

APPENDIX B

Public and Agency Scoping Comments

APPENDIX B-1

Transcripts of Public Scoping Meetings

November 13, 2013: The Oncenter, Syracuse, New York

June 26, 2014: The Oncenter, Syracuse New York

STATE OF NEW YORK : DEPARTMENT OF TRANSPORTATION

In the Matter of the
INITIAL SCOPING MEETING
of the
I-81 VIADUCT PROJECT,

Initial SCOPING MEETING conducted at the
OnCenter, State Street, Syracuse, New York
before, JOHN F. DRURY, CSR, RPR, Notary Public in
and for the State of New York, on November 13,
2013, 4:00 & 6:00 pm sessions.

A p p e a r a n c e s:

JOE FLINT,
Regional Planning and Program Manager,
NYS DOT

DEBRA NELSON, I-81 Project Director, NYS DOT

LISA WEISS, Urban Design Director Route 9A
NYS DOT

BRODY D. SMITH, Moderator from BS&K

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1 Nelson

2 MS. NELSON: Welcome everybody,
3 thank you all for coming out here
4 tonight. On behalf of Joan McDonald,
5 the Commissioner of the New York State
6 Department of Transportation and
7 Jonathan McDade the Administrator of the
8 Federal Highway Administration, New York
9 Division, I welcome you to this initial
10 scoping meeting.

11 My name is Debera Nelson and I am
12 the project director of the I-81 Viaduct
13 Project. With me tonight I have two
14 project team leads, Lisa Weiss and Joe
15 Flint. I also would like to recognize
16 Robert Davies the District Engineer from
17 the Federal Highway Administration.
18 Lisa, Joe and I, together we form the
19 leadership team for New York State DOT
20 for the I-81 Project that oversees this
21 project here tonight. Collectively we
22 have more than 86 years of experience
23 with the New York State Department of
24 Transportation bringing to the project
25 expertise in environmental process,

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Nelson

engineering and urban design.

This is the first of two Scoping meetings for the Environmental Impact Statement or EIS, that will be prepared for the I-81 Viaduct Project in Syracuse, New York. This initial scoping meeting is sponsored by the two agencies that are serving as the lead agencies for the EIS. The New York State Department of Transportation as the state lead agency, and the Federal Highway Administration as the federal lead agency.

This initial Scoping meeting is being conducted to obtain comments on the scope of the project's Environmental Impact Statement. The meeting provides the public an opportunity to make formal statements of position before any project decisions are made. To assist interested parties in formulating the comments associated with the initial Scoping meeting. A Scoping Initiation Packet is available here tonight. You

1 Nelson
2 can pick one up at the welcome table.
3 The packet is also available on the
4 project's website, which is found at
5 www.i81opportunities.org. And at
6 document viewing locations throughout
7 Greater Syracuse.

8 The Scoping Initiation Packet
9 provides an overview of the project
10 presents the project purpose and needs
11 as well as its goals and objectives,
12 presents preliminary alternatives under
13 consideration and outlines the steps of
14 the environmental review process. And
15 it describes the public involvement
16 opportunity.

17 At this time I would like to have
18 Mr. Brody Smith, tonight's moderator to
19 explain the format and structure of
20 tonight's meeting. Following that
21 project team lead, Joseph Flint, will
22 present an overview of the I-81 Viaduct
23 Project. Then Mr. Smith will moderate
24 the comment session. Thank you.

25 MODERATOR SMITH: Hello, my name is

1 Smith

2 Brody Smith, I am serving as the
3 moderator for this evening's public
4 hearing. It's important that everyone
5 sign in so that we can make a record of
6 all those who participated in this
7 meeting. We ask that everyone sign at
8 the registration table located just
9 outside the doors and to your right in
10 the foyer. There is a stenographer
11 (court reporter) immediately in front of
12 me. The stenographer (court reporter)
13 will record the proceedings of this
14 meeting verbatim and a written transcript
15 will be prepared from his notes.

16 This meeting is being held pursuant
17 to several regulations. The
18 Environmental Impact Statement for the
19 I-81 Viaduct Project is being prepared
20 in accordance with the following laws
21 and regulations: The National
22 Environmental Policy Act of 1969, NEPA,
23 as amended and implemented by the
24 Council on Environmental Quality
25 Regulations 40 CFR Parts 1500 through

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Smith

1508, the Federal Highway Administration Environmental Impact Regulations at 23 CFR Part 771, the New York State Environmental Quality Review Act or S.E.Q.R.A. requirements, in particular the New York State Department of Transportation's Implementing Regulations at 17 NYCRR Part 15. And a number of other federal and state regulations and requirements, among them are Presidential Executive Order 12898, Environmental Justice, Section 106 of the National Historic Preservation Act, and Section 4F of the New York State Department of Transportation Act.

After these opening remarks and subsequent presentation you will have an opportunity to provide a written and/or oral comments. If you wish to make an oral statement you must fill out one of the speaker cards at the registration desk outside those doors if you have not already done so. Persons who wish to make oral comments tonight may do so in

1 Smith

2 one of two ways. If you want to make a
3 comment in this room in front of all the
4 attendees I will call your name and I'll
5 ask you to come to this microphone right
6 here at the appropriate time and provide
7 your comments. I'll also be asking the
8 person speaking next to go and wait
9 there to keep the meeting moving since
10 as you can see there is a lot of people
11 and we want to make sure everybody who
12 wants to has an opportunity to speak.

13 Secondly, if you prefer not to make
14 your comments here in the opening
15 meeting there is through those doors and
16 to the left a stenographer (court
17 reporter) available, and you may give
18 your comments there in private at any
19 time tonight.

20 Oral comments will all be limited to
21 two minutes. I'll be providing you with
22 some guidance as to when your time will
23 elapse. When you have a minute, and 30
24 seconds left I'll say so and hold up a
25 sign letting you know how much time you

1 Smith

2 have left.

3 You may also submit a written
4 statement. Written statements may be
5 submitted in any of three ways. At this
6 meeting where you fill out and submit a
7 comment form, Number 1. And Number 2,
8 on the project website as Ms. Nelson
9 also stated before, that's
10 www.i81opportunities.org where there
11 will be an online comment form you will
12 be able to fill out. Or via US mail to
13 the following address: NYS DOT, I-81
14 Viaduct Project, 333 East Washington
15 Street, Syracuse, New York, 13202.
16 Information on how to submit written
17 comments is also provided at the welcome
18 table in the foyer.

19 You can elect to submit comments
20 both orally and in writing if you choose
21 to do so. Written statements will be
22 given the same weight. Let me emphasize
23 that, written statements will be given
24 the same weight as oral comments in
25 consideration and it will be given the

1 Smith

2 same consideration.

3 The official public comment period
4 associated with this initial scoping
5 meeting will be open through the end of
6 Friday, January 17th, 2014. New York
7 State DOT and Federal Highway
8 Administration will accept written
9 comments up through that time. To be
10 part of the public record all written
11 comments must be either submitted
12 through the website no later than
13 Friday, January 17th, 2014 or postmarked
14 no later than January 17th, 2014.

15 The agencies will review and
16 consider public comments submitted
17 during the Scoping period and a future
18 Scoping comment period. Responses to
19 the comments will be included in a final
20 Scoping report, which will include the
21 final Scoping phase of the project.

22 So that everyone who desires to
23 speak may be heard and their statements
24 made part of the official record we will
25 not take any questions from the floor in

1 Flint

2 this room at this meeting. Project
3 staff are available in the exhibit area
4 immediately to the right in the room
5 adjacent to this room. So if you leave
6 these doors, and the next doors on the
7 right. They're available there to
8 answer any questions you might have.
9 Those conversations will not be made
10 part of the formal record.

11 Before I call on speakers from the
12 floor I will call Mr. Joseph Flint of
13 the New York State Department of
14 Transportation to give a brief
15 presentation on the project. After he
16 speaks I will give the instructions on
17 how we plan to take oral comments and
18 we'll begin. Mr. Flint?

19 MR. FLINT: Thank you. And welcome
20 everyone to this meeting of the Initial
21 Scoping Meeting for the I-81 Viaduct
22 Project. We all know the importance of
23 I-81 not only locally here in Syracuse
24 but also beyond our city. I-81 is a
25 major north south national, regional and

1 Flint

2 local transportation route. It runs for
3 approximately 855 miles from Canada to
4 Tennessee, connecting New York State
5 from its border with Pennsylvania all
6 the way to Canada at the Thousand
7 Islands bridge. It also directly
8 connects with east-west Thruway. Locally
9 I-81 accesses to downtown Syracuse as
10 well as University Hill, the region's
11 major employment and cultural center.

12 The Department in cooperation with
13 the Federal Highway Administration and
14 the Syracuse Metropolitan Transportation
15 Council concluded the I-81 Corridor
16 Study this summer. Nearly 3,000 people
17 provided feedback on that study.

18 The study identified critical issues
19 related to the I-81 corridor, which are
20 guidance and development of the I-81
21 project. It prioritized projects and
22 concluded there is a need for a near
23 term reconstruction or replacement of
24 I-81 through downtown Syracuse.

25 The I-81 Corridor Study identified

1 Flint

2 many needs. Interestingly there was a
3 concentration of needs in the I-81
4 viaduct priority area. Some of those
5 needs relate to the structural condition
6 of the bridges, safety issues related to
7 accident rates being three to five times
8 the state-wide average at some locations;
9 geometric deficiencies such as shoulder
10 width and the distance between ramps,
11 which are no longer consistent with
12 current day design standards; capacity
13 issues related to severe congestion at
14 some locations in the a.m. and p.m. peak
15 travel periods.

16 Back in the late 1960s when
17 construction of I-81 was completed
18 highway standards were different. Today
19 I-81 carries between 50 and a hundred
20 thousand vehicles per day depending on
21 where you are on the viaduct. And the
22 majority of this traffic is traveling to
23 or from or through downtown Syracuse.
24 The area identified as the priority area
25 is 3.5 miles long and crosses 18 streets

1 Flint

2 with 183 bridge spans. It extends from
3 Dr. Martin Luther King east on the south
4 to Hiawatha Boulevard on the north. The
5 viaduct itself, the elevated portion of
6 the highway is one and-a-half miles
7 long.

8 What the Federal Highway
9 Administration as federal lead agency,
10 and the New York State Department of
11 Transportation as state lead agency, we
12 are now entering the NEPA phase of the
13 project. NEPA stands for the National
14 Environmental Policy Act. And the NEPA
15 process is intended to help public
16 officials make decisions based on an
17 understanding of environmental
18 consequences and take actions that
19 protect, restore and enhance the
20 environment.

21 A Notice of Intent to prepare an
22 Environmental Impact Statement was
23 published in the Federal Register on
24 August 26th of this year initiating
25 project review under NEPA. This phase

1 Flint

2 of the project is focussing on
3 developing reasonable and feasible
4 alternatives for the I-81 Viaduct,
5 including opportunities to improve local
6 street connectivity, pedestrian and
7 bicycle access and potential land use
8 and economic benefits.

9 During the early review phase we
10 will be focussing on the following:
11 First, we'll be establishing the
12 project's purpose and need. We'll
13 identify the project's goals and
14 objectives. We'll examine and develop
15 alternatives for further study. We'll
16 have developed an environmental analysis
17 framework and engage agency, stakeholder
18 and public participation in the process.

19 The purpose of the project will be
20 to create an approved corridor that
21 meets transportation needs and supports
22 long range planning efforts, and moves
23 people and goods safely and efficiently.
24 Additionally, the project purpose will
25 consider how transportation

1 Flint

2 infrastructure can enhance economic
3 growth in the Greater Syracuse area
4 while addressing structural deficiencies
5 and non-standard highway features.

6 The project is guided by two over-
7 arching goals supported by a number of
8 objectives to achieve those goals.
9 These goals were informed by the
10 corridor goals identified by community
11 members who participated in the Corridor
12 Planning Study. The first of two major
13 goals of the I-81 Viaduct Project is to
14 improve safety and to create an efficient
15 regional and local transportation system
16 within and through Greater Syracuse.
17 Objectives for this first goal are to
18 eliminate structural deficiencies and
19 improve bridge ratings. The second is
20 to address identified geometric and
21 operational deficiencies.

22 The second goal of the project is to
23 provide transportation solutions that
24 enhance the liveability, sustainability
25 and economic vitality of Greater

1 Flint

2 Syracuse. The objectives of the second
3 goal are to first, create transportation
4 infrastructure that is consistent with
5 the long range plans of the Syracuse
6 Metropolitan Planning Area; to improve
7 bicycle and pedestrian surface
8 connections that border Interstate 81;
9 to improve the visual and aesthetic
10 character of transportation
11 infrastructure to minimize the perceived
12 barrier between downtown and adjoining
13 neighborhoods; and also to maintain and
14 enhance vehicle access through the
15 regional highway network and key
16 destinations such as downtown and
17 University Hill.

18 As you can see from this graphic we
19 are currently in the Scoping phase of
20 the environmental review process. A key
21 part of the environmental review process
22 is public involvement. As indicated in
23 this graphic public participation will
24 be ongoing throughout the process.

25 During the environmental review we

1 Flint

2 will be looking at alternative solutions
3 to I-81 issues and investigating the
4 potential benefits and impacts, the pros
5 and their cons of these approaches.
6 These studies will be documented in a
7 comprehensive document called the
8 Environmental Impact Statement or EIS,
9 which will be prepared according to
10 federal and state guidance.

11 The EIS will look at how the project
12 alternatives would affect the environment.
13 How does each alternative affect air
14 quality, community character, land use
15 and noise, for example? What are the
16 transportation, economic, quality of
17 life, and environmental benefits and
18 detriments of each alternative? The
19 answers of these questions will begin
20 the Environmental Impact statement.

21 We are now in the Scoping stage of
22 the project. During Scoping the public
23 has an opportunity to comment on what is
24 studied in the Environmental Impact
25 Statement. To help you, the public, and

1 Flint

2 agencies understand the project we have
3 prepared a Scoping Initiation Packet.
4 This informational document produces the
5 I-81, I'm sorry introduces the I-81
6 Viaduct Project, describes the purpose
7 and needs, and the steps in the
8 environmental review and gives an
9 overview of the preliminary alternatives
10 and public involvement opportunities.

11 During Scoping we will identify
12 alternatives to be evaluated in the
13 Environmental Impact Statement. This
14 Initial Scoping Meeting marks the
15 beginning of the initial formal Scoping
16 comment period which will run through
17 January 17th, 2014. Formal comments
18 including those submitted at this
19 meeting will be responded to and in a
20 Final Scoping Report which will mark the
21 end of Scoping. This meeting is the
22 first of two Scoping meetings.

23 At this Initial Meeting we will
24 present an overview of the NEPA process.
25 When and how the public can be involved,

1 Flint

2 how the I-81 Corridor Study informs the
3 current project, the purpose and need of
4 the project as well as the goals and
5 objectives, and a preliminary list of
6 alternatives. Just bear with us, it's
7 our first run through of this in public.

8 As a starting point we are looking
9 at alternatives identified during the
10 Corridor Study: The above grade and
11 reconstruction alternatives, the
12 at-grade and surface alternative, the
13 below-grade and depressed highway
14 alternative, and the below grade tunnel
15 alternative.

16 In addition to the alternatives that
17 came from the Corridor Study other
18 alternatives may be suggested during
19 this Scoping phase. You can learn more
20 about how we will study the alternatives
21 by reviewing our boards displayed in the
22 open house section of this meeting in
23 the next room over. Although not
24 illustrated on the boards, it is
25 important to know that the Draft

1 Flint

2 Environmental Impact Statement will also
3 include a No Build alternative, which
4 serves as a benchmark against which to
5 compare the build alternatives.

6 During Scoping, alternatives will be
7 identified and explored further. We
8 will develop multiple options for each
9 alternative, engineer these options,
10 meaning we will begin to work out
11 engineering details, plans and profiles
12 and determine the feasibility of these
13 alternatives. We will take many
14 considerations into account.

15 For example, among these key
16 considerations are issues related to
17 highway design, such as how many lanes
18 should the highway have, how wide should
19 they be, how wide will the median be,
20 what about shoulder width, curves and
21 elevations? How can we make the highway
22 operate more efficiently and
23 effectively? To determine this we look
24 at data such as traffic volumes,
25 determine the best location for ramps.

1 Flint

2 For example, how far apart should they
3 be? And ways to optimize roadway
4 safety. We consider issues such as snow
5 and ice removal and maintenance costs of
6 the highway. We will also take into
7 account community impacts, such as
8 effect on local street networks,
9 pedestrian and bicycle safety, property
10 requirements, visual quality, traffic
11 noise and any potential impacts on
12 historic resources.

13 We will also take into account
14 quality of life impacts and explore
15 sustainable design elements such as
16 stormwater management. We will explore
17 designs that enhance pedestrian and
18 bicycle experiences. Urban design
19 improvements such as lighting and cross-
20 walks. And opportunities to enhance
21 economic development.

22 The refined alternatives will then
23 be presented for public review and the
24 future Scoping meeting which will also
25 present our initial evaluation results.

1 Flint

2 We'll present the Environmental Impact
3 Statement Study Area as well as the
4 methodologies used to study and analyze
5 environmental issues.

6 As the project moves forward we will
7 continue to engage the public and
8 provide opportunities for input. We
9 will develop and refine project
10 alternatives, hold a second Scoping
11 meeting in the future, then prepare the
12 Final Scoping Report. This report will
13 identify alternatives to carry forward
14 to the Environmental Impact Statement
15 and include responses to comments
16 submitted during the comment period. As
17 explained earlier, we will be accepting
18 written comments through January 17th
19 and accepting oral comments at this
20 meeting.

21 Again, if you'd like to speak,
22 please fill in a speaker card at the
23 welcome table. The speaking portion of
24 this meeting will begin directly after
25 this presentation. For more information

1 Smith

2 please visit us at the project website
3 www.i81opportunities.org. The website
4 will be continually updated throughout
5 the entire project. Thank you for
6 coming to today's meeting and thank you
7 for your interest in the I-81 Viaduct
8 Project.

9 MODERATOR SMITH: Okay, we are now
10 ready to here from those of you who wish
11 to make oral statements. I remind you
12 that anyone who wishes to speak at this
13 meeting must fill out a speaker's card
14 located at the registration desk outside
15 these doors in the foyer.

16 In accordance with agency policy
17 elected and appointed officials will be
18 given the first opportunity to speak.
19 Others will be called to make their
20 statements in the order in which they
21 were registered.

22 Now I'd like to recognize
23 representatives from several elected
24 officials offices who let us know that
25 they would be attending today. From US

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Smith

Senator Charles Schumer's office Karen Schillinger. From New York State Senator John DeFrancisco's office, Alex Walsh. Jessica DeCerce from Senator Valesky's office. From Assemblyman Bill Magnarelli, Christine Slocum. From Assemblyman Stirpe's office, Ms. Bardor. From Assemblyman Gary Finch's office, Pamela Kirkwood. From Assemblyman Roberts office, Alex Grant. There are also numerous representatives from the Onondaga County Legislature and from County Executive Mahoney's office, from the Syracuse Common Council and from Mayor Miner's office and from the surrounding towns and villages. We appreciate all of your interest and participation in this meeting.

In order to allow as many people as possible to be heard it is necessary that we restrict individual comments do two minutes. As I said before, I'll be holding up signals to let you know when you have a minute left, when you have 30

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Smith

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seconds left and when your time is up.

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Also try to tactfully make verbal

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reminders so that people don't go too

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long. The reason for this is we want to

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hear from all of you and it's important

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that we stick to those times so that

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everyone gets to a chance to speak. If

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your comments are in writing you can

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simply hand to them to a project team

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representative at the registration desk

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in the entrance lobby.

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If you have already submitted

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comments specifically in response to the

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Department's publication of the Notice

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of Intent you do not have to resubmit

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them because they are already part of

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the record. Again, to remind you

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written comments will be accepted by the

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Department through Friday January 17th,

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2014.

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I'd liked to call up our first two

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speakers and I'm going to call them up

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two at a time so there is always

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somebody ready to jump in after the next

1 Nicotra
2 responders during emergencies, more
3 idling of traffic lights will lead to
4 more vehicle emissions and air pollution
5 and towns outside Syracuse could be
6 faced with more heavy traffic barreling
7 down their roads.

8 I urge you to abandon the boulevard
9 idea and instead focus on alternatives
10 that will keep I-81 flowing through
11 Syracuse and better serving the
12 communities needs. The Interstate 81
13 project is a once in a generation
14 opportunity to impact the future of our
15 region. Let's make sure it's the right
16 impact to drive Central New York into
17 the future.

18 VAN ROBINSON: Good afternoon, I'm
19 Van Robinson, President of the Syracuse
20 Common Council.

21 MODERATOR SMITH: Thank you,
22 Mr. Robinson. And Mr. Jerry Smith will
23 be the next speaker. I apologize. You
24 may proceed.

25 VAN ROBINSON: I want to say welcome

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Robinson

to Syracuse and I'm happy to see the turnout here today. We're talking about an item that's going to last for another 50, 75 years, and we must be careful not to repeat the same mistakes that were made 50 years ago, where we tore down an entire neighborhood, which was comprised primarily of African Americans and Jews. This we do not need to see a repeat of.

We would like to see a boulevard. A boulevard which would accommodate the traffic. Now we hear the figure 88,000 cars tossed about. However, those 88,000 cars are primarily in the morning from 6 to 8 or 9 and from 4 to 6 in the afternoon. That comprises most of your 88,000 cars. Many of the people who take 81 or 690 take it just to hop from one exit to another exit.

A boulevard would in all intents give us an environmental clarity that we have not had. It is no secret that studies have been made that show those people who live in close proximity to 81

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Robinson

have higher incidences of upper respiratory infections and it has caused asthma. We have the highest rate of asthma among children than anywhere in this state or in this county.

Removal of 81 and dispersing most of the traffic throughout the streets, which are under-utilized. However with the boulevard we would attempt to see realignments, reconfiguration of all streets and also updated traffic signals. We also would like to see pedestrian crossings as well as bicycles. This you cannot allow, this you cannot do if you rebuild the highway as is.

That concludes my statement.

However, a poll taken of the members of the Syracuse Common Council show that 81 has to go. The Berlin wall has to be torn down.

MODERATOR SMITH: After Mr. Smith next speaker will be Barry Lentz.

JERRY SMITH: My name is Jerry

1 Smith

2 Smith, former owner of the Addis
3 Company, a Syracuse business since the
4 early 1900s. My comments to the gentle-
5 man from Salina and to Mr. Robinson,
6 Mr. Robinson is correct about the
7 incidents of asthma, unfortunately
8 tearing down the highway and making a
9 boulevard is going to increase that, not
10 decrease it.

11 We are a community, we are not a
12 city surrounded by the suburbs, we are a
13 community. It goes all the way to the
14 north in North Syracuse, to Fayetteville,
15 over on the west to the Westhill
16 district, West Genesee and in the south
17 all the way to Tully. And it's time we
18 started thinking that way as a community.

19 81 moves us quickly in and out of
20 the city. The problem with 81, and I
21 agree with Mr. Robinson, it is a Berlin
22 wall. But it's a Berlin wall for the
23 same reason that everything, every
24 project that we built in this city since
25 the 1960s has been what Gene Jacobs

1 Lentz

2 alternative that is chosen.

3 With respect to the preferred
4 alternative, I believe that the best
5 course is to reroute 12 percent of the
6 I-81 traffic that is thru traffic around
7 Syracuse using 481 and to make the
8 necessary improvements and to lessen the
9 impact that this additional traffic
10 would cause. I believe that the I-81
11 Viaduct should be deconstructed and
12 should be replaced by an at-grade
13 roadway.

14 When I say at-grade roadway I want
15 to emphasize that I do not mean a
16 boulevard, I mean at-grade roadway that
17 serves the local businesses and
18 residents and that provides robust
19 connections to what the third and fourth
20 criteria would be, a well developed
21 build-out of a regional mass rapid
22 transit system that includes connections
23 to park-and-ride portals around the
24 suburban areas.

25 The fourth component of this is a

1 Simpson

2 State CEO. It's a regional business and
3 economic development organization across
4 a broad geography of Central New York.

5 First off I want to thank the DOT for --

6 MODERATOR SMITH: I should point out
7 you have to get real close to the
8 microphone.

9 ROB SIMPSON: Sorry, it was a little
10 low for me. As I said, I'm Rob Simpson
11 the president of Center State CEO, a
12 regional business and economic
13 development organization here in the
14 region. And first of all I want to
15 thank the DOT for engaging on this issue.
16 I think many of us are really depending
17 on all of you to provide the community
18 with the objective data that we need to
19 make an informed decision on this issue
20 that is really critical for the
21 community.

22 We're talking about spending
23 anywhere between 750 million to a
24 billion and-a-half dollars on the
25 infrastructure in this region, a volume

1 Simpson

2 we haven't seen in years. It's critical
3 that we get this right. And this is a
4 region that's lost jobs over the last 50
5 years, lost people. Nothing short of a
6 transformative transportation system, is
7 that we should not settle for anything
8 short of that as we make this decision.

9 We know that the highway as it is,
10 as Van mentioned hasn't necessarily
11 served the community well. It isn't
12 safe first and foremost. It has
13 depressed real estate values from the
14 city, there is no denying that. And it
15 itself is a source of traffic congestion
16 with the exits at Harrison and Adams
17 on-ramps and off-ramps.

18 I followed this debate intimately
19 over the course of the last five years
20 as the process is moving forward, and I
21 personally do not feel that this
22 community has the information we need to
23 make an informed decision about these
24 alternatives. We submitted a list of 37
25 questions to the DOT that we're

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Simpson

resubmitting tonight for the record. We need and want that information so that we can be better partners.

But as we wait for that information I would encourage you to please help this community find some common ground. I think there are lots of things, when I hear a friend in the northern suburbs and the city talking about this, that are the same. We want to improve our economy and our liveability. I don't hear anyone arguing we shouldn't be recapturing and reactivating the property under the right-of-way and adjacent to it.

We want to be minimizing the destruction of businesses and the relocation of businesses and residences, and we want to embrace the highest level of urban designs. Please know that you have many partners in this community to work with you on those goals.

MODERATOR SMITH: After Mr. Kinslow, William Simmons will be recognized.

1 Kinslow

2 TOM KINSLOW: Thank you, I'm with
3 the Central New York American Institute
4 of Architects Chapter. Part of the Task
5 Force is looking into the I-81 Viaduct
6 qualitative design issues. You edited
7 me down to two minutes so I'll chop this
8 in half.

9 We have had a series of questions
10 about the process at hand. Given that
11 the I-81 Viaduct occupies and directly
12 impacts the city of Syracuse and
13 Onondaga County and our taxes pay for
14 the highway who would be the client in
15 this venture? Shouldn't there be
16 significant representation from the
17 architectural community at the top of
18 the decision-making apparatus that
19 represents the city and the county to
20 work with the state planners on this.

21 Secondly. Are there qualified urban
22 planners involved currently? And if so
23 are they from the city or the county?
24 Remember when the viaduct was
25 constructed it was done so without local

1 Kinslow
2 representation or approval. The DOT
3 says that this is no longer the way they
4 bring these projects to practice. Can
5 we improve the situation by including
6 some of the many professional groups
7 like those working in the Syracuse
8 University toward a more sustainable
9 urban design?

10 With Boston reporting the Big Dig
11 project to bury their elevated highway
12 came at a staggering 2 million per mile
13 of construction. Shouldn't the tunnel
14 option be considered as possibly too
15 expensive to construct here? Or for
16 example, of other cities taking down
17 their elevated highways are said to be
18 non-applicable to our situation as these
19 were spur or feeder highways rather than
20 bypass highways, such as Route 81.

21 The DOT traffic study shows that 88
22 percent of the vehicles on I-81 are
23 destined for the city. And in that
24 capacity Route 81 is actually a feeder
25 rather than primarily as a bypass. And

1 Kinslow

2 the I-81 Viaduct drops the commuters on
3 two ramps within the city basically
4 creating congestive conditions on the
5 ground. There's a limited access, the
6 most efficient way to feed all this
7 traffic into and out of the city street
8 grid system.

