traveling into and from work everyday. The community grid will not work with the high amount of traffic going over the bridges from the south/North travel. People don't want to drive all the way around Syracuse, due to mileage. The current bridge configuration has worked for the last 60+ years, even with the population of the USA almost being doubled. This means we need to maintain and expand the amount of lanes needed, 4 lanes north and 4 lanes south.
September 23, 2021	Commenter	The tunnel is the only answer! Cost will be covered by $3.75 stimulus Bill. #2 reason is tunnel fits best for Interstate Commerce ! Tunnel connects U.S. 81 and. NYS Thruway ! This is best for traffic and truckers! Commerce is 100% better because it will "Easy On & Easy Off" at north and south ingress and egress !
September 8, 2021	Commenter	The tunnel is the only way to go if Intr-State Commerce is of a concern ! The reason is simple. EASY ON-EASY OFF ! East-West or North-South. NYS Thruway-US Route 81 ! Commerce will be better served based on this Edict ! Jay G. Bernhardt. The Service Transportation Board will confirm this !
July 20, 2021	Commenter	The tunnel solves all issues. Better fir us northern towns and u can build your green space above it

Date	Name	Comment
October 14, 2021	Commenter	The vast majority of opinions I've read in favor of completely removing a highway and putting the community grid in its place have been predicated on feelings rather than facts or numbers. To be clear, removing a vital artery through the city with no true replacement will not undo past harm or generate sustainable economic development by itself. A humongous percentage of Syracuse's daily traffic volume transits that segment of road. Each additional minute every one of these drivers spends in their car is a minute that they are not exercising, working, spending time with their family, or contributing to the community in a meaningful way ... it's just lost time. For what specific, tangible benefit? The arguments for exclusively having a grid replacement seem to be driven by agenda rather than true economic interest. Moreover, it would seem the desires of a few were being put over the needs of many, as evidenced most significantly by the fact that neither the airport nor the hospitals will be well served by this change. Destroying the businesses currently supported by the existing decaying infrastructure does no one any good, doesn't new create jobs, or and certainly does not undo past wrongs. Simply put: two wrongs do not make a right.
September 1, 2021	Commenter	The viaduct alternative is a much better solution. The existing viaduct has served the city well for decades. Forcing motorists to 481 get around the city will only harm the downtown and other affected areas. Syracuse is the crossroads of New York State; no other city can claim that. Don't move the crossroads out of the city. You'll kill downtown for good.
August 11, 2021	Commenter	The Viaduct Alternative is what I think is in the BEST interest of the Public Citizens of New York State,and I hope this is your choice to Rebuild Interstate 81 thru Syracuse. I am a Tractor Trailer Driver and have traveled these roads thru Central New York, we DON'T NEED A COMMUNITY GRID.
August 14, 2021	Commenter	The viaduct alternative seems to be the best way to go. The grid is great on paper, but will not be in practice. It's just the reality of things.
September 23, 2021	Commenter	The Viaduct Alternative will not build transportation equity and further hurt an already disenfranchised and disinvested neighborhood. This alternative will not encourage redevelopment of the area. It also will not help with reconnecting the two halves of Syracuse.
October 11, 2021	Commenter	The viaduct as we have it currently allows traffic to flow freely thru and about our city. A street level alternative will only impede traffic and pedestrians, restricting and causing congestion we have never encountered throughout the city. Not to mention adding precious time to ambulance and rescue vehicles trying to get to our hospitals! A community grid will only further the so called division as they have labeled it! The round about entrance to the city is nothing more than an engineering divergence to traffic entering Syracuse proper. I am fully in favor of the overhead viaduct, and base my decision from 42+ years of direct transportation employment in the CNY, seven (7) county area.
October 14, 2021	Commenter	The viaduct fulfills the purpose of 81. Keep it
October 13, 2021	Commenter	The viaduct is a horrible idea It is shockingly expensive and destructive.
October 12, 2021	Commenter	The viaduct is an eyesore, a waste of money and completely worthless. The I481 bypass has already solved the traffic routing, there is no real need to keep pumping money in repairs for this eyesore that poses a danger to everyone including the environment.
October 14, 2021	Commenter	The viaduct is efficient and you don't have e to worry about being shot as much
October 5, 2021	Commenter	The viaduct is the Central NY link of the business, entertainment, community events that occur in and out of the city limits. As a south business & city dweller, the vacating of this efficient infrastructure changes decision making for dining, shopping, and use of vendors, in areas on the opposite end of a city without this highway. This is where a few brick & mortar city businesses will be on the loosing end of continued commerce. Fact. The City of Syracuse is unable to assure snow removal during early commute hours. Reducing the number of high speed commute paths through the city invites the city to be clogged with trucks and autos, in the event of closure of 481 south of the city.
October 14, 2021	Commenter	The via-duct is via-ble. Keep the viaduct
August 11, 2021	Commenter	The Viaduct plan is the best and most direct way to drive through Syracuse. Routing traffic through city streets with round about increases emission in the city proper. The current level of noise on 481 just blocks away on Marvelle Road is horrible. Loud truck, motorcycles, cars with faulty mufflers and drag races can be hear daily and at night it sounds a block away. It doesn't seem that any law enforcement stops those violating the laws. Money would need to be spent for sound barrier walls for miles. Increasing traffic will lower property values, ultimately damaging the tax base in our community. Additionally the increase use of the adjoining road and their repair would burden this town and heighten vehicle emissions.
October 7, 2021	Commenter	The viaduct plan is the stupidest idea ever. And building anything with roundabouts in it is insane. The traffic engineer who came up with traffic circles should have his/her license revoked. Leave 81 the way it is.
October 13, 2021	Commenter	The viaduct was a terrible idea when it was first implemented and has only become worse over time. Staying with a viaduct is harmful to the Syracuse community and disproportionately harmful to local communities already suffering oppression from the original instantiation of the viaduct. Stakeholders supporting the viaduct are doing so only to serve their own (usually financial) interests that do not offer justice to Syracuse residents. Renaming a new viaduct after Harriet Tubman is not justice. it will not bring jobs to our community nor will it give people the land and opportunities that were taken from them during the viaduct's original contraction. it won't give them back the health they had before living next to a freeway, or the vibrant community connections that existed. The community grid can start to work to repair many of these harms done to our fellow community members. The community wants the grid, not a viaduct. the state supports a grid, not a viaduct. The people have spoken and they do not want a viaduct!
October 8, 2021	Commenter	The viaduct was an accomplished attribute of our city that other cities did not have, it has worked well and it only needs to be replaced. COVID-19 has done more than enough damage to businesses in NYS. The president wants to support infrastructure so let's replace the bridge. Ambulances need a direct route to the hospitals where they won't be stuck in the community grid. Assuming more people will utilize downtown on a community grid is naive. The mall is already losing its draw. I don't think we should make our transportation go back to the last century. If that is enticing then flood the streets and we can have canals again. The canal was the only reason Syracuse grew at all.
October 14, 2021	Commenter	The viaduct works

Date	Name	Comment
October 13, 2021	Commenter	The viaduct works and has done so for decades. The community grid is a trendy fad with untold impacts
October 13, 2021	Commenter	The viaduct works for our community, the community grid would be a mistake
October 13, 2021	Commenter	The viaduct works, it's worked for decades. The community grid is just a trendy fad
July 20, 2021	Commenter	The video is unrealistic. 1. People will not be walking along the grid. The neighborhood and buildings on each side are not changing so where do you think these people will come from? Also, the trees and grass are pretty but who will maintain them? Trash will collect in the weeds and be a worse site than a viaduct. Keep the road elevated, please!
October 7, 2021	Commenter	The vocal minority should not be making this decision. The majority of CNY'ers, from throughout the region, support replacing the viaduct and building a community grid. Please find consensus among all of the areas residents, not just the loudest in the City. There is a reason why no one, anywhere in the US, has removed a portion of a Tier 1 highway. Don't experiment with Central New York's transportation needs.
October 13, 2021	Commenter	The worst idea is to make it a Blvd. What are the people thinking who thinks it is a good idea to take 8i down to a grid. One disabled vehicle puts the city/county in a major traffic jam for hours.
August 30, 2021	Commenter	There are many modern viaduct alternatives that are attractive and will not create the problems of the community grid. Do not build the grid!
October 12, 2021	Commenter	There are sections of 81 that are dangerous, specially with all the trucks! Not to mention, the construction of 81 was built to divide the city. I say we knock it down to make this society a community, as it once was!
October 14, 2021	Commenter	There are too many bullets flying around for there to be a street level highway where the grid would be
October 13, 2021	Commenter	There has been a complete disregard and disrespect to the ancestors of Harriet Tubman and people of the southside who want the viaduct. Maybe the white people living in Sedgwick and Eastwood should let people of the Southside have a better voice for or against the viaduct
August 9, 2021	Commenter	There has been a large increase in shootings in the city of Syracuse. Having the Community Grid will lead to more shootings. Leaving 81 as a raised highway as it is will help to keep the travelers on Rt 81 less likely to be shot at and possibly killed.
August 23, 2021	Commenter	There is no guarantee that trucks will take the recommended route under the grid plan. I believe traffic will back up at the roundabout because of trucks and Almond St. will be full of truck traffic. The trucks will just drive through and get back on the highway at Pearl St. unless something is done to prevent that from happening.
September 1, 2021	Commenter	There is NO NEED to have a community grid. It will totally hurt AMBULANCES GETTING TO HOSPITALS QUICKLY!!! It will just displace businesses and places of living etcetcetc. It is an UGLY look and idea. It makes wanting to go Downtown/ SU area etcetcetc less worthwhile. It's going to mess with traffic. Syracuse Downtown is a joke !!!! Only one area is nice where restaurants etc are. The shopping is utterly awful. Keep 81 as it is. Work on Downtown as a separate project and make it look nice. Promote the New Look. Keep 81 as is. Ppl will come as it gets a new ALIVE look. You can't upgrade Downtown and do this crazy idea. No one want to go downtown……. Except above area I spoke of by Walton Street. Also …… very racist. The neighborhoods will be negatively impacted by this measure and homes taken away. New homes / locations don't make memories and contentment in ones home go away!!! Racist 100%. Just invest in ppls current homes and it will be wonderful for them. Make good crossing areas and all will be fine.
October 7, 2021	Commenter	There is no public involvement like was originally planned. You have done what the useless Politicans want and what the state engineers want. Why waste every ones time. It was the cheapest and all you add are improvements to 481. These hearings are a joke
October 13, 2021	Commenter	There is no question that the community grid option would create a more beautiful Syracuse. Creation of bike lanes and pedestrian walkways for the local community to use would contribute to the health and community well-being. Less sound and air pollution from commuting travelers would positively impact the health of the community, as well as our general safety. The ability to plant flowers and trees will nourish the surrounding area and contribute to the general visual character of the neighborhoods.
October 7, 2021	Commenter	There is no real advantage to removing I-81, but will leave only one highway option going north and south through the area.
October 13, 2021	Commenter	There is NO reason why the Boulevard cannot be built over a lower build Rt. 81
September 9, 2021	Commenter	There should be a PILOT test for the grid. Announce one full month in advance and publicize for one all month that RT 81 will close one lane each way for 30 days and flag 15MPH on the one lane that remains open. See what happens. I think this should demonstrate the traffic close enough. This would give travelers time to plan alternative travel route. I think it should be done when you can experience our weather conditions. December 15- January 15. This should give the community a good idea and would confirm either it will work and not have grid-lock or it will confirm there will not be traffic grid lock. We live in a town that people like the ease of getting around within 20-25 minutes and how much more time and money it will effect each commuter and the economy and how the community changes.
August 2, 2021	Commenter	There should be a spot for skateboarders. Somewhere acceptable for the community to ride their boards and somewhere supported by the city. A few ledges or stairs would be enough. Skateboarders are a valuable part of the community and skateboarding is a positive way for the youth to spend their time. That should be considered and supported by this new plan.
October 9, 2021	Commenter	There will be such a backup with all the traffic signals nobody will come here. Trucks don't want to go around so you'll have to wait for them too. Keep it with the viaduct
October 14, 2021	Commenter	There's too much crime in Syracuse right now for one to feel safe being stopped at all the lights the grid would have
July 29, 2021	Commenter	This absolutely a mistake. The city is not capable of keeping safe the streets right now and they will not be able to do it in the Grid, it will be full of homeless and people selling drugs all over the area. Please just fixed the current highway and use the money to improve the streets in the city neighborhoods like the North side of the city. It is awful walking on Wolf street, that is where you should invest your money. Also commute for people living outside the city to get to work is going to be a mess. Thanks
October 7, 2021	Commenter	This bunch bs..need to fix 81 as it stands now..it easy to get around city..not make it more complicated...their not bringing any community together...you make it impossible to get to hospital in those areas on top of that.

Date	Name	Comment
October 13, 2021	Commenter	This comment is in relation to another DOT Project. Please forward this response to the appropriate person at DOT. For the exit of the orange lot added that took the left lane of 695 going directly onto 690e right before the fairgrounds exit...There's several people I've seen that are uncomfortable changing lanes on the curve of 695 and wait for the road to straighten out (especially in rain and snow). This creates competition of 690e people trying to get over to the fairgrounds exit and 695 trying to get over onto 690e, all trying to get into the one open lane at the same time. This will cause car accidents, especially once the nys fair is back to running at normal capacity. Also for the right lane on 695 you turn a corner and all of a sudden you see you have to merge to the left which isn't ideal. My thought is why not extend the right 695 land to go off the fairgrounds exit as it did previously. Then for the left 695 lane have it split and go off at the fairgrounds and continue straight past it. Then that lane can merge onto 690e after you pass the fairground exit and before the on-ramp. This would allow people coming from 695 more time to get over onto 690 and lessen the competition of the open lane. Another option would be restoring the 695 lanes to one going directly onto 690e and the other going off at the fairgrounds as it did previously and having the orange lot exit merge into the 695 lane onto 690e.. It doesn't make sense giving the orange lot exit the main lane on when its intermittent and seasonal in use, whereas 695 traffic going onto 690e is every day of the year. If needed you could even add a traffic light between 695 and the orange lot exit for events as needed. I would just like some improvements as I don't want to see any major accidents or even be in one myself due to the poor traffic design.
August 10, 2021	Commenter	This Community Grid project is being forced on us and the powers that be are just going through the motions with these public meetings and comments session! THIS IS NOT RIGHT! The arguments against the project MUST BE HEARD! The information presented that the grid will not affect the businesses on the West of the city (Fairmount, Camillus, Salina, etc) any substantial amount is a FARCE! The powers that be are biased and no doubt came up with unrealistic numbers solely to support the grid project! There are far too many issues against the grid only! We need a combination of the grid and an elevated highway (in the form of a bridge where it won't need all the footings that the current I-81 has through downtown) would be the best for everyone to allow the area underneath to be more usable and it would avoid the gridlock that WILL HAPPEN because people already jam the intersections causing gridlock! 481 BYPASSES THE CITY AND SUBURBS which is NOT GOOD as "the new I-81" idea. People will not want to travel additional time and distance to get to places (the airport for one)! There are numerous arguments against the grid only project that I have read about and support! THESE ALL MUST BE ADDRESSED IN AN UNBIASED MANNER! This project should be scrapped and the combination solution (grid and elevated highway in some form) should be pursued REGARDLESS OF THE COST! USE THE $2 million Ben Walsh wants to spend on planting trees for the combination grid/elevated highway! This project should be put on hold due to Cuomo leaving office!
September 10, 2021	Commenter	This entire plan, including the roundabout, is ill conceived, and is simply the least expensive alternative, NOT THE BEST ALTERNATIVE. This will turn Syracuse into a 2nd rate city, and not accomplish the objective of reconnecting neighborhoods. Business - all of which have a free parking alternative minutes away from downtown - will leave to avoid the parking and traffic issues. Please reconsider the tunnel, or at least the Tubman Bridge alternative. Let's do what is best for Syracuse in the long term.
July 18, 2021	Commenter	This grid idea is a train wreck to think that enough people will avoid i81 thru the city im sure they will use other means to get too and from work when they relocate to other states or move jobs to suburban locations and be done with the city if syracuse all together great way to ruin what work force the city has left.
July 17, 2021	Commenter	This has to seriously be one of the dumbest ideas put out by the State of NY. Fully backed by the Ed's and Med's on the hill it solely serves their interests. The idea that it will serve the minority community is a joke. What NEW housing, employment or other opportunities will be created? If it is meant to right a socio/economic wrong created when the highway was build and "divided" the city will the state also be looking to remove highways such as Rt17/I86 in Johnson City/Binghamton that cut through the Polish, Slavic and Russian immigrant communities in the 50's and 60's?
October 14, 2021	Commenter	This is a general comment about the importance of meeting the community where they live; listening to the concerns of the residents that will be immediately affected by the change. Not limited to but surely the issue of the roundabout near Dr. King school is one such concern. I do believe that is being revisited, thankfully. Change is needed, no doubt, but it needs to be made without the total focus of businesses and suburbs. Many of the suburb residents are there because of urban flight, their input/opinions/needs should carry less weight than the city residents living where the project is taking place. There are certainly economic factors to consider and some of those presented by non-city residents and big businesses do, of course, have an impact on the city residents that isn't always obvious or short-term. It is imperative to nurture strong, truthful relationships with the people closest to the change and often those are lower-income areas and can't afford to fight to have their voices heard. That cost is 'priceless.' Certainly, the climate of our entire country sets the bar higher on weighing humanitarianism over profit or simply uncomfortableness. So please, see the faces and hear the voices! Thank you for listening. These jobs/decisions are never easy, they are never win-win but they can be less painful if planned correctly.
August 31, 2021	Commenter	This is a much needed a d welcome change. The viaduct has cut through the heart of Syracuse for far too long, and a community grid is an opportunity to fix that wrong. I fully support this plan!
September 8, 2021	Commenter	This is a much needed transportation route. Doing away with it will have major consequences for any one that travels that path. Forcing traffic to go around the city will have numerous downsides. Let's just look at the convenience and ease of flowing traffic to the hospitals and the governmental, public and private business that will hinder anyone that travels and utilizes these places. There is a great need for 81 to be repaired and not replaced.
October 14, 2021	Commenter	This is a once in a generation chance to undo the wronged. Many locations need addressing but connecting the west back to Oakwood along the old gates would be awesome for the west and south
July 22, 2021	Commenter	This is a terrible plan! Why would you make people drive all the way around the city? Fix 81 and put up sound barriers for the current residents!
July 17, 2021	Commenter	This is a traffic nightmare in the making.
July 24, 2021	Commenter	This is a transportation project, not an urban renewal initiative. Rerouting traffic to rte 481 is not practical or energy efficient. Where is the transportation based cost benefit analysis?

Date	Name	Comment
July 20, 2021	Commenter	This is a very poor idea. The commission can do all the research it wants, but this will make a red hot mess for all involved. How a raised highway “divides” the city but this mess of road right down IN the city won’t divide it is a fallacious argument. All the exhaust from the vehicles traveling the grid will be delightful. Another DOT disaster. Not dissimilar to the ridiculous change made to route 481 and 45 coming into oswego. Whoever thought of that was a real genius.
July 18, 2021	Commenter	This is absolutely ridiculous. The traffic there will be on a 40 mph road that ends in a round about???? Keep the high way the way it’s is
September 1, 2021	Commenter	This is an appalling ! Waste millions of dollars for a little over a mile roadway. This not the city's roadway -- it is a highway for speed travel . If people want to go downtown, there are enough exits to travel to their destination. This should have been put on the ballot in November for the people to vote on and not greedy politics!. I live in the suburbs and if this mess starts to destroy Rt. 81 and tear it down - several people I know will no longer travel to Syracuse and the City will become a "ghost town" . How disgusting!! Stop wasting my taxpayer money!!
August 9, 2021	Commenter	This is an asinine project‼Remove the Politicians not 81‼
October 13, 2021	Commenter	This is by far the best plan for the local and regional community. It is the most justice-focused approach (socially, racially, and environmentally). I am a Syracuse resident and I support the community grid. Support has already been well established for this option from various constituencies, including multiple state agencies. The stakeholders against the community grid purposefully and intentionally continue to delay the project to serve their own unjust interests. It's time to move forward with the community grid implementation. Please stop delaying.
July 19, 2021	Commenter	This is horrifying. At least five full years of constant construction, for an end result of making it harder to move around and through the city. What was a 10 minute drive from University Hill to Destiny USA will now be 30 minutes at peak times.
July 17, 2021	Commenter	This is idiotic proposal, this would impact medical, public safety, destroy business and travel. Whoever thought this was a good idea should be fired. Restore the current configuration at a much lower price tag. IT WORKS AS IS!
October 13, 2021	Commenter	This is kind of a complicated idea but as I 81 is being rerouted around the city, I am thinking it might make sense to extend NY 281 via US 11 and I 81 after exit 16 to the new road where it will continue into the city with that designation rather than a business loop of I 81. I also believe that the portion north of I 690 will remain a freeway. I think that, again to avoid confusion, I 481 be designated on this road if it is up to interstate standards.
July 19, 2021	Commenter	This is not the right fit. It will slow down the ability to get through Syracuse and cause way too much t raffia congestion. It will also increase emissions. Please do not do this!
July 18, 2021	Commenter	This is Not what is going to be the reality of what is experienced in the real world. bringing this amount of traffic into residential areas increase risk of auto Vs pedestrian accidents . it will also create gridlock and increase travel time in and around Syracuse. Small business will be hurt. This is about graft and corruption. Follow the money. who will get rich off of this.
October 13, 2021	Commenter	This is not what we need and will put local school children at risk, not to mention make things very noisy. Support the community, not the mall.
July 23, 2021	Commenter	This is only going to increase more traffic on I-81 coming up north in to Oswego county and surronding towns like Brewerton, Central Square, Cicero etc where traffic is pretty much condesed as it is.
October 13, 2021	Commenter	This is so important to help Syracuse move into the future. This change will help everyone! Stop letting Pyramid call the shots when those decisions hurt Syracuse!
October 8, 2021	Commenter	This is STUPID, the amount of traffic that flows on 81 & you want to put it in the neighborhood. You should ALL be fired. I travel 81, at about 70 miles an hour. How does this benefit pass thru traffic, Tractor trailers trying to make their deadline?? & you wanna throw in a round a bout ?? It's TOTALLY STUPID !!
July 19, 2021	Commenter	This is stupid. I hate round abouts
October 14, 2021	Commenter	This is the best option to ensure long term growth and development of our downtown. We could have a vibrant, walkable city that would attract a lot of youth simply for the lifestyle which is an economic resource we are already struggling to keep.
July 18, 2021	Commenter	this is the correct choice. please follow through!
August 12, 2021	Commenter	This is the dumbest idea that I can remember in quite awhile. Tear down an interstate in the name of liberal feel good horse crap. An interstate being called divisive and racist is one of the most stupid reasons for destroying an interstate that works fine and makes Syracuse a 20 minute commute to anywhere. I don't care about the city of Syracuse. Syracuse is a cesspool of low lifers that take advantage of liberal policies to do nothing and contribute nothing. The failure of a certain group to parent, work or even take responsibility for their own actions is why the City Of Sewercuse is in the state that it is in. Making my commute longer or trying to force me into the city to travel on the highway will NOT work. This project will NOT cure racism or make a certain group of people any better off. The streets in the city are already congested do you really believe that adding interstate traffic will make it better? Who is the dumb ass that is responsible for this stupid idea? How about we vote on it? I mean the people that have to go to work every day to live,and not just the leeching low lifes in the city?
July 20, 2021	Commenter	This is the dumbest thing I’ve ever seen. All I see is the increased traffic poorly affecting smaller roads and neighborhoods and higher amounts of road rage due to traffic being backed up on the main routes.
October 13, 2021	Commenter	This is the only thing that makes sense. The viaduct will further gut the city and hurt black neighborhoods.
October 12, 2021	Commenter	This is the way that I-81 must be constructed in order to benefit the most people in the city of Syracuse. Keeping the viaduct up will result in long term infrastructure problems (future repair costs), continued noise pollution, and the continued marginalization of communities west of the highway.
July 20, 2021	Commenter	This is the worst idea that i have ever seen. I cannot believe that intelligent people ACTUALLY came up with this a a viable alternative to I-81. you are driving people away from the City that needs help.... why would you do that? it makes ZERO sense. No one will be going to your park except vagrants and homeless people. You have an overly ambitious mentality of how things will be - stay in reality. come back to Earth.
August 3, 2021	Commenter	This is the worst idea the leaders involved with this decision could possibly have made. I hope everyone in favor of this horrible decision are the ones impacted most negatively by this
July 18, 2021	Commenter	THIS IS THE WORST IDEA THIS CITY HAS EVER PUT FORTH. Why in gods name would less highway be a good option.
October 13, 2021	Commenter	This is what the city of Syracuse needs! The elevated highway is not only an eye sore, but it segregates and disadvantages our most marginalized communities. We need to do better!
October 12, 2021	Commenter	THIS IS WHAT WE NEED. Not to support a greedy mall that wants to rule our city by funding dirty politicians. Choose Community grid and save our city money, time and waste.
July 21, 2021	Commenter	This just seems like it’ll slow a lot down. Not to mention if people are going from 55-60 down to 30 it’s going to take a minute to adjust and that could mean a lot of accidents

Date	Name	Comment
October 14, 2021	Commenter	This may be one of the dumbest ideas I've ever heard. You really want to re-route trucks around the city? Time is of the essence in trucking. You are killing the trucking industry by doing this. Things keep going up on shelves and the groceries and everything else that you buy on shelves will go up. Fuel prices are through the roof and this is your idea? Like my mother used to say, common sense is not so common. Rather than engage the trucking industry you decided to hatch up a plan to avoid seeing trucks on I-81 up above the city. Really smart.
September 15, 2021	Commenter	This morning I experienced looking at a 1.4 mile back up on 81 South heading downtown without the grid in place. I can't imagine that we can not simulate the effect of the traffic issues that will effect every commuter in CNY and then get public opinion.
August 17, 2021	Commenter	This option is not acceptable for the businesses around 81
August 17, 2021	Commenter	this option is not feasible for all those that live in the area or for traveling through this area. The grid option will add travel time, increase traffic in suburban and urban areas and have more road construction issues in the future.
October 7, 2021	Commenter	This option is not what is best for traffic in Syracuse. The Harriet Tubman Bridge is a more feasible.
October 13, 2021	Commenter	This plan is much better than community grid.
October 14, 2021	Commenter	This plan is poorly thought out, poorly planned, and will be poorly executed. If they really thought it would work, someone suggested that they could close the close I-81 for a month and test it -- but they won't because they know that it is a failure already. A disaster waiting to happen. All for political points.
July 20, 2021	Commenter	this plan is ridiculous.. longer drive time and congestion for workers and people who are passing thru our community. Fix the bridges.. leave 81 alone.. Syracuse needs an interstate that moves the traffic thru the community.. we don’t need what the state is proposing.. take the money and fix roads throughout Onondaga County
September 14, 2021	Commenter	This plan negates St Joseph's importance as a vital healthcare facility, Staff will negotiate the northern access to work through neighborhoods that are congested and often unsafe
October 14, 2021	Commenter	This project cannot be a success if it is run by the NYS DOT. They cannot even get two traffic lights in a row to be green! They are the most wasteful, poorly managed group ever! The I-81 Project should NOT be addressed until the NYS DOT is COMPLETELY REPLACED with competent individuals.
July 19, 2021	Commenter	This project has been talked about for years now with no action. Meanwhile, 81 is nearly falling down. Everytime I drive through Syracuse on 81 I have anxiety that this will be time it collapses. How much longer will this project be discussed before construction begins? To ask for public opinion at this point after basically the grid has been decided by lawmakers is just pointless. I do believe the grid will be a disaster and will have very negative impacts for Liverpool and other surrounding suburbs, but residents have been saying this for years now and no one listens,? so just start construction and get it done.
July 22, 2021	Commenter	This project is going to make traffic in The Jamesville, DeWitt and Fayetteville areas even worse. Jamesville Rd is a residential street that will now have an exit ramp from a very busy highway. The noise from 481 is already a problem in the neighborhoods off Jamesville Rd so noise barriers should be installed. It’s clear the project planners don’t care about the towns that will be negatively impacted.
August 17, 2021	Commenter	This project is like someone's fairy tale vision of "community." It is impractical and unnecessary. Diverted traffic would surely create noise, congestion, and air pollution. The neighborhoods that are supposed to benefit have already been the way they are for over 50 years! What is the point of reconnecting them? Probably the vast majority of the people in those neighborhoods who might appreciate this are dead now. Finally, there is the noise, mess, and disruption that people living close by will have to endure for who knows how long, and there is the enormous expense of the whole thing. Work on the existing stretch of 81 if necessary but spare us all this boondoggle, please!
October 14, 2021	Commenter	This project needs to consider all the institutional racism that I-81 resulted in in its inception. The historic disadvantages this highway provided Syracuse NY will continue to live on. By following through with the community grid (also moving the roundabout near Dr. King further South), we can work to right the wrongs done to the Black community of Syracuse. Please consider the impact that this project can have for our community in the present, but most importantly our future.
July 17, 2021	Commenter	This project will be great for the city!
July 19, 2021	Commenter	This route sounds like a headache. Lots of traffic, especially tractor trailers, are going to be forced to 690 and 481 just to avoid this section of 81. Not conducive for business. Personally, I already avoid 81 through Syracuse when I can .. this will definitely enforce that feeling. The roundabout is a terrible idea, we are not accustomed to them around here and it's only going to cause more accidents and commute issues. You're also forcing tractor trailers away from this area, how are businesses supposed to receive their goods? Not all come on an Amazon or UPS truck.
October 7, 2021	Commenter	This should be voted on by the people of cny ! Put this on the ballot for the taxpayers to decide once and for all !
October 14, 2021	Commenter	This Statement from the DEIS July 2021 chapter 5.2.1 states very clearly the need for Interstate viaduct system and why we should rebuild the existing viaduct to the newer standards and make the roadways underneath more "user friendly". I can't state this any more intelligently than to use the words of the DOT itself. " In the Syracuse metropolitan area, I-81 is the PRIMARY north-south travel and commuter route, providing direct access from suburban communities to Downtown Syracuse and its HOSPITALS, BUSINESSES, and UNIVERSITIES. According to the Greater Syracuse Economic Growth Council, five of the region’s 10 largest employers are located adjacent to I-81. Due to the seamless connectivity with other interstate freeways, I-81 provides travelers with accessibility to a DIVERSE array of destinations. Similar to the function of I-81, I-690 serves many employers, as well as retail and entertainment destinations in the Syracuse metropolitan area. I-81 and I-690, in coordination with I-481 and the city’s street network, provide an EFFICIENT system serving the vehicular transportation needs of the greater Syracuse area. Therefore, the efficient operation and adequate capacity of the interstate/arterial system is of CRITICAL IMPORTANCE in terms of providing an acceptable level of transportation service in the corridor. Furthermore, I-81 and I-690 have a considerable influence on the character and economic vitality of the city and region. Since the City of Syracuse is the region’s largest economic center, the presence of I-81 and I-690 in Downtown Syracuse influences vehicular and pedestrian connectivity, land use development, goods movement, and regional travel patterns between NEIGHBORHOODS and COMMUNITIES. "Forgive me for paraphrasing this excerpt ..... I have been a resident of the Outer Comstock neighbor for over 36 years.
August 14, 2021	Commenter	This whole project is a waste of time and money. Roundabouts are dangerous. Massachusetts has them all over the place and there are accidents all the time at carrier circle. Reducing overpasses just causes longer travel time and more stops when people just want to bypass the city.

Date	Name	Comment
August 16, 2021	Commenter	This whole thing is ridiculous!! FIX the road. Don't make people drive all the way around the city! Don't make people drive THROUGH a city they don't need to be in. What is wrong with you people? Here's an example of stupidity: Erie Blvd was congested; needed 3 lanes. Years later, you decide it needs 2 lanes with a bike lane in the middle. Take a look at NYC - build a suspension bridge over the city rather than the current road. I hate that you're taking down 81. You're making us drive and by pass anything NORTH of the immediate city. Did you figure out how many extra miles I'd have to drive to get to my class in Mattydale? Have you figured out how much higher the cost of things if truckers need to drive all the way around the city just to deliver.....it would take too much time (and fuel) to drive 30mph through a city they're NOT delivering to.
October 5, 2021	Commenter	This will create a horrible traffic situation on 481 and 690. Syracuse as a community has made many horrible decisions over the years. Let's not make another one.
July 19, 2021	Commenter	This will cripple access to Upstate Hospital for patients, employees, and ambulances. The gridlock will be insane. The traffic in this area can be a nightmare and this will make it worse by restricting traffic even further.
October 13, 2021	Commenter	This will hurt, not help the city in the long run. We need modern, high speed roads to connect this city with the rest of NY.
October 7, 2021	Commenter	This will turn into gridlock for the entire community. My current 15 minute commute (that does not include a highway, as I already use city streets) will turn into a 45-minute nightmare twice / day. Think about the years of all of us sitting in construction zones breathing in all those exhaust fumes (and contributing to all those exhaust fumes!) as we sit in traffic..... waiting and waiting....
October 14, 2021	Commenter	This would be another reason for folks to avoid Syracuse
October 14, 2021	Commenter	Those in black/brown minority communities will only suffer more through gentrification and other factors related to keeping this interstate up. More greenspace and the removal of the viaduct will greatly help the community and begin to make up for the hundreds of years of systemic racism that has occurred in Syracuse.
October 14, 2021	Commenter	Though I do not use R. 81 through Syracuse often, I would prefer a skyway or elevated highway or what people want to call something higher than the current highway. It would mean the areas cut off by Rt. 81 would easily blend together. A raised highway would not be as noticeable. Traffic would still be able to flow through Syracuse. Connecting Rt. 81S to Rt. 690W and Rt. 690E to Rt. 81N would be a huge improvement for traffic. If people do want to go downtown, they still will.
July 30, 2021	Commenter	thousands of cars on 81,thousands of cars on 481,thousands of cars on 690 all funneled onto one route is a disaster waiting to happen
October 10, 2021	Commenter	Time is the essence when we are taking a relative to the hospital and grid will render us helpless. Go by streets is a joke. Our sick one could DIE!!! SO KEEP K NO OT THINKING OF THE PEOPLE THAT LIVE HERE AND COMMUTE FOR EMERGENCIES AND APPOINTMENTS!!!!!!!
July 21, 2021	Commenter	Time should not be added to commutes where St Joseph's or other Syracuse hospitals are concerned. An extra minute can make the difference between life and death. Therefore I oppose the grid plan for the sole reason of saving lives.
July 29, 2021	Commenter	To answer the problem that the town of DeWitt has with this project is quite simple. Finish I-690 East and that would solve all of the traffic issues in that area. All of the traffic east on I-690 is diverted to exit 3 , due to the fact they never finished the highway.
October 14, 2021	Commenter	To get to the other side of 81 you can go over or under, with the grid you'd have to wait for the lights. The grid would slow down and congest traffic
August 9, 2021	Commenter	To help ease the amount of traffic heading east using 481 south/690 east/ Rt 92/Rt 5 are there plans to add a thruway exit in the town of Sullivan/Chittenango? The Thruway would provide a good alternative for those getting from Syracuse to the east side of Onondaga county/west side of Madison County. It might also help ease traffic on Rt 31.
September 14, 2021	Commenter	To me this is a step BACKWARD. I lived through the traffic. The road was not a racist thing but the fastest way to get through the city. You can get anywhere in the city in no time.
October 4, 2021	Commenter	to much traffic on to 481
September 9, 2021	Commenter	To offer safe and efficient routs to the hospitals and the university a viaduct is the best option. The community will continue as it has . The ability to move the number of autos is the best solution.
August 11, 2021	Commenter	To start Interstate 81 is a 6 lane highway (3 in each direction) 481 is a 4 lane highway (in each direction), how do you intend to route 10 lanes of traffic into a 4 lane highway without significant impact on increased traffic delays? Have the 2 new Amazon warehouses and the considerable amount of increased traffic been taken into consideration with this reroute proposal? What is the noise repercussions to the residents affected by the proposed change? Common sense says this is the dumbest plan ever presented driven by political motivation in an effort to appease Syracuse University, Upstate Medical Centers and urban redevelopment.
October 13, 2021	Commenter	I am not in favor of replacing the I-81 Viaduct in the City of Syracuse, the traffic concerns are enormous, replacing the Viaduct with the Community Grid plan will tie up traffic to downtown businesses and add precious time for access to health care facilities. Access to underground utility's will be restricted & who will provide maintenance surely anything that the City of Syracuse would be responsible for would suffer. Travel around Syracuse City streets now & you will understand. In winter keeping the roads fit to drive on will also be compromised. Rebuild the Viaduct for another 50 years, traffic loads since it was built have multiplied many times over.
August 30, 2021	Commenter	I appreciate the time and dedication put into this subject over the many years but I am confused why more consideration was not put into the western bypass. A look into the documentation seems to dismiss it as too expensive of an option, though the total cost appears very close to the final community grid. It seems to reason a combination of it with removing the I-81 viaduct solves issues from concerned citizens looking to remove a viaduct dissecting the city while also alleviating traffic concerns of many western towns. I recognize it is a large undertaking to purchase land for an extended highway but this is something that is similar to land acquisition in Cicero with the pending Chip fab. Additionally many cities around the country do this sort of thing all the time. Appreciate your additional look at this potential option.
July 22, 2021	Commenter	Too much money to spend. It will not correct the gang and drug problems in the city by bringing people together. Do repairs to the current structure. Touch congestion with the grid in the business loop
August 14, 2021	Commenter	Tourists will visit a beautiful area just for it's beauty. Investing in beautiful landscaping and timeless materials in neutral colors will pay in the long run.
September 8, 2021	Commenter	Traffic in and around downtown will be a mess and 481 would become congested. The proposed traffic circle would cause more accidents. I do not agree that I-81 splits the neighborhood, nor does it justify making these changes.
July 16, 2021	Commenter	Traffic will be a nightmare in the city I will have to drive way around the city to go to Janesville done which I go to all the time there's no other way to get there my truck cost a lot of money to run with fuel it's going to cost me more money in time

Date	Name	Comment
July 16, 2021	Commenter	Traffic within the City of Syracuse and surrounding areas will be an absolute nightmare during the take away of Route 81 and during construction of the Grid and after, when all we are left with is a "Grid". I see a lot of "Grid"Lock in our future in Syracuse.
July 20, 2021	Commenter	Travel times to and from work will at least DOUBLE due to this project. I can get just about anywhere in the county in 15-20 minutes now, but that will change drastically for the worse with this project.
October 12, 2021	Commenter	Tubman bridge I for it
July 16, 2021	Commenter	Two main concerns: - There are frequent accidents around the 481 kirkville exit blocking southbound traffic, and I don't believe that widening to 3 lanes only between kirkville and 690 will do anything to address that issue. I recognize the bridge is an obstacle, but I think you're overlooking a huge future issue there. 481 really should grow to 3 lanes throughout to properly absorb the added traffic. - The ramp reconstruction at 481/81 on the north side is missing an opportunity to fix an existing traffic issue at the 81SB to circle drive exit - that merge is a nightmare & the circle drive exit lane really should continue all the way to the light to give folks on 481NB a chance.
July 20, 2021	Commenter	Two raised “tunnels” stacked 3 lane highways on top of each other would reduce the overall footprint of the viaduct and allow for the route to be straightened throughout the corridor. This would reduce noise with enclosed sides and eliminate weather issues and extend the lifespan. If 4 lanes were used it could be designed to accommodate north and southbound traffic on one level during emergency situations. 4 lanes would allow for an emergency vehicle or carpool lane. By stacking the highways you would open up exit and on ramps on both sides of the corridor.
July 27, 2021	Commenter	Upon demolition of I-81, how is the disposal of demolition debris to be handled, and by whom? (Transport of debris material, sites of disposal, expected cost, and environmental impact at disposal sites.)
August 19, 2021	Commenter	Upstate hospital is the only level 1 trauma center in Syracuse, stopping I81 short of the hospital will increase commute time for ambulances and first responders, increasing time to treatment when seconds matter to save lives of the community. Adams street is the direct route to 3 major hospitals: upstate, Crouse, the VA, which is already congested. The grid plan does not account for the thousands of hospital workers that already sit in gridlock traffic in the morning on I81. Keep i81 south intact until exit 18, don't stop short at 19.
October 7, 2021	Commenter	Use the West Street corridor, follow the tracks back to 8..then build the community grid.
August 12, 2021	Commenter	Very excited by this option!!! I think it will make downtown more accessible to me from the outer Comstock area
August 1, 2021	Commenter	Very exciting. Please make more animated views of project available
August 9, 2021	Commenter	Via duct is more feasible and beneficial to our region. A community grid is a very costly and non efficient way to use our tax dollars.
October 14, 2021	Commenter	Viaduct: traffic moves they’re city quickly. Grid: traffic stops every other block
October 13, 2021	Commenter	We all may not agree on how we view the owners of Destiny USA but they have every right to voice their opinion about the viaduct. The way they have been labeled as racist and evil just shows that many of the proponents of the community grid are the loud minority who shout and cry when they don't get their way.
October 7, 2021	Commenter	We already have traffic that is backed up 81 North every morning. This solution does not appear to alleviate this. Also, the grid will only delay emergency vehicles from getting to the hospitals.
October 12, 2021	Commenter	We are FOR the community grid! This is what our city needs!
July 20, 2021	Commenter	We are very concerned about the amount of traffic that will travel on 481 through the North Syracuse area around Northern Blvd. We live in that area & we know how much noise there is now. I can’t imagine how much more noise & pollution it will cause for us. There are times now we can’t hear each talk. Please don’t let this happen
October 13, 2021	Commenter	We as a community need to support the Community Grid option. It is a way to bring a part of the city that for so long has been ostracized and forgotten about back into the city community.
October 14, 2021	Commenter	We cannot keep listening to the best interests of large businesses. Especially in a community as close as Syracuse, care needs to be taken to support the people who live here and work here every day. We have to acknowledge the individual people whose lives this deeply affects. I know people who remember Syracuse before 81 and we need to do better this time around to value our people. The community grid is the best option for this. Additionally, the proposed roundabout needs to be adjusted for the lives of our students. They are the ones who live with what we decide today for the rest of their lives - not the small few who would oppose the community grid. Let us choose the option that's wisest for our future as a community, not for the money that exists now.
August 16, 2021	Commenter	We certainly don't need to be putting more traffic in the city. It's bad enough to try to get home during rush hour as it is. It also isn't a good idea to put more traffic in the towns if you make a grid and have more traffic use 481.
October 12, 2021	Commenter	We completely support the Community Grid. I have lived in Syracuse since before the viaduct was built. I can’t wait to see it gone. Please do the right thing as soon as possible. Start the work end the delays
October 7, 2021	Commenter	We don’t need a Sky bridge they can’t take care of the bridges up there now. Concrete patches and potholes on the I 81 viaduct. The whole thing is a mess. Go north under the bridge on Almond St then try to get across Almond St to turn right on Harrison St. Good Luck! Now head north on 81 and play rushing roulette to get on the entrance ramp for 690 East ! Good Luck! Now go 81 N and get off on 690 west. Now try to get off at West St. Then try to get over to get off at Erie Blvd West!! Check the accident history on the above mentioned! Keep roads at ground level for snow removal !And the poor people trying to get across Almond to go to work .., people flying off 81 bring it to the lower level! This not Florida! We have plow trucks with salt and you can’t keep water off the via duct as it is. Always in repair, no street lights working. Concrete disintegrated. Water flooding underneath the bridge cracks and rust in the bridge and the plumbing is a joke! Do you think we are blind and stupid? You think we or I don’t see these things. No safety at all ! Enter and drive at your own risk until you crash! Tear it down. Integrate the community and bring people and safer roads and transportation together! No more stupid highway designs Because the people that designed and built 82 viaduct needs to find other work because they messed that up all the around!

Date	Name	Comment
July 18, 2021	Commenter	We don’t need to try to emulate beautiful cities who tore down their highways. Syracuse is not that type of place with a scenic waterfront. Rebuild 81 as it is now. The future will thank you for being wise, not foolish.
October 14, 2021	Commenter	We don't need this or want this. There will be such a mess of traffic that no one wants, making for even more environmental hazards
September 9, 2021	Commenter	We don't want a Community GRID, WHAT SHOULD BE DONE IS REBUILD THE ELEVATED SECTION WITH IMPROVEMENTS TO THE EXITS FOR THE HOSPITALS AND UNIVERSITY. KEEP THE ELEVATED HIGHWAY THRU SYRACUSE
October 14, 2021	Commenter	We have lived in our family home 50 ft from I-81 South for 28 years. The highway traffic dust and dirt covering our siding and cars with black soot is constant; and our concern has always been harmful air quality. If we can see the soot, we are breathing it. Also I could only select one topic, but I have to mention the noise level of the truck and semi traffic. Trucks that use “J” brakes on 81 in our area is deafening at times. We can’t have our windows open in summer, the traffic noise is quite a nuisance. Ours is a family home handed down to us, purchased in 1963 before the construction of I-81. Some might say just move, but that hasn’t been an option for us. Businesses complain about the effect on their livelihoods if 81 was taken down. I am more concerned with the health of the people directly affected by 81 traffic than anyone’s monetary effect. It’s time for I-81 to come down.
October 12, 2021	Commenter	We have so many other things we could be sending $1 billion on. Our streets and our neighborhoods are falling apart. Keep 81
October 13, 2021	Commenter	We have the 6th largest mall in the country. We also have an intercity rail station that serves Syracuse along with cities such as Wateryown, Ithaca, and Binghamton who don't have that transportation option. Both will be severely impacted by the loss of the connector. It is ridiculous to sever the Intetstate.
October 14, 2021	Commenter	We have to stop putting bandaids on our transportation problems! There is another route that is better for the people of Syracuse we must stop trying to save our highway systems that are too dangerous and close together to be saved. If we could support better public transit such as trains the community would flourish and there would be a long term solution in place that is more environmentally friendly and more accessible to the people.
September 15, 2021	Commenter	We have yet to see how the reconstruction of the grid will help the neighborhoods. No return on investment has been laid out. What are the actual activities that will reconnect these areas?
July 18, 2021	Commenter	We live in the University neighborhood and really look forward to the "Berlin wall" coming down. We want to be able to walk to Armory Square and to the museums and enjoy a beautiful walkable city. Right now we don't. Walking under that scary, dirty, unsafe 81 is not even an option. We stay home on our side of 81. Make the city whole again. Right the wrong. Make it a beautiful healthy community for the people who live and work here. The community grid will infuse a positive hopeful energy we dearly need. Something we can enjoy and be proud of.
October 14, 2021	Commenter	We need 81 gone, but we need to prioritize the restoration of the historically destroyed neighborhood with reparations, guaranteed housing, financial support, and jobs support. The city needs to own up to the destruction the initial construction caused (and then allowed to exist for DECADES) and make REAL CONCRETE steps to invest in the neighborhood for EXISTING residents, not speculators or opportunistic gentrifiers.
October 13, 2021	Commenter	We need 81 through the city its quicker for travel and why change a plan that has worked for over 50 + years .
October 14, 2021	Commenter	We need a community grid to fix the inequities baked into the infrastructure of this city!!! Make it accessible to all residents, not just the wealthy ones.
October 14, 2021	Commenter	We need an overhead bridge for North South Rte 81 as well as a new bypass around Syracuse. Air quality near Dr Weeks school, that community and the Erie Blvd environment is suffer under the current plan.
August 6, 2021	Commenter	We need more skate spots
October 12, 2021	Commenter	We need the community grid in Syracuse. As a whole, the city has grown so much and is becoming a vibrant place to live. That said, the community grid is imperative to continue that growth. There are people who solely know Syracuse as a city with blatant red lining remaining and that is just absolutely embarrassing. The community grid alternative is a way to continue moving our city forward rather than remembering our past.
October 12, 2021	Commenter	We need the community grid. It’s the best thing for Syracuse and I can’t wait to see how much better it will make the community
October 12, 2021	Commenter	We need this community grid!! It is the best option for our city snd neighborhoods.
August 6, 2021	Commenter	We need this grid to reconnect our city center. Perhaps more thought should go to an art corridor.
October 14, 2021	Commenter	We need this grid, Syracuse has a unique opportunity to make a change that will positively impact our already diverse and strong community. The community grid is the best mode of action to unify our historic neighborhoods rich in culture and connectedness. I would also like to add that the roundabout planned to be near Dr. King should be moved further south for the safety and peace of the school. Come on 315! This is our chance to stand out and make visible change for the better.
October 12, 2021	Commenter	We need this to rebuild the city!
October 13, 2021	Commenter	We need to keep 81 as is. Tuckers traveling through Syracuse will have additional fuel costs which will affect us all. Also no one who is having a heart attack on the way to the hospitals do not want to be caught in traffic due to the new plan.
October 7, 2021	Commenter	We need to keep traffic out of the city, not put it into the city. Find another solution or just fix what's there and works!
October 7, 2021	Commenter	We NEED to replace I81 as is to keep Syracuse growing and people getting where they need to. I know the grid will also be part of the plan, but DON’T let politics get in the way of the dual option like it gets into everything else in our lives now. This decision will last for decades - did it right!
September 17, 2021	Commenter	We need to study the Community Grid with the addition of a skyway bridge.
October 14, 2021	Commenter	We need to support the community grid plan because it is what's best for the citizens of Syracuse.
October 13, 2021	Commenter	we need to take I-81 down. As a suburban commuter to downtown every day, you would think i would favor saving the I-81…however the on and off ramps are already horribly unsafe on I-81, the actual structure itself is way out of date and could crumble any moment…and i believe taking down I-81 and doing the community grid will make the city much more enjoyable, safe, and overall enrich Syracuse. There are lots of great opportunities that i see in taking it down. I do however hope that the community grid is still functioning for commuters like me…i understand it will slow down traffic, but i hope enough case studies are done to make sure it won’t be too big of an issue.
October 12, 2021	Commenter	We should absolutely tear down the viaduct and do a community grid. It’s the best option and I think it will transform Syracuse for the better. We also should consider moving the roundabout away from the school that it’s currently being proposed to be built by.

