

APPENDIX B-2

Online Comment Form Submissions

Timestamp	Last Name	First Name	Email Address	Street Address	City	State	Zip Code	I would like to comment on:					Agency/Organization, if applicable
11/13/2013 15:33:27	Mosure	Greg	gmosure@yahoo.com					Above Grade / Reconstruction Alternative	Construction work associated with rebuilding the existing alignment will have significant impact on traffic flow to our downtown and connected businesses. The business community has been very vocal in advocating for a reconstruction of the route, preserving the existing configuration of the route. Although, I have seen little discussion on the impact construction and MPT will have on these businesses. DOT should be very deliberate in educating this community on the traffic impacts during reconstruction; give them fair warning. I expect that many of these same businesses advocating for preservation of this alignment will claim damages in lost business during construction. If these businesses get their way in keeping I-81 configuration unchanged, then they should be compelled to waive their right to claim financial loss during construction. As a taxpayer, being stuck with a narrow, uncreative solution that continues to divide our city is bad enough. I should not be further compelled to comp the business community because they didn't think through the consequences of their own bad decision.				
11/13/2013 17:44:02	Brickwedde	Richard	rbrickwedde@brickwedde.com	211 W. Jefferson St. Ste 26	Syracuse	NY	13202	General or Other	I-81 Viaduct Project Comments Richard J. Brickwedde 211 Bradford Pky Syracuse, NY 13224 211 W. Jefferson St. Ste 26 Syracuse, NY 13202 I am an environmental lawyer having attended the NYS College of Forestry before graduating from Syracuse University. I was the DEC Regional Attorney for 11 years in Central New York during 6 months of which I was also the Acting Regional Director. During much of my 11 years with the DEC, I was the actual attendee at the SMTC meetings. In private practice I have worked with the DOT on a variety of projects including the Finger Lakes Outlet Mall, now Premier Outlets Waterloo, and the BJ's projects on Bridge Street in East Syracuse, the BJ's in Auburn and the BJ's in Geneva. As a first preference, I would prefer the tunnel approach with some surface modifications which I will discuss. If the tunnel approach is rejected, I would suggest that I 481 from I 81 south of Syracuse be renamed I 81 as far north as I 690 and that I 690 be renamed I81 as far as I 81 north as it presently exists. With regard to both of these alternatives I would suggest the following surface changes. If the tunnel is constructed, a surface 4 lane road would be built above the tunnel for local traffic. That four lane road would feather off traffic, perhaps at Brighton, to divert traffic to Salina St to start the economic rehabilitation of the South Salina St. corridor. It would feather off traffic to a better connection to West St. and Clinton Street (which would become 2 way) to divert traffic to the west side of Syracuse and 690 west. At the same time West Street would be redesigned to narrow it considerably to no more than two lanes in each direction whether with a park like median or park like edges. The basic idea would be to slow down traffic on West Street while eliminating the barrier to downtown for pedestrians that West Street and Clinton Street presently create. The four lane road would feather off traffic at Colvin to Comstock to divert some traffic to the University area. The surface road where I 81 presently travels on the elevated portion (where there are presently 7 or 8 lanes combined with on and off lanes as well as through lanes) would be no more than 2 lanes in each direction with perhaps exit lanes with steps taken to protect the local neighborhoods from the surface traffic. In what is now the elevated portion of I 81, the road way would be narrowed considerable with either a park like median or some other configuration that would make crossing the road from east and west more pedestrian and bicycle friendly. Perhaps the median could even be wide enough to contain park features.				
11/13/2013 22:17:40	Williams Jr	clinton	clintonjrsyr2001@yahoo.com		Syracuse	New York	13203	At Grade / Surface Alternative	I vote for the at-grade surface level alternative. It would provide more traffic meaning more business for downtown with minimal inconvenience for those in the suburbs.				
11/13/2013 22:55:05								Below Grade / Tunnel Alternative	A tunnel is the best option for rebuilding Interstate 81 through Syracuse. While it will likely be the most expensive option, I feel that it is a wise investment that will benefit both Syracuse and the entire region for decades to come. A tunnel would remove the "eyesore" concerns related with the existing elevated highway or the idea of a surface-level highway. A tunnel would keep the sights and sounds of traffic underground, "out of sight" for those who live, work or otherwise use the local area surrounding the highway. A tunnel could use the same locations for interchange on/off ramps as the existing highway. A tunnel would not require snowplowing, sanding or salting -- and as a result, the pavement should last much longer than it would in an open-cut, a surface road, or an elevated highway. Last but not least, a tunnel would allow I-81 to keep its current routing -- unlike the boulevard option, which would not qualify for the I-81 designation. Although various utilities and other items will likely have to be relocated to make way for the tunnel, I think the long term benefits -- which could last many decades longer than the existing viaduct has -- will more than justify the initial costs. To whom it may concern				My comments are anonymous.
11/14/2013 14:43:21	Follett	Timothy	tim@brannock.com					Above Grade / Reconstruction Alternative	I believe the best option available is to reconstruct Rt 81 and keep it as it currently exists. As a business owner on the northern side of the city the current configuration provides our business the best access and most efficient means of get into and through the city of Syracuse no matter where we are or need to get to. Also as a resident of an Eastern suburb I cannot image the rerouting the current through traffic around Rt 81 onto Rt 481 to by-pass the city. Any one that has ever exited Rt 481 at the Fayetteville ramps during peak hours can understand the trepidation of additional traffic being rerouted in this fashion. One of the advantages of Syracuse is the ability to get from one point to another in a quick and efficient manner. I believe the other alternatives currently being considered takes this benefit away. Thank you for considering my suggestion.				
11/14/2013 15:08:09	Follett	Antoinette	afollett@bentley-hall.com	6760 Kingsley Rd.	Fayetteville	NY	13066	Goals and Objectives	Leave I-81 as is. The decline in Syracuse economy goes beyond a highway... If this was the problem, then everyone would also complain about 690 dividing the north side from Erie Blvd.				

11/14/2013 15:54:34	Jereb	Susan	sjereb@yahoo.com					Goals and Objectives	I-81 Goals and objectives Safety—no more cars riding up and over Efficient Beautiful Meet traffic needs Change the impression of being in a warehouse area when one is crossing under the highway. Looking between the support posts, it reminds me of some awful harbor area where criminals hang out. Combine proposals taking the best and easiest from each. E.G. combine raised and ground/ depressed roadway. beautifying under and around the raised portion Utilize lighting and murals to make it be prettier and safer at night and more attractive during the day. some underground parking instead of parking under the highway as it is/was. shops, restaurants under highways or lit up parks, atriums See Indianapolis Artsgarden online visitindy.com. Beautiful three level atrium that crosses over a street. Just an idea to from which to work perhaps on a smaller scale, but beautiful.				
11/14/2013 19:44:25	McGivney	George	gmcgivney001@twcny.rr.com	202 Albert Rd	Syracuse	ny	13214	Goals and Objectives	I think viaduct should be rebuilt. I am most concerned about traffic convenience and travel time. I like the ability to get across town north to south and east to west in 20 minutes. It's one of the things that make Syracuse very livable. If the new arrangement increases travel time and requires stop and go street traffic it is not worth it. I don't believe making pretty boulevards will bring the benefits its proponents think it will. I also think the elevated highway gives visitors or those passing through a good sense of Syracuse. They can get a good sense of the city from that vantage point. Cost is of course a factor. But for me it is traffic flow, traffic time and convenience.				
11/15/2013 17:06:00	neil	burke	namb3145@gmail.com	323 N Salina st, APT 38	Syracuse	NY	13203	Goals and Objectives	Pedestrian access and feasibility should be crucial to any choice. An over head highway or a boulevard can easily be hostile to pedestrians by default. It is a LONG stretch for a person to cross, relying on countdown timers, walk signals and buttons that never seem to work around the city, how would we be assured that they will be serviced frequently and effectively here? A landscaped 6 lane blvd is just as much of a barrier as an ugly elevated highway - both are huge! People are small, distances need to be short and easy - how does any of these projects meet those needs? Can they? People are fickle, if it doesn't look inviting, seems junky or disconnected - people won't walk. This entire plan focuses so heavily on cars, obviously, but when you plan for cars you will get just that, cars. Pedestrian facilities need to be front center and FIRST if we want this design to be a connector between areas and not a divider. Wide (10+ Feet) sidewalks, that connect visually to nice WIDE sidewalks on either side of the highway are needed. The design should make for walking to be a seamless and well lit transition from point A to B that truly connects with and improves the pedestrian infrastructure on both sides of 81. We are all pedestrians. A light and some paint are not the solution to pedestrian problems under and around 81. Please make pedestrians the focus, and not an afterthought in the design. Walking is the default, driving is just an alternative.				
11/19/2013 10:36:32	Lorenz	Josef	josef.m.lorenz1@gmail.com	208 W Genesee St Apt 3	Syracuse	NY	13202	Purpose and Need	engines: SU and the medical centers) and Downtown Syracuse (the city's epicentre, cultural hub, and fastest growing neighborhood). If the city is going to continue its sudden, positive and unique growth seen from these two neighborhoods over the last several years, the state should be doing everything in its power to encourage smart growth between the two and not further divide them as a raised highway currently does. The SMTC did an outstanding job in its analysis of the possible options for I-81 which provided in comprehensive detail the cost estimates, transportation benefits, environmental impacts, social and quality of life factors, and economic competitiveness; all of which pointed to a boulevard being a far better option for the surrounding neighborhoods and for the community as a whole. As a Downtown resident who has lived right next to the overpasses for several years, it's hard to overlook the overwhelming harm and negative consequences of what an elevated highway has done to damage the neighborhood's civic life, community pride, personal health, and pedestrian mobility. The viaduct has piled an incredible amount of negative burdens onto the city over the last half century including the encouragement of costly suburban sprawl, maintaining stagnant real estate values on adjacent land (which in-turn has dampened the city's tax base and revenue), has discouraged public safety (with an accident rate of 300-500% above the state average in certain parts), contains dangerous and poorly luminated crosswalks (some of which are not marked at all), has created an extremely loud environment to have to live next to or to walk underneath, can create asthma and breathing problems for individuals, parents, and children who interact with it on a daily basis, has encouraged homeless camps that manage to get tucked underneath the overpasses, and it has allocated a gross amount of potential city land towards cars, concrete, surface parking, embankments, and interchanges - all of which hold no public value, civic value, or economic value to the city or surrounding streets. I often make the walk from Downtown to the Near Northeast neighborhood while walking underneath the elevated overpasses. This walk is not enjoyable, does not make me feel better about where I live, is unsafe in the relationship of the pedestrian to the car, is obtrusive and intimidating to walk underneath both at night and in the daytime, the sidewalks, streets, embankments, and surface parking lots are not properly cleaned or maintained by the city or state, there is inadequate lighting, and there's an incredibly high amount of trash from people tossing garbage out of their vehicles as they drive over the city. The entire experience is very depressing to be a part of. The elevated highway is not designed as a place worth caring about. It's designed as a place to get away from as quickly as possible. The surrounding areas are treated more like outdoor garbage cans while certain streets like Pearl, North Clinton, Almond, Harrison, and East Willow are treated like fast moving exit ramps rather than of places that contain any sense of community, calmness, or places that provide real value and connectivity to the community who lives there.				
11/19/2013 12:11:10	Owens	G.	Warblerways@hotmail.com	607 Leroy Rd	North Syracuse	NY	13212	Goals and Objectives	If the state is at all concerned with quality of life and the health of these streets and neighborhoods and the people who inhabit them, Since pg 4 of 35 of i81display_Final20131111_rivisedgoal.pdf states that the Corridor Planning Study identified the viaduct as a priority area for investigation under NEPA and since pg 2 of 35 shows the viaduct area extending to Hiawatha Blvd., and because the I-81 segment from Hiawatha Blvd. To I-690 is also perceived by many as a barrier between the former "Oil City" area and the City's Northside, consider changing the wording in the Project's Objectives as shown in the 5th bullet on pg 9 of 35 to read as follows: "Improve the visual and aesthetic character of transportation infrastructure to minimize the perceived barrier(s) in the I-81 viaduct area." Accepting such a change in Objectives at this crucial time in the Process may lead to the inclusion of (other) beneficial alternatives or options which otherwise may not be (further) considered.				

11/19/2013 12:13:30	Owens	G.	Warblerways@hotmail.com					Goals and Objectives	<p>Since pg 4 of 35 of i81display_Final20131111_rivisedgoal.pdf states that the Corridor Planning Study identified the viaduct as a priority area for investigation under NEPA and since pg 2 of 35 shows the viaduct area extending to Hiawatha Blvd., and because the I-81 segment from Hiawatha Blvd. To I-690 is also perceived by many as a barrier between the former "Oil City" area and the City's Northside, consider changing the wording in the Project's Objectives as shown in the 5th bullet on pg 9 of 35 to read as follows:</p> <p>"Improve the visual and aesthetic character of transportation infrastructure to minimize or remove the perceived barrier(s) in the I-81 viaduct area."</p> <p>Accepting such a change in Objectives at this crucial time in the Process may lead to the inclusion of (other) beneficial alternatives or options which otherwise may not be (further) considered.</p>				
11/19/2013 19:26:58								Goals and Objectives	<p>As a lifelong resident of CNY I have seen the evolution of the area's transportation system, but nothing has been as perplexing as this debate. I have only one question to pose to the project planners:</p> <p>How will you get people to the Hospital?</p> <p>If an alternate design is implemented and this has any detrimental effect on the time it takes to transport people from any part of the County to these critical sites, you will have failed miserably no matter how much of an improvement it portends to be.</p> <p>Thank you for your consideration.</p>			My comments are anonymous.	
11/20/2013 18:45:45	Bossert	Philip	philbforest@gmail.com	560 Allen St.	Syracuse	New York	13210	Above Grade / Reconstruction Alternative	<p>I would like the planning committee to know I am strongly opposed to keeping the raised I-81 section of highway. I believe it is an eyesore in the city. Those who demand it stay don't live, work, and play in these areas of the city. I was at a meeting in Toomey Abbott towers and almost every single resident there opposed keeping I-81 as above grade. A study done showed that through traffic only represented 12% of the volume. This small yet vocal minority of transportation industry and the like should not be influencing the decision process more than the citizens of Syracuse. Citizens aren't being represented by our elected officials on the decision panel. While this appears to me an injustice, hopefully you take strong consideration that many residents I've met and talked with do not approve keeping the elevated portion of I-81. Thank you for your time.</p>				
11/25/2013 10:44:12	Dougherty	Bob	bdougher11@gmail.com	120 Edna Rd	Syracuse	NY	13205	At Grade / Surface Alternative	<p>I have attended most of the I-81 forums, both the NYS DOT series occurring now and the SMTC's I-81 Challenge over the last few years. One thing that strikes me is how many amateur traffic engineers we have in CNY, particularly among the Save 81 supporters. Without any real studies being done they have concluded that the boulevard option can not work. Of course this is the 6 lane boulevard that would be necessary if no traffic is diverted from the present route. The approximately 15% of the total that is through traffic would clearly choose the 481 bypass. More local traffic would also use 481 as many already do to avoid traffic jams and construction. A good percentage more that only use 81 as a shortcut for 1 or 2 exits would stay on City streets. This would mean the boulevard would handle much less traffic and not need to be the monster that has been pictured in artist's conceptions.</p> <p>I recently had a discussion with Joe Cortright, President and principal economist for Impresa, a Portland Oregon consulting firm specializing in regional economic analysis, innovation and industry clusters. He related the struggle that Portland had when a highway was proposed that would have divided that city as 81 does Syracuse. The main point he made is that there should not be one "magic bullet" solution, but a combination of approaches to deal with a complex problem. These could include among others an improved traffic grid with a variety of alternatives such as directing some traffic to parallel streets like Townsend or University; increased mass transit for the Eds & Meds and the Pioneer Homes neighborhood; possibly a new entrance/exit for the Outer University/Skytop area that would service Dome events. As the boulevard option would clearly be the least expensive there would be funds available for such a comprehensive solution.</p> <p>We are presented with an issue that will dramatically affect this area for the next 50 years. It is very similar to the disastrous decision, mainly driven by suburban interests, to keep the baseball stadium out of downtown. If I were a legislator from Salina I would probably be alarmed by any proposal that might harm businesses in my district. However, until traffic studies are done and a realistic representation of what the enhanced boulevard option described above would look like and how it would perform, such speculation is both premature and not informed by data.</p> <p>I would therefore like to recommend that no decision be made until the plans are further fleshed out and that the boulevard option not be discarded based on opinion and emotion. As a community we need to put our heads together and get this right.</p> <p>Bob Dougherty 3rd District Common Councilor Syracuse NY</p>				

12/11/2013 16:05:42	Ashley	David C	davidcashley@gmail.com	101 Windsor Place	Syracuse	NY	13210	At Grade / Surface Alternative	<p>http://syracusepoststandard.ny.newsmemory.com/?token=50b204ce37ebd5412fba129d099e4a31_52a896bc_2cfd2&utm_source=EmailMarketing&utm_medium=email&utm_campaign=EmailPush&selDate=20131211&goTo=A01%20&artid=1</p> <p>A BOULEVARD COULD BE A RENAISSANCE FOR SYRACUSE AND CENTRAL NY</p> <p>We have a once in a lifetime opportunity to reinvent ourselves and create a Renaissance for Syracuse and Central New York by creating a walkable community on a beautiful 8 lane boulevard with up to a billion and a third dollars of new taxable commercial and residential buildings where the elevated Route 81 Viaduct now stands if we proactively repeat what we did on the \$350 million Inner Harbor development. Here's how:</p> <ul style="list-style-type: none"> •Create a new walkable community of 3,500 to 4,600 people in a new "Boulevard" maybe named Park Place, where the present raised Route 81 Viaduct, is from East Taylor Street up to Genesee Street and a Research Office Park in concert with the Center of Excellence from Genesee Street to Erie Boulevard. •There could be about 15 acres of land available for a major development proposal for residential and commercial buildings if the 81 Viaduct up to Route 690 is removed and a 140 wide 8 lane boulevard is constructed (6 acres of I- 81 RoW left over plus 9 acres of surface level parking lots adjacent to the RoW that need to be included) •Syracuse needs about a billion dollars more taxable property to avoid long-term bankruptcy. The Park Place buildings could provide that desperately needed tax base •The new tree lined Park Place as a walkable community is with walking distance of where 30,000 people work at Syracuse University, the three hospitals, and downtown. The university and the hospitals have virtually no apartment living available presently. •Along with reconnecting the city, the 3,500 to 4,600 new occupants of the Park Place would shop and patronize downtown businesses creating an incredible downtown Renaissance that would stimulate filling empty buildings and building new commercial buildings on empty surface level parking lots spreading the Renaissance through the whole central city area. •An 8 lane 140 foot wide boulevard would have sidewalks and trees on both sides, three traffic lanes each way, one of which would be labeled "Emergency," a parking and loading lane each side, and 18 foot wide treed and landscaped center median with traffic signaled cross walks and a 6 foot wide two-lane green bike lane with a four foot separation from traffic on one side. Traffic would move quickly with coordinated signal lights. <p>We need to work together to achieve this incredible Renaissance for CNY.</p>	David C. Ashley davidcashley@gmail.com				
12/13/2013 14:27:12	Alexander	Peter	Pfalexander05@gmail.com	4230 graham rd	Jamesville	NY	13078	Goals and Objectives	I wish to have the best option for the city of syeacuse. Especially the downtown part. And for the people who live and work there..					Greening USA
12/23/2013 2:38:28	Yonge	Paul	pyonge1@twcny.rr.com	230 W Willow St - 407	Syracuse	New York	13202-1040	Above Grade / Reconstruction Alternative	Viaduct reconstruction should be modified to incorporate the inclusion of facilities similar to New York City's High Line Pathway.					Iroquois Western LLC
12/26/2013 10:31:58	Apalovich	Teri	teri.apalovich@carrierenterprise.com					Goals and Objectives	I live south of Cortland and drive Route 81 to Route 690E 5 days a week. I'm unclear how anything other than replacing the current bridge struction is an option. I know what has been happening with the Route 17 to 86 conversion and in Horseheads all the highways had to be raised in order to because in Interstate. So how is Route 81 allowed to be any different than Route 86?					
12/30/2013 15:11:47	Ennis	Eric	esennis@syr.edu	122 Kensington Road	Syracuse	NY	13210	At Grade / Surface Alternative	<p>As a resident and a graduate student with an Urban Planning degree, it is VERY hard to argue between the "boulevard" and the "reconstruction" options. I am waiting for the results of the \$32 million study the NYS DOT has commissioned, and do not know if these results have been found yet.</p> <p>But irregardless Public Transit must be a major part of the final solution that is chosen, whatever it is. Funding must, (not should, but must) be allocated towards improving the ways people can travel through downtown and the rest of the urban center of Onondaga County. This can be by Bus service & improved CENTRO infrastructure, improved cross walks and bicycle infrastructure, and by incorporating passenger rail. Please look into the New York, Susquehanna & Western Rail line that travels by Destiny USA, Armory Square, the West & South sides of Syracuse, University Hill and further south to Jamesville. This rail line already exists, is used by freight two times a day, and would offer a low cost solution to link some of the most populated neighborhoods & destinations in Central New York.</p> <p>Mass transit would take cares off the road during peak commuting times and alleviate congestion that takes place each day. It would also offer improved service for people who do not have access to a car, and safer pedestrian technology would make it easier to cross from Downtown to University Hill. Finally, Transit Oriented Development (TOD) could be infused into development projects on current vacant land or parking lots that would have a major economic benefit for Syracuse.</p> <p>For my undergraduate thesis I wrote a comprehensive report on the former OnTrack Passenger Rail system that operated in Syracuse from 1994-2008. Please take a minute to look at the report and the potential recommendations and ideas that could be incorporated into the I-81 project. Also, please feel free to contact me if you would like to hear more about the history, problems, and potential for OnTrack in the future. You can find an online link directly to my report here -----> http://bit.ly/16h08Mt</p> <p>Please make sure infrastructure funding for public transit is incorporated into the final recommendation from the NYS DOT!!!!</p> <p>Sincerely,</p> <p>Eric Ennis Master's in Public Administration Candidate '14 Maxwell Schol of Citizenship and Public Affairs Syracuse University</p>					Student, Syracuse University
12/31/2013 13:59:59								Goals and Objectives	Whatever your choice, you cannot design the next 100 years (I assume we are capable of making a decision and implementing that decision in a fashion that will last that long) on the basis of current motor vehicle technology and past dominance of the gasoline powered, automobile that carried one-person from the suburbs to downtown (or through downtown). The signs are on the wall - we are becoming a country that loves its cars less. There are fewer miles being driven per trip, fewer trips being taken per car, and fewer cars in every household. To build an elevated structure now locks us into the model that said we will ALWAYS prefer driving over any other means of transportation. What if we won't always put personal cars first on the list of preferred transportation alternatives? What do we do with an elevated superstructure designed for 100,000 cars per day being driven by people at 65 miles an hour when we have converted to driverless cars that are capable of traveling at 85 miles per hour, but there are only half as many cars on the road? We can't just 'peel' away a lane or two and put the elevated road on a diet. But, if our choice is to design at grade level, we can (relatively) easily change what we have if we find the times have changed our needs. At that point, a traffic lane becomes a median, or a bus lane, or even a pedestrian/ bike lane. We can shrink the road, or eliminate stop lights, or add crossing lanes wherever they are needed and wherever advancing technology calls for a change. So, whatever you decide to do, please avoid installing infrastructure that has only one purpose for the next 100 years and no potential to be transformed as we advance our society to one that relies less and less upon the cars that had come to mean so much to us for the past 75 years.					My comments are anonymous.