9 The Department of Transportation has
10 estimated the project schedule from
11 demolition to reconstruction about 2 to
12 3 years. In that time what becomes of
13 the traffic? Is it possible to
14 interrupt highway traffic for that
15 period of time? If it is possible --

16 MODERATOR SMITH: Time.

17 TOM KINSLOW: -- to have alternative
18 permanent solutions that are viable?
19 Thank you.

20 MODERATOR SMITH: Is Mr. Simmons
21 here?

22 VAN ROBINSON: Mr. Simmons had to
23 leave for another engagement.

24 MODERATOR SMITH: Thank you, sir.
25 After Mr. Simmons we have Jim Bright,

1 Treier

2 that change is needed will benefit all
3 residents. The current configuration of
4 the 81 Viaduct is a physical barrier in
5 the neighborhoods and it isn't working.

6 Our city has changed dramatically
7 over the last 50 years and we need a
8 transportation system that reflects
9 these changes. Our major employment
10 base is located downtown and at the
11 University Hill. We need to facilitate
12 the growth of these employers by
13 allowing ease of access for vibrant
14 communities that employees deserve and
15 residents.

16 Eliminating this barrier to reunite
17 the city's core with an inviting, safe
18 and efficient alternative will give this
19 community one of its greatest
20 opportunities for future growth. We
21 need to restore connections to our
22 neighborhoods and not look to solutions
23 that accept the status quo that would
24 lead to more destruction of our city.
25 The interstate should enhance the city,

1 Treier

2 not define our community. Syracuse is
3 not any city USA, and we want a
4 transportation solution that will
5 reflect our community's soul.

6 That said we need to create
7 transportation alternatives to ensure
8 that this will not be a one road
9 solution. We need to improve the street
10 grid for enhanced transportation flow.
11 We need to allow for more access and
12 egress opportunities to roadways to
13 eliminate congestion points that we
14 currently experience on Route 81.

15 We need to look forward and plan for
16 efficient mass alternative
17 transportation opportunities. We have
18 significant opportunity to generate new
19 tax revenues for our community. The
20 current path of 81 has the potential to
21 be a vibrant new neighborhood, and we
22 need to allow for uses that will promote
23 this. Although the city accounts for
24 only 3 percent of the county taxable
25 land area we generate 29 percent of the

1 Sarver
2 county property tax revenue. There is
3 significant potential to generate under-
4 utilized areas. We ask that you
5 acknowledge that the current design of
6 81 is not acceptable. We ask that you
7 rely on the experience of a
8 multi-disciplinary planning team to
9 propose transportation alternatives for
10 our community so as not to repeat the
11 mistakes of the past. Thank you.

12 MODERATOR SMITH: After Mr. Sarver
13 the next speaker would be Ann Marie
14 Taliercio.

15 PETER SARVER: Thank you for this
16 opportunity to speak, I'm Peter Sarver,
17 President of the Alliance of Communities
18 to Transform Syracuse, known more
19 popularly by our acronym as ACTS. And
20 we are an interfaith network of
21 congregations and social advocacy
22 organizations working on social justice
23 concerns. We have taken this
24 opportunity up as one in which we want
25 to embrace a number of social justice

1 Sarver

2 concerns. And they're couched in the
3 context of making the best use of the
4 space that we know as the center city.

5 We believe the revitalization of
6 Syracuse is critical. And particularly
7 we represent the concerns of
8 disadvantaged and low income people who
9 are in the city who were grievously
10 displaced and otherwise had their
11 interests overlooked during the initial
12 construction of the I-81 Interstate.

13 Two concerns that we'd like to bring
14 to your attention. One is transportation.
15 While the automobile culture of the
16 suburbs is fine for the suburbs we're
17 concerned about revitalization in terms
18 of higher density, which means that we
19 need to have more multiple opportunities
20 of transportation, particularly public
21 transportation.

22 And the second issue that I'd like
23 to call to your attention is the need
24 for local jobs. Many of the people
25 particularly in the city have not had

1 Hoogs

2 their studies on data and modeling.

3 So I applaud New York State DOT for
4 what they're doing here and for engaging
5 the stakeholders to do it. And whatever
6 alternative emerges out of this, as
7 somebody said before, a billion dollars
8 of New York State money is going into
9 this process, and I hope that to support
10 New York State in making sure that the
11 right decision is made based on data.
12 So thank you.

13 MODERATOR SMITH: After Mr. Hoogs
14 the next speaker will be Dave Mankiewicz.

15 KENNETH HOOGS: Hello, I'm
16 Dr. Kenneth Hoogs, I've been a doctor in
17 town here for 43 years. I did medical
18 school in North Carolina. When I was
19 coming up to the exit in New York I
20 interviewed in Rochester and I was also
21 going to check here in Syracuse. Well
22 the roads in Rochester are a maze. And
23 it was very confusing, it was tough to
24 get around. And then I came to Syracuse
25 and I said, oh my golly, this 81 cuts

1 Hoogs & Mankiewicz
2 right through the middle of town, you
3 can get anywhere you want, we've got all
4 these nice roads around here. By golly
5 you can be out in the suburbs or
6 wherever. So I ended up here in
7 Syracuse for the last 43 years. And
8 it's because of Route 81.

9 I've lived in three different
10 locations around the area here, and all
11 the time I can get around so easily
12 because of the nice roads here. So
13 thank you for having Route 81 and I hope
14 we can keep it going.

15 MODERATOR SMITH: The next speaker
16 will be Marilyn Higgins.

17 DAVE MANKIEWICZ: Good afternoon, my
18 name is Dave Mankiewicz, I'm the
19 President of the University Hill
20 Corporation, it's a not-for-profit
21 organization whose members include the
22 medical and educational institutions of
23 the organizations and the religious
24 institutions on the Hill. I also serve
25 as a member of the SMTC Study Advisory

1 Mankiewicz

2 Committee on 81.

3 From the standpoint of my members
4 there are several things that we would
5 like to see this project accomplish.
6 First of all one thing that has to come
7 or when it's done is that the highway,
8 the barrier that is currently created by
9 the highway between University Hill and
10 downtown must be eliminated. The
11 current configuration is dark, ugly,
12 foreboding, it's not a place for
13 pedestrians who want to walk. And the
14 economic condition of the city will be
15 greatly improved by connecting those two
16 places.

17 Second thing I'd like to consider
18 because of the current configuration of
19 the highway and the fact that all the
20 University Hill traffic is generally
21 driven towards the Harrison/Adams onramp
22 and off-ramps is that it concentrates
23 the traffic and it forces traffic over
24 the stretch of the viaduct that really
25 doesn't need to be there. If you have a

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Mankiewicz

location on the northern portion of the Hill you don't really need to make that trip and then go back, and that you have to make the same useless movement basically to go home again. So that's something that's important to us. We want to find alternative access points to the Hill. SMTC has suggested the possibilities of I-690 and also getting direct access from Interstate 481.

The other thing we'd like to see happen is that we'd like to see an increase in transit on the Hill. That's an important alternative that our employers and employees need. It is also important to our members that local roads are not severed. That was suggested in the study of either a tunnel or if a depressed highway was built, major streets, including Erie Boulevard, Fayette Street, Almond Street North would have to be closed. That is not acceptable. That is going to lose a great economic development opportunity.

1 Higgins

2 Thank you.

3 MODERATOR SMITH: After Ms. Higgins
4 Anthony Mangano will be the next speaker.

5 MARILYN HIGGINS: Hello, I'm Marilyn
6 Higgins, I'm here today as a resident,
7 and most of my comments will be directed
8 from that point of view, but I'm also
9 going to add some comments related to my
10 position with the Near West Side
11 Initiative.

12 As a member of CES for cities and in
13 my current job as vice-president of
14 economic development for SU, and in my
15 previous job as vice-president of
16 economic development for National Grid
17 I learned that the devil is not in the
18 details. The devil is in the goals and
19 objectives of a project. And I think
20 that's what we're here to talk about
21 today.

22 So I want to suggest that you
23 radically depart from the traditional
24 process and make your first paramount
25 objective under Goal One to reduce the

1 Higgins

2 amount of local traffic. The number of
3 short hops taken by local drivers on
4 this viaduct by a significant percent.
5 I suggest this because whether we like
6 it or not the highway, interstate
7 highway goes through our city. And if
8 we don't repair the damage that was done
9 to the street grid when it was built
10 you're going to end up building
11 something bigger and more difficult in
12 the future.

13 If you select an alternative that
14 enables local traffic to continue using
15 the viaduct the way they are today your
16 work will be harder, the process will be
17 more divisive and it will eventually
18 lead to problems for our physically
19 challenged city.

20 So I ask that your consultants look
21 at the street grid first. If the street
22 grid can be made to work in Manhattan
23 and move traffic well, quickly and
24 efficiently it can be made to work in
25 Syracuse.

1 Mangano

2 million in these and other businesses in
3 Syracuse, and we employ more than 250
4 members of our community. The future of
5 Interstate 81 is absolutely critical to
6 my business.

7 Our hotels were all built and
8 financed on the premise that our
9 customers, predominantly people from out
10 of town must have quick and easy access
11 to our front doors. More than 90 percent
12 of our customers come to us in their own
13 vehicle, and a vast majority of them
14 arrive via 81. During some periods of
15 the year almost 30 percent arrive
16 without reservation. Even in today's
17 high tech world of GPS units right in
18 our phones no one wants to poke their
19 way around in a strange city sometimes
20 in the dark or even in a snow storm to
21 find a safe and comfortable place to
22 stay.

23 Interstate 81 is my main street. In
24 removing or diverting any part of it
25 will hurt my business as well as dozens

1 White

2 However, erasing 50 years and millions
3 of dollars of previous investment and
4 progress built upon the present highway
5 is not our only option. Thank you.

6 MODERATOR SMITH: After Stephen
7 White the next speaker will be Minch
8 Lewis.

9 STEPHEN WHITE: Thank you for the
10 Stephen, I'm not Stephanie. Preserve
11 the character.

12 MODERATOR SMITH: Penmanship, not
13 appearance.

14 STEPHEN WHITE: I'm Steve White and
15 I represent Citizens to Preserve the
16 Character of Skaneateles, the Village
17 and Town of Skaneateles and the
18 merchants and businesses housed on Route
19 20 in the Village and Town of Skaneateles.

20 Both the Town and Village have
21 passed resolutions requesting you to
22 abandon any plan to create a boulevard.
23 And for good reason. First the amount
24 of garbage haulers going through our
25 Town on Route 20 had a severely negative

1 White

2 Rerouting those trucks around 481 to
3 690 on their way to Seneca Meadows
4 Landfill would be disastrous for
5 Skaneateles and could be for Syracuse as
6 well. You know those haulers won't
7 accept those extra miles travel time and
8 would find that their way back through
9 our Town.

10 Also consider the effect of lowering
11 the present source of I-81 traffic
12 pollution to street level in downtown.
13 The noise would be magnified by echoing
14 from building to building. The exhaust
15 smell and toxicity would be concentrated
16 around nearby residences instead of a
17 partial dissipation by wind to settle in
18 diluted amounts in a far greater area.

19 Your published data identifies 2,500
20 vehicles passing through. Imagine a
21 great proportion of the other 80,000
22 sitting at the boulevard lights in
23 morning and evening traffic times.
24 Also, where would --

25 MODERATOR SMITH: Time.

1 Lewis

2 STEPHEN WHITE: -- approximately
3 1,000 people displaced by building
4 demolition or alteration relocate? In
5 human decency terms that may be the most
6 devastating consequence of creating a
7 boulevard.

8 MODERATOR SMITH: After Mr. Lewis
9 the next speaker is Jerry Prosonic.

10 MINCH LEWIS: My name is Minch Lewis,
11 I served as elected city auditor from
12 1995 to 2003. During that time I gained
13 a firsthand knowledge, understanding of
14 the finances of city government. The
15 economic vitality of this region and the
16 city government is dependent on the
17 resources that flow into the community.
18 Those resources come in many ways, but
19 one of the most important ways is on our
20 roadway system.

21 I believe that the social and
22 economic issues should be given very
23 serious consideration in the environmental
24 impact process.

25 There are two impacts. The first is

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Lewis

the traffic that brings resources from outside this community. In particular Destiny USA, Dunk and Bright, the educational and medical facilities serve to bring resources that support our local economy.

The second impact is on local commerce. Traffic studies show that 21,000 vehicles come to those facilities per day. Those counts do not include the vehicles that travel to those facilities on city streets. Even though many of the facilities themselves are tax exempt the thousands of employees who work there pay property taxes that impact the region as a whole.

Another socioeconomic impact would relate to the decommissioning of the viaduct portion of the I-81. The full burden for providing access to the economic institutions for thousands of vehicles would fall on city, county and state government. The economic impact would divert resources from other areas

1 Prosonic

2 of great need.

3 Finally, this decision is an
4 opportunity to plan for the future.
5 Prospects for the Hotel Syracuse and
6 Convention Center could be improved.
7 Alternatives that limit access could
8 have a serious negative impact. A risk
9 analysis considering both positive and
10 negative impacts should be part of the
11 environmental review. Thank you for
12 your consideration.

13 MODERATOR SMITH: After
14 Mr. Prosonic, Karaline Rothwell.

15 JERRY PROSONIC: My name is Jerry
16 Prosonic, speaking from a very practical
17 I think viewpoint. It seems to me that
18 replacing elevated 81 with any other
19 option is in dollars and cents as costly
20 or more costly than modernizing and
21 repairing it.

22 I flipped houses for years and it
23 was always cheaper to repair and remodel
24 than to replace. Mitigating factors now
25 are the terms EIS, non-standard and

1 Prosonic

2 non-conforming. That's the relativity
3 now.

4 We know what we have with elevated
5 81. Do we know that any replacement
6 will be as good let alone better? What
7 if we tear down that elevated portion
8 and then discover that in practical
9 operation versus the planned outcome the
10 replacement alternative does not live up
11 to our expectations or needs? I don't
12 see 81 as a Berlin wall, but the roadway
13 beneath is a shame and needs to be
14 revisited.

15 Think of the city infrastructure,
16 constant road building and utilities
17 working can be very unexpectedly
18 resulting in rerouting, major closures
19 and repairs. Elevated 81 provides the
20 redundancy to city maintenance and
21 repairs. It also provides the extra
22 relief at event times. Using 81 and 690
23 as bypasses when crisscrossing the city
24 is a real time saver for me by as much
25 as a hundred percent. That saves fuel

1 Rothwell

2 and frustration. Time is our most
3 valued commodity.

4 Back in the 1960s when 81 was being
5 built I worked for Tom Popp whose family
6 owned one of the premier hotels at the
7 time. We had Hotel Syracuse, Onondaga
8 Hotel and the Yates Hotel. They were at
9 the Yates Hotel. And I remember Tom
10 saying very pointedly, geez I keep
11 trying to get the state to give us more
12 exits. Thank you.

13 MODERATOR SMITH: After Ms. Rothwell
14 the next speaker will be John Balloni.

15 KARALINE ROTHWELL: My name is
16 Karaline Rothwell, and I am a resident
17 of the city. I love city living, love
18 it. I live on the west side. So I'm
19 also a voice to the residents on the
20 west side, residents in the city, I help
21 also and I'm a member of the Westside
22 Residents Coalition.

23 I'd like to specifically talk about
24 the walkability factor associated with
25 highways and the residents that are on

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Rothwell

the west side that do not have cars.
These people need to be kept in mind.
It is very difficult for my fellow
residents to leave their homes and have
to walk downtown, trying to get to
services that they need for, to better
their life. Specifically concerning
West Street it is a very busy street to
cross. And I correct you Marilyn it's
nine lanes in some portions.

So I do, I also work at SUNY ESF and
I enjoy in the summertime when it's
nicer whether to be able to walk to
work. When I try to cross West Street,
which sometimes I'm pushing my son's
stroller, it is scary. And so I
encourage the traffic to be considered
to not make West Street busy as we work
on 81. But then sometimes, well all the
time when I walk under 81 it is gray and
it is scary. And I certainly encourage
as we go forward to build up this area.
Maybe we not consider driving into the
city as quick as we can and leaving as

1 Balloni

2 quick as possible. Making it more
3 aesthetically pleasing to people where
4 we stop for a moment and stop being so
5 rushed with our time. And stop and have
6 a cup of coffee maybe under the new
7 highway or over the new highway. So
8 thank you very much for your time.

9 MODERATOR SMITH: The next speaker
10 will be Tim Louer.

11 JOHN BALLONI: Evening, my name is
12 John Balloni, I'm the chief deputy with
13 the Onondaga County Sheriff's Office. I
14 don't have a preferred way to do this.
15 I have concerns. On behalf of public
16 safety I'm very concerned with how we
17 redo this highway in that it is the main
18 north-south route for moving emergency
19 vehicles from one, from the northern to
20 the southern or vice versa, wherever we
21 have the problem. That's one of our
22 major concerns.

23 Another major concern is this is a
24 major route, north-south route to a
25 Level 1 Trauma Center, not just for

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Balloni

Syracuse but for the entire region. So that public safety aspects of this are very important. The last speaker talks about not rushing traffic, and I'm talking about rushing in and rushing out. But we have the golden hour to get somebody safely to treat at the Regional Level 1 Trauma Center. That's a big deal.

And the other concern I have is I've been in law enforcement since 1977 or public safety since that period of time. And almost all of the accidents I investigate are at intersections. If you create intersections, interchanges you create accidents. Again, public safety is my career, that's my biggest concern here. I think we just have to take these things into consideration when we're considering what to do with this highway. Our access to the hospitals, our north-south route and the level of accidents we see. I can understand that's already a concern. So

1 Louer

2 I appreciate your time and good luck
3 because this is a tough one.

4 MODERATOR SMITH: Mr. Louer. The
5 next speaker will be Tom Pelis.

6 TIM LOUER: Hi, my name is Tim Louer,
7 I've been a citizen of Syracuse for
8 about 22 years and I'm here with a
9 different alternative for what some
10 people I guess have been calling the
11 beltway option, it's entitled the Salt
12 City Circuit. The Salt City Circuit is
13 a community proposal to the New York
14 State DOT and the city of Syracuse to
15 tear down a 1.4 mile section of viaduct
16 and replace it with a boulevard and
17 reroute Interstate 81 to the southern
18 and western edges of downtown to create
19 a micro-beltway or transportation
20 circuit.

21 The Salt City Circuit concept is
22 composed of two major components. The
23 first of which is to tear down the
24 existing viaduct and replace it with a
25 boulevard. The second component is to

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Louer

reroute Interstate 81 within the city limits instead of around the city limits. Interstate 81 would be mostly rerouted along vacant lands and parking lots located on the southern edge of an inner city railway line. Then it would cross over an area of four city blocks and connect to the West Street Arterial. There the new highway would run for one mile and connect to its original route at Interstate 690 at Franklin Square.

Rerouting 81 this way would not only solve the 81 dilemma, but would provide a whole new efficient circulation pattern for the city of Syracuse. The new 81 and Interstate 690 and the boulevard would act as a unified circuit of travel around the city to move people efficiently in the Salt City.

Several pros of this option include keeping the interstate inside city limits and does not force traffic away from Syracuse. It is more cost effective than a multi-mile long tunnel

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Louer

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or depressed roadway in the short term

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and long term maintenance pictures. It

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creates a formal transportation loop,

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additional elements such as elevated

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pedestrian and bicycle paths could be a

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possibility and would run along the

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circumference of the downtown area.

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And it eliminates any detour concerns

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during construction phases.

11

You know, no project or no proposal

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is perfect there are two, you know, a

13

few cons. These are the main ones:

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Displacement of the private property is

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minimal but not absent from this

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concept. And the project costs exceeds

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that of the solo boulevard option or the

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viaduct replacement option. And I do

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not believe this would inhibit the

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progress. Thank you for your time.

21

MODERATOR SMITH: After Mr. Pelis

22

will be Stephen Buechner.

23

THOMAS PELIS: My name is Tom Pelis,

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I'm here representing SUNY Upstate

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Medical University today. We have a

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Pelis

kind of unique situation at two levels. One is because of what we do and the other is because of our proximity and presence immediately adjacent to both the east and west side of 81 on the elevated portion. So we're not going to tell you the answer, we just want to bring up four issues that we would like addressed throughout the next phase of the project.

The first is we really are concerned about noise and especially vibration, both during construction and after construction, because it dramatically affects patient services and diagnostic testing. We live that. Building a cancer center and many other things around the hospital, so this is no different.

Secondly, we want to address a viable transportation plan during construction to move emergency vehicles and private vehicles. And we suggest that since we're sure you're going to

1 Pelis

2 look at a comprehensive plan that's not
3 just about the road, that you implement
4 the mass transit solution before you
5 start the construction of 81 so that
6 it's in place when 81 starts, whatever
7 it is you do.

8 Thirdly, address the safe pedestrian
9 crossing along the footprint of 81, the
10 elevated portion, it's a nightmare right
11 now. We have hundreds, and in a few
12 years we'll have thousands of people
13 just from Upstate crossing back and
14 forth.

15 And lastly, whatever you do, don't
16 do the status quo. This is a once in a
17 lifetime opportunity. Think big and
18 think comprehensively. Thank you.

19 MODERATOR SMITH: After
20 Mr. Buechner, Todd Buchko.

21 STEPHEN BUECHNER: My name is
22 Stephen Buechner, I've been representing
23 the American Society of Landscape
24 Architects. I've also been a practicing
25 landscape architect and resident of

1 Buechner

2 Syracuse. I've been practicing since
3 1964 with the Reimann & Buechner
4 Partnership. The concept I developed
5 was prepared to get the planners to
6 think outside of the box.

7 In my opinion the boulevard and the
8 viaduct are not going to solve the
9 traffic problem. And equally as
10 important because of people it's not
11 going to help to revitalize the city.
12 This concept that I put together, and
13 it's basically an unsolicited concept,
14 was basically a focus on the area
15 between Adams Street and Erie Boulevard.

16 Now this is not the Big Dig, folks,
17 this is to basically lower the road one
18 level. This will be basically a
19 structure built below grade as you can
20 see and then we will tie into the east-
21 west streets to make it more convenient
22 for people to get into the city. We
23 have some wonderful facilities in the
24 city. Right now when you're coming from
25 the south you only have one opportunity

1 Buchko

2 to get off. And when you're coming from
3 the north you only have one opportunity
4 to get off.

5 Basically the park itself will be
6 active and passive recreation facilities
7 and it will tie the downtown with the
8 University Hill. The through-traffic,
9 that percent that we've been talking
10 about, will get off out at Nedrow and
11 will either come back into the city via
12 690 or tie back into 81 up by the
13 Northern Mall, etc. So the lower level
14 road can also be two levels high and the
15 through-traffic can go through that
16 area. Thank you.

17 MODERATOR SMITH: The next speaker
18 will be Mr. Cass.

19 TODD BUCHKO: Good evening, my name
20 is Todd Buchko and I'm a Syracuse
21 resident and general manager of Wonder
22 Works at Destiny USA off of Interstate
23 81. First I would just like to take a
24 moment to thank the Department of
25 Transportation for hosting this meeting

1 Cass

2 MODERATOR SMITH: After Mr. Cass,
3 Reverend Thompson.

4 MARK CASS: Good afternoon, my name
5 is Mark Cass, Director of Alliance of
6 Communities Transforming Syracuse, and a
7 resident of the city. Initially what
8 attracted me to this is the history of
9 the devastation of a neighborhood. But
10 that said, it's past tense. This
11 neighborhood still has many many low
12 income residents who had decades of
13 noise, congestion, low air quality. So
14 our concern really is that people count
15 in this, you know, as well. And that
16 our social justice concerns and criteria
17 affect the decision-making process.

18 So applaud your willingness to be
19 looking at a number of alternatives and
20 to consider those things. Displacing
21 that into another neighborhood or the
22 near west side for instance is also an
23 unacceptable solution. We can't
24 continue to make these same mistakes.
25 See broad economic viability of

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Cass

Syracuse, Syracuse is the center of a county, we are one community, but we can't continue on the path we've been on. Any future use of the footprint of the viaduct should include mixed income housing and other opportunities for people in the broad community as a city as well.

Encourage you to take a holistic approach to the traffic. We have funneled all of that to one area, some of which is by needs, some of which has really been caused by the highway. Also just have one question. There has been many reference to bicycle and pedestrian access. I'm assuming but hope that it considers people with disabilities as well as part of being able to move safely and comfortably in that area. Thank you.

MODERATOR SMITH: After Reverend Thompson, Patti Monday.

REVEREND THOMPSON: Good evening to the New York State Department of

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Rev. Thompson

Transportation, thank you very much for coming here this evening and giving the city residents of Syracuse the opportunity to voice our comments and our concerns. I live in the south side/near west side neighborhoods of Syracuse, and I'm also a Reverend at the Fountain of Life Church, 700 South Ave. And the voices of the people are going to be expressed through me who live in those particular areas.

And our concerns are that the residents of that neighborhood, for us a boulevard is not an option. You don't have to go far to understand why that is necessary for us not to have the boulevard. Just look at West Street. And West Street itself is a nightmare in a lot of situations. And it's also a divider. We do not wish for the city of Syracuse to be divided any further than it already is divided with the highway coming straight down the center of it. We know that the highways do unite

1 Rev. Thompson

2 traffic, we know that it unites cars and
3 people coming into the neighborhoods.
4 But it divides the people who live in
5 the neighborhood.

6 Also our concerns are for the
7 elderly, the children and the disabled
8 who may not have friendly accessibility
9 to crossing of the streets in the city
10 that this highway would represent. You
11 have to go no further back than 1968,
12 for which the adverse conditions of the
13 building of Interstate 81 had on the
14 communities from the displacement of
15 residents to having to move, to health
16 issues that was related to the I-81
17 building.

18 And lastly as an option though we
19 would like to ask that you consider a
20 resident friendly mass transportation
21 included in your plan. Also we're
22 concerned as the members of the clergy
23 the removal of local churches that may
24 occur with the oncoming encroachment of
25 lands that would have to be taken due to

1 Monday

2 eminent domain. And this is a concern
3 for us because churches act not only as
4 a community of centers but it also acts
5 as a place of worship and daycare and
6 helps unite to bring the community
7 together. Thank you very much for your
8 time and consideration.

9 PATTI MONDAY: Deb Nelson, I owe you
10 an apology, I thought that 81 viaduct
11 stuff was yours, and when I read the
12 master plan I thought it was about
13 Hitler and, you know, so I apologize. I
14 do apologize. Can I start now?

15 MODERATOR SMITH: You may.

16 PATTI MONDAY: I hear a lot about
17 aesthetics, and I think that means
18 beautify. Well, I live where your
19 aesthetics are. Doesn't matter to me
20 about aesthetics, what matters to me
21 going to my door and getting up every
22 morning and going out my door. There is
23 a hospital right three blocks up the
24 street that I can get to. The
25 University has dorms right behind my

1 Monday

2 building. Upstate has bought up all the
3 buildings that used to be medical
4 centers and other things, and Upstate is
5 buying up all the buildings around my
6 area. Syracuse University is buying up
7 all the other buildings. You want your
8 money? You want your infrastructure,
9 put taxes on Syracuse University. Let
10 them pay their taxes. Have Destiny USA
11 pay taxes. Have Upstate University
12 Hospital pay their taxes, okay?

13 Building neighborhoods. You're not
14 building these neighborhoods, you're
15 tearing them down. Where I live you're
16 going to tear all of our buildings down
17 when you tear that bridge down because
18 you're not going to have any place to
19 put that boulevard or tunnel except
20 where our homes are. Leave us in peace,
21 leave the neighborhoods in peace,
22 protect the children, give them
23 something to look forward to 50 years
24 down the road. That's all we want. I
25 don't need 30 more seconds thanks.

1 Doucette

2 MODERATOR SMITH: The next speaker
3 will be Bob Doucette. After Bob
4 Doucette will be Phil Jakes-Johnson.

5 BOB DOUCETTE: Thank you very much.
6 My name is Bob Doucette, I'm a resident
7 of the city of Syracuse. The Route 81
8 viaduct was constructed in the City of
9 Syracuse against the will of the people
10 and the elected representatives at the
11 time. Look it, this is a barrier, it's
12 dirty, it's noisy and it's ugly and it
13 needs to come down. And you know,
14 everything I've heard today is basically
15 not that people can't get to a certain
16 place beyond the city it's just how long
17 it's going to take them to get there.
18 That's put against what it means to the
19 people of Syracuse who have to live with
20 this thing in the area.