Date	Name	Comment
October 14, 2021	Commenter	We should go with the viaduct option as the community grid option would cause increased traffic and congestion downtown.
October 13, 2021	Commenter	We support and want a community grid! We are a family who loves the city of the Syracuse. We want to see the city thrive. We want connection between neighborhoods and the people who live and the people who visit. We support the community grid.
July 24, 2021	Commenter	We the people DO NOT WANT COMMUNITY GRID! We are the tax payers! Listen to what the people want! Save interstate 81! Stop trying to pinch penny's just to put it back into your pockets. Enough is enough. Rebuild 81 bigger, better and higher. COMMUNITY GRID IS NOT PRACTICAL!
September 23, 2021	Commenter	We the residents of Onondaga County do not want the Grid!!! Keep and update the viaduct, 481 was built to supplement 81 not replace it, Put it to a vote and let us the people that use 81 vote on it not the DOT the DOT is there to serve us not dictate what they want to us
August 12, 2021	Commenter	We would like more time to read the DEIS. 60 days is in no way possible to thoroughly understand it. Thank you.
August 2, 2021	Commenter	We would like to see an area that would incorporate a skateboard area. Perhaps a skate bowl.
August 17, 2021	Commenter	What a benefit to a city to have 2 highways one going east and west and one going north and south. It's such a time saver and energy saver to be able to maneuver around the area so quickly. The community grid will take away that advantage. Keep 81 .
October 14, 2021	Commenter	What a dumb idea
October 7, 2021	Commenter	What are you doing to protect Jamesville Dewitt residents who live along 481? Air quality, noise, pollution???? Making people drive all the way around the city is absolutely ridiculous!!! Why wouldn't you raise current 81 as a skyway and have a grid underneath? This is a huge mistake you are making!!
August 24, 2021	Commenter	What does 81 in the city hafta do with taking people's properties on the other side of the south bay bridge.in cicero?
September 13, 2021	Commenter	What ever decision is it will add large amounts to the 481 & 690 highways, these need to be brought up to top standards first as they at times have heavy traffic w/o the added 81 traffic. 481 & 690 will see heavy traffic during 81 construction. I was on 481 yesterday going to the thruway exchange 34A, the Bridges over E. Manlius Road & the CSX Railroad already need attention as well as the highway itself, cracks are already forming on the black top surface. I still feel that the I-81 viaduct needs to be rebuilt & left in place. Also the City of Syracuse is not responsible enough to maintain the streets they have.
September 22, 2021	Commenter	What exactly will 81 North and South exits look like from the Old Liverpool exit to the 481 exits north of Taft Rd. Where are renderings that we can actually see.
September 15, 2021	Commenter	What exactly will it look like North of the city where 81 is presently especially around the town of Salina exits. Are there renderings to see? How will we access 81, 481 from 7th North St. area as we have great access now.
September 8, 2021	Commenter	What is the impact financially on the County as far as maintenance and infrastructure since 481 will be the new state highway? How will traffic from the west access the hospitals during construction as they are all on the other side of it?
October 14, 2021	Commenter	What precautions will be taken to protect the adjacent residences and work places to the viaduct during construction? I am concerned about noises, toxic fumes and dust
October 13, 2021	Commenter	What serves a greater purpose for the road user? A community grid or freeway? Considering the actual area, the answer is one any honest engineer would answer "freeway". A freeway was needed through Syracuse decades ago, and was built. Traffic volumes are much higher now and the area North of downtown now has a major intercity bus and train station and the sixth largest mall in the country - elements that were not even there before - when demand necessitated a freeway. To eliminate it for essentially a park for a small minority of people is not considered sound engineering judgment. It is simply politics. An elevated structure can be included in the plan to serve all of the business and transportation needs North of downtown. A community grid at ground level to cater to the few can also be provided. To a true engineer, it is a no-brainer.
September 14, 2021	Commenter	What studies have been done regarding the additional air and noise pollution that will occur from this grid. More traffic equals more accidents and traffic tie ups.
July 17, 2021	Commenter	What this idealized and stylized version fails to take into consideration is the reality of current traffic, particularly both on current I-81 and local roads. Merging all of this traffic into this proposed "grid" will back traffic up to a horrifically congested cluster. Those who need to bypass the city in order to quickly get to their jobs will now be forced to divert into the city and compete with thousands of other workers and students, adding to a frustrating monstrosity of bumper to bumper cars. It will absolutely not look like the leisurely stroll of cars that you see in this proposed video. To get an idea of how things may look (without doing the actual needless construction), temporarily put I-81 through the city on hiatus, instead forcing people to travel through the city and utilize the existing streets. Observe the traffic patterns and the massive amount of traffic and frustration that ensues. You may change your tune after seeing how much traffic actually filters through on any given weekday, creating more traffic density and annoyances for not only the folks who live and work here, but the truckers who depend on timely deliveries of goods and food.
August 2, 2021	Commenter	what will happen to the parking lots under 81?
July 21, 2021	Commenter	What you guys are doing with the community grid is going to be incredible for our community. Don't let the haters get you down. People have this habit of thinking about how things will impact their lives, their commute, their comfort, but what we should really be thinking about is what's best for everyone, and that's what the community grid will be. LOVE IT!
October 7, 2021	Commenter	What you will do with I-81 is destroy any and all northern suburb ability to go to any place in the city. I still belong to a church in the city, I won't be able to get there without arranging for an hour drive each way. We can't afford your DOT changes, please just forget this very stupid idea. I'm not a progressive, I'm not a liberal, I'm an ordinary person who doesn't think that the 45 minute drive to Green Hills market should be longer or that the church I go to should be as far (time wise) as Rochester. Please STOP destroying our city.

Date	Name	Comment
October 14, 2021	Commenter	What's wrong with Destiny USA supporting the viaduct? Nothing! Many proponents of the Grid are fans of AOC who has a stunning report of keeping jobs out of NY and being so far left her own party doesn't agree with her. Tell the loud minority (mostly white women) to let others speak and have other opinions and have discussions instead of labeling supporters of the viaduct racist.
August 27, 2021	Commenter	When 81 was constructed it divided a predominantly African American section of the city. The community grid would further divide the city. As 81 currently stands one can drive under it. The grid would create a street level barrier which would slow the travel between sections of the city. The grid would also exacerbate the problem of air pollution for residents living near 81. The rebuilt viaduct or sky by would get that pollution off street level and is a better alternative for the health of city residents
September 22, 2021	Commenter	When I moved to Syracuse in 2019, one of the core issues I first learned about was the I-81 project. It shaped the conversation of activist circles, as people saw it as an opportunity to create a restorative justice project by turning the outdated and dangerous viaduct into a community grid. Having lived in the City for almost three years and having had the experience of driving on 81 many times, I understand firsthand the importance of taking down the viaduct and replacing it with a community grid. Driving on 81 feels like I'm taking my life in my hands - and this is coming from someone who grew up outside of Boston and drove alongside horrible Bostonian drivers. But besides the lack of safety that comes with driving on 81, there's also the very clear human toll. Its current state is not only dangerous, it looms over the people who literally live underneath its shadow with the same tangible disdain that it had for those communities when it was first built. The people who wish to keep the viaduct are no different than those who advocated for it to be put up in the first place. The skybridge idea is no more than a dog whistle for those who want to keep people - predominately people of color and poor people - in their "place." The opportunity that creating a community grid offers for the people who live near the viaduct, for Syracuse, and for the Central New York Region overall cannot be understated. Watching the NYS DOT video literally made me tear up because I got to see my home the way I know it can be and so deeply want it to become. As a young professional, I chose to stay in Syracuse for a variety of reasons, and a prominent piece of that is because I see the City's potential. I see it as a place where people can afford to live, raise a family, and build community. The grid option is the only option for the 81 project. It will knit this community back together in a way that was not possible when the viaduct was first put up. It will set us up to become the City that I and so many others know we can be. Thank you for taking the time to read this.
August 3, 2021	Commenter	When it comes to I481, this highway has like 14 bridges. They might be at the end of their lifetime. Yet the 481 bridge over the train track is very hazardous during the late fall and winter months of ice and snow. Yet they may not be able to withstand that much flow of traffic and what will happen if 1 of these bridges were to crumble. The traffic would be stopped for lots of miles. I find the weather on 481 is too unpredictable and too much a sudden change than 81 going north of Syracuse. I would drive from North Syracuse to Fayetteville with first being clear then driving through and rainy terrain, then after that, driving through a thick fog. When it came to last Winter when driving home from Fayetteville to North Syracuse on 481, Just when I get pass I90 but get to the 481 curve pass the Bridgeport exit, I get fully blasted with snow. As I keep on driving west on 481 to North Syracuse, the snow storm and blizzard gets more worse. There was even too times I would get near 81 on 481N and I would get full blasted with snow. Since 481 has alot of bridges, driving in the snow and ice in the winter would make this highway much more dangerous because there would be alot of accidents and crashes. I see cases of vehicles always like slipped off 481 right where the 481/81 northern interchange. I see 81 going north has 2 bridges archways near Destiny USA and next to Northern Lights Plaza. Since that this part of the highway has more lanes makes it more of a better chance to avoid accidents and crashes.
August 1, 2021	Commenter	When reading about the construction of off ramps and a roundabout, I am concerned that you will again be displacing the neighborhood homes. Isn't this why everyone was so upset about the construction of 81 years ago? Instead of making up for that mistake, it seems that you are making the same mistake again.
August 2, 2021	Commenter	When redeveloping please consider having a skateboard friendly area. It is an activity that gets people outside, helps them work on a skill, and helps build friendships.
July 20, 2021	Commenter	When this was first proposed, it was mentioned that if 81 is removed and turned into a community grid that we would no longer receive federal funds for maintenance because it would be off the highway system. If this is true, who will be responsible for paying for maintenance? The city already has an aging infrastructure that it cannot sustain....how are we going to add the cost of maintaining this grid while losing federal funding?
July 19, 2021	Commenter	Where will state employees working at Washington Street be parking under the new project?
July 18, 2021	Commenter	Where would the families go once they're displaced?
October 12, 2021	Commenter	While critical to the growth of our city at its time of inception, the portion of I-81 running through our city no longer serves to benefit the community. I am in support of the community grid. Our community will learn and grow to adapt. Syracuse can do better and should be better. I want to be proud of our city, my hometown. I've been to embarrassed of it for too long. The folks that reside in the impacted communities deserve better in order to thrive, feel respected, and have access to the welfare every Syracusian desires.
September 3, 2021	Commenter	While I support the use of traffic circles, the circle at Dr. King School is poorly placed. It precludes the possibility of children who reside on the other side of the highway ever safely attending Dr. King School, and it is detrimental to the air quality and pedestrian safety of the children and families who do. I believe the traffic circle should be pushed back to the area around the current 481 interchange, and traffic should be slowed at that point in order to truly reconnect these two neighborhoods.
September 3, 2021	Commenter	While I support the use of traffic circles, the circle at Dr. King School is poorly placed. It precludes the possibility of children who reside on the other side of the highway ever safely attending Dr. King School, and it is detrimental to the air quality and pedestrian safety of the children and families who do. I believe the traffic circle should be pushed back to the area around the current 481 interchange, and traffic should be slowed at that point.

Date	Name	Comment
July 20, 2021	Commenter	While the designs and everything look "pretty", it isn't viable for the thousands of people to are driving into the city each day to work. I am actually looking for a new job outside of the city so I won't have to drive in the mess that this is going to create. Don't you want more people coming to the city daily instead of leaving the city? Not only are there employees driving into the city, there are college students commuting to SU and Upstate, those students and employees of those institutions are who support many of the local eateries in the area if the decide they don't want to drive into the city, there goes a whole lot of revenue for businesses. They may decide to attend a school easier for them to get to. I commuted to SU my entire 4 years there, as a fairly new driver I would've been a wreck driving around that circle. I have always avoided Carrier Circle as well. I think the state should be aware of what the people who actually live here and drive these routes everyday want. I bet if you polled every employee of every business downtown they'd tell you what they think, but it wouldn't go along with the narrative of the government saying this is what "we" want.
August 3, 2021	Commenter	While the restoration of Oakwood Cemetery sounds like a great idea, I think there are ways to fund this project historical grant funds, NYS Parks and Historic Preservation, also fundraising. While the highway divided the city, was it the highway or the planners at the time? This restoration is a separate project and should not be lumped into this project. I personally researched the designers mentioned in the article. I think that if the historical fact that both designers have links to Syracuse and other landscape projects would generate interest in donating and preserving property.
September 8, 2021	Commenter	Whoever came up with the idea of "community grid", as usual didn't think anything through. 1st, proven that there will be more pollution with vehicles, waiting at stop lights, more energy wasted with start/stops (even with your electric cars), more difficult crossing a 6 lane grid. Tougher for emergency vehicles to get to hospitals. I could go on, but the people that make these decisions never, ever think things all the way through.
July 20, 2021	Commenter	Why are you taking traffic away from the city of Syracuse? In my opinion, you will hurt the city and the businesses that rely on people to come downtown. Easy access off of a new 81 in the city, is the move people want. I wish this was on a ballot since the majority of people want 81 through the city but for some reason, government is listening to the minority of people on this project. Many businesses have customers that use 81 as they go through the city. To make it harder and slower to go through the city will hurt economic growth. If 81 is diverted around the city, it will hurt the city, the county and the region. Doing the grid to make more of a green area in the city makes no sense. Do we really need another park in the city of Syracuse? Have you been at any of the parks and seen their conditions currently? Ask businesses how their customers come down to the city how they feel about losing 81 through the city. Losing 81 through the city will ultimately hurt the city and county if this project moves forward. I use 81 all the time to go into and pass through the city. If 81 is no longer going through the city, I know you will lose people like me who go to restaurants, get gas and shop as they are in the area. Making people go around your city, does not help the city. I hope someone actually listens to reason with such a big project that will impact this region for decades to come. Thank you
October 13, 2021	Commenter	Why do we want cars polluting the air at street level, criminals and cars together at stop signs and red lights. Homeless people showcases at every corner. 481 traffic at a standstill. No alternative route around accidents. Erie Blvd coexists with an elevated highway and so should i81. The robber barons of CNY have millions to make and billions to spend. Old school Tip Hill Tammany Hall wise men spending your money in the name of the poor. Very sad.
October 12, 2021	Commenter	Why do you have to reroute 81 north of the city? Can't you improve 81 from Lafayette area through maybe Court street ? Love town of Salina alone please.
September 1, 2021	Commenter	Why does 81 have to be reconfigured North of the city (as in the town of Salina) ?
July 16, 2021	Commenter	Why does greed always win? At what point are the people of Central NY going to get a break? Driving in from the west to get to the south of Syracuse is going to add on how much more time? How much more gas will it take? There's no driving on a city street at 30 miles an hour during rush hour through the entire city that will shorten the commute or save anyone money. Coming from I690 out of the west and driving well out of the way to go north, east, then finally south to find the real Interstate 81 just to get to Tully is the most absurd idea I've heard yet about how to rebuild I81. You folks already screwed up 60 years ago, you can't go back and make neighborhoods magically reappear. All that seems to be coming from this is SU will benefit, Upstate and Crouse will benefit. Rich people who have bought prime property along the proposed route through the city will benefit. Businesses north of the city will suffer. People commuting from the west or north of the city to the south of the city will spend more money and time. I'm tired of Onondaga County consistently screwing the citizens. Wasn't it enough when Congel screwed us out of $20 million in tax breaks for the Carousel Mall and then another $20 million for the supposed "Disney of the North"? Then those who had the power to stop the greed allowed Congel to rape our tax base again because someone didn't read the fine print and we lost another $30 million in from our tax base? I can't imagine ever doing business in Onondaga County again. Those who are elected to serve the people seem to be in the business of screwing us. The house is up for sale. I won't be suckered again by greedy politicians. Let me guess....it's the so-called "conservatives" pushing this debacle. Just put the damn highway back up. You're screwing people out of their property anyway, you've already done the damage to the community and you aren't going to recreate it. Interstate 81 is a highway, not Erie Boulevard. Leave it that way.
September 10, 2021	Commenter	Why don't we contact Elon Musk to give a quote on the tunnel. He has a cost effective tunnel solution. I maintain that the tunnel is the proper solution for all concerned. The 81 debate is settled and the boulevard supporters get the boulevard!
September 2, 2021	Commenter	Why don't you involve trucking companies etc. help you make decisions? We don't need to drive a tractor trailer through your city. Why is Albany making decisions that do not have any affect on them? Taking down Rt 81 is stupid to say the least.
September 14, 2021	Commenter	Why have you bent over backwards to ADD 2 NEW interchanges and access corridors for Syracuse University who does not pay a dime in taxes!? But us tax payers can't get to work now if you live on the opposite side of the city from your employer. How do you get from Lafayette to the fairgrounds? How do you get from Liverpool to Onondaga Hill? How do you get from the valley to Destiny? If there is a way I haven't seen it on your animations. Common sense should tell you 2 lanes of 481 can't handle its current traffic and 2 addition lanes of the I81 through traffic. It's going to be a parking lot at Jamesville Rd to the Fayetteville exit with all the trucks entering from the quarry. You haven't addressed any traffic concerns except SU and the affluent Fayetteville Manlius suburbs. What about us working folks? …don't we matter?
October 7, 2021	Commenter	Why not put the round about near S.U. why put it where children attend school and a residential area if its so much not a problem. They need to MORE forthcoming with the causes n effects of this happening

Date	Name	Comment
October 14, 2021	Commenter	Why now move I-81 after so many years?
October 12, 2021	Commenter	Why would a historic city with a thriving university repurpose itself around an obsolete mall? Syracuse was made for HUMANS not HONDA CIVICS
September 14, 2021	Commenter	Why would you put a traffic circle next to an elementary school? Move it to the University
October 5, 2021	Commenter	why would you put the rd down were you have to drive thru the bricks and south side with all the voilents in them areas
October 5, 2021	Commenter	Why would you spend millions of unnecessary dollars rerouting traffic around the city into the suburbs that families worked so hard to live in. Destroying Dewitt and Fayetteville neighborhoods? Raise 81 higher. Don't destroy the Eastern suburbs!!! You will be forcing good hard working citizens out of the area!!! Save millions! Keep 81, just raise it!!!!
September 2, 2021	Commenter	Why would you spend two billion dollars to tear something down and not replace it with something better?
September 1, 2021	Commenter	Why wouldn't we connect the western part of the county to the highway system at this point in time?
September 10, 2021	Commenter	Why? Bridge to no where homeless love to set up their poop tents under bridges
September 15, 2021	Commenter	Widen the entire length of 481 NOW. It can't handle the additional traffic at 2 lanes
October 14, 2021	Commenter	Will NYSDOT just shit or get off the pot with its decision of how I-81 will be in the future. People have had close to a decade to place their input for this project. Time to announce a decision and move forward. If people wanted to get involved they would have already!!
August 18, 2021	Commenter	Will the remaining freeway portions of BL-81 be eligible for 90% of federal funding? If not, why not designate them as three-digit interstates (I-381/I-581...whatever)? Why would NYSDOT give up 90% funding on these sections?
September 15, 2021	Commenter	With a new route that has been considered, will that prevent GPS users with older vehicles so equipped be able to navigate through the city without getting lost by following the instructions given with their older vehicles? For example, I recently purchased a 2021 Vehicle recently and gave my address in a new housing development to the technician coming to service my tv and he ended up several miles away to an older area of the county because his GPS in his car wasn't updated to the new housing development where I reside.
July 19, 2021	Commenter	With all the talk of mitigating traffic flow around the Fayetteville/Dewitt exit (481 exit 3), there has been nothing said about how the increased traffic will be handled in the Northern suburbs. My primary concern is the stretch of 481 North between the Thruway exit and the entrance back onto 81 North. Rt 481 gets very congested during the rush hours, with many cars entering from Northern Blvd. With only two lanes heading north, there will be many close calls and collisions from people getting on 481 there and those who need to get onto 81 just a short distance away. Has there been any thought put into how to make that area safer?
October 7, 2021	Commenter	With the amount of money they want to spend for the grid, I say just improve 81.Isn't that what 81 was built for ease of traffic? Now you just want to screw it up again. Leave well enough alone, rebuild 81!!!! We don't need or want a grid . Listen to the people and let them decide what happens in their city.
August 7, 2021	Commenter	With the changing of layout of I-81, more spots for skateboarding should be laid out, at unused parks and basketball courts.
August 23, 2021	Commenter	With the community grid idea you are losing fact of the businesses to the west of the city. It's, the amphitheater, the fair grounds, the mall just to name a few big ones, traffic will be a nightmare getting to these places with a community grid that is now being talked about being made smaller. I agree the circle should not be near a school people not familiar with circles and there are many may get confused hit children and God knows what a tragedy that would be I'm in favor of just redoing the highway the way it is…I'm an older woman and to go down into the city would be too much for me, think about us older people, we have become use to that and the truck traffic they r looking for the shortest route, they will be on that grid and it will be a disaster, listen to the people. Personally I think this is just an idea that now has picked up govt. backing as a one of a kind to show other cities, don't do it, u r going to make a disaster out of Syracuse.it has worked well for many years leave as is
July 18, 2021	Commenter	With the Community Grid plan, how would traffic from I 81 northbound (from Nedrow and points south) gain access to 690 West to points like the State Fairgrounds or Baldwinsville, etc. ? I didn't see a clear plan for this, nor did I see one in the Viaduct plan.
August 13, 2021	Commenter	With the street level grid, The people will have longer commutes to work. The surrounding businesses will lose customers and close. the pedestrians have to cross a more busy street. ambulances will have to fight thru more traffic, and a already dying city will be bypassed and lose until theirs nothing there left to lose.
October 13, 2021	Commenter	Wondered how much will this project cost ? Where is money coming from? Lastly, how long will this project take to complete??!!
July 19, 2021	Commenter	Wondering what the plan is for the west side of the loop. It seems like you are addressing only half- the east side of 81. If I am coming from the west, how do I get to 81 south efficiently without dealing with the city traffic and streets?
August 4, 2021	Commenter	Would love to see a skateboard park, plaza, or area constructed as it would provide more places for skaters to go and bring in skate tourists and therefore more money into the town.
September 10, 2021	Commenter	Would of loved to see the tunnel option. With that said,suspended bridge with a blvd below. To much congestion, pollution and safety concerns with the grid
October 12, 2021	Commenter	YES WE NEED THE COMMUNITY GRID. Please get rid of the Viaduct and save Syracuse.
August 14, 2021	Commenter	YES! Can't wait.
August 14, 2021	Commenter	YES! Tear down that wall!
October 14, 2021	Commenter	YES!! Yes to the Community Grid!! It is going to make a world of difference to the city and it's residents. We need to think about the future in many aspects (climate change, transportation transformations, residential spaces, uplifting communities damaged by 81, etc.) and I am proud that the City of Syracuse is forward thinking!
August 8, 2021	Commenter	Yes, extending the Community Grid south to reconnect to Oakwood and the historic rural celebration and park like setting that would follow sounds most wonderful!!
October 14, 2021	Commenter	Yes, to the community grid.
September 12, 2021	Commenter	Yessir
October 13, 2021	Commenter	You are giving another target range to our already expanding criminal element. For decades this overpass has worked and you will force traffic to use 481 as a go around creating another traffic issue on this highway. Who will maintain this section during the winter. This city is unable to care for the streets they have now.

Date	Name	Comment
July 27, 2021	Commenter	You been on this for 15 years start building and stop these incessant meetings
July 16, 2021	Commenter	You did this grid because it's cheaper than fixing the overpasses. I work at Upstate….. do you seeeeeee the traffic at shift changes along with the other hospitals? Then when SU students comeback? And then a game at the " Dome?" C'mon don't lie to us…… it will look like crap after a few years. Who is going to maintain all the plush green grass and trees that you have shown on all your planagrams? Really????? Let's face it. It was the cheapest thing to do.
July 17, 2021	Commenter	You guys must smoke some good crap thinking that's going to be beneficial to the community. All the money wasted on surveys and discussions and meetings could have gone into the community. As far as the grid and turning it into more of a cluster, good luck with all the traffic back ups and accidents.
October 7, 2021	Commenter	You keep showing an animation of a roundabout with 4 or 5 cars on it. Please show an animation with bumper to bumper traffic as that is realistic !
October 12, 2021	Commenter	You need to leave I-81! We get so much travel/ business off I-81 you are gonna kill communities and businesses! You are gonna reduce people traveling and community threw Syracuse! And we need as many people coming into the city as possible, with the new proposed design, traffic will come to a screaming halt, people will AVOID Syracuse and not want to waste time getting caught up in traffic, it will take 10X longer to just get threw down town! And lastly the bride is not racist, HOW that's where the lower income housing was built, is it racist the oncenter, is like 4 blocks up the road? This is just a way to get rid of I-81 if you want to keep Syracuse alive you will leave I-81 in place. Thank you
October 8, 2021	Commenter	You really want to destroy Syracuse and it's suburbs? Pete B (Dept of Transportation) and the state certainly know that by restricting and preventing people from going to and from the city easily will put the final nail in Syracuse's coffin. After all that money that was spent to revitalize the Inner Harbor, Armory Square and trying to relocate people to live in downtown Syracuse, it's obvious you want to throw it all away. Ps: I'm a proud Sicilian/American and WILL celebrate Columbus Day.
October 12, 2021	Commenter	You should consider putting in watershed/basin gardens with native plants between the sidewalk and street
October 14, 2021	Commenter	You're flirting with gridlock and public health with the community grid. I remember how backed up traffic was prior to Rte81 being built. I could walk to school from the south side quicker than I could take a city bus. Fire, and other emergency vehicles will be delayed getting to places that they are needed. I believe anything other than replacing in the current route is short sighted and dangerous.
October 7, 2021	Commenter	Your goals & objectives are not geared toward the entire community population. You're not thinking into the future and what this will mean to consumers. You should be thinking about how much more money it's going to cost consumers when you re-route the trucking industry around the city. And, renaming 481 to 81 .... we are not stupid!!!
October 5, 2021	Commenter	You're not giving any one a chance nor listening to their needs. Nobody who actually lives in the city wants this. It's a terrible idea and making travel so much more difficult. There is WAY too much traffic to go through with this. You can't keep up with the roads as is. All the potholes, cracks, bumps. You're just setting the city up for disaster.
July 18, 2021	Condon, Paul	You'll never convince me that the primary reason for the Grid Alternative is nothing other than righting a 60 year-old 'social justice' wrong. Rebuild the I-81 overpass, so interstate and international travelers can see and explore our special City; University; and robust, modern hospital community.
October 6, 2021	Congel , Erin	14 traffic lights… And then make a right and go down two blocks to get access to the I- 690 West on-ramp…Just to get back to Camillus from Tully. That makes absolutely no sense!!!!!!… And you all know it… do the right thing. Put up a bridge so that traffic can move freely about our city. Thank you for your time.
August 17, 2021	Congel , Erin	I live in Camillus. How are people coming from I81 South of Syracuse getting to Camillus, NY? I am supposed to go through a rotary and 14 traffic lights to get back on I690 somewhere in downtown Syracuse ? Am I supposed to cut through Tully or Lafayette? Did you tell those towns that there will be a significant increase of traffic through their towns? Our whole area is being cut off if you eliminate the highway. The Community Grid is not the answer. We need something that works for ALL the people.
October 4, 2021	Connors, Amy	I feel the community grid is a bad idea. It will create even more traffic than there already is. It will effect my neighborhood in the town of Salina since all the traffic from 81 will be redirected and cause a lot of businesses to go out of business which will then raise my taxes! It will also slow down ambulances on the way to an emergency causing more problems. This is not a good option for anyone. Please look for an option that's good for everyone. Thank you.
July 20, 2021	Connors, Amy	I live in Liverpool and the community grid is not going to be a good decision because it will increase traffic congestion, it will take longer to get through the city of Syracuse due to the traffic and not having a highway anymore. As a resident of the town of Salina this will effect the business that I live by. They will get dramatically less business since most of the customers they depend on for there business will be rerouted to 481 and will as a result raise my taxes as a homeowner. My husband is retired and so we are on a fixed income. We can't afford to have have our housing taxes raised!!! Please consider other alternatives!!! Thank you.

Date	Name	Comment
September 5, 2021	Connors, Dennis	I was in supervisor of the Salt Museum in Liverpool, NY for 14 years and then another 25 working as historian with the Onondaga Historical Association in Syracuse. As a result, I have a particular knowledge about the area's salt industry legacy. My inquiry regards the open parcel on the city's Near North Side bounded by the I-81 on ramp, Pearl Street and East Willow Street. As evidenced by both the 1868 and 1874 birdseye views of Syracuse, this parcel was the site of at least 5 or 6 salt blocks in the 19th century. They were gone by the 20th century and the area used for a farmers' market, but nothing too substantial was built over that site. I recall several years ago that Onondaga County Parks was installing utility lines near Griffin Field in Onondaga Lake Park on what appeared to be open park lawn. Without performing any archaeological testing, the work cut right through the below-grade profiles of several 19th century salt block remains that used to line the Oswego Canal at that location. It is quite possible that decent remains of Oswego Canal-side salt blocks remain below ground at the Pearl Street site. Given its proximity to I-81 and its transition to the community grid street system, I was curious as to what level of archaeological work/monitoring might be done on that specific site? I know there was an overlay map in the DEIS but the scale was small and difficult to interpret. Can any further clarification be provided? The significance of the salt industry to Syracuse is important. And the Salt Museum is often more identified with suburban Liverpool. But there was 19th century salt manufacturing located extensively on the city's North Side, on the edge of downtown. Any opportunity for documenting/preserving/interpreting that legacy should be considered as part of this major construction project.
October 13, 2021	Conte, Gabe	The community grid needs to happen - I81 is death trap waiting to happen, it's long overdue to come down. The longer it stays up, the longer we embarrass ourselves by having the derelict highway that serves little to no purpose and wastes miles of good, valuable property in Syracuse.
September 20, 2021	Copenhaver, Carolyn A. (Registered as anonymous)	As a Landscape Architecture graduate student at SUNY College of Environmental Science and Forestry, and neighbor and steward to Oakwood Cemetery, I would like to advocate for restoring access to Oakwood Cemetery's main entrance gate, currently severed from the city by Interstate 81. A redesign of I-81 to a slower, lower-volume road, would minimize noise and visual pollution in Oakwood Cemetery generated by the highway. However, the current community-grid design alternative has the potential to increase noise pollution in the cemetery as trucks and cars brake upon approach to the proposed traffic circle. To mitigate this, extending Almond Street's traffic calming beyond where it is currently proposed to either Colvin or Brighton Avenue, would be beneficial and inclusive of Oakwood Cemetery. If a non-community grid alternative is chosen, it is our hope that access and environmental and cultural impacts to this federally and locally protected site be considered and addressed. Oakwood Cemetery is a major resource; historically, culturally, locality wise, as well as vital public green space. It is used daily by students and faculty from both Syracuse University and SUNY ESF, as well as residents of the east-side adjacent neighborhoods. A connection to the southside and downtown through the historic main entrance gate provides an unmatched opportunity to reconnect the city through a pedestrian safe and serene park-like setting, as it was originally designed and utilized for decades. It is an opportunity to right the environmental injustice that occurred through the original construction of I-81 which devastated the southside community. This connection would also provide new activity leading to renewal and revitalization in the most historic sections of the cemetery which, is in itself a major asset to the city of Syracuse. Currently these sections are out of sight to most, having been left to demolition by neglect, vandalism, and considered dangerous. It is important to note that Oakwood Cemetery's current administration (non-for profit) does not have an interest in restoring access to Oakwood's historic main entrance gate. However, our ask is that I-81 be designed so that future administrations could if they chose. This is a once in a lifetime opportunity to holistically address circulation, amongst so much more, in Syracuse. I urge you to consider righting this wrong and restoring access to Oakwood Cemetery's historic main entrance gate. As it's been said, this is a once in a lifetime opportunity. Thank you for your time and consideration. Respectfully,

Date	Name	Comment
October 13, 2021	Corell, Jennifer	We need to push forward with the community grid option. Ripping down and rebuilding a wider, shinier version of the physical structure that ultimately created one of the worst areas of concentrated poverty in the nation is an unproductive, visionless and callous decision. We have an opportunity in front of us to weave the city back together using a community grid traffic flow. Removing the higher-speed elevated highway would add minutes to commuters and thru-traffic travelers' days—an inconvenience and small expense for those who typically more affluent and can easily absorb those costs. Meanwhile, we have a population of impoverished people living right next to that elevated section of highway who are proof of it's decimation: cut off from the rest of the city and without any close-by opportunities to propel them forward in life. The cash grab in the '50's that built the original highway, razed an entire neighborhood and sent generations of displaced families into a spiral of inescapable poverty requires atonement. We need to rebuild this section of the city. We owe it to the south-side residents of Syracuse to at least provide an environment with the potential to thrive in, not simply survive in. Creating a better-connected grid structure that accommodates thru and local traffic will set a much more progressive course for generations of Syracuse residents, workers and visitors to come.
October 13, 2021	Cosgrove, Korianne	The history of the 1-81 viaduct has too frequently been overlooked. This history includes the 15th Ward, the prominent and thriving working-class African American community that was eradicated to build the 1-81 viaduct. The desecration of the community created long lasting economic and social impacts. The southern community seems to exists within the shadows of the northern community. A stark difference in modernity can be seen on each side of the viaduct, were the community resources are being sent and where economic opportunities are funded and advanced. Family and children's health being disturbingly disregarded, as they inhale and absorbed by pollutants spewed off the viaduct that stands within feet of their homes and school (E.g. The Pioneer Homes, MLK Elementary). The opportunity created by a community grid creates a brighter future for the independence and coexistence of both communities. It's imperative the social wealth inequalities and environmental injustices created by the 1-81 viaduct are acknowledged, addressed and amended via the community grid.
September 21, 2021	Cox, Nicole	The highway project will kill our city. The traffic the pollution. Not to mention the people who live outside of Syracuse that work in Syravuse. It is tearing down black poor cominyi living homes. Like the Bricks the Pinor homes and many on that strip. All that money going to waste. Walsh just wants to pocket some cash. That money can rebuild school like Marting King. Can beef up security at high schools. Syracuse bus transportation is terrible can use helpmate. This plan is to clean out the black people from SU are .
October 5, 2021	Crawford, Jason	Please keep central NY open for commerce. Keep 81 as is and protect lives
October 13, 2021	Crawford, Rachel	As someone who has spent her entire life in Syracuse, the community grid is the only option here. The building of i-81 has disproportionately affected the black residents of the South side for too long. The choice is clear that the community grid is the best option for the residents of city of Syracuse, not developers who are only in it to line their pockets.
October 13, 2021	Crispell, Russell	Please keep the Viaduct and rt.81 in place! Time is money and the extra time and fuel it will take me to get to the Fairgrounds, Destiny USA, or wherever if the "Grid" happens will very much discourage me from doing so at all and I'm sure there are many more who feel the same way and still more who are not really paying attention right now who certainly will be very discouraged with the extra time and energy or gas and fuel consumption they will have to endure .
October 13, 2021	Crispell, Russell	Please keep the viaduct ! The amount of vehicle emissions from the stop and go traffic on the " Community Grid" and rerouting on 481 would be so much greater than on the Viaduct . I would think at a time when we are trying to improve on this topic that this would be enough to keep the Viaduct in place all in itself!
October 4, 2021	Crittenden , Craig	I have been told that 81 doesn't meet safety and DOT standards but I like the way it is. 81 works well and I think it should be updated. The Community Grid will slow traffic down and cause traffic jams and may cause death due to Ambulances not being able to get to the hospitals in time.
October 14, 2021	Crose, It is hard to get to the Ve	I get rides to Veterans Hospital due to physicians access and if the ramp is lowered, how am I supposed to get to my medical visits.
October 12, 2021	Cuddy, Reagan	I am a resident of downtown Syracuse, who currently uses I-81 multiple times a week, so would be directly impacted by any change to the current. I am commenting to give my FULL SUPPORT to the community grid alternative. Syracuse and it's downtown residents deserve this update - and it is the recommended alternative. This is an exciting opportunity to modernize and optimize our city!

Date	Name	Comment
October 14, 2021	Cummiskey, Ryan	It would be a long-lasting and detrimental mistake for our city to remove the I-81 viaduct and reroute tens of thousands of extra cars per day down to our city streets. The modern highway system is a key innovation of the 20th century, which has been developed and continually enhanced for the last 75 years specifically to solve the problems associated with traditional intersecting surface streets. Highways are significantly safer and more effective than city streets. Studies have shown that by far most of the traffic using the downtown section of I-81 use it for local travel, so although routing through traffic around Syracuse via I-481 is a great idea and should be incentivized (by raising the speed limit to 70mph making it a faster route for example), it would only remove a small fraction of vehicles from downtown Syracuse. If I-81 were routed onto city streets, it would cause tens of thousands of additional cars each day to fight for space in our intersections with pedestrians and cyclists, and represent a greater impediment to moving about our city – exactly the opposite result of what the grid program seeks to do. If this were a matter of prioritizing local residents over corporations and those outside the city, I would agree, but the grid plan will have an outcome counter to it's goals by increasing traffic, travel times, and collision risks for cars, pedestrians, and bikes. Intersections are known to be the most dangerous and least fuel efficient part of our modern roadways, and a plan to make Syracuse more accessible to previously disenfranchised neighborhoods as well as foot traffic needs to seek to separate dangerous and polluting high volume traffic. Studies have shown that traffic has a very in-elastic demand and that making it harder for cars to get around our city by increasing congestion with traffic calming devices does not work. Cars will still convey people to their destinations and it serves no one to make that process harder and coincident with foot and bicycle traffic. One of our nearest neighbors, Ithaca, has numerous traffic calming methods employed in its state route 13 thoroughfare and traffic is terrible, crossing by foot and bicycles is much more difficult than under I-81, and that roadway only ferries a small fraction of the vehicles that I-81 does each day. However, the goal of the grid program to right historic wrongs and improve life and mobility for local residents is important and should be a top priority for this project. It's a goal that we can't afford to mess up by rallying around a grid that will make these very problems worse. Keep high volume traffic moving safely and efficiently through our city separated from surface streets, and invest in local schools, neighborhoods, sidewalks, and bike routes to make Syracuse a great place to re-grow our population for decades to come. Its easy to mistakenly blame I-81 for problems in our city, but it actually serves to connect us. Destroying the I-81 viaduct between we don't like the traffic and division in the city would be like dissolving our snowplow fleet because we don't like the snowbanks in the winter. Traffic and snow will continue to exist, and we deserve the best solutions to these problems. Have motorists put our money where our mouth and institute a $1 EZPass toll for the via-duct that is used for the Syracuse school district and building and maintaining sidewalks and bike paths. What could an extra $2 million dollars per month do for the previously disenfranchised population?
July 22, 2021	Currie, J	I don't understand how putting up walls on either side of the new boulevard is going to help reconnect different parts of the city. It's not going to make traveling through the city any better than it is today aestheticlly or time wise. And the way things are going, some innocent bystander going to get shot just traveling down this new boulevard, not to mention the graffiti someone's going to need to be repainting everytime someone's feeling artistic.
July 16, 2021	Curtis, Karl	I believe that the elevated section of I-81 should be rebuilt. I worked as a truck driver and, at times, used that section of elevated highway to run from Syracuse to Homer, NY five round trips per day. Whenever that elevated section was shut down for maintenance, we had to go around and use I-481. It took longer and the heavy traffic on I-481 was hectic and stressful. Now if that section of I-81 is permanently closed to through traffic, what will happen when I-481 gets shut down for repairs, a bridge problem or a bad multi-vehicle accident ? I do not get it when the city residents talk about the highway "dividing the city". We need alternative routes when roads are closed for repairs, storms, bridge closings and major accidents. Thank You. Karl Curtis, Manlius, New York
October 12, 2021	D'Agostino, Frank	The need to remove the raised section of 81 is clear. It was a mistake to build it in the first place and cannot be rebuilt in place as it does not meet current federal highway standards. The arguments against its removal are nonsensical. If someone is coming from the south to go to Destiny USA, their trip is barely lengthened, and it defies belief that someone traveling 100 miles to go shopping will refuse to travel 105 miles. Syracuse does not have large southern suburbs. Commute times for northern and western suburbs may change, but those people will adjust. Syracuse will remain a "20 minute city". Please end this protracted decision whose only viable solution was made clear long ago. Please build the Community Grid.
August 14, 2021	Dacey, Bob	I am in favor of tearing down I-81 and establishing an open air community grid. This will be a good first step in invigorating the downtown area. It would join the University and Medical communities with the city by creating an inviting atmosphere where pedestrians can safely enjoy all the city has to offer. I believe it can lead to re-developing the area with small shops and cafes that encourage entrepreneurship that can re-vitalize the connected community. My family and I live in the University area, having moved here from the suburbs over 20 years ago, and we all look forward to being able to walk freely between this area and the city. Re-thinking the I-81 Albatros is one of the most positive actions this city has taken towards improving its footprint in the hub of Central New York. Syracuse can be a destination, rather than an ugly scar to be passed over on the way to someplace else.
September 14, 2021	Daley, Christopher	I feel the Comm Grid is nothing more than another Erie Blvd. The Comm. Grid will inconvenience suburban communities access to the city and thru travelers heading north and south through the city. The idea that the comm. grid will transform the city is a pipe dream.
August 2, 2021	Danquer , Austin	make a skateboard friendly area please
October 12, 2021	Darcangelo, Amanda	As a resident of Syracuse I am a huge proponent for the community grid alternative to I-81. Removing this aging infrastructure will begin to remedy divides created in the city long ago while building stronger bonds within our city
October 9, 2021	Dattes, Penny	I live west of syracuse and for us to get to 81 North we have to get off at Hiawatha Blvd go down the Blvd until we hit 81 North entrance. Since you are redoing 81 why can't we get a direct route to 81 without getting off highway. I am all for new 81 but feel the western part of Onondaga County is being neglected in all of this. It takes an extra 15 to 20 minutes or more to get to 81 N depending on traffic on Hiawatha Blvd and is inconvenient. Please consider this.
October 12, 2021	Dausman, Kyle	I am in full support of the community grid plan.

Date	Name	Comment
August 17, 2021	Davies, Robert	I work at the State Office Building in Syracuse and have learned that the parking lots for the state employees that pay for their parking may be in jeopardy long term. I am writing to learn what the plan is for the state employee's parking that work at the State Office Building once this portion of the project in process. What are the plans for parking during the construction phase for the employees and will this increase travel time to the office is bused into the office, will the parking be brought back at the completion of the project and if so in what manner. There has been talk of a parking garage and also talk that the parking lots may be gone for good. If the latter is the option, then the state employees will be left to find their own parking and a significant increase in cost downtown as there will be a new supply and demand issue that will only stand to increase costs. I have friends as well that work at the court house downtown and parking for them is at a premium and they have to park a significant distance from the court house and in the winter this is not a pleasant endeavor for those state employees. I hope this is being taken into consideration in the construction project given the state services are needed in this community for those that count on them. Also, please consider that there are consumers of the state services provided that will require parking downtown as well during the construction phase as well. Thank you for your time in this matter.
September 14, 2021	De Lucia, Mike	Please end the delays. Go with the data, ignore the outcry that's based on anecdotes and fiction, and get the project started. The data is clear - the community grid is the only logical option.
August 27, 2021	De Lucia, Mike	The DOT report is exhaustive and based on solid data which to date I have seen nobody refute. The community grid is the clear choice. I urge the decision-makers to proceed based on factual analysis rather than the fear, anecdotes, and unfounded predictions of doom made by the "Save81" league until such time, if ever, they are able to produce a shred of verifiable data to justify their position.
July 17, 2021	Dean, Kevin	Hello, I was curious the know if the four way split will still exist as off ramps to downtown from the north: 81 S (Salina. Clinton, Franklin, West exits). If so can the same approach be given to the south side of the city as well? It's a great solution to congestion and will help move traffic efficiently. While I am a proponent of the grid, one issue that remains is highway access for people that live West of the city (Solvay, Lakeland. Fairmount etc.). Traveling from these areas to Lafayette or Cortland will take some time. Is there a plan to eventually link those areas to 81/481 via highway or express lanes? (i.e. Rochester's inner and outer loops). The infrastructure already exists for the East side (481). I support the community grid and look forward to this project being expedited.
July 19, 2021	Deaver , Theresa	What you are proposing will slow ambulances getting to the local hospitals! This is already a problem when there are big events at the Carrier Done! People have died in the back of rigs stuck in traffic, Doctors and nurses run down Irving Ave to try to help save lives putting their own safety at risk! This is unexeptable! We need PEOPLE MOVERS! Not a "pretty tree cover Blvd"! You have already made Erie Blvd a mess with a bike path that rarely gets used, this was NOT necessary! YOU WILL BE LITERALLY CUTTING OUT COMMUNITY IN HALF!! JUST REPLACE THE BRIDGE!!!
October 14, 2021	deBruin, Grant	I would like to male sure the NYSDOT takes into consideration the amount of traffic that would be moved to 481 and other area roadways such as Erie Boulevard East during the construction phase. Traffic is heavy now and I would like to make sure there are mitigation efforts considered. Traffic heading into DeWitt/Fayetteville during the evening commute is heavy enough and I'd like to make sure it isn't made worse. Thank you.
October 12, 2021	Decker, Travis	Traffic modelling shows that a community grid will not cause grid lock, while only increasing trip times by a matter of a few minutes in the midst extreme cases. Viaduct Traffic on the other hand can easily be delayed as much as an hour by a single accident. Traffic through a grid promotes street level businesses, cultural centers, and ends the dividing nature of an elevated viaduct. Any unbiased fully researched individual understands the community grid is the superior option. The time to act is now and further delays are nothing more than stall tactics. As a mechanical engineer transplanted to Syracuse, I fully support the community grid.
September 1, 2021	DeCook, Daniel	Why are you trying to kill Downtown Syracuse or Syracuse in general moving the highway around Syracuse we'll make Syracuse die. Syracuse used to be alive a place that people wanted to go you move the bus stop so people can't get off downtown anymore all you have to do is make it safer and keep the highway going through Syracuse who's going to want to go all the way around Syracuse to go to Destiny USA. It will be history to. Why are you trying to please a few percent of the people when the majority wanted to stay the way it is.
August 15, 2021	Deferio, James	I had previously made a comment about how the railroad divides the city and if I-81 is to be taken down then the RR should also come down. Today I want to address crime. Most of Syracuse's crime is committed by that 30% of the population who are claiming that I-81 is a "racial barrier". The population of Syracuce has dropped from 220,583 to a bit over 141,000 (though some are disputing this figure). People are fed up with the CRIME. I personally know MANY people who have moved out of Syracuse and numerous others who are saying they plan to move out also. No one in their right mind wants to drive through the crime-ridden sections of the city that they'll be forced to if I-81 is taken down.
August 13, 2021	Deferio, James	I have lived in The Valley area of Syracuse continuously for a little over forty years now and I have always loved the convenience of fairly easy access to downtown Syracuse, including Armory Square, Destiny and to Syracuse University and Crouse Hospital. In the past a certain race hustler claimed that the current path of I-81 was causing a racial division in the City. He came to Syracuse in 1969 and knows nothing of the history of Syracuse and apparently is unaware that much of I-81 parallels the railroad, which has been there since at least 1863. So, is this railroad line also causing a racial division in the City? How about when the RR turns to the NW and divides most of downtown Syracuse from the Southside. I was born at Syracuse General Hospital which became Castle Rest. Funny that my parents never thought that the RR line was a "barrier". Of course race hustling wasn't a thing back then. But go ahead and tear down I-81 and further ruin Syracuse. When I was born the population of Syracuse was 220,000 plus and now it is down to a bit more than 141,000. I wonder why???
October 11, 2021	DeFrancisco, Linda	Before the viaduct is taken down try closing it off for 1 week and let everyone take the local streets. That will convince you to put in a new viaduct and not a community gridlock with 9 plus traffic lights. I agree the current viaduct is not safe in places especially when connecting to 690 west from 81. One day I tried to get to an appointment that normally took 15 minutes door to door by using the city streets due to a crash on the viaduct. It took me 50 minutes door to door. A viaduct is a necessity!
October 11, 2021	DeFrancisco, Linda	The county will be spending $85 million dollars on an aquarium in the Inner Harbor in the near future. By putting in a community gridlock it will be difficult to get to this new facility.