12/31/2013 14:57:25	Higgins	Robert	rjhiggs1@comcast.net	1305 Pilgrim Lake Dr.	Cumming	GA	30040	Goals and Objectives	For years, there have been an assortment of drawings that feature an above ground people mover system for transporting the public from the downtown area to various points in the growing University Hill area. It's a no brainer and far more efficient than the current model. The problem with Syracuse is they never have had the "Big" vision that major cities have. The smaller the city, the smaller the imagination. 81 must be tunneled, but I doubt the Feds will come up with the money for a small metro region like CNY. I believe Morgantown, WV has had a above ground transport system for decades. Centro buses climbing up University Hill is a thing of the past. Bob Higgins, Cumming GA				
1/1/2014 11:16:01	Brickman	Diane	dbdesigninteriors@verizon.net	402 Meyers Road	Liverpool	New York	13088	Goals and Objectives	I believe that very large and complex problems require large and complex solutions. Clicking on one of the options does not address this. I am advocating for a comprehensive approach to solving the transportation problems in Syracuse, that will address economic, social and environmental issues. Moving people should be the primary goal and objective. Using the same logic that put single drivers in single vehicles to commute to work, stay for a full work day paying high parking fees for taking up valuable downtown real estate with their vehicle, and then clogging the roads back to the suburbs, is not going to solve our transportation problems. I've lived in the suburbs and worked in downtown for several decades and am very familiar with the transportation and parking problems. One of the many solutions that should be employed is to provide commuter parking in the suburbs which are served by clean, efficient, affordable and safe public transportation to downtown. Check the commuter parking lots adjacent to Thruway off-ramps and you will find that they are frequently full. I've also read that a very high percentage of I-81 users exit in downtown. If most people are exiting downtown, it doesn't seem like it is in our communities' best interest to keep our City divided by I-81.				citizen
1/1/2014 11:39:08	Andrews	Russ	Russell.andrews@nm.com	311 Montgomery St	Syracuse	Ny	13202	General or Other	I've asked this question at several meetings/ charettes/etc. and NOT been given pix/ answers: When the hi way is widened by two lanes and the curves are "softened", what buildings will come down or have to be modified? I still look forward to an answer...now, and not when " the deal is done". Thank you!				
1/2/2014 9:14:06								At Grade / Surface Alternative	This alternative is the best. Please conduct in depth traffic study of the entire City to determine the optimum linkages to serve travellers of all types from all surrounding areas going to all destinations (i.e. pedestrians, bicyclist, motorists and transit riders). Please consider the economic development growth potential of remaking the core of the City of Syracuse through real estate redevelopment along the old highway corridor. The highway has been an economic loser for the City of Syracuse for decades. It is time to embark on a new and better future for the City and the region through transportation design that recognizes and prioritizes infrastructure for a healthy economy, and healthy quality of life for people, in addition to moving single passenger vehicles through the city. Please take this once in a lifetime opportunity to lead, and show what we can be if we remove the highway and do an amazing job remaking the City street network, and City of Syracuse around it.				My comments are anonymous.
1/2/2014 11:45:43	Cass	Mark	acts.cny@google.com	910 Madison Street	Syracuse	NY	13210	Goals and Objectives	I urge you to study all redesign options thoroughly and through the lenses of the project's impact on neighborhood housing - in particular low income housing and on the health and safety of neighborhood residents and others who travel in the area of the viaduct.				ACTS
1/3/2014 5:39:27	Yonge	Paul	pyonge1@twcny.rr.com	230 W Willow St - 407	Syracuse	NY	13202-1040	Goals and Objectives	Whatever is done regarding the routing of I-81 provides an opportunity to use the space for a light rail line that connects to the existing rail line between Syracuse and Binghamton to provide non-vehicular access into and, possibly, through the center city area.				Iroquois Western LLC
1/3/2014 13:50:47	Fluck	Robert	rfluckjr@twcny.rr.com	7550 Sugarwood Lane	North Syracuse	NY	13212	Above Grade / Reconstruction Alternative	I strongly support maintaining the viaduct as opposed to other proposals. As a member of a volunteer ambulance corps in North Syracuse, I feel that taking down the viaduct would adversely impact transportation times to every hospital except St. Joe's.				
1/7/2014 9:33:51	RUNGE	ELLEN	lrunge1@twcny.rr.com	214 STANDISH Drive	Syracuse	NY	13224-1914	At Grade / Surface Alternative	THE BOTTLENECK AT EAST ADAMS AND I81 occurs because it is only one exit in the area! A boulevard would give access to the area's entire street grid.Using 481 and 690 would give access to the entire street grid. For example, many could exit at Brighton Ave, and use Salina, and Comstock, Warren Streets to progress north to the downtown. Perhaps all these streets would be improved in liveliness and appearance - an improved streetscape if there was more activity. Point two: Think people movers. More distant large parking areas with shuttles, an above ground trolley line(See LA-Pasedena rail.) Point three: Removing the Berlin Wall effect of the viaduct would be such a boost to a downtown area on the verge of being an interesting and liveable area. The present arrangement is an ugly scar and a barrier to a people friendly area. Point four. Re-label 481- make it all 81 N and S- and call the boulevard Salt City Boulevard - have a contest for the name.				
1/7/2014 16:13:02								Below Grade / Tunnel Alternative	As a city resident working within the city, I have long been concerned about the physical barrier created by I-81. I believe a tunnel alternative could allow for a reconnection between the university/hospital area and the residential neighborhoods, long separated by I-81.				My comments are anonymous.
1/7/2014 22:02:43	Cardoso	Laura	lcardoso217@gmail.com					Below Grade / Tunnel Alternative	Hello and thank you for such an informative and user-friendly website. I personally grew up in a suburb of Syracuse and now reside in the City and am very interested in this opportunity to improve the transportation and neighborhood in and around the I-81 Viaduct. Having lived here my whole life, I have found that our most vibrant neighborhoods are those that have shops, are walkable, biker friendly and have available bus lines. As a 26-year-old unwilling to invest hard-earned dollars in a car, transportation is also a personal priority when choosing where to live in Syracuse, or even whether to continue living in Syracuse. I believe that we have a tremendous opportunity to attract housing and business on the streets around the presently-located I-81 Viaduct, and to connect, instead of separate, our City neighborhoods. I strongly recommend putting in place either a hidden below-grade tunnel and/or a significantly smaller roadway, which would allow for the development of a more vibrant Syracuse Downtown with alternative transportation options such as walking, biking and bus lines. Thank you sincerely for reconsidering the definition and future of "transportation" and its implications for our city center that has much more potential, and for listening to public comment. Your time is much appreciated and I look forward to staying involved!				Syracuse University Environmental Finance Center
1/11/2014 8:04:30	Kesel	Brian	brikes@aol.com	114 RUSKIN AVE	SYRACUSE	New York	13207	General or Other	Yes, the raised decks of 81 need to be removed. The best solution if to drop it to ground level. The connection of 81S and 690W must occur. And, better connections from 690 to the University/hospitals could be incorporated with interchange upgrades at Townsend.				
1/12/2014 14:30:26	Wood	Cynthia	wood2411@aol.com					At Grade / Surface Alternative	Myself and thousands of other drivers need to drive through the city to and from our jobs. And we need to do so quickly. A boulevard with stop and go traffic would significantly hinder this commute! Most major cities in the US have elevated highways just for this purpose--to transport vehicles quickly from one destination to another without having to use city streets with stop lights or signs every block or so. And as for the business owners, we already have street level access to their stores!! It is unbelievable this is a concern. Another street isn't going to increase business when there are ALREADY streets under Route 81 RIGHT NOW providing access. It's very simple--people using the portion of Route 81 that goes through the city choose to do so because they do not want to go to businesses in downtown. They want to get through the city as quickly as possible. Period. (Or at least have quick access to a few downtown exits.) IF we did want to go to downtown businesses, we wouldn't use Route 81 in the first place (except for using a few exits), we would be driving on the ground level streets THAT ALREADY EXIST. Thank you.				

1/12/2014 15:27:30									Above Grade / Reconstruction Alternative	Given that this piece of highway needs to connect with the 690 interchange, staying elevated can work (but the 'underside' needs to be dressed up...no more leaky pipes, better lighting, more esthetic support columns, etc) If you count the # of lanes now in use at ground level and add what's elevated, one major artery would be incredibly wide, which would be even more 'cutting' to the community and disruptive to existing traffic patterns, especially for emergency vehicles coming to the hospitals. Keep it elevated but make it more eye appealing...									My comments are anonymous.			
1/12/2014 17:02:00	Rothbaler	Marie	mrothbaler@yahoo.com						13108	Below Grade / Tunnel Alternative	Would like below grade to be the solution; tunnel might flood.											
1/12/2014 17:04:15	Marie	Rothbaler	mrothbaler@yahoo.com						13108	Below Grade / Depressed Highway Alternative	Would like the below Grade approach; Depressed Highway seems as if it could be beautiful and not divide city!											
1/12/2014 17:38:50										At Grade / Surface Alternative	Thinks 81 should be turned into a street level boulevard, routing traffic to 481.								My comments are anonymous.			
1/12/2014 17:39:11	Papelino	Amy	Apapelinopt@yahoo.com							Purpose and Need	I drive I-81 almost every day to and from work. I have on a few occasions attempted to go around on I-481 as this new project says traffic could if the road is dropped. The traffic on 481 was terrible. It's very crowded as it is and how many more vehicles will be put there with 81 being dropped. I feel if there are more vehicles on 481 there are that many more chances for accidents. I feel dropping 81 down is not the answer.											
1/12/2014 17:49:54										Below Grade / Tunnel Alternative	Living on Kirkville Rd, I use 481 a lot, its a great road because it give you access to 690, the thruway and 81, and is a valuable asset to the city because it relieves congestion on other highways in the area. I think closing 81 through downtown would create way to much traffic on 481, 690 and the main roads on the east side. Rt. 5 through Dewitt and Fayetteville already gets congested during rush hour. I realize building a tunnel would be expensive, but, is the best option..it could be a short tunnel, starting at Adams st, and coming up at 690. build a surface st right above the tunnel, so you can have your city and university connected without ant interruption.... see problem solved. now lets get to work..											My comments are anonymous.
1/12/2014 18:16:11										At Grade / Surface Alternative	If the traffic signals are synchronized to be green at the same time and the cross streets are easily accessible I think it would be better than rebuilding the current elevated system. Commercial truck traffic (unless headed for downtown) could be diverted to 481.									My comments are anonymous.		
1/12/2014 18:20:47	De Lucia	Mike	mike@delucia.net			Liverpool	NY		13090	General or Other	Why are you asking us? How many experts on urban planning and transportation are likely to respond? Aren't there people who get paid to know what the solution(s) is that offers the best mix of smooth traffic flow, easy access to metropolitan resources, and optimal use of space to make the downtown area vibrant and cohesive. I will say that the elevated route 81 dividing downtown was forced on Syracuse 50+ years ago by the state, over the extremely vocal objections of city residents and leaders at the time. Maybe that was the best solution and we (in CNY) just didn't like it. But I don't know that. I do know that if it wasn't and isn't the best solution, I'd prefer not to perpetuate it for another 50 years simply out of laziness.											
1/12/2014 19:00:33	Reney	Kevin	Kreney1@verizon.net	120 Owls Nest Way	Warners	Ny			13164	Goals and Objectives	I would like to make a point on the 81 options. People keep saying that 481 will work to bypass the city. Those of us that live on the West side of the city need 81. Unless another option to get to 690 West is made, we must keep 81 the way it is. I can't travel through the Valley or use 481 as an option. It would be ignorant to think those are even good options. And as far as a road like Erie Blvd, that is just as bad. There is enough congestion on 81 as it is. Turn it into a Blvd, and it will be 10 times worse.											
1/12/2014 19:38:54	Cook	Judy	cjudith327@mac.com	110 Elaine Ave	North Syracuse	NY			13212	At Grade / Surface Alternative	I would like to see an at grade surface alternative. My job is on the road covering locations in the Syracuse and the surrounding area. I avoid 81 as much as I can in the downtown area. It is dangerous and a traffic nightmare at times. Cities like Orlando Florida make navigating so much easier traveling at ground level. And it is great for the city and commerce. Anything would be better than the above grade level we deal with now. I sincerely hope the at grade proposal wins.											
1/12/2014 20:10:15										General or Other	I was a little girl that lived in "the Valley" near Green Hills Farm Grocery Store. I remember the explosions up on the ridge over the valley. I also remember the long tedious drives to get Downtown or to the North side or to Shoppingtown or Fairmont Fair. I also remember the plans for the western bypass and the homes that were taken by eminent domain. Then the western bypass was cancelled and the land re-sold. Access to the western suburbs is something that I've heard nothing about. Will all the folks that live in Fairmont or Camillus, or are trying to reach route 5 going to hop on 481, go all the way around and come back via 690? I doubt it! They will get off 81 somewhere in the city and help to clog the roads trying to take a shorter route. I come into the city frequently, and use the upstate medical centers on the west side of Rt. 81. Last summer when 81 South was closed, I had the misfortune to have a Dr. appointment at Upstate. I had to get off and wind my way through the city! Several streets were closed, and I had to double back and crawl my way to West Street. I finally did reach my destination, but it took me more than a half hour longer than it should have. Is that what we have to look forwards to? My Mother-in-law had a stroke and was brought in by ambulance to the only regional Stroke Center this area has--Upstate. With the number of cars and trucks handled by I81, how much longer would it have taken to get her to Upstate? The ambulance would NOT have been able to pass vehicles on a two lane road full of cars stopping at a red light at every block, and there would have been nowhere for cars to pull over with only two lanes each way. Have any of you been to other cities which have a complete bypass system? It is normal for there to be an elevated system so as not to overload the city streets. If it were lowered or put into a tunnel (look at the problems Boston is having!), it would flood with the water cascading down from SU hill. Syracuse was built on a swamp! With a ground level system, more than just Genesee St to the Upstate area will be affected. Will 690 be lowered? Will 81 be lowered all the way to the north side? Or will everyone get off by Upstate, and then have to drive up the ramp to the existing nightmarish entrances to 690 east and west? That whole intersection will have to be redesigned if the inner city segment of I81 is lowered. Think about the overall cost! I would urge you to keep the elevated system, and spend some money to fix the dangerous 690E to I81 south entrance, (which was poorly designed) and make an conventional exit from 81 south to 690 west, which the original architects completely forgot! It's a shame the western bypass was never built, as that would have eased the traffic problems Syracuse has, but don't make it worse by adding all the I81 traffic to a street level system!								My comments are anonymous.			
1/12/2014 21:41:42	Vallelonga	Damian	damiandcubed@hotmail.com		Syracuse				13210	General or Other	As a bus and bike commuter in Syracuse, I see these decisions as having lasting effects on not only the physical condition of downtown but peoples perception of our values as a community. This is an opportunity to show the world that we care about our urban core, and that a strong center city will have the positive ripple effects necessary for a region to thrive.											

1/12/2014 23:19:47	Watkins	Markk	mark1937@twcny.rr.com					13210	Above Grade / Reconstruction Alternative	There are exactly two approaches from the south to "the Hill" including Syracuse University and the medical complex: (1) I-81, and (2) Comstock Avenue. The latter is a two-lane street for its entire length. The route from the Outer Comstock Neighborhood (south of E. Colvin St.) to emergency rooms, downtown, the Airport, the transportation hub, and I-690 both east and west is via I-81. Closure of I-81 for through traffic would force heavy traffic (including trucks) onto Comstock Ave. This would be especially serious after Dome events, as most Dome parking is adjacent to our O.C. Neighborhood. At present, most exiting Dome traffic is directed west on Colvin St. or Ainsley Drive to I-81. If I-81 ceases to carry through traffic, our diverse, middle-class, residential neighborhood would be suffocated with traffic and our home values would decline. I believe that in the past 10 years, no comprehensive traffic study has been conducted WHILE S.U. CLASSES ARE IN SESSION on the following streets: Comstock, Thurber, Ainsley, and East Colvin. Clearly such a study is essential to evaluate the impact of tearing down I-81. The assertion that the elevated highway "divides" the city is false. Every block there is a street that crosses it. In fact, I-81 is less of a divider than I-690, the various Conrail tracks, or Oakwood Cemetery.				
1/12/2014 23:34:18	Coyne	Gerald	COYNE+G@YAHOO.COM	Sequoia Ave.	Whitesboro	NY		13492	Above Grade / Reconstruction Alternative	I am from the Utica area. We have an "Arterial Highway at grade thru the city that is a useless stop and go,beep and creep, monstrosity at any norma or peak traffic time. I also travel to and thru Syracuse two times a week and use I-81 each time as it works to save time and hassle. If it is put at grade it cost me more time and make my travrl less safe due to cross roads,more traffic and the increase in pedestrian traffic that will walk on and across the highway even during rush hours. The pedestrian traffic will happen because people are inherantly either to much in a hurrt to take the time and effort to use the provided facilities provided for them. Or else they are lazy and ignorant of the need for safety. Please keep the highway elevated.				
1/13/2014 0:17:07									At Grade / Surface Alternative	I live well south of the city, but there would be a significant impact on my area should the surface alternative be chosen. The heavy truck traffic, specifically garbage haulers travelling to the Seneca Meadows Landfill, but really any of them heading to western New York, would continue to exit I-81 to use Routes 41 and 41A through Skaneateles. From what I have seen, the most vocal advocates for the so-called "boulevard option" have no regard for anything outside of their own interests, let alone communities well outside of the city that would be impacted by that choice.			My comments are anonymous.	
1/13/2014 4:30:18	Reagan	Lance	lance.reagan@gmail.com						General or Other	I believe that I-81 should be rebuilt in-place. It should be elevated maybe even higher, to try to negate the "division" effect that has divided the city.				
1/13/2014 7:22:07									General or Other	81 needs to be kept a highway through Syracuse. Whether it's raised or a tunnel isn't as important as it NOT becoming a boulevard with stop lights. Although lovely to see, the blvd option would be a nightmare for traffic and would discourage a lot of people from even wanting to go downtown			My comments are anonymous.	
1/13/2014 10:23:53									Above Grade / Reconstruction Alternative	without the slightest doubt, 81 should be rebuilt exactly as it now stands, only bigger AND higher. bigger (wider) for added safety, and higher, so that it becomes LESS of a barrier due to being elevated beyond natural sight line. any and all multi lane roads will act as a barrier. one need only look at existing multi lane roads, such as erie blvd. and genesee street in syracuse. there is no way neighborhoods on one side of those roads, where they are at their busiest, interact with neighborhoods on the other. and, in the few spots where they do, it's because the road there is so narrow as to be totally unsafe. taking down 81 (and 690) virtually ensures near zero north/south traffic through the city, and guarantees massive rush hour traffic backups for people trying to get to and from work in the city. already, with highways taking them almost to their door, traffic is absolutely crazy. taking away capacity will only make that much worse. and might well put a total stop to the massive growth downtown has seen in the last 15 years, as employers move back to the ends of highway ramps somewhere else. right now, those ramps terminate in all quadrants of the city. take away the highway, and they won't. it's that simple. the city is obviously doing just fine (growing like gangbusters) with the highway exactly the way it is now. build it bigger AND higher, and that will continue. do anything else, and you'll have a disaster of epic proportions . . .			My comments are anonymous.	
1/13/2014 11:29:52									At Grade / Surface Alternative	Think about separating the northbound and southbound traffic. Start with making 81north a street level boulevard. It would be half as wide as the present plan envisions. 81 south could be on the present level for the time being but using all lanes. Time could then be used to scope out the best south route- boulevard. This sounds drastic, but why do both directions have to be next to each other? Think about it. OR - south-bound use present highway; north bound at ground level under it.			My comments are anonymous.	
1/13/2014 12:52:41	Bolt	Richard	jeanbolt@windstream.net						At Grade / Surface Alternative	In almost all cities high speed vehicular traffic is elevated and well accepted. Atlanta has the combined I 85 and I 75 roadway called the connector at grade or sub grade exposed level. Street traffic bridges over this with success. What is all of the fuss about?				