21 Find a way, reroute the traffic,
22 disperse the traffic, create a system of
23 traffic which will allow the easy
24 transportation of cars but will allow
25 for people to live in the city, walk in

1 Jakes-Johnson

2 the city and bike in the city. Take
3 down the viaduct, please.

4 MODERATOR SMITH: After Mr. Jakes-
5 Johnson, Alan Jurison.

6 PHIL JAKES-JOHNSON: My name is Phil
7 Jakes-Johnson, I'm a business owner with
8 two properties, one in downtown Syracuse
9 a manufacturing plant and it is united
10 with my distribution and manufacturing
11 plant in Salina. And I really want to
12 see us maintain Interstate 81 as a
13 designated interstate. And one of the
14 things I want to think about 81 is I
15 really consider it a uniter. I feel
16 that it unites the northern part of our
17 county, it unites the southern part of
18 our county, both economically and
19 socially. If I want to get downtown and
20 get to places, you know, on the 1700
21 block of Salina Street for my location
22 it's very easy to do that with an
23 interstate.

24 Technology has always brought us
25 together, because a hundred years ago we

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Jurison

were a lot more isolated as people in the community. With the internet today I consider it the interstate highway system from the '50s and '60s, is a real uniter. So I don't look at it as a scar on the community. I look at it as a concrete ribbon that draws us together. So, you know some of the suggestions we have, the improvements that can be made to 81 such as maybe raising it up to the level of a skyway and what can be done with the public space underneath. But I really want to support and we maintain it as a designated interstate highway.

ALAN JURISON: Hi, I'm Alan Jurison, I'm a local city resident and I've lived in the metro area for over 22 years. I wanted to say that I'm for quick easy access either an elevated or recessed solution, no tunnel, no boulevard. But one of the things we need to look at that a lot of people are missing are perspective, looking at it from a national perspective. I do a lot of

1 Jurison

2 That's one of the largest cities in our
3 country, fourth largest metro.

4 When companies, automotive companies
5 are looking for traffic data, that's one
6 of the things I do for my day job, they
7 look where the disasters are. That's
8 one of the places they focus on. They
9 want to go look at that area, because
10 the traffic is really bad there. And
11 yet we want to make that our model. So
12 anyway, it's the politicians and the
13 elite that are imposing impractical and
14 ideal decisions that don't really
15 measure with reality. And where are all
16 the people saying why don't we tear
17 interstate 690, because that's a divider
18 for the city too. But Armory Square,
19 Hanover Square and Franklin Square seem
20 to be doing just fine.

21 MODERATOR SMITH: The next speaker
22 will be Mr. Pelligra followed by
23 Mr. Penn. Mr. Penn?

24 WILLIAM PENN: My name is Bill Penn,
25 and I'm an adjunct professor in the

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Penn

engineering school at SU and a G.E. retiree. For many many years I endured the traffic jams during rush hour, especially southbound at Pearl Street. In those days everybody had to get off at Pearl Street. And the traffic would back up all the way to Park Street. So for years and years I endured that.

Finally the day came after many rather minor steps they opened the entire highway. And I thought I was in a Star Trek scenario and I was beamed from Liverpool to Cortland County. It was just wonderful. So I am pleading with all of the officials to not lose that character of our community, that we can get around so easily and so quickly.

Now as far as the Berlin wall separating the city is concerned, I think that the viaduct has the potential of not dividing the city but to integrate the city. Because if you do some creative work with the traffic grid underneath and get the lights

1 Haley

2 interesting that it took out, how many
3 residents did it take out of the city in
4 its building process? Probably 25,000,
5 probably. Look at the footprint.

6 Secondly, that was the time that all
7 the people were leaving the city. The
8 decision that makes people leave the
9 city. The long term impact was you
10 don't want to now build next to this
11 highway.

12 With all this being said and the
13 negative impact it's your opportunity
14 now to look at this for the next 50
15 years and use the design skills to look
16 at it differently than traffic. Look at
17 the urban issue on the quality of place
18 and look at how we can use the design
19 tools. And the number one thing is to
20 first, if you have an option that shows
21 the new highway standards, we haven't
22 seen it, for two and-a-half to three
23 years we've been asking for it. We need
24 to see that as an option.

25 MODERATOR SMITH: Time.

1 Schuls

2 look, not just what I call words.

3 So here's the questions I have. I
4 found that everything about the Scoping
5 study is again to use the word, generic.
6 I'm looking for like details. And the
7 questions are, like when will you have
8 the detailed alternatives according to
9 schedule? When do you plan to have the
10 detailed alternatives? When will we see
11 the pros and cons and the lifetime costs
12 of those alternatives? And what is the
13 overall schedule of this whole process?
14 I never saw a schedule like the overall
15 schedule. And when and how will the
16 final decision be made? Thank you for
17 your consideration.

18 MODERATOR SMITH: We have six
19 speakers left and we need to begin the
20 6 o'clock meeting. Those speakers wish
21 to speak, still wish to speak you may
22 speak at the 6 o'clock meeting or you
23 may give your statements at the booth in
24 the lobby or you may provide them in
25 writing. I'm sorry we didn't get to the

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Moderator

last six but we need to, you can tell
people are filing in for the next
meeting, and you'll be allowed to speak
there if you wish. Thank you for your
participation and thank you for your
interest.

(10 minute recess then 6:00 hearing commenced).

1 Nelson

2 MS. NELSON: Welcome everyone, if
3 those of you in the back of the room
4 could move closer up you'll find you'll
5 see the projector better, see the screen
6 better. So I encourage you to take a
7 minute and move up. Welcome everyone.
8 Thank you all for coming out here
9 tonight for this meeting. On behalf of
10 Joan McDonald, the Commissioner of the
11 New York State Department of
12 Transportation and Jonathan McDade the
13 Administrator of the Federal Highway
14 Administration, New York Division, I
15 welcome you to this Initial Scoping
16 Meeting.

17 My name is Debera Nelson and I'm the
18 project director of the I-81 Viaduct
19 Project. With me tonight I have two
20 project leads, Lisa Weiss and Joseph
21 Flint. I also would like to recognize
22 Robert Davies from our Federal Highway
23 Administration, he's the district
24 engineer.

25 Lisa, Joe and I together, we form

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Nelson

the leadership team for this project and we oversee the I-81 Viaduct Project. Collectively we have more than 86 years of experience with the New York State Department of Transportation, bringing to the project expertise in the environmental process, engineering and urban design.

This is the first of two Scoping meetings for the Environmental Impact Statement or EIS that will be prepared for the I-81 Viaduct Project in Syracuse, New York. This Initial Scoping Meeting is sponsored by the two agencies that are serving as lead agencies for this EIS. The New York State Department of Transportation is the state lead agency and the Federal Highway Administration is the federal lead agency.

The Initial Scoping meeting is being conducted to obtain comments on the scope of the project's Environmental Impact Statement. The meeting provides

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Nelson

the public an opportunity to make formal statements of positions before any project decisions are made. To assist interested parties in formulating their comments associated with the Initial Scoping meeting, the Scoping Initiation Packet is available here tonight. You can pick one up at the Welcome Table or you can access our project website at www.i81opportunities.org, and the packet is available there as well. They're also available at document viewing locations throughout Greater Syracuse.

The Scoping Initiation Packet provides an overview of the project, presents the project's purpose and need as well as its goals and objectives, presents preliminary alternatives under consideration and outlines the steps in the environmental review process. It also describes public involvement opportunities.

At this time I would like to have Mr. Brody Smith, tonight's moderator,

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Moderator

explain to you the format and structure of tonight's meeting. Following that project team lead Joseph Flint will present an overview of the I-81 Viaduct Project. Then Mr. Smith will moderate the comment session. Thank you.

MODERATOR SMITH: Hello, my name is Brody Smith, I will be the moderator for this evening's meeting. So that we can make a record of all those who participated it's important that in the room behind those doors there you take the time to sign in at the registration table. There will be a stenographer (court reporter) recording these proceedings, the stenographer (court reporter) is seated in front of me. A transcript of the verbatim comments will be produced based on the stenographer's notes. If you do end up coming up speaking and you speak from a prepared written statement and you are willing to part with it, it would make the stenographer's job much easier if you

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Moderator

were to provide a copy of that.

This meeting is being held pursuant to several regulations. The Environmental Impact Statement for the I-81 Viaduct Project is being prepared in accordance with the following laws and regulations: The National Environmental Policy Act of 1969, NEPA, as amended and implemented by the Council on Environmental Quality Regulations, 40 CFR Parts 1500 through 1508; the Federal Highway Administration Environmental Impact Regulations, 23 CFR Part 771; the New York State Environmental Quality Review Act, SEQRA requirements, in particular the New York State Department of Transportation's implementing regulations at 17 NYCRR Part 15, and a number of other federal and state regulations and requirements. Among them are Presidential Executive Order 12898, Environmental Justice, Section 106 of the National Historic Preservation Act and Section 4F of U.S.

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Moderator

Department of Transportation Act.

After these opening remarks and subsequent presentation you will have an opportunity to provide written and/or oral comments. If you wish to make an oral statement you must fill out one of the speaker cards at the registration desk in the foyer behind those doors if you have not already done so. Persons may make oral comments tonight in one of two ways.

First, you can come forward to this microphone here and make a comment in front of all the attendees in the meeting. I'll call your name and I'll ask you to come up to the microphone at the appropriate time. I'll also ask the person speaking after you to be behind them to keep the meeting moving so we're not waiting long periods of time in between speakers.

Secondly if you don't want to do that, if you go through these doors and to the left there is a booth set up with

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Moderator

another stenographer (court reporter).
You may make your comment in private
with that stenographer (court reporter)
and it will be recorded on the record
and it will be reviewed by the project's
decision makers. All oral comments will
be limited to two minutes.

You may also submit a written
statement. Written statements may be
submitted in any one of three ways.
First, at this meeting you may fill out
and submit a comment form. Comment
forms are available at the desk in the
foyer. Second, you may access the
comment form on the project website.
Again as Ms. Nelson stated that website
is www.i81opportunities.org. There is
an online comment form there that you
may fill out.

Third, you may mail written comments
to New York State DOT I-81 Viaduct
Project, 333 East Washington Street,
Syracuse, New York, 13202. Information
on how to submit written comments is

1 Moderator

2 also provided at the welcome table in
3 the foyer. You can elect to submit
4 comments both orally or in writing if
5 you choose to do so. Written statements
6 will be given the same weight. Let me
7 emphasize that, written statements will
8 be given the same weight and
9 consideration as oral statements made at
10 this meeting.

11 The official public comment period
12 associated with this Initial Scoping
13 meeting will be open through the end of
14 Friday, January 17th, 2014. New York
15 State DOT and Federal Highway
16 Administration will accept written
17 comments through that time. To be part
18 of the public record all written
19 comments must be either submitted
20 through the website no later than Friday
21 January 17th, 2014 or postmarked no
22 later than January 17th, 2014.

23 The agencies will review and
24 consider public comments submitted
25 during the Scoping period and at a

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Moderator

future Scoping comment period.
Responses to the comments will be included in a Final Scoping Report, which will conclude the Scoping phase of the project.

So that everyone who desires to speak has the opportunity to do so and be made part of the official record we will not entertain any questions from the floor in this meeting room at this time. However, there are project staff available next door in the room immediately adjacent to us. So if you leave those doors and turn to your right, in the exhibit area they are available to answer any questions that you may have. Those conversations however will not be part of the formal record.

Before I call on you the speakers from the floor I will call on Mr. Joseph Flint of the New York State Department of Transportation to give a brief presentation on the project. After he

1 Flint

2 speaks I'll give you instructions and
3 some ground rules on giving comments and
4 then we'll proceed to your comments.

5 Thank you.

6 MR. FLINT: Good evening everyone.
7 Thank you for coming to this Initial
8 Scoping meeting for the I-81 Viaduct
9 Project. We all know the importance of
10 Interstate 81, not only locally here in
11 Syracuse but also beyond our city. I-81
12 is a major north south national,
13 regional and local transportation route.
14 It runs for approximately 855 miles from
15 Canada to Tennessee, connecting New York
16 state from its border with Pennsylvania
17 all the way to Canada at the Thousand
18 Island bridge, but also directly
19 connects with the east-west Thruway.
20 Locally I-81 provides access to downtown
21 Syracuse as well as University Hill, the
22 region's major employment and cultural
23 center.

24 The Department in cooperation with
25 the Federal Highway Administration and

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Flint

Syracuse Metropolitan Transportation Council concluded the I-81 Corridor Study this summer. Nearly 3,000 people provided feedback on this study. The study identified critical issues related to the I-81 corridor, which are guiding development of the I-81 Viaduct Project. It prioritized projects and concluded that there is a need for the near term reconstruction or replacement of I-81 through downtown Syracuse.

The I-81 Corridor Study identified many needs. Interestingly there was a concentration of needs in the viaduct priority area. Some of those needs are related to the structural condition of the bridges, safety issues, particularly with accident rates being three to five times the state-wide average at some locations, geometric deficiencies such as shoulder width and the distance between ramps, which are no longer consistent with current day design standards, capacity issues such as

1 Flint

2 severe congestion at some locations in
3 the a.m. and p.m. peak travel periods.

4 Back in the late 1960s when
5 construction of I-81 was completed
6 highway standards were different. Today
7 I-81 carries 50,000 to a hundred
8 thousand vehicles per day depending upon
9 where you are on the interstate, and the
10 majority of this traffic is traveling to
11 or from or through downtown Syracuse.

12 The area identified as the viaduct
13 priority area is 3.5 miles long and
14 crosses 18 streets with 103 bridge
15 spans. It extends from Dr. Martin
16 Luther King east on the south to
17 Hiawatha boulevard on the north. The
18 viaduct itself, the elevated portion of
19 the highway is a mile and-a-half long.

20 With the Federal Highway
21 Administration as the federal lead
22 agency and the New York State Department
23 of Transportation as the state lead
24 agency we are now entering the NEPA
25 phase of the project. NEPA stands for

1 Flint

2 the National Environmental Policy Act.
3 And the NEPA process is intended to help
4 public officials make decisions based on
5 an understanding of environmental
6 consequences and take actions that
7 protect, restore and enhance the
8 environment.

9 A Notice of Intent to prepare an
10 Environmental Impact Statement was
11 published in the federal register on
12 August 26th of this year, initiating
13 project review under NEPA. This phase
14 of the project is focussing on
15 developing reasonable and feasible
16 alternatives for the I-81 Viaduct
17 including opportunities to improve local
18 street connectivity, pedestrian and
19 bicycle access and potential land use
20 and economic benefits.

21 During the early review phase we
22 will focus on the following.
23 Establishing the project's goals and
24 objectives as well as the project goals
25 -- I'm sorry, the purpose and need as

1 Flint

2 well as the project's goals and
3 objectives. Examine and develop
4 alternatives for further study. Develop
5 an environmental analysis framework and
6 engage agency stakeholders and public
7 participation in the process.

8 The purpose of the project will be
9 to create an improved corridor that
10 meets transportation needs, supports
11 long range planning efforts and moves
12 people and goods safely and efficiently.
13 Additionally the project's purpose will
14 consider how transportation
15 infrastructure can enhance economic
16 growth in the Greater Syracuse area
17 while addressing structural deficiencies
18 and non-standard highway features.

19 The project is guided by two over-
20 arching goals supported by a number of
21 objectives to help achieve those goals.
22 These goals were informed by the
23 corridor goals identified by the
24 community members who participated in
25 the Corridor Planning Study.

1 Flint

2 The first of two major goals of the
3 I-81 Viaduct Project is to improve the
4 safety and create an efficient regional
5 and local transportation system within
6 and through Greater Syracuse.
7 Objectives for this first goal are to
8 eliminate structural deficiencies and
9 improve bridge ratings. Secondly, to
10 address identified geometric and
11 operational deficiencies.

12 The second goal of the project is to
13 provide transportation solutions that
14 enhance the liveability, sustainability
15 and economic vitality of Greater
16 Syracuse. The objectives of the second
17 goal are to first, create transportation
18 infrastructure that is consistent with
19 the long range plans of the Syracuse
20 metropolitan planning area.

21 Secondly, to improve bicycle and
22 pedestrian surface connections along
23 Interstate 81. To improve the visual
24 and aesthetic character of
25 transportation infrastructure to

1 Flint

2 minimize the perceived barrier between
3 downtown and adjacent neighborhoods.
4 Lastly, to maintain or enhance vehicle
5 access to the regional highway network
6 and key destinations.

7 As you can see from this graphic we
8 are currently in the Scoping phase of
9 the environmental review process. A key
10 part of the environmental review process
11 is public involvement. As indicated on
12 this graphic, public participation will
13 be ongoing throughout the process.
14 During the environmental review we will
15 be looking at alternative solutions to
16 I-81 issues and investigating the
17 potential benefits and impacts, the pros
18 and their cons of these approaches.

19 These studies will be documented in
20 a comprehensive document called an
21 Environmental Impact Statement or EIS,
22 which will be prepared according to
23 federal and state guidance. The EIS
24 will look at how the project
25 alternatives would affect the environment.

1 Flint

2 How does each alternative affect air
3 quality, community character, land uses
4 and noise, for example? What are the
5 transportation, economic, quality of
6 life and environmental benefits and
7 detriments of each alternative? The
8 answers to these questions will be in
9 the Environmental Impact Statement.

10 We are now in the Scoping stage of
11 the project. During scoping the public
12 has an opportunity to comment on what is
13 studied in the Environmental Impact
14 Statement. To help you the public and
15 agencies understand the project we have
16 prepared a Scoping Initiation Package.
17 This informational document introduces
18 the I-81 Viaduct Project, describes the
19 purpose and need and the steps in the
20 environmental review and gives an
21 overview of the preliminary alternatives
22 and public involvement opportunities.

23 During Scoping we will identify
24 alternatives to be evaluated in the
25 Environmental Impact Statement. This

1 Flint

2 Initial Scoping meeting marks the
3 beginning of the initial formal Scoping
4 comment period which will run through
5 January 17th, 2014. Formal comments
6 including those submitted at this
7 meeting will be responded to in a Final
8 Scoping report which will mark the end
9 of Scoping. This meeting is the first
10 of two Scoping meetings. At this
11 initial meeting we will present an
12 overview of the NEPA process, when and
13 how the public can be involved, how the
14 I-81 Corridor Study informs the current
15 project, the purpose and need of the
16 project, its goals and objectives and
17 preliminary list of alternatives.

18 As the starting point we are looking
19 at alternatives identified during the
20 Corridor Study. The above grade or
21 reconstruction alternative; the at-grade
22 or surface alternative; the below grade
23 or depressed highway alternative, and
24 the below grade tunnel alternative.

25 In addition to the alternatives that

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came from the Corridor Study other alternatives may be suggested during this Scoping phase. You can learn more about how we will study the alternatives by reviewing our boards displayed in the open house section of this meeting next door. Although not illustrated on the boards it is important to know that the Draft Environmental Impact Statement will also include a no build alternative, which serves as a benchmark against which to compare the build alternatives.

During Scoping alternatives will be identified and explored further. We will develop multiple options for each alternative. Engineer these options, meaning we will begin to work out engineering details, plans and profiles and determine the feasibility of these alternatives. We will take many considerations into account.

For example, among these considerations are issues related to highway design, such as how many lanes

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Flint

should the highway have? How wide will they need to be? How wide would a median need to be? What about shoulder width, curvature and elevation? How can we make the highway operate most efficiently and effectively?

To determine this we look at data such as traffic volumes, determine the best location for ramps, how far apart should the ramps be, and ways to optimize roadway safety. We are considering issues such as snow and ice removal and maintenance costs of the highway. We will also take into account community impacts such as effects on local street systems, pedestrian and bicycle safety, property requirements, visual quality, traffic noise and any potential impacts on historic resources. We will take into account quality of life impacts and explore sustainable design elements, such as stormwater management. We will explore designs that enhance pedestrian and bicyclist

1 Flint

2 experiences, urban design improvements,
3 such as lighting and cross walks, and
4 opportunities to enhance economic
5 development.

6 The refined alternatives will then
7 be presented for public review at the
8 future Scoping meeting which will also
9 present our initial evaluation results.
10 We will present the Environmental Impact
11 Statement study area as well as the
12 methodology used to study and analyze
13 environmental issues. As the project
14 moves forward we will continue to engage
15 the public and provide opportunities for
16 input. We will develop and refine
17 project alternatives, hold a second
18 Scoping meeting in the future, then
19 prepare the Final Scoping report. This
20 report will identify alternatives to
21 carry forward into the Environmental
22 Impact Statement and include responses
23 to comments submitted during the comment
24 periods.

25 As explained earlier, we will be

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Moderator

accepting written comments through
January 17th and accepting oral comments
at this meeting. Again, if you would
like to speak please fill in a speaker
card at the welcome table. The speaking
portion of this meeting will begin
directly after this presentation. For
more information please visit us at the
project website i81opportunities.org,
the website will be continually updated
throughout the entire project. Thank
you for coming to this evening's meeting
and for participating in the I-81
Viaduct Project.

MODERATOR SMITH: Okay, before we
begin I just want to go over a couple
ground rules for our speeches to keep
things moving. We're ready to hear from
all of you who wish to provide oral
comments. I remind anyone who wishes to
speak at this meeting must fill out a
speaker's card in the back. We've
already received some speaker cards, but
not too late if you wish to fill one out

1 Moderator

2 and you can be put on the list.

3 In accordance with agency policy
4 elected and appointed officials will be
5 given the first opportunity to speak.
6 Though not all of these people or very
7 few of them will actually speak, we
8 appreciate that many local
9 representatives have expressed an
10 interest in this process and have sent
11 representatives.

12 Namely US Senator Charles Schumer
13 sent Angelo Roefaro. New York State
14 Senator John DeFrancisco sent out Alex
15 Walsh. Senator Valesky's office sent
16 Jessica DeCerce. Assemblyman Bill
17 Magnarelli, Christine Slocum.
18 Assemblyman Al Stirpe, Ms. Bardor.
19 Assemblyman Gary Finch, Pamela Kirkwood.
20 Assemblyman Roberts, Alex Grant. And
21 there are also numerous representatives
22 from County Executive Mahoney's office
23 as well as the County Legislature, the
24 Syracuse Common Council and as well as
25 Mayor Miner's office and representatives

1 Moderator

2 from several towns and villages. That
3 includes both this meeting and the
4 meeting that we just wrapped up at 6,
5 began at 4.

6 In order to allow as many people as
7 possible to be heard it is necessary
8 that we restrict individual comments to
9 two minutes. I will do this as I'll
10 give you a visual aid to let you know
11 how much time you have at 1 minute, 30
12 seconds, when your time is up. And also
13 if you've got your nose in a piece of
14 paper and you're reading I'll say
15 something in case you don't look up.

16 If your comments are in writing you
17 can simply hand them to the project team
18 representative at the registration desk
19 in the entrance lobby. If you've
20 already submitted comments specifically
21 in response to the Department's
22 publication Notice of Intent you don't
23 have to resubmit them because they've
24 already been made part of the record.
25 Again to remind you, written comments will

1 Boyer

2 be accepted by the Department through
3 Friday January 17th, 2014.

4 As a preliminary matter we did, as I
5 mentioned before, we did have a meeting
6 immediately prior to this and there are
7 a few people left over that I think are,
8 many of them are still here and they'll
9 be our first speakers. And then the
10 speakers will be taken in the order that
11 you submitted your speaker request card.

12 So the first speaker will be Greg
13 Boyer. The second speaker Earl
14 Baptiste. So Mr. Baptiste, if you're
15 still here come on up in line and that
16 way we'll keep it moving.

17 GREG BOYER: Thank you. As mentioned
18 I'm Greg Boyer, I'm a 30 year resident
19 of the city of Syracuse. I'm also
20 someone who walks and bikes and uses
21 public transportation to go to work
22 every day. That includes successfully
23 transiting underneath 81 today as I
24 walked down here to speak tonight. As
25 such I would like to give you a little

1 Boyer

2 bit of a perspective of someone who
3 spends a lot of time on foot in this
4 city. And it may surprise you I'm
5 actually strongly against the boulevard
6 option.

7 I-81 serves a very valuable service
8 for this city as you heard from, all
9 those previous speakers from the earlier
10 session, it brings people in and out, it
11 supports our businesses and allows our
12 emergency crews to cross the city
13 rapidly and allows people to access our
14 hospitals. This high volume high
15 traffic corridor is simply incompatible
16 with pedestrians and bikes. So in
17 essence the safest place to have this
18 type of transit is to keep it on a
19 viaduct where people can successfully
20 walk underneath and transit underneath
21 the system.

22 If you want to see how it doesn't
23 work well, I would suggest trying riding
24 your bike on Erie Boulevard, which is
25 listed as one of our city bike routes.

1 Lorenz

2 It's crazy. But when you talk about
3 separation of neighborhoods, the issue
4 is really not the viaduct, the issue is
5 really Almond Street and the streets
6 that are underneath the viaduct. We
7 need to make the space underneath the
8 viaduct accessible to people and bikes.
9 So if it's ugly make it pretty, if it's
10 dark make it, you know, light, make it a
11 place where people want to have street
12 fares and have bike paths and access
13 that space.

14 And I would suggest Portland, Oregon
15 and Seattle and even Elmira, New York
16 have successfully done that and they are
17 examples to look at. Thank you very much.

18 MODERATOR SMITH: I don't think
19 Mr. Baptiste is still here so the next
20 speaker Josef Lorenz followed by Sehl
21 Burns.

22 JOSEF LORENZ: Hi, Josef Lorenz, six
23 year resident of downtown Syracuse.
24 I've lived next to the overpass several
25 years now, hard to look at the negative

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Lorenz

consequences it had on my neighborhood. Consequences of civic life, community pride, personal health, pedestrian mobility. The highway incurs a negative burden on the city for the last past century including encouraging costly suburban sprawl, stagnant real estate values, dangerous crosswalks which are not lit properly, very loud to live next to. It allocates a lot of space towards surface parking, embankments, concrete, cars. Stuff that's not economically valuable or civically valuable or publicly valuable to the city or surrounding streets.

Rebuilding the elevated highway within the same confines of the city only recreates the same visual, physical, social, economic barrier that existed there through the middle of the city for the last half century and it's not encouraging smart growth of the city. Thank you.

MODERATOR SMITH: Mr. Burns, you're

1 Burns

2 recognized and then the next person Tom
3 Law, if you're still here you can line
4 up behind Mr. Burns.

5 SEHL BURNS: Thank you very much.

6 Sehl Burns, I live in the Outer Comstock
7 neighborhood, resided where I was born
8 in the University neighborhood. And I
9 can still remember walking down to
10 Central high school and noticing when
11 they were constructing the viaduct and
12 tearing down neighborhoods. And it made
13 me sad at the young age of 14 I think it
14 was, and wondering what in the heck they
15 were doing.

16 I live on Arnold Avenue in Outer
17 Comstock. And after thinking things
18 over I just thought I'd come down and
19 put my two cents worth in. That is that
20 I favor the tunnel and the boulevard.
21 You know Syracuse is changing, it's real
22 upscale with downtown turning around and
23 I think it's about time we had a
24 beautiful boulevard. And the tunnel,
25 send the 81 traffic underneath and out.

1 Law

2 And I think it makes the most sense and
3 keeps looking forward to the future. I
4 appreciate the time you let me spend
5 here.

6 MODERATOR SMITH: Thank you,
7 Mr. Burns. Mr. Law is recognized and
8 following Mr. Law will be Mr. Yusuf
9 Abdul Qadir.

10 TOM LAW: Tom law here. Three main
11 areas I'm going to cover in two minutes.
12 The method, the technique that we're
13 using cars, new possibilities and even
14 fleeing from other areas I guess.

15 So the first thing our goal here
16 seems to be would be to foreshadow the
17 transit future of Syracuse public/private
18 transit hybrid. I don't really know how
19 hard we're looking at the future. I
20 think we are essentially stuck in the
21 habit of using cars. And let's call it
22 the I-81 habit. I drive a car. The
23 I-81 habit is an auto habit.