Date	Name	Comment
September 21, 2021	DeGennaro, Paul	Hello, I am writing to suggest that a new skatepark or skateboarding plaza should be considered when budgeting and planning the community grid. The skateboarding scene is actively growing in Syracuse (stop by OLP on a nice day to see for yourself). Providing a safe location for this rising community in the heart of our city would prove to be an effective mean to drive folks into downtown area. Please refer to our neighbors over in Rochester, who recently have had a wildly successful implementation of this very idea (http://roccitypark.org/). Thank you for your time and consideration!
July 22, 2021	DeGrand, Shawn	In my opinion 81 is one of the most convenient, effective and direct highways I've ever driven on and I drive it often. It is such a direct pathway anywhere from the north country of upstate NY to southern states. Conversely 481, which I also drive on a regular basis as part of my daily commute, is exactly the opposite. Driving to work in the morning 481 meanders and winds constantly causing an inconvenient and annoying game of cat and mouse with the sun and my visor, up down up down every other minute. It is not straight or direct enough adding unecessary extra mileage with it's winding. It doesn't head north or south, nor east or west. It's diagonal in between compass bearing often makes getting on 481 "north" or "south" confusing. It cuts swaths through numerous neighborhoods and side road/suburb areas (ie: clay, Cicero) that completely prevent any getting around it without going miles out of your way or backtracking. In the morning to drive to work, I first drive the opposite direction of my work for a couple miles to get to 481 ramp. There is no option to turn and drive towards my work and get the next 481 ramp because ethere isn't another on ramp on the south side of it until two full towns away. It has ramps with exits and no entries(caughdenoy maple Rd area). In all ways it is inefficient, indirect, and inconvenient. Again, by comparison, thanks to it's direct path north and south, and numerous exits with very few single exits/on ramps without the other like maple on 481(maybe none, I can't think of any off the top of my head). From anywhere in Syracuse or the northern and southern suburbs, you are close to an 81 on ramp, which you can drive directly to without having to turn and go the wrong direction, get on, and then get back off at any number of convenient exits throughout the city and be within blocks of your destination, again with no need to backtrack. To say you are planning to divert 81, an extremely useful and convenient road, to 481, it's polar opposite and just an inconvenient disaster in every way, to avoid it going through the heart of Syracuse, possibly the most commonly used stretch of it in cny, is ludicrous. It's like saying you would like to divert your home internet service signal through a one legged carrier pigeon instead of a wireless router, and it will have equally bad results.
October 14, 2021	DeLorenzo, George	Where is the economic impact statement that shows the added cost of traveling around the city on 481 vs 81? Cost per person traveling times an hourly wage for companies paying a worker, plus leisure travelers. I live in the city and travel south on 81 to work M-F. I will be forced to travel 690 to 481 to 81 in the morning and then the reverse at night. Just my added travel time alone at 5 minutes per day, per commute is almost a lost hour per week! Multiplied by 52 weeks a year-- wasted week of work. Plus the added fuel and environmental impact. Multiplied by all the other commuters? The cost will be in the billions of dollars over the lifespan of the highway. It is unrealistic to think commuters want to or will travel the community grid. I refuse to travel the community grid-- it seems like it will take even more time, plus why should I travel through the city? There is nothing on my travel path that is useful. Rebuilding the viaduct as it stands with surface streets makes the most sense. If there are impacted neighborhoods, maybe the state needs to step up and create a wider buffer area (ie relocate the housing near Upstate Hospital). There is no reason why the homes could not be torn down and blighted homes from the land bank be rehabbed to use as housing. This has been a railroad job to create the community grid from the start. The politicians from all levels of government and the media have been complicit in creating the current narrative. No one listens to the folks that do not want the grid.
October 14, 2021	DeMott, John	It is really important that the new street level road be appropriate scale as a major city street that is still walkable and people-friendly. We need it to invite street level development and it should be a vibrant major city street, encouraging mixed-use development. This portion of the Community Grid should not be designated and designed as a ‘Qualifying Highway,’ with all the larger design requirements this would entail.” We don’t want this to look like Erie Blvd with wide, pedestrian un-friendly roads. We want this to look like the rest of downtown and the university/ medical areas that it will connect. If Almond Avenue and its intersections are designed to be walkable and human-scale, conditions for redevelopment will be maximized, just like we are seeing in Rochester where they took down the inner loop highway.
October 13, 2021	Denton, Elaine	I look forward to the long awaited community grid to begin construction in 2022 creating local jobs for city residents that have been most impacted by the viaduct and reconnecting Syracuse creating a more equitable future for our region. I would like to stress the importance of narrowing the roadway, keeping lanes 11 feet or under, and curves on the business loop designated section for the safety of pedestrian safety and slowing traffic. https://inthesalt.city/2021/07/19/gettingthegridsdetailsright/ The amount of lanes on roads and highways also should be kept at a minimum wherever possible as research shows widening highways does not add any benefit and may actually just cause more traffic and congestion. We need to design our infrastructure focused on people. Not just designed for cars. The goal should not be to get through the city. It should be to get to the city and around the city whether by public transportation, car, bike or on foot. At Lyndon corners heading towards Manlius, I disagree with adding another lane here as they would then need to instantly merge to one lane on 92. Adding an additional lane to Manlius and creating another merging area will not help this intersection. This intersection needs a real solution, not just another lane added to it. Since the viaduct is now past it's expiration date and we have now debated this project for over a decade, I look forward to moving forward with the community grid that is designed for people and all forms of transportation.

Date	Name	Comment
October 14, 2021	Denton, Matthew	I'm very disappointed that it has taken 10 years of tax payer money to come to the simple conclusion that I-81 did great harm to Syracuse and the community when it was built and continues to do so to this day. With that said I fully support the Community Grid solution as long as we give greater weight to voices directly harmed by I-81 so that the building of the grid addresses their needs and concerns and if possible provides some form of repartitions for the harm done. I also want to stress that the grid needs to be built for all modes of transportation and not focused solely on cars. Pedestrians, Bicycles, Busses, etc all will be impacted by this change and we should ensure that we bring communities together vs maintaining the existing divide created by the viaduct. As a resident of the town of Manlius I oppose the building of a new lane at Lyndon Corners. Yes traffic can be an issue on the shopping stretch of Rt 5 and Rt 92 but widening the lane will not provide any relief to traffic issues. Instead it would cause more issues from additional lane changes by motorist. Alternative solutions need to be found for this corner, however it should not impede the overall building of the Community Grid as this is an existing issue and the removal of I-81 is not going to increase traffic to this area. (If an individual is going N/S on I-81 and now goes around the city on I-481 they aren't going to go East on 92/5)
October 13, 2021	Denzer, Kyle	I live in Liverpool. I made 2 trips in the last week to Ithaca. Ithaca demonstrates how bad a community grid functions. Travel thru this area is very difficult and frustrating. I did not even experience rush hour congestion. There is no way to get thru this city and traffic is always terrible.
September 24, 2021	Denzer, Kyle	This city, its businesses and neighborhoods, were developed around the infrastructure that includes route 81. Clogging up the city seems very counter productive.
October 13, 2021	Desrochers, Madeleine	I fully support the community grid option as a way to replace the aging structure of 81. It's important to cause the least amount of harm to the communities that surround the interstate. Irreparable harm was done in the creation of 81, let's not repeat our mistakes. Implement the community grid option.
October 12, 2021	Deyo, Austin	I-81 is an abomination. We must use the community grid.
July 19, 2021	Deyo, Dave	If I buy a car for $30,000, and drive it 100,000 miles, the car costs $0.30/mile. Add $0.12/mile for gas, $0.08/ mile for maintenance and insurance. The car costs me approximately $0.50/ mile. This change will force me to drive 14 extra miles a day, 2800 extra miles a year costing me $1,400 extra per year. I can t afford that, and I doubt anyone else can either. What is the total added economic expense on the community after the change? Keep the viaduct! Build it brighter, higher and quieter. Still make your community grid, but keep a viaduct so no other expenses, which I consider a state imposed tax, are emposed on the community.
September 16, 2021	D'Hollander, Raymond	I firmly support the community grid alternative for I-81. However, I believe that the evaluations of this alternative are too focused just on the central part of Onondaga County and we are missing an opportunity to re-imagine the east side of Onondaga County and western Madison County. I-90 (NYS Thruway) east of I-481 does not have any interchanges until Canastota, 15 miles away. In my opinion, the restructuring of the transportation network on the east side of Onondaga County that is occurring due to the re-alignment of I-81 to I-481 should consider making better use of I-90 by having an interchange somewhere from Kirkville Road in Town of Manlius to Lakeport Road in Town of Chittenango. There has been a tremendous amount of growth in the Towns of Manlius, Sullivan, and Cazenovia over the past 30 years with no significant transportation network improvements. Nearly all of the traffic in this area is funneled through a complex set of Y-intersections to the NY 5 interchange with I-481, the NY 290 interchange with I-690, or Kirkville Road interchange with I-481. A number of these intersections have an F level of service. I have gotten on I-90 westbound at I-481 during morning rush hour and driven west to exits at I-81 or NY 57. I-90 is usually virtually empty while I-690 is carrying substantial traffic. I-90 crosses through the center of Onondaga County and is under-used for distributing traffic in Onondaga County, unlike I-90 through Erie County where it is heavily integrated with numerous un-tolled exits from one-side of the county to the other. The community grid option, while clearly the best option for the center of Onondaga County, will simply be shifting traffic to I-481 and I-690. People from the east side of the county who might currently use NY 20 and NY 173 to connect with I-81 for through traffic to north of downtown will now also be funneled to I-481. I believe that opening I-90 to traffic from the eastern edge of Onondaga County and western edge of Madison county will help alleviate the currently overburdened Routes 5, 92, and 290. Constructing the I-90 interchange in the early stages of the project development would likely reduce traffic on the I-481 and I-690 corridors during the critical phases of the project. People travelling from the east edge of Onondaga County to places like Salina could completely bypass the entire I-81, I-690, and I-481 construction zones. I understand that the NYS Thruway Authority is not part of NYSDOT and is currently not part of the planning process. If NYS wants to be successful in the future, the state needs to learn how to have its government entities better work together for the good of the state. Dysfunction is not an acceptable state of affairs. Destiny USA has been in the news opposing the community grid. I note that traffic routed from the east side onto I-90 to I-81 to enter Syracuse from the north instead of on I-690 could increase the amount of local traffic driving by the mall and Inner Harbor area at rush hour and other times. With the new electronic tolling for the NYS Thruway, the interchange design can be small on-off ramps instead of the large clover leaf interchanges with fly-over ramps that have been previously required for the Thruway. The interchange could even be just a simple westbound I-90 on-ramp and eastbound I-90 off-ramp similar to Bridge Street on I-690 since those would be the directions of most traffic. The new electronic tolling may allow for local commuter traffic to be toll free, similar to the toll free section in Erie County, or at least substantially discounted.

Date	Name	Comment
October 14, 2021	DiCarlo-Schermerhorn, Pamela	I think we should leave the highway in the existing space and create a tunnel under the city to get from the north side of the city to the south. Similar to the Big Dig in Boston. This will help with the noise and pollution problem that the environmentalist are concerned with and reduce the separation of the East and West side of the city. The original design for 481 was to move traffic away from the city and re route them around the county which causes problems for the people that live in the city. The term connective corridor that is frequently used in this plan is part of the UN Agenda 21 and Agenda 2030 that changes the way people are allowed to travel and live. It is something that people should become aware of before proceeding with the project.
July 28, 2021	Dillenbeck, Colleen	I tried to review the documents on the website with the plans, but they are hundreds and hundreds of pages long and you can't easily find anything useful. I saw the animation on the news, but that only shows how people coming from south of Syracuse would get to downtown. I could not find any information on how it would look coming from north of the city. I commute to downtown for work and I have no idea how my travels would change. Personally I think the community grid sounds like a terrible idea with commuters going downtown having to slow down to use a boulevard instead of a highway, but who's to say when I have no idea how I would get to work with that scenario. Also, I don't understand all this talk about reconnecting communities...have you been down to where the viaduct is? I don't see anything there to connect. I would have preferred the tunnel option, even though it's more money, I think it would have been better in the long run. Or just repair the viaduct.
September 28, 2021	Dippolito, Steve	Downtown commuters from the north and south suburbs will be adversely effected by the community grid. It will hurt downtown economic development. Businesses will leave downtown relocating to the eastern suburbs to be near the highway (I-481). In addition, many people traveling from north to south of Syracuse and vice versa who do not live on the east side are not going to take I-481 through Dewitt to get from Liverpool to Tully and back. You are making a mistake tearing down I-81. I travel frequently from Liverpool to Ithaca. Without the I-81 highway I will have to go through city stop lights which will add significant time. You are making a mistake tearing down I-81.
September 1, 2021	Dippolito, Steve	I live in Liverpool and commute to downtown Syracuse (Fayette St,) the past 18 years. In addition, I travel from Liverpool to Ithaca on a seasonal basis. The community grid will adversely effect downtown businesses as employees/customers will have much longer commute times between north and south. The commute from Liverpool to Ithaca and back will take much longer. What I don't understand is it's ok to have an elevated I-690 East to West and West to East through downtown but it's not ok to have an elevated I-81 through downtown? I understand that uniting the community on either side of I-81 is a nice idea but businesses in downtown Syracuse will choose to move to the suburbs to keep/attract employees and customers. Downtown Syracuse will suffer economically. - Steve Dippolito, CPA
October 14, 2021	Dodge, Jeff	20 years ago my sister bought a house on Fletcher Ave on Syracuse's south side. Last spring she sold her house and bought 1 in Cayuga County because it became obvious that, just like the Toxic Amphitheater, it does not matter what's best for the people of Syracuse, or what they would like, this mess is being jammed down our throats weather we like it or not. We have not talked to anyone, who thinks removing Rt81 through the city, is a good idea. Not to mention the years of construction mess from the south side to downtown. Lastly can you imagine the traffic jams on Adams, Almond and Harrison when you remove 4 lanes for traffic to move around the jammed traffic.
August 20, 2021	Dodge, Jeff	Ambulances traveling north, from Nedrow to the hospitals, will be slowed down driving on city streets. Compared to taking Rt81 north to the exit that drops you off literally at the front door of University Hospital. Someone will pay a price.
October 8, 2021	Dodge, Jeff	Any business considering building in the Syracuse area has to consider accessibility. Removing I-81 will have a negative impact this decision.
September 10, 2021	Dodge, Jeff	I live in Cato, my fathers house is in Lafayette. What would be the DOT's suggested route? As near as I can tell, my only options would be, 1- drop down to city streets (stop signs, stop lights and city traffic), 2- take 690 east all the way through the city to 481 south, to 81 south of the city, 3- drive Rt. 173 through Jacks Reef, Memphis, Warner's, Amboy, Camillus, Fairmount over Onondaga Hill down Rt. 11 south to Nedrow to pick up 81 south to Lafayette. The last route is the 1 my mom took back in the 60's before Rt. 690 was built.
October 6, 2021	Dodge, Jeff	Most of us that have lived in this area for all our lives, has had to, at some point, travel downtown during rush hour. I have seen traffic, backed up from the Adams-Harrison exit, to West street. That's a 1/2 mile stretch of interstate 690 at a stand still, 81 south stopped, all because the last wizard engineer brought 2 lanes of 81 south together with the exit off, 690 south to 81, down to 1 lane added an exit and put it on a curve. There is no way adding that mess to street level traffic can be better. Even if you only added 10% more traffic to street level, there is no room along Almond for more lanes, so traffic will have to jamb up even worse than it does now.
August 20, 2021	Dodge, Jeff	The traffic around Adams, Harrison streets is terrible now during rush hour, I believe adding any traffic to the streets of Syracuse is a big mistake. We're the 20 minute city, you can get anywhere in Syracuse in 20 minutes. If you remove Rt 81 you will destroy that.
October 9, 2021	Dodge, Jeff	Yet another business comes forward, Crown Plaza, against eliminating Rt81. "Location, accessibility and convenience are the key factors in making a community successful." Mr.Hares understands that "A community grid-only design as proposed by the New York state Department of Transportation will certainly divert and decrease traffic and business, which will negatively affect jobs and government tax revenue." By removing I-81, you make accessibility to downtown harder, and therefore all businesses will suffer.
October 14, 2021	Dodge, Jeff	In years past I have taken my Grandchildren to "Monster Jam" at the Dome. A couple of years ago we were stopped in traffic on Rt690 east before the West St. exit. Didn't even make it to Rt,81, much less to the Brighton exit or up to Skytop parking. Local news reported some people stuck in traffic for 4 hours, totally missing the show. Can you imagine what it will be like when they move those 4 lanes of Rt.81 to street level.
August 20, 2021	Dodge, Jeff	Sending all those trucks, heading to Fulton, Oswego, Watertown, Fort Drum and Canada, the extra 5 miles around Syracuse on Rt. 481, will burn thousands of gallons more in fuel yearly.
August 22, 2021	Dodge, Jeffrey	I live in Cato, My fathers house is in Lafayette. How would I get there? Drive through Syracuse on city streets?
August 16, 2021	Dodge, Laura	What are you thinking? I have the feeling this community grid is a done deal! The traffic patterns during rush hour are going to be an ongoing nightmare for everyone concerned. Although the grid looks beautiful in some suburb somewhere, where are you going to put the snow in the wintertime? The economic impact on the northern suburbs will be devastating.
October 12, 2021	Donaghue, Deborah	I support the community grid 100%. Even though it will impact my commute to work, I fully support getting rid of 81. It is time to support the people and neighborhoods that have suffered under the shadow of 81.
October 13, 2021	Donnelly, Craig	I support the community grid. Our current system is atrocious and promotes poor living conditions. Syracuse is better than this.
July 30, 2021	Donnelly, Diane	I am opposed to the community grid. I live in East Syracuse, where 481 and 690 meet. This will increase traffic, pollution and noise. And will provide no alternative roads in case of a disaster. It makes no sense to reduce roads if you expect a community to grow. Like eliminating lanes on Erie Blvd-stupid ideas both!
August 17, 2021	Donnelly, Diane	I am opposed to the community grid. Major amounts of traffic will be dumped on 481 and 690. Jammed traffic to vital services and increased noise and pollution to my home in East Syracuse. And limited roads in case of disasters. You wrecked communities with the existing highway and you'll wreck more. I truly doubt your competence.

Date	Name	Comment
October 14, 2021	Dooher Jr, George	I strongly oppose the Community Grid Option. It will severely impede traffic flow and cause major traffic delays The result would be increased exhaust, difficulty in accessing the hospitals, businesses, offices and entertainment venues in the City Center, It ill also negatively impact the businesses, shops, offices and entertainment venues located in surrounding neighborhoods and communities.
October 14, 2021	Dooher Jr, George	I strongly support the Viaduct Alternative. It will move traffic in and around Syracuse in a safe & efficient manner. It will allow efficient access to the hospitals, businesses, offices and entertainment venues located in the City Center.
October 14, 2021	Dougherty, Bob	The community grid is obviously the best alternative, particularly for bicyclists. However, it's been proven whatever is good for cyclists is also good for pedestrians & vehicle drivers. Please make sure the traffic lanes are narrow enough to reduce speeds.
August 31, 2021	Doupe, Ronald	The community grid seems to make the most sense. Professionals have done the analysis and planning. Just do it.
August 3, 2021	Doupe, Ronald	The grid seems to be the way to go. Now is the chance to get it done.
October 14, 2021	Dowling, Andrew	I believe that the community grid is the best option for Syracuse concerning I-81, and I'm baffled as to why anyone would want anything different. The current I-81 is an ugly bit of infrastructure that literally divides the city of Syracuse and creates dead spaces that can be unsafe at night. Years ago, some friends and I were jumped near the 690 underpass while walking home in the evening. We were clearly visible yet no one appeared to help. Luckily, we didn't come out too poorly from the encounter, however, the point is that we have the chance to improve our city by eliminating these unsafe spaces. Syracuse also has a problem with connectivity: all the neighborhoods are pretty well divided. It's not easy to get from Eastwood to Westcott, from Downtown to Tipp Hill; to travel between the West-, East-, North-, or South-sides. We should pursue anything we can to ameliorate that, and turning I-81 into a boulevard is one opportunity we have right now. If we really want to make our city more attractive to businesses and people - encourage them to start-up or move here - we should be doing everything we can to make our city as attractive as possible. In contrast to potentially spending $85 million on an aquarium - which could be a great addition to our city one day - we should focus on what is at hand. We should look to the city we already have instead of the city of fanciful projects and errant dreams. There are myriad ways in which we can improve our city, not least among them physically beautifying and creating spaces for parks, rental, or business properties. Syracuse should be a place people want to move to, where they want to live in the heart of the action, where business want to establish themselves, and, yes, where people not only want to travel, but feel safe visiting. Any alternative to the community grid plan does not have the best interests of Syracuse at heart. It is a way to placate people who do not live within the city - whose tax dollars do not benefit this community - with a means by which they can bypass our city completely, easily. Any alternative to the community grid only benefits already established businesses who have no vested interests in seeing not only other business, let alone our city, grow and thrive. The community grid is exactly that: something for our community which we sorely need. If we give up on it now, due to outside interests or for those who do not have the interests of our community at heart, then we give up on ourselves. We might as well let Syracuse go on being a city where almost everyone lives in the suburbs, where it can be unsafe to walk at night, where the roads will strip years off of your car, where the legacy of segregation continues to thrive in the physical make-up of our city, where small business dies still a fledgling if they ever had a true chance at life in the first place, where we're only known for the Fair and snow. Syracuse is a small city with a lot of potential that has been squandered for years. Right now, we have the chance to take a step in the right direction. We have a chance to allow us to believe; to believe in ourselves and our city. We have a chance to be more than just Syracuse University, more than just Upstate Hospital, more than just a city with a history of salt and bygone prosperity. If you mix salt with soil, nothing will grow. If we continue to cling to our history so desperately, it will become the salt that we continue to cast on the fertile ground upon which we stand here in Syracuse. We will extinguish any hopes we may hold for ourselves and for our city before the seeds of change have a chance to germinate. Go with the community grid; believe in Syracuse.
September 6, 2021	Dreher-Wiberg, Paul	Why are self-interested, corporate funded fringe groups allowed to trigger delay after delay? The community Grid has been selected as the most appropriate way to go, from the standpoint of traffic flow, safety, and in order to address the historic injustice of destroying a vital African-American community. But each time another noisy fringe group comes up with another absurd and disingenuous alternative, the people of CNY must endure yet another delay! PLEASE, LET'S JUST GET IT DONE!!!
October 12, 2021	Driscoll, Anna	I am proudly born and raised in the City of Syracuse. Growing up less than 2 miles from the viaduct and learning about its origins during the racist urban renewal era as a child inspired me to pursue my current career in city planning. The debate over I-81's future has raged for half my life, and we can't let it continue any longer. We need a community grid now, for the displaced residents of the 15th Ward, for racial justice, for environmental justice, for an end to our record levels of concentrated BIPOC poverty, for the ongoing vitality of our community. We can't allow fears over a one-minute-longer commute to Destiny USA and the suburbs to hinder progress and reparations. Success stories from so many other cities confirm that this is the right path. Once we do have a community grid, we must also ensure that the new development it brings does not further displace our low-income residents and residents of color.
October 13, 2021	Driscoll, Therese	We need to eliminate the massive old barrier to unification of our community, economic growth, and the health and quality of life of many our neighbors, which is the I-81 viaduct, and replace it with the proposed community grid. There is no CNY without Syracuse, the absolute heart of the greater community. Let’s do what’s right for our city and the whole area prospers!
July 16, 2021	Duda, Robert	At the far north end of the project from exit 29 to exit 30 there are homes within 50 yards of the highway. There never was a decent noise barrier. Can one be added to the project ? A: to lower the noise level, B: eliminate some of the road dust that infiltrates our homes. C: save our property values as the road traffic increases.

Date	Name	Comment
October 13, 2021	Dudczak, Craig	After attending the public session at Mott Road Elementary School, I was struck by how little attention been paid to the effects of the project on I-481. It was striking that of all of the charts, smart boards and posters lining the periphery of the room, there was but a single board in the center of the room devoted to I-481. The problem is that although all of the focus has been to what the "Community Grid" will do FOR the City of Syracuse, little is devoted to what the redirection of traffic flow will do TO the communities bordering I-481. I focus on three elements here: the unrealistic travel time estimates the DOT has provided, the effect of increased traffic flow directed onto I-481, and the unanticipated secondary and tertiary effects of making I-481 the north-south Interstate thoroughfare. First is the increase of traffic flow onto I-481, which from the NYDOT staffers at Mott Road where expressed as 12,000 or more redirected onto I-481 coming from the south through the Rt. 5 (Genessee St.) intersection. What concerns me here is that in addition to adding to traffic volume on I-481, the traffic will include truck that are heading west. Now NYDOT would like trucks to continue up I-481 to the Thruway before heading west. BUT, truckers will save 20 miles or so in tolls if they take 690 west to where it intersects with the Thruway west off the Fairgrounds. This will affect traffic flow and commuting times from the east. Second, and related to this is that NYDOT's estimates of commute times from the east to various locations are unrealistic. NYDOT asserts that travel times from the east will be improved in most scenarios from it published data. Yet, at the same time Mark Frechette, as quoted in the Syracuse Post-Standard (Sept. 19, 2021) acknowledged that traffic won't flow much better. The Post-Standard notes, "the proposed changes along that corridor (Lyndon Corners/Genessee St. will bring some SLIGHT congestion relief AFTER construction is done" (p. A4). Of course, for the period of time construction is occurring along the corridor, commute times will worsen, and NYDOT acknowledges that any slight improvement along the corridor will only be temporary. Minimal transit improvements from Lyndon Corners is mitigated by increased traffic on I-481 onto I-690. So the travel time improvement claims appear to be unrealistic by NYDOT's own data and its claims to the contrary seem to be deceptive at best. The third element I see is that NYDOT takes no account of the secondary and tertiary effects of redirecting traffic onto I-481. NYDOT's own data and representatives acknowledge that when traffic arterials are developed, there is inevitable development along the arterial. We already know that Amazon's Distribution Center will add substantial traffic, much or=f which is not accounted for by the current NYDOT estimates. There's projected development of a microchip facility. One can only imagine that other concerns will be developed along the I-481 corridor as it becomes the main transit artery for north-south traffic. My point here is that once you make I-481 the north-south thoroughfare route, additional development will occur along its corridor that will further affect traffic flow from the eastern suburbs. One last comment I have that doesn't affect I-481 is the location of the proposed roundabout near MLK school. What struck me is that at either its current proposed location or a revised location further south, the problem with the round about will be that it will put a substantial traffic flow going past the school at STREET LEVEL. Right now this is avoided because the I-81 traffic is elevated above street level. This means that the only remedy to keeping traffic away from the school children is to keep the highway elevated until it is beyond the school and place the round about north of MLK school.
October 12, 2021	Dunn, Bridget	I support the community grid. I think it's best for the community. I want a walkable city and safer streets for kids walking to school and I believe the grid option will deliver that.
October 13, 2021	Dunn, Mary	I am strongly in favor of the Community Grid alternative. For 50+ years as an adult, I have lived in Dewitt, Syracuse, LaFayette, and we have been back in Syracuse for the past five years. The Grid is the best way for this area - and especially our city, to develop Syracuse as a vibrant place to live and work for all our citizens. I believe that cities are essential and must be sustained. Syracuse does need to be made whole; to take down the 81 divider is a giant step towards a cohesive, thriving city center for those who live, work, dine, and enjoy cultural/entertainment there. Yes, there will be adjustments that have to be made in the plan (e.g., eliminating negative impact on MLK school, improving public transportation) and further changes once the overhead highway is gone and traffic patterns change. New business opportunities will develop, and some will need to rethink, adjust, or perhaps move, as businesses always do in response to change. I believe that, looking towards the future, community growth outweighs what I have heard about short term commercial and commuter concerns by a wide margin. Let’s get going!
August 2, 2021	Dunn, Patrick	I and many other folks have homes that go along 481 between Rock Cut Rd. and Rams Gulch Rd. including a trailer park as well. We have families here and right now at the current traffic level at busy times a lot you can't hear anything at all but traffic. I would like to see the NYSDOT put up sound barriers along this stretch of 481 to cut the noise down. When 481 becomes 81 the amount of traffic increase will be tremendous and with it the level of noise. I ask that the NYSDOT put up sound barrier and cut this noise down. We live here and we did not bargain to live next to the main N-S thoroughfare for CNY than just the bypass it currently is.
September 2, 2021	Dwyer , Paul	The highway is just that a highway . If it works don't fix it. Changing to a community grid would in my opinion create a traffic nightmare.
September 1, 2021	Dwyer, Carole	PUT IT ON A REFERENDUM! We didn’t chose a grid to destroy commerce, convenience, safety, or the division of suburbs. Taxpayers pay for mistakes made by the state impositions, give us a vote. If this was done to placate a small percentage of population as a social justice issue you are going to harm the people you claim to aid. This will separate the the city from the suburbs. For once, let the people decide in this state.
September 1, 2021	Egan, Tamara	I live in Jamesville and am now retired from the Onondaga County DOT. I worked downtown for almost 35 years. I attended many of the (public) preliminary meetings for this project. I believe that the Community Grid is the best option for this project. There are so many people who are against it. Some for selfish reasons, some just to argue, some to follow the crowd and then the politicians that are using this project to look like a hero in their constituents eyes. Some of these towns that are complaining that they will lose business will probably get more drive by business than they had before, including the Destiny Mall. These people just have to look at the big picture…the grid will require less destruction of historical buildings and put back a beautiful setting where now sits a couple of miles of old, unsafe, disintegrating bridgework that should never have been put there to begin with. I find no reason, once upgraded, that Rt. 481 can’t be used for thru traffic. Please do not extend the public opinion time on this project and let’s get moving on building us a new, upgraded, safe thoroughfare. These people are just being ridiculous. Thanks! You guys always have my respect for the great work you do!

Date	Name	Comment
October 9, 2021	Egnoto, O. J.	At a time when business and commerce have a need for every customer to get there easily, it does not make sense to bottle neck traffic and redirect people past their destinations. The Bridge and Grid are a better solution if well planned.
September 1, 2021	Eichhorn, Lawrence	I do not support the community grid solution by itself as a solution to replacing the current viaduct. As a resident of the west side of the county we continue to need efficient access to route 81 south. One that does not cause us to have to drive all the way to Jamesville (east) to connect with 81 south. This causes a lot of extra gas and pollution to be generated which I find hypocritical to the New York goal of reducing carbon emissions and in general pollution. How can you possibly justify this waste? In addition my observation is the current viaduct is surrounded by business which would never be replaced with a neighborhood so why are we pretending your grid solution is magically going to recreate and heal neighborhoods?
September 7, 2021	Eidt, Mary	This has been studied repeatedly. The community grid option makes the most sense for our area. Pie in the sky ideas of tunnels, arching bridges, etc., only delay the start of this project. Prolonging this only makes it more costly and causes more disruption. We will never satisfy all parties, but we need to get going! Start construction on the community grid project.
September 3, 2021	Eiholzer, Paul	I want to express my agreement with the community grid plan. I feel that what is good for the city of Syracuse is good for the whole region.
September 1, 2021	Eiholzer, Sue	I support the Community Grid, It's time to remove the elevated highway and integrate traffic back into the community. I-81 has been a divider and destroyed a vibrant community because it was the prevailing way of doing roads through cities at the time. From everything I have read this will improve the community in any number of ways. Let's not make the mistake of returning to the past. Many cities have removed elevated roads to the betterment of the city and the community. Let's move forward not backwards, especially for some outdated economic enterprises like Destiny. Let's get this done and move on! NO more discussion and studies. Enough is enough!
July 17, 2021	Elliot, William	People will die getting between hospitals
September 8, 2021	Emmi, Anthony	Replacing I-81 with a community grid will do great harm to the communities and businesses that have developed over the years since the overpass was constructed. People will be forced to move just as they were the first time I-81 was constructed. Businesses that have been built over the decades around the crossroads will be cut-off and by passed from the North and South. Leaving I-81 in place as part of the crossroads of New York State will give Syracuse a better chance at revitalization and being able to remain a transportation hub. Having a high speed route in and out of the city makes it much easier to to do business here. It would also keep the communities that developed around I-81 intact and the same injustice that happened when I-81 was built would not happen again. It would be far better to put money into the existing communities (that need it) around I-81 than having to spend money in communities to reroute traffic that don't need the money. Putting another grid system into a city that already has a grid system does not make sense for Syracuse.
August 11, 2021	Emmi, Carmen	How did the DOT determine that the Hotels on Exit 35 would only lose 1.3% of their business if 81 is re-routed to 481? Why weren't any of the hotels consulted?
August 30, 2021	Emmi, Carmen	Please explain how your economic impact study states that the Salina hotels will only lose 1.3% of their business if 81 is re-rerouted to 481.
August 17, 2021	Emmi, Joe	The Street Level only option will be devastating for businesses in the town of Salina, Transporting fresh produce from Baldwinsville to the rest of the county will take more fuel and time. When the 81 designation is taken away from that grid section will the city or county be responsible for repair? I believe county money being used to repair it in previous years. I would prefer the grid with a skyway,
August 16, 2021	Emmi, Marc	We have had public hearings about what to do with the viaduct going back over the past several years. I attended the first ones where the question was simply, "Should we rebuild the highway or not?" When the results of the public surveys came back largely in favor of keeping a high speed option through the city, that survey was quietly shelved. Opponents of the highway used negative phrases like "ending our car-centric society," and that "it's too easy for people to commute." These statements seems counter-productive to the discussion of what was best for the people and their needs and so there was push back. Those criticisms also quietly went away but the sense that there were agendas contrary to what the people of the area wanted for the highway remained. We had hearings again, this time with the "boulevard" option. Renderings with trees and bike paths were included. The public didn't like the boulevard, thinking negatively of Erie Boulevard and the stop and go traffic nightmare that would lead to. Environmentally conscious people don't want idling traffic down on city streets. In addition, practical people understood that Syracuse is not San Francisco and bike paths were nice but not so practical much of the year. People want to get where they need to go and so they merely wanted the viaduct to remain, only improved. We have decades of history showing where the bottlenecks of the viaduct are and now we have the chance to fix those and improve the whole thing. Public opinion again showed a desire to keep the highway. So, after some time, the "boulevard" option was repackaged, and was now referred to as "the community grid" and yet another public comment period was announced. At this point it was obvious to anyone paying attention that removing the viaduct was always the goal, and that public hearings were held not to find out what people wanted, but rather to find out how to adjust the PR and sales pitch in order to overcome objections to the grid. Selected data and repackaging would be used until the desired public survey was achieved, at which point they would move forward with what was intended from the beginning. To date, the desired public approval has not been achieved, and so the narrative has now shifted to implying that the grid is happening. Objections are now viewed through the lens of coming late. The reality is that city residents, commuters, employees, and businesses who rely on the highway and who are against routing traffic onto city streets, have not been heard. Studies are cited that negative impact to businesses who claim to rely on the current highway would be minimal are extremely suspect since many of those business managers, employees and owners say that no one doing a study ever asked them. Grid proponents mention righting the wrongs done to neighborhoods decades ago, but those in neighborhoods today are not in favor of the grid have not been asked. Many don't want all of that traffic routed into their neighborhoods. With decades of patterns and knowledge under our belt, we have the opportunity to take what we have and make it better. Yes, fix up the city streets, but a high speed option through the city needs to be maintained. The people who live and work here need to be heard.
August 17, 2021	Emmi, Tony	The community grid is not the answer. The costs will skyrocket as traffic is rerouted to areas and communities where the roads were not built to handle heavy traffic. Rebuilding the viaduct and putting resources back into the immediate area will be far better for the community in the long run. The community grid will essentially cut off all the businesses to the north of Syracuse that have been built over several decades. New York State's high taxes and regulations will not generate more business with a community grid.

Date	Name	Comment
October 14, 2021	Erdman , Maria	There are so many social, environmental and economic justice issues wrapped up in this issue. I support the grid in hope that some wrongs will be righted. Wealthy suburbanites will have to spend an extra five to ten minutes a day driving to their jobs. The measure of that inconvenience is nothing compared to the social, economic, and health injustice that has been put upon the people of the city of Syracuse.
October 12, 2021	Erdman, James	I have lived in Syracuse my entire life, and it has never been more clear to me that the 1-81 viaduct needs to come down. Our city deserves a pleasant, beautiful center, something which is currently made impossible by the unsightly and increasingly dangerous viaduct. The communities and people who live in and around the city deserve a better solution, which I believe the community grid offers with minimal drawbacks in terms of convenience. Syracuse's growth as a city requires decisive action in this case; any decision taken will be a major step for the area. But to simply rebuild the viaduct would be to take that major step backwards. Syracuse's prosperity is dependent on its quality as a place to live, not how quickly it can be driven through on the way to a mall which has massively underdelivered on its promises, and by all indications will continue to do so. The small sacrifice in convenience for some are far outweighed by the benefits of removing the viaduct. There are countless other reasons why rebuilding the viaduct would be wrong - environmental and social justice considerations, community values and economic outlooks for the downtown area and nearby residents. The bottom line is that the people of Syracuse have repeatedly made it clear that we favor the community grid option and rerouting the highway. It's time for that to get done. And it should be done with an invested jobs program which prioritizes city residents in the construction process.
October 14, 2021	Erdman, Maria	I support the community grid option. As a resident who uses I 81 frequently, I would much rather have a surface street through our city with a large busy highway going around the city on what is now 481
October 14, 2021	Esce, Francesca	I support the community grid! As a resident of the city, the community grid is the only way to benefit the city's natural flow and feel. I SUPPORT THE COMMUNITY GRID!
October 14, 2021	Evans, Jason	Comment thread 1 of 2: To the I-81 project team: I would like to express my strong support for the Community Grid solution as the replacement for the aging I-81 viaduct. As a former Syracuse University student, longtime city resident, and downtown employee, I've crossed under the viaduct an immeasurable amount of times on foot, bicycle, and car. As an architect and designer, I have a constant drive to improve the world around me and to maximize potential found within opportunities. To that end, I would like to share some thoughts and considerations that may improve the project outcome and user experience, primarily focused on the downtown-adjacent portions of the project. The existing viaduct right of way to the east and north of downtown is significant. Although the large footprint of state-controlled land allows for some comfort and ease with design of the community grid streets, I would like to encourage the project designers to minimize the widths of the streets and new rights-of-way as much as possible. The current design of the new Almond Street appears to be excessively wide, filling much of the available right-of-way – this width is intimidating to pedestrians and cyclists and poses the risk of exchanging a current barrier between neighborhoods (the viaduct) with a new type of barrier. If the width of Almond Street is able to be reduced in a meaningful and significant-enough way, a substantial amount of the former right-of-way may be returned to local control for purposes of redevelopment. If this land is properly managed and redistributed through an RFP process or other method that prioritizes "good" development and place-making (much like the Rochester Inner Loop lands, for example), the new Almond Street will have incredible potential to reactivate neighborhoods and heal a divide, rather than simply connecting points A to B. On a related, although much more minor, note, I wonder if Harrison Street can be realigned on both sides of Almond Street. There is a jog in the street northward that originally accommodated an offramp to the west and large amounts of University Hill traffic entering the highway from the east. With the elimination of the viaduct and the introduction of the new Crouse/Irving interchange, there is opportunity to realign Harrison Street with the rest of its length.

Date	Name	Comment
October 14, 2021	Evans, Jason	Comment thread 2 of 2: On the west side of downtown, the reimagining of the West Street interchange and reconnection to Genesee Street are very exciting improvements. I am highly supportive of this direction. That it enables an extension to the Creekwalk is also very positive. In reviewing the proposed Creekwalk extension routing, I would like to make one recommendation as someone who uses the existing trail on a somewhat regular basis: At the north end of the proposed pathway, rather than a series of switchbacks up to Evans Street, the route should instead bridge the creek and lower Creekwalk to connect to the greenspace and 'circle' just to the north. Evans Street provides vehicular access to a nearby garage, but is otherwise not a route on which cyclists or pedestrians would travel. Connecting the new Creekwalk extension to the existing trail would ensure that it is activated; if the north terminus remains as designed, I fear that it would be too far removed and end up a scarcely-utilized amenity. Lastly, with the dramatic improvements to the northern end of West Street, I would encourage the project to study the entire length of the West Street corridor as part of the overall Community Grid network. The length to the south of the current project boundary is incredibly oversized in both capacity and scale, and is almost a more inhospitable environment to all modes of travel than the viaduct area. In a broad sense, I would think the current south-bound travel lanes could be eliminated, with the north-bound and service road portions reassigned as the new south-bound and north-bound respectively. This reduces the with closer to the original street alignment, and may enable both plantings and return of land for productive local uses. Of course, improvements of this scale impact a lot more than the immediate street itself, but I feel the benefits may be substantial. Many thanks to the team that has progressed the project to this point – the Community Grid has exciting potential to continue the positive trajectory of our community and region.
August 4, 2021	Fagan, Michael	I think think would be a great opportunity to create an organic public art and skateboarding space developed for and by the people of the local communities. Ask the guys over at Flower Skateshop for more considerations. It's be great for these two budding communities to be able to self govern and flourish.
October 13, 2021	Faley, Melissa	I live and work in the city. The best thing for the community is to follow the community grid plan, moving the round about further from King school, for safety. The current situation is an eyesore and divisive. The people you should be listening to are the city residents, not commuters or big corporations. We live here, we should have the final say.
September 8, 2021	Farr, Heather	The skyway is a racist proposal no matter what you call it and, at best, will do nothing to help the marginalized communities that were impacted back when 81 was erected through downtown. And Save81 is adding names to their petition who would never sign that greedy garbage. It's a shameful propaganda campaign and these ignorant wealthy white men don't deserve the extension they're getting that only their power and political ties could make happen.
August 21, 2021	Farrington, Patricia	As a curious 8 year old who lived on W. Newell St., I watched in horror as homes were razed and neighborhoods were stripped of their character and destroyed by pile drivers hammering their way through the city to mainline traffic through at high speeds. The south side neighborhood streets which once provided access to the east side of the city were abruptly cut off and dead ends took their place. The face of our city changed and the purpose of transportation seemed to bend to high speed commerce and all those who were hurt in that process fell by the wayside. At that time, "White Flight" to the suburbs began and those who lost their homes were left behind on the city's south side in cold, sterile brick and concrete apartments under the shadow of Rt. 81. where gas fumes and noise filled their days and nights. To be sure, a travesty unfolded for those affected by the requirements of eminent domain laws. They were led to believe that a high speed interstate would benefit everyone in the community, though the truth was that their lives were forever changed by the unhealthy environment that 81 created for all those who lived next door. Fast forward to 2021. The Community Grid option is an opportunity to completely change the trajectory and mission of our city, to bring economic stability back to our neighborhoods, to create new local jobs for those who were left behind, and to set a standard for social and cultural change that will bring people together. We must get it right this time and in so doing, consider that many of those city residents, especially those who live, work and breathe in the city's center, rely on public transportation. Our safety and our health is at stake and the Community Grid is the only option which addresses those issues head on. Slowing down traffic and redeveloping our downtown will bring benefits long after the project is completed. Let's turn the Rt. 81 scar into a robust artery, a community grid that brings back the beating heart of Syracuse for all of us!
October 14, 2021	Farrington, Patricia	I've lived in Syracuse most of my life and I watched in horror as beautiful homes fell to the wrecking ball in the 60's. I lived down the street and we were thankfully spared from the destruction, but some of our neighbors were not. Let's make it right this time and embrace the building of the community grid that will connect the city and all of its residents once again. Those commuters who either work in, or utilize city services can use the 481 loop to do so. The time has come to replace the portion of 81 through the city. Let's do this!
July 20, 2021	Faruol, Charles	I do like the community grid option, but if heading north towards Syracuse on 81 wanting to go to the fairgrounds, why should I have to travel east on 481 in order to go west. Most cities like Brooklyn, Baltimore and Washington DC have beltways that encircle the city. It seems that a corridor starting at 81and 481 south of Syracuse towards the Fairgrounds but continuing back to 81 north of Syracuse at the 481 interchange would create that beltway. To my knowledge I haven't heard a suggestion like this. I do realize it would be more costly, but I do believe in the long run while the city of Syracuse grows, the beltway would substantially handle such growth. Thank you for giving me the chance to comment on this issue and I hope someone in authority does read it.....Respectfully.....Charles Faruol
October 14, 2021	Feck, Carlin	I support the community grid! You should too!
October 12, 2021	Fedrizzi, Nathan	I'm writing to express my support for the Community Grid option for I-81. The construction of the I-81 viaduct was devastating to the community of the 15th Ward and is a historical injustice that should be corrected—not perpetuated. After studying the proposed options, I think the Grid is the optimal solution in terms of overall cost, benefits to downtown residents, limiting impacts to the local environment, and potential to move Syracuse forward to a more vibrant and equitable future. I also support moving the roundabout that is currently planned near MLK elementary school as part of the Grid to another location further south as a matter of public safety.
August 8, 2021	Feehan, David E. (Registered as anonymous)	In response to the newly released Draft Environmental Statement, I would like to request serious consideration be given to extending the Community Grid south to reconnect the Historic Oakwood Cemetery with the City of Syracuse and it's people. The Oakwood Cemetery Archway should be brought back to life, and made to be the historic attraction, and main entrance, that is was originally meant to be.

Date	Name	Comment
July 16, 2021	Fergerson , Pat	Purpose of property purchase Thank you for providing the details. I do wish it was easier to find the information in the report.
July 20, 2021	Fergerson, Pat	Has anyone considered the havoc at the circle by Dr. King school when there is a large event at the Dome?
July 20, 2021	Fergerson, Pat	Please update the maps used to illustrate the property being acquired. Castle Street is now Martin Luther King Blvd.
October 13, 2021	Ferrara, Kimberly	If Syracuse is projected to be a city of future growth, then the Community Grid alternative is the way to go. Connect our city and our communities with a safe, equitable, and enjoyable space for ALL, not just vehicles. By prioritizing it's citizens and public health with access to greenspace, small businesses, and expanded growth of our educational and hospital fields, Syracuse will attract the next generation for long term growth. I-81, albeit accessible for vehicles, is not accessible for all. Make Syracuse a city for its people, not just passers!
September 16, 2021	Ferris, rick	Love the idea. Should have been done in 1969.
October 13, 2021	Fetes, Bradley	I hope NYDOT does not take seriously viaduct replacements of skybridge proposals. These proposals are nonsensical and counter productive to what we need in the community. 50 years ago NYS and the Federal government destroyed a neighborhood to build an unnecessary highway, the viaduct. While the community grid will not solve everything or right this past wrong, it is an excellent step forward to help heal this wound. It will put land back into the economy and allow the neighborhood to develop in a way that will help that community. Tear down the viaduct.
August 11, 2021	Fischer, Joseph	Oakwood Cemetery Main Entrance needs to be reopened as the gateway to this historic cemetery. Extend Almond Street past Oakwood to the (new) Colvin Street intersection.
August 22, 2021	Fisher, Steve	A non-conforming horizontal curve on I-481 S/B (at Interchange 4, at I-690) was evaluated for a too-short radius...options included reconstructing the curve to current radius standards (1800 lf+ with an 8% S/E), and repaving the existing curve to 8%.... the conclusion was to keep it as is, and post the speed limit to 55 mph (will most motorists reduce their speed for a short distance?). I believe this should be re-visited as this will become S/B mainline I-81 for the next 50 years (minimum)...I drove this daily for some 20 years and it always gave me trepidation, especially with wet and snowy conditions...the evaluation cited 10 crashes in 3 years with 6 of them involving a fixed object (bridge?)...no fatalities were cited either....over a 50 year design life with much increased traffic volumes, this cannot be inconsequential. if straightening these 2 lanes cannot be cost-justified, other options to consider include replacement of the on-curve bridge deck with one with much better frictional resistance (grooved concrete), flashing lights on the approach during wet/ice conditions, and even changing the need for the maintenance-only ramps which require the 2 bridges.
September 14, 2021	Fisher, Steve	The proposed roundabout on BL-81 at Martin Luther King, Jr Street has been the subject of concern by numerous parties recently... The usual reasons to introduce a new roundabout at an existing intersection is to calm traffic flow, increase intersection capacity, and perhaps improve its level of service... As you are aware, this intersection is currently separated by an existing bridge, so there is no need to increase capacity or level of service. By keeping the grade separation at MLK, Jr. St., both vehicles and pedestrians can cross BL-81 unimpeded, instead of further north at Van Buren St. in the case of pedestrians and bicyclists. Ramps would be required at MLK, Jr. St. to facilitate this option. So, if the proposed "S-curve" north of MLK, Jr. St. is deemed insufficient to calm traffic, then a secondary means would be needed (such as rumble strips and/or signs with flashing lights?). Please explain how the decision to accommodate traffic calming and access to MLK Jr. St. was reached...
July 20, 2021	Fitzgerald, Gary	I am generally in favor of the removal of the raised highway and the community grid option. I hope there will be a continued evaluation of how to best connect the streets of the south side of the city of Syracuse, the University Hill and the old entrance to Oakwood Cemetery. I am most concerned with the flow of "boulevard" traffic from the south side of Rte 690 to connect to the north side where most of the original I81 will still be used. It seems a little vague and choppy from as the road winds from the south to the north side there. Right now, the highway is above that area. Can it be dropped, instead of using Erie Blvd and State St/Pearl St. etc?
July 20, 2021	Fitzgerald, Gary	I read that the north and south interchanges which will turn the 481 interchanges into a smooth I81 highway, and that the current I81 will become BL81. My concern and question is regarding the amount of land, imminent domain issues, etc. to take houses to accommodate the highway changes from the current interchanges to convert to 70 mph highway
October 12, 2021	Fitzgerald, Gary	I support the plan to remove the elevated highway in the center of the city of Syracuse and rerouting I 81 around the city on what is currently I481. I also support the extensive plans to improve the northern portions of BL81, removal of the West Street configuration to 690. These changes will improve the city. I see no negative impact for Destiny or any other businesses north of the city with these changes to the highway. I also like the ideas for the exits from 690 on the Eastside.
October 12, 2021	Flores, Amanda	I support the Community Grid with an alternate option that takes traffic away from MLK school. Stop pandering to Pyramid Group.
August 26, 2021	Frost , jack	A roundabout seriously.. have u studied the statistics of the carrier circle over 25 years ? The public input is bull shit the governor mayor and fed politicians r crazy It was a mistake when it was built and it's a mistake to tear it down. The salt brine the state uses kills the concrete and steel rebar just ask Florida surfside residence about that problem. Ur gonna make through traffic add 30 miles to their trip and revenue will evaporate. Go ahead kill dogs, cats, kids. and adults to save a few million bucks. U ALL ARE INSANE.....
August 27, 2021	FROST, jack	YOU DEVELOPERS AND PLANNERS R CRAZZZZZZZZY AS MURDER HORNETS. That's what ur street level grid is going to do to humanoids AND kill the businesses north of the city in Mattydale area. STUPID STUPID STUPID CHECK CARRIER CIRCLE STATS FOR 25 YEARS..... U MORONS..... GOVONER CUOMO WAS A MORON TOO
August 9, 2021	Fuller, Marg	Instead of pumping money into a community grid maybe Syracuse should be fixing their streets. The city has some of the worst streets to travel on and no one fixes these bad roads. Fix the Viaduct and SAVE 81
July 20, 2021	Fuller, Margaret	I-81 needs ti stay...it is vital to traffic and commerce. also the hospitals.
October 13, 2021	Gallagher, Aileen	I support the Community Grid Alternative. Tearing down the viaduct will create meaningful, positive change in our city with minimal impact to neighboring areas. The grid will improve air quality and quality of life for people who live nearby, people who have long been harmed by the current viaduct.