1/13/2014 12:39:39	Spadafore	Mark	mypad1@yahoo.com	824 2nd Street	Liverpool	NY	13088	Purpose and Need	<p>Our community has a once in a lifetime opportunity to rethink how our city is designed. We are lucky to be living in such a time and place with the technological advances in urban design, and thoughts on how to build a community that can serve the interests of the entire community. We as a community, with our elected governments on the local, State and Federal level, can determine what type of community that will be created for the next 50 years. We should contemplate not only what is best now, but what is best for the future.</p> <p>Since the viaduct completed construction in late 1960s, the way our economy was ordered has changed drastically. The largest employers are located right next to the viaduct, and the community is now looking towards the urban core for growth, rather than expanding into the suburban and exurban areas of the surrounding community. Therefore, keeping the existing viaduct (that runs approximately from Castle Streets to Hiawatha Boulevard) is not an option that follows good urban design, or one that follows good environmental or healthy strategies. Our transportation system is also sorely lacking in planning of moving people to these highly dense areas of the city, but that is a topic that is secondary to the planning task at hand.</p> <p>As a person who commutes from Liverpool, it is important that we respect all people when making a decision. I personally would prefer to see the existing viaduct replaced, the land reclaimed for other uses, and the existing traffic either put through a below grade tunnel or depressed highway. That is the best use of the land that is there today, and I am sure we have enough engineers that can figure a way to make the below grade tunnel or depressed highway happen in a healthy, environmental sound way that reclaims the land below the existing viaduct for commercial and residential uses. We need to ensure that we are making the proper investments that benefit everyone, and not small, myopic interests. I would encourage those that are looking at these options to consider the broader concerns of what is best for the entire community.</p>				
1/13/2014 13:04:31	Smith	Wayne	wesmith2@hotmail.com					Below Grade / Tunnel Alternative	I believe the tunnel alternative make the most sense for the community. It allows for more usable land and does not split the community in half.				
1/13/2014 13:53:17	Ranaldi	Alexander	alexranaldi@gmail.com	310 Scottholm Terrace	Syracuse	New York	13224	At Grade / Surface Alternative	As a resident of the City of Syracuse, I feel the Surface Alternative is the most attractive option. The existing viaduct should not remain, nor should it be rebuilt above-grade in any form.				
1/13/2014 14:07:41	Sperry	Jason	jason.sperry@gsspe.com	3624 Dixon Rd	Mannsville	NY	13661	General or Other	<p>The space that the I-81 viaduct encompasses between the University Hill and Downtown neighborhood has the potential to be the most valuable, most sought after real estate in the City of Syracuse. For the space to realize that potential, it must no longer serve as a main thoroughfare for high volume traffic. I encourage the DOT to look at alternatives that would re-route I-81 to another footprint so the existing alignment could be re-claimed and re-purposed, allowing an uninhibited connection between the University Hill and Downtown.</p> <p>The "81' Below Syracuse" alternative that I have developed will accomplish the goal of re-purposing the existing I-81 footprint by re-routing the alignment via tunnels. I have previously met with the NYS DOT to detail this alternative with them so I will not do that again with this comment. Information on this concept can be found at http://gsspe.com/81-feet-below-syracuse.php</p>				
1/13/2014 14:26:28	Mankiewicz	David	dmankiewicz@university-hill.com	736 Irving Avenue	Syracuse	New York	13210	General or Other	<p>institutions, the business groups, religious organizations and major stakeholders throughout the University Hill neighborhood in the city of Syracuse. University Hill's employers provide jobs for more than 20,000 people, and its institutions educate over 20,000 students each year. It is one of the most economically dynamic areas of the region, with over \$700 million in capital investments having been completed in the past year, under construction now, or scheduled to begin within a year. It also is a major research center in the northeast, and in addition to the research done by the medical and educational institutions it is the location of New York State's Center of Excellence for Environmental and Energy Systems, and the newly completed Biotechnology Research Center. It is the home of one of the largest indoor stadiums in the United States, the 50,000 seat Carrier Dome which is located on the campus of Syracuse University. University Hill's medical institutions provide most of the region's inpatient medical care, and four of our institutions, the Veterans Administration Medical Center, University Hospital at SUNY Upstate Medical University, Crouse Hospital, and the New York State Office of Mental Health's Hutchings Psychiatric Center provide acute health services to many people who live outside the metropolitan area, and travel significant distances to secure health care. Students come from all over the world to attend University Hill's educational institutions, so questions of access are critical to us, and the interstate highway system is a major asset.</p> <p>The University Hill area is adjacent to the elevated viaduct of Interstate 81, and has a major access point to I-81 and I-690 at the Adams/Harrison interchange. The institutions, businesses, and not-for-profits generate a large percentage of the traffic that use the elevated portion of interstate 81. Several of our member organizations have made significant investments on both sides of I-81, most notably Syracuse University which purchased and renovated the Warehouse in downtown Syracuse, and SUNY Upstate Medical University, which houses many of its medical practices and students in the "Presidential Plaza" area, or as designated by Upstate as "Campus West". We hope that NYS DOT will recognize this significant investment by University Hill's members, and favor a transformative solution that will greatly enhance the perception and experience of the center of the city.</p> <p>We appreciate the deliberate process which Commissioner McDonald and the New York State Department of Transportation have created to consider the future of I-81 as it passes through the city. As an educational center, we value the discussion and debate that must take place in order to find the best solution for the region's transportation needs. We want that discussion and debate to be driven by facts, and not opinions. The future of I-81 is a major transportation, economic and urban design issue, and it needs full attention and study before any decision about its future is made. We respect the Commissioner's request that at this point we articulate the values and issues that are most important to us and to refrain from endorsing specific solutions and we believe that at this time no viable option should be removed from consideration until all of the facts are analyzed and evaluated. We also offer our assistance in that inquiry, as our institutions have highly skilled people and institutional resources invested in fields such as planning, urban design, environment and engineering that can make significant contributions to the knowledge of the transportation system. We offer the following observations about the transportation system in general and interstate -81 in specific that are important to us:</p> <p>1. Any replacement of the I-81 viaduct must eliminate the barrier wall created between University Hill and its adjacent neighborhoods.</p>				University Hill Corporation
1/13/2014 14:52:15								Above Grade / Reconstruction Alternative	<p>How about keeping an elevated highway but re-routing it above the railway tracks that run west at East Taylor St. When it gets toward East Fayette Street convert S West St/N West St in to 81 and have a junction there to join it to 690. Then rejoin it to the existing 81 near Butternut street.</p> <p>Then the city can convert the old 81 which ran through the city in to a single lane road with an additional lane for emergency vehicles only.</p> <p>This way you are converting 2 barriers 81 and the railway line in to 1 barrier. You still get people into and through Syracuse quickly and in addition free significant land for Development for hotels, housing and park land as well as a potential site to put a new carrier dome for Syracuse Uni.</p> <p>Even more long term you could have a tram route from the east suburbs (FM/Manlius/Dewitt) to the university/hospitals across the old 81 to the new Dome to Downtown all the way to the Westside.</p>				My comments are anonymous.

1/13/2014 14:54:38	Pompo	Jim	jim.pompo@gmail.com	310 Carlton Drive	Syracuse	ny	13214	Above Grade / Reconstruction Alternative	<p>To whom it may concern:</p> <p>I am in favor of rebuilding 81 as it is now. I believe there would be far too many adverse impacts if any other option is implemented.</p> <p>Primarily, thousands of Central New Yorkers have established their lives and businesses based on the current configuration of the interstate system. For example, an individual might have purchased a home in Tully because Interstate 81 provided a direct route to his or her job in the Syracuse inner harbor.</p> <p>Several companies have established their businesses based on their proximity to I-81. Hotels, furniture stores, truck stops, malls, etc. all built where they did because of their proximity to the interstate. Changing the configuration of I-81 to anything other than its current state could cause irreparable harm to these businesses, several of which are local, family owned enterprises. Destiny USA, as controversial as it may be, is the single largest development in our area and the area's largest tourist draw. To remove interstate access to it could potentially be disastrous.</p> <p>The individuals who promote the at-grade option as opposed to elevated often tout a new connectivity between Downtown and the SU hill. I do not see how a busy boulevard would be any different than 81 now. Currently, there are cross walks and traffic lights which allow people to move freely between downtown and the hill. With a boulevard, there will be traffic lights and crosswalks which would allow people to move freely between downtown and the hill. What's the difference? There is an actual physical barrier created by I-690 (it is built on a mound of dirt), yet you do not hear people complain about that.</p> <p>I understand their point that the elevated highway is ugly and provides a psychological barrier. However, I believe if the new elevated highway is built in an architecturally and visually appealing manner, those complaints will be muted.</p> <p>I-81 has been present in Syracuse for decades and serves a useful purpose in its current form. It is my opinion that changing it in a substantial way (i.e., the at-grade option) introduces far too many unknown variables to accurately forecast what type of impact such a change would mean for our area.</p> <p>I do not believe removing the highway will cause some great economic boom in the area. I do believe the potential exists for the complete opposite if the highway is torn down. I worry about the families of businesses along 81. I worry about critically ill patients who have to get to the hospitals in a timely manner. Removing 81 through downtown creates far too many unknowns and uncertainties. Please leave 81 as is, we know it works.</p>				
1/13/2014 16:18:53	Logan	Jonathan	loganjc77@gmail.com		Syracuse	NY	13208	General or Other	<p>Thank you for the opportunity to provide comments and questions for the project.</p> <p>The street grid will impact the flow of traffic in the City of Syracuse. It is my understanding the current analysis of this grid will only account for 2-3 blocks of it on either side of the I-81 corridor, which is an inadequate analysis because by its networking nature the grid allows numerous options for traffic to flow/be rerouted depending on conditions drivers encounter. How will DOT expand its study area to understand how the city's entire street grid, or at least a significant portion of it, would impact traffic flow. This versatility should be considered in the options because it would appear to have consequences for driver's decision making in accessing the highway at entrance ramps. It also appears to have impacts at the West Street portion of the project.</p>				
1/13/2014 17:33:54	Nevin	Nancy	storksmom@aol.com		Syracuse	New York		Below Grade / Tunnel Alternative	<p>I think that the present elevated part of I 81 is very divisive of the city and an eyesore.</p> <p>A tunnel that had proper landscaping and pedestrian routes over and around it would be great.</p>				
1/13/2014 17:52:06	Beckman	Marc	mbeck108@gmail.com	7971 Halite Course	Fayetteville	NY	13066	Below Grade / Tunnel Alternative	<p>I am in favor of a tunnel alternative. This would improve the aesthetics of the city from approaches as well as move traffic efficiently. The above ground 81 is an eye-sore and unnecessarily detracts from a positive more uniform city environment. However, traffic must efficiently flow. Proposals have been put forth that indicate that the incremental cost of this alternative is worth the long-term benefits, consistent with what has been done in other cities with similar situations.</p>				
1/13/2014 18:11:56	Balbuena	Miguel	mikichon@gmail.com		Syracuse	New York	13202	Below Grade / Tunnel Alternative	<p>I attended the Initial Scoping Meeting for the I-81 Viaduct Project on November 13, 2013, and I listened very carefully to the oral comments on the project.</p> <p>In my view, the tunnel alternative is the best option because it would address the criticisms leveled at both the at grade/surface alternative and the above grade/reconstruction alternative.</p> <p>Critics of the surface alternative say that recommissioning I-481 as I-81 would hurt financially businesses located on the current route of I-81 and worsen traffic congestion in the university/hospital area.</p> <p>On the other hand, critics of the reconstruction alternative argue that a viaduct severs street-level connections, makes crossing conditions more difficult for pedestrians and bicyclists, creates a barrier ("a Berlin wall") between downtown and university hill (that discourages customers to patronize downtown businesses, among other things) and it is a non-aesthetically pleasing structure ("an eye-sore").</p> <p>As stated earlier, a tunnel would put these criticisms to rest.</p> <p>A further issue that could be investigated is whether or not building a tunnel would necessarily require taking down all of the current viaduct since parts of the latter could be used as a roof for stores and other businesses that could be located above the tunnel to promote integration between downtown and university hill. The roof could also be turned into a green roof to help the environment. Moreover, some amenities could be placed on top of the roof.</p>				
1/13/2014 18:19:57	McTyre	J Andrew	jamctyre@gmail.com					Below Grade / Tunnel Alternative	<p>I grew up in Santiago, Chile. Having returned there recently, I am amazed by the connectivity and expediency of their underground cross-town highways. Truly remarkable and worth a consideration. It used to take 90 minutes to go from the eastern part of the city to the airport on the western side. It is now a 20 minute drive! Yes, it is expensive. But the resulting benefits are amazing!</p>				
1/13/2014 18:22:14	McTyre	J Andrew	jamctyre@gmail.com					At Grade / Surface Alternative	<p>I lived in Switzerland for a year and was stunned by the efficiency and environmentally friendly reality that all thoroughways stop at the edges of all major cities. Highways transition quite effectively to city streets in Zurich, Geneva, and Basel. It is worth a look!</p> <p>Any changes to 81 running through the city must consider the need to expand the capacity of 481. If 81 is terminated in the city and converted to an Erie blvd type of thorough fare, traffic on 481 will be a disaster. One only need to look at 481 exit 3 Fayetteville/Dewitt at 5 pm on any work day to see that the additional 81 through traffic that would now be forced onto 481 would turn 481 into a parking lot. 481 in it's present form could not handle peak traffic loads.</p>				
1/13/2014 20:34:01								General or Other	<p>A tunnel option for 81, if feasible, seems like the best option.</p>			My comments are anonymous.	individual

1/13/2014 23:08:43	Donald	Colon	doncleg@aol.com		Baldwinsville	NY	13027	General or Other	I think you need to cost out the three alternatives of 1) expanding 481 to six lanes and expand the two 81/ 481 interchanges to make that section of 481 interstate 81, with the stretch in the city now 81 becoming 381 with an at grade section which would not meet interstate standards, 2) rebuild elevated portion leaving route 81 in place as an interstate, or 3) make 81 at grade which would not meet interstate standards and keep 481 as is but name that section 81. The final decision should be based upon cost and engineering, not political outcries or pressure from small groups promoting their own self interests. As far as at grade, look what happened with the at grade bypass in Utica. It pretty much destroyed the city. Any suggestion to depress or tunnel is way out of reach of the taxpayers and would require massive relocation of underground utilities by municipalities who are already nearing bankruptcy..				
1/14/2014 9:08:26	Belfort-Chalat	Jacqueline	belarts@twcny.rr.com	321 Hurlburt Rd.	Syracuse	NY	13224	Above Grade / Reconstruction Alternative	It has saddened me to listen to arguments against repairing or improving the current I-81 viaduct which ignore the realities of current east-west access through the city center. Unlike north-south access crossing Erie Boulevard, which allows access at large intervals, east west access under the viaduct is available at every block. The Interstate creates a crossroads with the Thruway which is unique in the state. The elevated portion could be constructed in a far more aesthetic mode using 21st century materials. The ground level could be landscaped and also allow for kiosks and attractive landscaping which would be well-lit at all times. The neighborhood destruction of the past is past. Now we need to address the future as economically as we can.				Professor Emeritus of Fine Arts, Le Moyne College
1/14/2014 8:23:07	Armstrong	Glenn	glennarm802@gmail.com	3005 Hitchings Rd	Nedrow	New York	13120-9783	General or Other	eliminate elevated between 690 and adams -- make 481 thru traffic route (simply 81) - 81 from 481 becomes spur for LOCAL traffic to Adams (also Brighton) -- from north 81 becomes spur (renamed 481??) to City center (mall, airport, train, stadium, downtown) -- ends at Clinton/Harrison with connection to 690 east AND WEST. The only really divisive part of 81 is the city section - all the rest is pretty manageable -- we need to keep basic access to and from city to suburbs in all four directions-- return to local ground level streets near Upstate and the civic center/downtown -- plant some more trees, make it a pleasing area to go thru - new stores/restaurants/armory square east? - there are apartments there already - give them some support -- they could become quite vibrant again.				
1/14/2014 9:24:40	Busa	Kevan	kevan.busa@yahoo.com		Syracuse			At Grade / Surface Alternative	I am a recent graduate of SUNY-ESF for landscape architecture. I am also doing city planning for a profession currently and am very aware of what is going on with the 81 project. Being a resident of Syracuse for the past 24 years (all my life) and understanding design and traffic systems, i think it is time for a change. I stayed here after college because i love Syracuse and am excited to see this project happen. I was always taught not to re-design something the same way if it does work. Well if you walk under the i-81 viaduct and would call that a pleasant environment to be in i can say i do not agree with you. I love this city and would like to stay here in the future but i think the potential for a more user friendly space in the heart of our city is a must. It would open the doors to bicycle and pedestrian friendly spaces that would bring us together as a city. I will leave you with this...From the northern most part of 81 to where it ends in the south it goes around every single city. Why does it have to go through ours and separate everything and make it a car-oriented Syracuse. Thank you for your time and my vote is for the at grade boulevard.				
1/14/2014 9:24:43	Riccioli	Friar Richard	friarrick@franciscops.org	PO Box 11166	Syracuse	NY	13208	Goals and Objectives	As an organization dedicated to bringing post-grad volunteers to serve the poor in Syracuse and help build up the community we support a review of I-81 that includes as a priority creating a living community in Syracuse and not just commuters driving through the city.				FrancisCorps
1/14/2014 9:31:00								Purpose and Need	Syracuse needs not only a facelift but something to boost the morale of us, citizens. We see little spurs of economic development here and there, but they are so isolated that they have no true impact on the perceptions of the majority and therefore seem futile. We need this desperately, something to shake things up and resurrect hope that things will get better around here! It is amazing what a refreshed and beautiful space can do to lift the spirit. Whether the solution is a boulevard or an underground highway, get rid of I-81 in its current form to make way for the future, progress and the embellishment of Syracuse!				My comments are anonymous.
1/14/2014 9:57:47	DeFazio	Betty	BDeFazio@ppsr.org					General or Other	It is important to look at quality of life issues when determining what to do about the I-81 Viaduct Project. Interestingly, as a western-Onondaga County commuter, I have discovered that when the Route 81 South exit off Route 690 East is closed, my commute actually goes more smoothly! I hope there will be a review of closures to help inform what the actual impact of changes could be on air quality, traffic flow changes, etc. Given the increased gasoline costs, it appears that people are driving less. How might is this impact on the decision I-81 Viaduct?				
1/14/2014 10:09:50	Benz	Patrick	pbenz1@twcny.rr.com					Goals and Objectives	It seems that no matter what the final construction solutions look like, we should try to accomplish the following Goals and Objectives (I've also provided ideas to accomplish for consideration): 1) Make sure there is direct access via the Highways to the two hospitals - St. Joe's and the SUNY/Crouse area. Probably create a Townsend St. exit off Rt 690 east and demo the rest of Rt. 81 till the current Adams St. on-ramp where you would pick up Rt 81 south again. 2) connect Rt. 81 and Rt. 690 west. Seems like somehow connecting at West. St. with the Butternut St. Bridge and Rt. 690 and Rt. 81 wants to be the answer. Complicated i'm sure, but looks like the only plausible area to do it. Probably would need the firehouse and the National Grid lot across from the Krell Bldg. as downsides. 3) Keep direct access to Destiny. Consider connecting Rt. 81 northbound south of the Adams St. exit to West St. to allow more direct access to Destiny from the South if Rt. 81 is terminated at Adams Street though the CBD as is one answer currently. The railroad already forms a natural barrier and following this path would be the least amount of change to the nearby affected areas while allowing breathing room in the CBD (by eliminating the intervening viaduct) where expansion is happening through SUNY and the Governor's new tax free area program could flourish. Can't move the railroad so minimal impact over current situation. 4) Expand capacity on the Thruway between exit 36 and 34A, and expand capacity on Rt. 481 between Rt. 81 in North Syracuse and the southbound Rt. 690 exit off Rt. 481. Traffic on both is already congested, but would need to do this for sure anyway if the viaduct is eliminated. Not sure it doesn't need to be done now anyway. Congestion is especially bad on rt. 481 south at the bridge over the rail yards near the Rt. 690 exit because the bridge only has two lanes and many are jockeying for position to cut over to that exit on the bridge. Also because of all the exits on Rt. 481 from Collamer Rd exit to Rt. 690 (esp. southbound) most people need to stay in the left lane all the time to avoid the merging. An additional lane would be very helpful.				
1/14/2014 10:22:40	Kolts	Dean	dkolts@twcny.rr.com					General or Other	I submit the idea of rebuilding a modern raised viaduct with improved and displaced on/off ramps as proposed, keeping Almond St. as a narrower, 4-lane street, and constructing an underground mall from Adams St to perhaps Washington St. This would provide continuous pedestrian access from the university/ hospital area to downtown. It could be modeled on the natural light underground malls of Toronto & Montreal with basement access to buildings on both sides like Crowne Hotel, Upstate, etc. Provisions would be made for bike lanes & the handicapped. It would provide shelter from inclement weather with coffee shops, retail & small cultural events. Thank you for your time.				
1/14/2014 10:27:58								Above Grade / Reconstruction Alternative	I believe that the existing above grade I 81 was a mistake to begin with and was not what the city and its residents wanted, but it was the cheapest way to get through our city. Cheapest way is what our city look like now. It divided our city and created an ugly scar that that made our beautiful city ugly and dysfunctional. Syracuse deserves more; Syracuse can become a hub of the state and the nation by leading in its talents of medical, education, green technology, and research. We need to look like leaders and not a dumping ground for cheap infrastructure. Any of the proposed alternatives would be a benefit to our city as long as we rid the city of the raised highway! Thanks you!				My comments are anonymous.