24 Now catch this, this is a little
25 rule of caution here, habits do not

1 Law

2 focus on newness or on improvements.
3 Okay? So I'm saying I have habits, you
4 have habits, but they don't necessarily
5 appeal to the future, a better future
6 that is. I use about 35 gallons of
7 gasohol per month driving about 925
8 miles. I weigh 200 pounds, my car
9 weighs 4,500 pounds. About 22 to 1
10 ratio. It's a Toyota Camry 2011.
11 That's our method. The habit, the car.
12 That's our method and technique. And
13 the highway is the technique that is
14 going under the wheels of the car,
15 that's all. Just covers the land. It's
16 not too hard to imagine.

17 As far as the science, we could do
18 better with our habits. We could think
19 of them as habits and nothing new. And
20 on the human vein I wish you a full life
21 in the future, a full mind and an active
22 mind, a healthy focus and attentive use
23 of your faculties. So to your own acts
24 and your potential to act, mother nature
25 must bow.

1 Qadir

2 YUSUF ABDUL QADIR: Good evening, my
3 name is Yusuf Abdul Qadir. I wear many
4 hats. Today the hat I'm going to be
5 wearing is of a concerned citizen. Nine
6 years ago I came to Syracuse as a
7 student. I love this city. I love the
8 city so much that I brought my mother
9 here, she's the most prized possession,
10 the most valuable person to me in my
11 life. My sister is here, she brought
12 her two children here.

13 This viaduct is not healthy for the
14 future of this city. The viaduct is not
15 healthy for the people who live in that
16 area. As I said I wear many hats, one
17 of the hats is I'm on the board of the
18 Lung Society of Central New York. In
19 that neighborhood in the south side of
20 Syracuse there are many people who are
21 definitely proportionately affected by
22 the viaduct.

23 One of the other hats that I wear
24 besides the one on my head is a board
25 member of the New York Civil Liberties

1 Qadir

2 Union. This viaduct certainly
3 invalidates everything, jeopardizes
4 people's civil liabilities.

5 As an environmentalist and person
6 who owns an environmental consulting
7 company this is not good for smart
8 growth of the city. As a person who
9 spent many years working on an economic
10 development project on the city, this is
11 not good for economic development of the
12 city. Money is driving through and past
13 the city. They're driving over the
14 city. And in ways that are not bringing
15 in economic prosperity for the people
16 who live in the city.

17 I am a resident of the city. A
18 proud resident of the city of Syracuse.
19 And though I'm from the Bronx, New York
20 I have no problem taking public
21 transportation. In fact I am one of
22 those people who gave up my car and take
23 a bike every day or bus every day or
24 walk every day. And I live in Strathmore,
25 and I get lots of interesting looks from

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Qadir

my neighbors but I have no problem doing it because it's for the health and safety of the city.

This project we're talking about is far more than the people in this room, this is about the people who come after us, this is about my children, my grandchildren, my great grandchildren and their ability to live in the city that's going to be economically thriving in a city that is going to be healthy in a city that is on rebound. I won't take anymore time but thank you for your attention.

MODERATOR SMITH: That concludes the speakers who stayed from the previous meeting, and we very much appreciate you doing that and giving your comments.

Now with the batch of speaker request cards we got for this meeting the first will be, begin with our elected's, Jean Kessner, Syracuse Common Council. After Ms. Kessner will be Ed Michalenko, Dewitt supervisor.

1 Kessner

2 Trouble reading it.

3 JEAN KESSNER: Hello, I'm Jean
4 Kessner, I'm a Syracuse Common
5 Councilor-At-Large. Last month the
6 Syracuse Common Council passed
7 unanimously a resolution asking state
8 and federal elected and the Department
9 of Transportation to give the city of
10 Syracuse a seat at the decision-making
11 table. You sitting up there are the
12 ones who will decide what will happen to
13 us who live here. That is wrong. We
14 deserve to be one of the decision-
15 makers. And that's what our resolution
16 asks for.

17 I hope other legislation will be
18 coming. But I hope that you understand
19 this city is our home, it's our future.
20 We can't have a vision when someone
21 takes away our main opportunity to remake
22 ourselves or to envision ourselves. We
23 need to be at the decision-making table.
24 Thank you.

25 MODERATOR SMITH: Thank you,

1 Michalenko

2 Councilor. Following the Supervisor
3 will be Peter King. So Mr. Peter King
4 come to the front and line up.

5 ED MICHALENKO: On behalf of the
6 Town Board and residents of Dewitt I
7 would like to express some concern about
8 this project. Again, we support smart
9 growth policies, we support the city's
10 initiative to improve connectivity and
11 enhance its neighborhoods. However, we
12 do not approve of this coming at the
13 expense of the residents of Dewitt by
14 rerouting 81 to Route 481. You'll just
15 be transferring the problem and not
16 solving it.

17 What we believe is a more
18 comprehensive approach, and again our
19 concern rests with you're only
20 addressing a couple miles of Route 81
21 as it's elevated through the city. We
22 think a comprehensive plan was needed
23 prior to this process. One to ensure
24 that smart choices and more
25 environmental and social and economic

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Michalenko

benefits could be provided to all of Central New York and not one very small concise geographic location. We support that comprehensive approach that leads to alternative mass transit options, one that can reach out into the suburban communities as well, because we are all in dire need of a traffic diet.

We are concerned about the impact of Route 81 transferring to 481 for our own neighborhoods and for our quality of life. We suffer the disconnects in and the same problems that the south side residents in the inner city neighborhoods suffer as well. We suffer those impacts along Route 173, Route 5, Route 290, Route 298, Route 90, Route 690 and Route 481, which would only be exacerbated.

The increased wear and tear on our local roads and infrastructure are already evident and underfunded. So again, we'll be submitting our writings and our comments in more detail by the deadline. And again, we sorely advocate

1 King

2 for that more comprehensive approach.

3 Thank you.

4 MODERATOR SMITH: Is Mr. King
5 present? Peter King. And the next
6 speaker will be Mr. Lorenz. Mr. Lorenz,
7 you can come to the front and line up.

8 PETER KING: Good evening, my name
9 is Peter King, I'm a resident of the
10 Outer Comstock neighborhood for 10
11 years. And throughout this process I've
12 been submitting comments on my Version 6.

13 My first point is I think that you
14 should prioritize including the
15 communities and people living in the
16 city of Syracuse more than other
17 stakeholders because they must live with
18 the consequences of what your design
19 choice is, and they have had to live
20 with this, those consequences for 40
21 years.

22 I think that you must include a
23 complete health analysis, health impact
24 assessment on whatever build choice you
25 have; for example on asthma rates. But

1 King

2 there are other concerns. But I think
3 that, I agree with the people coming
4 before me who have said in so many
5 words, one of the main if not the main
6 method you must employ is perhaps reduce
7 the overall traffic moving through the
8 city.

9 A lot of the talk has focused on
10 specific design builds and what you do
11 with the steel and concrete, but there
12 are the people to consider. And at this
13 time there are three main opportunities
14 that I can see, but the main one being
15 look at the public transit.

16 Now the NEPA process is a wonderful
17 legislation, which unfortunately it must
18 include public transit in the design
19 considerations. But unfortunately I
20 don't think it provides for the transit
21 funding. And so the city of Syracuse
22 must look at the transit funding. There
23 are all kinds of other planning tools
24 and instruments you can use. Transit
25 oriented development. There are many

1 Lorenz

2 homeowners. The boulevard would travel
3 directly south and connect with Adams
4 Street, and travel east up Adams Street
5 and connect with the present 81 south of
6 Adams Street.

7 We need to reduce the number of
8 elevated highways in Central New York
9 due to extreme weather conditions.
10 Elevated highways tend to freeze over
11 and are also difficult to remove snow.
12 Need to remind you of a fatal accident
13 happened on a portion by a driver hit a
14 snowbank and catapulted over to his
15 death.

16 Elevated highways are very expensive
17 to construct, require extra maintenance
18 and need to be replaced. The boulevard
19 would be much less to modify, maintain
20 and will not be necessary to replace.
21 The real beauty, is the plan would allow
22 the construction and rerouting while the
23 present 81 remains open. Upon
24 completion would open immediately
25 without any delays or temporary detours.

1 Lorenz

2 It's imperative the connective corridor
3 is designed to eliminate any vehicle
4 traffic that joins east to west. I
5 don't know why they call it the
6 connective corridor because it's not
7 connected. It's blocked by an
8 interstate highway. A boulevard in the
9 same footprint would create the same
10 situation and not allow for pedestrian
11 or bicycle traffic.

12 The connective corridor would join
13 Syracuse University with downtown
14 Syracuse. This was the former
15 chancellor Nancy Cantor's dream. It
16 would also improve the neighborhood. It
17 would be similar to downtown in Ithaca
18 called the Commons. It would be fully
19 open to pedestrians which covers the
20 shops and restaurants similar to Armory
21 Square. The proposal would not affect
22 Destiny USA, it's a new route south of
23 that location. West Street is close to
24 downtown which in the future could
25 encourage travelers to visit downtown

1 Chistolini

2 and later connect Armory Square and that
3 direction. I want to thank the highway
4 administration and DOT for allowing us
5 to speak. Thank you.

6 MODERATOR SMITH: After
7 Mr. Chistolini the next speaker will be
8 Matthew Vincent.

9 JOHN CHISTOLINI: Good evening, my
10 name is John Chistolini, I live in the
11 Town of Dewitt. I also agree with the
12 sentiments of the town supervisor
13 Mr. Michalenko. My question is, no
14 matter what you do you're still going to
15 reroute traffic around 481, even if you
16 do reconstruction on the bridge and
17 decide to keep it. My question is would
18 you consider a noise abatement wall for
19 the development that I live in, which is
20 the Jonathan Craig (phonetic) tract that
21 runs along Bridge Street in East
22 Syracuse down along Towpath Road, which
23 goes along into Kinne Road and into
24 Maple Drive.

25 You've already exceeded your

1 Chistolini
2 decibels of 75 points. It exceeds the
3 standards by the federal highway system.
4 We were just wondering if you would
5 consider putting up a noise abatement
6 wall and changing the quality of life
7 that is right now unbearable. When we
8 first moved there it wasn't that bad.
9 Once the truck traffic realized it could
10 go around the city of Syracuse, I have
11 friends that drive tractor trailers,
12 they told me why do I want to drive on
13 those ramps and that bridge when I can
14 go around 481. And it has exceeded its
15 limit. So if you would again please
16 consider a noise abatement wall. Thank
17 you.

18 MODERATOR SMITH: After Mr. Vincent
19 the next speaker Douglas Martin.

20 MATTHEW VINCENT: Hello, thank you
21 for allowing me this opportunity tonight
22 to speak. A previous speaker had
23 mentioned Erie Boulevard. And I think
24 that is why a lot of people are hesitant
25 about a boulevard option. Because we're

1 Vincent & Martin
2 going to have a terrible boulevard and
3 then a magnificent boulevard? Everyone
4 who drives in this city knows that the
5 condition of surface streets are
6 abysmal. You can't drive Erie Boulevard
7 all the way to the west side of town.
8 Most of that traffic now takes Fayette
9 Street, which is a tank trail. I don't
10 think that in these discussions about
11 what's happening with the highway we're
12 going to end up with any additional
13 funding for surface streets. So if we
14 have a highway, you drive on 81 it's
15 basically in good condition. I can't
16 say that for Erie Boulevard or Fayette
17 Street. That's my comments, thank you.

18 MODERATOR SMITH: After Mr. Martin
19 the next speaker will be, I'm sorry,
20 Oldfield, looks like Julianne.

21 DOUGLAS MARTIN: When the
22 environmental impact liveability,
23 sustainability and economic vitality are
24 given more weight than the means of
25 special interest groups the Green Party

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Martin

side with the downtown area. I hasten to add that an at-grade roadway is not equivalent to a boulevard. I-81 challenge process did a real disservice to the public discord by pushing the idea of a boulevard to near total exclusion of all other discussion of at-grade alternatives.

I won't get to 3 and 4 but I will say as a resident of Syracuse for over 40 years and having lived in the shadow of Interstate 81 and Central Village, better known as Brick City, I'm also a former firefighter for the city. I've seen the impact now personally, dealt with the impacts both from the standpoint of responding to accidents on I-81 in treacherous conditions and then observing family members and friends who have health issues and concerns as a result of it. Thank you for my time.

MODERATOR SMITH: Following Mrs. Oldfield, Mark Braiman.

JULIET OLDFIELD: I'm Juliet Oldfield,

1 Oldfield & Braiman
2 a resident of Syracuse I live in the
3 University area. I would really welcome
4 not having to use the car so much.
5 Maybe I should just get out and walk.
6 But I love all these ideas you have and
7 I think it's really exciting. This
8 whole project is really exciting but I
9 have my reason for wanting to speak is a
10 concern that it doesn't just gentrify
11 the south side or this area that you're
12 talking about in these plans. Such as
13 the way Armory Square has happened, it's
14 like really not feasible for a gradient
15 income. I would like to see housing
16 that is affordable to all incomes, and I
17 really welcome especially the liveability
18 part of your plan. Thank you.

19 MODERATOR SMITH: After Mr. Braiman
20 the next speaker will be Peter Zorabozo.

21 MARK BRAIMAN: I've been a faculty
22 member at Syracuse University since
23 1998. And I have been an avid bicycle
24 commuter since the early 1980s, first as
25 a graduate student at Berkley, California

1 Braiman

2 then working in Boston, and subsequently
3 working for ten years at the University
4 of Virginia. I have continued to
5 commute on bicycles even after having
6 moved in 2001 to Cazenovia. Even though
7 I'm 57 now I've traveled on bicycles at
8 least 10 times this year.

9 But I also recognize the importance
10 of alternatives to bicycles. And I use
11 my car during the winter. I don't think
12 we can expect people who are older and
13 during the winter to be committed only
14 to using non-automobile options.

15 The other thing that I feel is
16 important is in this discussion is to
17 focus also not on just what's happening
18 below the highway but what possibilities
19 are there for things happening above it.
20 Even retaining the current elevation of
21 the highway. I think it's important for
22 the state to consider the possibility of
23 putting things above the highway,
24 including buildings, a covering that
25 would protect the highway from excessive

1 Braiman & Zorabozo
2 snow. And also even the possibility of
3 putting bicycle fly-over, bicycle and
4 pedestrian fly-over, that certainly has
5 been done on 690 West near the State
6 Fair Grounds with great effect between
7 the parking lots.

8 But it's important to remember that
9 what we define as grade in this city
10 depends very heavily on where you're
11 looking at. Even just 400 yards roughly
12 to the east of the current grade level
13 highway there is another grade at Irving
14 Street which is a good 40 or 50 feet
15 above the current grade of the highway.
16 And putting a bicycle ramp over the
17 highway would indicate the relative
18 importance to planners of that mode of
19 transportation.

20 PETER ZORABOZO: I recently moved
21 here from Connecticut. I've lived here
22 about three months. I feel that I-81 is
23 an eyesore for the city of Syracuse, it
24 no longer serves it's designated
25 purpose. It was built over 60 years ago

1 Zorabozo

2 and I feel that it's time to come up
3 with a new creative idea that can better
4 serve the city and the surrounding
5 community.

6 I feel that the tunnel option is a
7 bit too expensive to implement but would
8 be a wonderful idea. Perhaps the
9 boulevard or depressed highway would be
10 better suited. Also with fly-overs as
11 the gentleman before me mentioned,
12 accommodating to pedestrians and
13 bicyclists would greatly benefit the
14 community but also may help reduce
15 traffic in the downtown area and on the
16 Interstate, hence reducing traffic
17 accidents and general congestion.

18 I think most citizens fear the idea
19 of a boulevard because when the idea of
20 a boulevard is mentioned they think of
21 Erie Boulevard. And Erie Boulevard in
22 my opinion is not very successful. It's
23 highway congested and it's not a
24 practical way to move about the city.
25 If a boulevard can be constructed in a

1 Marcy

2 Syracuse, New York.

3 MODERATOR SMITH: Mr. Marcy, if you
4 want you can remove it (the mic). I
5 don't want you to have to speak doubled
6 over.

7 DARRELL MARCY: I had a vision for
8 the I-81 viaduct corridor and I have
9 never heard anyone else talk about it.
10 And so it's kind of unique but I think
11 it's worth a consideration by people. I
12 thought of removing 81 at Adams Street
13 all the way to Erie Boulevard where it
14 hooks into 690, but then having that
15 corridor be a park, like Central Park in
16 New York City. Would be like a Syracuse
17 park, huge, just as big as Central Park
18 in New York City. And not just as big,
19 couldn't be that big, but it would be
20 big relative for our city. And I think
21 that would be a great enhancement for
22 people walking around and bicycling and
23 enjoying the city instead of just
24 looking at it as a, you know, like just
25 a place to drive through. Thank you.

1 Marcy

2 MODERATOR SMITH: Thank you. So if
3 there are no other speakers, if you
4 would like to speak line up and we'll
5 have someone there to help you fill out
6 the card.

7 KENNETH HOOGS: This is double duty.
8 I spoke at the first session, and then
9 on my way out I ran into an architect
10 who came up with an interesting --

11 MODERATOR SMITH: Sir, I'm sorry,
12 did you speak at the last meeting?

13 KENNETH HOOGS: Hoogs.

14 MODERATOR SMITH: Yes, we have your
15 comments.

16 KENNETH HOOGS: You would be very
17 interested to hear what I have to say.

18 MODERATOR SMITH: Is it different?

19 KENNETH HOOGS: It's different.

20 MODERATOR SMITH: I would encourage
21 you if there are additional ideas you
22 would like to submit you can do it in
23 writing but we, just because we set the
24 ground rules at the beginning, in the
25 sense of fairness I can't let you speak

1 Packard

2 twice because there are people the last
3 time that didn't get to speak at all.

4 So I need to ask you --

5 KENNETH HOOGS: But I just happened
6 to meet with this architect and changed
7 my mind the opposite way.

8 MODERATOR SMITH: I don't mean to be
9 impolite but I can't let you speak
10 twice.

11 KENNETH HOOGS: Funny rules.

12 MODERATOR SMITH: Sorry for that.
13 The next speaker we have signed up is
14 Mr. Packard.

15 THOMAS PACKARD: Hello, I'm Thomas
16 Packard, been a resident of Onondaga
17 Hill for about 40 years, more than 40
18 years. And in the opening presentation
19 there was a comment about maintenance.
20 And there is also a flip side to that,
21 it has to do with durability or
22 downtime, that sort of thing.

23 Those that have lived in the city
24 for a number of years are very familiar
25 with the orange barrels. And so I guess

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Ott

what I'm saying is the use of materials that are durable, that hold up with the expected salt, whatever format that the viaduct takes, that that would be useful. And then eventually when there is a real need for major repairs that the system is built so that it can be managed in a way that really keeps the traffic moving.

MODERATOR SMITH: The next speaker is Mr. Ott.

EDWARD OTT: Good evening. I'm a resident of the city since 1972 and I have a unique perspective in the sense that this young man here kind of describes, kind of goes with the job I do. I drive a wheelchair van for a living. And to put it this way, doing a tunnel is too expensive, just ask the people from Boston about that, they still didn't get it right after \$1.3 billion spent on that project.

Boulevard? Why can't we look to some of the other streets that was mentioned, Erie Boulevard East, West

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Street, dangerous as heck. Just ask my wife, she takes the bus, goes over to Huntington Family Center once every week, it's a dangerous area. As far as the, those particular alternatives, it also would impact critical services, ambulance, fire, police, especially as far as getting into those areas, the hospitals from there.

And as far as the economic impact on certain areas like the south side, blaming the viaduct for their problems, then explain the same economic problems occurring over on the East Fayette Street section over by Westcott Street. Anyway, my particular thing is that I believe it should be rebuilt but conform to the standards and to make it more common sensible as far as traffic coming in and out of the hospitals. Especially around rush hour.

It's absolutely ridiculous at times when I have to pick somebody up at the University Hospital and having to get on

1 Mrs. Packard

2 the highway to get to other areas, the
3 traffic is absolutely ridiculous, and
4 hopefully the I-81 project will address
5 those particular situations. Thank you
6 very much.

7 MODERATOR SMITH: The next speaker
8 is Joyce Packard.

9 JOYCE PACKARD: Hi, I live on
10 Onondaga Hill, and I drive all over the
11 city all the time. I love Syracuse
12 because you can get anywhere you want to
13 go in 15, 20 minutes, except for rush
14 hour. And I'd like to see 81 stay up
15 where it is. Maybe if it's possible to
16 make it a little wider so you can have a
17 shoulder if there is accidents. And
18 make it look a little more pretty. And
19 the other thing is I haven't heard
20 anybody ask about what are you going to
21 do with the Dome traffic? Thank you.

22 MODERATOR SMITH: Thank you ma'am.
23 Go ahead and speak now and fill it out
24 later.

25 CINDY GILLETTE: Cindy Gillette, I

1 Jones

2 the accidents, I can tell you it's the
3 drivers. They're not watching what
4 they're doing. It's not because of 81
5 or the fact that you go from three lanes
6 to two lanes. These drivers are crazy
7 coming in. I don't know what they can
8 do about that. But I've had people
9 going around me 85 and 90 miles per hour
10 going past the Hiawatha Boulevard exit
11 in the city.

12 I just think it's really important
13 to keep 81 essentially where it is.
14 Yes, it has to be changed, it has to be
15 modified, improved, conform to the
16 standards that need to be done, but we
17 need it. That's all.

18 MS. JONES: Thank you, hello
19 everybody, good to see that you came to
20 visit us here in Syracuse DOT. I'm
21 Ms. Jones. I would like to tell you
22 please take into consideration what
23 everyone has said today and know that
24 there are serious health concerns
25 because this is a community real close.

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Jones

Because most of the viaduct, I did my research in Seattle or Boston they're over water, here you're over land where people live, so consider that.

Also we have architects who are educated here and we're a good community and we pull together. So consider pulling us to the table and maybe we can come to a happy medium. Thank you.

MODERATOR SMITH: I think everyone who is interested has spoken. Okay, I appreciate, we very much appreciate everyone's comments and participation in this process. And thank you for coming.
[Conclusion of Initial Scoping Meeting].

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Jones

C E R T I F I C A T E

This is to certify that I am a
Certified Shorthand Reporter and Notary
Public in and for the State of New York,
that I attended and reported the above
entitled proceedings, that I have
compared the foregoing with my original
minutes taken therein and that it is a
true and correct transcript thereof and
all of the proceedings had therein.

John F. Drury, CSR, RPR

Dated: November 18, 2013

NEW YORK STATE DEPARTMENT OF TRANSPORTATION

INITIAL SCOPING MEETING

REHABILITATION RECONSTRUCTION OR REPLACEMENT OF
INTERSTATE 81 FROM VAN BUREN OR CASTLE STREETS TO ABOUT
HIAWATHA BOULEVARD (I-81 VIADUCT PROJECT)

Public Comments from Initial Scoping Meeting,
held on Wednesday, November 13, 2013, at OnCenter, 800
South State Street, Syracuse, New York, commencing at
3:00 p.m., before David Robinson, a Court Reporter and
Notary Public in and for the State of New York.

PUBLIC COMMENTS

NOVEMBER 13, 2013

MR. DAVID LORENZ, 1 Marion Drive,
Fulton, NY 13069:

(WHEREUPON Mr. Lorenz submitted the
document marked Exhibit-1 as his comments.)

MR. JIM BRIGHT, 2648 South Salina
Street, Syracuse, New York 13205:

(WHEREUPON Mr. Bright submitted the
document marked Exhibit-2 as his comments.)

MR. CHARLES PIERCE-EL, 104 Elk
Street, Syracuse, NY 13205: I will start
with my name first. Good afternoon. My
name is Charlie Pierce-El and I have come to
put on the record the concerns that I have
with the Viaduct, I-81 Viaduct coming down
from a particular area, in the event that it
does come down. The replacement for economic
improvement for the poverty stricken families
that are over there, I would like to suggest
that you be able to use the railroad to go
back and forth for traveling and in doing
that, the proposal that I'm asking to be
considered is the people that are really

poverty stricken, below the poverty level, even there are some that are is my basic concern, that they have some type of transportation to and from the Carousel or the Farmer's Market where they can get fresh vegetation and shop and do things. And my suggestion is they should be given four tokens a month for railroad, the use of the railroad, the ones that are under the poverty stricken level. The ones that are above it, then by the railroad being there they should be able to pay their own fare. So, that's my issue and that's my suggestion to this committee, and I wish that you'd consider it. I don't know if improperly putting it, dotting my i's and crossing my t's, but at least I'd appreciate it if you give it some type of consideration and go into great thought and detail because once the viaduct come down, all those people that that cannot be able to get their transportation, busses, cars, mobile transportation, at least this would give them an opportunity to spend their money within the County and the City of

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2 Syracuse.

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4 Thank you for your time and I appreciate letting me put this on the record.

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6 MR. JERRY SMITH, Fayetteville, New York:

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8 My name is Jerry Smith, formerly a business owner in downtown Syracuse with the

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10 Addis Company. My first comment I'd like to make is

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My second thought is that this community has not built a major complex in the downtown core since the 1940s that has what Ms. Jane Jacobs called a soul, or eyes on the street. We have built these huge concrete monoliths that are usually removed from the street by parking spaces, or they

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2 are concrete edifices with no eyes, no glass,
3 no windows, no life in them. And so as
4 this conducts to Route 81, I was thinking
5 the other night what if we were to think of
6 Route 81 as a roof, not as a roadway that
7 disrupts a connection between east and west,
8 but as the roof of an indoor/outdoor
9 pavilion, so that perhaps if in
10 reconstructing 81 it was actually raised so
11 that the interior height would be at least
12 15 feet, the size of the MOST, or of the
13 Farmer's Market; that we actually could put a
14 farmer's market or some kind of edifice or
15 playground. And I came across this site, as
16 I Googled "life under expressways" and I came
17 across a site that cited nine cool ideas for
18 use under expressways.

19 Toronto has put a park with
20 basketball courts and skateboards and the
21 rest. Portland has a skateboard park.
22 Seattle, Washington has a mountain bike ramp
23 park. Another city has, in New Zealand has
24 a fair, complete with LED lighting and
25 colorful paintings and outdoor seating areas

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2 and areas to eat and drink, drink wine, have
3 wine tastings. And I thought in light of
4 this, when we close off Onondaga Street every
5 June for the Arts Fair what if that was done
6 underneath I-81. And I-81 was to look like
7 Faneuil Hall in Boston, and we were to think
8 of the I-81 as a warehouse, not as a road
9 map, but as a warehouse that we'd make it
10 into a building, but an outdoor building, an
11 indoor/outdoor building. Those are my
12 thoughts.

13 MR. WILLIAM SIMMONS, Executive
14 Director, Syracuse Housing Authority, 516 Burt
15 Street, Syracuse, New York 13202: My
16 name is William Simmons, Executive Director
17 for the Syracuse Housing Authority, and I
18 want to read a statement that was adopted by
19 the commissioners, Board of Directors for the
20 Syracuse Housing Authority.

21 The Syracuse Housing Authority, Board
22 of Commissioners, is aware of the planning
23 and public outreach for comments by the New
24 York State Department of Transportation
25 concerning the future of the elevated viaduct

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2 of Interstate I-81 through the City of
3 Syracuse. The Syracuse Housing Authority is
4 perhaps the largest stakeholder concerning the
5 elevated portion of the viaduct as it owns
6 all of the property on both sides of the
7 southern edge of Adams Street, with the
8 exception of one block, which Syracuse
9 University controls. As such, and with
10 nearly over 900 households, housing over
11 2,600 residents within its corridors, the
12 Syracuse Housing Authority has grave concerns
13 over the final solution and the imminent
14 construction process. Therefore, it is the
15 position of the Syracuse Housing Authority,
16 Board of Commissioners, that any action is
17 made with the understanding that individual
18 housing and daily lives will be impacted and
19 that the existence and strength of this
20 residential community needs to be impacted in
21 the least disruptive manner. It is our
22 opinion that the solution to the elevated
23 viaduct issue be one which enhances the
24 residential community, provides greater
25 pedestrian access through the neighborhood and

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2 affords the opportunity for further housing
3 and economic development for those who live
4 there.