Date	Name	Comment
August 18, 2021	Gallagher, Debra	The grid alternative will hurt hotels, gas stations and other businesses that rely on interstate 81 coming through the city. These businesses have already been hurt by the pandemic and will now probably go out of business. The grid with all those traffic lights will only increase congestion and add to air pollution with all those idling cars. Also the city will now be responsible for maintaining the grid streets. It can't adequately maintain what they have. Just drive around and see the condition of the streets. The added time for emergency response vehicles to get to hospitals is not acceptable from northern suburbs and counties. It seems clear that DOT wants to spend the least amount of money and stick us with a nightmare for years to come. Anyone that looks at the Mario Coumo bridge can see that expense was not a concern. Once again Upstate doesn't get a fair shake. There are other alternatives.
July 20, 2021	Garrett, Steve	This community grid cannot happen,it will pose a serious problem there after,including serious traffic congestion,in and around the city,serious traffic congestion between rt 481-rt 81 in the city all the way to rt 481-rt 81 Cicero,N syracuse.The traffic between those two said areas are heavily traveled now.The city will lose business significantly.If the dot says a grid is the best solution,they are lying to the public.Now if the grid goes through,not only the serious traffic congestion,think about the waste of fuel and the deadly exhaust from the said congested traffic.Also you cannot say a viaduct divides the city when a community grid would do the same.Central New York needs 2 flowing highways,rt 81 the viaduct and rt 481 around the city.Don't make the biggest mistake in history.
July 19, 2021	Gauris, Sr , Christopher	I fully support the community grid option. As this will finally make Syracuse look like a city once again.
October 13, 2021	Gavin, Hannah	The primary goal of the National Environmental Policy Act is to ensure that man and nature co-exist in mutually beneficial conditions. To achieve this goal, the I-81 project should aim to improve environmental conditions as well as quality of life for those that utilize the roadways as well as those who live in the area. Although I am not entirely sure which solution I most agree with, I have reservations about the widely accepted community grid option. According to §6-4-4 of the DDR/DEIS, air quality would be improved only minimally from the current standard. As stated, the pollution will continue to decrease for all options as the nation moves to more electric vehicles. With the community grid option, cars will be idling at ground level for significantly increased periods as the grid option poses risks for increase in traffic. I-81 provides a way home for the thousands that live outside of the immediate city boundaries. This impact to commute will cause a rise in commute time and an overall decrease in attractiveness of the city. Additionally, these people living away from the University area utilize I-81 and its high speeds for emergency transport. The grid option would no doubt slow response time for ambulances servicing the rest of the city and the suburbs. Much of the report focused on traffic flowing into downtown, much of those who commute daily use a combination of 690 and 81 to avoid downtown and go to the suburbs or south side. I remain skeptical that the proposed community grid option will be able to support the flow of traffic in and out of Syracuse. However, if the community grid option is ultimately chosen, certain steps should be taken to mitigate and rectify harm on nearby communities. One widely supported plan I have seen is to ensure a specified number of jobs building this road go to black and brown individuals in the effected community. As the DDR/DEIS stated, Syracuse is a generally very poor city. Much of this has been caused by racist policies of former city leaders. Some of the most significant surrounding housing of low-income communities. I feel that the city should subsidize those who wish to move away from the construction and pollution from I81 by bolstering new and existing programs to help low-income individuals secure housing. I also believe that the road should be placed as far as possible from the local Dr. King elementary school and any other schools. The effect on health of the roadway on these communities should be the most significant factor in this analysis. Although I am still unsure which option is the most beneficial, I urge leaders to look at the health of the community and the impact on commuters as primary factors in their decision.
October 12, 2021	Geitner, Geri	As a resident of downtown, I strongly support the community grid. The grid will improve the quality of life in our city, allow for increased and safer pedestrian and bicycle access, and remove the horrendous barrier that has created social and economic hardships in our city. As a former resident of the northern suburbs, I also have a perspective on how the grid may impact commuters and those coming to the city for recreation/shopping. I believe that the community grid will enhance the assets our city already possesses, make way for more opportunities that will draw our suburban neighbors and create a more pleasant destination for visitors. Please proceed with the grid. Our city has waited long enough and cannot wait much longer.
October 12, 2021	Geitner, Matt	Great work has been done to date. Please proceed expeditiously. All interests have had ample time to be heard. The community grid offers the most hope for sound multi-modal transportation that balances community need today and into the future. Thank you for listening and offer such a dynamic proposal.
October 14, 2021	Gessini , Noah	I have lived in Syracuse all of my life. my family has had this discussion many time, always resorting back to the same finish. If we're going to redo/rebuild, let's do it right. That's why I am in favor of the Community Grid Alternative.
July 26, 2021	Giancola, Charlie	I am a skateboarder and skate shop owner in Syracuse and I have been very interested in the plans for the reconstruction of I-81 through the middle of Syracuse. I was thinking about the new public spaces that would emerge and I think it would be beneficial to make a skate friendly area. I was hoping that whatever is created would not have skate stoppers built into the ledges and benches and then I thought it was worth a shot to reach out and see if we could make it legitimately skateable. I think that having skaters visible to cars passing through Syracuse will bring good attention to the city and hopefully gets people to turn and go check out down town. We also don't have a lot to skate in the city and have an ever growing community of skaters in the area.
October 14, 2021	Giardine, Rex	Could it be that this is the right location for a roundabout and the wrong location for an elementary school. Something to think about and consistent with my 5 page comment package delivered to DOT offices this afternoon.
October 11, 2021	Gigantelli, James	I favor the bridge alternative....the grid idea will increase crime, fear and business closures. There will be more car accidents with people rushing to get to appointments at the local hospitals that were used to highway transit !!! Don't destroy the city with this grid idea.....huge mistake !!!
September 13, 2021	Gilchriest, Diane	I am against this project; the traffic going into and out of the city will be a nightmare! One sees how congested the elevated portion of 81 has been, now it will be worse, and 481 will be full of trucks all the time. Pretty is nice, but this will just increase travel time and personal patience. Spend the money on the 100 year old water pipes! I have concerns about all the topics listed above. Who thought up this awful idea?

Date	Name	Comment
August 22, 2021	Gioia, Phillip	re: Harriet Tubman Memorial Skybridge or Skyway + Grid to replace downtown Syracuse I-81 https://www.wrvo.org/.../supporters-of-i-81-viaduct-say... I would speak in support of a modified I-81 Skyway + Grid to be called the Harriet Tubman Memorial Skybridge. As an individual I am offering some suggestions that are currently feasible that might improve that project if done. Being a SUNY Upstate Medical University Graduate in 1975 and a former resident of DeWitt I have been quite familiar with I-81. The pollution of the air from diesel and gas motors and the noise is real but likely better now than in the past with cleaner cars. To help the Syracuse/ Onondaga County residents the Skybridge or Skyway concept might be combined with differential pricing to encourage clean vehicles. The money might be used for environmental improvements to the areas effected. I now live in Auburn, NY and appreciate the concern of local government / residents of increased diverted traffic going West and Northwest from Syracuse that may be caused from closing the I-81 downtown Syracuse Viaduct. To help decrease air pollution problems of traffic cars/trucks/vehicles using the skyway may be charged $2 to10 for each trip while electric/hydrogen/natural gas vehicles or vehicles carrying multiple passengers would ride for free. Charges could be done using electric tolling as now done on the Thruway, that would also be able to determine the fuel use of the vehicle by registration information and may be able to determine if 2 passengers in the front seat by photo surveillance. The space under the skyway may also be used for gardens/ urban forest/ greenhouses for vegetables benefitting from and improving the microclimate/natural healing under the bridge. Opponents of the skyway might feel better to get less pollution and more environmental improvements. Supporters of the skyway might feel it would be more fair to Syracuse / Onondaga residents while continuing to avoid traffic delays and wasted time/energy with heavy traffic diverted to ill equipped country roads through out Central NY. continue your good work and avoid burn out; Phillip Gioia, MD, MPH, FAAP, FACPM,CI phone 315 253 6257, fax 315 253 8693, Children's Health Specialists www.CHealthS.com 37 W. Garden St. 203 Auburn, NY 13021-2657 drgioia@verizon.net
July 20, 2021	Gluck, MSW, Stanley	“U.S. Transportation Secretary Pete Buttigieg, said the project could be seen as a kind of reparation for the highway’s original construction, which sliced through a Black neighborhood and business district.” — Terri Weaver Some “Reparation” questions that, first, need answers: What promises have been made, or will be made, to each individual household, and what promises have been or will be made to tenants collectively? What promises have been made, and agreed to by each of the Syracuse Public Housing tenants who will lose their homes? What, and who, will assure that these promises are legally binding? What government entity or entities will provide that assurance? Will there be a public record? Who will maintain that record? What promises and guarantees have been made regarding future rents, location and quality of housing, convenience of housing with respect to schools, health care, shopping convenience with fair prices, adult educational opportunities, employment opportunities, public transportation, law enforcement representative of the community, and community represented adjudication? What promises have been made regarding costs, quality and convenience and accessibility to educational, shopping, transportation and health care needs, during any period, or periods of transitional housing? Will Syracuse Public Housing tenants be assured that no action will be taken on “I-81” until these guarantees are in place?

Date	Name	Comment
October 14, 2021	Gluck, MSW, Stanley	Syracuse I-81 "Plan"? $2 BILLION (TWO THOUSAND MILLION DOLLARS)!!! How Much Will Be Set Aside for the NEEDS of AFFECTED Public Housing Tenants? How Many MILLIONS Will Go Towards Addressing the CONTINUING HOUSING Needs of the VAST NUMBERS of Syracuse POOR? QUESTIONS RELATED to "I-81" and PLANS REGARDING ASSURANCES of ADEQUATE HOUSING for POTENTIALLY DISPLACED SYRACUSE PUBLIC HOUSING RESIDENTS and NEARBY RESIDENTS PUBLIC HOUSING? How many families and individuals currently reside in Pioneer Homes? How many families or individuals currently reside in Central Village? How many families or individuals currently reside in McKinney Manor? How many families or individuals are currently on the Syracuse Public Housing waiting list? What is the current waiting time on the Syracuse Public Housing waiting list? REPLACEMENT AND/OR NEW SYRACUSE PUBLIC HOUSING? Will "I-81". or related plans include replacement of any potentially destroyed portions of Pioneer Homes, Central Village or McKinney Manor? Will "I-81", or related plans include construction of new SHA or other "public housing"? THE PROPOSED SECTION 8 ALTERNATIVE? How many families and individuals are currently on the Syracuse SHA Section 8 waiting list? How many apartments are currently available for the Syracuse SHA Section 8 occupancy? What is the expected waiting time on the current Syracuse Section 8 waiting list? What agency assures continued compliance with Syracuse Section 8 housing standards? What are the methods for the Syracuse SHA assurance with such compliance? The current status of landlord compliance with Syracuse SHA Section 8 housing standards? TENANT GUARANTEES PRIOR TO ANY GOVERNMENTAL ACTION ON "I-81"? Will LEGALLY BINDING AGREEMENTS be made with EACH Syracuse Public Housing household, by legally empowered authority, assuring the ADEQUACY of FUTURE HOUSING, and provision of ALL related moving costs and of HOUSING needs? (Over)
October 12, 2021	Gluszek, Katherine	I support the community grid for i81 alternative. It will benefit our community as a whole.
October 13, 2021	Gordon, Wendy	My concerns are not limited to the one choice above (neighborhood/community charcter), but that is a significant concern. I live in the DeWittshire neighborhood and the interstate traffic noise is considerable already. While there has been some mention of "sound barriers", there is no evidence of a plan or research suggesting that that will mitigate the increased traffic, both on I-81 as well as on E. Genesee Street. Additionally, the environmental and traffic impact is considerable: those of us who must use E. Genesee Street on a daily basis already have times of heavy traffic and delays; this seems like it will be significantly increased when the Fayetteville exit is eliminated. More traffic also impacts the environment. Lastly, there does not appear to be a plan for maintaining the pedestrian walk ways already in place on E. Genesee Street, let alone increasing and improving them. DeWitt has made significant efforts to improve pedestrian access--adding sidewalks along Jamesville Rd., as well as the pedestrian walk on a limited area between Pickwick and the I-81 DeWitt exit. Statements made at the various meetings that the DeWittshire residents were contacted/ provided with information and impact statements about the plans are not true.
October 12, 2021	Gorham, Brad	I strongly support the community grid, and it is a once-in-a-lifetime opportunity to reinvigorate our community and redevelop an area of the city that needs the attention and the investment.
October 12, 2021	Gorman, Teresa	As a Syracuse resident and home owner on the east side I am in full support of the community grid! This will open up our downtown and beautify our streets. I also support moving the roundabout closer to thornden park away from Dr. King school. Please listen to Syracuse residents and support the community grid.
September 6, 2021	Gorney, Jeffrey	The Grid/Almond St needs to be designed for pedestirans and drivers alike:, narrow lanes and low speed limits to encourage safe driving, bike paths, many intersections, walkable sidewalks lined by attractive housing for varied incomes, and real stores (not gas stations, lots and convenience stores). Suggested references: Chattanooga TN has successfully created neighboring houses for varied incomes. Eastern Parkway, Bklyn NY is an ideal example of the kind of boulevard we need. Be sure that urban planners are involved in the design process. The current plan appears to have been done by highway engineers.

Date	Name	Comment
September 6, 2021	Gorney, Jeffrey	This is to state my support for the Community Grid. The Almond St corridor needs to serve pedestrians and drivers alike. Cities are about people, not cars. This means slow lanes for pedestrian safety, bike paths, many intersections with walkable sidewalks lined by attractive housing for varied incomes and real neighborhood stores (not gas stations, parking lots and convenience stores). Suggested references: * Chattanooga TN has successfully created neighborhoods with adjacent housing of varied incomes. * Eastern Parkway, Brooklyn NY is an ideal example of the kind of boulevard we need. * Urban planners must be involved in the design process, not highway engineers.
September 2, 2021	Greenfield, Eric	Overall supportive of community grid alternative and strongly opposed to viaduct alternative. However, please consider the following: additional traffic calming methods/appropriate scale for business route/boulevard (Almond St), extending boulevard further south to a Brighton Ave intersection/roundabout, mitigating construction impacts to surrounding neighborhoods, installation of sound barriers along new I81 (current I481) through populated areas of the town of Dewitt, and improving Fayetteville/Manlius exit and NYS RT 5 and 92 to improve flow and safety of auto, bike and pedestrian traffic.
October 13, 2021	Greenfield, Karen	I am writing to voice my support for the community grid. 81 was poorly planned at it's inception. Thank you for reading.
August 16, 2021	Grevelding, Jeffrey	As a professional driver for almost fifty years, I feel the taking down of Rt 81 in the city would add time to routes and pollution to the intercity that already has issues on game days and rush hour. I have driven in cities of all sizes in the Northern Hemisphere and Syracuse, in its present form, is one of the easiest to get around. IMHO , making another Blvd, with fewer parallel roads would be a grave mistake. You can't turn bake the hands of time. 81 didn't divide the city anymore than 690, or the Erie Canal before that. Will you take down 690 next? How about all those roads and farms cut by I90? If anything expand it. Make a better connection from 81N to 690E. Add a better connection from 81S to 690W.
September 14, 2021	Griffen, Meghan	Please, for the love of god, stop entertaining the idiots in the suburbs who don't live anywhere near 81 bitching about how hard it'll be to get to the mall. They do not matter, and their comments are not relevant. Giving them more and more and more time for public comment is exactly what they want. WE'VE BEEN TALKING ABOUT THIS SHIT FOR OVER A DECADE, TEAR IT DOWN. The whiny stay at home soccer moms can learn to drive on 481 or die mad about it.
October 14, 2021	Griffin-Nolan, Ed	Once the final decision on I-81 is made, the right turn off Seymour Street onto West Onondaga Street should be removed, the extra lane buried, and that area converted to green space. The dedicated turn was put in decades ago to make it easier to move traffic from I-81 north to I-690 West, but the connection was never completed. Removing this right turn will make it much easier for pedestrians to walk from downtown to the West Onondaga Business District. Thank you.
October 14, 2021	gronau, maureen e	to make traffic go miles out of the way on 481 to go around syracuse is foolish. the best way is to leave it the way it is. we need to look after more people who use the road and those people do not live in the city stop cowtowing to the people in the city and think of those who use the road
October 13, 2021	Gross, Wynnie (Registered as anonymous)	I grew up on the Eastside of Syracuse. I am currently attending Clark University in Worcester, Massachusetts pursuing a degree in Urban Economic Geography. I would like to publicly express my support for the Community Grid Alternative to the I-81 Viaduct Project. Not only does this plan address past historical wrongs regarding the decimation of the 15th Ward in Syracuse, it also promotes environmental sustainability and greater social cohesion between different communities and neighborhoods across the Syracuse metropolitan area. I specifically support it for the reasons I mentioned above, but particularly for its efforts to leverage transportation and urban geography to support Syracuse's social justice goals. I feel it is so important to use infrastructure to advance social movements such as movements for racial justice, and this feels like a perfect opportunity to do so.
September 14, 2021	Groves, Lindsay (Registered as anonymous)	I am on the counter-intuitive side of the discussion, but will miss the meeting, unfortunately. This issue is important to me. Expecting northbound trucks on 81 to detour 17 miles East around Syracuse on 481, to reach 90W is unrealistic. Many will exit 81N at Homer and shortcut up 41A or 41 to Rt 20W., head West toward Seneca Meadows, the largest garbage dump in the state. Transporting hazardous substances from downstate along the shore of Skaneateles Lake, our unfiltered water supply, invites disaster. 41A, a bit higher than the surrounding farmland, catches precipitation coming from the West, and freezes, so Northbound vehicles often end up in ditches on its lake side. If Skaneateles Lake is polluted with spilled garbage, radioactive frack fluid, industrial solvents, discarded building supplies, and garbage, its property taxes, an Onondaga County bonanza, will evaporate. Bisecting the South side of Syracuse with 81 was racist. But imagine the viaduct elevated, noise directed upwards, bottom and sides clad with curved, sun-reflecting metal, with the exhaust, sno-melt, road salt, piped away. The neighborhood could regain cohesiveness, connected by sunny parkland. Think, Frank Gehry! And, we preserve our uniquely clean, unfiltered, drinking water supply!
October 14, 2021	Haas, David	I am commenting to provide my full support and encouragement to move forward with the Community Grid. This is what is best for Syracuse and our residents, As you already know, we made a generational mistake that has negatively impacted our City for the last 60+ years (https://www.syracusenewtimes.com/highway-robbery-5-decades-ago-syracuse-neighborhoods-were-razed-to-construct-interstate-81/). We CAN NOT double down on this mistake. Please, I'm urging those involved to move Syracuse forward, not backwards. Listen to the experts, the leaders of this community - not those with money to throw at campaigns (Save 81) and DC lobbyists. I truly believe that any other option would be the final nail in the coffin to our city. I have lived in the City of Syracuse my entire life. If the highway is to be rebuilt through our community, I would move. I would move because this would be a surefire sign that we are not of importance. Those in the suburban areas and their vehicles would be placed above our own community interests. I would not stay in a place that did not care about the people who actually reside there. I would also like to note that the Community Grid should start further south to allow for improvements to be made to the former entrance of Oakwood Cemetery . Those in power should look to Oakwood LLC and the Oakwood Cemetery Preservation Association (hocpa.org) for help/guidance as how to best rectify the devastation that the initial installation of I-81 did to this historic cemetery.
August 9, 2021	Hagenmayer, David	I believe the community grid is a bad option because it is going to cause congestion on city streets, cause increased travel times to get to and around the city. It will also cause an economic loss to the businesses in the town of Salina.

Date	Name	Comment
July 16, 2021	Hall, Noah (Registered as anonymous)	An old entrance to Oakwood Cemetery used to exist with a beautiful stone arch that entered into the cemetery. Inside the cemetery is architecture from JL Silsbee. This should be preserved and re-introduced to beautify the City and connect the cemetery with the residents who live directly west of it. https://www.syracuse.com/vintage/2016/09/a_look_inside_the_oakwood_ceme.html
August 21, 2021	Hallagan, Jean	Unless you develop both a Multi use Boulevard area in downtown Syracuse as well as a sky bridge, we are going to have gridlock in the city of Syracuse. If you don't know what gridlock is like go up to Rochester on 490 and 590 every afternoon and you sit in traffic sometimes for half an hour. Route 481 does not have the capacity to handle all that traffic. Already on route 481 if there's any sort of bridgework and it's down to one lane, you're in standstill traffic. One of the beauties about living in Syracuse is we have highway capacity. It makes the area livable and it attracts people to live in Syracuse. Cities with stand still traffic are not attractive places to move to, people don't start new businesses, and you have to remember that most medical care is in a city and people come from all over north south east and west to get to the orthopedic clinic on fly Road, Sos locations, hospitals, cancer care and more. It's also wrong to put all those people out of business who would be impacted by no skyway as part of this project. So build the multi use area downtown. Build a skyway. The other alternative is making route 481 into four lanes in each direction. Whoever thinks there's not that much traffic already on 481 is basically out to lunch. I live north of Syracuse and there are doctors offices I access down near Brighton Avenue or sometimes need to get to community general. It's already an hour in the car to get there and you're going to make it turn into an hour and a half. That's prohibitive for a lot of people particularly like myself and I was in a car accident I can only handle so much but that's where the medical care is accessed. On the other hand, maybe you're trying to make it hard to get medical care to save money for the insurance companies? It's already hard. Pardon the sarcasm but until you're in that situation you're probably going to think it won't happen to you. When all of this gridlock begins to form I'm assuming they'll be way for ambulances and police cars to get through. Was anybody thought about the surgeons that need to get to the hospitals in the gridlock? How are you going to make that happen? Finally, I assume during this construction phase that at a minimum, you're going to get rid of the shoulder on route 481 and then make it three lanes in each direction?
August 26, 2021	Hallihan, John	Absurd assumptions used to promote the grid You have never even attempted to answer the fundamental question of how can 4 lanes of street level traffic with 30 mph speed limits and traffic lights ever handle the same traffic as 4 street level lanes AND 4 highway lanes that have NO traffic light delays. All you have done is spend tax payer money to produce silly animated cartoons trying pretend that pedestrians will frolic safely in between one or two vehicles on a sunny dry day. Why don't you actually evaluate the community corridor that SU had the city build for them. They have those terrific bike lanes that cannot even be used about 5 months per year; and even when they could be used, you will usually see the bike riders using the sidewalks because they are so much safer than the bike paths. It is time that you find some integrity and respond to the overwhelming number of citizens who are telling you that your flawed proposals are not in the interest of the whole metropolitan area who actually pay for our highway systems. Thank you for this opportunity to express these comments.
August 7, 2021	Hamlin-navias, Jennifer	I support the community Grid
October 12, 2021	Hankin, Baxter	The community grid option is the option that Syracuse needs. The city is divided in a way that is not conducive to economic growth of the region or social cohesion, while the air of some of the nation's poorest communities is poisoned by those from outside the city who get to drive away from the mess that they leave behind. Brutal, concrete, imposing, oppressive infrastructure is the past, envisioned by the most unnuanced planners in history. Connected communities, socioeconomic justice and growth, environmental sustainability, and nuance are the future. Also, the downtown is growing, having amazing impacts on the viability of the region. Don't stunt this growth by continuing to divide the city with a harsh wall of concrete looming overhead.
August 5, 2021	Hanrahan, Lynda	I'm in favor of the Community Grid and believe taking down the section of I81 will strengthen the city and surrounding neighborhoods. If we hope to unite our community for a future LESS "driven" by an antiquated highway system, we should remove that monstrosity and create pedestrian and bike friendly commuter alternatives like the Grid.
July 16, 2021	Hanse, Christopher	Make Hannah Garty, the current Innovation Project Manager for the City of Syracuse, the project manager for the whole operation.
July 16, 2021	Hanse, Christopher	The community grid approach to redesigning I-81 in Syracuse would immensely benefit the adjacent neighborhoods, and restore sections of the city that were segmented and segregated by this elevated freeway. The environmental effects, including health risks associated with living near a major thoroughfare have disproportionately impacted communities of color and low income neighborhoods, which need walkable amenities the most. We are starting to see the beneficial impacts of removing/repurposing urban freeways in Rochester, in which the land itself has started to be redeveloped. By bringing this land back onto the municipal tax rolls, the City of Syracuse would not only generate more consistent annual revenues, it would bring greater character to a part of the city dominated by the automobile. When determining how to design the community grid, open up as much land for dense development as possible, prioritize pedestrians and cyclists, and provide new routes and access to public transportation in the area. The community grid will bring in new business, attract new talent, and retain current residents considering to relocate elsewhere. Now is the time to reverse the injustices of the past.
October 12, 2021	Hansen, Katryn	It's essential to reunite the two sides of the community with the community grid proposal. The owners of the failed Destiny mall, who have defaulted on their payments, should not call this shot. This is the time to listen to Syracuse residents, provide safer pedestrian and bicycle transportation options, reconnect the SU Hill with downtown, and repair the damage done by route 81.

Date	Name	Comment
August 17, 2021	Hares, Kyle	I am the General Manager of the Crowne Plaza Hotel. On behlaf of the hotel operation as well as our ownership TJM Syracuse LLC, whom has invested over $15 million in a building that is directly next to the I-81 bridge, I am very concerned with the idea of a community grid. Diverting traffic onto 481 will have a heavy impact on the revenue capture, connectivity to the interstate traffic, as well as tourism in the Downtown Syracuse market. The more appropriate option would be decision would be to combine the ideology of the community grid along with a skyway bridge to remain 81 as it is now. The iconic bridge would eliminate spending needs to improve 481, and can re focus the expenses on the skyway as well as the immediate area that is impacted.
August 17, 2021	Hares, Kyle	I am the General Manager of the Crowne Plaza Hotel. I also am involved as a board member for Visit Syracuse (the local CVB) and Vice President of Greater Syracuse Hospitality and Tourism Association. The change in landscape, along with the scope and length of the project has been and will continue to errode business interest. I ask that as a part of the funding package, there is a sizeable contribution made that will fund the marketing needs to ensure groups are educated on the construction project, as well as know we can help them do business in Syracuse. Our local convention center does not connect to a hotel, and relies heavy on the hotels that are on the other side of the current bridge. The project will be an eye sore for years, therefore these funds will help offset expense needed to accomodate groups during the construction period with bus transportation as well as marketing incentives to continue to do business while the construction is being done. Thank you
September 3, 2021	Haritatos , John	I went to the HW Smith school open house and saw the maps & talked with members of the DOT. I am, more then before, loving the grid. Excellent. Take down Rt. 81.
October 14, 2021	Harris, Ericson	The interstate absolutely does not need to be expanded. The city needs a walkable connection to neighborhoods. Remove the interstate entirely.
October 14, 2021	Hart-Gorman , Heidi	As a person who both lives and works in the city of Syracuse, I write to add my voice to those calling for the removal of the viaduct and the installation of a community grid. The city of Syracuse and its citizens should not be forced to bear the weight of so much suburban greed for so many years. I think it's important that city residents be trained and hired to actually do the work of this project. No matter what, some people are going to be unhappy about the decision, but the time has come to stop talking about this and move forward.
October 14, 2021	Haskell, James	I wish to express my approval of the Community Grid project. Destiny USA and the organizers behind the Save 81 project do not have the best interests of the community at heart.
July 17, 2021	Haskins, Jessica	There is absolutely no need for this! Just hire locals to fix the current overpass. No one in this city wants this mess. It's going to add on excessive commute time to all of our travel. It's the one road to avoid a lot of traffic and pedestrians through the city. Not to mention it feeds a lot of downtown businesses and 4 hospitals. And on top of that, how many businesses and homes are you destroying to build this?
July 20, 2021	Hav, K.	Removal of I-81 through downtown will bring many more cars to street level, increasing noise and pollution, and making it even more difficult to cross from the University area to downtown. A higher bridge will move that pollution and noise up and away from the street level, and will also create a more open feeling for pedestrians. The cost of a higher bridge will be at least somewhat offset by eliminating the need to modify Rt. 481. Keeping I-81 through downtown will prevent harm to local business who depend on cars traveling the highway. I live in the Town of Onondaga and will not drive to north-side businesses if I have to take city streets. The condition of the city roads is terrible, the multitude of stoplights makes the trip much too long, and at night it would put me on roads that are not particularly safe. I have heard all the promises that the lights will be synchronized - it hasn't happened yet, and I don't believe it will now. I worked for many years downtown and am well acquainted with the horrendous condition of the roads in the city. I am extremely disappointed that the option to build a higher bridge to replace the viaduct has not received the attention it deserves. A two-level bridge could even be considered (one level northbound, and one southbound) if that would fit better and avoid disturbing as many existing structures.
October 11, 2021	Havens, K.	Removal of I-81 through downtown will bring many more cars to street level, increasing noise and pollution for the people at street-level. A busier Almond Street will increase the separation between the university area and downtown. A higher bridge will move the pollution and noise up and away from the street level, and will also create a more open feeling for pedestrians. The cost of a higher bridge will be at least somewhat offset by eliminating the need to modify Rt. 481. Keeping I-81 through downtown will prevent harm to local business who depend on cars traveling the highway. I live in the Town of Onondaga and will not drive to north-side businesses if I have to take city streets. The condition of the city roads is terrible, the multitude of stoplights makes the trip much too long, and at night it would put me on roads that are not safe. I have heard all the promises that the lights will be synchronized - it hasn't happened yet, and I don't believe it will now. I worked downtown for many years and am well acquainted with the horrendous condition of the roads in the city. I am extremely disappointed that the option to build a higher bridge to replace the viaduct has not received the attention it deserves. A two-level bridge could even be considered (one level northbound, and one southbound) if that would fit better and avoid disturbing as many existing structures. The grid-only option would set the city traffic flow back 60 years.
October 14, 2021	Hawes, Kira	1-81 exists as a physical barrier between affluent syracuse and communities of color. Growing up in the suburbs of Syracuse 1-81 was an ugly reminder of the city's racist divide. On top of that it is a environmental justice and health problem disproportionately effecting those near and around the highway. It is time for this highway to be taken down. I fully support the community grid and think it is essential step in bringing Syracuse back together!
October 13, 2021	Haynes, Cory	As a traveler for personal & business to this zone, it is imperative to make the traffic flow and signage easy to read and see. Currently it feels like winding through the impacted area is taking your life in your hands with wild speeding drivers all around you. The Community Grid is too sluggish for travelers passing through the city without needing to take a bypass that adds time & miles to travel out of the way. A tunnel could flood and is too costly. The new viaduct makes the most sense.

Date	Name	Comment
October 12, 2021	Heagerty , Ryland	PLEASE FOR THE LOVE OF GOD HEAR US!!!! THE RESIDENTS OF THIS CITY WANT THE COMMUNITY GRID. IT IS WHAT WE WANT. THE PEOPLE WHO LIVE AND HAVE INVESTED MONEY, LOVE AND TIME INTO THIS CITY WANT THE COMMUNITY GRID. PEOPLE WHO CAN SEE A BRIGHT FUTURE FOR THIS CITY WANT THE COMMUNITY GRID. PLEASE GIVE US THE COMMUNITY GRID. thank you.
October 14, 2021	Herb, Christine	There will be land that becomes available as a result of this reconstruction. This land was taken from the black residents of the 15th Ward and it must be returned in a form that benefits these residents in a primary way. We must repair the damage that was done by the previous combined efforts of the City of Syracuse, the State of New York and the Federal Government of the United States of America! I am taking a stand for racial justice in our community. This healing is long overdue!
October 14, 2021	Herb, Christine	This Project will bring many construction jobs to the region and this must present viable opportunities to the African American community residing in Syracuse and Onondaga County with the result of breaking down major barriers to black residents of the county who desire to enter these trades. This must be written into the contracts for this project with support for Project Labor Agreements along with Community Work Agreements and Community Commitments to safeguard the city residents against environmental hazards and any disruptions to living situations and daily activities. Real dollars and hours must be delivered to black residents who qualify for these jobs!
October 14, 2021	Herb, Christine	I am concerned about the roundabout planned near MLK, Jr Elementary School which creates a safety hazard for the children. Here should be no roundabout near a school. An appropriate plan revision emphasizing safety of the community must be made.
October 12, 2021	Hoffman, Molly	I'm fully in support of the community grid. My whole life, seeing I-81 going through syracuse has been an eyesore to look at. and after learning about the history of the 15th ward, I've been against it ever since. With the construction of the I-81 underpass, a historically black and jewish neighborhood was demolished, and ended up further segregating the city of syracuse. Not only that, but I-81 just simply doesn't work. I fully believe that there is an accident at least once a month, and it's just so inconvenient to have to use as someone who has lived IN the city. The planning of the interchanges is almost dangerous, and I'd like to see a better, more environmentally friendly way to cut through downtown. I think that this change can benefit everyone.
September 4, 2021	Holliday, David	I have reviewed the plans. We frequently drive down Rt 81 from the north to get downtown for events, shows and dining. We use the West St approach because it has fewer stoplights than Clinton, Salina or Franklin Streets. In the past, there was only one merge and one stoplight. Under the Community Grid Alternative, quick access from Rt 81 has now been limited by dumping us off at Salina St, going through three stoplights, including one left hand turn across traffic. Why is the West Street ramp being eliminated? It would not be that difficult to keep it compared to the alternatives. West St is a 3-lane bypass that should be utilized to the max from I81 SB as well as from Rt 690.
September 3, 2021	Hollister , Jay	Yes I think a community grid would be nice, as well as necessary. However you need to consider a skyway or something to bypass the grid. I am someone who always goes thru the city. If the only option is a community grid, then I would avoid the Syracuse altogether and go all the way around it to avoid the community grid. Thus I will not make my usual stops just to the north or the south of the city. Or even near the university section. It will just be so much easier to avoid it all. Just please take into consideration the people who travel thru the city on a daily basis. Thank you!
September 21, 2021	Holmes, Hatisha	Remove the viaduct and build the community grid so we start coming together as a community. Haven't we learned anything from the past.
October 12, 2021	Honess, Chris	I think this does not solve any of the social issues created by the creation of 81. The community grid is what I am in favor of
October 12, 2021	Honess, Chris	This is the best alternative, tho the roundabout needs to to be moved further south from dr king school
October 13, 2021	Horvath, Ed	Whatever is decided, I believe an alternative or simultaneous project would be construction of an elevated skyway of electrically powered city trains or similar conveyances (think Disney World, JFK Skytrain) circumnavigating in and around all urban and suburban areas. The current bus service would be supplemental to the greater Skyway system. Current traffic bottlenecks and maintainence costs would be greatly reduced. School bussing could be enhanced. Medical transports could operate unhindered by inefficient traffic patterns and management. Airport and Amway service would be cheap and efficient. SU would be fully connected to all City operations. A length of elevated rail could be bridged across the increasingly popular Onondaga Lake, facilitating commuter journies to and from the city center. Coupled with the many current and future attractions, Syracuse will be a destination city…not a quick drive through on a creaky rusting elevated hulk that is presently rt 81.
October 12, 2021	Houck, Eric	I strongly support the community grid plan. It's time to remove I81 from the middle of the city of Syracuse. I have dreamt for many years of a Syracuse without major highways intersecting at the center. It's time we started viewing the city as a place for people and not for cars
October 13, 2021	House, Thomas	I am very concerned with the plans for the future of I81. I do not favor the Community Grid. I don't think anyone has really looked at two major things. One, we haven't had a major plane crash here and I hope it remains that safe. That being said your Hospitals are all in the community grid area. Not good if you have a community grid (LOCK). Second, we have a major army base up north, again the hospitals are all in a community grid (LOCK). I favor The Harriett Tubman Bridge that would give you both a community grid and a limited access high speed highway. Also, I don't know who thinks there will be a lot of tax paying additional property and building should the Community Grid be used. However, please look at the area today. Almost all of the property in that area is Upstate Medical Center (no taxes) Crouse (no taxes) Veteran (no taxes) Syracuse University (no taxes). Do you really think the property in this area will be non profit or for profit?????
October 12, 2021	Howe, Michael	I'm writing in support of the community grid project. The south side needs that revitalization, people there *don't* need a major highway driving past their beds!
October 14, 2021	Hughes, Robert	The current plan does not adequately provide for improved pedestrian and bicycle traffic along East Genessee street. More crucially, increased traffic will lead to increased noise in the neighborhoods near 481 in Dewitt. As a resident of Dewittshire, I can currently hear traffic on 481. Increasing the volume will increase this noise. I fully support the community grid, but adding noise barriers along 481 is a necessary quality of life addition to the plan.
July 17, 2021	Humphreville, Tom	I support the community grid. The removal of the 81 viaduct and rerouting traffic onto 481 is a perfect solution to what currently exists. Please proceed!
October 14, 2021	Inman, C B	Please do not build a highway thru an community grid and historical community at that. You should know better.
October 12, 2021	Isserlis, Alan	Get Elon Musk tunnel borer. The musk solution is more cost effective than conventional tunnel construction technique. You still get the local grid.

Date	Name	Comment
July 20, 2021	Ivison, Creg	I am adamantly opposed to a Community Grid to replace the existing Rt 81 thru downtown Syracuse. I prefer that route/road remain as Rt 81, or an expressway similar (ie Rt 581) to the current Rt 81 or 690. As a frequent traveler of Rt 81 and past daily commuter into downtown, we need the fastest route possible into and thru downtown Syracuse. Any design other than an expressway will slow down traffic to and from the Hospitals, "The Dome", and downtown businesses. I despise traveling Erie Blvd due to traffic. I use 690 to get as close to my destination as possible, before entering Erie Blvd. I do agree that the existing Rt 481 should be improved prior to work starting on the existing Rt 81 to alleviate traffic issues in both areas. Syracuse suffered when the canal was moved out of the city, don't allow the city to suffer again by rerouting Rt 81 and doing away with the elevated expressway. Arguments that the reconstruction has an adverse impact on community or minorities is hogwash. Any damage was done when the road was built decades ago. Every structure can be viewed as a barrier, if re-construction is done properly it will have minimal impact on residents.
October 3, 2021	Jackson, Charles	As a resident and someone who lives within walking distance to i81, I am 100% in favor of the community grid. -its the cheaper option -it a start to reconnecting the city -it opens up taxable land and an ability to socially and economicly repair the harms of redlining, the highway act and urban renewal
August 17, 2021	Jacobs, Jeffrey	I see the simulations how the traffic will flow at rush hour, but the number of cars shown is not an actual number. Pushing all these cars through a poor residential neighborhood and past a school is a bad idea. I'll bet if these cars were going to be routed through a Liverpool or Dewitt neighborhood things would be different. Do all the upgrades you want, city streets were not designed for all this traffic.
October 12, 2021	Jagelle , Karen	Hello.....You can keep the grid & have the bridge. It's the best of 2 options. It would avoid turning downtown Syracuse & surrounding area into a traffic nightmare. A beautiful bridge would become a Syracuse landmark. It would distinguish our city from other cities of comparable size. You can still create a community friendly grid with shops, cafes, parks etc. The grid/bridge proposal is both aesthetically pleasing & practical. Thank you for your consideration.
July 18, 2021	James, David	Just build 81 back as it is with needed improvements. Otherwise ten years from now people will regret the foolish community grid being built. Grid is totally based on being politically correct, wokeness, racial restorative justice and people from S.U. and the hospitals thinking it will improve their working area. The Grid will destroy businesses in the area and cause more problems than it will solve.
July 18, 2021	Jefferson , G.C.	I love the whole idea and say go for it! This city is ready for change, and I really would like to see this happen. I feel in my heart that i-81 is a risk with the state that it's in and needs to be taken down.
October 12, 2021	Jennings, Christi	I love the idea of the community grid and bringing daily travel through the city! Also, the roundabout should be located south of the MLK school for obviously less impact to that local community.
August 2, 2021	Jobes, Liam	Skate park or skateboard Inclusive
October 12, 2021	Johns, Ben	Strongly support the Community Grid. Opposition efforts are bankrolled by big business interests and not the community. It's time to right a decades-old wrong and make the South Side and Downtown livable.
September 14, 2021	Johnson, Charlie	Repair the bridges and GET OUT OF SYRACUSE...PERIOD...81 was built in the late 50's early 60's...leave it alone and repair the bridges for another 20 years of service...Thank you Charlie Johnson East Syracuse
October 14, 2021	Johnson, Kenneth	Removing I81 and forcing traffic on to the current I481 will add roughly 15 miles each way for our New Jersey turn trucks. While this may not sound significant, over the course of a year this will equate to almost 47,000 additional miles for the 6 trucks that run this every weekday. This is approximately the equivalent of us adding 50% of one additional truck every year. For a state that claims it is interested in protecting the environment, this is quite contradictory. Additionally, the additional time will more than likely not allow our drivers to complete their round within the hour of service rules. So our drivers will run out of hours between 15 and 30 miles from home. Which will force us to either send another driver out to recover the load or force our drivers to spend the night in a rest area alone instead of home with their families. This is just one dedicated operation in our company. This does not include the dozens of other trucks on one way trips that we route this way. So over the course of a year, the additional mileage could easily exceed 100,000 miles. This would be approximately 14,000 additional gallons of diesel annually. Again, a poor choice by a state interested in protecting the environment. We have ran this route through Syracuse because we believe staying on interstates where practical is better for the communities we operate in and safer overall. This change, if implemented, will force us to make a decision that may push us on to secondary roads, where we would rather not be. Please reconsider this proposal and replace I81 on the existing foot print.
August 18, 2021	Johnson, Renee	I work on SU hill at one of the hospitals. The traffic pattern there is strained right now, and the SU students aren't back yet. How is decreasing to two lanes of traffic each way going to solve the problem in that area? It's backed up onto the highway most mornings. This happens due to the traffic pattern on the side streets. The street that runs along Upstate is always congested. Those streets need to be widened and made to three lanes in some areas.

Date	Name	Comment
September 3, 2021	Johnson, Samuel	First, I believe the grid to be the best available option, and the state need to finally get moving and build it! But I also believe the design can be improved. As others have undoubtedly said, the traffic circle near MLK elementary is a potential problem; I believe it should be moved further south, so that traffic will be calmed BEFORE it reaches an area where small children will be present. Secondly, moving the traffic circle further south would allow the original entrance to Oakwood cemetery to be re-opened; this is a major historic site, and a beloved feature of our city, which deserves to be treated with reverence after a century of neglect. Finally, I believe the grid design is far too focused on north-south connectivity, at the expense of the east-west axis of the city. In short, the state's plan still treats Almond St. like a highway, which it should not be. The roadway should be narrowed considerably, with lanes fit for 30 mph local traffic. More east-west connections should be restored across Almond St. as well. This will make the grid more functional for pedestrians and bicyclists, who, it must be said, have very little reason to use the full length of the bike lanes along the proposed Almond St.; far more likely is that folks will use it one or two blocks at a time, and then need to cross Almond to continue on to their destination. A related concern is the curb radii that are currently planned at major intersections. These are by and large intended for cars and will as a result encourage driving at higher speeds. They will also leave pedestrians to confront such aggressive driving while crossing a much wider roadway--essentially a reflection of the highway that has been removed. In short, I believe the state is mistaken to consider Almond St. as an alternative highway, which is what the "business loop" designation suggests.
October 14, 2021	Johnston, Caitlin	In its current state, walking under I-81 at East Adams is a major risk. The majority of people who are crossing at that street are Healthcare workers on their way to Upstate & Crouse hospitals, a major part that Syracuse prides itself on. Aside from the importance of protecting populations that need to walk below the dangerous highway, the current plan also considers foot and driven traffic near MLK elementary. Children are another population we should consider protecting. Lastly, the openness of the community grid makes the city more visible from multiple directions, increasing temptation to exit and stop in to some of our local restaurants and shops. I-81 has already torn apart our community once and created long standing effects on this city's education, air quality, Redlining, and even more.. Why would we not be open to ideas that help repair the harm done to the communities effected by the last major 81 construction?
August 10, 2021	Jones, Chris	I honestly think this might be the most stupid idea conceived in the history of road making in Syracuse. One of our biggest assets in this community is the ease in which traffic can flow in any direction around the city. The community grid project's benefits are, at best, wishful thinking. It can not be over estimated the devastating economic impact this will have on the development in our city, especially to those businesses who have located their business to building to capitalize on traffic patters. A viaduct is something of a reasonable compromise, but a move to the community grid is overwhelmingly unpopular to almost every person I've ever spoken with on this topic. If it happens, it will be because our elected officials caved to some unknown source of political press and not because it had the support of 70% of the citizens of this county. I pray its stays the same or we settle with an underground viaduct at 55 MPH.
August 17, 2021	Jordan , Don	What is the purpose of all these meetings? Seems to be just a formality. I've lived on the 500 block of Oakwood Avenue for 63 years the same house I was born in. A street parallel to 81. Seen the change in our neighborhood since I 81 and business needs to get use to change just like the Black people of the 15th ward had to when 81 was built. How would you had liked to loose your home and have the projects built to try and satisfy prior homeowners! If your business is good they will come. Destiny stop fighting the future! You didnt pay taxes for 25 years so you've got some catching up to do anyway!
August 3, 2021	Kamerance , Barbara	As a caregiver for a disabled veteran, I welcome the opportunity that the community grid offers to make traffic patterns safer and easier when I take my husband to the VA Medical Center. The present system is unsafe and scary. Making the bypass a true bypass is necessary to keep trucks from going through Syracuse when they have no deliveries to make.
August 3, 2021	Kamerance , Barbara	The community grid will help restore positive air quality to downtown neighborhoods, especially for those dealing with asthma and age related conditions. Proper and updated water pipes would also help to eliminate lead caused health issues in the revisions to the downtown as a result of the community grid. Thank you.
August 3, 2021	Kanaley, Tim	I would like to urge the New York State Department of Transportation to extend the Community Grid south to Brighton Avenue or even a little south of that (current Brighton/Salina exit/entrance location perhaps?) and reconnect more of the neighborhood and also connect Oakwood Cemetery with the city and its people. This makes sense not only in terms of reconnecting this beautiful landscape with the neighborhood that is cut off from it, but also because it will begin calming traffic well before the traffic circle planned at MLK boulevard. I do think that using a traffic circle AS the main traffic calming tool is ill advised and PARTICULARLY when it is next to a school. Calm the traffic sooner, bring BL-81 to street level a half mile or so further to the south, really connect these neighborhoods. As an aside, I think this plan overall is incredible and I am very excited for the end result!!
October 12, 2021	Kaste, Carly	The construction of the viaduct destroyed a whole community who lived in the neighborhood it plowed through. Now kids and staff at Dr. King school suffer noise and air pollution. The viaduct needs to come down and stay down. When it could be a vibrant community grid instead, the only reason to rebuild it would be to perpetuate the known social and environmental injustices its presence has marked Syracuse with.
August 14, 2021	Kaufman, Marianna	I support the community grid, I support local jobs for the project, and efforts to include participation of affected residents. I recently had the opportunity to visit the nearby neighborhood and Dr King school near where the proposed roundabout is with community members who live there. The proposed roundabout is much too close for these southside residents and should be moved to an earlier location. Residents of the southside deserve environmental justice and need to have significant input to reduce the harm to this community during the project and as to the location of the on ramp and roundabout.

Date	Name	Comment
August 13, 2021	Kaufman, Marianna	Please create jobs for local people in the city of Syracuse. I support the training and hiring of local persons for the I-81 reconfiguration and rebuilding, specifically support the Urban Jobs Task Force's Recommendations For Building Equity in the Construction Trades including: A pro-Syracuse version of the federal government's Local Hire program (called SEP-14 Local Hire) that provides for training and hiring, and CWA-PLA agreement on I-81 that includes unions and community representatives in decision-making on the implementation of the I-81 plan. Public Participation is Essential. DOT should promote and facilitate active participation by neighborhood groups and the public throughout the design and construction phases. Through special initiatives by the DOT, residents' concerns and self-interests need to be given due consideration by their significant and continuous input. All Central New Yorkers and Visitors to our region will benefit from ongoing active public participation. I support the new northbound exit at Colvin Street and the new roundabout at Martin Luther King East along Business Loop 81 [BL81] that will enhance access for the south side to promote business development and residential life and help with the diffusion of traffic going to the university and hence reduce the load further north on BL81. Safety concerns at the nearby MLKJ School should be made a priority, to make sure the roundabout is a safe distance from the school and ensure that the speed of the vehicles is reduced to promote safety. Health and Safety Concerns should be a priority along the street grid of BL81. Maximum speed of 30 mph and narrower 11 feet lanes along BL81 between Oswego Blvd and Martin Luther King Jr East will promote public health and safety for pedestrians and cyclists by calming traffic and is likely to reduce air pollution. DOT should use input from multiple sources including experts, "on the ground" people and technical measurements for air quality to monitor developments throughout the rebuild process. Public Bus Transit should be an integral part of the Community Grid Plan including cut outs for bus pull overs and accommodations for Bus Rapid Transit in the future along the grid corridor within BL81. The future of our transportation system must put greater reliance on bus traffic to avoid unnecessary parking and to lower the impact of fossil fuels on our environment. DOT must work closer with CENTRO.
September 13, 2021	Kay, Gwen	There has been more than ample opportunity for review, discussion and study of the proposal. The community grid is the bet solution for Syracuse, and the surrounding communities. We cannot erase the racial and social inequities perpetrated by the original construction of I-81, but we can ensure that green spaces and community involvement abound in the re-design, as they are with the community grid. Many people who work in and around downtown Syracuse are not city residents, but contribute greatly to the economic vitality of the city. Asking the surrounding communities to bear a little of the traffic burden by rerouting is an attempt to make for a better city, better (more pleasant) commutes, and redistribution of pollution impact. I am in full support of the community grid option: it is cost-efficient, it is aesthetically pleasing, it reduces racial disparities caused by (sound & exhaust) pollution. It is, in sum, the best alternative to replace dated, and failing, infrastructure.
October 12, 2021	Keck, Thomas	I have lived in Syracuse for 19 years. I own a home in the Westcott neighborhood, work on university hill, and frequently visit downtown. I have two school-age children attending SCSD schools, one of whom regularly bikes to work, school, and social events throughout the city. I have closely followed the debates regarding I-81 redevelopment for the past several years, attended several public events on the topic, and spoke at one of those events (hosted by Rep. Katko at Fowler High School, if memory serves). I strongly support the community grid plan, and I urge the relevant decision-makers to implement it ways that maximize the positive impacts and minimize the negative impacts for the immediately surrounding communities of color on the southside of Syracuse. The most immediate and direct impact of the project on my own family would be to improve the safety and aesthetic beauty of our route downtown, which we regularly travel by foot, bike, and car. Far more important, in my view, are the potential impacts on southside residents living and working near the viaduct. I urge the relevant decisionmakers to maintain open lines of communication with these residents, to hire them to work on the project, to mitigate the air quality and other environmental impacts of the project, and to support their efforts to benefit from the project once complete (e.g., by maintaining and improving affordable housing options, assisting with small-business development, and the like).
July 19, 2021	Keeling, Andrea	Super cool! Love the project. I hope you have nice lighting on the walkway and bike paths at night for the nighttime stroll.
July 20, 2021	Kelley, Carrie	Personally I think this is the dumbest idea ever! The roundabout is stupid. Fix the highway and use the rest of the money to fix all these raggedy roads in syracuse. We do not need a community grid!! Traffic is already crazy in that area (I know because I work on the su hill) wait until there is a game and traffic is backed up for hours because people who most likely don't even live in Syracuse want a dumb community grid. Fix the highway!!
August 24, 2021	Kelly, Bre	I am currently a resident of Dewitt. As someone who was born in Syracuse and grew up in Syracuse, I regret the untold harm that I-81 has caused to low-income communities of color in Syracuse. These communities must be given their due through equity initiatives in local hiring for the I-81 rebuild, with priority hiring given to the residents of Syracuse who live directly adjacent to the I-81 viaduct. Further, as Syracuse has one of the highest concentrations of poverty among black and Latinx residents, at least 30% of these jobs should go to black and brown residents of Syracuse. I also stand in full solidarity and support of all comments made by the New York Civil Liberties Union and the Urban Jobs Task Force, as they are working directly to understand and advocate for the needs of the communities most affected by the viaduct.
October 8, 2021	Kelly, Dan	Syracuse has VERY LITTLE going for it - that's why the city is a shithole now - and YOU retards want to destroy one of the few things that make living in Syracuse bearable (that would be ease of movement - I explain because anyone who can't see this can't think). I figure you must be about to steal a lot of money through this abortion of a project and you care very little about anything but getting your grubby hands on that money - but there is little doubt that tearing down I-81 through Syracuse will be a catastrophe. You say that you are doing it for the "neighborhoods", when what you are going to accomplish is to destroy the city further. Hey, at least the diabetes rate will go down.