1/14/2014 10:34:26								General or Other	<p>I have carefully read the position statement put out by the Downtown Committee (available at http://downtownsyracuse.com/news/show/downtown-committee-goals-for-the-future-of-the-interstate-81-viaduct-83?utm_source=-81+Scoping+Session+Reminder&utm_campaign=-81+Email&utm_medium=email) and am 1,000% in agreement with both its specific goals and its overarching concerns.</p> <p>PLEASE, I implore you to not repeat the grave mistakes of the past, not to take the simplest, least expensive option merely because it's easiest, and most importantly, to put the long-term needs OF THE CITY first. After all, doing that will benefit the immediate suburbs and the region as a whole.</p> <p>Thank you and may you be blessed and enlightened in your decision-making.</p>					My comments are anonymous.
1/14/2014 10:51:53	humphrey	barbara	behumphrey@gmail.com	834 Westcott Street	Syracuse	New York		General or Other	<p>As a City resident and worker, I am committed to actively participating in the I81 opportunities discussion and to working with all stakeholders to seek solutions that unite communities. I believe that the decision making process must be based upon the principles of social and economic justice, that respects individuals, neighborhoods, the environment, accessibility, safety, health, and economic empowerment. We need a 50+ year sustainable transportation system based upon the priority of moving people, not cars. My preference is the removal of I81 throughout the City, restoration of our historical (pre-1950) street grid, and reliance on mass transit to move local people into and out of the City and I481 to move through traffic. I believe that park and ride nodes at the City's perimeter that offer mass transit bus, regular bus, and light rail public transit options will reduce the volume of auto traffic to a level that can be adequately served by a street grid, and also serve perimeter businesses, such as Destiny and the Salina businesses represented in the Save 81 Coalition better than I81 currently does. This option also does not require the loss of public housing, or any other City amenities, but provides better access to and from them. Other communities successfully lobbied to convert highway reconstruction/removal funds to public mass transit, and Syracuse needs to join those ranks of successful communities. Those who believe, as I do, that life is a journey not a race understand that the journey on mass transit may take longer than driving your own auto but is far more pleasurable, offering not only reading time but also time to interact with old friends and make new ones. I truly love my time with my commuter walk and bus buddies.</p>					
1/14/2014 15:53:27	Bruni	David	davebruni@gmail.com	1474 Comstock Ave.	Syracuse	NY	13210	General or Other	<p>I have been living in the city of Syracuse for the past 45 years. At one point I thought Syracuse was in a state of economic decay. But thanks to a lot of talented, committed movers and shakers, Syracuse is staging a comeback. The downtown area is once again becoming a vibrant and viable urban community. It's time to take down I-81 and replace it with an attractive urban boulevard. This is a once-in-a-lifetime opportunity to reshape the future of Syracuse into the heart of a community that is modern and connected.</p>					
1/14/2014 12:08:14								General or Other	<p>The Route 81/690 interchange in downtown Syracuse needs dramatic relief from interstate traffic flow in order for any overhead or below grade reconstruction/redesign efforts to be viable. To achieve this, the southwestern quarter of the loop around Syracuse must be completed. The public sector must come to terms with this significant challenge - wealthy landowners in this region will present obstacles. No present proposals are efficacious except general repair, plus widening of the eastbound 690 to 81S ramp (presently one lane and very dangerous) and overhead highway through the hospital area, which will necessitate razing at least one row of public housing and perhaps the cogeneration plant.</p> <p>Placing a new stadium near this interchange would be disastrous in terms of traffic flow. Congestion caused by Dome events is already unbearable. Any new stadium should be placed on the South Campus, making a new Rt 81 Exit feeding directly to Colvin St eastbound necessary.</p> <p>A comprehensive, regional computer modeling traffic study encompassing a 30-mile radius should be done before any decisions are made.</p>					My comments are anonymous.
1/14/2014 16:50:12								General or Other	<p>690 West and I-81 North. Currently travelers make this connection by using either Hiawatha Boulevard or Bear Street. DOT is looking to make a direct link (i.e. an interchange) in an area likely to impact the near Northside. However, there doesn't seem to be any discussion about upgrading the current connection (Hiawatha and/or Bear streets) to provide the type of connection DOT is seeking. Therefore, how will the project scope include an exploration of upgrading Hiawatha or Bear streets in all scenarios to provide the I-81 North/I-690 West connection DOT desires?</p> <p>Additionally, the street grid will impact the flow of traffic in the City of Syracuse. It is my understanding the current analysis of this grid will only account for 2-3 blocks on either side of the I-81 corridor, which is an inadequate analysis because by nature the grid allows numerous options for traffic to flow/be rerouted. DOT should expand its study area for how the city's entire street grid, or at least a significant portion of it, would impact traffic flow, especially as it relates to the at-grade option. This versatility should be considered in the options. How will DOT do this?</p> <ol style="list-style-type: none"> 1.How will this project remove barriers and reconnect the city's neighborhoods? 2.What are the criteria to measure success of the project? An acceptable/successful Level of Service may be incompatible with healthy neighborhoods, prosperous business sectors, and safe streets. 3.How will this project contribute to high connectivity and great urbanism? 4.How can the existing transit system be modified to reduce traffic demand on I-81? How can this project incorporate these modifications – i.e. Park and Ride lots coupled with efficient and effective bus service? 5.How can the project make the city's gridded street network more efficient? 6.How is traffic modeling for the different potential solutions accounting for a diffusion of traffic on alternate routes depending on each scenario? How is this information impacting the designs – i.e. smaller footprint for proposed project? 7.What land is at risk as a result of the project and where? 8.If a boulevard is built according to current design loads, how does that street width compare with other local boulevards and streets – i.e. Erie Boulevard? 9.How will the project allow for new densities necessary for improved public transportation systems? 10.How can temporary closures, reroutings, and rethought of streets allow for gaining real time / real world data that can be used to inform the different design solutions and construction? Will these be used? 11.How can efficient transportation options such as reverse flow lanes be incorporated? 12.How is the current pedestrian experience around I-81 being studied to understand existing challenges and incorporate improvements as a result of this project? 13.What specific streetscape improvement elements will be incorporated into the project, especially as they relate to the pedestrian experience? 					My comments are anonymous.

1/14/2014 16:55:40	Pallo	Sarah	sarahap3@gmail.com					General or Other	<p>DOT has noted one of the major deficiencies they intend to correct in whatever solution is developed is to create a connection between I-690 West and I-81 North. Currently travelers make this connection by using either Hiawatha Boulevard or Bear Street. DOT is looking to make a direct link (i.e. an interchange) in an area likely to impact the near Northside. However, there doesn't seem to be any discussion about upgrading the current connection (Hiawatha and/or Bear streets) to provide the type of connection DOT is seeking. Therefore, how will the project scope include an exploration of upgrading Hiawatha or Bear streets in all scenarios to provide the I-81 North/I-690 West connection DOT desires?</p> <p>The street grid will impact the flow of traffic in the City of Syracuse. It is my understanding the current analysis of this grid will only account for 2-3 blocks on either side of the I-81 corridor, which is an inadequate analysis because by nature the grid allows numerous options for traffic to flow/be rerouted. DOT should expand its study area for how the city's entire street grid, or at least a significant portion of it, would impact traffic flow, especially as it relates to the at-grade option. This versatility should be considered in the options. How will DOT do this?</p> <p>Other Questions: 1.How will this project remove barriers and reconnect the city's neighborhoods? 2.What are the criteria to measure success of the project? An acceptable/successful Level of Service may be incompatible with healthy neighborhoods, prosperous business sectors, and safe streets. 3.How will this project contribute to high connectivity and great urbanism? 4.How can the existing transit system be modified to reduce traffic demand on I-81? How can this project incorporate these modifications – i.e. Park and Ride lots coupled with efficient and effective bus service? 5.How can the project make the city's gridded street network more efficient? 6.How is traffic modeling for the different potential solutions accounting for a diffusion of traffic on alternate routes depending on each scenario? How is this information impacting the designs – i.e. smaller footprint for proposed project? 7.What land is at risk as a result of the project and where? 8.If a boulevard is built according to current design loads, how does that street width compare with other local boulevards and streets – i.e. Erie Boulevard? 9.How will the project allow for new densities necessary for improved public transportation systems? 10.How can temporary closures, reroutings, and rethought of streets allow for gaining real time / real world data that can be used to inform the different design solutions and construction? Will these be used? 11.How can efficient transportation options such as reverse flow lanes be incorporated? 12.How is the current pedestrian experience around I-81 being studied to understand existing challenges and incorporate</p>				
1/14/2014 19:00:00	Goldblatt	Brian	goldbrian05@gmail.com	304 Mertens Ave	Syracuse	NY-New York	13203	Below Grade / Tunnel Alternative	I lived through the Big Dig in Boston. Don't do it! The closeness to the hospitals/Dome would be a nightmare. I would prefer an Avenue to anything.				
1/14/2014 22:28:11	Matthews	George	mapageorgem@gmail.com	711 W Seneca Tpke	Syracuse	NY	13207	At Grade / Surface Alternative	<p>Expressway northbound should end before Adams Street, and Expressway southbound should end before Butternut Street. Local street grid should bridge over surface boulevard at Adams, Harrison, Genesee, and Fayette. Roundabouts should be considered at Washington and Erie.</p> <p>Northbound expressway should have exit ramp at Colvin, and southbound entrance/exit at Colvin should also be considered.</p> <p>Access to and from I-690 should be by ramps to and from Erie blvd and Burnet Ave, but not from the Almond Boulevard. Access to University Hill should be facilitated by new exit near University Ave.</p>				
1/15/2014 9:11:19	Klees	Dee	dmskmain@gmail.com					General or Other	I attended the initial scoping presentation at the OnCenter. My main concern is that while the scope of the review to the East, West and North logically includes I-81 and 690 as far as the nearest on-off ramps it does not do so to the South. As a resident of the South end of Syracuse and a participant in neighborhood planning I see this as a terrible oversight. It's an example of the state's disregard for the residents here. Please, please, please do not continue the tradition of blatant bias against this largely minority neighborhood.				Tomorrow's Neighborhoods Today Syracuse District 4
1/15/2014 9:57:33	Becker	Zachary	martes_3@hotmail.com		Chittenango			General or Other	I have a suggestion that may or may not be small. I have lived in various cities that have interstates near them, one consistency I see is that the interstate goes around or near the city with the spur entering the city (similar to 490 in Rochester, 690 here in Syracuse, and 787 in Albany). My suggestion is to do the same with I-81, transition the current 481 into I-81. If the decision is still to have a north/south highway in Syracuse have that be 481. In short I-81 becomes 481 and 481 becomes I-81.				
1/15/2014 10:06:43								Above Grade / Reconstruction Alternative	We have an opportunity here to build something iconic. It would be a shame to look back 100 years from now and say "we should have". Well, 100 years ago had we kept a portion of the Erie Canal through the city, we would have an attraction that would draw people from all over. Let's not make that mistake again. Let's build something iconic, up in the air, recognizable, that doesn't divide our city but shows off our city to those who may be passing through and that doubles as a tourist attraction as well as public space for residents. Think out of the box!				My comments are anonymous.
1/15/2014 10:37:30	Singleton	Perry	pdsingleton@gmail.com	131 East Water St Apt 302	Syracuse	New York	13202	Goals and Objectives	As a downtown resident and SU employee, I strongly believe that I-81 must go. The revitalization of downtown Syracuse, in regards to both community and commerce, depends on it.				Syracuse University
1/15/2014 11:20:37	Carey-Moore	Lisa	lcareymoore@gmail.com	5139 Peck Hill Rd.	Jamesville	NY	13078	At Grade / Surface Alternative	<p>I support the idea of creating a reconfigured, and less traveled, boulevard through downtown Syracuse to create a city center that is not obstructed by throughway. All modes of transportation should be considered by planners when creating this new pathway in order to allow for ease of movement between the various neighborhoods of the city, and with an eye to creating future transportation modes. For instance, light rail: to serve points north (mall and airport), west (with stops along the route 5 corridor), east (to serve points along Erie blvd) and south (to serve the Valley, Onondaga Nation, and linking into buses that serve Onondaga Community College). At present, I live just east of the city line, but my only option for getting to the city for work is to drive. I'd also like expanded bike lanes around the city, and to its abutting neighbors. Presently, getting through the city on a bike is not easy, or particularly safe.</p> <p>Another concern is how engineers would tackle the current interchange with 481, as it is presently a tight turn, and narrow. Further north on 481, I would also think that the interchange for 690 west and 481 N would need to be improved to accommodate through traffic.</p> <p>Finally, a surface boulevard should include green infrastructure, as much as feasible, to control pollutants entering the storm water system and ultimately, the lake. It should also include green spaces that are pleasing, but easy to clean up, as litter seems to plague the roadways around this area.</p> <p>My original desire was for an iconic bridge to replace the existing elevated way, with vastly improved ramps for exiting and entering, and elevated walkways and bikeways that would allow for constant (and protected) movement of people underneath. Improvement of the existing surface roads, along with the addition of light rail in the current location (and located near the university and medical complexes) could vastly improve this area for future residents and those who work/visit. I've never seen this as an option, but wanted to share this idea here!</p> <p>Thank you.</p>				

1/15/2014 11:44:11	Messina	Vince	vincemessina14@gmail.com						Below Grade / Depressed Highway Alternative	A below grade reconstruction of I-81 is, in my opinion, the most reasonable alternative proposed. This would be similar to I-676 through Philadelphia from I-76 to the Ben Franklin bridge. This would just about eliminate Almond St. but there are many parallel streets that can take that traffic. It would remove the unsightly viaduct and make for a more cohesive downtown/hospital/SU neighborhood. My preference would be a complete relocation to run I-81 over West Street and to redesign the I-690 and Destiny Mall interchanges for long term traffic improvement. This would be even more costly than the above but for traffic purposes, it would make for a safer, less hostile commute to and thru the city.				
1/15/2014 12:41:23	Bauer	Joseph	DaCuse96@aol.com	5123 Old Barn Road	Clay	NY	13041	Purpose and Need	Route 81 is the life line, backbone, and workhorse of Onondaga County. It's the only road that links the entire County north-south without a single red light. It gathers the entire County into one highly functional expressway. Route 81 links up to every major venue in Syracuse, including the Airport, Destiny USA, Oneida Lake, St. Joseph's Hospital, Downtown, University Hospital, Crouse Hospital, the University, the Carrier Dome, the Inner Harbor, the Regional Market, NBT Stadium, and several major towns and villages. It also links up to the Thruway and Route 690. IS THERE A MORE PERFECT HIGHWAY IN AMERICA? The joke in Syracuse is that you can get anywhere in 15 minutes! How perfectly true! Route 81 might be the best example of a successful highway in America. It's fast, functional, and is easy to reach. Grinding 81 to a halt at the busiest intersections in the county is so stupid that I find it hard to believe it's even being debated.					
1/15/2014 12:55:33								General or Other	Has anyone looked at keeping the raised I-81 highway but completely changing what goes on beneath it. Can we eliminate some of the parallel streets and some of the cross streets and create a more pedestrian friendly environment below I-81. Can we create an attractive conveyance system which could go underground...think of the connection between terminals in the Atlanta Airport for example. I don't think we need an either or option. Let's get creative and find a new solution that becomes the standard for these situations.				My comments are anonymous.	
1/15/2014 13:45:57	Bergen	William and Dessa	dcbergen@verizon.com	1448 Old Seneca Tpk.	Skaneateles	NY	13152	Purpose and Need	When rebuilding these roads leave the highways 81 and 690 as they are and improve City access/egress with more highway exits and entrances. If cost effective make sections in the city below grade. Street level roads through the City would be a lose, lose for Onondaga County: I.ARGUMENTS AGAINST STREET LEVEL ACCESS: I would argue that the elevation of 690 and 81 should remain as is, elevated, with more access points in the city. If cost effective make sections below grade. Any traffic impediments along these major highways would cause lasting regional chaos and problems. We need to do it right this time. Arguments about past decisions should not be considered. That was then, times and demographics have changed, and this is now. Thank you NY State taking input this time. II.Reasons for retaining elevation as it currently exists with some modifications: 1.TRAFFIC CONGESTION: Currently, when traffic flow on our major highways due to emergencies or repairs is limited to one lane the results are long lines of backed-up traffic, a nightmare. Think of the recent traffic jam at the Washington Bridge between NJ and NYC when lanes were restricted. Our county demographics are very different than when these roads were built. The majority of the population lives outside the City and feeds into or through the City. Make more exits within the City if that will help the economics of the city. 2.LIMITING ACCESS TO ADAMS STREET EXIT FROM 81, THE MOST IMPORTANT EXIT WITHIN THE COUNTY, WOULD BE A HORRIBLE and A LASTING MISTAKE. All corners of Onondaga County feed to this area via 81, 690, and 481. a.Speed of access in an emergency is paramount. All of our very important medical facilities are accessed via this exit. b.Syracuse University and their sports facilities are in the same area and share the same exits at 81 and Adams. c.The Safety Center, Museum, Civic Center, Court House, OnCenter, War Memorial also access from that exit. 3.Elevation of the highways currently allows for cross traffic not stalled traffic. 4.Elevation was the result of use of the railroad right-of-way used for building 690 allowing 81 to join up to it. 5.Auburn is an example of a "poor street level" highway sysrtem. The goal of Auburn's Rt. 20 street level highway was to move traffic. The result is congestion and the passing by and deterioration of the Auburn's city businesses district. A lose, lose. Don't let Onondaga County make that same mistake. 6.Cost Factor: To make our elevated highways into depressed roadways would be very costly. If it were proven that making sections below grade would be cost effective then by all means do it. Currently all levels of government are cash strapped. Increased taxes are driving away families and businesses in NY. 7.SU.s Proposed Sports Complex should be taken into account. 8.Regional/County wide considerations: Truck/automobile traffic and NY City's trash trucks going to Seneca Meadows will funnel throughout the Finger Lakes Region if there is any restriction of time travel. The country roads and environmentally sensitive waters of the Finger Lakes would be put in jeopardy as would the small communities which would be overwhelmed by the traffic. These communities thrive on tourism, an important economic consideration and their pure waters provide drinking water for the region. The					
1/15/2014 14:50:28	Ryan	Michele	michele@btitravel.com					General or Other	I hope that we have the vision and commitment to the future of our city to remove I-81 from the city center and use this opportunity to create a new vision for Syracuse. Yes it will inconvenience my daily commute but it is not "all about me". It is about future generations who will look back and thank us for creating a hometown they can be proud of.					
1/15/2014 16:27:19	Arnold	Earl	Earl_Arnold@yahoo.com	416 Deerfield Road, Apt. 4	East Syracuse	New York	13057	Goals and Objectives	In planning for the successor to the current elevated sections of Interstate 81 in Syracuse, it will be important to consider more than just how to move automobile traffic into, out of, and through the city. Automobiles have been the preferred means of personal transportation for half a century, but in spite of their continued popularity, their dependence on fossil fuel and their inherent inefficiency makes them unsustainable and inappropriate as the basis for planning for the future. The goal of the replacement of the current Interstate 81 in Syracuse should be to move people between the city and the suburbs and surrounding area. Any plan should include alternatives to the exclusive use private automobiles. I was recently in Portland, Oregon, where I stayed in a hotel in one of their eastern suburbs. I had previous experience driving and parking in downtown Portland, so this time I took advantage of the city's light rail system, which was inexpensive, fast, and convenient. A light rail commuting system is one of the options for Onondaga County that should be studied.				Moving People Transportation Coalition	
1/15/2014 18:17:52	Diehl	Margrit	mdieh11@twcny.rr.com	114 Milnor Avenue	Syracuse	New York	13224	General or Other	I strongly support taking down the I-81 viaduct. Thru traffic can use 481 which should be named 81. Certainly creative city and traffic planners can design efficient traffic routes in the city without resorting to dangerous 8-lane speedways. The I-81 viaduct is a dangerous, polluting eyesore that has divided our city for too many years. Even if some people need five or ten minutes longer to get to work or to an appointment, it is worth what would be gained for our city.					
1/15/2014 18:23:08	Lawson	Robert	boblawsoncny@gmail.com					Below Grade / Depressed Highway Alternative	In my opinion, this option encompasses the most appealing elements of the other options to address the concerns of businesses, residents and commuters. Thru and non-local commercial traffic destined for areas north and south of the city area should be re-routed around the 481 corridor. This solution provides the city with a cost effective way to remove the unsightly elevated section while still supporting the demands of most interested groups who rely on 81 through downtown. Creation of central greenspace is something the city and area residents should relish as a possibility.					