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MR. EDWARD STRONSKI, 7300 Cedarpost
6 Road, Liverpool, NY 13088: It's my opinion
7 that the Boulevard option is a no go from
8 square one. Going back to the history of the
9 area around Adams and Harrison, back in 1993,
10 the EPA thought carbon monoxide levels were
11 too high. That resulted in the pool
12 oxygenation that moves all of that. So now
13 we are talking about putting a boulevard with
14 six lanes there and it's been stated over
15 and over how 12% of the traffic goes
16 through; that means 88% is going to be there
17 in an enclosed system which hasn't been
18 modeled in detail yet. So, a micro model
19 has not been performed yet. I find it in
20 inexplicable that a boulevard could be
21 considered, given the amount of emissions you
22 would have from that, and how that could
23 possibly be in compliance with EPA regs,
24 state regs, whatever regs, just common sense.
25 So, until told otherwise, I haven't seen

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2 anything that negates that supposition.

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Thank you.

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MR. ROBERT ROMEO, 314 East Fayette
Street, Syracuse, New York 13202: So, my

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2 name is Robert Romeo and I am a lifelong
3 resident of the City of Syracuse and I have
4 a business in the downtown corridor and I
5 currently work as the attorney for the
6 Syracuse Housing Authority, which has a great
7 deal of contiguous property to the 81
8 overpass in the new project.

9 I'd like to state that I believe
10 that this is potentially the biggest
11 transformative and dynamic project in the
12 history of the City of Syracuse since we
13 decided, in error I will add, to put our
14 Syracuse ball park on the north side. And I
15 think it can make a great deal of difference
16 to the community in the future of how this
17 turns out.

18 So, I would suggest that we work
19 strongly with urban designers to really
20 reflect on the impacts of the neighborhoods
21 and the community at large for the ultimate
22 determination. The other aspect of it, from
23 my personal point of view, is that I believe
24 that if you look at a map of the State of
25 New York and you put a pin in the center of

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2 the State of New York, you hit Syracuse, New
3 York and if you drill down into that
4 Syracuse, New York location and put a pin in
5 the middle of Syracuse, New York you'd
6 probably find right around this interstate
7 overpass 81. So, it is an opportunity to
8 create a sense of place, in that this is the
9 center of the entire state, this exact
10 location. I personally believe that a very
11 new and exciting and iconic bridge would be
12 the way to transform the skyline of the City
13 of Syracuse and give visitors and residents
14 alike the opportunity to understand where
15 they are in the state and to understand, and
16 to view the beauty of the City of Syracuse
17 skyline and the surrounding hills and so
18 forth as you drive over that overpass. So,
19 I think that our money should be well spent
20 with architects and urban designers to design
21 a very attractive and sustainable bridge in
22 that location, and why not call it the
23 Central State Bridge.

24 MS. BRENDA SILVERMAN, 300 Roe Avenue,
25 Syracuse, New York 13210: For the past 20

1
2 years I have been a resident of the Outer
3 Comstock neighborhood, which is south of
4 Manley Field House, and I have been on the
5 Board of the neighborhood association much of
6 that time, and I use City streets, I use 81,
7 I use 690. I have also been part of a
8 group called University Neighborhood Program.
9 I think it no longer exists. But it
10 represented the Westcott and east University
11 neighborhoods as well as Outer Comstock, to
12 talk about common issues and transportation
13 was one of them, including, this was a
14 couple of years ago, the possibility because
15 of the age of 81 and what might happen, and
16 there was a wonderful presentation by at
17 least two engineers, and they may have been
18 with the State Department of Transportation,
19 I'm not sure. A remodel of the current
20 version of the highway where the highway is
21 not torn down, there is no boulevard which
22 would be totally absurd given the volume of
23 traffic, the University, the medical complexes
24 who are the largest employers in the entire
25 County, and to not have a highway would be

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2 just kind of crazy, at best. But they had
3 a presentation of how you could take the
4 current road and modernize the highway, do
5 something about the 690 East ramp, the turn
6 to 690 East from 81 North, and also make
7 Almond Street look like a beautiful street,
8 with planting trees, having road surface
9 modern and fixed up, not full of potholes
10 and broken cement, where you put stores so
11 that the new parking garage Upstate put in
12 would have had stores on its base floor and
13 trees surrounding it, instead of just parking
14 cars, that you could make beautiful park land
15 and seating areas and make it safe underneath
16 the highway. And I don't subscribe at all
17 to the notion that the highway separates the
18 City from some other part of the City,
19 because you have underneath the bridges the
20 fact that it looks like it does because it's
21 been totally neglected. So, as a member of
22 the Outer Comstock area I am very frightened
23 that if the highway were torn down, any
24 other way of rebuilding it, that Ainsley
25 Drive would become a very heavily used street

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2 with trucks. It would destroy the Outer
3 Comstock neighborhood. It's already a very
4 overused street to get to the University and
5 the same for Thurber Avenue, which is only a
6 two lane street and contains trucks and other
7 things that should even be there at all.
8 That probably is my two minutes. So, I
9 think that's the gist of it, as I think that
10 the highway needs to be rebuilt and
11 modernized so that the turns to 690 are safe
12 and modern.

13 MR. MARK WATKINS, 300 Roe Avenue,
14 Syracuse, New York 13210: I'm Mark
15 Watkins. I live in the Outer Comstock
16 neighborhood, about three blocks south of
17 Colvin Street. I strongly oppose the notion
18 of a boulevard and the elimination of I-81
19 through the City. One of the great
20 advantages of Syracuse over cities of our
21 size and larger is the ability to get
22 anywheres quickly. From my house I can be
23 at the airport, right through the City within
24 15 minutes. I can be in Baldwinsville via
25 I-690 West in 20 minutes. I go there once

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2 a week. I can be out in East Syracuse in
3 ten minutes. The idea of a boulevard as
4 ending some kind of separation of the City
5 is a fantasy. It would be a barrier just
6 like I-81 supposedly is, but less porous.
7 The whole City is already cut up by Erie
8 Boulevard, by I-690, by the railroads, by
9 Oakwood Cemetery. So, the notion of
10 reconstituting some old neighborhood with
11 nostalgic connections is a myth. You can't
12 put Humpty Dumpty back together again.

13 Now, I grant that the intersection
14 of I-81 North with 690 needs to be redone.
15 It's dangerous and the crossover, if you are
16 going to get on 690, either east or west,
17 and going north on 81 is difficult and by
18 luck I have survived it many, many times.
19 One claims that the I-81 is not attractive.
20 I grant that. It can be beautified by
21 putting in trees and gardens and maybe stores
22 underneath, maybe buildings underneath, but we
23 absolutely need I-81 to get from point A to
24 point B in this City. This is not a matter
25 of City versus suburbs. I live in the City.

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2 I retired recently from the University and am
3 very much a City dweller and I am all for
4 I-81 continuing through the City.

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6 MR. JOHN ADAMS, 1207 Almond Street,
7 Apartment #1008, Syracuse, New York 13210:
8 John Adams, and I think they should just
9 rebuild it, rebuild the I-81, and I think
10 that when they do rebuild it to have the
11 community have some jobs in the rebuilding
12 process, and that's my comment.

12

13 MR. MICHAEL STREISSGUTH, 223 Twin
14 Hills Drive, Syracuse, New York 13207: My
15 name is Michael Streissguth. I'm a resident
16 of the City of Syracuse, employed by LeMoyne
17 College. I believe that the viaduct should
18 come down and that it be replaced for the
19 benefit of people needing to come into town
20 for work by public transportation systems,
21 such as light rail, from the northern suburbs
22 and other population concentrations outside of
23 the City. So, public transportation. Nor
24 do I support a boulevard, which I think
25 would also separate the City just as the
viaduct has, just as the I-81 has.

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MR. EDWARD WAGNER, 57 Willowbrook

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Drive, Auburn, New York 13021: My name is

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Ed Wagner, Town Supervisor for the Town of

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Owasco.

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I wanted to express my gratitude to

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Deborah Nelson for attending an Owasco Town

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Hall meeting on July 23rd, 2013 to listen to

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the local residents' concerns as they related

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to trash hauling truck traffic. And my

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letter that I am presenting gives you a

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summary of that meeting.

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(WHEREUPON Mr. Lorenz submitted the

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document marked Exhibit-3 as his comments.)

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MR. PHIL JAKES JOHNSON, 1405

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Brewerton Road, Syracuse, New York 13209:

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Phil Jakes Johnson. I think Interstate 81

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should be thought of as a rivet that ties

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the north and the south together as opposed

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to a scar that cuts the community in two.

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Whenever you have efficiency on moving people

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and goods it brings them together. In days

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of old, transportation and communication were

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hard. We were very isolated from each

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other. Today we're brought together by the

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2 advances of technology. Interstate 81 is one
3 of those advances.

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5 MS. ANN STEVENS, 125 Ambergate Drive,
6 Dewitt, New York 13214: I live not far
7 from 481 in Dewitt and am very much impacted
8 by the noise that the highway generates. It
9 bothers me a great deal that the people who
10 have I-81 going right outside their windows
11 are impacted by pollution as well as
12 incredible noise that I can't even imagine.
13 I think that we need to think about the
14 people in years to come and do something to
15 get rid of the highway running over the
16 streets of Syracuse and for those reasons I
17 would like to see an expensive tunnel dug.
18 That's pretty much it.

19

20 MR. DOUGLAS MAYER, 3251 Far Reach,
21 Baldwinsville, New York 13027: My concern
22 is comparing the plans to the no-build
23 alternative. I believe the no-build
24 alternative has to be clearly laid out what
25 that is, what that implies. This is a
different type of project. There is no,
really no-build alternative because something's

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2 there. If nothing is done there is still
3 going to be environmental impacts. So, the
4 comparison of alternatives to a no-build has
5 to be clearly understood. So, my request is
6 to be specific in defining what the no-build
7 alternative is. Thank you.

8 MR. KENNETH BOBIS, Syracuse, New
9 York: Well, I'm a resident of the City of
10 Syracuse and I have a vested interest. I
11 have four kids that grew up here and I'm
12 concerned that the group Save 81 is primarily
13 people from outside of the City of Syracuse
14 and the fact that I pay taxes in the City
15 of Syracuse and they do not, I resent the
16 fact that they might have some power over
17 the decision-making. The City is hurting for
18 revenue. Almost half the properties are not
19 taxable because they are non-profit or
20 government agencies and the people who
21 utilize City services but live outside the
22 City to have much of a say in what happens
23 with Route 81 I feel is unfair. Until they
24 start paying City taxes then maybe they can
25 have as much say as residents of the City.

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MR. MARK NORMAN, 350 West Fayette

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Street, Syracuse, New York 13202: Marc

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Norman. I'm the Director of Upstate, which

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is Syracuse University School of Architecture,

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Center for Research, Real Estate and Design.

7

And what I wanted to say was that there have

8

been many studies of boulevard takedowns.

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One of the best was commissioned by Seattle

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in reference to their Alaskaway Project, and

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what that study did was it looked at 20

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different highway removal projects and looked

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at them in depth in terms of economic

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development, crime, vehicle miles traveled and

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connectivity. And then it summarized all of

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them into some basic best practices for the

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conversion of highways to boulevard. And so

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I would encourage the DOT to reference that

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study and to look at its findings in looking

20

at the I-81 viaduct.

21

MR. G. CLARK, Fayetteville, New York:

22

All I want to say is that I'm hearing very

23

little about noise abatement. People need to

24

live in downtown 24/7 during the summers and

25

the springs and even the winters to know

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2 that the highways generate a high decibel of
3 noise 24 hours 7. There is no way to get
4 around it unless you drive five to ten miles
5 out of the City. So, it's not even on I-81
6 towards 690. So, noise, they have got to
7 still think of noise. That's all I've got.

8

9 MR. THOMAS LAW, 135 Pulaski Street,
10 Syracuse, New York 13204: This is Tom Law.
11 I want to emphasize that it seems ridiculous
12 to keep the car as a model of transportation
13 for the majority, say, in 95% of the local
14 adults because I weigh 200 pounds and my car
15 weighs approximately 4,500 pounds. Yet, the
16 energy used is only needed to move the 200
17 pounds. So, the ratio is 20 to 1. Very
18 commonly, 20 to 1. Cars are about 25%
19 efficient in using the energy. Most of it
20 goes out the tail pipe and there is some
21 internal losses where the electrical system
22 is used and the heating system and the radio
23 and the battery and friction, other things.
24 My point is: Developing a future
25 transportation requires a better ratio for
using energy than one person and 20 parts of

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2 the person's weight, four thousand pounds to
3 get from place to place. That's it. It's
4 a very bad ratio.

5

MS. DEBBIE THORNE, 636 Cumberland
6 Avenue, Syracuse, New York: My concern is
7 with this 481 loop idea, it is one of the
8 proposals. You know, a lot of people have
9 spoken to the cutting off of the hospitals.
10 But, not only that, we're cutting off the
11 airport, the Regional Transportation Center.
12 That's the trains and the buses, and we'd be
13 cutting off our major source of revenue for
14 the City and the County, which is Carousel
15 Mall. I think it should stay where it is,
16 preferably leave it like it is, but make it
17 comply with codes.

18

MR. HOWIE HAWKINS, Syracuse, New
19 York: Okay. My name is Howie Hawkins. I
20 live on the south side and I'm presenting a
21 Petition for Transportation Justice that we
22 circulated in the neighborhoods closest to
23 the I-81 viaduct, public housing, retirement
24 homes, Toomey-Abbott Towers, primarily also
25 some students at SU and some other residents

1
2 in nearby south side neighborhoods. And the
3 basic thing we want to say is that those of
4 us living around the I-81 viaduct have as
5 much right to mobility as the people that
6 use private cars or trucks to move people and
7 goods into the City from the suburbs and
8 outer regions. And the whole discussion
9 seems to have been about how to accommodate
10 people with private cars or who need to
11 bring goods into the City and not how people
12 in these neighborhoods, which we know from
13 the census less than half have private cars.
14 They rely on public transportation. They get
15 to work on their feet. That's over half,
16 according to the U. S. Census. So, this
17 Petition basically says we want more mass
18 transit to reduce the traffic footprint of
19 cars and vehicles in the I-81 corridor where
20 the viaduct is. We want more affordable
21 housing. We don't want public housing
22 reduced, but actually if mass transit opens
23 up the old 15th Ward to redevelopment it
24 should be mixed income. There should be
25 room for affordable low income and moderate

1
2 income as well as upper income. Reducing
3 the traffic footprint and the traffic there
4 from vehicles is important because it would
5 clean the air and we have high rates of
6 asthma and other lung disease in that
7 neighborhood, highest in the City. In fact,
8 I know the area. The reason Onondaga County
9 has some particular requirements for fuel and
10 additives in the winter is because of the
11 monitors there under the I-81 viaduct by
12 Pioneer Homes. And finally, we want more
13 good jobs. We have high unemployment,
14 particularly in those neighborhoods, and it's
15 not just about the jobs that may be created
16 in rebuilding the viaduct or a neighborhood
17 where the viaduct was, but also our access
18 to jobs in the suburbs where a lot of jobs
19 are, and if we don't have good public
20 transportation we are excluded from those
21 jobs. So, those are the concerns in this
22 Petition. It's signed by 102 people
23 collected over the last couple weeks and
24 explains in more careful language than my
25 oral presentation what our concerns are. So,

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I'm going to submit these and thank you for

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the opportunity to present them.

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(Whereupon, the PUBLIC COMMENTS were

5

concluded.)

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CERTIFICATION

This is to certify that I am an Official Senior Court Reporter of the State of New York (retired); that I attended and reported the foregoing proceedings; that the foregoing is a true, accurate and correct transcript of the proceedings had therein, to the best of my knowledge and ability. The indication of double dashes [--] within this transcript indicates an interruption in speaking or incomplete thought, and under no circumstances is an indication or an omission of the spoken word from this transcript.

David T. Robinson

STATE OF NEW YORK : DEPARTMENT OF TRANSPORTATION

In the Matter of the
FINAL SCOPING MEETING
re: The I-81 Viaduct Project,

FINAL SCOPING MEETING in the above matter
conducted at the OnCenter, State Street,
Syracuse, New York before, JOHN F. DRURY, CSR,
RPR, Notary Public in and for the State of New
York, on June 26, 2014 at 4:00 p.m. & 6:00 p.m.

A p p e a r a n c e s:

MARK FRECHETTE, Project Director

JOE FLINT, Regional Planning and Project
Manager, NYS DOT

PATRICIA MILLINGTON, Federal Area Engineer

BRODY D. SMITH, Moderator from Bond, Schoeneck
& King

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1 Frechette

2 MR. FRECHETTE: Okay, if we can get
3 started, find your seat, would
4 appreciate that. On behalf of Joe
5 McDonald the Commissioner of the New
6 York State Department of Transportation
7 and Jonathan McDade, the Administrator
8 for the Federal Highway Administration,
9 New York Division, I want to welcome you
10 to this Scoping Meeting. My name is
11 Mark Frechette, and I am the Project
12 Director for the I-81 Viaduct Project.

13 This is the second of two scoping
14 meetings for the Environmental Impact
15 Statement or EIS, that will be prepared
16 for the I-81 Project in Syracuse, New
17 York. The meeting is sponsored by the
18 two agencies that are serving as the
19 lead agency's for the EIS; the New York
20 State Department of Transportation is
21 the state lead agency, and the Federal
22 Highway Administration, the federal lead
23 agency.

24 This scoping meeting is being
25 conducted to obtain comments on the

1 Frechette
2 scope of the project's Environmental
3 Impact Statement. The meeting provides
4 the public an opportunity to make formal
5 statements of positions before any
6 project decisions are made. To assist
7 interested parties in formulating their
8 comments, a Draft Scoping Report is
9 available for review here tonight.

10 And the Report is also available on
11 the project's website at
12 www.i81opportunities.org, and at
13 libraries and other public facilities
14 throughout Greater Syracuse. The Draft
15 Scoping Report provides an overview of
16 the project, presents the project's
17 purpose, needs and objectives, describes
18 the initial alternatives under
19 consideration and explains our
20 recommendations that some advance for
21 further study and others that fail. It
22 outlines the steps to the Environmental
23 Review process and describes
24 coordination with other agencies and
25 public involvement opportunities.

1 Moderator

2 At this time I would like to have
3 Mr. Brody Smith, tonight's moderator,
4 explain to you the format and the
5 structure of tonight's meeting.
6 Following that I will give a
7 presentation on the I-81 viaduct
8 project. Then Mr. Smith will moderate
9 the comment session.

10 MODERATOR SMITH: My name is Brody
11 Smith, I'll be serving as the moderator
12 for the meeting tonight. So that we can
13 make a record of all those who
14 participated in this meeting we ask that
15 everyone sign in at the registration
16 table. All statements made at this
17 meeting shall be reported by the
18 stenographer (court reporter) you see in
19 front of me here, and a verbatim written
20 transcript will be produced at the end.

21 The Environmental Impact Statement
22 for the I-81 Viaduct Project is being
23 prepared in accordance with the
24 following laws and regulations:

25 First, the National Environmental

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Moderator

Policy Act of 1969, NEPA, as amended and implemented by the Council on Environmental Quality; their regulations at 40 CFR Parts 1500 through 1508; the Federal Highway Administration Environmental Act Regulations at 23 CFR Part 771; the New York State Environmental Quality Review Act requirements, in particular the New York State Department of Transportation's implementing regulations at 17 NYCRR Part 15; and a number of other federal and state regulations and requirements. Among them are Presidential Executive Order 12898, Environmental Justice, Section 106 of the National Historical Preservation Act and Section 4F of the US Department of Transportation.

After the opening remarks and the subsequent presentation you will have an opportunity to provide written and/or verbal comments. If you wish to provide a verbal comment you must fill out when the speaker cards at the registration

1 Moderator

2 desk if you have not done so already.

3 You may provide a verbal comment tonight
4 in one of two ways. First, if you wish
5 to present your comment publicly in this
6 room, I will call your name and ask you
7 to come forward to the microphone you
8 see to my right. I will also ask the
9 next speaker to stand in line behind you
10 in order to keep the meeting running so
11 we always have the next speaker ready to
12 go.

13 If you prefer, you can make a
14 comment in private at any time. If you
15 exit those doors behind you and look to
16 your left there is a screen where there
17 is a stenographer (court reporter) if
18 you're not comfortable making your
19 comment here in this room, you can make
20 your comment directly with the
21 stenographer, it will also be made part
22 of the record. All verbal comments will
23 be limited to two minutes, so that
24 everyone gets a chance to speak.

25 You may also provide a written

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Moderator

comment. Written comments may be provided in any one of the following three ways. First, at this meeting you fill out and submit a comment form. Next, you may visit the project website that's www.i81opportunities.org, where there will be an online comment form that you may fill out. Or finally, you may mail in a comment to the following address: NYS DOT, I-81 Viaduct Project, 333 East Washington Street, Syracuse, New York, 13202. Information on how to submit written comments is also provided at the registration table at the foyer.

You may submit comments both verbally and in writing if you wish. Written comments will be given the same weight and consideration as verbal comments.

The official public comment period associated with this Scoping Meeting will be opened through Tuesday, September 2, 2014. The New York State DOT and the Federal Highway

1 Moderator

2 Administration will accept written
3 comments through that date. To be part
4 of the written record all written
5 comments must be either submitted to the
6 website no later than that day, Tuesday,
7 September 2, 2014, or postmarked no
8 later than that date, Tuesday, September
9 2, 2014.

10 The agencies will review and
11 consider public comments submitted
12 during the scoping phase of the project.
13 Responses to the comments will be
14 included in the Final Scoping Report,
15 which is anticipated to be published
16 some time this fall.

17 So that everyone who desires to
18 speak may be heard and their statements
19 made part of the official record we will
20 not entertain any questions from the
21 floor at this meeting in this room.
22 Project staff members are next door in
23 the room immediately adjacent to this
24 one, the exit doors go to the right.
25 And they're available in the exhibit

1 Frechette
2 areas to explain the exhibits and also
3 to answer any questions that you may
4 have. Those conversations that you have
5 in that room will not be part of the
6 formal record that's being produced by
7 the stenographer (court reporter) here
8 though.

9 Before I call on the speakers from
10 the floor, Mr. Mark Frechette, who you
11 heard from before, he's the New York
12 State DOT Project Director for this
13 project, will give a brief presentation
14 on the project. After he speaks I'll go
15 over a few ground rules, and the public
16 comment portion of this meeting will
17 begin.

18 MR. FRECHETTE: Thank you, Brody.
19 I'm going to start by welcoming you here
20 to the Final Scoping Meeting and
21 introducing the people up here at the
22 head table. As mentioned, I am Mark
23 Frechette, I work for the New York State
24 Department of Transportation. To my
25 left is Joe Flint, he also works for

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DOT, and he is the Project Manager for this project. Also with us tonight is our partner in this process, and sitting at the end of the table is Patricia Millington from the Federal Highway Administration.

The purpose of tonight is to provide an update of the work that's been completed over the last few months. And then to discuss where we're going to go from here. Since November of 2013, when we held the Initial Scoping Meeting, we have been reviewing the public comments as we have received them.

We are refining the project alternatives and we are analyzing the advantages and disadvantages of each of those alternatives. Tonight we're going to recommend which alternatives we believe should be studied further.

Before I get into that I want to recap some background information. I want to go over the project area that we have. I want to tell you why we need to

1 Frechette

2 do this project. I want to go over the
3 purpose and the objectives. And then I
4 will go through each of the alternatives
5 and discuss the advantages and
6 disadvantages. And finally I'll tell
7 you the next steps.

8 I-81 is a very important corridor,
9 both regionally and locally to the
10 transportation network. It runs north-
11 south from Canada to Tennessee, and is
12 approximately 855 miles long, and makes
13 major connections to the east coast,
14 with cities like New York City and
15 Washington, D.C. But locally I-81
16 serves thousands of daily commuters
17 every day in the Greater Syracuse, and
18 provides those connections to
19 Interstates 690 and I-90 at the Thruway.
20 I-81 is a primary local access to the
21 downtown, to the University Hill, to
22 major economic and activity centers in
23 Syracuse.

24 The bridge was built 50 years ago
25 and since then the highway standards

1 Frechette

2 have changed dramatically. Engineering
3 has improved and the travel means have
4 evolved in the Syracuse area. The
5 transportation infrastructure is
6 deteriorated because of its age, being
7 50 years of age. But it's also
8 deteriorated because of its wear and
9 tear. It does not meet today's
10 standards. The highway and bridges
11 undergo inspections every year, and
12 maintenance, to keep these bridges safe
13 to the traveling public.

14 On most days I-81 carries a hundred
15 thousand cars of traffic. And it
16 creates major traffic to or from or
17 through downtown Syracuse. The priority
18 area established for this project is
19 three and-a-half miles long on I-81,
20 crosses 18 local streets, and it is over
21 183 bridge spans long.

22 The priority area stems from a three
23 year planning study called the I-81
24 Corridor Study. The top transportation
25 priority area from that study was a

1 Frechette

2 three and-a-half mile I-81 and a two
3 and-a-half mile distance on Interstate
4 690. In these areas we have a high
5 concentration of bridge deficiencies,
6 geometric deficiencies, and we
7 experience frequent traffic congestion
8 and high accident rates.

9 The needs that have been identified
10 for this project include fixing the
11 non-standard, non-conforming features,
12 where we have over a hundred
13 non-conforming features in this
14 interchange. There is bridge
15 deficiencies and safety concerns. At
16 the interchange of I-81 and 690 we have
17 an accident rate that is four times the
18 state-wide average of similar
19 Interstates. We have vehicular,
20 pedestrian, bicyclist mobility problems.
21 And we need to incorporate community
22 vision expressed in Local Long Range
23 Plans.

24 So to address these needs, the
25 purpose of the project is really to fix

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these bridge deficiencies and non-standard highway features in the project area while creating an improved transportation corridor through Syracuse that meets the transportation needs and provides infrastructure to support long range planning efforts such as SMTC Long Range Transportation Plan and Syracuse's Comprehensive Plan.

To meet the project's purpose five objectives have been developed. These objectives are measures against, that we use against all of the project alternatives you will see here tonight. These have been evaluated to determine which should advance to the next phase of the project. Consistent with our project purpose, the objective, objectives aim to address structural deficiencies, fix non-standard geometrics, address local travel needs, provide pedestrian, bicycle connectivity, address regional travel needs and provide access to key destinations.

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2 The Environmental Review phase of
3 the I-81 Viaduct Project is being
4 conducted pursuant to federal and state
5 environmental regulations. With both
6 federal and state funding the project is
7 subject to NEPA and New York State SEQ
8 Act. The federal and state review
9 requirements will be coordinated, such
10 that one EIS will be prepared to satisfy
11 requirements of both NEPA and SEQ.

12 The environmental process includes
13 several distinct stages. It was
14 initiated August 26, 2013, when DOT
15 published the Notice of Intent to
16 prepare the EIS. The DOT currently is
17 in the scoping phase that is shown in
18 red. We're developing and analyzing
19 alternatives, we're meeting with the
20 public like we are tonight, we're
21 identifying some of those environmental
22 considerations to be studied in the EIS.

23 We've held neighborhood meetings in
24 the fall and the Initial Scoping meeting
25 last November. Recently DOT held a

1 Frechette

2 public update presentation where we
3 showed all of our alternatives. Today
4 we present the recommendations further
5 to study.

6 The next move. Next we'll move into
7 the EIS phase where public participation
8 will continue to play a key role as the
9 project moves forward. The
10 Environmental Review concludes with
11 what's called a Record Of Decision which
12 will identify any potential
13 environmental impacts and mitigation
14 measures. From there we'll have a
15 preferred alternative that will head
16 towards construction.

17 During the Scoping you have an
18 opportunity to comment on the purpose
19 and need, the project alternatives, the
20 environmental framework that will be
21 conducted in the EIS phase. We
22 published a Draft Scoping Report that
23 provides further details. You can
24 access that on our website at the
25 i81opportunities.org, at local

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libraries, at the Carnegie building, and copies will be available today if you would like to take a look at that. We encourage you to review and speak with our team members at the Open House next door. We welcome for you to provide oral comments here today or to provide written comments. We will accept all comments through September 2, 2014. And every comment that we receive will be included in our Final Scoping Report, a response to that.