Date	Name	Comment
September 3, 2021	Kelly, Daniel	Right along I have thought the community grid proposal to be a very bad idea. Sure, it sounds great to remove the elevated viaduct we currently have but changing from an expressway to the community grid just sounds like it will increase road congestion AND exhaust from the vehicles as they are stopping and starting. With this in mind, I believe that the newly proposed elevated bridge option would be the best alternative. Also, nowhere in any of the proposals, have I read or heard any discussion on how the different plans will affect ambulance transportation times to our hospitals. St. Joseph's most likely won't be affected much if at all. However, travel times to Upstate and Crouse hospitals can't help but be affected negatively when coming from the North or South of the city. While I haven't made it to any of the in-person meetings in the project, I have followed it in the news rather closely, and as I stated, I haven't heard a thing on this issue.
September 1, 2021	Kelly, Jerry	I don't want to see it changed
August 27, 2021	Kennard, Lee	I strongly support the Community Grid plan, and I am very excited to see it happen. I live in the University Neighborhood east of the Syracuse University campus, where I work. I regularly walk, bike, or take a bus to campus. I also have a car and use I-81 occasionally, but I am not concerned about the slightly longer commute time. I moved from out of state in 2018, and my family and I chose to live in the city of Syracuse and raise our children here. We understand knocking down I-81 will not solve all of the city's problems, but I am excited to see the progress we make as a result. After over half-century of decline, the city of Syracuse is growing again and has a chance to thrive in the next half-century. My only criticisms are the following: 1. I hope they make the boulevard narrower than planned. Having a very wide street defeats part of the purpose -- to slow car traffic and to make the area more pedestrian- and bicycle-friendly and suitable for development. 2. I hope the slowdown, narrowing, and roundabout are built further south than planned. If I were in charge, it would be pushed all the way down to Colvin, a main artery going east and west.
August 24, 2021	Kennedy, Rosanna	I live in CNY. I am a RN in Syracuse and serve patients who live in the Syracuse community. I stand in full support of the concerns of the Urban Jobs Task Force and the New York Civil Liberties Union. In particular, I think that a land trust should be created for the 8 acres directly east of Martin Luther King Boulevard East for development by residents connected to the community, and the proposed highway access ramp should be moved so that it is at least 600 feet from STEAM at Dr. King Elementary School. I regret the untold harm that I-81 has caused to low income communities of color in Syracuse and this could be an opportunity to right some wrongs of the past. Thank you.
August 2, 2021	Kesel, Brian	This once in a century opportunity to sew Syracuse back together again is vital. The scar that is the elevated portion of I-81 has isolated communities, created untenable levels of pollution, and stifled economic growth closest to the viaduct.
August 6, 2021	Keskin, Justin	I have been involved with the ENA on the skatepark research committee for the last 5 years and am currently the co chair. I would like to offer my assistance in developing skate friendly architecture or possibly something like the little plaza built in downtown Providence, RI. I work for a construction company currently alongside engineers and project management. With skateboarding in the olympics and covid restrictions making team sports difficult skateboarding is going through a boom. Traffic at the plaza in Eastwood has gone up significantly with new faces arriving everyday. This is an opportunity for Syracuse to catch up with the rest of the cities in upstate NY who have upgraded or built new parks.
September 30, 2021	Ketchum, David	I strongly support the proposed Community Grid proposal for the following reasons: 1) Restore the downtown, 2) Cost effective, 3) Bypass via an improved I 481 (81) will be adequate for through traffic.
October 10, 2021	Kiesa, Ed	I strongly disagree with the DOT proposal to eliminate the Route 481 Southbound exit ramp to Fayetteville. It is obvious no one from the NYS DOT office has actually witnessed the current traffic congestion on Route 481 between the 690 interchange and the E. Genesee Street clover leaf. On week nights, current traffic waiting to exit on to E. Genesee St. will back up all the way to Route 690. Eliminating the East bound exit ramp will force all the traffic to exit the same ramp, and adding a traffic light will cause even more back up and lead to increased congestion from the 481 South bound commuter traffic trying to merge with the already backed up 690 east to 481 traffic. To worry about "Wegmans shoppers" having to shift lanes but not consider the consequences of the resulting traffic congestion on Route 481 is misplaced. Why not consider an EXTRA exit lane before the existing Dewitt exit??!! This exit ramp would lead directly to Butternut Drive and Shoppingtown. Eastern suburb commuters could turn right onto Butternut, and then right again onto Kinne, which leads to Cedar Bay Road and the back way into Fayetteville, Minoa and Chittenango. This would also alleviate some of the traffic on E. Genesee in front of Wegmans. When Route 81 is shut down for the demolition of the existing overpass, the increased traffic flow on Route 481 will cause even greater congestion problems at the Fayetteville/Dewitt interchange, and it will be even worse if one of the exit ramps is eliminated. And for whatever its worth, I hate any "round-abouts" like Carrier Circle - ANYWHERE!
October 12, 2021	Kinev, Paula	Do not let corporate interests & lobbyists derail this project for a bankrupt, failing mall. They won't state who they are or even have an "about us" section on their site, but they will use intimidation tactics on CenterState CEO & others to attempt to stop the community grid project. Do the right thing, move forward with the community grid.
September 14, 2021	Kinev, Paula	I live in Liverpool & went to the open house for northern communities in Cicero last night. All the resources & info available were very clear & beautifully laid out for people to easily digest a lot of information, and all of the state consultants & staff were extremely helpful in answering any & all questions (even though there were a ton of people in attendance). I was very impressed by what I saw, & as such am submitting another public comment strongly in favor of the preferred community grid solution.
August 18, 2021	Kinev, Paula	I'd like to comment strongly in support of the community grid option for I-81 in Syracuse, we have a rare opportunity to correct a past wrong in bringing some healing to the part of the city that was ripped apart by I-81, create new green space, preserve historic structures, & mitigate the environmental impact of I-81, especially on the effected neighborhoods in Syracuse. I hope that this construction project also employs people locally in need of work, especially in the city of Syracuse itself, & provides opportunity for job training & growth, adding another hopefully healing feature to this project.
August 11, 2021	Kinney, Trina	The grid is not a good idea for Syracuse. The whole area will be adversely affected by these changes with the loss of ease of cross town commuting, access to hospitals and the additional traffic pushed into neighboring areas and highways. If the grid were good for everyone it would not be met with such opposition. I have yet to hear from anyone other than politicians why this is a good idea.

Date	Name	Comment
August 4, 2021	Kleiber, Brian	Redevelop and repurpose I-81 Need a community-organized art and skate space!
October 14, 2021	Klyber, Joshua	I grew up in Syracuse and moved to Portland, OR after college. One of the major attractors to Portland was the vibrant, active downtown area. It was many years later that I learned that one of the major reasons for downtown core being revitalized in the 80's was the removal of the interstate I-5. This highway cut through the downtown and created a barrier to the growth of the business district, to commuters to that district, and to visitors. Pollution, noise, and crime were lessened with the removal. 30 years later, I want to come home and move back to Syracuse. I see the bright spots of Armory Square, Westcott Nation, and North Salina, which all draw me in. They give me hope that Syracuse is growing stronger. The removal of I-81 is another piece of that hope. Its removal will remove the hard eastern boundary to downtown Syracuse. Like Portland, I foresee new businesses and parks moving into the area to help bridge downtown town to East Genesee and Erie. Not only will there be new tax revenue from the new vacated areas, but there is always a ripple affect where property values also rise in the adjacent existing areas. I want to invest in Syracuse, buy or build a small mixed-use building, and encourage new business owners by offering smaller, affordable spaces. I want to tell my friends and business relations that Syracuse is an up and coming place. To start investing here. The removal of I-81 would be a significant piece of proof that this is true.
July 21, 2021	Knight, Aaron	Greatly appreciate the attention to the community's needs and work that has been done to refine this plan. The Community Grid Alternative is a spectacular re-envisioning of the existing Syracuse area transportation network.
October 12, 2021	Konys, Caren	Community grid!
August 19, 2021	Kotlarz , Robert	The community grid takes care of some concerns, however there is no direct route to the hospitals without multiple stop lights. especially from the West, East and North suburbs. This also cuts off and redirects business traffic to the northern suburbs that uses I81 thru the city to get to them. A combination of the community grid and a direct viaduct through the city would be a considerable improvement, with a modest increase in cost. Solving most concerns with the aging bridges, traffic flow, separation of the city, and increasing businesses traffic to the city.
July 20, 2021	Kovalewski , Mark	I live south of Syracuse and by making this a community grid this will add major time on my commute to work. Furthermore 690 or 481 can handle the extra flow of traffic. Not to mention the added congestion this will impact on the Jamesville , Dewitt on ramps. This will also be an impact on my employment being in the truck repair business on the other end of 81 in Liverpool, a major increase of time for a tractor trailer to go around the city.
September 1, 2021	Krohl, Kelly	I'm for the community grid option even though my representative from the Town of Salina is not. I'll remember their choice in next time I'm in the voting booth
October 12, 2021	Kruse, Brandon	I wholeheartedly support replacing the current I-81 with the proposed "community grid". I-81 is a crumbling, dangerous, septic scar running through the heart of our city. Replacing this corroded highway with a community grid will be good for the health, economy, and future of Syracuse.
October 14, 2021	Kucera, Kamrin	Do not change 81, instead put the money into repairs and making it work. Changing it will impact the hospital and ability to get patients to the hospital safely. As a resident for 13 years I do not want it torn down.
September 22, 2021	Kuppermann, Ellison	I-81 was obsolete in 2010 (50 years after the 1960 construction). Politics have gotten in the way for the last 12 years and is typical of politics in America. I vote for a raised double deck enclosed highway that replicates a raised tunnel. It travels along the same route that it currently occupies. Take up less space than a double wide, very little cost in acquiring some land that may be needed for entry/exits, less maintenance and rot from chemicals in the winter as none would be needed. Get on with it and get it done!
October 14, 2021	Kwasniewski, Patricia	I endorse the community grid to replace existing Route 81
October 13, 2021	Kyle, Harold	I support the removal of I-81 because it is dangerous and a blight in our community. I fully support the community grid as a way to help move beyond the damage I-81 has caused our city.
October 13, 2021	Laguerre, Hernz	We need to create an environment that's beneficial for the ENTIRE community. Save 81 doesn't do that. It disenfranchises an entire community. Do the right thing!
October 13, 2021	Laissle, Kate	Please go with the community grid option. As a person who lives in the city of Syracuse and sees the dividing effect the elevated highway has on a daily basis, the community grid is our best way and most sustainable way forward. Please do move the location of the roundabout away from Dr. King. Walking to school in an urban area is hard enough without cars reaching highway speeds. While moving the roundabout to the cemetery would impact other aspects of the project, the safety of children is paramount.
October 14, 2021	Lakshmanan, Shaan	I don't see the economic implications of rebuilding the I-81 given that, if rebuilt, it would have to be rebuilt much wider and much more durable, leaving Syracuse with further economic and environmental inequity. The only group standing to gain from the I-81 project is destiny USA, but what is the opportunity cost of a community grid and highway roundabout? An extra 10-15 min to the mall? Wouldn't the community grid lead to economic prosperity within the city of Syracuse which leads to prosperity in neighboring suburbs which leads to prosperity in Destiny USA? The I-81 is a deep gash that is bleeding the city out, and without the city the surroundings will suffer too
September 3, 2021	Lambert , Margaret	I live in Brighton Towers in Syracuse. I overlook 481 at Rock Cut Rd. I'm concerned about the added noise from the changes to make this route I81, during as well as after the construction. Will there be any noise barriers placed here?
October 14, 2021	Lane, Patrick	I stand with the urban jobs task force and encourage the DOT to implement requirements for city residents and city based businesses to be preferred in the selection of employees/contractors to do the work of building the community grid project. This is a project in the city that should provide job opportunities for those who reside in the city.
October 13, 2021	Lane, Patrick	I would like to express my absolute support for the community grid option. It has been shown throughout this years long process to be the correct path forward for all parties involved, creating minimum impact and maximum benefit to the Syracuse community. The alternatives being thrown around, including a sky bridge are costly (some insanely so), have greater environmental impacts and do not bring any of the economic growth and city beautification that the community grid offers. These "last minute" options are also seemingly a play from special interest groups to draw out this already years long process to the point where the DOT will have no choice but to repair the current structure and repeat this conscious cycle. There has been ample time for alternatives to be submitted and considered and these last minute proposals should be rejected. The community grid is the best path forward for the community and I urge you to commit to the plan and enact it as soon as possible.

Date	Name	Comment
August 12, 2021	Lanning, Maeve	We have a once in a generation opportunity to change Syracuse for the better, to begin to un-do some of the damages done by racial bias and redlining, to save children and families from health conditions caused by living immediately next to a highway, to make the city more accessible and pedestrian friendly, and to essentially step into the future. While the viaduct has served its purpose, it is not forward looking to replace the mammoth structure that cuts the city in half, is an eyesore, and reinforces racist policies. It can be challenging to imagine something new - it can be challenging to understand the tangible benefits of something we have never experienced before. While the Grid may create more traffic in other areas, it is worth that cost. It will increase home prices in CNY, it will increase accessibility to our hospitals, it will make the city more approachable to tourists and residents. Many who support the viaduct are suffering from "Not in my backyard" and need to see the larger benefit to the entire area, not just the way it could maybe make their life slightly less convenient when on 481. Community Grid is just that - for the community, not for one person living in Dewitt, or one person living in Syracuse, it is for the whole community, to make to community better for the PEOPLE. We know the right answer here, we have known it for years, yet we continue to get bogged down by bogus feedback from Town Supervisors and fear mongering from local lobbying groups. Let's make the decision to better our community.
July 18, 2021	Larkin, Caitlyn	I like it. It's clean, open, I think it provides alot of prospects for businesses to open which will generate alot of funding for our city. I can see myself spending time there. 5 stars
September 18, 2021	Last, Athena	I am currently the Secretary of Urban Jobs Task Force. I live in zipcode area 13205, which is close to the 481 and 81 interchange. I am writing to express my concerns regarding racial, economic, and environmental justice in relation to the upcoming I-81 project. Based on previous studies, such as Urban Jobs Task Force and Legal Services of CNY's Building Equity in the Construction Trades: A Racial Equity Impact Statement report and Paul Jargowsky's Architecture of Segregation, poverty in the City of Syracuse, access to economic opportunities for Syracuse residents, neighborhood segregation based on race and ethnicity, and educational attainment are real issues that the City of Syracuse needs to address. If implemented correctly, the workforce development plan for the I-81 project as well as the creation of Syracuse Build would be a great start to creating more equity and inclusion in the construction industry and solve some of the social problems City of Syracuse residents face. Government elected and appointed officials in relevant organizations, such as New York State Department of Transportation (NYSDOT), the Federal Highway Administration (FHWA), the City of Syracuse, etc. must create a workforce development pan that meets the needs of the community, especially the community directly impacted by the redevelopment of the I-81. This can be done by submitting a SEP-14 application to the federal administration that guarantees a strong local hire goal for disadvantaged individuals living in the City of Syracuse as well as Onondaga county. By local hire, I do not mean workers that are considered "new hire" but workers that are from a lower income status. In addition to local hire, the SEP-14 application must include a workforce training program that will start training workers as quickly as possible to work on the I-81 project and eventually lead to long-term careers in the construction trades. This is the perfect time to correct the wrongs that were done during the period of urban renewal and the creation of the existing I-81 as well as ensure that it does not happen again. While the workers are important, so are minority-owned businesses. I have heard the argument countless times that Syracuse currently does not have the capacity based on businesses and workers to complete the I-81 project. I understand that this is a huge project that will require outside workers and businesses completing some of the work. That being said, Syracuse residents and Syracuse businesses, especially MWBEs, need to have first priority when it comes to contracts. While I am considered with economic justice, I am also concerned with environmental justice as well. Based on the new plans for the I-81, it seems as if the large roundabout intersection is directly next to the MLK Jr elementary school. I hope these plans will guarantee the safety of the children going to school there both in terms of air quality, noise pollution, and physical safety. Lastly, the plans will lead to additional land that is currently being taken up by the I-81 freeway. This land was previously taken from a community that was destroyed from the construction of the I-81. When you consider what to do with this land, I hope you remember the past residents that were affected or displaced by the construction, and prioritize the current residents living adjacent to this area. In addition, I hope you come up with some form of retribution for the improper taking of residents land, such as building a business corridor that prioritizes MWBEs or creating mixed-use development, which again prioritizes MWBEs and units for affordable housing. Thank you for taking the time to read my public comment and I continue to hope that this time around we will learn from our past mistakes and not repeat them.
October 14, 2021	Lawson, Alex	First, thank you to the entire NYSDOT I-81 project team. You have been professional and responsive throughout this entire process, and the care you've taken is much appreciated. Thank you also for promoting the Community Grid as NYSDOT's preferred alternative. This is the right decision for Syracuse and all of Central New York, and I am extremely excited to see it happen. However, I am concerned about the specific design for Almond Street. It will be very hard for pedestrians to cross the 4 to 5 lanes at each intersection, especially for seniors, children, and anybody else who might not walk as quickly as an able-bodied adult. The crosswalks are set very far back from the curb, and cars attempting to turn right on red will absolutely cheat up into this area, blocking the crosswalk when pedestrians have right of way. Besides that, there won't even be crosswalks at Monroe or Madison Streets. These pedestrian barriers are made even worse because the lack of traffic signals, the easy turns, and the many wide lanes will induce cars to speed, and they will draw more through traffic into the city instead of sending it around on the current I-481 highway. In all these ways, the DEIS design for Almond Street seems too similar to Erie Boulevard and West Street—two infamous Syracuse streets with a terrible record of pedestrian safety. If Almond Street is built to the same deadly standards as those highways, then it will remain a significant barrier dividing the city in two even after the viaduct comes down. Again I want to thank NYSDOT for all of the hard work that you have put into this project. The Community Grid will be such an amazing thing for Syracuse. Please make it as good as possible by making Almond Street and all of its intersecting streets safe to cross by reducing the number and width of travel lanes, shrinking the intersections, and adding signalized crosswalks.
August 18, 2021	LeBlanc, Kelly	Leave the highway and fix it or raise the bridge higher. It is illogical and unnecessary to ask people to go out of their way to go to 481 and around to go west of the city If they are coming up from the south. Go to other cities- they build bridges higher they do not get rid of them. I used to work in the city and the traffic is bad enough the way the roads are now. Taking away 81 and adding more cars to the area is ridiculous. It will cost more in gas for everyone by going around the city or simply by stopping and going within the city.
October 14, 2021	Lefler, Angela	As a life long resident of the city of Syracuse I am strongly asking that our community move forward with the community grid option for our city.

Date	Name	Comment
August 19, 2021	Lefler, Angela	Please consider opening up and extending project to Oakwood Cemetery entrance.
October 14, 2021	LeGacy, Maria	As a lifelong resident of Syracuse, I feel that the community grid must move forward. There is no alternative if we want to improve the city of Syracuse and the quality of life for it's residents. But I do feel that the roundabout location needs to be moved from the planned location near the school.
October 14, 2021	Lent, Daniel	Please remove the existing viaduct and replace it with the community grid option. As a resident of the Syracuse community who wants to see this city grow and prosper I feel this is the best solution.
October 13, 2021	Lentz, Eleanor	Please please please -- the community grid is our only real option to save our city of Syracuse from the already overwhelming harms done to so many of our city's people AND our city's environment. PLEASE DO THE RIGHT THING.
October 13, 2021	Leone, Mike	457 Burnet Ave on the corner of Crouse Ave and Burnet shows the worst that a neighborhood has to endure. Piles of garbage, decrepit cars, rampant drug use, etc. on this property have blighted this neighborhood for years. I am imploring the project leaders to consider this corner as an annex to the adjacent, newly constructed on/off ramps at that intersection. Eminent domain is the appropriate action to take against this property owner who has consistently taken away from the community's quality of life. It would be a shame to have beautiful infrastructure framing an impressive view of the SU Woman's Building with such a visually violent eyesore in that close proximity. Please save us from this torment.
July 26, 2021	Leone, Mike	At the corner of Burnet Ave and Crouse sits 547-549 Burnet. This property has for years been a public nuisance. Please contact Syracuse Codes for a history of infractions. Currently, the blight goes beyond a repository for dilapidated vehicles. The owner now uses his property as open air garbage dump. There are literally piles of months old trash at the location. Please consider this property for eminent domain and rescue our neighborhood from this selfish individual. Considering the new 690 West on-ramp will occupy the land directly across the street, please do not let this property tarnish the good work that will enhance our city. I hope my proposal is taken seriously and will be viewed as a public health matter.
October 9, 2021	Lerman , Stephen	When is someone going to start talking about 481 if you put in a community grid we need to fix 481 to handle the additional traffic, it must go to three lanes minimum, also was there something about the Fayetteville Dewitt exits?
October 14, 2021	Leuschke, Graham	I strongly support the community grid alternative, which allows us to seize the opportunity provided by the end-of-useful-life of the viaduct. It will improve quality of life near the center of the city and throughout. It will connect the University and hospitals with downtown, which has been tried for years with minimal success.
September 14, 2021	Lewis, Victoria	If you insist on a community grid, which will make driving downtown a nightmare, at least make it a grid PLUS a bridge!!
October 13, 2021	Lilly, Stephanie	As a lifetime resident of Syracuse, I want to express support for The Community Grid option. Interstate 81 has destroyed the communities within our city. It is starting to have life, and The Community Grid can help restore this city. However, please move the proposed traffic circle away from the school. Traffic circles have no place near a school. Thank you.
October 12, 2021	Lockwood, Benjamin	As a city resident, I cannot stress enough how much I support the community grid. I frequently get on 81 North at East Colvin to go to activities and then return on 81 South getting off at the Adams Street exit. Anybody that argues that this is a good example of a highway system through the City is wrong. It is consistently clogged and dangerous. The grid is the best solution to serve the region and the City of Syracuse. The community grid will provide diverse options for travel and the best opportunity for greater prosperity in the region.
October 12, 2021	Loia, Andrew	I'm writing in support of the Community Grid Alternative. For too long the I-81 viaduct has bisected the city, negatively impacted air quality of downtown, and taken up valuable urban real estate that could be used to support community amenities or for additional commercial, residential, and mixed uses that could connect the urban fabric of the two sides of the city. Giving back this real estate to pedestrians and slow moving traffic will make Syracuse safer, healthier, and more vibrant. Thank you for your time.
October 11, 2021	Lopane, Andrew	I hope that you may take into consideration the historic value of Oakwood cemetery. I hope in this new design access to this beautiful green space and historic cemetery, be given back to the communities in which it once was enjoyed by.
October 13, 2021	LoRe, Catherine	Replacing the crumbling I-81 with a community grid is an essential step towards restoring the communities that were intentionally harmed by the placement of the highway. And a community grid will reconnect neighborhoods and breathe life in to the city center. Please do not be swayed by DestiNY shills: the Syracuse community wants the grid!

Date	Name	Comment
October 12, 2021	Lorenz, Josef	First, I would just like to say thank you to NYSDOT for listening to the people. It's refreshing that such a foreseeable huge change to the region had plenty of time, research and dialogue to weigh pros and cons. Proper dialogue did not take place when the viaduct was originally built, and I'm glad that NYSDOT has bridged the gap and been very communicative in terms of planning, steps and foresight. The viaduct has piled an incredible amount of negative burdens onto the city over the last half century including the encouragement of costly suburban sprawl, maintaining stagnant real estate values on adjacent land (which in-turn has dampened the city's tax base and revenue), has discouraged public safety (with an accident rate of 300-500% above the state average in certain parts), contains dangerous and poorly lighted crosswalks (some of which are not marked at all), has created an extremely loud environment to have to live next to or to walk underneath, can create asthma and breathing problems for individuals, like the elderly and children, who interact with it on a daily basis, and has allocated a gross amount of potential city land towards cars, concrete, surface parking, embankments, and interchanges - all of which hold no public value, civic value, cultural value, or economic value to the city or its surrounding neighborhoods. If the state is at all concerned with quality of life and the health of these streets and neighborhoods and the people who inhabit them, it should be doing whatever it can to supply them with an adequate living environment and built environment that supports local growth and opens up more space for development between two economically vibrant neighborhoods - Downtown and University Hill. It should not be a resolution that purely focuses on getting cars in and out as quickly as possible. A boulevard option is far better for our future community as it will be less of a financial burden on future generations, will have much cheaper construction costs, does not need to be maintained as often as an elevated highway, and does not need to be replaced every half century. I strongly urge the state to stay the course with its current plans, remove the viaduct from I-81, and build the grid for Central New Yorkers. Economic growth between University Hill and Downtown would no longer be dampened, real estate values could rise just like they have in other cities that have recently followed this same pattern, and it would provide much more meaning and social value to the immediate neighborhoods and city as a whole. Rebuilding an elevated highway within the same confines of the city only repeats and recreates the same visual, physical, social, and economic barrier that has existed through the middle of Syracuse for the last half century. We cannot sacrifice the values in our core just to improve commuting times from the outer suburbs. The city's core needs to be vibrant; all of its streets, all of its blocks, and all of its surrounding neighborhoods. I hope the state will continue to stay focused on the grid plan as the most efficient solution for the continued growth of Downtown and University Hill and the better future of Syracuse and the greater Syracuse region. Thank you for your time and best of luck with the remaining development process.
October 14, 2021	Lotto, Peter	I write in STRONG support of the Community Grid option. This is the only way to address the historic racial bias inherent in the viaduct and its route directly thru the old 15th Ward. Do not listen to the voices of the status quo who are on the one hand interested in perpetuating the racism and on the other hand ensuring that traffic flows unimpeded to Destiny USA from the south. This also ensures that there is a twice daily traffic jam as people try to go to and from work at the hospitals and SU. This also ensures that a myth, and yes it is a myth, that traffic from the north, east or west to Destiny and the Salina hotels would be impacted by the grid, it will not. The Support 81 group is a fraud. It is a well funded front for Destiny USA, a failing mall that will NOT be impacted by the demise of the viaduct. The Community Grid is the way to go. I encourage you to get on with it.
August 18, 2021	Lotto, Peter	The state and federal DOT have listened ad nauseum to those that want to preserve the viaduct or want some other alternative - tunnel, sunken roadway and now the folly of a Skyway. Those alternatives were all carefully considered and rejected as unfeasible, too expensive, failing to meet the goals of the project, etc. Time to move on and get started on the community grid. Enough from these people who want to serve either the narrow interests of Destiny or are simply opposed to opening up historically African American neighborhoods to redevelopment. As DOT repeatedly says, there will still be a high speed road to Destiny for the Canadian shoppers. Enough!
October 4, 2021	Lower, David Allen	Must discard the Community Grid alternative on the basis of gridlock EVER occurring in the approach to medical emergency facilities. Free traffic flow must be maintained.
October 14, 2021	Lynn-Ford, Patricia	On November 9, 2020, my father was struck by an interstate tractor trailer on Route 20 in the Village of Skaneateles. He was crossing the street in the pedestrian crosswalk. He died two days later from his injuries. The driver has given a statement that he travels that route regularly, as a “short cut”rather than taking the Thruway to Route 81. Interstate truck traffic should remain on highways designed for that purpose and not be allowed to regularly travel through the Village of Skaneateles.
July 19, 2021	Maag, Ken	As one who as lived in several states in the Northeast and multiple places in NY, I have come to appreciate the ease and lack of traffic in Syracuse. I run a branch in Liverpool and many of my clients come from all sides of Syracuse and the suburbs. Down the road from me, Amazon has opened the country’s second largest warehouse which will employ over 1000 people, many of whom will come from all parts of Syracuse. I also bring my child to school and back for which I use 81 to travel. 1.). What considerations have been made in the plan for the increased traffic on 81, the Onondaga Lake Pkwy, and downtown Liverpool to handle the increased traffic? There is also a proposal that will make it even worse by reducing lanes on Onondaga Lake Pkwy. 2.). What emergency procedures will be put in place to deviate traffics from 481 if there is a major accident now that 81 can no longer handle the overflow? 3.). What is the estimated clearing out time and procedure of a sold out SU game to get everyone out in a safe and timely manner? There are numerous other issues this will create.
October 12, 2021	Maciejewski, Michele	I support any measure that takes down I-81 from 690 to 481 and redirects traffic around 481 or through the city streets.

Date	Name	Comment
October 13, 2021	MacPherson, Cameron	Syracuse needs a community grid replacement to the I-81 viaduct, which has devastated, displaced, and polluted communities for decades. All other options will uphold the racist legacy of I-81 and will fail to either address or repair the tremendous harm suffered by the city—and in particular by Black residents. I am concerned by the well-funded campaign to exert influence over this public comment period. I urge DOT to listen to the voices of the community and to filter through the corporate interests that have a stake in challenging the community grid.
October 14, 2021	MacPherson, Richard	We absolutely need to keep the community grid. We shouldn't change the permanent infrastructure of this city, eliminate possibilities for economic and environmental justice, and affect young schoolchildren for the wealth of the very few. We all know destiny is a doomed enterprise and the efforts by Pyramid to influence this project without keeping the greater interest of TRUE SYRACUSE DOWNTOWN is despicable. They are the ones who wanted to invest in the outskirts. They will be defaulting on payments within a few decades and an opportunity to change the look and feel of this city so drastically only comes once. Also we need to move that roundabout. How can you sleep peacefully knowing you are affecting the lives of children in an already challenging part of town? Think, would you want that near your child's elementary school? Would you allow this to happen in DeWitt? Probably not huh? Let's make the right choice. The public want this. Choose the people not the corporations.
October 13, 2021	Mahoney Stopyra, Melanie	> Please install cameras at each entrance and exit to photograph the license plates of people who are throwing their garbage out the window. It's a crisis situation and reflects badly on our city. > Please install walls coming into the city to protect wildlife from trying to cross the highway and get killed. > Keep in mind that trucks will be passing through, and clogging up the Grid if there is no overpass. > When you drive up from the south on 81N, the view of Syracuse is so beautiful. It's sad to think that people are going to be rerouted to 481.
October 9, 2021	Malandra, Joseph	Just a quick thought I had while recently attending a night football game at Syracuse University. The Carrier dome was showing off their new lighting system on the exterior of the facility and I thought "wow" this must be really eye popping for travelers, both from the area but more importantly from outside the area specifically out of state passing by on the highway. I know ESPN really showcased it nationally. Then I considered how sad it is that such an icon of this area and well known across the nation will not be viewed in this manner as most out town travelers will be bypassing the area via route 481. During my travels to other cities it is wonderful and frankly spectacular seeing a city lit up at night. During the day, a city can promote itself as well drawing our interest passing by. I for one, have pulled off numerous times being inquisitive and drawn to an area for shopping, visiting a restaurant or just driving through to explore. Let's be frank as I am born and raised here. Syracuse University is the main promoter of this city nationally. I believe the community represented by local politicians are trying to enhance this area through various marketing while continuing to improve this city. We do need to be proud of this area and show it off any way we can. Syracuse has struggled for years and Syracuse University has basically kept it relevant and afloat on the national scene. While I approve of the community grid option encompassing it's many infrastructural improvements, I also believe we have an opportunity to be visionary and develop a more comprehensive plan that does include high speed travel as well which showcases our city. I really believe BOTH can be accomplished. I believe both, proponents and opponents have very valid concerns and good ideas. I find it unfortunate that more of these ideas can not be brainstormed together to create a very worthwhile project fully embraced by our community.
October 10, 2021	maloff, jeff	I totally agree with the downtown hotel manger Kyle Hayes comment . That is there is value to a community grid but also the importance to maintaining the 81 overpass for the reasons he stated in his letter to the Post standard .
September 8, 2021	Maloff, Jeff	The community grid is not a good idea for multiple reasons. Downtown has been undergoing a renaissance for many years. The development of Armory square , a popular night spot for all. Many people are moving into the areas newly renovated apartments and condominiums . Downtown is being rejuvenated , why rock the boat! A grid will simply bring all the traffic to the street level with more noise and pollution. Moving the traffic to 481 will discourage people from traveling to downtown and the surrounding areas not to mention the additional expense of work that will be required on the eastern extension of the highway. We are creating a whole set of issues for the eastern suburbs . What is to become of the people who live in the low income housing development ? Do they get pushed out to make room for the new and improved neighborhood? Lets be realistic , Almond street is lined with hospitals, parking garages, medical buildings ,and high-rises , not a picturesque place to stroll down. The reality is the impact of the highway cannot be reversed, the horse is long gone from the barn. Now is an opportunity to make a landmark overpass through downtown with the right architectural design could be quite attractive to residents and visitors alike .
October 14, 2021	Maloney, Matt	The community grid seems like a great way to make something better out of a highway that is beyond it's lifespan. I'd also suggest that the proposed roundabout outside the Dr. King school be moved further south - doesn't seem safe for kids walking to school.
October 12, 2021	Mandresh, Jason	I support the grid. Don't let Pyramid ruin our city for their own personal gain.
October 12, 2021	Manley, Alex	I fully support the community grid option.
September 10, 2021	Manor, Lorraine	We need the bridge and grid together. You can't drive east-west through the city on Genesee St without a jog in the road also the same with Erie Blvd. Erie Blvd was a three lane now down to a two lanes. There will be thousands more cars on 690. This congestion will spill onto Burnet St. and James St. On 690, Teal Ave and Midler Ave exits are at their peak capacity now. This is going to make Eastwood area more dangerous to drive and walk which is were I live. I'm seriously considering to move out of Syracuse if we only have the grid option.
October 14, 2021	Manthey, Brian	The viaduct, or equivalent highway THROUGH Syracuse should remain. The entire reason I moved to Syracuse in 1996 can be traced to the 81 viaduct. It makes the city visible to travelers and accessible to residents. The community grid and 481 bypass will add at least 20 minutes to travel from south of Syracuse to Liverpool/Clay. There is already a lake in the way. Don't put a city in the way also. And... I've always wondered why 81 is considered a divisive obstruction while Rt 690 is not. More people die trying to walk across Erie Blvd each year than do trying to cross the 81 "barrier".
September 28, 2021	Marino, Marie	I believe the community grid is a terrible idea for the City of Syracuse & the outside lying areas. This will effect not only the city streets but the taking of more homes at Pioneer as well as other businesses. It also changes I690 & I481. Sadly it will never bring back the 15th ward as it was in the 1950's as many people think but will only divide the classes further. I think the last proposal to build a new viaduct & also a blvd. would be the best option & would be more cost efficient than putting in the Community Grid & changing I481 & I690. Although I do believe the NYSDOT & the FHWA has already made up it's mind & are just having the meetings to appease people and if this grid does go through the Roundabout is a terrible idea. Carrier Circle has more accidents than anywhere in our area which is likely to happen there. Stop lights are the better answer.

Date	Name	Comment
August 3, 2021	Markowitz, Benjamin	I have lived in the Eastern suburbs for almost 55 years. Traffic congestion has gotten worse year after year. When travelling south on I-81 heading onto the PA turnpike,one must "exit" the highway onto a "community grid".It is totally screwed up.Running from 70 MPH,to stoplights and "LOCAL" traffic. I-481 is already a mess,making it wider will only compound the situation. Wegman's in DeWitt will become a "NYS T-Way"Rest area for people travelling through the area. I understand they are trying to reunite the area affected by the "old 81" but there has to be a better way. "Thin about it Lucy"!!
September 14, 2021	Matthews, George	Bring I-81 northbound down to grade between Calthrop and Brighton, with a roundabout at Brighton and State. A second roundabout at Colvin would improve access to the South Side and University neighborhoods.
September 28, 2021	Matthews, George	Consider using the same treatment at the Exit 3 on the Northbound lanes as is proposed for the Exit 3 on the Southbound lanes.
August 5, 2021	Matthews, George	Restoration of the historic entrance to Oakwood Cemetery would be desirable, possibly via a service road.
August 5, 2021	Matthews, George	The community grid should be a low-speed boulevard with grass median, starting at the current Brighton interchange and continuing north at ground level to Erie Boulevard. A roundabout should be considered at Colvin Street to improve connections in all directions and begin the speed slowing. A fly-over for Harrison to improve east-west flow should be considered. Priority for turning traffic at Erie should be assured to maintain through traffic flow.
August 17, 2021	Matthews, George	Traffic slowing should occur South of Colvin Street. Also access to the Southside west of current I-81 should be improved with an additional roundabout to a neighborhood street.
September 7, 2021	Maziuk, Stanley	I oppose the Community Grid project as proposed. At first I was skeptical, but willing to consider such an alternative. But upon seeing the video, I believe this will be a disaster for traffic coming to the city from the south and east. From the south, besides the roundabout at MLK, there is nothing but stoplights. This will divert much southeast traffic to an already overcrowded Lyndon Corners; the 'improvements' listed for Lyndon are vague, and unlikely very helpful. Someone coming from Jamesville who wants to go to the West Side will first have to drive to Fayetteville! How eco-friendly is that? Finally, the idea that the community grid will somehow recreate a sense of neighborhood/community where the viaduct is, is pure fantasy. If you want to inflict punishment on commuters for past racial injustice, you will succeed. But you will not create any improved sense of community in that area. Just look at Erie Blvd East for current proof of that. I would support some type of Community Grid solution that had 81's replacement be some type of limited access road, such as parts of Route 17 in New Jersey near Paramus, for instance. One of the things Syracuse has had going for it is the fact it is relatively easy to get from one part of CNY to another. Other metro areas are jealous of us for this. The Community Grid as proposed will severely impede that ease, and give people yet one more reason to flee. Please do the right thing and change or abolish the Community Grid. Thank you.
August 18, 2021	Mazzotti, Frank	The single focus of every presentation is how much the elevated highway divides the city - yet there is no comment on how much a lowered section of highway just to the north has no impact at all to division. I've seen nothing that will improve traffic flow when there are large events at Syracuse University, or any other major downtown venue. I will place my forecast here - just as the state in it's "improvements" have only seemed to make traffic the worst ever at the NYS Fair for any event that's held there. There needs to be a focus on improving the FLOW of traffic especially during the 5-6 months we have of winter. Moving to a community grid i can only assume clearing the snow would be the city's responsibility, and they are doing a VERY poor job of that currently. The traffic circle on the south side, and the severe redirects of traffic on the north side are extremely short sided ideas.
July 16, 2021	McBurney, Lowell	For 29 years, I have lived in the Dewittshire neighborhood proximal to existing I-481 near the Rt 5/92 interchange. While I support the community grid option, I feel the noise abatement measures identified in the DEIS do not adequately address the needs of the local stakeholders. The noise modeling studies largely focused on existing noise barriers in the study area where the data seemed only to reinforce the status quo. What I do not see is any forward-looking analysis that takes account the changing conditions (e.g., increased traffic and noise, future development) which will occur as a result of the community grid alternative. Further, the layout and distribution of existing noise barrier systems seem inconsistent and random, at least as it pertains to protecting adjacent residential neighborhoods such as mine. My home is roughly 1500 feet from I-481, and the background noise is ever present, and noticeable, and I believe noise protection is necessary even under current conditions. Moreover, when I look at Figure 6-4-6-2, I see an alignment between Jamesville Road and the Rt 5/92 interchange with dense residential development on both sides of I-481 with no noise abatement measures at all. I find this to be unacceptable. Thank you for considering my comment.
October 9, 2021	McDonald , Wayne	One of the dumbest things I have ever herd is this community grid is going to help racial equality in down town Syracuse.I have worked as a iron worker all over this east coast including the big dig in Boston the I95 contctor in Province RI and none of the stuff you are saying about those jobs is true the coast over runs are amazing.to thing that the community grid will not do more harm to the environment than good I am sure just the exhaust itself around the school should be a no brainer the best solution would be a bridge higher in the air so Mother Nature can sweep the noise and exhaust away is the best answer there still would be plenty of room under a beautiful bridge for parking and highways to lead to the hospitals and the noise and exhaust would be far in the air so my opinion on your grid idea from experience is totally stupid. Thanks my name is Wayne McDonald I live in Brewerton and would like to see some common sense come back in to this design
October 14, 2021	McElwee, Heidi	I support the Community Grid Alternative plan selected by the state transportation department. I'm excited to see the divisive, crumbling (and somewhat ugly!) elevated viaduct come down, and to see our city become more beautiful, more pedestiran-friendly, and more liveable and lively for everyone. I also hope this new street-level grid can begin to right some of the wrongs, in terms of the Black neighborhood that was destroyed when 81 was first built.

Date	Name	Comment
August 27, 2021	Mcgahee, Isaiah	I, like many other Central New York and Syracuse residents, believe that the current I-81 grid plan does not go far enough. It *must* include a restored access to the Southside of Oakwood cemetery. When I came to Syracuse as a Wilhelm Scholar, Oakwood was one of the first landmarks that I visited. Vaguely familiar with its history, having only seen vintage postcards of the dramatic Victorian gate that belonged to my "grandmother" (really a family friend who was a surrogate grandmother), I came to Oakwood under the pretense that I would see the gate. To my chagrin, I saw the corpse of the gate, abandoned, defaced, and in the vein of I-81. Suddenly, the sanctity and beauty of Oakwood-- the almost mythic nature of these hallowed grounds was shattered. Like the thousands of family members and friends who buried loved ones in Oakwood, I too wept. I wept for the loss of our history in the name of progress-- progress which has destroyed our landmarks and peace of mind regardless of the cost. What has happened to and at Oakwood is the reason why I have pursued a career in historical preservation. History-- our connection to the past-- is what makes us intimately human. In an ever increasingly digital and modern society, we innately long for mementos that transport us to a different time, and Oakwood fills that need. It only makes sense to restore Southside access to the cemetery. By doing so, not only are we restoring the integrity and original design of the architectural landscape of Howard Daniels, but we are also bringing the 60,000 residents of Oakwood back to life. By illuminating and celebrating our history, free of distraction, we enable ourselves to learn from and connect with our past in the hope of a more equitable and boundless future. To supplement my claim(s), I urge you to read the recent letter to the editor on Syracuse.com (https://www.syracuse.com/opinion/2021/08/preservationists-i-81-plan-must-restore-access-to-historic-oakwood-cemetery-your-letters.html). I implore you, please extend the current I-81 grid plan to restore access to the Southside of Oakwood Cemetery; our past and our future are contingent upon it.
September 9, 2021	McGrath, Amy	With 3 hospitals (Upstate, Crouse, V.A.) and SU all located near the “round about” and road access limited via the grid I am concerned about tractor trailers/large trucks servicing these large organizations. The effect on traffic and noise levels for MLK school/neighborhood have not been discussed. Please respond.
October 14, 2021	McKee, Mark	I believe eliminating the viaduct would be tragic…the city has adapted to it’s presence over it’s existence. Hospital emergency vehicles have saved countless lives by utilizing it’s speedy access to aid people who might otherwise have died en route. If the community grid becomes a reality…well…get ready for lawsuits.
October 14, 2021	McLean , Gardner	I would like to emphasize the impact that the community grid alternative will have on the western suburbs: truck traffic coming from the western part of the state heading south on I81 (and vice versa, of course) are highly unlikely to travel further east to get on what is now 481. They will instead exit the thruway at Geneva or Waterloo and travel through Auburn and Skaneateles to get to I81 in Cortland. These roads are not built for this traffic - many of which are residential roads. This will create dangerous situations - dangerous to the pristine Finger Lakes that the roads circumnavigate and dangerous to the residents. This will change the character of these communities. I urge you to consider other alternatives that don’t risk the health of the lakes and that don’t danger the residents.
October 14, 2021	McNamara, Brendan	I was born and raised in Syracuse, I am the third generation of my family to have lived in this city. I went to school at the Jamesville-DeWitt school district and Syracuse University’s Industrial and Interaction Design Program. Throughout my lifetime I have seen the growth and improvements made in Syracuse’s downtown but I have also witnessed firsthand the disparity between the “top of the hill” and our city’s underrepresented and disadvantaged south side. The community grid is the best way for this city to move forward, out of the plainly racist and upper class motivated practices that brought this crumbling interstate directly though the heart of our city by way of segregating and destroying predominantly black and neighborhoods. Officials of this city have been blinded before by commercial interests, leaving us with a failing mall situated on prime real estate for growing our city. Instead of doubling down on a raised highway section, something which has been highlighted as a poor practice across this country, we should divert traffic through the existing and functioning corridor of 481 and take the opportunity to not only remove the structures of I-81 through the city, but also do what is right by bringing the people of this city together instead of keeping walls in place to drive us apart. Our loyalties belong to each other, the hardworking people of Syracuse, any work we do now should rebuild this great city and revitalize it’s people. The community grid will do just that. Allowing the people of our city to move freely, to see clearly and to connect with one another. We are stronger together than we are divided and keeping I81 cutting through the heart of Syracuse will only further separate us. Please do what is right of this city, I support the community grid as that option and cannot believe that any official willing to not take this step does it have this city’s best interests at heart.
October 14, 2021	Meaker, Eric	The proposal and Vision by: Eric W. Meaker The Indoor All- Transportation Biosphere: Is a model and design of engineering and game changer for Syracuse and Central New York, The model would be a Indoor and Outdoor and Climate and Environmental and Noise Pollution Design that Benefits Everyone, and many other business alternatives and jobs creation to be added to this wonder. This will put Syracuse on the World Stage and a model for many others in Climate difficult regions to follow. The biggest fear that I have about this, is that this vision and design came from me and a native born son, and this is now known in the open market and might be taken and built somewhere else. This vision must have come from my brain for a reason and Syracuse is a right size and need for something of this purpose. There are surprise business proposals, and connectivity and community playfulness, that will meet many needs and excitement. Major power points within the greater Syracuse will be connected to this Biosphere with Shuttle Transportation Tram Veins to exciting locations. This vision and design will transform Syracuse, and I will go after and please many different peoples and thoughts into community pleasure of families and Romance. Energy and renewable energy are a major focus, and environment and improvements and housing in the surrounding area are a concern. Downtown Syracuse will once again be the envy for others to want to be apart of again and really be a smoking "HOT" place to live, for many decades, something like this vision was needed to raise the bar and wonder, what it took to do so in this region. No other place in the "world" has done something of this caliber and exciting engineering architecture. You will be able to travel through this and pass on through, walk in it, bike. tram destination rides, socialize, party, jog, take walks on balconies, business, jobs, etc, etc. It only gets better, and even more exciting, The SNOWIEST CITY IN AMERICA, this is for you, it's time you got a care and upgrade and not just a relocation leave place. This will be a inter connected lake way and passion friendly lifestyles and over all Outdoor and Indoor Corridor and and never have to take your own car. Another new idea just came up recently and added to this beautiful vision for Syracuse and might be a Winner. Jump on this Department of Transportation with Me and Greater Central New York, and Syracuse, Let's Build It !! Thank-you Eric W. Meaker 10/14/2021
October 14, 2021	MEHLEK, JOHN	With out the bridges you will slow ambulances and other emergency vehicles to a crawl.
July 19, 2021	Melfi, Eric	I RESIDE BEHIND THE EXISTING PRESSURE TREATED WALL AT 6225 KENLAREN CIRCLE. I HAVE SPOKEN TO MANY OF THE ENGINEERS AT MULTIPLE SESSIONS. I HAVE BEEN TOLD WOOD IS NO LONGER THE STATE STANDARD FOR NOISE ABATEMENT WALLS. WE DISCUSED THE MATERIALS USED IN THE NEW WALL INSTALLED IN BINGHAMTON. I WOULD LIKE TO KNOW WHAT IS PLANNED FOR THE WALL REPLACEMENT MATERIALS, HEIGHT, TRANSLUCENT PANELS, PRECAST, ETC. AND PLANNED SCOPE PLEASE.