1/16/2014 9:26:10	Fitch	Christina	cmfitch@juno.com		Liverpool	NY	13088	Goals and Objectives	<p>While deciding among alternative designs, I agree with stated goals that the area's transportation functionality must be preserved and even improved, taking economic impact into consideration. I hope economic benefits are examined for both short-term and long-term effects on a variety of levels (small to large business), using expert advice looking at real results from different metropolitan areas and the choices they made.</p> <p>I also agree that this is an opportunity to enhance the livability and environmental conditions around the I-81 viaduct, so the area is less a sea of gray and concrete and becomes more "green" and appealing for pedestrians crossing through the area as well as residents within one-half mile in all directions.</p> <p>My major concern at this time, of which I have not heard enough discussion, is that no matter the design path chosen (above-grade, below-grade, etc.), a civic design artist or artists be brought on board to design an aesthetically appealing and "iconic" design that will serve as a focal point of pride from a distance, and the skyline, with futuristic appeal. I understand that the engineering team will bring the latest "design" elements into consideration, however those most likely relate to safety, structural integrity, etc. What we need is a true artistic vision and final product that will define our community, and this will likely take consultation by experts who specialize in that area.</p> <p>As one example, take the Ford Street bridge over the Genesee River in Rochester, NY. While not the center of the city, this bridge is appealing, modern, and has defined the immediate community as well as become a photographic feature of Rochester. We need something similar in Syracuse. This is achievable even if a depressed or level roadway is chosen, by adding an iconic feature. But if above-grade is the ultimate decision, which I think it likely to preserve function, it must be artistic, modern, light color (not black), leading the eye upward, inspiring.</p> <p>One final comment: for all the talk about the benefit that would be created on E. Genesee St. by the "Connective Corridor" project, one recent drive through the area shows the project had more to do with imposing certain reorganization of the area by a certain view of sustainability, but in a disjointed way. It has not enhanced the area noticeably for the benefit of all - including businesses and pedestrians. We must not focus on a few predetermined absolutes (such as extremely wide bike lanes for such a short area, in a snow city) in doing an overhaul, to the detriment of achieving an overall harmonious design and change that is agreeable to all (or most) who will actually "use" the highway and area, and provides maximum benefit relative to cost.</p>					
1/16/2014 9:28:47	Gallagher	Tiffany	tgallagher@staybridge.com	441 Electronics Pkwy	Liverpool	NY	13088	Purpose and Need	<p>Maintaining the current traffic patterns in respect to tourism and convention business is critical. It is necessary that the core of the city, downtown, be accessible and attractive.</p> <p>Concern... how will conventioners that fly into the Syracuse Airport get to the Oncenter?</p>					Holiday Inn Syracuse/Liverpool and Staybridge Suites Conference Complex
1/16/2014 9:35:18	Peterson	Craig	petersonplumbing@cnymail.com	203 Luther Ave.	Liverpool	NY	13088	At Grade / Surface Alternative	<p>An at grade highway would be like a noose around the City of Syracuse. I-81 is a major artery to the local level one trauma centers. I utilize I-81 every day to get to work from the south portion of Onondaga County. My business is located at the crossroads of NYS where I-81 and the NYS Thruway intersect, it took me a long time and a lot of work to acquire my business location. I feel that the value of my property will drop significantly with the elimination of the elevated highway, the efficiency of my location will be eliminated. We provide plumbing service throughout Onondaga County and our employees utilize the current elevated highway system on a daily basis to get to our customers and vendors. Remove the boulevard concept from the plan, it's ridiculous. Thank you for allowing me the opportunity to voice my opinion.</p>					Peterson Plumbing & Heating, Inc.
1/16/2014 9:52:43	Mannion	Kerry	kmannion@usa.net	217 Haddonfield Drive	Dewitt	NY	13214	Purpose and Need	<p>I have lived in the Syracuse area for 38 years. I have watched closely as our CNY economy has ever so slowly inched forward. In my opinion, this area is on the cusp of leaping forward. To take down 81 and turn it into a boulevard would set this area backward for decades.</p> <p>The idea of a clean iconic bridge is outstanding and I am hopeful this is what happens. To hinder the north and south traffic that our economy relies on would be a huge mistake.</p> <p>Access to the hospitals would be hindered such that I believe a boulevard option would be a huge safety and health risk.</p>					
1/16/2014 13:57:38	Marcy	Darrell	d.marcy@verizon.net					At Grade / Surface Alternative	<p>I like to see an alternative that would use a minimal amount of space for vehicle transportation and leave a maximum amount of space for a 'Central Park'.</p> <p>My idea came from thinking about New York City's Central Park, which is not viewed as a waste of space that could be developed but a great city amenity.</p> <p>I have developed a design that would do this. The design would also create a smooth and fast connection for vehicles traversing the viaduct section of I81.</p> <p>Coming from the south my design proposes to maintain an elevated highway, coming down between Jackson St. and Adams St. This preserves the connectedness of Jackson, Taylor, Burt and the railroad line next to Burt St.</p> <p>From Adams Street to Fayette Street, to facilitate free passage of traffic, which is important to people coming into the city I have no traffic lights in my design. This can be done by making use of the innovation of modern dual lane roundabouts. NYS DOT Roundabout design guidelines gives daily service volumes of these facilities as 40,000-50,000 vpd. NB traffic volumes traversing I81 in this area are approximately 80,000 vpd. With a backdoor exit upstream from this into SU, and the rerouting of through traffic onto I48, I think traffic through the viaduct area can be accommodated with no loss of levels of service and an increase in safety.</p> <p>As I said there would be no traffic lights from Adams St to Fayette St. Three intersections would make use of dual lane roundabouts: Almond or 81 or whatever it becomes and Adams, Almond and Harrison, and Almond and Genesee.</p> <p>The Almond and Adams St roundabout would have the modification of a one way street on two of the legs, Adams St in and Adams St out. This proved to be an easy modification to make, and I think would make exit to University hospital, EB completely free flowing, and entry to I-81 SB, often a choke point for commuters, completely free flowing.</p> <p>At Almond and Harrison the dual lane urban round about need not be modified. There is no need to keep Harrison as a one-way. It's already not EB, and converting WB to two-way, with a turning lane in the middle with improve the traffic grid in Syracuse by making more options available to motorists, while the middle turn lane would keep traffic free flowing.</p> <p>Even though Harrison Street SB would be down to two lanes, the traffic jam always created by the exodus of fans from SU events could be completely mitigated and traffic flow off the Hill even improved. The modern roundabout design uses 'yield on entry' rules. The Harrison WB leg will provide the vast majority of traffic at these times. The traffic coming off this leg will provide a continuous</p>					
1/16/2014 15:14:28								General or Other	<p>Because such a large population of Syracuse area residents work at SU, the hospitals or the other businesses that require use of the Harrison St/Adams Street exit off 81 South, I would strongly encourage anyone who is responsible for making decisions or planning the new 81 project to drive around this area during rush hour (especially the morning one). One of the main reasons I live in Syracuse is because it's a smaller city and I don't want to endure epic commutes to and from work. However, because of the traffic jams that occur on and off this particular exit every work day, it takes me twice the amount of time that it should to get home or to work each day. If we could figure out that issue, I think the quality of life of the workers on the Hill would go up significantly.</p>					My comments are anonymous.

1/16/2014 15:19:42	DesJardins	Zachary	ZacharyDesJardins@gmail.com	944 Euclid Ave	Syracuse	NY	13210	Above Grade / Reconstruction Alternative	The proponents of rebuilding the viaduct don't talk about how disruptive that will be. Why isn't the impact of construction being discussed? It seems that it would be highly disruptive for the duration of the project which would last several years. Construction disruption does not seem to be included in any of the other proposals.					
1/16/2014 15:20:34	Synakowski	Robert	rsynakow@twcny.rr.com	613 Park Avenue	Syracuse	New York	13204	Goals and Objectives	Syracuse has for too long taken the easy way out, or the path of least resistance. I agree with the group that states that we should be studying how to move people, NOT cars! Remove the viaduct and let's have a comprehensive public transportation project with buses, trams, trolleys, light rail, etc. For too long we have allowed the automobile to rule the earth, creating urban and suburban sprawl, while countless houses sit vacant waiting for occupants. I cannot fathom how some of my friends and colleagues spend most of their lives in their cars commuting from nondescript, boring suburbs, while I live in a historic home in a historic neighborhood, and can walk to Armory Square and Downtown in less than 8 minutes.					
1/16/2014 15:21:40								Above Grade / Reconstruction Alternative	Using 481 in the winter will be a mess. It's all open and the snow blows across it all the time. There will be many accidents especially with Canadian Tractor Trailers. Without the elevated roadway through Syracuse through traffic would suffer, people would be detoured around the city hurting business. A surface road would be terrible for commuters. I-81 now works just fine for everyone. You can't afford a tunnel, look at what it cost for Boston to build one, and they still have problems with it.				My comments are anonymous.	
1/16/2014 15:43:52								At Grade / Surface Alternative	I travel from the northern suburbs and I eagerly await a surface level Route 81. On my morning commute to downtown I join with dozens of other cars that are funneled into four downtown exits (Salina, Clinton, Franklin, West). From those exits, the cars distribute themselves to where they are actually going. As a fair number of commuters need to go east of Salina, it is always the most highly utilized exit. How much more convenient will it be if the people going to Montgomery, or State, or Townsend, were able to exit where they wanted to, rather than where they were funneled? How many opportunities for businesses will open up? How much easier will it be to LEAVE downtown during high traffic times if people aren't all funnelled into one 81N onramp? And how many business opportunities will become feasible when traffic is dispersed around the entire grid, rather than just a few selected points. I have strong sympathy for those that chose to invest in businesses that capitalize almost entirely on interstate traffic by putting economy rate hotels, truck service centers, and gas stations so close to 81. I urge them to consider new investments along 481. But the vast majority of citizens that use 81 to travel to points within the city of Syracuse, and those that live and do business near the viaduct, do not deserve to be held hostage by those entrenched interests. I do not envy the engineering feat required to smoothly connect a surface level route to the elevated 690. I also do not welcome the traffic when the selected design is implemented. But this is an opportunity to fix a mistake of the past and I urge you to consider it. Please, bring it down.				My comments are anonymous.	
1/16/2014 15:44:17	Stuhlmiller	Lary	Billsfanstu@yahoo.com	30 Besaw Rd	Phoenix	New York	13135	At Grade / Surface Alternative	We need to get rid of the monster overhead highway, build a highway through the city. It will spur high economic expansion for the city. See what happened in San Francisco after the earthquake forced the destruction of much of their overhead highway. There was a revitalization along the harbor that brought money back to the city					
1/16/2014 15:44:26	Stuhlmiller	Lary	Billsfanstu@yahoo.com	30 Besaw Rd	Phoenix	New York	13135	At Grade / Surface Alternative	We need to get rid of the monster overhead highway, build a highway through the city. It will spur high economic expansion for the city. See what happened in San Francisco after the earthquake forced the destruction of much of their overhead highway. There was a revitalization along the harbor that brought money back to the city					
1/16/2014 15:46:51	Andrews	Ross	randrews1116@hotmail.com					General or Other	While I lean towards the at grade option as being the best one for the entire community, I do not know enough yet to say that is my final preference. Regardless, I think that the process is the important thing. We cannot allow a self interested minority to drive the process, although obviously all interested parties should have a voice. I am relying on the State to continue seeking input from all concerned, which I think has been done well so far, and ultimately to make the best policy decision. Thanks.					
1/16/2014 15:48:45								Below Grade / Tunnel Alternative	This would make this a UNIQUE part of I81. Nowhere else is I81 in a tunnel and I have traveled to both ends of the interstate. The elevated portion is the only part where the speed limit is 45MPH which makes it unique.				My comments are anonymous.	
1/16/2014 15:57:56	Powell	Dean	brubel_hu@yahoo.com	539 Tennyson Ave	Syracuse	NY	13204	Below Grade / Depressed Highway Alternative	I think this is the best option for 81. The depressed viaduct can be covered over for a mini tunnel in some spots (like in 676 downtown Philly) and covered over with new buildings or green space. it would open up the sky line and stop dividing the university from downtown.					
1/16/2014 16:00:25	Powell	Dean	brubel_hu@yahoo.com	539 tennyson ave	Syracuse	NY	13204	At Grade / Surface Alternative	Replacing I81 with an at grade boulevard option is the worse idea. The increased traffic will clog up the local streets making it impossible to get anywhere. I fear this will make going to any events downtown impossible. Plus there will no longer be any interchange between I81 and 690.					
1/16/2014 16:10:53	Schroeder	Steven	seschroe@syr.edu	6820 Kingsley Road	Fayetteville	NY	13066	At Grade / Surface Alternative	The at-grade surface alternative is the option whereby I-481 would become the new I-81. I-481 does much the same thing to DeWitt, as 81 currently does to Syracuse--it presents a formidable barrier cutting the Town into east and west halves, creating noise, dirt, and pollution. Sound pressure level readings in nearby neighborhoods are already approaching harmful levels. If this becomes the "winning" alternative, it's time to correct the ills imposed by the highway on the the people of DeWitt. The good people of DeWitt deserve, at a minimum, numerous pedestrian crossings of the highway linking neighborhoods, a linear park the length of the highway with bike and pedestrian paths, extensive noise reduction barriers along the length of the highway, and the provision of air-conditioning and insulation in worst-impacted homes, much like what was provided for noise abatement at homes adjacent to the airport (also within the Town). I'll also add that the highway abuts the richest census tract in the entire Syracuse SMSA. What a loss to multiple tax bases, when these folks all elect to fight their assessments because of the environmental denigration and loss in home values.				DeWitt Planning Board	
1/16/2014 16:28:47	Walls	Martin	mwalls@syr.edu					General or Other	A general comment as a member of the public, not speaking on behalf of my employer. I have noticed in coverage of the future of I-81, and in comments by the public and officials, that the use of I-481 as the logical "ring road" or by-pass around Syracuse is little mentioned. It's very unusual for an interstate highway to transect a city--I believe Syracuse is one of only a handful of US cities in which this happens--and it strikes me as an even more unusual situation because the solution to how to take traffic north/south around Syracuse is already built. I-481, whenever I have used it, appears under-capacity. I wonder if, in future communications, that a) the unusual situation of a transecting interstate be made more clear to the public (and thus less desirable) and b) the ability of I-481 to take thru traffic be explained clearly (especially if I-481 was built with the demise of I-81-thru-Syracuse in mind!). All of this assumes, of course, that the flyover will be taken down, I-481's name changed to I-81, and a boulevard be constructed to bring traffic from the highway into the city. One last point: pedestrian walkways over any grade boulevard are a must. Such walkways are commonly seen over major roads and motorways in my home country of Britain.				Syracuse University	