The project alternatives fall into six categories. First one being the No Build where the project does not move forward. We have five viaduct alternatives, one rehabilitation, and four rebuild alternatives. We have three street level alternatives that would remove the viaduct and utilize surface streets. We would improve surface streets to put traffic on the street level. We have had four tunnel alternatives, the viaduct would be

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removed and the tunnel put underground.
We had two depressed highway, where I-81
would be located in an open cut trench.
And then the last two, Others, one was a
Western Bypass and the other was a Salt
City Circuit called the Salt City
Circuit. And I will go over each of
those.

We have conducted a preliminary
evaluation of all the alternatives to
determine whether or not those
alternatives would meet our project's
purpose and needs based on the
objectives we discussed earlier. We've
looked at whether or not there is
substantial building acquisition impacts
as a result of the alternatives. We've
looked at the constructability of each
of the alternatives to see if they are
unreasonable or very difficult for us.
And then we've tried to identify whether
or not the cost would be reasonable
compared to some of the other alternatives.

The Draft Report evaluates all of

1 Frechette

2 the advantages and disadvantages and
3 determines them as either a Pass to go
4 forward or a Fail. And I will explain
5 why we recommend alternatives that Fail,
6 therefore we would stop studying them
7 after this phase. I will also explain
8 why others Pass the evaluation, and we
9 recommend those go forward for further
10 study.

11 There is still a lot of work that
12 needs to be done and we need to look
13 closer at potential property impacts.
14 We need to consider traffic analysis, we
15 need to take into account environmental
16 consideration that we learned. And also
17 the public comments, the reason we're
18 here today is to take into account your
19 feedback on this also.

20 So I'm going to run through the
21 different alternatives. The first one
22 was called the No Build alternative.
23 And the NEPA process requires
24 investigation of the No Build, to assess
25 the future conditions if the project

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does not get implemented. This really provides a baseline for us against all the other build alternatives. Although this alternative, the No Build does not meet any of our objectives or meet the purpose and need of the project. Since it is required by the Federal Environmental Laws it will be evaluated in the EIS, and we Pass that to the next stage.

I'll go through the five Viaduct Alternatives. One would be, the first one is to Rehabilitate. The next four would reconstruct the I-81 viaduct and implement other transportation improvements within the project limits.

The Rehab alternative called V-1 is a long term program of capital investments to keep I-81 in a state of good repair. This approach would keep the bridge structurally safe. But it would not add shoulders, it would not enlarge medians, it would not improve the weaving lanes that we currently have

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problems with, and it would not implement other safety or operational improvements. As a result the rehabilitation would maintain many of the non-standard and non-conforming features at a construction cost estimated to be \$800 million. Because the rehab does not meet our purpose and need it Failed our evaluation and we do not recommend this alternative to go forward.

V-2 was rebuild a new viaduct fully improved to current standards. This would reconstruct I-81 from Martin Luther King east to Spencer Street with potential improvements to the highway system as far as Hiawatha Boulevard. It would also include rebuilding of Interstate 690 between West Street interchange and the Teall Avenue interchange. This alternative would include two lanes in each direction, two lanes northbound, two lanes southbound.

It would operate at 55 miles per

1 Frechette

2 hour. It would meet all of our
3 standards today, shoulders, medians,
4 weaving lanes, ramps would all be
5 improved. The new viaduct would be 82
6 feet wide along Almond Street versus the
7 current width which is 66 feet, which
8 you can see in the picture in red is the
9 current. The wider viaduct is expected
10 to acquire 30 to 40 buildings. The
11 viaduct height could be up to the same
12 elevation or it could be 5 to 10 feet
13 higher. The cost of this alternative is
14 estimated at \$1.438 billion.

15 This alternative would improve the
16 structural and geometric features, it
17 would allow for enhanced vehicle
18 pedestrian, bicycle connectivity on the
19 surface streets to, adjacent and under
20 the bridge. It could be constructed
21 with typical engineering practices and
22 would be a reasonable cost in line with
23 the other alternatives. So we recommend
24 that this alternative be studied further
25 in the EIS phase.

1 Frechette

2 V-3, which was new viaduct with
3 substantial design improvements was very
4 similar to the V-2, except at seven
5 locations. At these seven locations
6 shown in purple we tighten the curves to
7 reduce the real estate impacts as part
8 of this alternative. By making these
9 sharper curves we were able to reduce
10 the real estate impacts from V-2 by 25
11 percent. V-3 would still travel at 55
12 miles per hour, it would create 10 foot
13 right shoulders, four foot left shoulders,
14 accidents or stranded motorists,
15 emergency vehicles would be able to get
16 to the scene still.

17 The cost of this alternative is
18 estimated at \$1.423 billion. And like
19 V-2 we recommend V-3 Pass because it
20 improves the structural and geometric
21 features, it allows the conductivity on
22 the surface street. We believe it's
23 reasonably constructible. And it's
24 reasonably cost compared to the other
25 alternatives.

1 Frechette

2 V-4, is the viaduct with
3 considerable design improvements, is
4 really similar to the last two
5 alternatives. Except it would tighten
6 five curves further to reduce the
7 footprint of the new viaduct. By doing
8 this we would be able to reduce the real
9 estate impact over V-2, this alternative,
10 by 40 percent. The cost of this
11 alternative was \$1.419. Traffic would
12 still be able to travel at 55 miles per
13 hour. V-4 meets our purpose and needs
14 and with all the objectives similar to
15 V-2 and V-3. So we recommend that this
16 one Pass forward to the next phase also.

17 V-5 was the stack viaduct. It was
18 developed as a result of a suggestion
19 from the public. Northbound traffic
20 would be on top and southbound would be
21 in the middle with Almond Street traffic
22 still being able to be carried
23 underneath the viaduct.

24 This requires a narrower
25 right-of-way, 55 feet versus the 66 that

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is existing, it would be 11 foot less. The difference with this alternative is that the bridge would be quite a bit higher. It would be about 50 foot tall, which is about 30 feet taller than the existing structure. The cost of this alternative was \$1.588 billion. V-5, the stack viaduct, could be designed to current standards, in some of the areas it could enhance the vehicular, pedestrian, bicycle connectivity.

But one of the major disadvantages to this alternative is to allow a ramp connection at Harrison we would need to sever the access to the Genesee Street across Almond Street. And since Genesee street is our connective corridor and a major east-west between the University Hill and downtown we Failed this alternative because it doesn't meet the project objective to maintain connections to, across and along local streets. DOT does not recommend this alternative go forward.

1 Frechette

2 There are three Street Level
3 alternatives that all would make
4 improvements to Interstate 481 and would
5 redesignate I-81 to Interstate 481. It
6 would demolish the existing viaduct
7 within Syracuse and decommission the
8 Interstate through Syracuse. All Street
9 Level alternatives would meet today's
10 standards.

11 Street Level 1 would replace the
12 viaduct with a boulevard along Almond
13 Street. Street Level 2 and 3 would use
14 Almond as a one-way or a two-way with a
15 combination of other local streets to
16 carry traffic. Street Level 2 and 3
17 would have a system-wide approach to
18 maximize the use of the available
19 capacity of the existing bridge system.

20 Street Level 1 Boulevard, our
21 initial traffic studies indicate that
22 six lanes are necessary to maintain
23 efficient flow between the downtown,
24 University Hill, the south side and
25 other neighborhoods. There are many

1 Frechette
2 ways to lay out a new boulevard along
3 Almond Street, which has nearly 200 foot
4 of available right-of-way space
5 currently, to accommodate vehicles,
6 pedestrians, bicyclists, wide park-like
7 medians. We estimate the boulevard cost
8 to be \$1.047 billion.

9 Since the Street Level 1, the
10 boulevard, meets all of the evaluation
11 parameters, we recommend that it goes
12 further in study in the EIS process.

13 Evaluating. We are currently
14 evaluating two ways to connect Almond
15 Street Boulevard to Interstate 690.
16 Under Option 1, which is shown on the
17 screen, we would establish the boulevard
18 from Monroe Street to Erie Boulevard.
19 Erie Boulevard would, the boulevard
20 would be able to connect to Interstate
21 690 through what's called a single point
22 urban interchange. This would reduce
23 several signals to one under Interstate
24 690. We would need to build a bridge on
25 Erie Boulevard as seen in the picture

1 Frechette

2 over Almond Street. And there is an
3 opportunity to convert Water Street to
4 potentially an Erie Canalway trail.

5 The Second Option to connect the
6 boulevard to Interstate 690 would once
7 again, from Monroe Street start the
8 boulevard to McBride Street. Vehicles
9 would be able to pick up speed heading
10 northbound as the road transitions from
11 a boulevard back to a higher speed
12 highway, like an Interstate around
13 Butternut Street.

14 Street Level 2 and Street Level 3,
15 both street level alternatives would
16 make improvements to Almond Street and a
17 combination of other streets. They
18 differ, where one envisions Almond and
19 other local streets as one way streets,
20 and the other roads make them two way
21 streets. Almond would carry fewer than
22 six lanes like the boulevard alternative
23 was shown, and would have shorter cross-
24 walks and be much easier to cross under
25 these alternatives.

1 Frechette

2 Street Level 2, the one way, would
3 have Almond be one way northbound from
4 Harrison to Interstate 690, and south of
5 Harrison Street it would be a two way
6 street. Southbound traffic, we've
7 looked at Townsend Street, we've looked
8 at Clinton Street, and we've looked at
9 other local streets for southbound
10 traffic.

11 The cost of Street Level 2 and
12 Street Level 3 is \$1.067 billion. Both
13 Street Level 2 and Street Level 3 meet
14 all of our evaluation parameters and is
15 recommended for further study in the
16 EIS.

17 Recognizing the significant amount
18 of traffic accessing University Hill we
19 are exploring different ways to improve
20 the Teal Avenue interchange also. By
21 reconstructing Teall and I-690 we could
22 simplify traffic movements, controlled
23 by one signal rather than the two that
24 are there today. These improvements
25 would decrease commute times and help

1 Frechette

2 reduce traffic volumes at the I-81/I-690
3 interchange and also at Exit 18 where
4 the Harrison/Adams join Interstate 81.
5 This would be an efficient and safe way
6 to move large volume of vehicles in a
7 compact space.

8 As mentioned earlier, all the Street
9 Levels would route I-81 traffic to
10 Interstate 481; would require
11 improvements to I-481, which would be
12 redesignated as a new I-81. We would
13 add auxiliary lanes at three stretches
14 of the highway. And we would
15 reconstruct both of the interchanges
16 between I-81 and 481 at the northern end
17 and the southern end. We don't
18 anticipate that there will be any
19 acquisition needed, any building
20 acquisition needed along the existing
21 Interstate 481 as part of this, those
22 improvements.

23 Moving on to the Tunnel Alternatives.
24 We looked at four tunnel concepts. Two
25 below Almond along I-81 footprint. One

1 Frechette

2 to the west of the viaduct on Townsend
3 Street and one to the east of the
4 viaduct. All of the tunnels would be
5 able to meet today's current standards.

6 The first two called T-1 and 2. T-1
7 would be, would start at Martin Luther
8 King east all the way to Butternut Street.
9 It would be about a distance of two
10 miles and would have a portal near the
11 Genesee Street. The cost of this
12 alternative is anticipated to be \$2.651
13 billion.

14 T-2 would also start at Martin
15 Luther King east and proceed to East
16 Genesee Street and be about a mile long.
17 This tunnel alternative is anticipated
18 to cost \$1.761 billion. And for each of
19 these, a surface street would be on top
20 of the tunnel to serve local traffic.

21 There are two main disadvantages to
22 these tunnel alternatives. First, the
23 ramp connections between the tunnel and
24 I-690 would require a number of local
25 streets be removed or dead-ended. This

1 Frechette

2 would diminish access between the
3 downtown and the north side.

4 The second disadvantage involves
5 difficult construction practices related
6 to the condition under Almond Street.
7 There is a high water table that
8 currently exists, with salient in the
9 water which would require special
10 disposal methods.

11 In addition the tunnel, the highway
12 has many subsurface utilities underneath
13 it; water, sewer, telephone, cable,
14 storm sewer, gas. That would all need
15 to be relocated as a result of the
16 project of these tunnels. We would have
17 to you use cut and cover construction to
18 build these, to build these tunnels,
19 which would result in very lengthy time
20 frames to relocate utilities, estimated
21 to take seven to eight years to build
22 these two tunnel alternatives. So for
23 these reasons we Failed the tunnel
24 alternative and do not consider them
25 reasonable.

1 Frechette

2 T-3 was the Townsend Street tunnel.
3 This would be the tunnel under Townsend
4 Street. We had hoped to avoid some of
5 the issues that we found under the
6 Almond Street alternatives. We're
7 hoping to avoid some of the soil issues.
8 And be able to keep I-81 active during
9 the construction phase. The cost of
10 this alternative was \$2.643 billion. We
11 believe that cut and cover construction
12 would still be required. And although
13 the existing I-81 would be kept open for
14 construction the Townsend tunnel
15 required substantial building
16 acquisitions due to the right-of-way
17 being much more narrow than the Almond
18 Street corridor.

19 For these reasons the Townsend
20 Street tunnel we Failed those, feeling
21 that we do not believe they were
22 considered reasonable and do not
23 recommend this alternative to go forward.

24 T-4, the tunnel on the Eastern
25 Alignment was suggested from a member of

1 Frechette
2 the public. I-81 in a tunnel
3 approximately one mile east of the
4 existing Interstate. The tunnel would
5 be 81 feet below the surface, and be
6 bored through the bedrock that exists
7 today. Its interchanges would be at the
8 I-481, the southern end, it would pop-up
9 at Interstate 690 shown on the picture,
10 and then at the Bear Street I-81
11 interchange would surface again.

12 The viaduct would be able to remain
13 in place during construction and there
14 would be opportunity to enhance Almond
15 Street. The disadvantages would include
16 many property acquisitions, and the Teal
17 Avenue interchange that is just to the
18 east of where this comes up would need
19 to be eliminated.

20 The tunnel cost was, for this
21 alternative was the most expensive we
22 looked at, and it was \$3.298 billion,
23 which was more than a billion dollars
24 more than most of the other alternatives.
25 We Failed this, this alternative on

1 Frechette

2 Eastern Alignment because we didn't
3 consider this reasonable.

4 We also looked at two Depressed
5 Highways. One, East Adams to Butternut
6 Street, that was a mile and a quarter
7 long. The other one was East Adams
8 Street to East Genesee Street, which was
9 approximately a half mile long. The
10 Depressed Highway 1 and 2 would create a
11 sunken highway about 25 feet below the
12 surface and we would build several
13 overpasses at key locations over this
14 depressed highway. Otherwise it would
15 be open to the skies. It could meet
16 today's standards.

17 The Depressed Highway 1, is
18 anticipated to cost \$1.751 billion. And
19 the Depressed Highway 2 is anticipated
20 to cost \$1.503 billion.

21 Two major disadvantages. Once again,
22 the ramp connections to Interstate 690
23 would sever several streets where they
24 currently could not cross Almond. And
25 then subsurface conditions are also not

1 Frechette

2 favorable, similar to the tunnel
3 alternatives. We Failed both of these
4 as not being reasonable.

5 The last two alternatives, the
6 Western Bypass was an idea that came out
7 during the I-81 Corridor Study. And the
8 bypass would consist of a new highway
9 around the west side of Syracuse. It
10 was estimated to cost \$2.446 billion
11 and would require substantial amounts of
12 land estimated to be in the neighborhood
13 of 70 to 200 acres, dependent upon the
14 location of the highway. It also would
15 acquire a number of homes estimated to
16 be over a hundred. We do not believe
17 the Western Bypass was a feasible
18 alternative.

19 The second Other alternative was a
20 new highway along West Street. This
21 alternative was estimated to cost \$1.326
22 billion. It was raised by a member of
23 the public during our scoping phase and
24 was called the Salt City Circuit. The
25 concept would include I-81 along the New

1 Frechette

2 York and Susquehanna Railroad property,
3 and it would approach West Street and
4 then go up West Street to I-690. The
5 existing 81 between the railroad and
6 I-690 could be replaced with a boulevard.

7 The disadvantage to this alternative
8 was the property impacts were
9 anticipated to be about 70 to 90
10 properties along West Street. And it
11 would really diminish local access to
12 the West Street area. For that reason
13 we Failed this alternative also.

14 An item that is common to all of the
15 alternatives, with the exception of the
16 Rehabilitation, the viaduct
17 rehabilitation, was we have a desire to
18 provide the two missing links that
19 currently exist between I-81 and I-690.

20 The I-690 eastbound traffic
21 currently cannot make that movement in
22 yellow to I-81 northbound. And they
23 also cannot make the I-81 southbound to
24 the I-690 westbound. So the Department
25 would want to move forward with these

1 Frechette

2 transportation improvements.

3 We're also exploring two options to
4 connect West Street to Interstate 690
5 highway. The first would improve West
6 Street, the ramps at I-690. This option
7 would keep the current free flowing
8 interchange layout in place now, but
9 would raise I-690 to improve safety on
10 the highway and West Street -- and
11 improve the West Street ramps. That's
12 Option 1.

13 Option 2, would be to rebuild as a
14 signalized intersection under the
15 Interstate. This would replace the
16 current stacked interchange with a
17 signalized street intersection. It
18 would elevate I-690 at West Street and
19 improve the ramp connections. This
20 option is consistent with the city's
21 common traffic on West Street initiative.

22 In summary, DOT is recommending that
23 these six alternatives plus the No Build
24 alternative be studied further in the
25 EIS. We continue to investigate these

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alternatives as well as the potential effects on the social, environmental and economic vitality of the area. But we want to hear from you and get your input on these recommendations, and those recommendations that we are proposing to eliminate.

The Scoping Report will incorporate all comments that we receive. The EIS, will be a comprehensive study of the potential environmental impacts of each of the alternative studies going forward. There is lots of information on the boards in the Open House and I encourage you to speak to the team members next door.

We are also starting the project work related to the historic resources. We're reaching out to experts on historic preservation, archaeology and the Native American tribes.

Written comments will be accepted through September 2nd. And we're accepting any oral comments here tonight.

1 Frechette

2 If you would like to speak, I ask you to
3 please fill in a speaker card at the
4 welcome table. The speaking portion of
5 this meeting will begin after this
6 presentation.

7 For more information DOT has been
8 doing a lot with their website, we ask
9 you to visit our project website for
10 this project at i81opportunities.org.
11 The website will continually be updated
12 throughout the entire project. And I
13 want to thank you for coming and thank
14 you for your interests in this I-81
15 viaduct project. So at this time I will
16 call out Mr. Brody Smith and we'll start
17 the public comment period.

18 MODERATOR SMITH: We are now ready
19 to open the floor to those of you who
20 wish to provide verbal comments. I
21 remind you that anyone who wishes to
22 speak at this meeting must fill out one
23 of these cards. The cards can be found
24 at the registration table in the foyer.
25 It's not too late to you change your

1 Laspino

2 So to begin, we'll begin with James
3 Laspino can step up to this microphone
4 here, and I would ask that John Cooper
5 line up behind him and he will speak
6 second.

7 JAMES LASPINO: I want to thank all
8 those who participated, all the
9 committees, I think you're doing a
10 phenomenal job. I'm very excited how
11 much communication between each other
12 and the community and I was afraid at
13 first this would be ramrodded through.
14 So I'm very happy that it seems like no
15 matter what happens that it will be well
16 thought out.

17 With that in mind I prefer a viaduct.
18 And I think one thing to consider about
19 the boulevard alternative is SU game
20 traffic, especially at the Almond/
21 Harrison and Adams Street interchanges.

22 Two, truck traffic coming from the
23 south would have to go 481 to 90 and
24 then 690 and it will be likely more
25 traffic, increasing more gas to be used.

1 Laspino

2 It's a less green alternative in my
3 mind. And also communities that have
4 historically been bypassed tend to lose.
5 It creates an economic impact. For
6 instance in Auburn when the Bypass went
7 through their downtown died.

8 And finally the one thing that would
9 make me more comfortable about a
10 boulevard would be bike bridges or
11 pedestrian bridges over Almond, which
12 would increase the connectivity. I
13 would seek -- maybe I missed it, but
14 that would be a much better and safer
15 way than trying to dodge across traffic.

16 Finally, right now the viaduct seems
17 like it cuts the city in half, but it's
18 only perception. An actual boulevard
19 does cut the city in half. Clinton
20 Street on S-2, if you use that, that
21 would have a great impact on the Clinton
22 Square activities. I hope that they
23 choose not to use any kind of lanes
24 going south near the Clinton Street
25 corridor. Thank you.

1 Cooper

2 MODERATOR SMITH: John Cooper is the
3 next speaker. Mr. Cooper, and then
4 after Mr. Cooper is Mr. James Darlington.

5 JOHN COOPER: About got ready to
6 take a nap. Anyway, I traveled a long
7 way across the interstates of this
8 country, through the west and through
9 the south and with various organizations.
10 What I've got here I'll give you a copy
11 of this, if you look around you will
12 notice the traffic in the Syracuse area
13 has doubled in the last 56 years. I
14 remember when there was very little
15 traffic on Route 81 when they opened it
16 and started using it, the people didn't
17 know what it was for.

18 Now people see how important 81
19 really is. Try this, close off all the
20 on-ramps to 81 in the Syracuse area to
21 reach Brighton Avenue or Carousel Center
22 for a week, see how traffic gets along
23 without 81 through the city. If you
24 want to go to street level you're
25 looking for trouble. We need two

1 Cooper

2 streets to get people one place to
3 another in a hurry.

4 This would be the only through
5 passage from north to south and south to
6 north. To build a viaduct above the one
7 you've got now on 81 would make it a two
8 street, only traffic from the south
9 going through to the north and no
10 on-ramps, none of that good stuff. And
11 then the one that's there now would be
12 dedicated to local traffic with the
13 off- and on-ramps. And it would get a
14 lot of traffic moving a lot faster.

15 And as far as look at the mess when
16 the 690 bridge was closed for five days,
17 people didn't know how to find an
18 alternate route to get to work or
19 anyplace else. They go that way and
20 they run into a barricade like a herd of
21 cattle. And you watch them they have to
22 turn left or right get off and find your
23 way around it; it isn't easy.

24 My last statement here when we were
25 in Paris on a tour in '96 we found that

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Sayer

revitalization of our city is dependent on growth and use of mass transit options that aren't currently available.

Tuesday night at a stakeholders meeting a Centro spokesperson indicated that such as concept as park and ride option concurrent with the schedule for the I-81 replacement weren't feasible. This was a Centro spokesperson. We really find that not acceptable, because these two activities need to go on in such a way that the whole picture is taken under consideration. Particularly we are asking that the Centro process be accelerated so that when the deconstruction process of the existing elevated highway begins that we have greater opportunities for our citizens to begin to adapt necessarily their behavior. Commission McDonald earlier promised us this closer coordination would occur and we certainly hope to see the results of that. Thank you, very much.

MODERATOR SMITH: Thank you, sir.

1 Lentz

2 The next speaker is Barry Lentz. Then
3 following Mr. Lentz is Van Robinson
4 Common Councilor of the city of Syracuse.

5 BARRY LENTZ: Good afternoon, my
6 name is Barry Lentz, I'm a member of the
7 Urban Jobs Task Force, the Moving People
8 Transportation Coalition and the
9 Community of Economic Development
10 Working Advisory Group for the viaduct
11 project.

12 I will begin by expressing my
13 appreciation for the work that has gone
14 into the Draft Scoping Report and state
15 that I generally agree with the analysis
16 and recommendations presented in the 16
17 Alternatives Screening tables of
18 Appendix A. I believe the Draft Scoping
19 Report, along with other support
20 materials provided forms an adequate
21 basis for public response to DOT's
22 recommendation, the screening phase, at
23 this particular point in the process.
24 Specifically today I will address what I
25 want to address is the statement of 5

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Lentz

objectives that express the Purpose and Need as utilized I think the Alternative Screening Table. The two stated goals of the project are:

1. Improve safety and create efficient regional and local transportation system within and through the Greater Syracuse area.

And 2, provide transportation solutions that enhance the liveability, visual quality, sustainability and economic vitality of Greater Syracuse.

Unfortunately, when these goals are rearticulated into the five objectives that are used as statements of Purpose and Need in the Alternative Screening Tables, the only aspect of Goal 2 represented are related to connections with local streets and enhanced bicycle and pedestrian connections. This is a serious flaw that I trust will be corrected during the EIS phase.

Examples of a few critical items that will be added to the decision-

1 Simmons
2 on the plate right now. The only one
3 that I can see that will serve the
4 population of Central New York well, and
5 that is the street level with mitigation.
6 Thank you.

7 MODERATOR SMITH: Thank you very
8 much, Mr. Robinson. The next speaker is
9 Mr. Simmons, Bill Simmons. The
10 following speaker will be William Penn.

11 WILLIAM SIMMONS: Good afternoon, my
12 name is Bill Simmons, Executive Director
13 of Syracuse Housing Authority. I want
14 to say on behalf of the 300 residents
15 who live at Toomey Abbot Towers and the
16 600 families who live at Pioneer Homes
17 that they're looking forward to
18 participating in the environmental
19 justice portion of this process whereby
20 they would have some input in terms of
21 talking about any mitigation and future
22 enhancement in that community going
23 forward.

24 Secondly, also want to make a
25 comment that as we look at the three

1 Simmons

2 street alternatives, I noticed that
3 there hasn't been much detail yet in
4 terms of the entrance ramps and the exit
5 ramps south of East Adams Street. And
6 so I would just suggest that although
7 the street level alternatives, the
8 overheads come down, the ramps could
9 create a wall, depending upon the scope
10 of those ramps, that would not fully
11 realize the vision of the community for
12 street level option. So if you could
13 consider starting with the entrance
14 ramps a little further south and then
15 maybe coming under the rail station as
16 an option, I would like to get some
17 feedback on that option as well.

18 But I do want to say on behalf of
19 the 1,000 residents who live adjacent to
20 I-81, they're looking forward to being a
21 full partner in this partnership going
22 forward. Thank you.

23 MODERATOR SMITH: Thank you,
24 Mr. Simmons. The next speaker is
25 William Penn. Following Mr. Penn the

1 Penn

2 next speaker will be Nick Kochan.

3 WILLIAM PENN: Referring to the last
4 50 years, I've lived here just about
5 that long, and I've endured a half
6 century of construction blockages and
7 detours and traffic jams and much, much
8 worse than anything we see today. And
9 so I think that the idea of having a
10 boulevard is a bad one because this is
11 what we had before. I see the boulevard
12 option as a regression back to a day
13 when this was a much, much worse traffic
14 situation.

15 So, I like the idea of closing the
16 viaduct for a month to see how everybody
17 likes it. I think you would have quite
18 a bit of minds changing. So I fervently
19 hold that V-2 or V-3 or V-4 will be a
20 winner.

21 MODERATOR SMITH: Thank you,
22 Mr. Penn. The next speaker will be Nick
23 Kochan. Following Mr. Kochan will be
24 Stephen White.

25 NICK KOCHAN: First of all, thank you

1

Kochan

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talking about the relieving traffic in

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Syracuse you're really looking at peak

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traffic. When you're looking at peak

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traffic you should be looking at all

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assets. And what I would like to

7

suggest is that we have one major

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underutilized asset here and that's the

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New York State Thruway. It's currently

10

cut through Onondaga County and has six

11

exits in Onondaga County.

12

And I would just like to in the way

13

of the role that the New York State

14

Thruway has played in other communities

15

in Upstate New York, from its inception

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Buffalo has always had 3 tolls in the

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New York State Thruway and the Albany

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area twenty years ago the Thruway

19

Authority rebuilt the I-90 bypass around

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the Albany area and then turned over to

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the New York State highway, the New York

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State DOT, the old Thruway section to

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facilitate transportation in Albany.

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In addition, toward the end of the

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Cuomo administration, the Thruway

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White

exit all the way around to either way up on 81 or across 690 and the new thing that Bob just said there to promote. And he's a good guy I like Bob. But that's going to double the pollution for those drivers. And the pollution for the people who drive down and go slower through lights and so forth on the boulevard will be way increased.