Date	Name	Comment
September 8, 2021	Menter, BJ	Even your commentary form is meant to shut people up; submit multiple forms? I think not. But then again, what can one expect from a project mounted by straight, white men for the benefit of ....you'd guessed it...straight, white men. I am beyond tired of the assumption from everyone from the Mayor of this City to the former Governor, to the head of CenterState CEO, whatever business organization, saying we (meaning all the other non entities of people) should shut up and take the 2 billion dollars on the table and just run with it. Because it's all about the money. No where in that plan does it talk about anything from if New Yorkers will get the jobs to do the work to exactly what was promised the areas two biggest employers, entities who are non tax paying themselves, but whose employees are - SUNY Upstate and Syracuse University. You know them - their presidents were the first to jump on board this project. No one is talking what this construction is going to look like with traffic spilling over on to already congested City side streets (many of which have been left to rot unless they are streets in wealthier neighborhoods such as Sedgwick), as construction ties up routes for years (not months) and people try to get to work on time. No one is talking about the lead, asbestos, other dangerous chemicals, etc., one is going to find when older streets, pipes and even other chemicals which you didn't 'anticipate'. And where do you plan on dumping this toxic and hazardous waste; what part of our fair state or even a poorer neighboring state like Pennsylvania is going to have the good fortune of being the place where this stuff is hauled too...or maybe you'll make it easier on everyone and just dump it in the recently cleaned up Onondaga Lake? How are you going to protect work crews breathing this crap in...or people in city neighborhoods or even in cars navigating around it? Let's talk people displacement while we are at it. This project still reeks of pushing the poor and working poor further out of the City. It's no secret our Republican-lite mayor has encouraged the development downtown of apartment complexes and condos for the very rich from downstate while nothing has been done to redevelop housing and and clean, decently staffed housing for the poor, elderly, and indigent. But jolly ho - two billion dollars is on the table and let's take it and run with it! What's going to happen when 2 billion isn't enough for this plan - like when 481 wasn't finished the first time around because funds ran out? Does that mean everyone picks up their jackhammers and goes home? Where in that budget is the Miscellaneous column for the unexpected and cost more than you think items which are bound to come up? Great work in putting a traffic circle next to an elementary school by the by; especially one which serves primarily African American students and children from immigrant families. Give the guy who had that epiphany a bonus! Look - everyone wants better - but this project is NOT better. It is self serving NOT self saving. It benefits no one - from the commuters to the road crews. With all the technology this world and state has to offer - why can't we come up with an efficient, overpass developed with long wearing and environmental friendly materials? Why can't we incorporate plenty on on and off exits that are safe for the commuter and use some of that money to fix City streets and prepare them to be used as accessible to all? Why can't we do something that generations will be proud of...not the current group of [illegible]
October 8, 2021	Menter, Mrs. Robert	It's over isn't it. With white trucks downtown working under the viaduct, it's obvious this deal begun in the backrooms of the county, like so many other deals, is sleighted to happen. Regardless of the validity of many of the points brought up. Regardless of what many of us really want to happen. This colossal monstrosity which will cost us dearly by way of environmental encroachment, traffic problems due to building for years to come, the destruction of quick routes to other parts of the county, has been signed, sealed, and delivered. The total impracticality of rerouting hundreds of thousands of cars through downtown with it's attendant problems is going to be shoved down the faces of the people who live here, so some probably very white, male men can line their pockets. Thank you oh so much...for nothing. Liars, cheaters, grifters all.
October 12, 2021	Merola, Rob	Syracuse is the only part of 81 that cuts a city in half, where the highway slows down to 45, where it must get narrower than any other part because it's in the middle of a city, etc. As it is, 81 is inefficient for transpiration. A community grid doesn't take any more efficiency away, but opens up much economic activity. It also tears down a literal physical segregation barrier that continues to ostracize the entire south side from downtown. Nobody is going to move away from Syracuse because 81 comes down. But as a community grid creates economic activity, it could draw new residents.
October 13, 2021	Merritt, B.	As a long time resident of Syracuse, I can't wait until this scar that has ripped through the heart of our city is removed. It will be better for all of us living here to restore and revitalize the divisive grotesque crumbling aftermath of a poor decision and unify Syracuse to give our community a more beautiful and inclusive corridor to downtown.
September 25, 2021	Metz, Thomas & Patricia	Elimination of Adams St. off ramp to hospitals increases travel time from western areas of Onondaga & surrounding western counties. Using proposed Irving Ave. exit from Rt.690 e/bound increases distance to travel through more congested areas further delaying arrival at Hospitals during health emergencies. We believe that the traffic assumptions do not take into account the realities of the neighborhoods which emergency service providers will have to transit in order to get to the hospitals. In closing, we also believe that rebuilding the existing roadway to meet current standards is in the best interest of ALL the citizens of Syracuse, Onondaga an surrounding counties. Thank you.
August 6, 2021	Miller, David	Any routing of interstate Northwest bound truck traffic onto I481 will force more trucks onto RT 41 in Homer to RT 20 through Skaneateles. Therefore I'm for the alternative Skyway/Grid proposal.
August 6, 2021	Miller, David	I'm for a hybrid grid/skyway alternative because forcing northwest bound truck traffic onto I 481 will cause them to take the RT 41 shortcut from Homer to RT 20 through Skaneateles to RT 318 to I 90. The last thing we need in Skaneateles is more trucks!
August 8, 2021	Miller, David (Registered as anonymous)	I am for the Skyway/Grid option because Northwest bound truck traffic will shortcut the I-481 to I-90 route and take RT 41 N from Homer to RT 20 to RT 318 to I-90 through Skaneateles & Auburn. The last thing we need is more trucks through our little Village!
August 10, 2021	Miller, Laura	We need more time to review the updated DEIS proposal!! In light of significant growth in transportation heavy industries, we must go back to the drawing board to review ALL options to handle increased traffic load. Pushing a twelve year old plan through, despite rapidly changing conditions, is best way to make the worst decision.

Date	Name	Comment
August 10, 2021	Miller, Laura	I'm writing to support a Community Grid PLUS iconic bridge. We are adding thousands of private sector jobs and pulling in new residents from larger cities. We will need as much traffic capacity to keep our regional production, warehousing and logistics industries competitive. We also need to make it easier, not harder, for city residents to get to and from the better quality jobs on the perimeter of the city. Why build in more structural disadvantages for city residents to access opportunity and build wealth?
August 10, 2021	Miller, Laura	The State of NY has never done a meaningful review of how the Syracuse Metro Area functions as an economic ecosystem. Existing businesses are in constant contact with one another. The largest job growth categories demand professional transportation as well as personal transportation. Production, logistics, warehousing and farming have added thousands of jobs in the last year. These good quality jobs are generally positioned on the perimeter of Syracuse. Professional Services have also added thousands. These service providers are often located in the city but serve the perimeter. If we send local traffic through city streets, we lose hundreds of thousands of productive customer facing hours idling in traffic. Employees lose valuable personal time getting to and from work, day care, appointments etc.
July 27, 2021	Millman, Toby	I am not averse to removing the I-81 viaduct through Syracuse, but it is important to consider and mitigate the regional traffic impacts of doing so. Running a simple test on Google Maps, one can see that any vehicles on I-81 northbound heading toward Rochester would be redirected by GPS to westbound US Rt. 20 through dozens of small Finger Lakes towns and villages that are already overrun with thru traffic. Mitigation strategies that should be considered include: 1) lowering the speed limit on Rt. 20, Rt. 41, and 41A (so that GPS will not calculate it as a viable route alternative), 2) banning thru trucks on Rt. 20, Rt 41, and Rt. 41A, and 3) building a bypass road. It goes without saying that increased traffic through the downtowns of Finger Lakes villages will have significant negative impacts on a vital part of our Upstate tourism economy not to mention the quality of life for those that call the Finger Lakes home. The benefits to Syracuse of rerouting I-81 should not come at the expense of other parts of the region. We are all in this together.
September 20, 2021	Mimligan, Sascha	This is the time and opportunity to get things right. 1). The changes planned in Dewitt along Genesee St are temporary solutions at best. Fix the problem and revert back to the original I-690 plan which was to extend the highway to Fayetteville (this will relieve the bottleneck at Lyndon). 2). Based on the current plan crossing E. Genesee St will be a challenge for walkers/bikers going to Butternut Creek/Erie Cannal and kids who walk to Wegmans. Is there a tunnel/bridge planned for foot and bike traffic (under/over Genesee St.? 3). The J-D High School is in the impacted neighborhood zone - it's dangerous enough for student drivers/young drivers and seniors now - increasing traffic slow to this area will prove to be a challenge for not only these constituents but buses as well.
August 12, 2021	mitchell, luke	This project will make traveling in onondaga county more difficult, not just for town subjects (if we were citizens, we would have a choice in the matter), but also for life saving ems services that use this highway saving lives. Im not going as far as to say this project if completed will kill people, but it will, with life saving minutes lost. The two billion could be spent in much better ways, considering this will not improve anyones life, except the university upstate hospitals ceo's. And who pockets the millions in scrap steel from the bridge? You should be paying us for this project no us paying for it.
September 10, 2021	Mix, David	As a former public transportation supervisor and as an emergency responder, the community grid proposal is a bad option. This will not change the "divide" people talk about any more than replacing the current highway with updates. The grid option problems no one seems to talk about: Emergency services transporting patients to the hospital will take longer posing potentially serious outcomes. Traffic in general will be horrendous on the grid, and the proposal to reroute via 481 will destroy businesses in the northern suburbs. The hotels and restaurants in the 7th North Street and Northern Lights area will suffer greatly with the loss of highway traffic. The grid is a bad option and the addition of a round about, well that's just ludicrous
July 20, 2021	Molldrem, Bernhard	There should be some consideration given to the below-clearance railroad bridge across NY 370 at Liverpool. This section of rte 370, the Onondaga Lake Parkway, feeds directly off I-81 Northbound, and is and has been subject to repeated bridge strikes by trucks and buses mistakenly exiting to 370, despite numerous warning signs and lights. This issue should be joined with the viaduct replacement job because of the intimate connection of the route 370 Parkway and Interstate 81 Northbound. Some of these bridge strikes have involved fatalities. The current attempts to address this, with warning signs, lights, and alarms, has not solved the problem that results from low bridge clearance, and is not going to. The only solution is to remove the low-headroom issue, We can still ticket the violating driver for illegally driving a large vehicle on the parkway AFTER he has safely passed through, and still subject him to a sizeable fine. But why wreck his truck? I see three possible solutions: The best would be to have CSX re-route the section of rail line from away from the lakeshore where it now is to a new section that would leave the main line somewhere around the Crouse-Hinds plant, proceed west along the I-90 right of way and rejoin the existing line at Vine street in Liverpool. Another acceptable solution would be to raise the railroad bridge by at least three feet to a legal 13 feet six inches, but this would also involve adding grade to the rail approaches in both directions. A third alternative would be to replace the existing RR bridge with a lift bridge that would be above the standard 13 feet six inches of headroom when there is no rail traffic, and lowering it to grade when there is a train. There may be others, but they would have to provide headroom to pass safely under the railroad bridge. Simply adding more and more warnings does not have any effect and won't prevent future bridge strikes, and won't prevent the resulting deaths, injuries, and property damage.
October 14, 2021	Molldrem, Leslie	I think that the community grid is the best alternative. I have attended information meetings in the past and I think people will quickly find the best alternative routes for their situation, and that commute times will not differ greatly.. It will make a big difference to the city of Syracuse and to the air quality near downtown. The current downtown entrances to 81/690 are dangerous and making them bigger and "better" would perpetuate the slicing of Syracuse done so unfairly so long ago. I do agree that the roundabout should not be near a school. As for diverting traffic to 481/new 81, sound barriers should have been put up a long time ago. Improvements to other interchanges will make it all fine. Good signage will be a must for people going to Destiny or the hospitals.
September 6, 2021	Montgomery, Kate	I am excited about the way the community grid option will transform downtown Syracuse. Please make sure to continue to priorities the needs of city residents and plan for the future (the next decade and beyond) as the design process progresses. Thank you for all the thought and time you have put into this design.

Date	Name	Comment
July 28, 2021	Montroy, Derek	The community grid plan is the best, most cost-effective plan for replacing the viaduct in downtown Syracuse. However, after looking at the state's video simulation, I am concerned the new boulevard will be more of a low level, high speed replacement than a true community-oriented streetscape. From the MLK roundabout to DestiNY USA, the replacement street (route to BL-81) should be city focused, allowing visitors and residents to walk their neighborhoods. Getting from the Dinosaur BBQ (or Little Italy or St. Joseph's Hospital) to the Inner Harbor should be an easy, walkable stroll. Same for Destiny to NBT Bank Stadium. To do that, roads/lanes should not be the size of a highway. The Canal District should be more of a hub that draws people, instead of just a busy intersection on the way to pick up 81 to the south as it looks like on the state's video. Furthermore, instead of steering city walkers to side streets to get to destinations like the mall or Inner Harbor, the new street should be welcoming, which will lift N. Salina Street and Little Italy into a proper culinary/entertainment destination. Think East Carson Street in Pittsburgh's South Side Flats, which runs parallel with I-376 and the Monongahela River.
August 2, 2021	More, John	With the 81 construction about to happen, and demolishing and changing up landscaping and roads should clear up some room for a new skate park/ safe area for skateboarding and bikes. With a new skate shop open in the heart of downtown and with the new generation of kids getting into the activity. We desperately need a new yet safe place for everyone to go. The skateboarding community is stronger then it was almost a decade ago we need new parks and "features" dedicated to our sport. And what better way to add a new skate park in the heart of downtown! Especially getting in more people from all over the area in upstate and would help support our scene/shop and community
October 11, 2021	Morgan, Marilyn	You politicians are just trying to save money on this project! Just so you can put it back in your pocket. I81 was built to divert the traffic off the city streets and now you want to put it back there. DOES NOT MAKE SENSE!
October 8, 2021	Morgan, Marilyn	If a BRAND NEW Aquarium can be built then why can't I81 be repaired? I think by doing a community grid will just put more money into the politicians pockets. As a taxpayer I would rather see my money go to fix I81!
July 16, 2021	Morrison, Liza	As a white person who lives in the City of Syracuse, I have always felt the awkward and seemingly racist divide that route 81 going thru the middle of the City created. Not only the tear down of neighborhoods in its creation but the residential projects that exist too close to it now, the "Hill" area on one side with poor neighborhoods on the other. Along with putting a State mental health hospital downtown (Hutchings), ramming a super highway right through the middle of town has to be one of the worst decisions Syracuse "City fathers" came up with. A community grid alternative - especially if it looks like the new Teall Ave construction- will be very nice. It should also allow SU to create a more formal and recognizable entrance to arguably the most important stable industry we have.
October 14, 2021	Napoletano, Robert	I wonder why anyone expects whatever configuration is built that it will right whatever wrongs were done 50 years ago. The community is divided, physically, now, and will be forever. There were some comments made that the elimination of the raised configuration would eliminate some of the pollution. How can that happen? With the road at street level the pollution will be right there. With a raised configuration of some kind at least the pollution will start out above the community. Moving I81 to I481 does not appear to solve much of anything. Traffic of any kind that need to go into Syracuse and its surrounding communities will have to divert to street level and cause more pollution and congestion at the street level. Through traffic using I481 will take more time to pass around the city rather than going straight through. Finally, making traffic go around the city using I481 will have a very negative impact on those businesses any where between the start and terminus of I481 – businesses in Syracuse, Liverpool, Mattydale, North Syracuse, Cicero, and others will lose business and many, who depend on this traffic will likely go out of business. Fix and improve what we have – it has worked for 50 years.
October 13, 2021	Nash, Jenna	I am a resident of the city of Syracuse, I work in environmental public health, and I support the community grid. This alternative is the city's best path forward toward shifting the landscape of where we live toward a more equitable and socially just future that will improve the health and wellbeing of all citizens as well as take steps toward undoing the damaging and racist history of I-81.
October 14, 2021	Nastri, Joseph	You must end the abuse of tax paying middle class citizens and allow Judges to evict abusive and bad tenants. Of course tenants that have lost jobs due to covid deserve a break. HOWEVER. let the judge decide. This has harmed many hardworking middle class Upstate New Yorker. PLEASE stop taking property ownership rights away from us
October 13, 2021	Nazarian, Lila	The community grid option is the smartest investment for the city of Syracuse as it grows into its next chapter. It allows for a more cohesive community infrastructure and also alleviates the real and pressing injustices that have resulted due to the location of I-81. Retaining the highway in its current place would be a grave disservice to the present and future residents of Syracuse. relocating the interstate could also work, but any solution should include consideration of redlining and displacement of racial minorities (which continue to disadvantage those communities today). This is an investment in the future of the city—we can't build the community of the future if we are still divided. A bold choice like the community grid is not only the smart one, but would make me consider living in Syracuse long-term.
August 13, 2021	Nerode, Nathanael	I believe that the Community Grid alternative meets the purpose and needs, and I support it. I believe the Viaduct alternative does not meet the purpose and need & and has severe environmental impacts. I believe that the DEIS is complete and through, that the mitigations are more than sufficient, and indeed that the Community Grid alternative will have net benefits in every way; the environmental impact of the Community Grid alternative will be *positive*. And I say this as someone who has to drive from a city south of Syracuse to the train station and airport on the north side of Syracuse. So get it done. Build the Community Grid alternative. Thank you.

Date	Name	Comment
August 16, 2021	Neufang, Jr., Robert	The 81 viaduct has served this community well for roughly six decades. It has made transportation from within Onondaga County more than reasonable and has equally facilitated traffic from the surrounding region into the hospitals, Syracuse University, Destiny etc. I feel it is shortsighted, reckless, and monumentally stupid to take this section of Route 81 down and turn it into a street level boulevard. A highway, by definition, is an inanimate object and is NOT racially divisive. We were told some thirty years ago by all our elected officials the need for the Carousel Mall/Destiny project and the thirty year property tax exemption it would require. The trade was all the increased sales tax revenue that Onondaga County would receive. Obviously that never truly materialized and the taxpayers of Onondaga County lost. Now we are to exacerbate the problem by routing Route 81/481 to Cicero? What genius thinks up intellectually vacant ideas like this? Finally, why must this decision be made by a few people that don't live in Onondaga County nor will they have to live with this ignorant planning blunder? Why not put it on a referendum on this November election and let the good people of Central New York decide? Well, that's a rhetorical question as we all know we would vote to keep and fix the viaduct as it is and the few that are making this decision cannot allow that. We have far too many other issues and problems in Central New York so please don't saddle us with yet another mistake that will adversely affect the region for the next 75 years.
October 14, 2021	Neugebauer, Don	I disagree with the DOT determining how the interstate will be changed. The DOT has no responsibility to the economics of Central NY and the direction this project is going, shows just that. The new road cuts off traffic into the city and forces traffic around the city. This change will put many tax paying businesses out of business on the North side. To argue the point that there is no economic effect, is ludicrous. I assume the grid option goes through because there is more federal money for that option, but it comes with turning our backs on existing businesses.
September 1, 2021	Nicholas, Bob	I fully support the community grid plan as best for the city of Syracuse. I believe the concerns of the owners of Destiny and the Seventh North properties are unfounded. There will not be any loss of business to these owners as a result of the new community grid. Please do not delay the start of construction for further discussions. The poor condition of the current Route 81 demands it be taken down before further deterioration causes a failure resulting in personal injury.
September 6, 2021	Nicholas, Richard	I believe the answer is a tunnel. There are many cities that have recently added tunnels to their road systems. The engineering and tools are readily available and probably are way cheaper being already used. Remember this is there Empire State ……
October 6, 2021	Nicholas, Richard	Not having Route 81 southbound through the city is not the right answer. If a community grid is desired than a tunnel should be built and utilized FOR FLOW THROUGH TRAFFIC. I KEEP HEARING A MILE AND ONE HALF which is not very far. I believe if planned correctly experienced companies can use tooling and knowledge from current and previous road tunnels being built, planned and used throughout the world to accommodate what everyone seems to be asking for at a reasonable price. A community grid and a through road for through traffic. Rerouting traffic around the city to the east and south is the totally wrong move. A tunnel is the best alternative by far.
September 20, 2021	Noble, Leslie	This option - the Community Grid - is the most just, environmentally sound, and cost-effective alternative to the crumbling 1-81 viaduct of the proposed options. We have a chance to right a historical wrong - the decimation of the 15th ward and the ensuing racial injustices and health consequences that disproportionately affected the Black community - and bring a more equitable and foreword-looking transportation solution to Syracuse. This study is very through and that thoroughness is appreciated. But the time for studies is over. Let's have the moral courage and the political will to get it done.
October 13, 2021	Noble, Stefanie	I strongly support the Community Grid. We have had more than enough time and research to see that this is the best proposal for Syracuse.
August 13, 2021	Nolan, Marcia	I-481 was never designed to handle that much more traffic. The DeWitt exits are already overwhelmed with traffic at rush hours. The Fayetteville on-ramp is very dangerous now, especially when tractor trailers are approaching and blocking the view of traffic lanes. Changing to the grid would require further costs to improve the safety of 481 and 690. Is it even feasible to add lanes at exit 3 or along 690?
October 12, 2021	Norcross, Kyle	I am "for" the community grid, I plan on living in Syracuse for a long time and to me, the grid is an important key to a promising future for Syracuse.
October 12, 2021	Nyman, Constance	Access at Brighton St as the first entrance to Almond would reduce pollution and noise when city speed limits are 45 mph and 30 mph into the city. The city must enforce the speed limits for safety and maximum benefit.
October 12, 2021	Nyman, Constance	Access to Almond St at Brighton St would reduce pollution and noise when city speed limits are 45 mph and 30 mph into the city. The city must enforce them for safety and maximum benefit.
October 12, 2021	Nyman, Constance	Almond St and nearby streets need to be as narrow as possible so the maximum amount of land can be given over to the Land Trust Group. This allows land of a size to create tax-producing business and residential properties.
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October 12, 2021	Nyman, Constance	Both a roundabout and an exit/entrance near MLK Steam school is wrong. A roundabout should be farther South away from dense residential properties.
October 12, 2021	Nyman, Constance	Do not dismiss the needs and opinions of the community along the current viaduct by asking elected leaders or school leaders to decide for them. School leaders have not been in the deep community conversations of the last many months and do not represent community. It is a misconception that elected officials and school leaders know the community input that has been developed since the 2019 Draft EIS.
October 12, 2021	Nyman, Constance	Do not dismiss the needs and opinions of the community along the current viaduct by asking elected leaders or school leaders to decide for them. School leaders have not been in the deep community conversations of the last many months and do not represent community. It is a misconception that elected officials and school leaders know the community input that has been developed since the 2019 Draft EIS.
October 7, 2021	Nyman, Constance	I want to ensure that Almond St is a boulevard with much less traffic. The traffic that must be downtown needs to be slow-moving. So, it is important to divert as much traffic as possible around the city and off exits to other grid streets before reaching Almond St. I support the addition of exits farther south of Martin Luther King elementary school to reduce downtown traffic and recommend that the roundabout would be better placed farther south.
October 12, 2021	Nyman, Constance	Patrons driving on Almond St need more access to Salina St and other neighborhood streets to get to South end business and residential properties. We want the transformed I-81 to re-invigorate the businesses that were destroyed 60 years ago, in every way possible.
October 12, 2021	Nyman, Constance	The term Land Use Group is not specific enough for this project's purposes. It must be a Land Trust Group. For the best outcome, the Land Trust must include 3 members of each community group to get broad community representation and must be managed by the local residents with the support of the NYS DOT.

Date	Name	Comment
October 12, 2021	Nyman, Constance	There should be no roundabout and no exit/entrance near MLK Steam school. It needs to be farther South away from dense residential properties.
September 21, 2021	Ockenden, Ryan	Dear City Council, I write to address an issue that appeared unacknowledged, but holds significant traffic, health, and environmental implications for the neighborhoods, commuters, and pedestrians of Downtown Syracuse. Currently, the I-81 viaduct allows for commercial vehicles to travel between I-90 to the southern tier of New York to pass through Downtown Syracuse. The relative “non-issue” of this is that commercial vehicles do not interrupt stop-and-go city traffic, driving “above the community”. With the community grid plan, the passing through of large commercial vehicles poses significant hazards. Diesel powered vehicles impact the environment and human health more harshly than gasoline powered vehicles. Diesel emissions contain nitrogen oxides, including nitrogen dioxide, greenhouse gas nitrous oxide, and nitric oxide. Long term exposure to these gases significantly increases the risk of respiratory issues. This is already a reality for city residents. The prevalence of asthma in the City of Syracuse is 12.7%, which is higher than the County average of 11.5%, and higher than the NYS (excluding NYC) average of 10.1%. I-81 cuts directly through neighborhoods, and in some instances, next to the yards of families. This is not the case across Upstate NY. Rochester, for example, has I-490, which does cut through the city but it mostly sits down below ground level, and is lined with large concrete walls blocking direct pollution inhalation. In Syracuse, communities and families find themselves directly exposed to commercial vehicles and their harmful impacts. Under the community grid plan, if commercial vehicles will be permitted to start and stop at the traffic lights Downtown, the black gases and emissions will be directly inhaled by bikers and walkers; the proposed beneficiaries of the community grid plan. If the Council is unconvinced by the environmental and health arguments, look no further than basic traffic safety concerns. First, large commercial vehicles will slow traffic, and possibly cause issues in the proposed traffic circle. It is no secret that large commercial trucks have difficulty navigating traffic circles, and often find themselves cutting across the center. This is dangerous for drivers entering and exiting the traffic circle. Second, large commercial trucks will be required to start and stop at traffic lights in the proposed community grid plan. This will inevitably slow the flow of traffic. Large trucks cannot increase speed at the same ease at which small vehicles can. Slow-moving vehicles pose just as much danger as speeding vehicles. For example, slow vehicles may cause other drivers to do something impulsive to get around them, such as cutting across traffic. This poses safety issues to other drivers, bikers, and pedestrians. Environmental justice calls for commercial vehicles to be re-routed away from the new I-81 business loop, unless necessary for delivery purposes to home and businesses. Use of the I-81 business loop by commercial vehicles should be restricted to that purpose, and not for use as a thoroughfare for commercial vehicles moving North or South across the State. Casual “passing through” usage should be re-routed to the current I-481 route. Although the re-routing would add 4.3 miles to a driver’s day, it currently only adds 1 minute to driving time. I argue that under the community grid, with more traffic lights and stop and go traffic, it would take significantly longer for large commercial vehicles to travel North or South on the I-81 business loop than it would under my proposed route. This is an insignificant “burden” on commercial vehicle drivers as compared to the environmental, traffic safety, and health benefits of limiting commercial vehicle use of the community grid/I-81 business loop.
August 24, 2021	O'Connor, Tierney (Registered as anonymous)	I live in Liverpool, NY. I am speaking not only for myself, but for Planned Parenthood as well. A land transfer policy must be put in place before returning the land to the City of Syracuse that restores and enhances communities impacted by I-81, specifically the predominately Black community adjacent to the viaduct. I stand in full support of the concerns of the Urban Jobs Task Force (UJTF) and the New York Civil Liberties Union (NYCLU). This is so extremely important to our community; Syracuse has the highest levels of poverty among Black and Latinx people in the nation.
July 16, 2021	Odom, Nicole	Taking into consideration the need for economic viability, temper that consideration with the real time quality of life impact to the community on the margins
August 18, 2021	Ohman, Jamie	I have great concerns over the residents of downtown Syracuse who will be displaced by this project. Has funding been set aside to help them find new housing? What will happen to the places in which they are already living? Will they be able to return to their residence after the project has concluded? Are they expected to continue to pay for their current housing while they're relocated elsewhere (and also pay for that location)? We cannot, in good conscious, displace residents while not providing a safe location for them to stay during the renovation and allowing them to return to their residence afterward. Or, should their previous housing no longer be an option after, providing a new place for them to live. This is especially important given the treatment of our black residents when the interstate was originally created. An entire neighborhood was destroyed to make way for the highway and we will not stand by and let this happen again.
August 18, 2021	Ohman, Jamie	I still have some concerns over traffic flow. The current interstate allows traffic to bypass the city and maintain speed for ease of transportation of goods and travel. Not to mention it is a major traffic route for people working in the city (as it is often backed up at rush hour). I worry that diverting traffic to 481 will cause an increase in travel time for those commuting towards downtown to work. The current interstate is a very direct route for many of us and 481 is a bit out of the way.
August 18, 2021	Osmun, Andrew	Please keep an elevated highway through the city of Syracuse. Living in the Valley section, about 4 miles south of the elevated section in the Syracuse University area, I use I-81 every day to get to downtown and points north. To take city streets or use what is now I-481 would greatly increase travel time. Having the traffic currently running through the city on I-81 moved to ground level with the existing traffic would be a mistake. Removal of the overhead viaduct would do nothing to correct any perceived "racial wrongs" that existed when the highway was installed in the early 1960's. Your depiction of Leave it to Beaver-type scenarios of families walking tree and grass lined sidewalks where the viaduct would be removed is nonsensical. That's a bad neighborhood around there, and will be populated by homeless people, drug dealers, and thieves. University students would be well advised to avoid the area. I foresee gridlock if the overhead viaduct is removed, especially when there are dome events. Having more options for travel through the area is better than fewer options any time. You say this is a once in a lifetime chance to improve the situation. I say that our parents' and grandparents' generation absolutely did the correct thing by building the great I-81 through the city of Syracuse in the 1960's, and today's generation of leaders do not know better than those of yesteryear. Rebuild it if you must, but please keep the elevated "high-speed" Interstate highway through the city.

Date	Name	Comment
September 8, 2021	Osmun, Andrew	Please keep the viaduct- either patch it up or rebuild it like new...just don't eliminate the high speed North/South Interstate highway through Syracuse. I reject the viaduct opposition's contention that the existing viaduct is somehow a barrier that divides or separates "neighborhoods", i.e. the outer downtown area from the Medical/University area. If you want a real divider or barrier go ahead with the grid plan and bring all the traffic down to street level, speeding through the many intersections and traffic signals as best they can. Pedestrian traffic crossing from one side of the current viaduct to the other is currently not a problem- just walk under the viaduct when your light turns green. Bringing the additional traffic down to street level will create a much more difficult situation, and danger, for the pedestrians. Drivers will be terribly inconvenienced from the viaduct removal, increasing commuting time, and making it more difficult getting from point A to point B. Certain businesses will suffer and fail. I live in the Valley section of Syracuse and use I-81 every day, sometimes several times a day. Removal of the I-81 viaduct through Syracuse is among the most idiotic ideas I have ever heard.
August 24, 2021	Ossenbruggen, Paul	The I-81 viaduct was a mistake. The Community grid has the potential to revitalize downtown Syracuse. I foresee the downtown being revitalized economically and socially with the grid. The NY DOT has made a strong case for the grid. You should be complimented. The planning process has been thorough and painfully slow. It is time to get the construction started.
September 3, 2021	Otts, Annabel	One of the primary purposes of the "Community Grid" concept that residents have advocated for and leaders have sold us, is the reconnection neighborhoods and communities that were divided by the I-81 viaduct. Nowhere is that division more stark than between the East Side and Southside of Syracuse. The traffic plan, as presented in the I-81 Viaduct Project DDR/DEIS, does not do anything to reconnect those neighborhoods, encourage flow between them, or allow safe pedestrian crossing. Under this plan, the highway continues to divide our neighborhoods and communities. One only has to travel along Colvin Street under the I-81 overpass to see what this division has done, and this project needs to undo it. One missed opportunity for reconnecting these two neighborhoods is the entrance to Oakwood Cemetery. This vast and historic cemetery sits geographically on the East Side but is the final resting place for many Southside residents as well. Prior to the construction of I-81, the front entrance to the cemetery opened to the Southside neighborhood. The grand entrance can still be seen, inches from the current viaduct and from the highway in the DDR/DEIS plan. The reopening of this entrance to Oakwood Cemetery is a major missed opportunity under the current plan and warrants a change. Additionally, while I support the use of traffic circles, the circle at Dr. King School is poorly placed. It precludes the possibility of children who reside on the other side of the highway ever safely attending Dr. King School, and it is detrimental to the air quality and pedestrian safety of the children and families who do. I believe the traffic circle should be pushed back to the area around the current 481 interchange, and traffic should be slowed at that point in order to truly reconnect these two neighborhoods. I also want to express my support for the community's demands as amplified by comments from the CNY-NYCLU and Urban Jobs Task Force.
October 1, 2021	Pagano, Joan	No Grid. Save 81
July 20, 2021	Paolini, Edward	The existing elevated highway should be RETAINED as an elevated highway through the city. The idea that this existing highway divides the city is absolutely ridiculous. Rebuilding the existing highway is the cheapest option and will have the least impact on the community during the construction period. Do you people really think that by dumping high speed traffic on surface streets with 12 more traffic lights is the best plan? I can tell you this if this plan goes forward, the only time I will be coming to the city is for hospital visits and if I get called for jury duty. IF YOU REALLY WANT TO KNOW WHAT THE PEOPLE WANT, PUT THIS UP FOR A VOTE IN NOVEMBER. OR are you afraid of what the results will be.
October 11, 2021	Parkis, Harold	If I-81 goes to a community grid, i will personally never go to the city again. The suspended bridge should be the option that is put into construction. This way our freight can keep moving, and the massive amount of traffic can pass through smoothly. Do you have any idea how much more pollution is going to be produced by idling vehicles waiting at a light, and this will go through the entire city. The community grid option is just so counter productive!
July 31, 2021	Parr, Daniel	I think additional consideration should be given to rebuilding the viaduct because of its significant strategic importance for for long-distance travel. This section of I-81 is one of the most integral pieces of interstate in the region, as illustrated by the fact that it is: (a) part of the fastest all-freeway route between New York City and Toronto, each the largest city in their respective country (b) part of the fastest all-freeway route between Washington DC and Ottawa, each the capital city in their respective country (c) part of the fastest all-freeway route between New York City and Buffalo, the two largest population centers in New York state. Removing the viaduct will add close to ten minutes to freeway travel times for those traveling between I-690 East / I-90 East and I-81 South (and vice versa). This is an unacceptable increase, especially for those in the western suburbs of Syracuse and the Rochester and Buffalo areas, for whom the I-81 viaduct is an extremely vital freeway connection to points south and southeast, including New York City and adjacent areas of New Jersey and Connecticut; Philadelphia and adjacent areas of Pennsylvania and New Jersey; Delaware; Maryland; and elsewhere.
October 13, 2021	Parsons, Carley	Voicing my support for the community grid! Listening to the communities impacted most by our past wrongs is the least we can do now. Our focus should be on regenerative solutions for the local communities, not on how to continue to line the pockets of the few. Community grid all the way!

Date	Name	Comment
October 10, 2021	Pascale, Emily	My main concerns with the Community Grid are the potential impacts that both the construction and roundabout could have Martin Luther King Jr. Elementary, which sits adjacent to the existing I-81. Since the Community Grid is the preferred alternative, for purposes of my comment I will assume that the New York State has chosen to proceed with the Community Grid option. First, I am concerned with the construction-related effects that the Community Grid could have on the school. As stated in the Environmental Impact Statement (EIS), construction-related effects will include “noise, dust, emissions, and vibration” as well as closure of certain parklands adjacent to the construction zone. While the EIS considered mitigation measures, it conceded that some of these adverse effects to environmental justice communities are “unavoidable” due to their close proximity to the existing I-81 and I-690 corridors. Since the school sits within an environmental justice community and will be directly next to the construction zone, there is a high chance that it will be greatly impacted by the construction. But exposing a vulnerable population of elementary-aged children to these harms is unacceptable. The children, who not only attend school in an environmental justice community but likely live in one, are already exposed to highly polluted air. The emissions from on-site construction and the diversion of existing I-81 traffic through the Martin Luther King Jr. East area would only exacerbate the existing air-quality problem. Additionally, the noise from construction may be distracting to children in a learning environment. What’s more, these effects will not be short term, but will persist for the duration of the five-year construction period. Though temporary construction-related effects are expected with a project of this size, mitigation measures should be considered specifically for the school. Curiously, however, the EIS does not consider the school in its Environment Justice Analysis. Unlike other impacted areas near the school, such as Wilson Park, the EIS does not consider contingency plans if the school were to close. While the school is not certain to close like Wilson Park, the importance of this school to the community demands that all contingency and mitigation plans are considered. For instance, if other schools do not have the capacity to accept these students in the event of a school closure, the DOT should consider moving the construction nearest to the school to the summer months when school is not in session. In addition to construction-related effects, I am also concerned with the close proximity of the proposed roundabout to Martin Luther King Jr. Elementary. This roundabout, which will receive 35,000 cars a day, will pose a great danger to the children only 120 feet away. While roundabouts may have lower accident rates than traditional intersections, there will a far greater number of cars driving past the school than there are currently, creating a far greater risk of accidents. Any plan that may risk the safety of children should not go forward. The close proximity of the roundabout may also reduce the air quality near the school. Because roundabouts slow down traffic, cars will spend more time emitting harmful pollutants next to the school. To avoid exposing school-aged children to emissions, the Department of Transportation should consider moving the roundabout away from the school rather than replacing it with an intersection. An intersection would only pose a greater risk of accidents and emissions exposure than the roundabout, and thus should not be considered. By moving the roundabout, the DOT can also diminish the intensity of the construction-related effects near the school since it will take less time to construct a road than a roundabout.
October 14, 2021	Pascall, Samuel	My family moved here in the early 90’s and as someone who grew up directly next to I-81 on the south side of Syracuse, I know of the devastation it caused when being built, tearing all the minority housing down by imminent domain plowing right through the city. You can literally feel and see the effects it has had on the community and city till this day. I believe the community grid method is the best alternative for the community and longevity of Syracuse. The History of I-81 speaks for itself, the Onondaga historical society has great educational material on the highway. Do the research and think of the impact as a whole.
July 22, 2021	Paskel, Joquin	So what’s to happen to the people when they decide to move the folks out and renovate the projects? Will they have a written agreement stating that they can move right back in without a hiccup or will they just parish them to another highly concentrated minoritized area?
October 7, 2021	Patel, Ramanlal	The Harriet Tubman Skybridge should be seriously concerned. A sign of intelligence is being able to change one's mind with the uncovering of new information. A new potential solution has come to light that would address the concerns of the entire community, it should absolutely be studied. This infrastructure will stand for the next 50-100 years, so it's imperative that no mistakes are made. There is a saying that tradesmen have that work with wood, carpet, tiles, etc. - "measure twice, cut once". You want to make sure that you don't make a mistake and use the precision and care of a surgeon in making this decision. Don't amputate the suburbs! Perform a replacement (kind of how doctors now can do knee replacements or hip replacements - I would know the benefits, I've had both knees done). Move the traffic from the divisive I-81 to the new and improved Skybridge!
August 17, 2021	Patrician, Peter R.	1. What are you going to do about installing sound attenuation barriers on I-481 between the Exit 4 (Syracuse) and Exit 7 (Bridgeport) for the East Syracuse residents? 2. What are you going to do to handle the additional Amazon Facility I-481 traffic at the Kirkville Road Exit 5 on and off ramps? 3. What are you going to do to handle the additional I-481 traffic at the on and off ramps at the Fayettville Exit 3 when the Shoppingtown Properties are restored to Public use as in the past? 4. Are you going to build a third bridge between the existing 2 bridges on I-481 that go over the East Syracuse railroad yards to help traffic flow since the existing 2 bridges are narrow and were not built to handle all the additional traffic?
August 17, 2021	Patrician, Peter R.	You have showed nothing of your plans for I-481 improvements to handle the additional traffic AND noise. And this has to be accomplished first, before you even think of diverting I-81 traffic flow. 1. How are you improving the traffic blend to and from the existing I-81? 2. Where are you widening? 3. How are you improving bridges to handle the additional traffic flow? 4. Are you widening shoulders for traffic diversion when auto accidents increase? 5. How are you going to improve/handle the snow removal for I-481 (and the City Community Grid)?

Date	Name	Comment
October 11, 2021	Perez, Timothy	Grid+ The Harriet Tubman Memorial Bridge is the ONLY solution. The Community Grid will ruin the downtown neighborhood I moved into just over 3 years ago, along with every other neighborhood downtown. If you think vehicle traffic is going to remain on the grid, then you are not thinking. So many vehicles will try to find “shortcuts” through neighborhoods with roads that are not designed for more traffic that these neighborhoods will surely see more traffic. The cost for commercial traffic to go around the city is just going to add to the rising costs of everything that we are already seeing now. Even more so with the added cost of fuel, maintenance, payroll, etc. Let’s not forget the added emissions in the city with the gridlock several times a day which is inevitable, and the added emissions for the traffic going around the city - so much for a “green” solution. Nothing about the Community Grid is good for this Community.
October 14, 2021	Perry, Ryan	Please consider the impact that the community grid plan will have on the historic entrance to Oakwood Cemetery. The previous entrance was blocked by the construction of 81 and it has fallen into disrepair. Any restorative work that is done along the corridor should include restoring the facade of the entrance, even if it is impractical to make it accessible to cars. This is an important historical landmark and should be shown the care and respect it deserves.
August 16, 2021	Peters, Robert	The community grid is also a bad idea, as it will damage our region for years to come because it will increase congestion on city and neighborhood streets that were never intended to handle such heavy traffic. It will also add to the drive times to key locations, including the hospitals, as you have to either go far out of your way to get anywhere or you have to use slower roads, guaranteeing that Syracuse will no longer be the "20-minute city" we all love. Longer travel times to hospitals may me that more people will die because they didn’t get there in time, meaning you will have blood on your hands. The community grid will also cause the addition of more than a dozen traffic lights, further slowing down our city with all the extra bottlenecks, as well as creating a lot more air pollution from all of the idling vehicles, and we’re trying to reduce air pollution, not increase it. You shouldn’t be allowed to decide how it’s replaced as you screwed up when you built 81 and 690 the way you did, in the first place. We didn't have a say in how it was done back then, and you admitted that you screwed up back then. Well your idea for a replacement, is even worse that what you did the first time around. Also the people who have to live with it should have the right to make the final decision. Being in Albany means that you really don’t know how things work around here. Like the old saying says, you can’t fix anything in Albany, and it shows up here well enough. I mean instead of having a divided city, you’re planning on having an isolated city, which is even more racist that a divided one. A community grid will turn Syracuse into something a lot like Auburn, except without the maximum security prison that makes Auburn’s isolation a really good idea. Auburn seems a lot farther away from Syracuse that it is, because of a lack of “interstate” access. You want to build the community grid, as you’re a corrupt organization and somebody has bribed you to build it, either by brown envelopes, or actually anything from a numbered account in a Swiss bank, to a fistful of used singles slipped under the restroom door. I’ve heard the story about the corruption that led to 690 only extending to 481 instead of ending up in Chittenango as planned, because Eagan Real Estate Inc, who were the original owners of ShoppingTown Mall, didn’t want 690 going through Fayetteville and having an exit located near the competing Fayetteville Mall, which hindered its survival. Who knows what kind of corruption led to the termination of the Route 5 freeway project at W Genesee Turnpike, instead of ending up where it was planned to end up. I don't know if it's Syracuse University, SUNY Upstate Medical University, or somebody else is paying you to shove the community grid down our throats this time around.
September 8, 2021	Petrilli, John	The community grid option makes no sense to me or half the people I talk to. It will close off the instant access emergency vehicles have as they use the Adams St Exit to rush critically injured people to all THREE The majority of folks I talk to say that the Community Grid makes no sense. It would erase the Adams St. exit ramp which allows Emergency Vehicles to safely and quickly transport seriously injured people to all 3 hospitals, Upstate, Crouse and the VA. Isn't that why they located the exit right there in the 1st place?
July 16, 2021	Petrov, Anthony	It should be rebuilt with the viaduct and not on ground level. Highways purpose is to move traffic and not force people to drive through the city for some imagined economic benefit. The myth that the present arrangement did some damage to Syracuse is just that a myth and a lie. Keep it close to the same with wider lanes, but it should not be torn down for a community grid.
October 14, 2021	Peyton, Alexandra	As a young professional who moved to Syracuse because I saw a lot of economic opportunity for myself and for the city in the next few years, let me be clear that I think I can speak for my demographic - young people working full-time for one of the many companies in Syracuse's downtown - to say that we fully support the community grid option, and would be better off without 81 cutting our city into pieces. As young people, I and many others my age want to be able to live, work, shop, and play downtown. And while it's become easier to do so since places like Salt City Market have opened, and bikeshare has come back to the city, it's still incredibly difficult to access places a bit farther outside of downtown, especially if you don't drive. The community grid option would allow for safer travel among the different sections of our city, and would create new space for even more businesses - including, I hope, grocery stores and minority owned businesses - to come in to Syracuse. In addition to the convenience and safety factor for my own personal life and the lives of many others my age, the grid option - with a transition to using I-481 as the main highway around the city - would be best for the city in the long term. Syracuse had a (much more) thriving, diverse, and vibrant downtown scene before 81, and we can bring that back. Let's make sure we don't let the people behind the second-worst thing that ever happened to our downtown (the operators of Destiny, formerly known as Carousel, which was known to have sucked business out of the family-run mom-and-pop stores and traditional department stores downtown when it opened) prevent us from transforming the harm caused by the worst thing to ever happen to our downtown (I-81) into new opportunities for the city of Syracuse. Thank you for taking my comments into consideration. I look forward to hearing that my state government officials have made the right decision.

Date	Name	Comment
October 4, 2021	Pieczonka MD, Christopher	I would like to have the committee understand the possible implications as it relates to travel time for individual physicians to provide emergency care to patients in her local hospitals. I function as a surgical subspecialist and frequently will need to drive either to Crouse Hospital or St. Joseph's Hospital for urgent surgical care. Sometimes minutes makes a difference in regards to this. I have grave concerns that the additional travel time is being not taken into account with the heavy snow fall the potential would happen in the wintertime. I know there has been some discussion about the potential additional commuting time however driving from the suburbs into the city from the East part of town frequently has significant traffic. With the 81 being closed without a specific alternative would lead there to be more traffic on the 481 and in the inflow and outflow on Genesee Street leading into downtown Syracuse. I have grave concerns that this increased traffic particularly in the wintertime would lead to increased commuting time potentially putting patients in harm's way By having additional commuting time for the surgical subspecialist to come and see acutely bleeding patients. Thank you very much for your consideration
September 8, 2021	Pietrafesa Jr, Rich	I just saw the rendering of the Harriet Tubman Bridge concept. That is beautiful! It connects the neighborhoods without losing the city highway access, and creating massive traffic jams in the city. Please pursue this alternative. Don't force business out of the city with that silly "grid" option. We will become a ghost town.
September 14, 2021	Pietrafesa, Dick	Today's newspaper points out that "walking and driving in Syracuse is a nightmare" due to road construction. Let's face it, this construction is only happening because of federal stimulus in an election year. Our roads have not been maintained for 20-30 years. Imagine a Syracuse with poorly maintained roads and another 40,000 cars running on those roads daily. Driving in Syracuse is already like driving in a 3 rd world country - that will only make it worse. And of course, all of the businesses will flee the city for the near suburbs, where parking is ample and traffic nonexistent. PLEASE abandon this silly "grid" plan and either build the tunnel or the Tabman Bridge alternative. Don't burden city taxpayers with traffic that will frustrate our businesses and road maintenance that will never get done!
September 22, 2021	pietrafesa, Rich	Build the “community grid” and you are simply inviting all Syracuse businesses to move to the near suburbs, where there is ample parking and no traffic. People like the Mayor who support this ridiculous plan will be long gone when it is done, and our city becomes a ghost town. Let’s take advantage of the fact that our senator in the Majority Leader, and the President is throwing money at infrastructure. Let’s build the RIGHT solution - tunnel or the Tabman Bridge - and not settle for the cheapest solution, which will cripple our communities.
September 3, 2021	Pietrafesa, RIchard	I have lived in the City of Syracuse al of my life. I have owned businesses in the downtown area, employing 500 people. So I know the area well. I have since divested of most of my city real estate, so I am speaking primarily as a resident. This so called "community grid" will devastate the City of Syracuse. I ask you, when since the highway program began in the 1950s have you ever heard a public official say "please, bypass my community with that highway. I would prefer that it go around us". Answer - never. Because it is an absurd notion that a community can do as well or better WITHOUT direct highway access than with it. Over the years, we citizens - and the downtown businesses - have suffered when Rt 81 and Rt 690 exits have been closed for repair. Traffic comes to a standstill during the rush hours, particularly around our largest employers. The GRID plan calls for Rt 81 traffic to "disperse" into the City grid. The city grid is woefully inadequate to support rush hour traffic without the highways. Not only is the city grid inadequate, but it is antiquated. Driving through Syraucse right now is like driving in a third-world country. The streets, medians, and intersections have decades of deferred maintenance. Even some of the recent paving is only superficial, so in a few years we''ll be right back where we started. The lovely renderings of people walking in park-like settings is a ruse. Not one median in Syracuse looks anything like that - even the newer ones - because they are not maintained. Before long all of those walking spaces - even if they start out looking like the renderings - will be filled with weeds, chipped concrete, and moss, just like the rest of them are now. Our city can't afford that ongoing maintenance. Faced each year with difficult choices, our leaders have and will continue to defer that maintenance for other, more time-critical needs. This is a time to do this right. Either repair and modernize the highways through the city, or go with the tunnel option. That is the perfect infrastructure project for the Biden administration - we should take advantage of that. I went to college in Boston before the Big Dig, and grad school after the Big Dig. During the project, everyone complained of the cost, the mess, etc. But now, you never hear a peep about those issues. People only rave about the beautiful parks made from reclaimed land, and enjoy the new tax-paying housing, offices and retail built on what were formerly highway buffers. Entry into and out of the city has never been faster, so business are happy to locate there. "Community grid" is nothing more than a slick marketing term for a low-cost bypass. If we bypass the City with Rt 81, businesses will quickly relocate to suburban offices with easy access and parking (remember, we have an abundance of that close by). Our city tax base will shrink, sales tax receipts will evaporate, living downtown (as businesses flee) will become less attractive, and Syracuse will start looking more and more like Pulaski. Worse actually, because we'll have miles of unkept medians and empty walkways. Be smart. Take advantage of this moment in time, when the Federal Government is looking for transformative projects, and when we have a Senator who is Majority Leader. Build the tunnel, and secure

Date	Name	Comment
July 23, 2021	Piraino, Joseph	I live in Cicero and I think the Community Grid is the best option for the City of Syracuse. I believe that what ever is the best option for the City will be the best option for the metro area including the suburbs in the long run. I481 was designed to route traffic around the city center but is currently under utilized for that design intent. It also has a direct connection to the Thruway and I690 which allows traffic to get to Town of Salina and other points west and north without going through downtown. I hope the Thruway between I 481 and the current I81 is made toll free to help accommodate this traffic.
October 13, 2021	Piston, Daniel	I fully the support the Community Grid option and for removing I-81 from the city. Not only would it make the city a better environment for the residents especially those that live close to the highway, it will make the city more walkable, and a more beautiful place to visit. As a resident of the City of Syracuse, I believe we should move forward with the Community Grid option.
September 8, 2021	pomeroy, kim	I want to comment on Joe Driscoll's letter about: What we currently have is a grid with an elevated viaduct, and it has led to the creation of a neighborhood with the second highest rates of asthma and heart disease in the state, and some of the highest levels of racial and economic segregation in the country The highest rates of asthma & heart disease are caused by the pollution from 81. To suggest that we should continue to sacrifice the economic health of our urban core, and the physical health of our citizen. But you're moving it from one place to another. Moving it to Dewitt & other places on I481 which will become 81. What about the pollution and the health of the people who live in those areas or the health of the people who live downtown and what the increased traffic will do to them? They don't count? About the racial segregation, you're taking another predominately black section of downtown where the community grid will be and making most of them move, if not all of them, because it's right there. So none of you have a right to cry about what happened to the black & brown people when the current viaduct was built when you're doing the same thing with the community grid!! Are we building them better newer homes that will make them less poor? How is that going to make them more educated or get them off the streets? He comment, While we cannot turn back time to restore the homes and properties destroyed during the initial construction of I-81, surely seizing more land through eminent domain to make the viaduct wider and larger, increasing the disconnection of neighborhoods, and further reducing the city's tax base, is certainly moving us in the wrong direction. You aren't using eminent domain to build the grid? You have to make it wider? You won't need to get rid of some existing buildings or companies? No one will need to move? I guess I don't understand either how putting a highway through downtown is going to increase taxes for the city
August 9, 2021	Pomeroy, Kim	I would actually like to comment on a lot of the options I am against the Communtiy Grid Alternative. But even though you are asking for our comments unfortunately this is the option you've already made your mind up on. You've listened to people who live on the southside & the Mayor mostly. Not to the rest of us who are against it. If you get rid of the Viaduct I for see that affecting Destiny mall, Christmas Tree Shop & Great Northern to name a few places. Plus the hotels in that area in Liverpool that runs along the thruway & 81 North since they'll be missing all the traffic that that will be getting on 481. I've been on 81 North just outside of downtown when there's a basketball game at the Dome & saw how backed up traffic was to get off the downtown exist. So how is that going to be when 81 is right through downtown? It's going to be congesting not just the exist but the whole 81 Community Grid in that area. As far as public safety, I was hit as a pedestrian on the intersection of Salina, Onon & Harrision 24 years old. So I can't help but have concerns about pedestrians crossing the street with a highway going right through all of downtown! I live in Solvay & I have easy access to getting on 81 North & South now on the North side of the city. Now you're going to make me go on this 81 business loop or downtown? As I said above, unfortunately the Community Grid is how it's going to be and I think it's a shame that you only listened to some and not really to everyone's concerns and views. There are a lot of villages & towns as far away as Skaneateles & Auburn even who are against this idea
October 14, 2021	Powers, Bennett	It is my understanding that the Community Grid plan is by the far the best option both for the people of Syracuse and the municipal and economic organizations operating here. I-81 was constructed under dated and extremely problematic policy, and it's reduction/replacement to/with something in step with today's trends and standards is long overdue. Malls along highways are no longer features in leading cities and this old ideal is becoming increasingly difficult to sustain. It's time for Syracuse to lead as other cities contend with similar highways, with something equitable, timely, and truly beneficial for its communities and economy. To maintain I-81 as it exists today is the short-sighted decision in every way.
August 10, 2021	Powers, David	The DEIS is 28,242 pages long. That means in order to read in the 60 days you allowed, we would have to read 471 pages a day just to read the entire document. If this was a legal case, we would ask for a continuance. The Grid will create a traffic nightmare, for vehicles and pedestrians, and the option for a tall suspension bridge, would open things up underneath, maintain through traffic flow, and be lit up at night for a visual effect. There would be no pedestrians on the same level as vehicles. Any practical person knows, there are many who don't obey speed limits or other traffic rules (like passing on the shoulder) (or NO turn on Red) and pedestrians that don't wait for a crosswalk light or cross using the marked crosswalk. This amount of traffic, intersections and people/vehicles mixing would be a disaster if only one life was lost, but this could make a much bigger loss over time. Syracuse is a crossroads with no major landmarks and a modern suspension bridge could change that, as well as improve traffic flow through the city for local and passing through vehicles.
October 13, 2021	Primer, Alicia	Please restore or at least improve access to the precious landscape and structures of the Oakwood Cemetery. It is vital history and greenspace.
September 1, 2021	Pristash, Jerome	The Grid option will destroy other areas' quality of life. The plan for Exit 3 is laughable and will create a multitude of issues in an area already plagued by heavy traffic. People will end up dying with all of the extra traffic in the area. The traffic circle plan near the school is also ridiculous. 35,000 cars a day means 1458 cars an hour, or 24 cars per minute. That would be if traffic was evenly spread out, which it won't. The assumptions used for this plan are ridiculous. All to save a 50 yard wide swath of land.