1/16/2014 16:30:26	Suits	John	johnpatrick@suits@gmail.com	2989 East Lake Road	Skaneateles	New York	13152	At Grade / Surface Alternative	I am in support of the boulevard option as I think it would be beneficial to the hospitals on Adams St to have the ability to expand westward without the interstate in the way. The boulevard would bring a MUCH needed area for more downtown storefronts and restaurants. Your 81 project has a lot of opportunity for making Syracuse have a healthier, more welcoming, and prosperous downtown area.				
1/16/2014 16:31:54	Emmi	Joe	JEmmi@super8syracuse.com	421 7th North Street	Liverpool	NY	13088	Above Grade / Reconstruction Alternative	I am in favor of the above grade or reconstruct alternative for Interstate 81. Rerouting around or going an at grade option would be detrimental to an already fragile economy in our entire upstate region. Thank you, Joe Emmi				
1/16/2014 16:32:31	Suits	John	johnpatrick@suits@gmail.com	2989 East Lake Road	Skaneateles	New York	13152	Above Grade / Reconstruction Alternative	I am opposed to reconstructing the interstate the way it is currently.				
1/16/2014 16:41:24								Above Grade / Reconstruction Alternative	<p>Hello,</p> <p>Briefly we should not disrupt the flow of traffic through the city with an alternative that might do just that. Route 81 as it stands is an asset to the community. It can be improved though. The current elevated portion is quite unsightly. I would favor a more artful appearance in the design. Instead of an eye sore it should become an attraction. Further there should be a better interchange with route 690 west.</p> <p>Ideally the funds would be available to make the path through the city, state of the art, with wide lanes, decorative structure and advanced technology for traffic management, drainage and snow removal.</p> <p>I guess I'm asking for a modern marvel and hoping that our government can deliver.</p> <p>Thank you and best of luck.</p> <p>Regards,</p> <p>Joseph Stanistreet</p>			My comments are anonymous.	Ordinary tax payer
1/16/2014 16:54:04	Clark	Scott	sclark100@gmail.com					At Grade / Surface Alternative	<p>I encourage you to choose the at-grade option for replace the I-81 viaduct through downtown Syracuse. Having been a student at Syracuse and lived in the city, I can tell you firsthand that the viaduct, and a viaduct of any sort, even a newer prettier one, creates a psychological barrier in the heart of the city. Without the viaduct, I would have traveled downtown more often and spent more money in the city than I did.</p> <p>A tunnel/depressed alternative would almost certainly create similar problems due to the void created in the city fabric by onramps/offramps and the ROW itself.</p> <p>The traffic concerns are overblown, since all modern thinking on traffic states that traffic adapts to the environment. If there are more roads, more people drive. With less roads, less people drive. Not only that, but Vehicle Miles Traveled has been decreasing for years and will continue to do so.</p> <p>The most important concern is what solution allows Syracuse to thrive as a city. That solution is the at-grade option. This option ties both sides of the interstate back together and unites the city.</p> <p>Please do the best thing for the city of Syracuse and choose the at-grade option.</p> <p>Thank you.</p> <p>Scott Clark</p>				
1/16/2014 16:54:50								At Grade / Surface Alternative	<p>I firmly believe, as a resident of downtown Syracuse, a grade level option to 81 (boulevard like) would be an excellent choice as a replacement to the existing structure. The resurgence of the downtown community would be bolstered with the removal of this massive, noisy, hunk of steel which was declined property values and created "sketchy" areas within the downtown vicinity. Go to any thriving city and you will not see an elevated highway near downtown areas - it drives people away. A great use for the land after the removal would be a large park. The downtown area lacks green space, which is necessary to bring people back into the city. Think about Boston and New York, with large, open green spaces within their downtown centers. Granted, Syracuse will never be on the same scale, but that open space is needed to make residents and visitors feel more welcome downtown. As is stands, the highway make it feel dark, industrial, and non-welcoming. Remove the highway, and see a large resurgence in population and economy. More people living in the downtown area with higher salaries results in more property tax income for the city. More restaurants, shops, and bars in downtown results in more tax income to help the city support itself. The removal of the elevated I81 would lay the foundation for a Syracuse renaissance. The naysayers have no interest in the city itself and see it just as a commute. That mindset is unhealthy for the future of the city as well as the future of the greater Syracuse area.</p>			My comments are anonymous.	
1/16/2014 17:25:10	Rezak	Louis	loutonirez@aol.com	4464 Cleveland Road	Syracuse	NY	13215	At Grade / Surface Alternative	I would like to see the elevated portion taken down and replaced by a boulevard or street level road like the West Street Arterial with limited access and exits to parallel feeder streets on each side. Traffic coming into the city would not be effected at all. Thru traffic could opt to use the I-481 by-pass. (Ideally, it would completely circle the city.) In addition, I recommend making I-90 toll free in the city area.				
1/16/2014 17:35:47	SELEWAY	SUSAN	mdmpres@msn.com	8027 SPRUCE HILL DRIVE	CLAY	NY	13041	Above Grade / Reconstruction Alternative	<p>I HAD GONE ALONG WITH MY HUSBAND TO INFORMATIONAL MEETINGS ABOUT PROPOSED CHANGES TO THE ROUTE 81 IN DOWNTOWN SYRACUSE. AT ONE MEETING I LEFT WRITTEN COMMENTS AND AT ANOTHER VERBEL COMMENTS. I GREW UP IN THE CITY OF SYRACUSE, AND I AM TAKING MY TIME FOR THAT REASON TO ENCOURAGE THE REBUILDING OF THE VIADUCT. THERE ARE SOME TRAFFIC FLOW CHANGES ON THE VIADUCT THAT COULD BE CORRECTED, BUT OVERALL, THE VIADUCT WORKS AND MEETS THE NEEDS OF LOCAL , AS WELL AS VISITORS TO OUR AREA, NOT TO MENTION THE NEEDS OF TRUCK TRAFFIC IN SYRACUSE, THE HUB OF OUR STATE. I AM WITH MY HUSBAND A SMALL BUSINESS OWNER IN THE TRANSPORTATION, TRUCKING INDUSTRY. TO DIVERT TRAFFIC MORE IN SYRACUSE WOULD BRING TO ANY TRAVELER ON ROUTE 81, BE THEY COMMERCIAL OR OTHERWISE. ONLY PROBLEMS AND UNNECESSARY MILEAGE AS THEY WERE ROUTED AROUND.</p> <p>THANK YOU FOR CONSIDERING MY VIEWPOINTS AND I CAN ONLY HOPE FOR THE VIADUCT TO BE REBUILT AND THE ELEVATED HIGHWAY TO CONTINUE TO BRING PEOPLE TO THE CITY OF SYRACUSE.</p>				
1/16/2014 19:29:26								Above Grade / Reconstruction Alternative	I would like to see the 81 North be constructed as a large, soaring bridge that carries it over downtown Syracuse. one could then have a surface option that brings traffic into the downtown Syracuse area, such as a boulevard. I believe that this would provide the best of both worlds.			My comments are anonymous.	
1/16/2014 19:37:20	Burghardt	Beth	b.burghardt@gmail.com					At Grade / Surface Alternative	I commute on a daily basis from the town of Lafayette to the town of Liverpool. I travel from exit 15 to Mattydale 5 days a week. I believe that it would be reasonable to remove the entire above ground 81 viaduct through Syracuse and provide a bypass that uses 481 and the Thru way. This would mean that travelers could use the Thruway exit in Syracuse for east west commuting without needing to pay toll. I would like to see a boulevard through the city.				

1/16/2014 20:21:37	Malandra	Joseph	Joseph.Malandra@xerox.com					Below Grade / Tunnel Alternative	Isn't it true that usually the the better things in life cost more? The tunnel option is undoubtedly the most expensive option and it seems the best option to fulfill the needs of the community currently and going forward. The Big Dig in Boston is obviously on a much grander scale but it had many of the challenges facing the Syracuse project. Taking the elevated section of interstate 93 down through the harbor front area and providing public areas with improved infrastructure really enhanced the city. I'm sure the Big Dig has been looked at for certain references. This project will cost a lot of money regardless of which option is selected. Wouldn't it be wise to weigh the cost difference towards selecting the tunnel and imagine the opportunity or investment in return over time. This is a game changer in the future of Syracuse, the transit center of New York state. We have a dubious past of thinking small. Lets do this right. Go Big, (tunnel) or go home! Thank You!				
1/16/2014 20:31:39	Przepiora	John	jwp134@twcny.rr.com		Syracuse	NY	13203	At Grade / Surface Alternative	The Almond Street Bouelvard alternative is somewhat of a concern and mitagating the impact of viaduct removal on Almond Street seems to be necessary. I am wondering if there has been any consideration of relying on the West Street and Townsend Street corridors as primary connecting corridors once the viaduct is eliminated. While not without challenges, these two corridors may be able to function as north and south bound corridors, respectively, and thus minimizing adverse impacts on pedestrian (and even vehicular) movements in and across the Almond Street corridor. Using these alternative corridors would seem require the use Adam Street to connect West and Townsend but perhaps deserves consideration to mitigate the impacts on the Almond Sstreet corridor should viaduct removal be preferred.				
1/16/2014 22:22:33	Romano	Thomas	M7romano@live.com					Goals and Objectives	Why can't the university and the city build parking garages above and around the elevated highway similar to the parking lots upstate already built. This would open up building space to the east Could connect with elevated walkways to east and west. Could have park on top retail below. Would look similar to existing garages				
1/16/2014 23:14:38	Kralovic	Theodore	tkralovic@gmail.com	4272 Forestbrook Dr	Liverpool	NY	13090	Above Grade / Reconstruction Alternative	I believe a viable proposal would be to tear down the elevated I-81 from I-690 to I-481 and route I-81 eastward to I-481 and head south from there. How you rename/renumber the roads is moot. You could even put signs up in Cicero directing thru traffic to Binghamton and points south to exit I-81 and take I-481 around the city.				
1/16/2014 23:52:23	Matthews	George	mapageorgem@gmail.com	711 W Seneca Tpke	Syracuse	NY	13207	At Grade / Surface Alternative	The at grade boulevard should pass UNDER the railroad and continue UNDER I-690 with interchanges from Burnet Ave and Erie Blvd.				
1/16/2014 23:56:00	Rothwell	Karaline	karaline75@gmail.com	521 Tully Street	Syracuse	New York	13204	Goals and Objectives	The future of I-81 needs to account for transportation beyond personal vehicles. Public transportation, bicycle and pedestrians must be considered and embraced as a preferred method of transportation. The traffic flow should not be diverted to West Street as that arterial highway is already too busy for the amount of pedestrians that cross West Street every day. The safety of the cross walks need to improve in its current state on West Street. Please consider the detrimental factors to the Westside as you consider increasing vehicular traffic to this area. There are many low income people, without personal vehicles, who need to get to services across West Street by foot. The Westside has many residents who go to welfare services at the Rescue Mission, which is on the other side of West Street. Many on the Westside are bound to wheelchairs. Persons in wheelchairs already have a difficult time getting across West Street, like if they want to go to dinner in Armory. The intersection at Fayette and West is ridiculous for persons in wheelchairs or mothets with babies in strollers, there is a pole in the middle of the sidewalk! Us middle and upper class people should be socially responsible and create ways of life that help the less fortunate. I dont care if I-81 is an interstate highway that helps connect Mexico to Canada, please care about the people, the residents of the City of Syracuse! An extra 10 minutes on 481 is not really an inconvenience. Please do not detroy homes with the future I-81, please do not reroute pollution, pease do not make life harder for people who already struggle to get through every day. The future I-81 should not push out residents or businesses. It should be constructed in a way that helps to beautify, embrace and promote and increase the city's living and commerce. Why allow people to drive right through quick? Other than fast routes to hospitals, the elevated portion should come down and on and off ramps should be created for key employment and entertainment areas. Create a Syracuse without a vehicle centered highway! Thank you for your attention. Sincerely, Karaline Rothwell				Westside Residents Coalition
1/16/2014 23:57:13	Matthews	George	mapageorgem@gmail.com	711 W Seneca Tpke	Syracuse	NY	13207	Below Grade / Depressed Highway Alternative	Depress highway between Adams and Harrison with bridges over the highway in lieu of intersections. Continue for the remainder of the viaduct area as a surface boulevard with a roundabout at E Genesee				
1/17/2014 1:08:48	Bell	Ronnie	bell444@gmail.com	517 Stinard Ave.	Syracuse	NY	13207	Purpose and Need	It seems the Syracuse community is quite divided over I-81. Therefore, the release of the EIS is vital to the decision making process. All options need to be fully considered because the community is at odds and every possible solution needs to be addressed. One solution I haven't much of is leaving the highway as it is and rerouting traffic to I-481 with appropriate exits in Syracuse. Then, the portion of the highway going through Syracuse could be transformed into an arts/park like structure that won't have to bear the weight of thousands of cars decreasing the need for costly maintenance and repairs and taking a major pollutant out of the Syracuse environment. The I-81 "line" could attract businesses a la the HighLine in NYC with the addition of Gov. Cuomo's tax free zone to encourage development, recreation and exponential job growth while giving Syracuse a major recreational meeting place instead of a dividing force.				
1/17/2014 7:22:44	Dauphin	Cory	Cmdauph4@gmail.com		Syracuse	Ny	13206	Below Grade / Depressed Highway Alternative	Born in the late 80s and raised in syracuse, I have seen this city do one thing...struggle. We are constantly reminded of this city's great past by the artifacts of that time: Erie blvd over the Erie Canal, empty industrial parks, decrepit Victorian mansions, and abandoned buildings. It's no secret that upstate New York has been struggling for quite some time and as young people flee for "better" opportunities I fear it will get worse. As a young professional, I would like to see the state break from the Status quo and pursue a forward thinking design. This city needs all the help it can get to change the dynamics and hopefully jump start growth and development.				
1/17/2014 5:51:37								Below Grade / Tunnel Alternative	Makes sense to me and would resolve through traffic and cross town transportation. However groundwater issues and high chloride in groundwater will demand significant study. Groundwater and tunnel water cannot go into sewers.				My comments are anonymous.
1/17/2014 6:03:44								Goals and Objectives	Balance. To remain a viable metropolitan area this project needs to balance the interests and concerns of the entire region. City interests are important but so are those of Onondaga county suburbs and even adjacent counties. Through traffic and local traffic issues are each valuable interests to improve. Aesthetic. Another goal of the project should be the restoration of a beautiful urban landscape. Infrastructure of this scale needs to lift the soul of the community and inspire. Design to improve our community and to allow the highway to be maintained both safely and aesthetically for real urban beautification and value. The deplorable litter and eyesore s associated with the current infrastructure need to be vastly improved. No matter what alternative is chosen it must restore community pride and add value to the city and county landscape.				My comments are anonymous.
1/17/2014 6:03:48								Below Grade / Tunnel Alternative	Makes sense to me and would resolve through traffic and cross town transportation. However groundwater issues and high chloride in groundwater will demand significant study. Groundwater and tunnel water cannot go into sewers.				My comments are anonymous.
								Below Grade / Tunnel Alternative	This option might also enable construction of new highway while existing roadway remains, thereby reducing the impacts of construction on emergency traffic to hospitals and reduced construction impact on local community and commerce.				

1/17/2014 7:35:23	Kisselstein jr	F.d.	Hd72flh@twcny.rr.com	16 slocum dr	Westmonroe	Ny	13167	Purpose and Need	Ya know get rid of these bridges and bring people into the city might encourage people to clean themselves up a little turn Syracuse into something other than concrete and steel...who wants to look at that....traffic will re route themselves via 481 n&s around the city...if anything there should be less traffic with a boulevard system....non tourists such as tractor trailers, people just traveling through with no intentions of stopping would go around,not to lose time with a speed restriction through the city.,these are people you don't want anyway let them go about their way...people keep wanting more for Syracuse...more nite life, more business for restaurants and stores,...well this is your chance to bring them to you and clean the city up at the same time.....a trip to the south can show how much new life a boulevard would bring,more business more tax dollars...plus the ease of maneuvering from one side to the other....clean Syracuse up....				
1/17/2014 8:43:38	Schlueter	Laura	lschlutz@yahoo.com		Baldwinsville	NY	13027	Above Grade / Reconstruction Alternative	2 years ago I moved back to Syracuse, from the DC metro area. I am employed at Upstate Medical University, and was surprised to find I'm regularly dealing with traffic comparable to that of my commute in DC. Nonetheless, once I get out of the inner downtown merge of bridges, traffic flows smoothly and I can be on my way to visit my family who lives in Clay and areas north of the city. The conveniences of why I moved back, being able to easily get around town and see family, or into/out of the city for dinner, work, etc. Making 81 a boulevard would increase my rush hour gridlock, and remove the ease of travel to visit north of the city, run errands at Destiny post work, etc. I would just hop on 690 and leave versus deal with that. Additionally, given our harsh climate several months of the year, I rarely leave the hospital compound to travel out for a coffee, much less walk around downtown! While I love envisioning something like a Commons area to the likeness of Ithaca, Burlington, and other cities, if there is no easy way to get in and out of the city, I wouldn't bother traveling into town. A below surface solution is my ideal (for weather purposes), but I imagine highly costly. Thus I want to cast a vote to reconstruct the existing 81. Though maybe including one or two additional onramps/offramps would be ideal (versus widening the highway overhead).				
1/17/2014 8:53:41	Catsimatides	Anthony	amc@openatelier.com	451 S. Warren Street	Syracuse	New York	13022	Purpose and Need	To: Mr. Joseph Flynn New York State Department of Transportation Albany, NY From: Anthony Catsimatides Past President - AIA CNY Chapter #11 State Tower Building Syracuse, NY 13210 Dear Mr. Flynn; The American Institute of Architects (AIA) has recently commissioned a Task Force of AIA Central New York chapter members to inquire into qualitative design issues regarding the Interstate 81 viaduct corridor through the City of Syracuse. The Task Force has already submitted a list of questions through the Department of Transportation's I-81 website. In addition, we feel that it is necessary to compile four key questions of interest for the arterial renovation project that we respectfully request you address and respond to. Our questions are as follows; 1.Who is the Client? 2.How is the Program formulated? 3.What comprises the actual Planning Process? 4.What are the Standards for the project? We are confident that you share our goal of implementing the best possible design for the City of Syracuse and the County of Onondaga, by ensuring the highest and best use scenario and outcome for a legacy of great urban planning for the city and the region. Please review the enclosed document and consider this our submittal of record to the ongoing MEPA process already underway. Respectfully Yours, Anthony Catsimatides, AIA				American Institute of Architects
1/17/2014 8:54:33	Catsimatides	Anthony	anthony@openatelier.com	451 S. Warren Street	Syracuse	New York	13022	Purpose and Need	I-81 Viaduct Qualitative Design Issues To the NYS DOT Design Team - Questions related to Program & Problem Definition: Local Programming Knowledge 1.Based on the extensive local knowledge of the residents, organizations and representative planning within the city, how will the specific needs of the different neighborhoods impacted by the I-81 Viaduct Project be collected and addressed? We would expect the DOT to ask these sources for their input in establishing the program requirements prior to the start of the schematic design or initiation possible options to be developed. being offered. Will the Programming for each context neighborhoods be addressed prior to the start of design? 2.The Syracuse and CNY region is uniquely supported by professional and academic planning expertise, including Syracuse University School of Architecture and it's UPSTATE Urban Design Center, the SUNY ESF School or Landscape Architecture and the Urban Design Center of Syracuse. These and others have a wealth of specific knowledge regarding the past and future potentials for the I-81 Viaduct Project. Will these expertise be invited to the programming and design table prior to the initiation of the schematic design of the alternative options? 3.To best represent the many different design issues throughout the impacted area of this I-81 Viaduct Project, wouldn't it be best to request the CITY & COUNTY collect and prepare a joint "Program Statement of Needs" to become planning & design program to be address buy the DOT Design Team? Traffic Design 4.Primary design faults throughout the 50-year history of the I-81 Viaduct, include the abandonment of the efficiency of the existing street grid to respond to growth and diversity of changing traffic and land use needs, and the concentration of growing volumes of traffic funneled at two limited, on/off exit ramps. Will decentralization and increasing the number of the access and egress locations be modeled to reduce traffic congestion and better serve desired destination choices? 5.Will the relocation and/or elimination of ramps be modeled to better utilize the existing or original street grid?				American Institute of Architects