You will be having a good deal less traffic time for, or crossing time for the people who want to get from the University and the hospital area across the downtown. That seems if you want to, things that people think will be better. Well, if you put a boulevard it's going to take more time. If you have a viaduct that's a little bit higher and you mentioned it might be 10 feet higher. If it was 10 feet higher you could hang crosswalks going across in a couple spots and get much less time for people and much safer to go across. The same beautification that you would

1 Reitz

2 have by having a boulevard could be done
3 underneath and make it very palatable.

4 You could have an iconic looking viaduct
5 and rather make a statement to do that.

6 The other thing is, and Joe will
7 back me up on this because he heard the
8 screaming when we went to question the
9 community, if you want to see what
10 happens when a boulevard goes through
11 just take a look at what happened to the
12 neighbors of West Street. Thank you.

13 MODERATOR SMITH: Thank you, sir.
14 The next speaker is Mr. Elliott Reitz.
15 Following Mr. Reitz will be Jason Sperry.

16 ELLIOTT REITZ: My name is Elliott
17 Reitz, I have a 25 year background in
18 systems engineering and I kind of want
19 to compliment part of what you've done
20 so far, which is engagement with the
21 public, identification of options and
22 trade space, as a systems engineer, all
23 right. However, you're using technology
24 that's five years old to do something
25 that's supposed to last 50 years into

1 Reitz

2 that future. And some of your
3 assumptions made to date have short
4 circuited some of your opportunities to
5 cause improvements, as Mr. Berry Lentz
6 wrote in his document. I applaud Barry
7 for that effort.

8 What I would like to suggest is part
9 of my contacts are with Syracuse
10 University through the Center of
11 Excellence and Systems Engineering Case
12 Center and the Air Force Research Labs,
13 I have an account on the super computer.
14 And we can do things like modeling. I
15 saw a recent model in the presentation
16 room where the cars were moving on the
17 road representing the current state.

18 But as you know, regular computers
19 like to have an in-house struggle to do
20 that well. Doing that on a thousand
21 separate processors on a super computer
22 all at once, guess what, now you create
23 dozens of scenarios and play the
24 scenario, take a video as it runs and
25 see what it does. Then you can put

1 Reitz

2 those videos up on YouTube and allow the
3 public to have dialogue on each video
4 and further explore things like you're
5 talking about, bicycle traffic and the
6 height of the viaduct was one option.
7 Well, under that extra height you could
8 put a bicycle ramp where the bicycle
9 could ride over the ramp and never stop
10 for traffic; where the walkers could go
11 over a stairway and not have to wait for
12 the little green lights or the red Walk
13 Lights and so on.

14 So systems engineering, the model is
15 to do more modeling analysis and
16 simulation in the front end of the
17 program, can save billions of dollars
18 down the road. And the money that
19 you're talking about in the billions
20 doesn't count the \$5 per passenger going
21 around the 481 on a truck or time
22 sitting in a red light. This is going
23 to cost everyone a lot of money. And
24 the cost equation and the optimization
25 modeling should be done much better with

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Sperry

conceptual plan. Now the suggestions to economize that plan were evaluated. So I'm going to have to question the due diligence and sincerity that you took in valuing that option.

Second point I would like to make, one of the key proponents of the T-4 option is that it allows I-81 to remain open during the construction of the new 81. I do recognize that that is a pretty valuable benefit. However, that benefit hasn't been evaluated. So there is an economic benefit evaluation associated with that. And that, that number, that monetary figure should be added to all the other options that doesn't -- that takes down 81 during a 5 to 7 year construction period.

When you look at all the factors in play to the ways to economize that option and also take advantage of the value of keeping 81 open during construction, the T-4 option is on par economically with all the other options.

1 Silverman

2 And I think it was prematurely taken out
3 of the EIS process. And I would
4 encourage you to relook at it and put it
5 back into the process. Thank you.

6 MODERATOR SMITH: Thank you, Mr.
7 Sperry. The next speaker is
8 Ms. Silverman. Following Ms. Silverman
9 will be Mark Watkins.

10 BRENDA SILVERMAN: I would like to
11 thank you for giving me the opportunity
12 to talk and also with the woman in the
13 newspaper, in the sweater from the last
14 Scoping meeting. And I guess I'm
15 speaking on the side of maintaining the
16 viaduct.

17 I live in the Outer Comstock
18 neighborhood, 15 minute walk to Manley
19 Field House. And we get to live with
20 the fact that the south side of the city
21 does not have any four-lane road. If
22 the viaduct is taken down as has been
23 suggested as in the past, although not
24 discussed today, the traffic would
25 somehow find itself going to other

1 Silverman
2 streets that flow in the area. Well,
3 there are no other streets. They are
4 either essentially, if you look at the
5 map and the south side of the city,
6 southeast quadrant there are two lane
7 roads like Comstock which is
8 residential.

9 There is Brighton which is partly
10 residential and has 300 apartments in
11 the area mostly filled with Syracuse
12 University students. There is the Dome
13 and Dome events. And you have Colvin
14 which is, you go down there now with
15 some of the potholes filled up between
16 Comstock and the 81 entrance it is an
17 accordion. It's not safe.

18 So if the Thruway (sic) is taken
19 down and we go to a boulevard and it's a
20 pretty picture with trees, you can put a
21 lot of green trees under a viaduct, you
22 can do a lot of things. If you leave it
23 up to who's going to pay for the repairs
24 on Almond Street? Almond Street right
25 now is hardly drivable. If we take the

1 Riccelli
2 stepped out for a moment then she can
3 speak again. Following Mr. Riccelli is
4 Mark Braiman.

5 RICHARD RICCELLI: Thank you,
6 Richard Riccelli, president of Riccelli
7 Enterprises. It appears in
8 conversations with most business and
9 community leaders there is only one
10 reasonable option that reaches consensus
11 with everybody in this room. The Sperry
12 tunnel, 81 foot below, I believe is T-4.

13 It meets everybody's expectations in
14 the room and goes beyond. It doesn't
15 cost the taxpayers anymore money. And
16 it doesn't increase the tax rate. It
17 actually will increase the state
18 coffers. It creates the most jobs. It
19 allows 5 to 10 years to redevelop the
20 downtown area that's lost where 81
21 currently stands. It allows us to work
22 24 hours per day in the tunnel
23 construction without any disruption of
24 the current traffic flow. When complete
25 we have the safest, least costly

1 Braiman
2 maintained highway in the area.
3 Every other option seems to have
4 flaws which makes them not reasonable.
5 So I would love to talk more on this but
6 please add this Sperry option back in.
7 We've got Parsons, the best engineers in
8 the country, I'm sure they can figure
9 out a way to finance the tunnel, bring
10 more jobs to the area and create a safe
11 easily flowable 81. Thank you.

12 MODERATOR SMITH: Thank you,
13 Mr. Riccelli. The next speaker is Mark
14 Braiman. Following Mr. Braiman
15 Mr. Jeremy Bossert.

16 MARK BRAIMAN: I would like to
17 comment on two aspects of the Scoping
18 Project. First as an avid bicyclist I
19 would like to reiterate how important it
20 is for you to make great effort to
21 protect bicyclists. You may not be
22 aware but less than 4 hours ago and less
23 than six blocks from here a bicyclist
24 was killed by a truck, just a little bit
25 north of here in the center of the city.

1 Braiman

2 I bicycle when I commute to Syracuse
3 University across the East Genesee
4 Street/481 interchange. That cloverleaf
5 interchange is one of the most dangerous
6 in the area, and there are very few
7 people willing to even attempt it.

8 The increase in traffic on 481 that
9 has been proposed is likely to increase
10 the risk of that, especially the ramps
11 leading to westbound East Genesee.
12 Because there will be sections of East
13 Genesee Street that will be more
14 accessible from the current 481 once
15 there are no interchanges in the center
16 of the city.

17 The second aspect that I would like
18 to comment on is about transparency,
19 which has been mostly excellent. The
20 one area of concern that I have is the
21 lack of information about which
22 properties will need to be taken. I
23 know that the Syracuse Post Standard
24 requested this information more than two
25 months ago because they reported it.

1 Braiman

2 And they reported that information was
3 not available. To me this is one of the
4 most important things that this
5 community needs to help determine which
6 options are most viable. I'm
7 particularly concerned as an avid
8 customer. I have no other connection,
9 and as a customer of Smith Restaurant
10 Supply about the value of that
11 particular business to our community and
12 as far as I can tell of the options only
13 the No Build or rebuild the existing
14 placing is going to allow that business
15 to remain.

16 Also the Brennan Buildings, which
17 have been discussed and the possible
18 area for redevelopment, an interesting
19 historical site, it's looks like they
20 will be taken, almost all the options.
21 It's very important for this community
22 to realize which options for use of
23 those buildings will be foreclosed.
24 Thank you, very much.

25 MODERATOR SMITH: Thank you, sir.

1

Bossert

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answered if I did my homework, which I

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regret I probably should have, but for

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the businesses that are planned to be

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acquired what kinds of compensation for

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those businesses will be provided as in,

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you know, for possibly buying out or you

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know, assistance to relocate? If you're

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willing to answer those questions at

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this time.

11

MODERATOR SMITH: All your questions

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are on the record. Did you have any

13

other questions?

14

JIM BOSSERT: No, that was it, if

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it's the correct place to ask.

16

MODERATOR SMITH: Actually that's a

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good question. There are people in the

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room next door who are available to

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discuss the specifics of the proposals

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and answer questions. And also as part

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of this process comments will be

22

responded to.

23

JIM BOSSERT: Thank you.

24

MODERATOR SMITH: Mr. Haley is next,

25

and if Ms. Fleury has returned she will

1 Haley

2 region.

3 It seems like each of these schemes
4 we need to judge also on how much land
5 they take or are in the potential taking
6 area. And secondly, how many of the
7 building structures would have to come
8 down? I only mentioned land and
9 buildings, I haven't mentioned jobs and
10 homes.

11 I was here when the first highway
12 was built. My father's business was
13 closed on North Salina to build 81. He
14 had to relocate. And it's interesting
15 in retrospect that I see that families
16 were moved then and businesses were
17 moved then, in a vast amount of area.
18 And then over the next 50 years we said
19 that the city has deteriorated, when in
20 fact the economic value from that land
21 was taken away from the city growth then.

22 So today we don't want that to
23 happen again for the next 50 years. The
24 rationale is we would like the land back
25 in the viaduct area. We would like the

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Smith

take a look. And thank you for your
comments.

(First hearing recessed at 5:40 p.m.)

(Second hearing commenced at 6:00 p.m. next page).

1 Frechette

2 MR. FRECHETTE: Good evening. On
3 behalf of Joe McDonald, Commissioner of
4 the New York State Department of
5 Transportation, and Jonathan McDade, the
6 Administrator for the Federal Highway
7 Administration, New York Division, I
8 want to welcome you to this Scoping
9 Meeting. My name is Mark Frechette, and
10 I am the Project Director for the I-81
11 Viaduct Project.

12 This is the second of two Scoping
13 Meetings for the Environmental Impact
14 Statement or EIS that will be prepared
15 for the I-81 Viaduct Project in
16 Syracuse, New York. The meeting is
17 sponsored by the two agencies that are
18 serving as the lead agencies for the
19 EIS. The New York State Department of
20 Transportation, the state lead agency,
21 and the Federal Highway Administration,
22 the federal lead agency.

23 This scoping meeting is being
24 conducted to obtain comments on the
25 scope of the project's Environmental

1 Frechette

2 Impact Statement. The meeting provides
3 the public an opportunity to make formal
4 statements of positions before any
5 project decisions are made. To assist
6 interested parties in formulating their
7 comments a Draft Scoping Report is
8 available for review here tonight. The
9 report is also available on the project
10 website at www.i81opportunities.org and
11 at libraries and other public facilities
12 throughout Greater Syracuse.

13 The Draft Scoping Report provides an
14 overview of the Project, presents the
15 project's purpose, needs and objectives,
16 describes the initial alternatives under
17 consideration and explains our
18 recommendations, that some advance for
19 further study and others be eliminated.
20 It outlines the steps in the
21 Environmental Review process and
22 describes coordination with other
23 agencies and public involvement
24 opportunities.

25 At this time I would like to have

1 Smith

2 Mr. Brody Smith, tonight's moderator,
3 explain to you the format and structure
4 of tonight's meeting. Following that I
5 will give a presentation on the I-81
6 viaduct project. Then Mr. Smith will
7 moderate the comment session.

8 MODERATOR SMITH: Thank you. I am
9 Mr. Brody Smith, I'll serve as the
10 moderate for the Scoping Meeting tonight.
11 So that we can make a record of all
12 those who have spoken it's important
13 that people fill out the cards that you
14 have at the registration table out front
15 in the foyer if you would like to speak.
16 There is a stenographer (court reporter)
17 in front of me. All statements made
18 during the meeting will be recorded by
19 the stenographer (court reporter) and a
20 verbatim written transcript be produced
21 following the meeting.

22 The Environmental Impact Statement
23 for the I-81 Viaduct Project is being
24 prepared in accordance with the
25 following laws and regulations: The

1 Smith

2 the speaker cards that I referred to
3 before, and those will be gotten at the
4 rest registration desk.

5 You may provide verbal comment
6 tonight in one of two ways. First, if
7 you wish to help to share your comment
8 publically in this room I'll ask you to
9 come up to the microphone to speak.
10 I'll also ask the following speaker to
11 come to the front of the room at that
12 time so that we can keep the meeting
13 going.

14 If you prefer to make your comment
15 in private, at any time you can exit
16 those doors and if you look to your left
17 there is a screen, and behind that
18 screen there is a stenographer (court
19 reporter) and you can provide your
20 comments to the stenographer (court
21 reporter) in private. They'll be
22 recorded and made part of the record.

23 All verbal comments at this meeting
24 will be limited to two minutes. You may
25 also provide written comments. Written

1 Smith

2 Federal Highway Administration will
3 accept written comments through that
4 date.

5 In terms of due dates, you have to
6 visit the website by September 2nd, send
7 your comments to meet the deadline, or
8 you can mail comments as long as they're
9 postmarked by September 2, 2014.

10 The agencies will review, consider
11 public comments submitted during the
12 scoping phase of the project. Responses
13 to the comments will be included in the
14 Final Scoping Report, which is
15 anticipated to be published at some time
16 this fall.

17 So that everyone who desires to
18 speak may be heard and their statements
19 may be made part of the official record
20 we do not entertain any questions from
21 the floor at this meeting in this room.
22 But there are project staff members in
23 the room next door. If you leave the
24 doors and look to your right in the
25 exhibit hall where you might have looked

1 Frechette
2 at some of the exhibits before you came
3 in here today, there are project staff
4 available there to answer your
5 questions. But those conversations
6 won't be part of the record, won't be
7 reported by a stenographer (court
8 reporter).

9 Before I call on the speakers to the
10 floor, Mr. Mark Frechette, who is the
11 New York State DOT Project Director,
12 will give a brief presentation on the
13 project. After he speaks I will give
14 you a few additional instructions and
15 then the floor will be opened to
16 comments. Thank you.

17 MR. FRECHETTE: Thank you. I want
18 to welcome you to our Final Scoping
19 Meeting for the I-81 Viaduct Project.
20 As I mentioned, my name is Mark
21 Frechette, I work for the New York State
22 Department of Transportation as the
23 Project Director. With me today is Joe
24 Flint, who is the Project Manager for
25 DOT for this project. And also our

1 Frechette

2 federal partner in this project from
3 Federal Highway Administration is
4 Patricia Millington.

5 The purpose of tonight is to provide
6 some update information as to the work
7 that we've completed over the last few
8 months. And then to discuss where we
9 will go from here. Since November of
10 2013 when we held the Initial Scoping
11 Meeting we've been reviewing the public
12 comments, we've been refining our project
13 alternatives, and we've been analyzing
14 the advantages and disadvantages of each
15 of the alternatives.

16 Tonight we will recommend which
17 alternatives we believe should be
18 studied further. But before I go into
19 that I want to recap some background
20 information. I'll go over the project
21 area, and tell you why we need to do the
22 project. I'll go over the purpose and
23 the objective, go through each
24 alternative and discuss the advantages
25 and disadvantages. And then I will tell

1 Frechette

2 you about the next steps.

3 I-81 is an important corridor both
4 regionally and locally to the
5 transportation network. It runs north-
6 south from Tennessee to Canada and is
7 approximately 855 miles long. It makes
8 major connections to east coast cities
9 like New York City and Washington, D.C.
10 Locally I-81 serves thousands of daily
11 commuters in Greater Syracuse and
12 provides connections to Interstate 690
13 and I-90 at the Thruway.

14 It also, I-81 is also a primary
15 local access to the downtown, University
16 Hill, major economic and activities
17 centers in Syracuse. The viaduct was
18 built 50 years ago, and since then
19 highway standards have changed
20 dramatically. The engineering that we
21 have at our disposal today has improved.
22 And travel needs in the Syracuse area
23 has evolved. The transportation
24 infrastructure is deteriorated because
25 of its age, but it's also deteriorated

1 Frechette

2 because of it's wear and tear. It does
3 not meet today's standards for highway
4 systems. The highway and the bridges
5 though undergo inspections annually and
6 maintenance to keep that -- to keep the
7 highway safe for the traveling public.
8 On most days I-81 carries a hundred
9 thousand vehicles a day. It's the major
10 traffic to or from or through downtown
11 Syracuse.

12 We have established a priority area
13 of three and-a-half miles long along
14 I-81, which crosses over 18 streets, and
15 the bridge carries over 183 bridge
16 spans.

17 The priority area stems from a three
18 year planning study called the I-81
19 Corridor Study. This area was the top
20 transportation priority in that study
21 and it included three and-a-half miles
22 along I-81 and two and-a-half miles
23 along I-690. We have a high
24 concentration of structural deficiencies
25 and geometric deficiencies in this area.

1 Frechette

2 And there is frequent traffic congestion
3 and high accident rates. The need to
4 identify include the non-standard and
5 non-conforming features of these
6 Interstates, which there are over a
7 hundred non-conforming features that
8 exist today. There are many bridge
9 deficiencies and there are safety
10 concerns associated with this, these
11 Interstates.

12 At the interchange of I-81 and I-690
13 we have an accident rate that is four
14 times the state-wide average of similar
15 interstates. Vehicular, pedestrian and
16 bicycle mobility problems also exist.
17 And we need to incorporate the community
18 vision expressed in Local Long Range
19 Plans. So to address these needs the
20 project's purpose is really to fix the
21 bridge deficiencies and non-standard
22 highway features in the project area
23 while creating and improving the
24 transportation corridor through Syracuse
25 that will meet the transportation needs

1 Frechette

2 and provide infrastructure to support
3 the long range planning efforts from
4 SMTC'S long range transportation plan
5 and Syracuse Comprehensive Plan.

6 To meet the project purpose five
7 objectives have been developed. These
8 objectives are the measures again of
9 what all the project's alternatives are
10 evaluated to, to determine which should
11 advance to the next phase, the
12 Environmental Impact Statement.

13 It's consistent with our project's
14 purpose, the objective aims to address
15 structural deficiencies, fix
16 non-standard geometrics, address local
17 travel needs, provide pedestrian bicycle
18 connectivity, address the regional
19 travel needs and provide access to key
20 destinations.

21 The Environmental Review phase of
22 the I-81 Viaduct Project is being
23 conducted pursuant to state and federal
24 environmental regulations. With both
25 state and federal funding the project is

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Frechette

subject to NEPA and New York State SEQRA Act. The federal and state requirements will be coordinated such that one EIS will be prepared to satisfy the requirements of both NEPA and SEQRA.

The environmental process includes several distinct stages. It was initiated back in August 26, 2013 when DOT published the Notice of Intent to prepare the EIS. DOT is currently in the Scoping phase as shown in red. We're developing and analyzing alternatives, we're meeting with the public like we are tonight. We're identifying those environmental considerations that need to be studied in the EIS phase. We've held neighborhood meetings in the fall, Initial Scoping Meeting last November.

Recently DOT held a project update presentation where we share all the alternatives that were being analyzed. Today we want to present our recommendations of those alternatives

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Frechette

that we believe should go forward for further study. We will next move into the Environmental Impact Statement phase and public participation will continue to play a key role in identifying how the project moves forward. The Environmental Review will conclude with what's called the Record Of Decision shown at the bottom of the page, which will identify any potential environmental impacts and mitigation measures. And from there it will have a preferred alternative that we will work on towards the construction phases.

During scoping you have the opportunity to comment on the purpose and needs of the project, the project alternatives, the environmental framework that will be conducted in the EIS. We published a Draft Scoping Report that provides further details, and you can review that on DOT's website for this project at i81opportunities.org, or at local libraries or at the Carnegie

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Frechette

building, we will place copies there.
And if you want to we have copies here
tonight if you want to take a look at
that. We encourage you to review the
Report and speak with our key members
next door at the Open House.

Tonight we welcome any oral comments
that you want to give us. You can
provide us written comments with the
sheets on the back, and we'll accept all
comments through the September 2, 2014
time frame. And all comments that get
received will be responded to in our
Final Scoping Report.

Project alternatives follow the six
categories. The first, the No Build, is
the project does not move forward. The
Viaduct, we have five viaduct
alternatives, first one being a
rehabilitation, and the next four to be
rebuilding. We have three Street Levels,
which would remove the viaduct and
improve the surface streets to move
traffic onto. We have four Tunnel

1 Frechette
2 alternatives, that would also remove the
3 viaduct and build four tunnels. Four
4 different type alternatives. We have
5 two Depressed Highways, located in open
6 cut trenches. Then we have two other
7 alternatives, one a Western Bypass and
8 the other one called a Salt City
9 Circuit.

10 We have conducted a preliminary
11 evaluation of all the alternatives to
12 determine whether they meet our purpose
13 and need. Whether it will result in
14 substantial building acquisitions, and
15 whether or not we can construct it with
16 the engineering practices of today.
17 We've also looked at the reasonable
18 costs for each of these alternatives.
19 The Draft Report evaluates all the
20 advantages and disadvantages to
21 determine whether we believe it should
22 Pass and go forward or it should Fail
23 and stop the study at this point in
24 time.

25 As I go through each of the

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Frechette

alternatives I will explain why we recommend alternatives to Fail and therefore not be studied further. And I will also go over the ones that will Pass the evaluation that we recommend do go forward for further study. We need to look closer at many details associated with these alternatives. Things like potential property impacts. We need to consider traffic analysis. We need to consider the environmental considerations. And we also need to take into account the public comments that we learn tonight in between now and September 2nd.

The first alternative that I'll talk about is the No Build alternative. NEPA requires us, requires investigation of the No Build to assess the future conditions, if the project does not move forward. It provides a baseline against all the other build alternatives that we have. The No Build does not meet any of our objectives, it does not meet our

1 Frechette

2 purpose and needs of the project, but
3 since it is required by federal
4 environmental laws it will Pass and it
5 will be evaluated in the EIS process.

6 Next I will talk about the five
7 viaduct alternatives. One will be to
8 rehabilitate. The others would be to
9 reconstruct I-81 viaduct and implement
10 other transportation improvements within
11 the project limits.

12 V-1, the rehabilitation alternative
13 would be a long term program of capital
14 investments to keep Interstate 81 in
15 what we call a state of good repair.
16 This approach would keep the bridge
17 structurally safe. But it would not add
18 shoulders, it would not enlarge medians,
19 it would not improve the weaving lanes,
20 and it would not implement other safety
21 or operational improvements.

22 As a result the rehab would maintain
23 many of the non-standard features that
24 currently exist today, at a construction
25 cost estimated to be \$800 million.

1 Frechette

2 Because the rehabilitation alternative
3 does not meet our purpose and need we
4 Failed this alternative as part of our
5 evaluation.

6 V-2, the new viaduct fully improved
7 current standards would reconstruct I-81
8 from Martin Luther King to Spencer
9 Street with potential improvements on
10 I-81 all the way to Hiawatha. And it
11 would also include I-690 work between
12 the West Street interchange and the Teal
13 Avenue interchange. The highway would
14 include two lanes of traffic in each
15 direction. It would operate at 55 miles
16 per hour.

17 This alternative would meet all the
18 standards, it would improve all the
19 shoulders, the medians, the weaving
20 lanes would be enlarged. This
21 alternative, the new viaduct would have
22 a width along Almond Street of about 82
23 feet. The current width of the viaduct
24 bridge is 66 feet, and you can see it in
25 red on the screen. The wider viaduct is

1 Frechette

2 expected to acquire between 30 to 40
3 buildings. The viaduct height could be
4 at the same elevation it is today, or it
5 could be 5 to 10 feet higher. The cost
6 of this alternative is estimated to be
7 \$1.438 billion.

8 This alternative improves the
9 structural and geometric features, and
10 it allows for enhanced vehicular
11 pedestrian connectivity on the surface
12 streets adjacent and under the bridge.
13 It could be constructed with typical
14 engineering practices, and we believe it
15 it's a reasonable cost in line with the
16 many other alternatives. So we are
17 recommending that this alternative Pass
18 and be studied further in the EIS.

19 V-3 called new viaduct with
20 substantial design improvements is very
21 similar to the V-2 alternative except
22 for the seven locations shown in purple
23 on the screen. By tightening the curves
24 shown in purple we were able to reduce
25 the real estate impacts to the adjacent

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Frechette

properties by 25 percent over what I just stated under the V-2 alternative. The V-3 alternative would still travel, would still have speeds at 55 miles per hour, would still create the shoulders, the 10 foot shoulders on the right side, four foot shoulders on the left side, where accidents or stranded vehicles motorists could get emergency vehicles to the scene to help. The cost of this alternative is estimated to be \$1.423 billion.

Like V-2, V-3 would improve the structural and geometric features, it allows the connectivity on the surface streets and has reasonable constructability and reasonable costs compared to the other alternatives. So we are recommending that this one Pass also.

Alternative V-4 was a new viaduct with considerable design improvements, similar to the last two alternatives just discussed, except it would look to

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Frechette

tighten five more of the curves further, to reduce the footprint of the viaduct even further. By doing this we anticipate that we could reduce the real estate impact by 40 percent over what I talked about in the V-2 alternative. We would still be able to maintain traffic speed at 55 miles per hour, and the cost, it is anticipated to cost \$1.419 billion. V-4 meets the purpose and need and all the objectives similar to V-2 and V-3, so we recommend that this alternative Pass forward to the EIS also.

V-5 was the stacked viaduct. This alternative was developed as a result of suggestion from the public. And under this alternative the northbound traffic would be carried on the top, the southbound traffic would be carried in the middle, and Almond Street traffic could still be maintained on the bottom. This would require a narrower bridge, estimated to be about 55 feet versus the existing which is 66 shown in red there.

1 Frechette

2 This bridge would be significantly
3 taller than the existing bridge we have
4 today. We estimated it would be about
5 50 feet tall compared to our existing
6 structure which is around 30 feet. Well,
7 it would be 30 feet taller than the
8 existing structure. The cost of this
9 alternative is anticipated to be \$1.528
10 billion.

11 V-5, the stacked viaduct could be
12 designed to our current standards, it
13 could enhance some vehicular,
14 pedestrians and bicycles in some areas.
15 The disadvantage to this alternative is
16 to allow a ramp connection at Harrison
17 Street we would need to sever access of
18 the Genesee Street across from Almond to
19 get the ramp from the top deck down to
20 the grade. Genesee Street also known as
21 our connective corridor is our major
22 east-west between University Hill and
23 downtown. So since it failed to meet
24 the project objective to maintain
25 connections to, across and along local

1 Frechette

2 streets it Failed, and DOT does not
3 recommend this alternative go forward.

4 The Street Level alternatives would
5 make improvements to Interstate 481, it
6 would redesignate the current I-81, the
7 existing I-481 as I-81. It would
8 demolish the existing viaduct through
9 the city of Syracuse. It would
10 decommission the Interstate through
11 Syracuse. All the street level
12 alternatives would meet today's
13 standards.