Date	Name	Comment
October 14, 2021	Przepiora, John	Operating Costs of Grid Alternative: It is unclear how BL81, grid streets, intersections, traffic control, street lighting and the related pedestrian and riding paths will be maintained and serviced (e.g., snow removal, mowing, litter, policing etc.). Perhaps this topic was addressed somewhere in the DEIS, but we were not able to locate this information. This is an important topic and as such needs to be understood by the city of Syracuse officials as the budgetary implications could be staggering. Will there be an adverse tax/budgetary implication for city residents as a result of this project? This must be clearly understood and 'surprises' must be avoided.
October 14, 2021	Przepiora, John	Roundabout at MLK: We support the intention to calm traffic using the roundabout at MLK Drive as well efforts to re-evaluate the location. We believe engaging the local community in discussions about this issue can result in a solution that is optimal given the limited options for improvement to the proposal. If a solution requires additional expense, we believe that trade-off acceptable if it improves the project and reduces the impact on the local community. If it proves to be impossible to relocate the proposed round-about we recommend considering mitigation measures to improve the school's air and noise quality as well as pedestrian safety. Northern Section BL81 Added Capacity: We question the need to add a lane to the northern section of BL81 and the related changes to existing bridges and need to see justification for these changes. If these improvements can be eliminated, the related expense can be diverted to potentially improve or extend BL81 to the south to accommodate the concerns raised over the proposed round-about. Pedestrian and Bicycle Paths: Safety of cyclists and pedestrians is a vitally important. We recommend the configuration of all pedestrian and bicycle paths be evaluated with community input. Also consider the elimination of shared lanes by vehicles and cyclists. Safety and security on these pathways are paramount and should not be ignored or downplayed. Qualified Highway Designation: Minimizing the traffic effects the gird will impose on the local community—such as the number and size of trucks—must be an objective of the project. We suggest that the 'qualified highway' designation for BL81 be reassessed especially in the section south of Erie Blvd. Canal Themed District/James Street: Also, while not having the technical expertise—or the time to digest 253 pages of traffic engineering analysis—to fully understand the traffic implications of changes proposed, the area of the 'canal themed district' seems to pose a potential for significant delay although LOS analysis shows James Street intersections as 'B' and 'C'. Travelers using James Street to travel across downtown (as I do) will experience an additional traffic signal (and potential delay) at the new Pearl Street intersection in the short span from State Street to Salina. In addition the intersection at Oswego Boulevard will include an additional leg under the grid plans as proposed. Are there alternatives to this multi-signaled stretch short of the viaduct that will be removed? What is proposed to mitigate what appears to be an adverse outcome for travelers using James Street in this area? Burnet Ave/State Street: As currently exists, WB Burnet Ave. motorists can only turn right onto State and often times occupy the right turn lane from NB State onto EB James Street. This results in potential hazard when the motorist wishes to travel NB but is in a right turn only lane, not to mention foreclosing a right on red option (though I can't remember if that is a legal move currently). Can this be resolved in this BL81 project? As there will likely be additional traffic through the James and State intersection, it seems it might be prudent to address this issue if possible. It seems to me that Burnet Ave. will see additional
October 14, 2021	Przepiora, John	Traffic Volume Reduction Perhaps outside the scope of the I81 viaduct project, but reduction of traffic volumes and green-house gas emissions should be given due consideration. One such means has been termed 'Cuse Train' by local architect David Ashley. This plan envisions remote/suburban stations where vehicles can be parked and passengers board shuttles to Syracuse destinations. Technology improvements such as electric vehicles, driverless and rideshare (e.g., Uber, Lyft, etc.) options can all serve to make the 'Cuse Train' a viable solution for traffic volume reduction and can serve to lessen the need for capacity building to meet future demand. The growing trend toward work from home also needs to be considered into future transportation planning though we suspect that it is too early to project the impacts of this trend onto the I81 project. However, options such as these may deserve as much consideration as possible as the I81 viaduct project moves into subsequent design phases.
October 14, 2021	Przepiora, John	We agree with NYSDOT that the community grid option is the best of the options proposed. Eliminating the existing viaduct will open opportunities for Syracuse development and begin the process of correcting the damage that was imposed on the black community when the viaduct was built. Given that the existing I481 can be enhanced to become the relocated I81 allows for optimal utilization of existing infrastructure with, in our opinion, just minor disruption of existing travel habits. To us the clamor over the loss of the direct route through the center of Syracuse is a red herring. We believe the proposed changes affecting the Destiny Mall and the northern suburbs can be surmounted by businesses who fear the worst for themselves yet are willing to deny the city of Syracuse an opportunity to improve the lives of city residents and the livelihood of the community. The grid alternative also minimizes the need for property takings.
October 14, 2021	Quantz, Julia	My husband and I are considering moving to Syracuse to join the expanding small business scene there. We are closely watching the outcome of the community grid proposal, in that we have observed repeatedly that highway flyovers tangled into downtown districts negatively impact neighborhood viability. We want to join and support a thriving multi-use environment rather than one clogged with asthma-increasing automotive pollution (see the community health reports on the Cross-Bronx Expressway). We eagerly anticipate participating in the economy of a renewed downtown free of highway interference.
August 17, 2021	R, Lance	It needs to stay in its current configuration. At a higher elevation, to not resemble the current cold war iron curtain, but a sleeker design. Such as the viaduct at Grandfather Mountain in North Carolina.
July 16, 2021	Race, Amos	Let's get going on the grid please! (from a suburban supporter)

Date	Name	Comment
August 3, 2021	Race, Kevin	The proposed boulevard should start further south at Colvin Street so that the historic Oakwood Cemetery may once again be reconnected with the city it resides in and further help to improve the local neighborhood to the west.
September 18, 2021	Ranauro, David	Surrounding towns: Skaneateles, Kings Ferry, Cayuga, Homer, Owasco, Sempronious and Niles are already experience increase Truck traffic as trucks try to avoid going up to Syracuse to get the Thruway. One can only imagine if they go with a (waste of money) Community Grid how many trucks will be traveling on back roads along our lakes to bypass the cluster traffic that they are seeking to avoid. Who can blame them. Leave RT 81 Elevated thru Syracuse, just the way it is. Any option is a pie in the sky farce Please remember that this is the same NYS Department of Transportation that designed the location and entrances into and out of the Amphitheater. Were attendees must drive east get off one exit then drive west, to enter the Amphitheater Parking lot. Ever see how many miles of backup traffic, can't get to 81 north, Mets Stadium, or Destiny area business, and backs up both sides of 690 east and west. How many accidents need to be needless caused. What to do when police , fire and rescue can not get through.
October 8, 2021	Raulli, Mark	I work about a mile or so from the interchange at 81 & 690. I drive it multiple times a day. I've worked on projects at the hospitals and SU, and you can see the elevated highway from these places. I agree that it's ugly, outdated and in need of redo. I watched the video of traveling on the 81 business loop. It was nice with beautiful images, but it is not reality. Anyone can make up a scenario that is perfect with nice flowing traffic. What you didn't show is how the traffic that wants to go through to the opposite side of the city. Those vehicles and trucks will all have to go on 481. My wife drives on 481 everyday from Clay to Dewitt, and she complains a lot about the traffic now. How will that look when thousands more vehicles and, especially large trucks, crowd 481 between Brighton Ave and North Syracuse/Cicero? I don't think anyone realizes the magnitude of the influx of traffic. You can do your studies, but if you never experienced it before, then how do you know what it will be really like. 481 will need to be almost completely redone with additional lanes all the way through, not just at the thruway. I honestly was hoping for a sunken viaduct to allow the high speed traffic through and have a community grid for the local traffic and the cross streets will crossover. That video can still happen with this. I do like the memorial skybridge idea too. It was be a signature feature for Syracuse. Something to be proud of when you entire the city from all directions. You see a community grid until you are on it. I believe having just a grid will cause more issues then solve them. More traffic on 481, more on the surface streets in the city that will overflow to the adjacent streets. I just see a big mess. I've heard that the additional space created with the grid by taking down the bridges will create more land to build. Where was that in the video. I didn't see any extra space. Bottom line the grid is a mistake for this city. It's a mistake for the area around the city because you will divert traffic from where the region wants/needs it to go. There are hundreds of businesses that need that. Destiny is struggling now and this will cripple it and end up being something it wasn't meant to be. The state has a responsibility to protect all interests in the region. Not everyone will be happy about whatever decision is made, but the best situation needs to be chosen and the Grid is not it.
October 14, 2021	Raybeck, Sunju	As a proponent of the Community Grid option, not only do I believe it's the only option that would positively impact the city, but the only just one available to us. There are numerous studies and examples of cities that have seen tremendous growth upon through the grid model, both nationally and internationally. In addition, there has already been an acknowledgement of the absolutely egregious destruction that the initial I-81 build caused to a large swath of the community. To continue and rebuild the raised viaduct would only exacerbate the economic and social harm to our own community. The notion that the voice of a small collective of individuals, those that would NOT be impacted by the social, economic, and environmental effects of continuing the raised viaduct, believe they should have more weight because of a matter of simple inconvenience to their "commute" is absolutely inane. I commend the efforts of the DOT and the study findings that were released. I would also like to add that there should be considerable thought put into reducing the speed/size of the street near the MLK school - ELEMENTARY school. It's unreasonable to think that there wouldn't be unsafe speeds without both the roundabout (hopefully located further south) and a reduction in the size of the lane. thank you.
September 13, 2021	Raymond, Dennis	Instead of proposed Grid(lock) for I-81, have current area teardown to be raised. Other option is to route I-81 through West Street or Townsend. The circle concept is too flawed. And next to a school. Townsend could handle a raised I-81 and still traffic under it. It would straiten 81 better also.
October 12, 2021	Regitano, Jessica	As a resident of Syracuse for the past 8 years and a homeowner within the city limits, I strongly believe that the community grid is the best option for our community.
October 14, 2021	Rejman, Colleen	I feel that building a Harriet Tubman Memorial Freedom Bridge would be a great compromise and a wonderful tribute to Harriet Tubman. Instead of major congestion downtown with a community grid, this would solve many of the issues on the other options. Trucks could travel through the city without going 13 miles out of the way burning more fuel and creating more pollution while idling in traffic. It could attract more people and businesses to the city and show that Syracuse is a progressive city. I think it could please everyone and certainly make it worth my company continuing to service the city of Syracuse.
October 14, 2021	Rejman, Colleen	I own a trucking company and my drop yard is on the west side of Syracuse. Most of my trucks run back and forth to New Jersey. We service several companies in and around the Syracuse area. With the additional miles added on to each trip, our trucks will not be able to get to our drop yard with their load, pick up their next load and get out of Syracuse within the Hours of Service rules. This will force my trucks to take their 10-hour rest breaks in the city. This will lessen their efficiency, decrease their mileage pay, and force them to park somewhere where there are no facilities. There is one small truckstop with inadequate parking. My only alternatives would be to find other parking, hire more local drivers (which is next to impossible), and raise my rates significantly. There are many other trucking companies that do the same thing we do. Basically, with Hours of Service Rules, there is a great possibility that there will be trucks parked where they shouldn't be parked. I feel this will have a negative effect on the business climate. From the perspective of a trucking company owner for many years, this could possibly keep trucks from wanting to deliver freight into Syracuse. Time is money!!
October 14, 2021	Rejman, Fred	Not so many years ago the village of Skaneateles was trying to ban trucks from traveling thru their village. The NY DOT paid for signs to be put up on I-81 encouraging trucks with a westbound destination to take I-81and I-690 to the NY Thruway. By diverting trucks onto I-481, trucks will go back to using state routes through Skaneateles, Auburn, Ithaca, Aurora, and other rural villages. The Community Grid option will affect many more people than just residents of Syracuse.

Date	Name	Comment
August 8, 2021	Rezak, Louis	I strongly support the community grid option, but would like to see the reopening of the old Oakwood Cemetery entrance arch that was sealed off when the I-81 project went up all those years ago. This could be accomplished by starting the new grid slightly south of what is now planned.
August 5, 2021	Rhodes, Nancy Keefe	To truly do the job, you must take down not only the viaduct in downtown but ALSO the embankment from the East Adams St exit all the way south to the turn-off for the 481 city by=pass. Open up the east-west streets on the south side & reconnect that neighborhood with the community once more. It has been totally walled off. Otherwise downtown is just a showcase but you leave a whole part of the city isolated & languishing. THIS is where so many people displaced from the old 15th ward moved too & they are locked up on their own reservation. Do this right.
September 9, 2021	Richardson, James	A trench style viaduct directly under the existing highway with shallow geothermal snow melting capacity would be an excellent alternative to a grid while maintaining the on/off ramps currently in place. This would provide north south access to the emergency departments of the centrally located hospitals without traveling potentially congested community grid streets. I'm proposing a U shaped road similar in parts to route 33 in Buffalo for 1-2 miles only. Technology and excellent planning can achieve a saltless, plow free geothermally heated surface.
July 20, 2021	Rioux, Bob	Rebuild and Improve I 81
August 10, 2021	Rioux, Bob	Save I81 rebuild improve the what we have
October 13, 2021	Rioux, Bob	We need a referendum on this project , let the people vote
October 14, 2021	Rittman, Trevor	I believe that the Community Grid is the only way forward for the city of Syracuse. As a student at SU, I saw first hand the damage and division that I-81 imposes on our community. The only acceptable way for the city to remedy this is to invest in the Community Grid alternative that will help to build a stronger, more united Syracuse.
September 6, 2021	Robbins, Glenn	I'm in favor of I-81 going around, calling the rout threw the city being called 81 business section, keeping threw traffic (lots of trucks) out of the city traffic.
July 20, 2021	Roberts, Debora	I own a truck company locally and deal with traffic issues, throughout the country, every single day. Two concerns of mine regarding the viaduct project are the following: 1) Traffic on I-481 is already at a maximum. It is at a very dangerous level at the interchange of I-81 on the north side of the city, just mention one area. I am very curious as to how I-481 is going to be changed to accommodate the extra traffic. 2) Regarding roundabouts. For anyone who is used to using a roundabout, they seem like a great idea. Personally, I am fine with them. However, I dare say that more of the population does not know how to navigate through a roundabout. People get confused while inside of the roundabout. Instead of being at a lighted intersection, which usually is very clear as to which way you need to go, people have cars approaching them from different sides while they're trying to figure out where they're going. They panic, which can lead to accidents. I believe roundabouts are accidents waiting to happen.
August 9, 2021	Roberts, Suzanne	Terrible idea. Repair the viaduct. No one who commutes into Syracuse wants this viaduct eliminated. The people who can forsee the disaster you are going to commit also know you are going forward with grid no matter what. Disgusting how politics work!
October 14, 2021	Robideau, Erin	I support the community grid. I feel this is by far the best option. My only suggestion would be to move the proposed roundabout near Dr. King Elementary School further south. Otherwise, I feel this new design will be an important step forward for our city. Thank you.
July 16, 2021	Robison, Suzanne	No matter what the public wants or what is best for traffic, you're going to put I-81 down on the ground through Syracuse. It's a horrible mistake. I am very thankful I no longer work in Syracuse. I hope all you decision makers can be held legally responsible for the accidents, etc, which will result.
October 14, 2021	Rockhill, Conor	I am writing in support of the community grid alternative plan for the future of I-81. The community grid is the only way to address the historical injustices that have made Syracuse one of the most segregated cities in the nation. Tearing down that symbol of the failed planning strategies of the 20th century will make Syracuse a leader among cities in creating social and economic equity. The process, in particular the conversations about future land use and corridor construction, must deliberately and proactively engage low-income communities and communities of color. The city must support affordable and mixed income housing and minority-owned small business efforts to ensure that as these communities are connected to the prosperity of downtown, they are able to take part in the general prosperity that this change will create. Cities around the country that have taken efforts to connect communities and have failed to include deliberate policies to engage and include existing communities have seen their efforts fail in creating more equitable communities. With the opportunity to explore land use and transportation, options for reopening and expansion of light rail to reduce grid traffic should be explored.
October 13, 2021	Rogers, Kyle	I would like to express my support for the community grid. I believe it is in the best interest of the citizens of Syracuse as it will provide many benefits to the local population. This includes improving the safety of pedestrians, helping to circulate traffic in the downtown area more efficiently, creating more space for new businesses while saving existing buildings from demolition, and reversing racial inequities created by the initial construction of I-81. The benefits to the citizens of Syracuse, and particularly the African American community, cannot be understated and I look forward to seeing progress made on this endeavor.
October 14, 2021	Rolling, Meshae	The Upstate Minority Economic Alliance (UMEA) is the only minority chamber of commerce in the 16-county region of Central and Upstate New York. Our primary interest in I-81 is advocating on behalf of minority construction contractors. The Community Grid alone is an estimated $2 billion-dollar proposition. Just one fraction of this magnanimous project will benefit minority entrepreneurs and business owners in general and minority contractors specifically. Notwithstanding workforce development, UMEA implores the NYS Dept. of Transportation to ensure a fair and equitable process whereby DBEs (federally-certified disadvantaged business enterprises) have an equal opportunity to bid as a subcontractor to the prime contractors. These sub-primes will require support services, and UMEA has members—many of whom are MWBE-Certified—who stand ready to assist; thereby recycling revenues circulated in the community and further boosting the local economy. It has been historically documented that I-81 adversely affected Black and LatinX communities when the highway was built through public housing. Let's not make the same mistake again. Provide these contractors with an opportunity to build generational wealth as an antidote to generational poverty and contribute to the local and regional economies as they rebuild the highway for the betterment of the entire community. Thank you.

Date	Name	Comment
September 5, 2021	Rosenow, Paul	There is a strong need for an onramp onto Route 481 North & South from Caughedenoy Rd in Clay NY. Without the onramp, traffic is forced to go Caughdenoy Rd to Route 11 to Bear Rd to enter 481 & Route 81. Clay & Cicero have grown immensely in the last several years. Onondaga County is also aggressively pursing expanding an industrial park in Clay. The state needs to plan this area to have the best access to our highways. An efficient highway plan will attract the high tech manufacturers the County is looking to attract on Route 31, near Caughdenoy Road. The state has plans to alter 481 in Fayetteville also. Many in my area are in agreement that there needs to be an onramp onto 481 From Caughdenoy Rd. It will lessen traffic on Route 81, which many people have a concern will have increased commute times. An onramp would help lessen traffic in North Syracuse & help Route 81 & Route 481.
July 17, 2021	Ross , Melissa	The roundabout is WAY too close to MLK School. This is UNSAFE for children and all pedestrians. Its placement will also continue to contribute to asthma and other respiratory diseases that have plagued this particular community for decades. PLEASE MOVE THESE CARS AWAY FROM OUR CHILDREN!
October 14, 2021	Rotondo, Mark	I was born in Syracuse in 1957. Since my birth almost every important decision has advantaged the suburbs at the expense of the city. Please help make Syracuse whole again. I live in the suburbs now and I am prepared to suffer the small inconveniences that the project may entail. The community grid option is the way to go.
August 17, 2021	Runge M.D., Ellen	The Community Grid plan will be the making of a beautiful downtown area for Syracuse. The hill and downtown will be united -many other cities have done similar projects,- San Francisco and Rochester for two. the advantages were outlined by many urban studies expert that gave talks here in Syracuse., in conjunction with your many excellent presentations. I live in the city - but I sympathize with people close to the new 81 (old 481) So many cities have wonderful sound barriers - the plan for these should be up front and well presented. Just walk on the nature path beside the Wegman's in Dewitt (in the west parking lot to the Erie Canal) and hear the loud traffic noise - it spoils that walk. Talk about all the beautiful sound barriers- present examples- to assuage the legitimate concerns of the new 81 neighbors., There are many entrances and exits from the new 81 - 690, the Thruway, Kirkville Road, Collamer Road - we need to think outside the same old same old and make our city beautiful. We have an excellent ring road already - how fortunate. Begin the transformation of a very special city, Syracuse. I was a school physician at Martin Luther King School. Those who oppose taking down the viaduct should spend a day in that neighborhood under the crumbling, noisy, exhaust filled area - how do people live there ? It is depressing, and unhealthy.
October 14, 2021	Runge M.D., Ellen	From my letter to the Post Standard: It is not about you. It's about Syracuse and the people who live in Syracuse. Put yourselves in someone else's shoes for a moment. How many have experienced the atmosphere under the interstate 81 viaduct as it enters Syracuse from the south? The area is noisy, polluted, and depressing for the residents of the South side who live underneath or near the overhead girders. Take 20 minutes and check it out. The community grid option will be the making of Syracuse as a city with an attractive, viable, and united downtown area. The many urban planners from all over our country that have contributed their expertise to this project need to be listened to. The people who live near the soon to be busier 481 need to be listened to also. They deserve a discussion of attractive and substantial noise barriers as seen everywhere residential areas abut busy highways. Check out the noise level at the Wegmans nature walk in Dewitt from their parking lot to the Erie Canal. The noise level has turned a relaxing and pretty walk into a very noisy, annoying one. The off ramp from 81 to 481 when approaching from the south should have been widened long ago. We need to start the project today!! Are we waiting for the "way past expiration date" viaduct to fall down? Let the needs and well being of Syracuse area residents speak, not the selfish voice of the shopping moguls.
October 13, 2021	Rupert , Anna	I highly support the community grid option for 81, as it has the least impact on the city in terms of construction and tearing down buildings.
September 21, 2021	Rush, Bradley (Registered as anonymous)	As a Landscape Architecture undergraduate student at SUNY College of Environmental Science and Forestry, and neighbor and steward to Oakwood Cemetery, I would like to advocate for restoring access to Oakwood Cemetery's main entrance gate, currently severed from the city by Interstate 81. A redesign of I-81 to a slower, lower-volume road, would minimize noise and visual pollution in Oakwood Cemetery generated by the highway. However, the current community-grid design alternative has the potential to increase noise pollution in the cemetery as trucks and cars brake upon approach to the proposed traffic circle. To mitigate this, extending Almond Street's traffic circle beyond where it is currently proposed to either Colvin or Brighton Avenue, would be beneficial and inclusive of Oakwood Cemetery. If a non-community grid alternative is chosen, it is our hope that access and environmental and cultural impacts to this federally and locally protected site be considered and addressed. Oakwood Cemetery is a major resource; historically, culturally, locality wise, as well as vital public green space. It is used daily by students and faculty from both Syracuse University and SUNY ESF, as well as residents of the east-side adjacent neighborhoods. A connection to the southside and downtown through the historic main entrance gate provides an unmatched opportunity to reconnect the city through a pedestrian safe and serene park-like setting, as it was originally designed and utilized for decades. It is an opportunity to right the environmental injustice that occurred through the original construction of I-81 which devastated the southside community. This connection would also provide new activity leading to renewal and revitalization in the most historic sections of the cemetery which, is in itself a major asset to the city of Syracuse. Currently these sections are out of sight to most, having been left to demolition by neglect, vandalism, and considered dangerous. It is important to note that Oakwood Cemetery's current administration (non-for profit) does not have an interest in restoring access to Oakwood's historic main entrance gate. However, our ask is that I-81 be designed so that future administrations could if they chose. This is a once in a lifetime opportunity to holistically address circulation, amongst so much more, in Syracuse. I urge you to consider righting this wrong and restoring access to Oakwood Cemetery's historic main entrance gate. As it's been said, this is a once in a lifetime opportunity.

Date	Name	Comment
October 14, 2021	Ryan, Vincent	I am in support of the community grid option for the I-81 Viaduct project. As a resident of the City of Syracuse (119 Hampton Rd), I believe the Grid option is the only option for our city. The number of lots/ buildings that the city would lose as a result of reconstruction is unacceptable in any circumstance. The viaduct has depreciated lot values in that general area for decades and in todays technological times infrastructure has no place in dividing the city economically, structurally, etc. further. Obviously there will be traffic impacts in the near term future but they do not compare to the long term impacts such destruction of more "city" property will incur. I know the DOT and the scores of consultants working on this project are aware of this and know the community grid option is the only option. Please don't allow the lobbying of special interests (i.e. Destiny Mall) alter the preferred community grid option. Thank you.
October 14, 2021	Ryan, Vincent	I am in support of the Community Grid option for the I-81 Viaduct project. I think strong consideration should be made in moving the location of the roundabout away from the MLK School. I believe a better location would be towards the historic entrance of Oakwood Cemetery and providing an access point to the cemetery. The option should at least be provided for those coming into Syracuse. The Cemetery can decide whether to block the entrance as to not promote thru traffic but the option should be there if they ever decide to reopen the Historic entrance.
August 16, 2021	S, Jim	I watched the videos about the projected traffic flow on the grid plan and I am left wondering, who created these and what were they smoking? Every community grid plan I've ever driven through involves gridlock and stop and go traffic, which leads to accidents.
August 16, 2021	S, Jim	The viaduct option is the only reasonable option for replacing I81. The community grid will just lead to gridlock and accidents. It will delay response times to hospitals and discourage people from going into the city
October 13, 2021	S, Ryan	I fully support the Community Grid. We must tear down the I-81 viaduct to make Syracuse a city accessible to all pedestrians. That includes moving the proposed traffic circle further south away from MLK Elementary and the historic entrance to Oakwood Cemetery. Also of importance is limiting the curb diameter and street width of Almond Ave to ensure that pedestrians will be safe. The community grid should focus on the community, that means a design that focuses on the local pedestrians and cyclists not continuing to enable drivers to create a dangerous, polluting environment for our city.
October 13, 2021	Sadeght, Campbell	The community grid is the wrong choice. The best option is to preserve space to build a tunnel in the future when funds can be found. Work with local leaders and citizens as well as state lawmakers to find funding for the tunnel. In the mean build the grid but with right of way for a future tunnel and portals. Otherwise I would support the viaduct if I'm forced to choose between the grid with no tunnel or the viaduct. This needs to be done right and removing a vital through connection is a very shortsighted and bad move in my opinion.
August 11, 2021	Safranko, Krista	How will we be able to ensure emergency medical workers can get to the hospital in a timely manner both during construction and after? We medical workers have less than 30 mins to be scrubbed in the OR after being called in for an emergency surgery. July 5 I got called in for an emergency craniotomy of which I got called in at 10:34am and our patient was IN THE OR room by 11.04am. That's FAST and necessary! How can you ensure we can still arrive on time to save our community's lives? I do know whenever we have events at the DOME I also have to beg police to let me get to the hospital for a surgery. What are we doing about EMERGENCY ON CALL medical staff? Surgical lives matter..:)
September 13, 2021	Sage, Gloria	1. Don't have an exit to MLK boulevard so school children would not be impacted. 2. The revamped Almond Street is ridiculous. The artist view shows a broad street with bike paths and broad sidewalks. It appears to be a linear park. It is not a street that would get pedestrian traffic or bike traffic. A boulevard along with there is population activity is Ocean Parkway in Brooklyn. In this case the street is lined with apartment houses so people live there and recreate along the boulevard. This would not be the case with Almond street and the width is just a waste. 3. What is the estimated excess traffic through Outer Comstock, East Colvin Street and the effect on children at Syracuse Latin school. All the discussion with school children is with MLK school. 4. Tables in section 5 of the report are confusing with abbreviations not defined. I would like a clearer description of traffic and times at peak times as iut is now and with the grid. 5. What would the cycle times of the traffic lights to allow for left turns and pedestrian crossings.

Date	Name	Comment
August 17, 2021	Sage, Gloria	COMMENTS ON I 81 COMMUNITY GRID PLAN Cars coming from the south will exit onto Brighton Avenue East or onto the proposed new exit onto E. Colvin Street. Most of the traffic exiting onto E. Brighton Street will turn onto Ainsley Drive or Thurber Street and continue north on Comstock Avenue and Jamesville Avenue (if they turn onto Ainsley Drive), thus greatly increasing traffic going through a residential area. Jamesville Avenue, Thurber Street and Ainsley Drive are unimproved streets without sidewalks therefore presenting dangers to Outer Comstock residents. Most of the cars exiting onto East Colvin Street will proceed east and go up Comstock Avenue. The excess traffic on East Colvin Street will make it very difficult for resident on the streets bordering on East Colvin Street to get out especially during rush hour. While there has been a lot of talk about children walking to Martin Luther King school, nothing has been said about the extra danger to children going to Hughes school (Syracuse Latin) where there are no sidewalks and not even striping along the side of the roads. It has been reported that there will not be a decrease in air quality. As someone who has been involved in this area for 30 years, I strongly disagree. With the many traffic lights and with these intersections allowing for pedestrian crossings and left turns, there will be more pollution than when traffic is free flowing as on the viaduct. Also traffic will back up on I81 BL where it descends to street level increasing pollution. Almond Street will be a stretch of ground-level boulevard with the vast majority of cars wanting to get on the elevated section of I-81 to the north. The artist show a broad boulevard with trees sidewalks and bike lanes. I strongly doubt that people will want to stroll or bike along this stretch of road teeming with traffic. Why should pedestrians and bikers want to go along this stretch of road that leads nowhere? The width of this boulevard equals that of the viaduct. The narrative supporting the “Community Grid” is patently wrong and misleading. In the 1950’s and early 1960’s when the viaduct was planned, the area was not a working class Black neighborhood but a Jewish neighborhood transitioning to a Black one. It contained 3 large synagogues and many Jewish-owned business. Much of the area was razed a decade or two later and was never really rebuilt with the exception of a few low income housing projects that barely lasted twenty years without being abandoned, torn down, or completely renovated. To think that having a wide boulevard (think Erie Boulevard or West Street) replacing the viaduct will “reconnect” the City is pure fantasy. These wide streets are more of a divide than the viaduct is. (Note that streets on the north and south side of Erie Blvd East often have different names.) Route 481 would really need work and it is not clear that what is planned will be adequate. I used to commute to work from the Outer Comstock area where I lived to East Taft Road and I could take either I80 or 481. I invariably chose the former. Beside the backups at the Fayetteville exit and the difficulty going from the exit onto East Genesee Street, 481 is more susceptible to fog and there are no lights on 481 whereas the lights are a blessing on I-81 in the City in inclement weather. As a northern entrance to the University area, there are problems with Irving Avenue in particular as it goes through the hospital area where there are many street crossings and ambulances. The planners seem to think that the Community Grid will allow people to disperse along the city streets. Coming from the south. I might be going to Lake Onondaga, the Inner Harbor, Destiny or getting on 690 going west. In all these situations. the Community Grid is an impediment and there are no clear alternatives besides I-80 BL to reach these destinations. Best to lower raised section at Adams Street, not MLK Blvd.
October 14, 2021	Sage, Gloria	I hesitate to meet a friend downtown for lunch or go downtown for a short visit because of the difficulty in finding short term parking. Ifear that the Community Grid would make the situation even worse. What is you estimate of the change in the availability of short term parking with the Community Grid?
October 11, 2021	Sage, Gloria	I live in the Outer Comstock neighborhood and have been going north on I81 shortly before 4 pm on Fridays. The traffic has been horrendous until at least the Liverpool exit. I fear it would be much worse after 4 pm and especially if the Community Grid was in place. If I leave after 4 pm, I would lake 481 but I am shocked at the traffic I experience before 4 pm on I81 and fear what it would be with the Community Grid. An aside: The best views of Syracuse are from the viaduct.
October 14, 2021	Sampson, Alden	I strongly support the Community Grid option. Please put the quality of life and health of Syracuse residents first.
August 17, 2021	Santos, Chelsea	We need 81 to keep our businesses thriving!
July 16, 2021	Saucier iii , Murray	Whatever you do, keep the community grid plan in place and forget the Skybridge idea that the officials from the suburbs are trying to pitch. If you were to do something like that maybe across Onondaga lake connecting I-690 to Bl-81 but not where you have the community grid planned. A Skybridge inland doesn't even make any sense!!!
July 16, 2021	Saucier iii , Murray	I like what you have planned for the I-81 community grid. Might I make a suggestion for the problem with Exit 3 on the current I-481 . If you were to finish I-690 East to carry the traffic that goes through Lyndon Corners, route 5 and 92 East wouldn't be so congested.
September 8, 2021	Sauer, Ellyn	Spitting traffic out in the middle of the city is the worst idea I’ve ever heard. Either just fix it or build the Harriet Tubman bridge.
August 24, 2021	Scanes, Sharina	I stand in full support of the concerns of the Urban Jobs Task Force and NYCLU!
August 17, 2021	Schaefer, Gretchen	As a lifetime resident of the Syracuse area, I witnessed the neighborhood destruction wrought by the construction of I-81 through a vital black neighborhood. Residents of the area continue to suffer the effects to health and well-being. It is critical that the reconstruction of the highway places priority on neighborhood concerns. The proposal to place a traffic circle adjacent to an elementary school shows a continued lack of concern for inner city residents. Instead the project needs to focus on repairing the damage done, through various measures including the assurance that at least 30% of workers hired are black, that minority contractors are used, and that socio-environmental concerns are heeded.
September 1, 2021	Scheel , Robin	I travel 81 everyday my job is to transport disabled people every day for appointments and dialysis and need the shortest route possible with the new construction and shit down this could put many in jeopardy. I know repairs need to be done and some redesign it not totally gone
August 13, 2021	Scheel , rscheel11@gmail.com	You have a lay out that needs updating for our needs why mess with a good thing the city and surrounding towns as a whole are provided for
September 22, 2021	Scheid, John	I have a design concept for the corridor project that I offered in 2018 without response. I call it a 1/3 - 2/3 option. I have prepared sketch drawings which I will attach to an email. Thank You

Date	Name	Comment
October 14, 2021	Schierer, Chris	Please assure that changes to the existing I481 interchanges are prioritized ahead of the work on the primary I81 changes. For example, the capacity of the existing I481 South to I81 South interchange (and North to North) near Jamesville must have increased capacity before I81 construction causes traffic to divert to I481. Similarly, the Dewitt Rt92/Rt5 interchange should be reconfigured before I481 receives significantly increased traffic. Best regards.
October 13, 2021	Schleicher, Brent	From the 81/481 interchange south of the city the improved 481 needs a 3rd lane to exit 3. Not including it would greatly impair what you are trying to do with diverting traffic. Every exit ramp on 481 needs to have a dedicated lane, not the 20 yards of lane that currently exists. The engineers from Albany I spoke with at the meeting didnt seem to understand this; most drivers slow down to 40-45 miles/hr to exit. that leave one lane available to travel at normal speeds. With the predicted increase in traffic on the road it will be grid lock.
July 20, 2021	Schubauer, Donald	I do not know what all the breakdowns you listed refer to nor do I know what I should put in other. My concern, living in Baldwinsville, is why are they not proposing a "loop" around the city rather than make us drive to DeWitt to go south on 81. There are all medical parking lots and hospitals around 81 where NO one will be walking in a " Park" as your misleading video shows and no where to build a shopping environment. The access to hospitals will be slowed as well with the grid. Very bad idea. Best to keep 81 the way it is and repair or rebuild it with better materials that will last longer.
August 19, 2021	Schul, James	Please do not take down I-81 in Syracuse. What is so bad about it? Is it really in need of replacement, or is that some Chicken Little comment from some leftist Big Government type? It's like they say, if it ain't broke, don't fix it!
September 7, 2021	Schult, Julia	I live in a northwestern suburb of Syracuse, specifically Baldwinsville. Since I got a job in Baldwinsville I have used 690 to Syracuse, and I-81 for most places south from there. There are no good alternatives for people coming from the West and heading South of Syracuse. I commuted from Cortland to Baldwinsville for almost a year after being hired, then we moved up to Baldwinsville. I now use I-81 south through Syracuse for getting to Cortland, to Church every week (near the Dewitt/Syracuse border) and to the libraries in the southern half of the county. Please don't make me add to the street level congestion. It is imperative that an alternative route be offered to people from the west who need to go south. If you could complete the west ring of the "ring road" this plan would be fine, but the chances of building a route for trucks and cars at high speed through Onondaga Hill are slim.
July 19, 2021	Schuster, Andrew	It is important that the replacement project provides a foundation that can be used for smart and robust urban development that heals the urban fabric of the city. This includes the returning of open land to re-use.
August 3, 2021	Searing, Robert	I am writing today to express my hopes that the plan will consider extending the community grid (which I am very much in favor of) further south to reconnect a new city street into downtown, accessible to Southside and downtown residents from a reestablished Oakwood Avenue. Extension of Almond Street (now called BL-81 in the revised Community Grid plan) south past Oakwood to the proposed new intersection at Colvin Street, if not farther, would reinvigorate this historic landscape as a place that the entire community can once again celebrate. Extending Almond Street would provide many benefits to the Southside in addition to the reconnection to Oakwood Cemetery, including dissipating and slowing traffic before the first intersection presently planned near Dr. King Elementary school, reducing noise and air pollution, and returning traffic to the commercial corridors along South Salina Street. Thank you very much for your consideration.
October 14, 2021	Seymour, Henry	As a life-long resident of upstate New York with no plans to leave the area, I wholeheartedly support the community grid plan in general. The I-81 viaduct simply has to go – and I say that knowing that my commute time between my home in Cortland and business in Rochester will be somewhat longer once the viaduct is gone. We have to consider the common good of the city and it's residents as well as the whole of Central New York. Our history of sacrificing neighborhoods in favor of convenience has proven unsustainable. We cannot continue to build and sustain infrastructure that divides, pollutes and devastates communities in favor of the convenience of those who – through an utter lack of consideration – prefer to believe that those communities are of no importance, as they hop over them like so many stepping stones. The short-sighted concerns of those with no interest in our downtown Syracuse communities should hold little sway in this matter. Community is the foundation of our prosperity! We must invest in infrastructure that supports and grows strong communities everywhere and not only in more prosperous areas. We allow the continued decay and devastation of community at our own peril and it is past time to right the devastating wrong done to downtown Syracuse by the I-81 viaduct. Please tear it down and allow the community to heal and grow and prosper. Thank you for your consideration!
October 13, 2021	Shandorf, Patrick	The Community Grid is the only viable option for doing what we can to right a horrific wrong made decades ago, when the decision to run a major interstate highway through the center of our city destroyed neighborhoods and led to the impoverishment of countless folks, many of whom were people of color.
October 13, 2021	Shattell, James	Though there is a lot of support for the community grid options, it seems to me that the support is coming mainly from the affluent communities that lives in the better city neighborhoods that would not be directly affected by the community grid. My discussions with the inner city urban groups is that they fear that the community grid would bring havoc in terms of traffic to their neighborhoods. I believe that a lot of the support for the Community Grid within the city is based on the real history that when the interstates were built, often they were built through minority neighborhoods because these neighborhoods either possessed less political power or it was a flat-out racist effort to disperse such communities and diminish these communities' political voice. The amongst some of the people that lived in the community that I-81 now runs through, they recognized that this targeting of their community is what happened in Syracuse in the 1960's. Yet, many of those still alive from that old community, also do not support a community grid. They don't see the grid as a means to recreate what existed back before the early 60s. Instead the community that was affected by the original construction, see the Community Grid as just another project that will further disrupt and harm the community.
October 12, 2021	Sherman, Dan	I believe the community grid is the only option that best preserves the needs of the community with the needs of economic considerations. 81's viaduct as it currently stands was a racist and gentrifying construction that tore apart and destroyed many traditional African American neighborhoods and communities. This must be rectified in the next version. Additionally the roundabout for Dr King Elementary needs to be moved further south so it does not disrupt the students and their school.

Date	Name	Comment
September 10, 2021	Shetty, Rohan	They are now looking analyzing the roundabout by the MLK school. We should have sufficient time to analyze their analysis. If they remove, move, alter, etc. the roundabout then it has impacts on the rest of the traffic flow. We need to ensure this doesn't become burden on time for everyone else traveling through that area. The more this process goes on, the more evident it becomes to leave things the way they are. Local city residents are allowed to worry about their property values but people in the suburbs aren't, businesses in Salina aren't. This whole process is unjust and unfair. Everything is being forced down the county residents throats by people that don't live here. The only people supporting this live in the city. If they have so much consensus, why not put the alternatives (all supposedly doing the traffic movement job) to a vote?
October 14, 2021	Shoup, Drew	The change this will bring to local communities is huge. Create a better area for Syracuse to take pride and thrive in.
October 14, 2021	Siegel , Bonita	Hiring should be locally as much as is possible and should include significant opportunities for hours and dollars for African American construction workers, including training and apprenticeship opportunities. Labor unions need to go the extra mile to welcome nonwhite local workers. It is critical to expand these opportunities to everyone in the local community. PLAs and CWAs with community oversight are essential in the upcoming project contracts! Community Commitments to local opportunities should be in writing.
October 14, 2021	Siegel , Bonita	The I-81 Viaduct Project offers a massive opportunity to correct the harms done by the original construction and a revitalization opportunity for those who benefitted from the original construction. It must be done with this intentionality in mind and, unlike the original construction, it should seek and achieve overwhelming improvements to every member of this community, from the homeless to the wealthy suburbanites. Failing to achieve this goal will only continue to deliver further decline to our region, Since 1970, Onondaga County population has been stagnant. I believe this is due to the evolving sickness of Syracuse that resulted from the original interstate 81 construction. Developers now engaged in revitalizing Syracuse now want to reconnect neighborhoods unlike what developers wanted in the 50s when "urban renewal" was the mantra. This current plan can revitalize Syracuse, but only if it includes ALL city residents in the forward-looking plans. Mixed income housing, much improved transportation, a return of vibrancy to city streets and safe streets, at that, must be the result! The community grid and jobs going to black construction workers residing in the City and the County are a must! As a community, we can do it, and we must!
October 14, 2021	Siegel, Bonita	The Almond Street portion of the community grid is critical to neighborhood reconnection and making this area safe and well-populated by pedestrians and bikers would be ideal. It seems that the wide lanes may be problematic for pedestrian travel and I wondered if there was any place for appropriately placed pedestrian bridges?
October 14, 2021	Siegel, Bonita	I support the community grid option because this will attempt to reconnect neighborhoods that were greatly damaged by the original construction, in particular the 15th Ward, largely our African American neighbors, was decimated by the original construction, leaving a gaping hole in the fabric of our community. This damage must be repaired with all community stakeholders acknowledging the harm but moving forward with an attitude of healing.
August 17, 2021	Silverman, Brenda	1840's city streets on the West St.-Geddes area, Erie Blvd. handle are narrow. On one occasion the 12 minute ride at 5 pm from Roe Ave. to Lamacchia Honda took 35-40 minutes as all streets downtown, etc. were totally congested. It was a safety nightmare and it was not just 8-10 minutes further. It was unsafe.
August 17, 2021	Silverman, Brenda	Ainsley drive is an unimproved road, old Indian path, cannot handle extra traffic, no sidewalks anywhere. Outer Comstock neighborhood will be cut off, road system outside of the pretty pix do not show what the current state of the road system is really like. Where exactly would the exit at Colvin St. be located? If traffic dumps onto Colvin itself, there is no way that can be managed with the current housing all up and down the highway., and Oakwood Cemetery, a school off E. Colvin, the University traffic
September 10, 2021	Silverman, Brenda	Colvin St. is about as poor a spot as any for an exit. It is entirely residential. It is currently overcrowded with traffic r/t SU activities, current housing, historic cemetery, elementary school, age of the area roadway system which is entirely inadequate, the idea that Colvin and Salina Streets is a socially adequate area for an exit, that it would meet any standards for social justice, proposed environmental degradation of current 481 entrance off Brighton, which is a wetland.
August 17, 2021	Silverman, Brenda	Dome traffic that comes to E. Colvin, often goes west to the current entry to I-81. It then goes north and west. If there is no entry, where will that traffic go? They will not go downtown to restaurants as it will be all chaos, the roads are old and narrow. We will not be able to leave our neighborhood when there is a large Dome event as there will be nothing but cars. A roundabout looks pretty on the screen but which neighborhoods are going to be torn down to create it?
August 17, 2021	Silverman, Brenda	I-481 from Brighton to Dewitt is an environmental wetland. The western portion behind the quarries at SU has vultures and red tailed hawks. Clark Reservation is on the south side of that space. 4-6 lanes of traffic would destroy this entire area.
September 22, 2021	Silverman, Brenda	Try driving on E. Colvin, especially around the time the city schools are out and there is activity at SU. Currerntly, the traffic backs up on Colvin for blocks and blocks, even if one is not going north on I81. Colvin is totally inappropriate for some sort of exit. The engineers appear to. know nothing about traffic patterns in this part of town. These are old roads, pre-1900 and they cannot manage more, they are not safe now.
October 14, 2021	Simmonds, Jennifer	I went to 2 meeting about the I81 goals. I feel strongly that the community is not going to be best served with the Community Grid. I live in the valley section of Syracuse and not have a direct way to go from the south side to the north side will be an inconvenience. I felt like the decision had been made before all the meeting and that what I felt was important was not addressed. I was and am very disappointed. It's has been a waste of time and money to pretend that putting in the community grid was not the goal all along.
August 8, 2021	Simon, Steven	The Oakwood Cemetery is a treasured local landmark that was cut off from the south side in the building of I81.the Community Grid/Almond st should be extended south to incorporate a restored access to the original existing but neglected arched entrance AT LEAST. Extending further south to Brighton Ave would have further traffic, environmental, and economic benefits to the south side.
October 14, 2021	Simonson, Dan	I unambiguously support the Community Grid. I-81 forms an inhospitable barrier that cuts Syracuse in half. It needs to be torn down. Destiny USA will not be saved by retaining a more dystopian community. Malls are dying.
October 13, 2021	Smith, Alexandria	Syracuse is my hometown and I support the community grid. I have lived on the Eastside, Westside, and Southside of Syracuse, and have found that communities rarely interact. 81 has historically divided the city of Syracuse, blocking opportunities and resources to communities in need, such as the Southside of Syracuse. A relic and reminder of redlining, I advocate for 81 to be replaced with the community grid - for Syracuse to join other major cities with interstates / highways that surround them, rather than divide them.
July 19, 2021	Smith, Debra	I am a home owner that resides at 409 E. Raynor Avenue, Syracuse, NY 13202. The plans for a Community Grid Alternative effects me and my neighborhood. I have many many concerns as to how this Grid will impact my residence such as air quality, noise, construction traffic. In viewing the virtual video I see the plan for a round about near Dr. King School, which effects me as my home is across the street from the school As tax paying citizen and home owner in that neighborhood, no one has reached out to us. It seems that we are the lost neighborhood (S. McBride & E. Raynor) and no one cares how this will effect us and our living conditions.