1/17/2014 9:01:17	Gelfuso	Margaret	mgelfuso@earthlink.net	205 Lockesley Rd.	Syracuse	NY	13224	At Grade / Surface Alternative	I support a removal of the above grade reconstructed I-81. A at grade boulevard would be the best alternative but a tunnel option would work also. We must take this chance to revitalize our city and take down this eyesore. A walkable alternative between the east side and downtown is the best option for Syracuse.				
1/17/2014 9:10:55	Scheibe	Peter	Psmg@earthlink.net	205 Lockesley Rd.	Syracuse	NY	13224	General or Other	I support removing the elevated highway and replacing it with a surface road. Elevated highways that run through cities have been successfully removed in a number of locations. The arguments against removing the elevated highway are poorly thought out and appear to be reflexively anti-change. The future of Syracuse, where I have lived for 34 years, would be best served by removal of the elevated 81.				
1/17/2014 9:17:09	Ivison	Creg	civison@twcnr.com	4608 Cty Rt 22	Lacona	NY	13083	Purpose and Need	I am a commuter into Syracuse. I recommend that the elevated portion of Rt 81 be maintained, repaired and/or replaced with another elevated section. Removal of the elevated section and replacement with a blvd or tunnel is ridiculous because of traffic flow. The elevated portion with limited entrances increases traffic flow. I hate traveling Erie Blvd as it is too slow with lights and cross traffic To reduce traffic congestion sign changes could be made: 1) Additional signs are needed now on Rt 81 South just past the mall to get "through traffic" into left lane sooner and 690 traffic into center lane at the Salina/Clinton St exits sooner. This should help reduce the bottle neck at the 690 merge/adams exit. 2) The existing Rt 81 could be the "inner loop" similar to Rochester 3) 481 could be renumbered into 81 If Rt 81 elevated section is not kept I believe many companies will leave downtown or reduce downtown workforce. If this happens I will try to work much less in Syracuse. The argument by the city that Rt 81 creates a barrier is crap. What about 690, or Erie Blvd, or the RR tracks.... What happened to the plan to build a hotel at the convention center. A hotel is needed. Without 81 the convention center will not be effective				
1/17/2014 9:35:37	Nortz	Monica	srmoniacs@gmail.com					Goals and Objectives	We are on a long and difficult journey which must have as its goal the improvement of the living conditions of ALL the RESIDENTS of the city of which I am included. The errors in the construction of 81 over the city must never happen again. Healthy neighborhoods were destroyed resulting in migration to the suburbs. I was working on the South Side of the city and watched while it all happened. We now have the power to rebuild and reunite our city. We are reaping what we have sown when we divided the city. Let's not make the same mistake ever again. Let our priorities be US and the neighborhoods in which we live and work. Build connective corridors that unite rather than separate us, improve our environment etc. Business would flourish if neighborhoods were more secure and connected. Who likes ugly???. We have the opportunity and the responsibility to step out of the box. Let's not miss it. It will courage and a willingness to really listen to all parties concerned as they put forth their needs and ideas on how to fulfill them. Pope Francis recently said in one of his exhortations, " We can't do things the same old way and expect a different outcome. Be Bold, Be creative" Can WE do that? One of his mantras is Argue less and Accomplish more. Get the interested groups together and let us respectfully work together to save and regenerate our City. United We Stand, Divided we will Fall for Sure.				Moving People Transportation Coalition
1/17/2014 9:44:30								At Grade / Surface Alternative	My family business, although closed 3 years ago, was downtown for 149 years. In 1960 my father bought the old Smith-Corona employee recreation building in the 700 block of E. Washington St. (the business moved from that address c. 1985). Our business experienced the construction and eventual completion of Rt. 81. It greatly changed the dynamic of that part of the city. Although I have been commuting downtown on 81 for over 35 years now and though it is convenient for that purpose, I think it is not best for the residents and yes, businesses of the city of Syracuse. Let through traffic be routed around a beltway and downtown traffic take the short trip through the city on a surface route. When Erie Blvd. was changed for the development of Clinton Square some years ago, people cried & complained, but have adjusted to the new pattern. They will similarly adjust to the revamping of Rt. 81. Some will finally realize that public transportation is a good alternative to driving & parking a car every day.				My comments are anonymous.
1/17/2014 9:50:14	Thompson	Martha	marthawt@hotmail.com					Below Grade / Tunnel Alternative	The best possible solution would be a tunnel, although that might be too costly. Next best would be a depressed highway. In either case, we should make every effort to direct through traffic around the city on route 481. We should also increase and expand all forms of public transportation, including "park & ride" options for people coming into the city. Whatever course of construction takes place, there will be a mammoth interruption of the normal traffic flow for an extended period of time while it is happening, so we should start encouraging the changes in traffic flow ahead of time.				
1/17/2014 10:53:38								Above Grade / Reconstruction Alternative	In my opinion the above grade solution is superior to the at grade solution. Although the below grade solution would be the best of the three options. With the above grade option I think that "stacking" the north and south bound bridges would allow the highway to meet construction standards without additional impacts to nearby properties. Large screens can be mounted between the two decks that would have murals and some could be dynamic to display Public Service Announcements, weather/traffic conditions and/or advertising with revenue contributing to the maintenance of the bridges. The new bridges could be made aesthetically pleasing, like some of the newer bridges I have seen in the southern states on I95 and I75. By giving the bridges an ascetic look and adding the mural screens the project could be made to look like a giant work of art. Any unused space below the bridges could be used for shops, basketball courts, etc. In addition underground walkways should be considered in the Harrison St. and Adams St. areas to make it safer for pedestrians to cross the busy streets. These underground walkways could also have shops in them like I have seen in England.				My comments are anonymous.
1/17/2014 11:26:18	Groves	a. Lindsay	linzgrov@gmail.com	1246 Minnow Cove	Skaneateles	NY	13152	At Grade / Surface Alternative	The route should stay where it is. A below grade design with evergreen borders and bridges over for the cross streets would be great!				
1/17/2014 11:28:34	Balloni	John	Johnballoni@ongov.net	54 Aspen Springs Drive	Baldwinsville	NY	13027	General or Other	Rt. 81 is the primary north - south route for the Sheriff's Office and many other emergency service agencies to move emergency vehicles quickly from one part of the County to another. This need exists daily and would be extremely important in the event of a disaster in the Northern or Southern suburbs. It is also a primary route to move injured individuals to our hospital systems. Upstate Hospital is a regional medical center and the ability to move people quickly to that location is a critical life saving need. The Sheriff's Office in Onondaga County formally requests that these needs be considered as a high priority in whatever solution is deemed appropriate.				Onondaga County Sheriff's Office
1/17/2014 11:29:28	Fritz	Arthur	afritz4@me.com	6335 smokey hollow rd	Jamesville	ny	13078	Goals and Objectives	I strongly favor removal of unsafe I-81 viaduct and routing north-south travel by way of I-481. This would allow Syracuse to again enjoy benefits of the genesis purposes of a city: density and centralization. In all, replacement of an interstate highway bisecting the city offers a great opportunity to re-think inter-city transportation options including light rail, trolley and safe, well light pedestrian ways. (it would be nice if CNY discovers the benefits of walking farther than six blocks to their destinations) Commuting needs could also, when combined with wider use of park and ride concept, be better handled by rail and express bus. It works for Carrier Dome. I sense that it would work on a regional level with depots in Cortland, Central Square, Oswego and Chittenango.				

1/17/2014 11:53:29	fritz	arthur	afritz4@me.com					Below Grade / Depressed Highway Alternative	<p>I favor removing any elevated highways in the City of Syracuse.</p> <p>I do not favor replacing I-81 through City with a wide boulevard to facilitate intra-city travel, however. Its width would only continue the same bisection of City now imposed by elevated I-81.</p> <p>Instead, I envision a combination of depressed and surface roadways. That is, lanes at surface level built over lanes depressed, with multiple exits from both roadways to serve central city. This would reduce by half the foot print of a single surface boulevard.</p> <p>Further, the subsurface concept opens opportunity to combine with efforts to replace our aged, deteriorating infrastructure for gas, water, electricity.</p> <p>Regarding the ultimate vision for City in 2040 is reduction by 70% of current overhead power lines. In my eyes: telephone/power poles are the number one blight on the global landscape.</p>				
1/17/2014 11:53:57	Lawrence	George	lelaw@twcny.rr.com					General or Other	<p>Put I81 above train tracks starting near Oakwood cemetery, heading west around city. Place interchanges near hospitals/SU, and at W. Genesee St, I690, and Destiny - Train station - Stadium.</p> <p>This solution takes care of the commuting problem and opens up downtown. The train tracks are already in place and have been long before I81.</p>				
1/17/2014 12:14:14	O'Brien	Michael	struggler13@hotmail.com	423 Whittier Ave	Syracuse	New York	13204	Above Grade / Reconstruction Alternative	<p>I believe the best option is to keep the elevated highway and stack it. This would give more lanes in each direction without expanding the current footprint and meet current guide lines and specs. I think this would cause the least disruption to everyone involved and probably be the cheapest option as well. If you build a tunnel or even worse a boulevard. how many homes and businesses would be displaced. I can not for the life of me see how a boulevard there is, walker friendly, having to cross 8 - 10 lanes of traffic. And what about the new construction that Upstate Hospital and SU is doing? I can't see the new addition being able stay there, you would need remove most of it if not all to accommodate a tunnel or boulevard. Stacking one on top of the other seems like the least disruptive and cheapest option plus much easier to walk from downtown to Upstate and the university not mention the traffic flow. Don't tear down build up.</p>				
1/17/2014 12:32:11	Barrett	Sandra	ocl@syr.edu	700 University Ave.	Syracuse	NY	13244	Goals and Objectives	<p>The Onondaga Citizens League thoroughly examined the I-81 issue from a citizen perspective in 2008-09 to help prepare the community to provide informed input in the NYSDOT process. Our findings, in the "Rethinking I-81" report http://onondagacitizensleague.org, support the rerouting of interstate traffic around the city and the development of an attractive, pedestrian-friendly urban boulevard as the preferred alternative to serve the community's 21st century goals and objectives of: 1. Better access to downtown and the University Hill area; 2. Neighborhood and job growth in the hub of the city; 3. Increased economic development and competitiveness of the region; 4. Environmental improvements associated with a coordinated transportation and land use plan that reduces traffic congestion, enhances transit, bicycle and pedestrian use, and incorporates green space.</p>				Onondaga Citizens League
1/17/2014 12:45:11								At Grade / Surface Alternative	<p>I live near SU and commute to Liverpool each day. I purchased my home in part due to the access to 81. If this does not continue as a highway in some form I will sell my home and move north of the City. When I have had to navigate through the city during disruptions on 81 it has been more than twice my normal commute. I also every day see the heavy truck traffic and don't see how that could be handled as a "boulevard". You will drive tax paying residents from the City if the convenience of 81 as a highway is no longer there.</p>			My comments are anonymous.	
1/17/2014 12:49:17	Barrett	Sandra	ocl@syr.edu	700 University Ave.	Syracuse	NY	13244	At Grade / Surface Alternative	<p>The OCL study, "Rethinking I-81" http://onondagacitizensleague.org, supports the At Grade/Surface Alternative: 1. Replacement of a limited access highway with a surface-level boulevard can REDUCE gridlock and congestion on city streets by providing more and better access points for vehicles; 2. Removing I-81 is NOT likely to hinder emergency vehicle access to University Hill area hospitals, and indeed may improve access; 3. Cities that removed elevated highways from downtown areas experienced IMPROVED connectivity between neighborhoods, stimulated economic growth, and created a more attractive, sustainable and safer urban environment; 4. DESIGN of a coordinated urban mobility system including consideration of pedestrians, bicyclists, and transit, is crucial.</p>				Onondaga Citizens League
1/17/2014 12:54:08	Lewis	Minch	minchlewis@aol.com					At Grade / Surface Alternative	<p>The Mayor's "crisis level" wish list to Governor Cuomo (Syracuse.com 1/12) included \$5 million for road construction. The Mayor confirmed that the City has been short-changing the annual maintenance each year since 2007 by millions of dollars.</p> <p>These stark financial facts raise more concern about the I-81 option to replace the elevated portion with a surface-level boulevard. According to the traffic volumes in the I-81 study, over 50,000 vehicles use that roadway every day.</p> <p>Two things will happen if the elevated section is replaced with a boulevard. First, according to the state estimates, 12% of the traffic will be diverted to the Route 481 by-pass around the city. The second consequence is that the remaining 44,000 vehicles will be forced onto surface streets.</p> <p>That traffic will be bad news for the city in many ways. The state may wind up with responsibility to maintain the direct arterials, but we know that traffic will spill onto many of the streets that are part of the city's maintenance short-fall. The boulevard will be congested, especially with peak rush-hour traffic. Drivers will take alternate routes to avoid traffic congestion. All the city streets in the area will be impacted if 44,000 vehicles converge on the boulevard.</p> <p>The City is not able to maintain its streets under current demands. Any additional traffic on city streets can only make the situation worse.</p> <p>Besides an economic impact, the boulevard option would also affect the quality of life in all the central city neighborhoods. More vehicles on the street mean more potential pedestrian accidents. More traffic jams mean more air pollution. Martin Luther King School is in the center of the area that would be affected. In addition, to handle the traffic, the boulevard portion would probably require more lanes, so there could be more disruption of existing institutions.</p> <p>The diversion of so much traffic to surface streets would also reduce the "walkability" in the whole area. One of the community goals, to create a pedestrian link between the University Hill and the downtown, would face a challenge greater than the distance, weather, and elevation.</p> <p>Based on the economic, social, and planning future of the City, the boulevard option should not be pursued further.</p> <p>submitted by: Minchin G. Lewis Former Syracuse City Auditor (1995 - 2003)</p>				Former Syracuse City Auditor

1/17/2014 13:37:05	Riccelli	Richard	richr@riccellienterprises.com	PO Box 6418	Syracuse	NY	13217	Below Grade / Tunnel Alternative	<p>Riccelli Enterprises, Inc. supports the I-81 Tunnel concept for the following reasons;</p> <p>*Safety – tunnels eliminate winter weather hazards – note: there have been a minimum of 2 fatalities directly related to the current I-81 overpass structure- a tunnel is a much safer option, especially for our climate. A tunnel would remove the dangerous convergence of Rt. 81 & Rt. 690 that exists today</p> <p>*A tunnel would cost less to maintain – tunnels have 55% less road maintenance than overhead highways</p> <p>*There is no added tax burden to taxpayers</p> <p>*Creates local employment opportunities</p> <p>*Growing Support - every person that we have spoken with who was previously opposed to the tunnel concept is now in support of the tunnel</p> <p>*Re-establishes Community Culture - a tunnel would preserve neighborhood communities while moving non-commuter traffic efficiently through the city</p> <p>*No loss of easy access to local business – a tunnel would provide access to /from Rt. 690 – an option that is not currently available</p> <p>*Constructing a tunnel would have the least disruptive impact during the construction process</p> <p>*Investment in a sound infrastructure is a good investment in our community.</p>					Riccelli Enterprises, Inc.
1/17/2014 13:49:40	sanford	clark	csanford@verizon.net					Purpose and Need	<p>The 81/690 interchange through Syracuse, as it presently exists, is one of the best and most valuable assets Onondaga County and central NY has. I believe it should be replaced with an interchange that does everything the current highway does, and more. Quick, easy, and efficient accessibility via the road transportation system is a must for all commerce and the well being and future growth of the community. Not passing Rt 81 through the city, as it exists now, would be short sighted and detrimental.</p>					
1/17/2014 14:45:54	Robert	Simpson	rsimpson@centerstateceo.com	115 West Fayette Street	Syracuse	New York	13202	General or Other	<p>We want to thank the New York State Department of Transportation for this opportunity to participate in the scoping for the NEPA review for I-81, and for the opportunity to add written comments to our statements at the November 13 meeting. Our comments are below.</p> <p>1.The replacement of the I-81 viaduct creates an historic opportunity for this community.</p> <p>The proposed investment of between \$750 million and \$1.5 billion in construction funds presents an opportunity to have a major impact on the center of one of the state's five largest cities. The state should look for a transformative solution that will address the transportation need and meet the second goal of providing a solution that enhances the livability, sustainability, and economic vitality of greater Syracuse and the region. Listed below are examples of how the current configuration fails to meet both the transportation and livability goals:</p> <ul style="list-style-type: none"> •The viaduct is not safe, as the SMTC/NYS DOT study stated that the accident rate on the elevated portion is 3 to 5 times the national average for the interstate system. •As the study noted, the viaduct suffers from multiple design deficiencies and re-occurring accident problems. •Many community leaders believe that the viaduct creates a barrier between two of the region's largest job and growth generators: Downtown Syracuse and University Hill. •The viaduct's design and current condition severely impede the very pedestrian and bicycle traffic that NYSDOT is seeking to encourage. •A study soon to be released by the Downtown Committee of Syracuse, Inc. indicates that real property tax revenues generated decline as properties are located closer to the I-81 viaduct. <p>However, there is a great opportunity that could result from re-structuring the viaduct that could significantly leverage other public and private investment taking place in the center of Syracuse:</p> <ul style="list-style-type: none"> •There is over \$1.4 billion of new investment currently taking place in central Syracuse. This growth has been driven by the educational and medical institutions on University Hill and Prospect Hill, and both have contributed to downtown revitalization by making significant investments in downtown, in spite of the need to leapfrog the highways. •There is a significant change in the character of the central city as there is a surge of market rate residential development taking place. After a long period of decline, the population of the City of Syracuse has stabilized, and in the last Census, both Downtown and the Franklin Square/Syracuse lakefront have emerged as two of the fastest growing neighborhoods in the region. •The opportunity exists to create improved access to the suburbs and other areas of economic activity such as DestinyUSA, which has emerged as a major shopping and tourist destination. •The State of New York has made significant investments in this central core, particularly in the SUNY Upstate Medical University, the Syracuse Center of Excellence, the Biotechnology Accelerator, and the Convention Center complex. One of the focus points in Syracuse for Governor Cuomo's "Start-Up New York" program will be on SUNY owned land adjacent to the highway in the Loguen's 				CenterState CEO	
1/17/2014 14:50:03	Robinson	John	jrobd1@aol.com	919 Turtle St	Syracuse	NY	13208	General or Other	<p>We need to be realistic on our approach. The current structure really does not separate the city as traffic does move below it. There will be very limited opportunity for additional development through downtown given the housing project and the hospital activity that currently backs up to the highway. We need the highway for traffic in and out of the mall as well as in and out of downtown, especially as more and more people are beginning to live in the downtown area.</p> <p>When we design the new structure we need to think of soundblocking the neighborhoods it passes through even at ground level. Pie in the sky thoughts are great but there is nothing beautiful or safe about a 6-lane boulevard, with lots of traffic coming off 81, clogging the streets, while trying to have people and other cars move into and out of downtown-picture trying to cross Erie Blvd at Midler or Thompson on foot</p>					
1/17/2014 15:03:15	Bottar	David	dbottar@cnyrpd.org	126 N. Salina Street, Suite 200 Syracuse, New York 13202	Syracuse	New York	13202	General or Other	<p>Please note that I am submitting written comments on January 17, 2014 under separate cover via email and hard copy postal service delivery.</p> <p>David V. Bottar, Executive Director CNY Regional Planning and Development Board 315-422-8276 x207</p>				CNY Regional Planning and Development Board	

1/17/2014 15:21:50	Treier	Merike	mtreier@downtown Syracuse.com					Goals and Objectives	<p>(1)The Downtown Committee desires to Restore Connections to neighborhoods. -Eliminate visual and physical barriers oConsider traveler experience along and across the route. The future solution must be inviting, safe, efficient, and attractive for users (both in cars and on foot or bike)</p> <p>(2)The Downtown Committee wants the 81 corridor to be a vibrant, new neighborhood. -Encourage zoning / planning for the appropriate scale development -Allow for uses that attract, encourage and promote pedestrian activity, walkability, activity, enjoyable, residential uses and are of the appropriate scale for fostering neighborhood growth.</p> <p>(3)The Downtown Committee desires to Create Transportation Alternatives by ensuring this will not be a one-road solution. -Improve access to Hill institutions -Allow for more access/egress opportunities to roadways to eliminate congestions points -Allow for efficient mass transit opportunities -Allow for Transportation Demand Management strategies to be enacted -Enhance connection points -Enhance vehicular wayfinding signage -Improve street grid to encourage better traffic flow</p> <p>(4)The Downtown Committee desires to Generate New Tax Revenue for the City/County. -Density and mixed-uses generate more revenue per acre -Although the City accounts for only 3% of the County's land area, it generates 29% of the County's Property Tax revenue. -Increase land development potential around the current corridor -Activate more downtown acreage -Develop vacant land and buildings to better connect the University Hill and Downtown as the region's economic engines</p> <p>(5)The Downtown Committee wants NYSDOT to Consider the Economic Interdependency of Regions – the city and suburbs are inextricably linked. -Enhancing the Quality of life of the city core will benefit all residents.</p> <p>(6)The Downtown Committee desires to Facilitate growth of major employers by allowing ease of access, and offering vibrant</p>				Downtown Committee of Syracuse
1/17/2014 15:23:03	Treier-Reynolds	Merike	merike.treier@gmail.com	361 Mildred Ave	Syracuse	NY	13206	Goals and Objectives	<p>a) A broader study area—If the geographic focus of the upcoming study is restricted to the current path of the viaduct plus 2-3 adjacent streets, the opportunity to fully utilize the City's street grid to help solve this problem may be lost. Please request an analysis of all of the major routes of entry and egress to the City, along with an assessment of those road conditions and the state of the signaling technology on those routes. Our hope is that this analysis will reveal opportunities where, with relatively minor investments, residents can swiftly, safely and conveniently enter and leave the City without using the Interstate. This analysis can also be used to justify using FHWA funds to improve the City's signalization. As demonstrated in Portland, with the removal of the Harbor Drive Highway, signalized traffic lights can make it possible for vehicles to travel across downtown without stopping.</p> <p>b.) An Origin-Destination study detailing the origins and destinations of the 89% of Route 81 traffic that is local, for every entrance/exit in the study area. This is critical to understanding the trip patterns and travel choices of the region's residents and the actual impacts on area businesses. This study may also reveal transit options and alternative road improvements that would reduce the final traffic projections for the viaduct replacement.</p> <p>c.) Finally, there needs to be a rigorously examined list of options, including enhanced mass transit, for reducing the final traffic projections for the viaduct's replacement. The final traffic projections will dictate the width of the viaduct's replacement. Elevated, depressed or at grade level, it is the width of the replacement that hold the greatest potential to harm the City in terms of demolition, pollution and walkability.</p>				
1/17/2014 15:23:03	Krohl	Kelly	kkrohl@gmail.com	802 Danforth St.	Syracuse	NY	13208	Purpose and Need	<p>I am for removing the viaduct and replacing it with a boulevard or a tunnel if feasible. I recently had the pleasure to meet a couple from Baltimore that were here for an SU basketball game. They were staying at the Skyler Hotel on S. Crouse Ave. They wanted to get to Armory Square but did not feel comfortable walking because the elevated portion of RT81 is dark, noisy and looms like a grey monster over the area. I met another couple that had come to Syr for the Clemson football game. They actually did make the trek to the SU hill from the hotel they were staying at in Armory Square. Their first comment was "why is there a major highway dividing the city like that?"</p> <p>I'm a property owner in the city and have seen many good things happen here in the past 20 years. Can we also try to bring our highway system out of the 1950's and remove the elevated behemoth that should have never been put up in the first place? The Syracuse residents deserve to have this tragic mistake reversed. This time please do it right. Thanks, Kelly Krohl</p>				
1/17/2014 15:49:48	Mangano	Anthony	community@save81.org	441 Electronics Parkway	Liverpool	New York	13088	General or Other	Save81.org has submitted formal comments via physical mail and the i81opportunities@dot.ny.gov email address as this comment form would not allow for attachments. Please confirm receipt of documents.				Save81.org
1/17/2014 16:00:42								At Grade / Surface Alternative	As a University employee and commuter from the Eastern suburbs, I am fortunate not to require I-81 for most of my travel needs. However, I have concerns over potential traffic problems for the University if an at-surface option is pursued. While it is admirable that some believe such a solution would benefit Syracuse socially and economically, there is no significant proof that this would occur, and this remains an expensive speculation. I believe a sounder option would be to repair the above-surface structure, potentially modifying its location in some areas and locations of ramps, and considering 481 access to South Campus to alleviate some traffic issues that the University causes for the city. Social and economic issues facing Syracuse must be addressed, but separately.				My comments are anonymous.
1/17/2014 16:11:32	Hidek	Melissa	melissa@hidek.us		Syracuse	NY	13210	General or Other	<p>I urge those participating in the next phase of the I-81 process to take into consideration the size of our city (about 150K people and shrinking), our county (about 460K) and our MSA (about 730K) when comparing our situation and choices to other cities across the US and the world. We are not New York, LA, Atlanta, Boston or Cincinnati. We are also not Paris, Berlin, Rio, Bangkok or Munich. We need a workable solution for the future of this community and its people.</p> <p>We do not NEED a superhighway cutting through the middle of our struggling urban center. See German cities of this size - regardless of where they are on the map, the major highways are outside of the city proper, turning into slower, smaller roads where the population is centered and where most tourist attractions, businesses, shopping, housing and parks are located.</p> <p>As a resident of the east side of Syracuse I frequently need to make a choice to take city streets or highways to reach destinations in other parts of the city or county. Based on experience, I have learned that I can get to most places within the city and close in suburbs more quickly and safely using city streets instead of highways. I also have the option of walking downtown and I appreciate that option and choose it when I can.</p>				