14 Street Level 1 would replace the
15 viaduct with a boulevard along Almond
16 Street. Street Level 2 and 3 would use
17 Almond as a one way or a two way with a
18 combination of the other local streets
19 to carry traffic. Street Level 2 and
20 Street Level 3 is a system wide approach
21 to maximize the use of the available
22 capacity of the existing grid system.

23 Street Level 1, the boulevard,
24 initial traffic studies indicate that
25 six lanes are necessary to maintain

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Frechette

efficient flow, and that would be three lanes going northbound, three lanes going southbound. Efficient flow between downtown, University Hill, the south side and other neighborhoods. There are many ways to lay out a new boulevard along Almond Street, which has nearly 200 feet of available right-of-way to accommodate vehicles, pedestrians, bicyclists, in wide park-like medians.

The boulevard cost is estimated at \$1.047 billion. Street Level 1 meets all of the evaluation parameters and is recommended for further study in EIS.

We've been evaluating two ways to connect Almond Boulevard to I-690. The first option would establish the boulevard starting at Monroe Street all the way to Erie Boulevard, which you can see on the screen. The boulevard would connect to Interstate 690 through what we call a single point urban interchange. This would reduce several signals to one

1 Frechette
2 under Interstate 690. You can see from
3 the photo we would need to build an Erie
4 Boulevard bridge over Almond Street.
5 And we have looked at the opportunity to
6 potentially convert Water Street to an
7 Erie Canalway trail.

8 The second option for the boulevard
9 to connect with 690 would be to also
10 start from Monroe Street to McBride
11 Street. Vehicles would be able to pick
12 up speed heading northbound as they, as
13 the road would transition from a
14 boulevard to a higher speed highway
15 system around Butternut Street.

16 Street Level 2 and Street Level 3
17 are alternatives which would make
18 improvements to Almond and a combination
19 of other streets. They differ where one
20 envisions Almond and other local streets
21 as one way streets. And the other make
22 them two way streets. Almond would be
23 able to carry fewer than six lanes, like
24 I showed on the boulevard alternative,
25 which would shorten crosswalks and make

1 Frechette

2 it a lot easier to cross.

3 Street Level 2, the one way Almond
4 one way northbound, would be one way
5 northbound from Harrison Street to
6 I-690. South of Harrison it would
7 remain a two way street. Southbound
8 traffic could be carried on streets like
9 Townsend, Clinton, where other local
10 streets are being evaluated. The cost
11 of both Street Level 2 and Street Level
12 3 is estimated to be \$1.067 billion.
13 Both SL-2 and SL-3 meet all of our
14 evaluation parameters and is recommended
15 for further study in the EIS.

16 Recognizing the significant amount
17 of traffic that is accessing University
18 Hill we are exploring some ways to
19 improve the Teal Avenue interchange
20 also. By reconstructing Teal Avenue or
21 Teall and I-690 Interchange we can
22 simplify traffic movements controlled by
23 one signal rather than the two that are
24 there today. These improvements would
25 decrease commute times and help reduce

1 Frechette
2 traffic volumes at the I-81/I-690
3 interchange and also at Exit 18 where
4 the Harrison and Adams join I-81. This
5 would be an efficient and safe way to
6 move large volumes of vehicles into a
7 compact space.

8 All the Street Levels would route
9 I-81 traffic to I-481. It would require
10 improvements to Interstate, the old
11 Interstate -- I'm sorry, would require
12 improvements to the old I-481, which
13 would be designated as the new I-81. We
14 would add auxiliary lanes at the three
15 stretches shown by the yellow arrows.
16 We would also reconstruct the two
17 interchanges, the I-81, I-481 at the
18 north and at the south. No building
19 acquisition is anticipated along the
20 existing I-481 corridor as we believe we
21 have enough right of way in those areas.

22 We looked at four tunnel concepts.
23 Two below Almond along I-81 footprint,
24 one to the west of the viaduct on
25 Townsend Street, and then one to the

1 Frechette

2 east of the viaduct. All the tunnels
3 would meet today's current standards.
4 The first two called T-1 and T-2 would
5 start at Martin Luther King east and go
6 to Butternut Street. That would be T-1.
7 It's about a distance of two miles. The
8 cost of this alternative is anticipated
9 to be \$2.651 billion. And would have a
10 portal at the Genesee Street exit also.

11 T-2 would go from Martin Luther King
12 east to East Genesee Street and be about
13 one mile long. The estimated cost for
14 this alternative is \$1.761 billion. We
15 would be able to maintain surface
16 streets on top of the tunnels to serve
17 local traffic.

18 There are two main disadvantages to
19 the tunnels on Almond. The first is the
20 ramp connections between the tunnel and
21 Interstate 690. As the tunnel comes out
22 of the highway and approaches the
23 elevated I-690 it would require a number
24 of the local streets be either removed
25 or dead-ended. This would diminish

1 Frechette

2 access between downtown and the north
3 side.

4 The second disadvantage involves the
5 difficultness of the construction
6 practices related to the conditions
7 under Almond. Currently there is a high
8 water table, it's about two feet below
9 the surface of the highway. And the
10 water is contaminated with saline, which
11 would require special disposal methods.
12 There is also many subsurface utility
13 underground. There is water lines,
14 there is sewer lines, there is telephone
15 lines, there is cable lines, there is
16 storm sewers. And all those would need
17 to be relocated to implement the tunnel
18 alternatives.

19 We would have to use what's called
20 cut and cover construction to implement
21 these two tunnel alternatives, resulting
22 in lengthy time frames estimated to take
23 seven to eight years to build these
24 alternatives. For these reasons this
25 alternative, these two alternatives

1 Frechette

2 failed our recommendations.

3 T-3, which was the Townsend Street
4 tunnel, we had hoped to avoid some of
5 the soil characteristics that we had
6 under Almond. We would be able to keep
7 I-81 opened during the construction
8 phase as we built the tunnels under
9 Townsend Street. The cost of this
10 alternative was estimated to be \$2.643
11 billion. We believe that cut and cover
12 construction would be required, and
13 although the existing I-81 would be able
14 to be kept open for construction the
15 Townsend Street tunnel required
16 substantial building acquisitions due to
17 the fact that the Townsend right-of-way
18 is much more narrow than what we have on
19 Almond Street. For these reasons the
20 tunnel alternative is not being
21 considered reasonable and we recommend
22 that it Fail to advance further.

23 T-4, the tunnel on Eastern Alignment
24 was suggested from a member of the
25 public. I-81 in a tunnel approximately

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one mile east of the existing highway. This tunnel would be 81 foot below the surface and be bored through the bedrock that exists there today. Its interchanges would be on the southern end at I-481. It would pop up at I-690 as shown on the picture. And it would also come out of the ground again at the Bear Street I-81 interchange.

The viaduct remains in place during construction and there would be opportunities to enhance Almond Street under these alternatives. The disadvantages for this alternative is that it requires many property acquisitions. And it would include the elimination of Teal Avenue, which is right to the east of where this tunnel comes up. The tunnel cost for this alternative was \$3.298 billion, which was close to a billion dollars more than any other alternative study. For these reasons the tunnel on Eastern Alignment was not considered reasonable and we

1 Frechette

2 failed that.

3 We looked at Depressed Highways.

4 One would begin at East Adams Street and
5 go to Butternut, which would be about a
6 mile and-a-quarter long. The other
7 would be East Adams Street to East
8 Genesee Street, approximately a half
9 mile long. For both DH-1 and DH-2 it
10 would create a sunken highway about 25
11 feet deep below the surface. We'd build
12 several overpasses built at key
13 locations, otherwise it would be open to
14 the elements.

15 This alternative meets today's
16 standards and we estimate that the
17 Depressed Highway for Alternative 1
18 would cost \$1.751 billion. The
19 Depressed Highway for the Second One is
20 estimated to cost \$1.503 billion.

21 There are two major disadvantages to
22 these alternatives. Once again, the
23 ramp connections to Interstate 690 would
24 sever several streets where they
25 currently cross Almond as it comes out

1 Frechette
2 of the ground and connects to 690. Also
3 the subsurface conditions are not
4 favorable, similar to the tunnel
5 alternatives. We Failed the Depressed
6 Highways as not being reasonable
7 alternatives.

8 The last two alternatives. The first
9 one was the Western Bypass. This was an
10 idea that came up during the I-81
11 Corridor Study. And the bypass would
12 consist of a new highway around the
13 western side of Syracuse. We estimate
14 that the construction cost would be
15 \$2.446 billion. And it would require a
16 substantial amount of land to build
17 this. We estimate 70 to 200 acres of
18 land, dependent upon where the highway
19 would go. And it would require the
20 acquisition of over a hundred homes. So
21 we, based on this, felt that it was not
22 feasible to carry forward.

23 The second Other alternative was a
24 new highway along West Street. This
25 alternative we estimated to cost \$1.326

1 Frechette
2 billion. It was raised by a member of
3 the public during the scoping phase and
4 is being called, was called the Salt
5 City Circuit. This would push I-81
6 traffic along the New York and
7 Susquehanna Railroad property to West
8 Street and then up West Street to
9 Interstate 690. The existing I-81
10 between the railroad and I-690 would be
11 replaced with a boulevard.

12 Disadvantages to this alternative is
13 the properties impacted along the West
14 Street corridor is estimated to be
15 between 70 to 90 buildings. This would
16 also diminish the local access to West
17 Street. And for that reason we Failed
18 this alternative also.

19 There are a couple common features
20 to all of the alternatives that we would
21 like to recommend, with the exception of
22 the rehabilitation alternative. This
23 would provide the two missing links that
24 currently exist between I-81 and I-690.
25 Those who travel I-690 eastbound cannot

1 Frechette

2 currently make, cannot go northbound on
3 I-81. And likewise if you're heading on
4 I-81 southbound you cannot make the
5 movement to 690 westbound. We're also
6 exploring two options to connect West
7 Street to Interstate 690.

8 Option 1 would improve the existing
9 West Street ramps at I-690. This option
10 would keep the current free flowing
11 interchange layout in place now. It
12 would raise I-690 to improve the safety
13 of the highway and also improve the
14 access from the West Street ramps.

15 Option 2 would rebuild as a
16 signalized intersection underneath the
17 Interstate. It would replace the
18 current stacked interchange with a
19 signalized street level intersection.
20 It would elevate I-690 over the West
21 Street and it would improve the ramp
22 connections. This option is consistent
23 with the city's initiative regarding
24 traffic on West Street.

25 So in summary DOT is recommending

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these six alternatives plus the No Build alternative be studied further in the Environmental Impact Statement. We continue to investigate these alternatives as well as potential effects on social, environmental and economic vitality of the area. We want to hear your input on these recommendations and those that we recommended for elimination. The scoping report will incorporate all comments that we receive.

The EIS will be a comprehensive study of the potential environmental impacts of each of the alternatives that move forward. There is lots of information on the boards in the Open House next door, and I encourage you to go speak to team members about some of the issues that interest you.

We're starting project work related to the historic resources and we're reaching out to experts in this historic preservation, archaeology and the Native

1 Frechette

2 Americans.

3 Written comments through September,
4 we will take written comments through
5 September 2nd, and we're accepting any
6 oral comments here tonight. If you would
7 like to speak, I'd ask you to please
8 fill out a speaker card at the welcome
9 table. The speaking portion of this
10 meeting will begin after this
11 presentation. For more information
12 about the project I ask you to please
13 visit our website at i81opportunities.org.

14 We have put a lot of effort into
15 updating this information and we are
16 going to continually do that as the
17 project moves forward into the different
18 phases. I want to thank you for coming
19 tonight and want to thank you for your
20 interest in this I-81 viaduct project.

21 And so at this time I'm going to
22 call on Mr. Brody Smith and we'll do the
23 public comment period.

24 MODERATOR SMITH: We are now ready
25 to begin your comments. Bear in mind

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Smith

that anyone who wishes to speak must fill out one of these cards. You can find them out in the lobby. In order to allow as many people as possible to be heard we will restrict comments to two minutes. I will inform you when you have one minute left, 30 seconds and even when your time is expired. I use visual aids to do that, so I won't verbally interrupt you.

You may also take your comment to the stenographer in the lobby if you choose to do so. If your comments are in writing simply hand them in to a project team representative. If you have already submitted written comments in response to the Department's publication of its Notice of Intent you don't have to resubmit those, they're already part of the record. Again written comments will be accepted through September 2nd.

We will begin with Ernestine Patterson, and then the second speaker

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Patterson

will be James Lespino. Ms. Patterson.

ERNESTINE PATTERSON: My issue with have you actually looked at the people who are going to be displaced while all this construction is going on? And how then that is going to impact them? I haven't heard anything about people. All I've heard about is, well, we're going to do this and we're going to do that. But there is a lot of people who are also involved in all this and I haven't heard anything about what are we going to do about this? Or what are we going to do about them?

Because this old 81 viaduct has adversely affected all of the 50 years it's been there and no one has done anything about that in all this time. And these people still live in the same neighborhood. And all of this construction will be going on and all this thing and the children can get run over because we have the highways all around them. And I don't see anything

1 Wetterhahn/Douglas
2 are some health aspects that are looked
3 at in the Environmental Impact Statement,
4 but I don't think it's comprehensive
5 enough. I think there might be some
6 other things that we should be looking
7 at. More of a, I don't want to use the
8 term comprehensive health impact
9 statement because that gives people
10 hives, but something along those lines.
11 We would be able to see a bigger picture
12 impact on the way it would impact people
13 who live around it the way it would
14 impact people in the county in terms of
15 traffic accidents.

16 And then also I think the
17 environmental health parts of it could
18 also stand to be looked at a little bit.
19 I don't know if that's an issue that you
20 could look at, but that's my comment.

21 MODERATOR SMITH: Thank you, ma'am.
22 The next speaker is Karen Douglas.
23 Following is Arleen Fordock.

24 KAREN DOUGLAS: I was affected by
25 the first 81, my house was removed. And

1 Wetterhahn/Douglas

2 I've got to thank you for taking the
3 time and having all of these meetings
4 that we're included in this time in it.
5 My main concern is because of what
6 happened the first time is that you
7 limit the number of properties that are
8 affected, it's my goal. I was told
9 before to keep 81. There is just too
10 much traffic than there was 50 years
11 ago. And I found that I live in the
12 Valley and 81 South is closed because of
13 storms. If people don't let me out
14 there is no way I can get out, there is
15 just too much traffic.

16 Last week when 690 was closed it
17 took me over 20 minutes just to go from
18 the point that the 690 was closed, and
19 that was at 2 o'clock in the afternoon.
20 I can't imagine what it would be at a
21 heavy traffic time.

22 And I'm concerned about diverting,
23 making 481 81, because then anybody
24 traveling you're losing to the economy,
25 because people wouldn't be coming into

1 Fordock

2 the city and using our resources.

3 MODERATOR SMITH: Thank you, ma'am.

4 The next speaker is Arleen Fordock.

5 Following Ms. Fordock will be Anita

6 Cottrell.

7 ARLEEN FORDOCK: Well, I have spoken
8 many times, I'm trying to do some new
9 topics this time. The solar lights
10 throughout the highway, we want to
11 update everything for the next 50 years
12 is what I've been hearing. You also
13 need to road patrol over the highway for
14 safety and emergency use. That's the
15 latest thing, it's going to be around
16 for 50 years if not more.

17 Then you need reduced speeds in
18 certain areas, which would retain the
19 existing highway with the improvements
20 is what I'm in favor of. I don't want
21 to knock down people's houses and
22 buildings and make people displaced and
23 businesses moved out of the area.

24 One thing I do not like about the
25 boulevard is that the trucks will be

1 King

2 coming through. That's a dangerous
3 situation. We have pedestrians that
4 have been knocked around by cars just in
5 a normal business day. We don't need
6 trucks coming through downtown, that is
7 one of the severe things to think about.

8 Then there is a thing about the
9 lingo that you use on these presentations.
10 I can't tell whether you're saying
11 million with an M or B for billion. It
12 would be nice if the money amounts would
13 be added to your screen so I can either
14 have a heart attack or accept it. Thank
15 you.

16 MODERATOR SMITH: Thank you, ma'am.
17 The next speaker is Anita Cottrell.
18 Following Ms. Cottrell, Peter King.
19 Ms. Cottrell stepped away. Mr. King,
20 are you ready? If Ms. Cottrell comes
21 back in the room we'll put her at the end.

22 PETER KING: Good evening, thank you
23 for your presentation tonight. I have
24 read and reviewed DOT's six basic
25 alternatives today passing the initial

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King

analysis. For whatever the build concern, I think strong consideration should be placed on social justice for those neighborhoods most closely affected by any build scenario. And the current build scenario. And extending that also to peripheral, what we might consider peripheral would be like housing and jobs what would be the impact?

I would emphasize increase in adjustment in the transit available for urban residents and for suburban residents. And I would experiment with the transit during the construction phase of whatever you put in to show people what transit is like, what it could be like. Sell it, sell transit. I don't think you need to be bashful about that, you might find some takers.

I think the public participation is very important in all phases of this. We have existing people with lots of great ideas. I hear them all the time, that might help you with your project.

1 King

2 I totally recommend a health impact
3 analysis of whatever build of the
4 current build and whatever build is
5 chosen. Syracuse has never had an
6 adequate health analysis of the air
7 quality in the city. I've reviewed, I
8 haven't seen any asthma studies, there
9 is plenty of asthma data going back and
10 so on, but no study.

11 Air quality analysis should include
12 monitors placed in the city. EPA
13 monitors are actually located outside
14 the city currently. So you don't have
15 data now. There is some local air flow
16 studies through ESF that are currently
17 available or when published.

18 And lastly I would emphasize street
19 level alternatives should be really
20 considered, including bicycle and
21 pedestrian and multi-mobile
22 accessibility. We need it for the whole
23 city basically. Thank you.

24 MODERATOR SMITH: Thank you, sir.

25 The next speaker is Tom Law. Following

1 Law

2 Mr. Law, final speaker Ms. Cottrell.

3 TOM LAW: Thanks for this
4 opportunity. Just two comments really
5 off the cuff a bit, but funding. I am
6 kind of a numbers guy through the last
7 40 years, and have gone through federal,
8 state, county, city budgets including
9 the school districts with some pencil in
10 my hand. And I'm just going to throw
11 out that given what I see of the budgets
12 and debt level and the economy I think
13 we're in a numbers chaos in a way. And
14 the highway funding for a big project
15 like this, a billion dollars or whatever,
16 to me throws it into a bit of budgetary
17 chaos in terms of when it's going to get
18 built and who's going to pay for it and
19 when the funds are going to be available
20 and when the design has to be ready and
21 what the phases are.

22 So essentially I'm going to throw
23 the last word in that little numbers
24 question as far as dedicated funds, the
25 question remains is dedicated funds for

1 Law

2 highway spending. And I think that's an
3 ongoing problem that's been discussed a
4 lot through the last three decades, and
5 I don't think it's been adequately
6 satisfied.

7 Second, it seems to me the outliers
8 might be in terms of what is going to be
9 used for the pavement, the concrete, the
10 bridge. You've got trucks, you've got
11 buses, you've got other vehicles,
12 ambulances. But to me one of the main
13 drivers that's really a big unknown is
14 what's the car going to look like in 15
15 years?

16 And if you segregate it into heavy
17 weight vehicles and lightweight vehicles
18 you would have some sense of the
19 importance of that issue in the terms of
20 the design. Doesn't have to be
21 over-designed if it's lightweight
22 vehicle lanes, with heavy penalties or
23 reducing partitions to separate traffic.
24 I mean you could save a lot of money if
25 you had three lanes and only one of them

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Smith

was for heavy vehicles. There would be a plowing problem I think at some sense. That might be the biggest one around here. But what I'm getting at is, the biggest unknown to me is what a car is going to look like in 15 years, and 20 years and 25 years. If you're designing for an unknown car 25 years from now, so what I'm suggesting in this is the best possible answer would probably be get as damn close as you can to what a car is going to look like in 10 years and design it, a lot of it around that.

MODERATOR SMITH: Thank you, sir.

Anita Cottrell? No. Those are all the cards that we have. Would like to thank everyone for your comments, appreciate your input. There are still staff next door in the exhibit room if you have any additional questions. Have a good evening.

[Conclusion of Public Hearing at 7:20 p.m.]

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Smith

C E R T I F I C A T E

This is to certify that I am a Certified.
Shorthand Reporter and Notary Public in and
for the State of New York, that I attended and
reported the above entitled proceedings, that I
have compared the foregoing with my original
minutes taken therein and that it is a true
and correct transcript thereof and all of the
proceedings had therein.

John F. Drury, CSR, RPR

Dated: July 7, 2014

IN THE MATTER OF THE
I-81 VIALDUCT PROJECT
FINAL SCOPING

MEETING held on Thursday, June 26, 2014, at
Oncenter, 800 South State Street, Syracuse, New York,
13202, commencing at 3:00 p.m., before Jazmin M. Arce,
Shorthand Reporter and Notary Public in and for the State
of New York.



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APPEARANCES :

JIM BRIGHT,
Dunk & Bright Furniture

ARNOLD TAUB

DANIEL JAY SMITH, SR.

WILLIAM H. LEE

ROBERT CRYSLER



MEETING

JUNE 26, 2014

1 MR. BRIGHT: My name is Jim Bright
2 and I'm here representing Dunk & Bright
3 Furniture which is located at the corner of
4 South Salina Street and West Brighten Avenue
5 in Syracuse about 200 yards off of Exit-17
6 on Route-81 South, and I have submitted --
7 I'm going to say these comments. I
8 submitted these in an earlier scope in the
9 evening, but I would like to add that should
10 the viaduct be replaced with another high
11 speed route through the city and that's
12 continued to serve the destination now known
13 as Route-81 Exit-17, we would hope that the
14 staging and the timing of the construction
15 would be such that there would not be an
16 extended period of time without high speed
17 access to Exit-17.

18 If there were years of construction
19 delays, that would make it inconvenient to
20 our customers and employees to get to Dunk &
21 Bright Furniture. That can be just as
22 devastating as the complete elimination of
23
24
25

MEETING

1
2 the high speed access to our business. Dunk
3 & Bright Furniture is a retail furniture
4 store, and I do appreciate this opportunity
5 to share my views about the proposed changes
6 to Route-81. In particular, my concern about
7 the boulevard option which would eliminate
8 convenient access through the center of
9 Syracuse thus negatively impacting Dunk &
10 Bright's business.

11 Dunk & Bright currently employees 85
12 people, the majority whom work at our
13 showroom at the corner of South Salina Street
14 and West Brighten Avenue, which is very
15 close, less than 200 yards with no turns to
16 Route 81 South Exit-17. We enjoy stable
17 work force that appreciates the convenience
18 of easy access to our business rather than
19 having multiple stores in the growth suburbs.
20 Our strategy is to expand our showroom and
21 selection of one central location and
22 centralize convenient access to our customers
23 which has been very important to our growth.

24 Over the decades, Dunk & Bright has
25 acquired and improved many vacant commercial



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MEETING

1
2 and residential properties and now comprises
3 of merely 2,000 feet along South Salina and
4 West Brighten, South State, McClure, Webster
5 and Warner Avenue. We draw customers from a
6 very wide radius. South Ithaca, Binghamton,
7 Elmira, occasionally Pennsylvania, East from
8 Utica, New Hartford, Rome, occasionally down
9 state, north from Watertown, Plattsburgh,
10 Massena, occasionally from Canada. We draw
11 customers from the west, Camillus,
12 Baldwinsville, Auburn, Oswego and the Finger
13 Lakes.

14 A very important factor to our
15 success is drawing customers from this large
16 radius is the convenient access to our
17 showroom because of Route-81 and Exit-17. My
18 concern is by eliminating Route-81 as a
19 highway through the center of Syracuse and
20 converting traffic to 481, it will be less
21 convenient for our customers and we'll likely
22 have to move from our current location.

23 Thank you very much for allowing me to
24 submit my comments.

25 MR. TAUB: I'm in favor of keeping



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MEETING

1
2 the viaduct out there. It seemed to work
3 pretty well over the years there. Being a
4 farmer and small business owner for 30 years,
5 it provided a fast, easy transportation to
6 and from work and helped expedite my working
7 schedule.

8 Talking to some of the people here,
9 the engineers, there doesn't seem to be a
10 contingency plan for 481 if that becomes the
11 main thoroughfare that goes to the viaduct.
12 There doesn't seem to be a contingency plan
13 if we had bridge failures or had to close
14 down that what would be 81 or where that
15 traffic would be routed, what the contingency
16 plan would be, and also having two routes 81
17 plus 481 gives you that extra option if
18 something does happen to one of the
19 interstates if they had to close it. Again,
20 I'm strongly in favor of keeping the viaduct.

21 MR. SMITH: My name is Daniel Smith.
22 I live at 409 Cayuga Street, Syracuse, New
23 York. I deliver for Upstate Hospital on a
24 daily basis. I would like to give my aspect
25 on this I81. I only see the viaduct working

MEETING

1
2 street level would cause for accidents than
3 it's worth. The only ones that would
4 benefit is Upstate Hospital from patient
5 counts. That's not a bad thing for me, but
6 delivery wise, it will be bad.

7 Other than that, street level, I
8 know the ones behind the street level
9 bringing up is Upstate Hospital, too. I
10 don't think they thought about it. They see
11 it in their plans. I don't see ambulances
12 getting to the hospital, game time,
13 graduation. I just don't see it happening.
14 Also, any town or city that's lost their
15 highways and redirect traffic around has
16 always become a ghost town.

17 You look before I81 was built,
18 Salina Street used to be the main drag which
19 was Route-11. Once 81 was built, Route-11
20 became a ghost town. You look through the
21 Midwest, it's happened all over. I guess
22 I'll wrap it up.

23 MR. LEE: I'm here for the final
24 scoping meeting and to try to make a final
25 decision on the I81 bridge whether it should



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MEETING

1
2 be taken down or not. I have been doing
3 quite a bit of thinking of that over the
4 last three years and while I think putting
5 the bridge up was not a good idea in the
6 first place for practical reasons, I feel
7 that the bridge should be rebuilt and remain
8 up with probably so that it can last longer,
9 and my hope is that even though it's up,
10 they can come up with ways to make it easier
11 for pedestrians to cross underneath the
12 bridge.

13 However, I'm going to look at the
14 other options and I can always change my
15 mind if I consider again there might be a
16 better way for the bridge, but right now for
17 practical purposes, the bridge should remain
18 up and just be rebuilt to last longer and
19 again, just the main concern is just to find
20 ways to make it easier for pedestrians
21 crossing underneath the bridge. That's all I
22 have to say.

23 MR. CRYSLER: I'd like to suggest a
24 less of an emphasis on cost and more of an
25 emphasis on return on investment and the

MEETING

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2 distinction that this is an infrastructure
3 investment project, it is not a consumption
4 project and that both tangible and intangible
5 return on investment factors should be taken
6 into consideration with all of the
7 alternatives as they move forward.

8 Secondly, I'd like to suggest that
9 what I think this project lacks is some real
10 vision that shows a collective imagination of
11 community and recognition of what this
12 community has actually had happened to it in
13 its history, but particularly in its history
14 since this viaduct project was built and that
15 this project was a large factor of what
16 disseminated and wiped out the 15th ward in
17 Syracuse, and I think Syracuse now has with
18 most metropolitan areas in the country, has a
19 very bad racial problem and one of the
20 reasons why it has a racial problem is
21 because of the decisions and constructions
22 that resulted from the decisions in the red
23 lighting era of the fifties and sixties.

24 This project has an opportunity to
25 help us re-imagine possibly what a new 15th



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1
2 ward could become and some real community and
3 collective vision for the opportunity that's
4 in front of us.

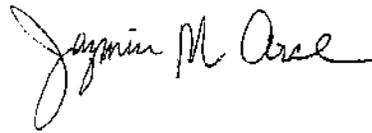
5 (Whereupon, the meeting concluded at
6 7:30 p.m.)

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CERTIFICATE

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4 I, Jazmin M. Arce, a Shorthand
5 Reporter and Notary Public in the State of
6 New York, do hereby certify that the
7 foregoing record taken by me at the time and
8 place as noted in the heading hereof, is a
9 true and accurate transcript of same, to the
10 best of my knowledge and belief.

11
12 

13
14 Jazmin M. Arce

15
16
17 DATED: July 2, 2014
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