Date	Name	Comment
August 8, 2021	smith, michael	Please take the berm down north of Colvin St. I have assumed all along that access to Oakwood Cemetery would be restored and that the series of dead end streets west of the berm would be reestablished. Now we find through the Post Standard that this is not in the plan. If we are going to do this we absolutely must restore access to Oakwood through the beautiful stone RR bridge now or it will be lost for good. I81 Ends at Colvin Street and the new/old neighborhood begins. Full Stop
August 10, 2021	Smith, Robert	I think the street level grid is the best idea for Syracuse and the neighborhoods adjacent to 81. No one should have to live under the viaduct with all of the road grime, salt/brine spray and potential hazardous material disasters literally hanging over their heads. I think that once this project is complete truck traffic should be limited to local delivery only on "business 81" and the street grid. I would like to hear what the impact will be on the current 481/81 interchange in Cicero. The current interchange is one of the most unsafe in the entire 81 corridor and fails on almost all federal highway guidelines. The current interchange is bordered on all sides with either residential, commercial, or wetlands. What are the plans rebuild the interchange for "swinging" 81 to the east and keeping access to 81 Business south? Will private property be impacted?
October 10, 2021	Sokolowski , Dan	I-81 should be left alone. All improvements made in the last half century are good enough.
August 8, 2021	Somers, Ellen	I have just learned that if the new Business Loop 81 (BL-81) were moved a small distance to Colvin Street or perhaps a little farther to Brighton Avenue, that the entrance gate to Oakwood Cemetery could become viable again. This would make the entire neighborhood far more aesthetically appealing and begin restoring the cemetery to its original park-like glory. What a terrific opportunity we have…let's not lose this chance to take advantage of this historic area.
August 24, 2021	Southwell, Meagan (Registered as anonymous)	I live in Jamesville NY, I would like a land trust created for the 8 acres directly east of Martin Luther King blvd East for development by residents connected to that community. I stand in full support of the concerns of the Urban Jobs Task Force and the New York Civil Liberties Union.
September 3, 2021	Spadro, Vince	Currently there are 12 intersections between I690 and mlk that cross a not-very-busy, sometimes 2 lane almond st under or near the I81 overpass. The new plan calls for basically the same 12 intersections across an extremely high traffic Almond street. Therefore, it will be more difficult to manuver to the university, the hospitals or the other commercial businesses that are on the east side of the current I81. Therefore, I fail to see how this helps unify anything. If fact, it will make it worse. So what is the point of eliminating a high speed solution thru the city if Syracuse?
September 26, 2021	Spence, Lucy	The I81 Road that is currently in place has so many negative affects on the communities it cuts through. This road and the pollution physical and noise that it creates makes the area around it undesirable to live in creating low cost housing that is abused by neglectful landowners. People refuse to live in or oftentimes work in these areas. With the undesirability of the area due to 81, a lot of resources that come from the college and other places are unable to be allotted here because professors tell students not to cross 81 because it is "unsafe" if the road is gotten rid of reform can happen to make this area more desirable and "safer" to residents. A lot of positive work can be done in this area for residents and nonresidents alike.
July 19, 2021	Spilman , Eric	I am a business owner at 900 N State St in Syracuse. Community grid will negatively affect all my customers travel time to my business
October 4, 2021	Steingraber, Robert	I totally agree with the grid plan fur route 81 and am strongly opposed to the plan being hijacked to accommodate Congel's mall at the detriment to the entire city! Time to get out built and forget destiny's distraction with their politicians paid to support his plan!
October 14, 2021	STEPIEN , Paul	We should be looking fwd to the next generation, not looking backwards to try to correct what some feel was a wrong. The inner city of Syracuse has migrated from South to southwest to near west side...primarily due to absentee landlords. Can't fix what is part of the last 50 - 60 years.
August 23, 2021	Stepien , Paul	Under the State's plan, vehicles/trucks traveling from South of Syracuse on I-81 are expected to flw to rt 481, over to 690 and then head West to continue their travels. I agree with other comments that drivers will exit at Nedrow, cut across the South & Southwest sides of Syracuse and not use 481 as is suggested. Where's the plan for a connector from South to West?
August 23, 2021	Stepien, Paul	As a lifetime Syracuse resident (now 71) I have watched the inner city migrate from the pure South Side to the Southwest and now on to the Westside. Absentee landlords are highly prelevant, unpaid taxes, home deterioration and general clutter are now in neighborhoods that were once pristine, proud ethnic neighborhoods. Money may be better spent on providing better housing away from rt 81 and just replacing the elevated structure.
October 14, 2021	Stepien, Paul	Believe this is the best alternative for the future generation....especially for Western area residents. Going thru the city in a community grid configuration, takes more time, is less efficient, slows access to our hospitals and will be disastrous in Syracuse winters.
August 23, 2021	Stepien, Paul	We live in Camillus and travel to/from Cortland via 690 - 81 multiple x wkly. The removal of the elevated highway going 55 mph and going thru a community grid set up creates addl time, potential safety issues and concerns during a Syracuse winter. How have these hypothetical projections been tested vs the snow that is experienced each winter?
July 21, 2021	Stewart, Donna	I think the circle is a horrible idea. More potential for accidents. Also it looks like this is going to slow commuter traffic down considerably. Also, if the crime issue in the city isn't addressed you'll just give the lawless more victims with these beautiful common areas.
October 11, 2021	Stewart, James	The viaduct is a blight on the city. I can't wait for it to be replaced with the community grid. Ideally the viaduct can be blown down as part of a film, but just going away is acceptable.
August 8, 2021	Stress, Marc	Please consider including the Oakwood Cemetery gateway entrance on the southeast side of the city as part of the I-81 community grid plan. The archway, and its approaches should be considered as a landmark urban architectural feature to be highlighted and celebrated through new pedestrian, bicycle, and vehicle access. Including the Oakwood Cemetery gateway entrance would provide many benefits to the immediate neighborhoods and to the entire city. Extending Almond Street to the Gateway would allow reconnection to the cemetery including better dissipation of traffic and slowing 81 traffic before the planned intersection near Dr. King Elementary School. Being thoughtful and considerate of details that include the city's rich history are an important guide to create a better future Syracuse for all of Onondaga county and Central New York.

Date	Name	Comment
August 17, 2021	Taliercio, AnnMarie	Keep highspeed route 81 because the Grid only plan makes workers need more time for workers getting to work and creates higher costs to get to work
October 12, 2021	Tauro, Natalie	I would like to remind folks of who really is behind the Save 81 project. The owner of Destiny USA is Robert Congel - one person behind the movement. Let's be reminded that Destiny is currently MILLIONS of dollars in debt. Owes a ton of taxes too. Is this who we want representing our city? An old, washed up, former millionaire that owes a crap ton of money? I don't want that to represent our city. Let's put this issue to rest. The folks that are in opposition with Congel do not live in the city. We are allowing the white suburbs the opportunity to have an opinion on something that really does not affect them. Yeah their commute time might increase 5 minutes, but I will take a 30 minute commute increase if we are able to do this community project right (just an analogy, I live in the city). Let the PEOPLE WHO LIVE IN THE CITY decide. Because if we did that from the beginning, there would be no debate. The community grid is the future!
October 12, 2021	Tauro, Natalie	People living near 81 have faced negative environmental effects for DECADES. Not only were many families and folks basically forced out of their homes for the construction, but now the communities that live directly next to the highway have higher cancer rates, increased change of asthma, along with other breathing disorders like COPD. It is in the interest of EVERYONE to protect our community. How can we do that with a debilitated, green paint-peeled eyesore next to their heads when they sleep? The answer is: we cannot. The community grid is ESSENTIAL to achieve even a small portion of environmental justice. It will connect the community back to the rest of the city. It will create bike pathways that hopefully people will use, therefore car numbers could be reduced. 81 needs to go. It's awful, racist legacy is over. Anyone that wants to push back clearly does not live near the city. They do not see the everyday effects of this eyesore.
October 12, 2021	Tauro, Natalie	The economic effects of the community grid are POSITIVE and MAJOR. It would open up the city to new businesses that could line the road. An elevated highway decreases economic activity. How can folks see businesses driving by? They cannot. By being on the ground, it will stimulate economic activity. People will physically be able to see establishments, not just the tops of buildings.
October 13, 2021	Taylor, Earl	I am a supporter of the Grid Option, but have a problem with the southern end of the future Business Loop. I would like to see the proposed traffic circle moved southward to a new location. In addition, the extra ramp proposed for E. Colvin St. does not seem like a good idea. The one on-ramp there now causes awful congestion at times. I can't imagine what that would be like to add an off ramp. My idea is to relocate the traffic circle to the Brighton Ave./State St. area with Almond St. starting there, intersecting with E. Colvin St. with a much needed traffic signal, continuing northward. With this done, the original stone arched entrance to historic Oakwood Cemetery (that was cut off by I-81) could reopen as a pedestrian entrance to coincide with the improvements and renovations being done there. The southern end (like the proposed canal park to the north) could be a beautiful entryway from the south to welcome travelers into Syracuse with bike/walkways and landscaping along the side(s), with the possibility of other developments.
September 1, 2021	Taylor, Fay	Among the many myths about the Community Gridlock plan, is the one that Route 81 led to the destruction of Ward 15. At the time, there was a federal urban renewal program that only funded tearing down and building new neighborhoods. Hence, many areas were destroyed. Tearing down 81 will not recreate the old. There are many new structures there. On the other hand, the plan for 481 will cut off the whole northwest part of the county. People who commute from, say Liverpool to Onondaga Hill, will need more gas, more time and frustration to travel. I predict that before 5 years are up from the creation of the Community Gridlock, there will be a strong pressure to rebuild 81. It was built because it was needed!
October 12, 2021	Thrall, Mattison	I completely support the proposed Community Grid as it will make Syracuse more accessible and desirable, and give back to the communities who were negatively affected by I-81.
October 12, 2021	Tiberio, Emily	Syracuse needs to be a city for the people who live here. A city for the people will improve the city itself and increase quality of life. It's no surprise that the backlash towards the community grid is largely from those who pass through the city on occasion, avoid the city altogether, or simply profit from development in the city. Don't let them destroy this opportunity for the city of Syracuse and its citizens.
October 12, 2021	Tobin, Erin	As a consulting party in the Section 106 process for the I-81 viaduct project, we offer the following comments on the Preliminary Draft Design Report/Draft Environmental Impact Statement (April 2019). The Preservation League highly favors the community grid option presented. This option is most consistent with the surrounding neighborhoods and is least detrimental to historic resources within the Area of Potential Effect (APE). We would like to see the following additional considerations as part of this project. We encourage the NYS Department of Transportation (NYSDOT) to extend the community grid option, at minimum, down to Colvin Street. It seems prudent to correct the past wrongs of the original I-81 Viaduct, which had detrimental effects on the National Register-listed Oakwood cemetery and surrounding neighborhoods.
September 14, 2021	Todisco, Joe	the 481 Bypass means bypassing downtown The community grid is the CHEAPEST option, not the best. Traffic will be diverted around downtown not driving threw downtown rendering the downtown shopping and restaurant business left to its residents and not travelers. I doubt anyone moved downtown on the premise that "I think there going to remove 81 so let's move downtown"!!
October 14, 2021	Todisco, Joseph	The bypass offered to travelers is exactly that....a bypass around downtown Syracuse! Stop the madness and leave the thru traffic on the improved lighted bridge thru over downtown. The recent growth in downtown Syracuse did not happen in hopes the 81 bridge would come down! people moved there for the convenience to get in and out of downtown. A beautiful lighted bridge over downtown is not the cheapest, but the most beautiful.
October 8, 2021	Todisco, Joseph	Why should we accept a "grid" when a beautiful lighted bridge would be a beautiful addition to our skyline. The addition of lights on the new Dome at SU adds another dimension of beauty as witnessed on the evening of September 25 which was a night game. We need to stop thinking "cheap" and start thinking "iconic"!

Date	Name	Comment
October 14, 2021	Todzia, Frank	Destruction of Interstate 81 through Syracuse New York I will start with personal background information. In 1954 I was born and resided at 949 S. State St. Syracuse New York until 1963. My family was forced to sell property 947 / 949 S. State St. to government project called Urban Renewell. My family and all neighbor hood residents were forced to relocate,(scattered in the wind) to other areas of the city and county. Urban Renewal has not been mentioned, but shares the blame for the destruction of the 15th voting ward. The original build project of Interstate 81 unfairly receives the blame for this occurance. I personally posess Syracuse city directories for the years 1933, 1956, & 1967. It is enlightening to look through the pages of these books seeing all the residents family names & businesses. They comprised the area from Erie Blvd. East to Colvin St. that were leveled by the Urban Renewel project. Everything was taken away and not much built. A few failed public housing complexes known as Kennedy Square & a no name complex on the 900 block of S. State St. Both have been abandoned & torn down. A second build on State St. remains, Kennedy Square land sits vacant awaiting another build. The stated Community Grid Project will rebuild the the neighborhood on the footprint of what is now RT 81 through the city. Also mentioned placing property back on the tax roll. I do not see any property found in the approximently 60 foot wide area left after 81 taken down. The outline for the next project with two traffic lanes north & south, center median, side walk & bike trails surley uses up the recovered area. If by chance some property is restored to the tax roll who will developeit it ? Answer: NO ONE until they have been granted payment in lew of taxes and an Onondaga County sales tax waiver for the project. I have studied this projact for approximently 10 years and can not find a benefit for the current offering. Rt 81 needs to be rebuilt through the city in its current location. Better management of ground traffic, especially at peak times is essential. Additional exits & entrances can be built or modified to accomplish smooth traffic flow at all times. The current but not perfect RT81 brings ease of travel to & through the area supporting commerce. Also provides the most efficient route to the best medical facilities in the world. During a medical emergency or severe accident an injured person has what is described as a GOLDEN HOUR. This valuable LIFE SAVING time connot be squandered traveling stop & go city traffic. Time studies often do not portray reality, but are supposition & can be slanted to acieve the desired opinion. I urge you to choose the option that benefits all residents of the imediate & surrounding areas, not the few who have the media exposier trying to impose their veiws. The stated opinion is there was a mistake made when planning & building RT 81 through the city. I do not agree. Do not be swayed to remove the elivated portion as it is there and needed. If you desire further conversation regarding this project, feel free to contact me. Thank you for providing the opinion platform, I sincerely hope you have a better prospective with the information offered...
October 13, 2021	Townsend, Virgie	I was born and raised in Syracuse and have lived here for 30 years. Even as a child, I remember driving through the city and thinking how out of place and unsightly the highway viaduct was. Here was a place people lived and worked with a big highway looming over them, rusting and crumbling. It affected how I saw my hometown--that this was a place decaying, a place people wanted to drive out of as quickly as possible. When I'd drive on it to Destiny (then Carousel Mall), I'd think about how I wanted to leave, too. All there was to do here was shop and watch things fall apart. As an adult, I learned how I81 decimated the 15th ward, displacing predominantly Black residents and destroying their livelihoods. The highway is a monument to white supremacy. It would not exist without the belief that White residents' interests, particularly wealthy White people's interests, take precedence over everyone else's: Black children developing asthma from highway pollution, families that lost homes and jobs and community connections. The community grid is the best option to replace the I81 viaduct. It offers the opportunity to help heal past racial wrongs, it's the most cost-effective choice, and it isn't, for lack of a better word, a complete eyesore. My husband and I have chosen to raise our children here. We want Syracuse to be a place that's healthy for them and all of their peers, not one of racism and decay. Please build the community grid.
July 20, 2021	Traino Jr, John	I live in N. Syracuse now and I'm 80 years old. I was born in Syracuse and lived on Burnet Ave right across the street from the train depot. Every night I'd hear the train cars banging together to couple up. While this was being done brake fluid would be sprayed, diesel fuel and/or coal added to the trains. Obviously there would be spillage that seeped into the ground. This went on for years and years. Then the trains stopped running through the city. NY State came out with a law that said that the train tracks needed to be removed or paved over. The cost was prohibitive. Then someone came out with the idea that as long as they were there anyway why not just pave them over and make it a highway called Rt. 81. Then to acommodate the people as a result they took down houses on the route and provided public housing under the control of the Syracuse Housing Authority. This was all done with good intentions. The cost of taking down the arterial is going to be ENORMOUS because of the soil contamination. My comment is to leave alone what has proven to work traffic wise and REPAIR the arterial as is. If not, you can take this as a warning prophecy.
September 14, 2021	Trendell, Herbert	Springfield, MA has public parking underneath their Interstate, and I believe it’s run by the City.
July 16, 2021	Tripepi, David	I guess the community grid is going to happen. Very rarely down in the city, so doesn't affect me much. However, I do utilize 81 through the city. I have yet to see anything on how they plan to fix the interchanges. Right now, coming from the south and exiting onto 481, it is about a 270 degree turn. It works now, because of less traffic. Once winter hits, and 90 percent of the vehicles are utilizing this road, I predict major accidents. It's easy to see. Please tell us how you are going to fix it. Similar, but lesser concerns, in Cicero. How are you going to fix it? Right now, it's one single lane. Sure there are similar problems headed south. How are you going to fix it? The roads should be fixed prior to shutting 81 down through the city. If they are planning that, how come the plans are not publicized? What are the emergency alternate routes when accidents happen. Everybody use the grid? That should be fun! This whole plan seems only to address one perceived problem, and does not address the multitude it will create.

Date	Name	Comment
August 9, 2021	Tripolone, Sharon	One of the greatest things about Syracuse is that it is super convenient to get around anywhere in a relatively short amount of time. I live in the sprawling suburbs but commute to work in the city every day. As it stands, for every year I have lived in Clay, my commutes have gotten longer and longer due to the explosion of development in the town. I value my time immensely and one of the benefits of living in CNY is that while my commutes have been getting longer, until this point, they have not been obnoxiously long. My fear is that a grid option for 81 will impact my commute time and therefore my quality of life. Furthermore I foresee the small towns (ex. Salina, where my parents still live) just north of the city getting isolated and deteriorating. They have lost so much business already, and could not handle a further load of business revenue/tax burden. You will kill these neighborhoods. This state is getting ridiculous in its oversight and invasion into the private lives of it citizens and I believe the grid option for 81 will not only have a negative affect on my life, but also that of my parents and overall the majority of citizens in CNY. These kinds of one-sided big brother government decisions are ruining the area. I believe this project will be devastating to CNY.
October 12, 2021	Tyler, Keith	I would like to support the community grid option. 81 ripped apart the thriving Black neighborhood that lived in the 15th ward prior to 81. It is time to fix this injustice and heal Syracuse. No other upstate city has the concrete jungle look like Syracuse with its many overpasses. There is no reason for 81 to cut the city. The 81/690 interchange is horrible and the improvements to 690 would make it easier to access the hospitals/university area, as well as commute East/west across the city. One other suggestion, I would like to advocate for moving the proposed roundabout currently planned near Dr. King Elementary School further South. This would better safeguard the students and provide an opportunity to reduce noise and create an attractive frontage for Oakwood Cemetery that had its original entrance cut of thanks to 81.
October 13, 2021	Vallelonga, Damian	After the ignorant, racially-motivated and short-sighted decision was made to tear apart the 15th Ward, we now have an opportunity to start restitching this neighborhood back together. The community may not be as it was decades ago, but to rebuild the I-81 viaduct would further deteriorate the core of our city and eliminate any possibility of community and economic rebirth. The Community Grid is the best option for the future of our city and county.
September 8, 2021	Van Valkenburgh, Cheryl	I am strongly opposed to the grid. I'd rather see a beautifully designed bridge type of overpass. However, my main concern is the amount of congestion in the Fayetteville-Manlius area, particularly on 92 towards Cazenovia. Why can't the extension of 690 East be finished, where it was started so many years ago?
October 12, 2021	Van Wey, Delaney	I advocate for the community grid option and feel this will be the best option for our community! I take 81 every day to go to North Syracuse and I will happily take any longer way needed in order to reunite our community and make it a more equitable and welcoming city. I hope the big $$ funding "Save 81" is transparent to NYSDOT for the shameful and malicious attack on our community that it is.
October 12, 2021	Van Wey, Delaney	In addition to advocating for the community grid option, I also advocate to move the proposed roundabout planned to be located near Dr. King Elementary School to be moved further south. This would be safer for students.
October 9, 2021	VanIderstine , Elizabeth	This design has not worked in other areas where it was implemented. Traffic trying to get on 481 will be backed up as far as Chittenango
October 12, 2021	VanTassel, Veronica	I live and work in the city of Syracuse and am wholly in favor of the community grid. I think this is an opportunity for the county and the state to correct mistakes that were made in the initial construction of the viaduct and reinvest in the communities that it bisected. I also believe that those opposing the community grid are doing so for personal reasons and/or gains, they do not have the betterment of Syracuse's Downtown (and it's residents) in mind. A mall that cannot even fully pay it's fair share of taxes should not be the loudest voice dictating the future of this project. The betterment of that part of the city and its residents should take priority over a failing super structure leeching off tax loopholes. It's evident that the existing structure is well past its life expectancy and a decision needs to be made. This project is the perfect opportunity for county executives and the state to breathe new life into downtown Syracuse and create a bustling city in the center of the state that attracts new residents, young and old. The loud voices of those in support of this option should be given equal attention as those in opposition.
August 17, 2021	Vedder, Karen	I used to cross (walking) under I81 almost daily. If the only passage thru that area is street level, it will be like the "old days" when my Dad was younger ; bumper-to-bumper traffic downtown, difficulty in crossing streets due to traffic, fumes due to slowed traffic, etc. More businesses will leave downtown which is the opposite of what they allegedly desire. Those who have a Pollyanna view of the current plan haven't lived here their entire lives. And what about the plan routing everyone thru Route 481 ? If you have been thru highways or the Thruway when there is a major accident, having the opportunity to reroute traffic thru an alternate highway system makes all the difference for travelers. The current plan removes that possibility. This plan was obviously developed by those who don't live here.
October 14, 2021	Venskus, Abigail	Take down I81. Not only is it incredibly unhealthy for the people and life around it, it's also UGLY, DIFFICULT TO DRIVE ON, and RACIST ! It's at least a step in the right direction to help undo some of the wrongs that came with its construction!
August 18, 2021	Verbeck, Sue	I support the new community grid plan but I am extremely concerned regarding the resulting congestion around the 481/690 interchange (on the east side), as well as the Dewitt/Fayetteville, Kirkville Road, thruway, and Collamer Road on/off ramps in both directions. I am worried that the proposed changes will not allow for the increased traffic that will occur without the viaduct. The area is already dangerous, especially in rush hour; extra lanes, wider bridges, and longer on/off ramps are needed and do not seem to be sufficiently included in the plan. Furthermore, I am hoping all of this will be in place prior to changing the 81 patterns in and through the city. Thank you for accepting and considering my concerns.
September 26, 2021	Verhoog, Charles	I would like to comment my support for the community grid proposal. I think it would bring life into downtown and allow for communities to become more connected
August 30, 2021	Videto, Brian	I strongly favor the community grid option but I am wondering why the plan leaves so much expressway south of MLK Blvd. Please consider adding a traffic circle at Colvin St. to reduce traffic speed between Colvin and MLK. The objective would be to get traffic speed under control well before the MLK Blvd intersection. I understand the objection of many commenters about locating a traffic circle in close proximity to King School. If the state determines that this feature is absolutely necessary, please consider shifting the circle slightly to the south. This could be done by putting a bend in MLK Blvd at the western edge of the school building, and angling the street slightly to the south before it intersects BL-81.
August 20, 2021	Volcko, William	I want to know why there are no ramps for the western suburbs using 690 to get to I 81 northbound. Also a ramp for i81 southbound to get onto 690 west. These ramps were in earlier versions, but it seems they have been deleted. Why? b They need to be built.

Date	Name	Comment
October 14, 2021	Voninski, Paul (Registered as anonymous)	My major concern with the CommunityGrid is safety and time considerations of getting from the eastern suburbs (Manlius)to the various medical centers in Syracuse. It will take longer and is open to more delays in transporting emergency patients from the suburbs to the downtown medical centers. Such delays may well contribute to increased negative medical outcomes for such patients. And for what? To remove a working transportation system and replacing it with a dream or was that a logistical nightmare?
October 12, 2021	Voorheis, Patrick	I support the community grid 1000%. It's upsetting that we continue to let the community grid get stalled by bad faith actors insisting they "haven't been heard." It's been a decade, the grid is what's best for the people and Syracuse. They need to accept this so we can move forward.
September 3, 2021	Voorheis, Patrick	The community grid is the only viable option. Opponents to the idea keep throwing out "plans" to prolong the inevitable and throw as many obstacles in the way of the people as possible. It's a shame NYSDOT keeps allowing it. The failing mall also deserves no say in this process. Move forward with the community grid option now.
October 13, 2021	Vought, Olivia	The best alternative for a healthy city! The future is about investing in the city, the government has done enough damage to the communities there. I am from the university neighborhood in the city and I firmly support the community grid.
September 3, 2021	W, Kevin	We need to stop delaying because a small number of business interests outside of the city of Syracuse are unable to accept the proposal. We've had enough time and money spent on multiple studies and the focus should switch to the placement of the roundabout and the safety of students heading to Dr. King school.
August 26, 2021	Waelder, Karen	The Community Grid option is the only viable choice. However the neighborhoods and people directly affected must be in the forefront of any decisions made regarding jobs created by the project, environmental concerns, and what the new neighborhoods will be like once the project is completed. Someone else's inconvenience cannot outweigh the value of these people's everyday life and livelihood. And project developers cannot make decisions without people in the neighborhood being an integral part of planning and implementation.
October 14, 2021	Wallak, Will	Great job in choosing to go with the bold, out-of-the-box community grid solution! Tear down that huge eyesore and instigator of structural racism. Let's create infrastructure that more effectively brings our community together. It's not just about moving certain people from point A to point B is the fastest way possible. Make sure that the community grid can keep the traffic flowing nicely so that everyone can get to where they need to go at a good pace. Protect the environment during and after construction. And hire local people for this project. I don't care it takes me five extra minutes to get to the mega mall via the community grid. That's not what's most important. Keeping the traffic flowing so that the community can come together is where it's at.
September 6, 2021	Walter, Elaine	I fully support the community grid alternative. I think the original design of the elevated highway running through downtown was a giant mistake. I am a resident of Syracuse who walks and bikes in addition to driving. I spent over 35 years working in downtown Syracuse. I am now retired so I no longer need to get downtown daily but I still spend a lot of time downtown. Often I walk from my home in the University area. The existing Rt 81 overpasses downtown are both unsightly and filthy to walk under. I believe that those who commute to downtown via Rt 81 already exit the highway at one of the downtown exits and drive thru city streets to get to their destination. Exiting where the grid begins will not meaningfully affect their drive time thru the city. Likewise those who commute via Rt 81 to points outside of downtown will bypass downtown via the current Rt 481 and likely more quickly get to their destination by avoiding the current slower speed limit area and backed up traffic patterns currently experienced between Adams/Harrison St and Court St. I look forward to the improved visibility, land development, economic and environmental benefits of the grid, especially as we likely will see fewer personal cars being driven in the future given remote work options and Uber/Lyft availability.
October 5, 2021	Watkins, Andrew	I am especially concerned with Route 81 North and South traffic being permanently directed past the Fayetteville, Route 5 exit. There are not enough lanes now and would require additional lanes be constructed. This particular exit is busy enough without adding more traffic from Route 81. Will Route 481 now be called Route 81 in this area?
October 5, 2021	Watkins, Andrew	Maybe an better alternative would be to have a community grid AND a bridge over the city of Syracuse. But, I don't think Syracuse can afford the maintenance of a community grid. Syracuse can't afford to maintain the city streets and common areas as they are. So just replace the bridge.
October 5, 2021	Watkins, Andrew	The cost to businesses along Route 81 will be significant, possibly putting some of them out of business and depressing property values.
August 3, 2021	Wellman, Judith	The historic entrance to Oakwood Cemetery is a beautiful stone arched bridge. It was once an ornament to the city of Syracuse, and it can become so again, if the community grid plan is slightly modified to recognize this landmark. Please consider this.
October 13, 2021	Welych, Anita	It is about time we heal the wound that is Route 81 cutting through once-vibrant neighborhoods in Syracuse. We have a chance, through the community grid, to create a more aesthetic and productive scar on the old 15th ward. I heartily support the community grid and the efforts to re-create a real neighborhood in this area of the city.
October 13, 2021	Welych, Anita	The viaduct alternative being pushed by a select group of business owners is ludicrous at best, patently racist at worst. To float the idea of an inordinately expensive highway that will continue to isolate and pollute Black neighborhoods - and to NAME it after Harriet Tubman...well, that speaks to the cynicism and perceived power of the proponents. The viaduct concept is expensive, ugly, polluting and will not resolve any of the problems created by the original Rt. 81 viaduct. Additionally, we know several historic and contemporary buildings would have to be torn down to fit a new highway. I vote NO VIADUCT. The community grid is necessary and could provide needed space and green spaces in an otherwise ugly, dangerous and non-functional corridor.
October 13, 2021	Western, Grace	I-81 has had innumerable negative impacts on our community here in Syracuse, as well as the state and nation more broadly. I-81 destroyed family homes, local small businesses, and segregated the city causing particular harm to Black communities in Syracuse. Economic inequality and economic insecurity is a systemic issue in Syracuse and destabilizes the broader economy of Syracuse and the surrounding areas, whether individuals are directly impacted or not. Building a community grid to replace I-81 is an imperative step to begin rectifying past wrongs, in addition to ushering in a new era of economic growth that centers equity and prosperity for numerous communities in Syracuse.
October 13, 2021	Western, Grace	I-81 is part of a larger, systemic issue that plagues our country. Federal, state and local infrastructure was designed to expedite White flight and pillage economic resources from inner-city communities. To this day, Syracuse remains extremely segregated, both within the city limits and the city itself compared to the suburbs. National attention has been brought to I-81 and Syracuse by the Biden administration who have identified the harmful impacts of having I-81 go through the city. It is time that we enact changes that will not only bring economic prosperity to the city, but set a larger example the U.S. of what is possible when we center local communities instead of racist and segregationist practices, building a stronger and more resilient economy for us all.

Date	Name	Comment
October 13, 2021	Western, Grace	The community grid alternative is imperative to revitalizing the Syracuse community. Many organizations, small businesses, and community leaders have noted that a community grid alternative would offer many avenues to build economic security and prosperity across the region, particularly for communities that are the most negatively impacted by I-81. Building economic prosperity in Syracuse would also help revitalize the city by creating bustling economic corridors, larger tax bases, and more economic activity that would also draw in tourism and potential residents. It's time we put the city and its residents first over the corporate and private interest lobbyists who are pushing to "save" I-81 so they can grow their profits at the expense of everyone else. A thriving Syracuse is within reach and a community grid alternative will help us get there.
October 13, 2021	Whitney, Vivian	I express wholehearted support for the community grid alternative, as it is the best option for the future and livelihood of Syracuse and its community.
July 21, 2021	Wichmann, Scott	Interstate and intrastate commerce needs quality roads and the most direct efficient traffic lanes from point to point. Eliminating a major highway that connects a city to the world will have a detrimental impact on the city of Syracuse, similar to the impact the original highway system had on many towns in America. Additionally, when you convert an auxiliary highway or beltway (481) into an interstate highway what impact will this have on all the communities that surround the current beltway including noise and air pollution? The decision to not replace interstate 81 through the city of Syracuse should not be concerned with cost as this is a major essential infrastructure requirement and our government is already heavily bloated with wasteful non-essential spending. The mission of the DOT is to ensure FAST, EFFICIENT, ACCESSABLE and CONVENIENT transportation system. Diverting a major highway is counter to the mission.
October 12, 2021	Wickham, Christine	I am so looking forwards to the development of the community grid as a replacement for the existing 81 viaduct. While we've moved out of the city, it is where we had our first home and where I truly fell in love with Syracuse. Bringing people into the downtown area in a more meaningful way is important for the economic and cultural growth of our community. We need to find more ways to tear down boundaries rather than (re)build them! It has been mentioned that moving the roundabout neat Dr King Elementary further south would safeguard students, and I would support that modest change to the proposal. Thank you.
October 12, 2021	Wiehenstroer, Melissa	I'm writing to express my support for the Community Grid proposal. This Alternative will create a more cohesive and attractive downtown area, and make Syracuse a much more livable and walkable city. The lives and livelihoods of Syracuse's residents can and should be prioritized over concerns about slightly longer travel times from people living in the suburbs. This Alternative will ultimately make Syracuse a more desirable destination for both residents and visitors.
August 18, 2021	Willsbrough , Jeremy	I am a Syracuse city resident. I would like to express foremost that I stand in full support of the concerns raised by the Urban Jobs Task Force and the New York Civil Liberties Union with regards to the I-81 Viaduct project. Secondly, I would like to note that holding a hearing on this matter in the afternoon of a work day does not afford a reasonable opportunity for many members of the community who will be most affected by this project to voice their opinions on it. Therefore, I would strongly serious and thoughtful consideration of all comments made virtually/not in person to better form a more accurate picture of the community's feelings on the project's current plans.
October 11, 2021	Wilmer, Fred	The bridge along with the community grid will keep the northern towns and villages alive. Without the bridge, the town of Salina, the village of Liverpool, and North Syracuse will die a slow death.
October 14, 2021	Wilson, Mary Anne	As a suburban resident, I wholeheartedly support the Community Grid option. We need to right the wrongs to the city community who was so poorly impacted when the viaduct was erected
October 4, 2021	Winchell, Gary	Scrap the grid idea. The viaduct needs to be upgraded and and rebuilt in place, the grid is a lousy idea! 481 is a supplemental highway not a replacement, The DOT needs to stop trying to shove the grid down our throats, put it to a vote and see what we want
August 16, 2021	Winchell, Gary	The Community Grid is a lousy alternative to the Viaduct A through interstate must be kept. Really, City Streets and a traffic circle what lunatic came up with that idea? 481 is not a viable alternative no matter what your experts say (the same ones that said Carousel would not kill retail in CNY. Hows that working? Put it to a vote let us decide! Unless your afraid it wont go your way. We dont want your grid! Keep 81 in place!!!

Date	Name	Comment
September 16, 2021	Wirsig, Martin	REDICULOUS PROJECT..... OBVOIUSLY NOTHING MORE THAN POLITICALLY MOTIVATED....THE DOT HAS ALWAYS SAID SAFETY AND EFFICIENT MOVEMENT OF TRAFFIC. YOUR GRID DOES NEITHER. AS YOU KNOW, TRAVEL USING THE INTERSTATE WANT TO GET WHERE THEY NEED TO GO, THEY COULD GIVE A DAMN ABOUT PRETTY, MYSELF INCLUDED. PUTTING TRAFFIC AT STREET LEVEL WILL ONLY REDUCE SPEED AND SAFETY. WHAT THE HECK IS WRONG WITH IMPROVING & /OR REPLACING WHAT'S ALREADY THERE. GRANTED THE 45 MPH VIADUCT DEFINITELY NEEDS IMPROVEMENT AS TRAFFIC PATTERNS HAVE INCREASED DRAMATICALLY OVER THE YEARS. BUT "DIVIDING THE CITY" .... WHAT A LOAD OF B-S. I WANT TO SEE FIGURES OF WHAT IMPROVING WHAT'S THERE WOULD COST VS. THIS UTTERLY FOOLISH COMMUNITY GRID. I HIGHLY DOUBT YOU PEOPLE GIVE A DAMN ABOUT MY COMMENT BECAUSE EITHER YOU, THE DOT OR SOMEONE HAS ALREADY DECIDED ON THE GRID. ARE YOU REALLY SO FOOLISH NOT TO THINK THIS IS WHY YOU HAVE GOTTEN SUCH POOR TURNOUT AT THE COMMENT MEETINGS. IT'S BECAUSE WE TAXPAYERS KNOW THE DECISION HAS ALREADY BEEN POLITICALLY MADE AND WE ARE SCREWED YET AGAIN BY NEW YORK STATE. MY COMMENTS ARE NOT JUST ME BLOWING OFF STEAM BECAUSE I LIVED AND WATCHED i81 CONSTRUCTED THROUGH NEDROW AND THE CITY BACK IN THE 1960'S, IT HAS SERVED US EFFICIENTLY AND SAFELY FOR ~60 YEARS.....STOP SCREWING IT UP!!!!!!
October 14, 2021	Wisely, Adam	As a resident of the Lakefront neighborhood in Syracuse, I am in full support of the community grid. A community grid is a once in a generation opportunity to accomplish something transformational for the central new york area and the city of Syracuse. A community grid and the development that would come with it would spur a new wave of growth for Syracuse, and make the city a better place to live for all residents.
October 1, 2021	Wittner, Julia	I have lived in the Town of Dewitt near the intersection of Routes 92 and 481 since 2007, and I love living here. As the state Department of Transportation develops plans to expand Route 481 and reconfigure the interchange at Route 92, I am writing to urge you in the strongest terms to protect the town as follows: 1. Build modern, efficient, and tastefully-designed sound mitigation walls of maximum height along the entire affected area of the new highway in Dewitt. 2. Ensure dedicated and protected pedestrian and bike access across Route 92.
October 12, 2021	Wolf, Douglas	Please add my name to the long list of names of those opposed to the proposed roundabout next to MLK School. There are many reasons to not put the roundabout there (and I won't repeat them). I would argue that the roundabout should be moved at least one, preferably two or more, blocks south of the original proposed location. And, the "business 81" route should not connect to the streets that are adjacent to the school. I have read that the DoT feels that moving the roundabout to the south would just allow drivers to speed up after passing it. So, put in a second roundabout! Or, perhaps, a cross-street with a stop sign or traffic light. You might also simply consider strongly enforcing speed limits!
August 8, 2021	Wolff, Cathy	I agree with those who support restoring access to historic Oakwood Cemetery and restoring and reopening the arched stone gateway on the southeast side of the city. Oakwood Cemetery is an incredible historic asset, and restoring access for pedestrians, in particular, would be a huge benefit to the community.
August 15, 2021	wood, charles	The proposed new route for I-81 (on existing I-481) provides no increase in capacity to offset the loss of the viaduct. At the very least, the intersection at I-690 should be completely redesigned and the rest of I-481 should be made 3 lanes both ways. Adding additional traffic to this route without any upgrade will create a new safety problem. I received a mailing that shows an update to the Community Grid option to upgrade the I-481 southbound Exit 3. This adds a traffic light to that flow and does not address the need to upgrade I-481 and the I-481/I-690 interchange.
August 25, 2021	Woodfork, Terry	1. The Community grid option should include opening up the old front entrance to Oakwood Cemetery that faces the existing I-81 interstate. This will further connect the communities. 2. The traffic circle located on MLK Blvd should be eliminated. Make it a stop light with turning lanes. Save the resulting land (circles wastes land). This circle is a barrier and nor safe around MLK school. 3. Reduce the foot print of Almond Street. You should need to walk 50 yards to get across this new street. Take out some space from grass on outside and inside of the road to give more room for development of residential housing units and community small business buildings. Leave room for snow shovel trucks, i.e. west side of Almond street, at East Adams going going north to Erie Blvd. 4. Open up Monroe Street on west side of Almond Street also to connect communities. 5. Narrow lanes going north and south on Almond Street to get more space and slow down vehicle traffic for bikes and pedestrians. 6. Eliminate the use of the I-81 Business Loop designation. This designation will encourage thur traffic at higher speeds needlessly. 7. Bring I-81 down to grade at the I-81/I-481 south intersection south of the City of Syracuse. This will connect the areas for further future development and restoration of the communities. 8. Need Improve access from Strathmore area via West Street to I-81N to Syracuse Hancock Airport. The Butternut on ramp to I-81N appears to be deleted.

Date	Name	Comment
August 31, 2021	Woodfork, Terry	1. We support the removal of the current I-81 Via Duct and implementation of the community Grid construction alternative 2. Incorporate in the final design sufficient interchanges to minimize traffic volume and congestion to Syracuse University, ESF, Upstate, Crouse and other destinations on the "Hill" from what is currently Almond Street. 3. Design traffic flow near Dr Martin Luther King School to ensure the safety of children. 4. We support the development of community-based workforce development programs funded by Federal, state, and local government with the specific objective of preparing and certifying 2,000 minority city residents as trained construction laborers and skilled trades persons by March 2022. 5. We support a strong commitment to inclusive employment including minority hiring goals of 40% minimum and local hiring of 50% minimum, giving preference to resident in zip codes within close proximity of worksites. Best efforts should be made to exceed these goals. These goals must be measured in work hours not numbers of individual employees hired. The mix of minorities in labor jobs verses skilled jobs should reflect similar ratios to non-minorities for construction & related work. 6. We support the implementation of the Rooney Rule for all open positions that are to be filled on day of notice of award of contract until completion with strong accountability measures to assure compliance with intent and requirements. 7. We support the re-statement and implementation of the past or improved federal regulation “Geographic-Based Hiring Preferences in Administering Federal Award” published on March 6, 2015 (80 FR12092)- Innovative Contracting (Local Labor Hire) (80 FR12557) and FHWA HUD Livability Local Hire Initiative (75 FR36467). 8. We support a strong commitment to inclusive contracting opportunities, including MBE business participation goals of 40% minimum. Best efforts should be made to exceed these goals. These goals must be measured in contract dollars paid to the minority firm as a percentage of total amount paid on the whole general contractor’s work. 9. We support breaking the project into smaller components to allow more local MBE contractors a better opportunity to bid on and be engaged with the project. 10. We support government grant funding to support capacity building and administration services for MBE firms. 11. We support significant economic mitigation and government funding for affected residents and stakeholders to support the creation and development of neighborhood businesses to provide for a restored livable community with superior market condition appeal. 12. We support a PLA being developed, negotiated, and signed off by Urban Jobs Task Force (UJTF) and Upstate Minority Economic Alliance (UMEA) as well as general contractor associations, labor organizations and NYS DOT. This will specifically seat minority organizations “at the table” to work collaboratively to implement processes & methods to include minorities that traditionally have been left unable to participate in government construction projects. 13. We support contractors creating and implementing formal Supplier Development Programs that will support MBE contractors in capacity building and compliance with any perceived or recognized barriers or obstacles to participation and meeting contractual requirements. 14. We support a CBA that provides funding for community development, beautification, education, training, and other benefits needed and overdue to the community. 15. Establish a community-oriented commission to manage a land trust for all property to be returned to the city for strategic development for the community. This commission would be funded to provide loans to homeowners and qualified landlords for rehabilitation of existing home in the targeted special district. 16. We support the highest quality design consistent with an upscale urban setting, including appropriate parking, green space, traffic noise reduction, etc. 17. Establish a special fund to ensure the long-term maintenance of infrastructure and city streets used for the Grid.
August 31, 2021	Woodfork, Terry	I don't know if it was evaluated, but now would be a good time to consider the idea of building an infrastructure of water pipes to bring water to/from Onondaga Lake to University Hill and South side Syracuse to provide environmentally safe & efficient HVAC cooling/heating system.
August 31, 2021	Woodfork, Terry	The money saved by NY state from maintaining the existing I-81 Viaduct and highway and bridges through the City of Syracuse downtown should as a result be used, year after year, to invest in the South side community to improve land use for benefit of residents, health, job/skill training and economic development.
August 25, 2021	Woodfork, Terry	The new I-81 Business Loop should be brought down to ground level at the existing I-81 and I-481 south interchange. This will allow the communities on both sides to be brought back together with city streets and enable the areas to be further developed for homes and community commercial needs as stated in the purpose of the project. This may also open up alternative routes to University Hill area.
August 31, 2021	Woodfork, Terry	This Community Grid project should include a rapid bus lane form South side Syracuse to Northern suburbs major places of employment such as University Hill, Destiny USA, Amazon Liverpool, planned County Sports Complex Liverpool/Cicero, planned County Semiconductor Manufacturing Park Clay NY etc
July 20, 2021	Wren, Laquashia	I-81 is extremely important to Syracuse. It’s easier for the other towns to come here and vice versa. It also makes the inner city of Syracuse ever accessible. It takes 3-5mins from my mom’s house to the hospital and with the grid it’ll take 8-10mins. Do you know how much of an impact that’ll make and let’s not talk about traffic. With all this construction going on now this city it backed up and this is exactly how it’ll be with the grid
October 12, 2021	Wyman, Brandon	I support the I-81 community grid. As a resident of downtown Syracuse since 2016, I support removing the viaduct in place of a community grid option.
August 23, 2021	Yarbrough, James Ash	I am in full support of the community grid. More than 50 years ago, the interstate I-81 viaduct ripped through a working class Black neighborhood in Syracuse. It displaced long time residents, and ensured that poverty, pollution, and a lack of resources would hurt the community that lived in the highway’s shadow that still persists today. To avoid further destruction of the predominantly black community currently living near the viaduct, a land transfer policy must be put into place before the 18 acres of land made available by the community grid, are returned to the city of Syracuse. This land transfer policy must restore and enhance communities impacted by I-81, specifically the predominantly Black community adjacent to the viaduct. Further, a land trust should be created, for the 8 acres directly east of Martin Luther King Blvd East, to be reserved for development by residents connected to the community. I also stand in full solidarity of the concerns of the Urban Jobs Task Force and the New York Civil Liberties Union.

Date	Name	Comment
October 13, 2021	York, Jeffrey	I am a home owner in the city of Syracuse. I was born here and have lived here all my life. I strongly support the Community Grid Alternative. It is clear there are many things to consider as it relates to cost, community impact and personal stakeholders, but I believe that the grid is the smartest longterm alternative and that it is in the best interest of Syracuse City residents. Throughout my life I have spent a lot of time in both the Atlanta and Charlotte metro areas. From some of my earliest visits dating back to the late 1980's it was easy to see how wider expansive highways, suburbs and shopping centers lead to even more congested roads, bad driving and environmental destruction. Bad planning practices that continues to this day. We don't have traffic in Syracuse as far as I'm concerned. Moreover, I would like to see less economic decision making that is focused around automobiles. I think we need to officially move on from outdated world views that focus on where people can park and how they will get to dying malls. We have a once in a generation opportunity to improve our small city and to make it more attractive to future generations that will consider moving here as our world economy undergoes massive technological changes in the coming decades. We have to get it right.
October 12, 2021	Zaker, Bahar	As a longtime resident of the University neighborhood and employee of Upstate, I believe it's time for the community grid. The destructive elevated 81 must go so the city can be revitalized.
October 8, 2021	Ziobrowski, Martin	I am pro for the landmark tall bridge rather than the community grid.
October 12, 2021	Zolna, Fred	Almond Street (in the community grid plan) should reduce traffic speed and lane width to discourage through traffic (particularly trucks) from using it. It should be easy to cross Almond by pedestrians and bicycle. Land made available for development as a result of taking down the viaduct should be designated for residential and compatible low intensity neighborhood type commercial development. Reduced traffic speeds will be a necessary factor to achieve that future for the neighborhood.
October 12, 2021	Zolna, Fred	I strongly support the effort to make employment on the construction project available to residents of the City of Syracuse. This is an opportunity to jumpstart effective job training in construction trades for local residents who have been denied these jobs historically. This major construction project should provide direct economic benefits through employment of locals to the communities that will be most disrupted.
July 20, 2021	Zwir, John	Like many other cities in NYS, interstate 81 (north/south) was scheduled for replacement and upgrades this decade. To the shock and horror of our residents, the city of Syracuse not only successfully petitioned to stop the upgrades, but to totally remove the viaduct so there will be no mode of transportation connecting the county's north and south sectors. Polls have shown over 75 percent of the county residents oppose this plan and yet it has been pushed through against our wishes, because the city of Syracuse campaigned for a 'beautification plan'. The purpose of the upgrade of route 81 was to improve transportation, not to slow it down and/or completely halt it. Incoming traffic from other states will now have to get off route 81 and take a 25 minute detour to highway 481 (east/west) which was not built for heavy traffic, and then circle back into the city. For a resident of the city to get to work and travel 3 miles from the south (Brighton Ave, entrance, where I lived, to downtown Syracuse will now take 25 minutes instead of 5 minutes during rush hour. I experience this during temporary periods when accidents closed route 81 in the past. The traffic overflow into the city through the grid will be horrendous, and businesses will suffer as people stay out of the city altogether to avoid the congestion. There will be no quick access to all the medical facilities and emergency care which is now located downtown. Ambulances will no longer have a speedy entrance into the city from the suburbs. Syracuse's main shopping center, Destiny Mall, which attracts business from other states will now have no main access from route 81. The businesses all along the northern corridor that sprang up after the building of 81, will now be cut off. I lived in the area before 81 was built and it was a disaster traveling through the city. It will be even worse now as the local traffic patterns over the last 7 decades has changed into one way streets and gone from 4 lane thorough fares to one lane. The County of Onondaga depends on route 81 as the main transportation mode. Isolationism and placing Syracuse in a bubble away from the rest of the county and state will only foster to keep people out of the area since access between the city and suburbs will be gone. We implore you help maintain our infrastructure and stop this disaster from happening.