1/17/2014 16:31:32	Jerry	Dallas	dellhopper@aol.com	802 South Crouse Avenue	Syracuse	New York	13210	General or Other	<p>The Crouse Marshall Business Improvement District (CMBID) is a not for profit corporation established in 2003 under New York State's Business Improvement District law. The CMBID is located on the blocks bound by Adams Street, University Avenue, Waverly Avenue and Crouse Avenue. CMBID undertakes programs in environmental maintenance, security, and marketing within the district.</p> <p>With respect to the interstate-81 project, CMBID would like NYSDOT to be aware of these issues as it considers the future of I-81:</p> <ol style="list-style-type: none"> 1. The Harrison/Adams interchange provides direct access to the business district and many customers use Harrison and Adams Street for access to, and egress from, our business district. Therefore maintaining this access is important to our businesses. 2. Many of Crouse Hospital's facilities are located in the business district and those of SUNY Upstate Medical University and the Veteran's Administration Medical Center are immediately adjacent to the district. Many of our customers are employees of the medical institutions. Maintaining emergency access to the hospitals should be an important consideration and accommodating their growth is important to our business district's success. 3. Syracuse University is included within the CMBID, and there are some 20,000 students located within a few blocks of our businesses. Many new student residences are being built and planned for the area around our district. Many of our businesses are dependent on students for their commercial success, so maintaining access for Syracuse University and its students, as well as establishing new transit options for the students and our employees is important to all of us. 4. The Carrier Dome provides significant business opportunities for our merchants. Therefore maintaining a system that makes it easy for Carrier Dome patrons to attend events is a priority for us. We ask that you consider a special event plan as part of the analysis. 5. The Sheraton University Hotel is located within our BID. The Crouse-Marshall district benefits when tourists and convention groups stay in our area. University Hill is one of the largest concentrations of high quality hotel rooms in the community, but right now is separated from the Oncenter by I-81. We need a better connection for the hotels and the Oncenter and need to make it easy for visitors to find us. <p>All of these markets: employees, students, patients, visitors and residents are important to supporting our commercial establishments and institutions. As NYSDOT considers the future of the highway we ask that you give consideration to the needs of these customers and our business district.</p>				Crouse Marshall Business Improvement District
1/17/2014 17:03:42	Haley	Robert	rhaleyarch@gmail.com	137 Buckingham Ave.	Syracuse	NY	13210	Goals and Objectives	<p>was sent by Anthony Catsimatides, Past President of the Chapter, and we will be sending the "Final" PDF version by email this day. And I have included the full list here.</p> <p>If there are any questions, please contact me directly, as Chair of the "I-81 Task Force" for AIACNY. Thank you.</p> <p>Questions from the "I-81 Task Force" of the American Institute of Architects Central New York Chapter regarding I-81 Viaduct Qualitative Design Issues</p> <p>Here are some questions that our group would like to pose to the NY DOT regarding the I-81 Opportunities project.</p> <p>To the NYS DOT Design Team:</p> <p>Question related to Who is the Client:</p> <ol style="list-style-type: none"> 1. Given that the 81 Viaduct occupies and daily/directly impacts the City of Syracuse and the County of Onondaga, and that City-County taxes help pay for the highway and its maintenance, shouldn't the NYSDOT consider their client to be the CITY & COUNTY as well as the decision-makers for this study/project ? <p>Questions related to Program & Problem Definition:</p> <p>Local Programming Knowledge</p> <ol style="list-style-type: none"> 2. Based on the extensive local knowledge of the residents, organizations and representative planning within the city, how will the specific needs of the different neighborhoods impacted by the I-81 Viaduct Project be collected and addressed? We would expect the DOT to ask these sources for their input in establishing the program requirements prior to the start of the schematic design or initiation possible options to be developed. being offered. Will the Programming for each context neighborhoods be addressed prior to the start of design? 3 The Syracuse and CNY region is uniquely supported by professional and academic planning expertise, including Syracuse University School of Architecture and it's UPSTATE Urban Design Center, the SUNY ESF School of Landscape Architecture and the 				AIACNY & RETHINK81
1/17/2014 17:56:24	Lewis	Minch	minchlewis@aol.com					Above Grade / Reconstruction Alternative	<p>One problem that has been identified is the width of the right-of-way. The lanes are adequate, but the median is not. Nor are shoulders provided within the existing viaduct right-of-way. Would it be possible to separate the north and south-bound roadways. Some highways use a double-deck approach, like the George Washington Bridge into New York City. One direction might be elevated. The other might be below grade. Grade level would be used for access and egress to the arterials, Harrison and Adams. This might avoid the disruption and expense associated with expanding the right-of-way. It might also alleviate much of the community concern regarding the use of additional land. It might also make it possible to phase the construction by completing the levels in series.</p>				
1/17/2014 18:28:43	Biesemeyer	Carol	cbieseme@twcny.rr.com					General or Other	<p>When considering how to incent various highway/road users to use one route over another, please consider positive rewards as part of the scheme. For example, with today's tracking technologies, trucks could be scanned at the preferred routes (481 east of the city as a bypass) and some of their taxes or fees could be rebated. Conversely, if necessary, a toll could be imposed for using the route through the city or through Skaneateles or whatever undesirable shortcut they are using.</p>				
1/17/2014 20:54:05	Donnally	Starke	starke3@gmail.com	141 Clarke Street	Syracuse	NY	13210	Purpose and Need	<p>I remember when this was built. I was too young to see that effect on the 15th Ward (predominately African-American) would be devastating. However, my mother experienced it directly, and we did as a family. She was the Avon Cosmetics district manager for District #359, dead-center 15th Ward Syracuse. She lost her position when there was no one left to purchase cosmetics and health aids, as did the Avon Representatives.</p> <p>We have an opportunity to enhance the credential divisibility of the viaduct area and to facilitate the movement of people, not vehicles. Through-traffic can use Route 481. Syracuse needs to improve the movement of its citizenry rather than its motor vehicles. The viaduct does not need to be rebuilt in an elevated design, but surface or sub-surface to handle local traffic remaining after an efficient public transit and pedestrian/bicycle friendly network is in place.</p>				Westcott Neighborhood Association
1/17/2014 21:03:05	Donnally	Starke	starke3@gmail.com	141 Clarke Street	Syracuse	NY	13210	Goals and Objectives	<p>Our goal should be to re-connect and improve the movement of people to and from and via the center city of Syracuse, personal vehicles being optional and not a priority. Residential & commercial-retail development will be a major component of eliminating the viaduct and the incorporation of a forward-looking, efficient "people-mover" transit system. Through-traffic, probably under 10% of viaduct traffic can easily use the existing Route 481, a most under-utilized publicly-funded project that was constructed for that purpose.</p> <p>Objectively, we should remain focused on moving people within the Center-City. Commuters-employees should have appropriate and efficient local commuting transport.</p>				Westcott Neighborhood Association

1/17/2014 21:03:33	Donnally	Starke	starke3@gmail.com	141 Clarke Street	Syracuse	NY	13210	Goals and Objectives	Our goal should be to re-connect and improve the movement of people to and from and via the center city of Syracuse, personal vehicles being optional and not a priority. Residential & commercial-retail development will be a major component of eliminating the viaduct and the incorporation of a forward-looking, efficient "people-mover" transit system. Through-traffic, probably under 10% of viaduct traffic can easily use the existing Route 481, a most under-utilized publicly-funded project that was constructed for that purpose.					Westcott Neighborhood Association	
1/17/2014 21:13:51	Donnally	Starke	starke3@gmail.com	141 Clarke Street	Syracuse	NY	13210	General or Other	Objectively, we should remain focused on moving people within the Center-City. Commuters-employees should have appropriate and efficient local commuting transport.						Westcott Neighborhood Association
1/17/2014 21:50:40								General or Other	I'm concerned that business-oriented interest groups outside the City-proper are driving the agenda to move passenger vehicles and truck traffic for their own financial benefit. They do not live in the City nor represent the majority of the City's residents, but have the weight that appears to be driving the agenda to maintain and refurbish and improve the viaduct, which I feel is not correcting the flaw made more than 50 years ago, when the area chose \$\$\$ rather than people, displacing Jewish, minority, low-income, and African-American residential areas and dispersed them with recourse into high rises/low-rises [public housing rather than detached dwellings and small apartment buildings], losing their neighborhood identity and sense of purpose. The City has suffered greatly as a result of this mistake, which we all now have the opportunity to reflect and correct.					Westcott Neighborhood Association	
								General or Other	I think that I-81 should be removed. It creates a barrier through the middle of the city. It serves the purpose of cars and not pedestrians. I would prefer a boulevard.				My comments are anonymous.		
1/17/2014 23:20:34	King	Peter	pedrox@earthlink.net	606 Thurber Street	Syracuse	NY	13210	Goals and Objectives	In my understanding, NYS DOT explains the I-81 viaduct has multiple "nonstandard and nonconforming" highway attributes, and as potentially related, "is prone to congestion and safety hazards". For addressing these issues, NYS DOT's I-81 project includes these safety / efficiency objectives: "Eliminate structural deficiencies and substandard bridge ratings in the I-81 viaduct priority area" and "Address identified geometric and operational deficiencies in the I-81 viaduct priority area and related interchanges." My understanding is, any method keeping I-81 along its present track through Syracuse requires widening the road space to meet safety standards in DOT's 'Highway Design Manual'. This would increase the space used by the roadway, in a city where parking spaces already occupy over half the downtown's land area. The only other option for putting I81 through the city is creating an underground tunnel for I81, which seems unreasonably expensive. The buildings currently adjacent to I81 are valuable real estate, and we should think twice before sacrificing them. In concert with my other comments, this comment asserts we need to redirect the highway outside of Syracuse. The I81 highway could redirect east, along Route 481. Substantially increasing our public transit options in both quality and quantity would help alleviate the 87% local traffic now on I81. (I-81 Challenge, Technical Memorandum #1 Appendix B). Reference: I-81 Challenge, Technical Memorandum #1 Appendix B <pp.36-37/207>. Retrieved on Aug. 15 2012 from URL: http://www.thei81challenge.org/Home/SubMenuContent/StudyReportsAndDocuments				Partnership for Onondaga Creek		
1/17/2014 23:23:37	King	Peter	pedrox@earthlink.net					Environmental Impact Statement (EIS)	In my understanding, NYS DOT explains the I-81 viaduct has multiple "nonstandard and nonconforming" highway attributes, and as potentially related, "is prone to congestion and safety hazards". For addressing these issues, NYS DOT's I-81 project includes these safety / efficiency objectives: "Eliminate structural deficiencies and substandard bridge ratings in the I-81 viaduct priority area" and "Address identified geometric and operational deficiencies in the I-81 viaduct priority area and related interchanges." My understanding is, any method keeping I-81 along its present track through Syracuse requires widening the road space to meet safety standards in DOT's 'Highway Design Manual'. This would increase the space used by the roadway, in a city where parking spaces already occupy over half the downtown's land area. The only other option for putting I81 through the city is creating an underground tunnel for I81, which seems unreasonably expensive. In 2007, Urban Climatologist Brian Stone studied urban warming among large US cities, related to urban heat island effect from the heat stored in urban concrete. Stone ranked Syracuse the 7th highest city nation-wide in urban warming exceeding rural trends, expressed in decadal temperature change (Stone 2007). A brief glance at Stone's average decadal temperature change for Syracuse shows temperature increasing significantly from 1965 through 1975, when Syracuse's urban highways were installed. Understanding whether this change is attributable to increases in pavement brought about by the highway system would require more study, but at least seems a plausible forcing function. Studies indicate, urban heat island is often accompanied by frequent concentrating air pollution conditions, adversely impacting health. In some cases, urban fossil fuel air emissions can become trapped under atmospheric inversions, and recirculate over the urban areas. It is in our public health interests to reduce both forcing functions in urban smog: 1) heat energy stored in the total paved area in the city and 2) Fossil fuel emissions from motor vehicles. In concert with my other comments, this comment asserts we need to redirect the highway outside of Syracuse. The I81 highway could redirect east, along Route 481. Substantially increasing our public transit options in both quality and quantity would help alleviate the 87% local traffic now on I81 (I-81 Challenge, Technical Memorandum #1 Appendix B). Reference: Stone, B. (November 15, 2007). Urban and rural temperature trends in proximity to large US cities: 1951-2000. International Journal of Climatology, 27, 13, 1801-1807. On retrieved in Summer 2013 from Urban Climate Lab website, at URL: http://www.urbanclimate.gatech.edu/pubs/Urban_and_rural_temp%20_trends_Stone.pdf Stone, B. (2007). Urban Climate Data. On website: Urban Climate Lab, retrieved in Summer 2013 from URL: http://www.urbanclimate.gatech.edu/urbanclimatedata.html				Partnership for Onondaga Creek		

1/17/2014 23:25:04	King	Peter	pedrox@earthlink.net					Environmental Impact Statement (EIS)	<p>Geographic injustice and I-81</p> <p>The history of neighborhoods surrounding I81 reveal how the I81 viaduct and west street corridors effectively surrounded & isolated the South and West Side neighborhoods from the rest of the city. This planned isolation is socially injurious to those communities, especially as the residents are lower-income on average than other Syracuse neighborhoods. As Syracuse Metropolitan Transportation Council director James D'Agostino correctly observes, "No one asked the community what it wanted when I-81 was built 50 years ago" (Bump 2011).</p> <p>The National Environmental Policy Act (NEPA) was in part conceived to resolve such gross negligence planning cases. However, "simply" applying the NEPA in our current case, without accounting for long-term cyclical geographic injustice may simply taint this process with power imbalances and the arrow of time. I81 has been there for so long, people may not be able to imagine other arrangements, rendering a just process more difficult. We need an informed, holistic process whereby people understand social justice, health and quality of life implications in each choice.</p> <p>Community activist Walt Dixie asserts, "You can't just continue to condense buildings and keep a certain income population impacted together" (Bump 2011).</p> <p>For example, it seems unacceptable to me when I see young children playing basketball in a court directly underneath I-81. How is this arrangement not inducing a heavy smoking habit on those kids ?</p> <p>It would not surprise me if the high violence rate on the South Side is influenced by I81.</p> <p>This comment recommends the I81 process includes significant social understandings and a community dialog, reaching beyond the surface story. Also, I fully recommend linked action on economic inequality. As a member of the Syracuse Urban Jobs Task Force (UJTF) I recommend NYS DOT draft a Community Benefits Agreement (CBA) with lower-income Syracuse residents, granting a generous percentage of construction jobs in whatever final build configuration is adopted.</p> <p>Reference: Bump, Bethany (April 9, 2011) I-81's Future Challenged. The Stand, a South Side community newspaper. Retrived online on Jan. 17th, 2014 at: http://mysouthsidestand.com/hometownnews/i-81s-future-challenged/</p>				Partnership for Onondaga Creek
1/17/2014 23:27:31	King	Peter	pedrox@earthlink.net					Environmental Impact Statement (EIS)	<p>This comment addresses ground-level ozone pollution and related health impacts.</p> <p>In my understanding, the Congestion Mitigation and Air Quality Improvement (CMAQ) Program provides funding for transit, depending on the severity of measured air pollution issues in a given community. This funding is shut off when the community in question reaches "compliance" under the National Ambient Air Quality Standards (NAAQS), meaning the local air pollution is at levels tolerable to human health.</p> <p>Recently I attended the Syracuse Metropolitan Transportation Council (SMTC)'s quadrennial Federal Certification Review, held Tuesday, November 19, 2013 from 7:00 - 8:00 p.m., at the SMTC's offices.</p> <p>The news that evening was, Syracuse is now in air quality compliance per the NAAQS for all emission substances. However, when I asked if SMTC staff knew where the local ozone monitor was, they were unable to say. In fact, the US EPA's only ozone monitor in Syracuse is located at 5895 Enterprise Parkway Syracuse, NY 13202, roughly five and a half miles from the central city, downtown Syracuse, and about six miles from the South Side. This monitor can only give a very loose sense of how ozone may be forming in Syracuse's central valley. As well, I know from bicycling by last summer, how this monitor is located in a wetland, nowhere near human habitation. The wetland may be absorbing local produced nitrous oxides, volatile organic carbons and the resulting ozone; potentially reducing ozone measurement accuracy as representing the region.</p> <p>This comment recommends accurately measuring ozone concentrations in Syracuse's valley, a place where air pollution can gather, especially on less windy days. In recent years, Syracuse has often had calmer weather, and this trend may be attributable to climatic change. Also, asthma rates are far higher in the central valley zip codes than in the surrounding Onondaga County (NYS Department of Health). I have yet to see an attributional health impact study on our high inner-city asthma rates. It seems implausible this asthma is merely related to smoking habits or dirty furnaces. So I also recommend the DOT undertake a health impact assessment of I-81's current configuration, using the best health attributional science available.</p>				Partnership for Onondaga Creek
1/18/2014 15:52:23	Martin	Joan	Benelux98@verizon.net					Above Grade / Reconstruction Alternative	I think that the reconstruction alternative is the most beneficial to all concerned. This choice creates the least amount of disruption to those who use the highway. Also, should be the most cost effective in relation to the replacement of the highway.				
1/21/2014 14:19:06								General or Other	I was wondering if anyone had considered merging I81 with 481, routing it around to the East of the city, and turning the extant viaduct into a pedestrian/bicycle green space. If a tear-down is planned, then I'd prefer the tunnel option with an actual boulevard (with trees and greensward) which would still leave open the possibility of a more sophisticated underground mass-transit system. (I have lived in London, and visited Boston and Washington, DC and effective subway systems are a truly attractive feature for a city.)			My comments are anonymous.	
1/23/2014 17:31:50	Hole	Deborah	dhole@roadrunner.com	2023 Pine Blf	Skaneateles	NY	13152	At Grade / Surface Alternative	We finally have a chance to remove the visual roadblocks in downtown Syracuse. It's funny how you just get used to overhead traffic and large cement walls. My vision for Syracuse is an open walkable downtown connected by sidewalks, public squares, vibrant businesses and a visually beautiful green landscape.				
1/24/2014 13:13:37	DeRusso	Richard	rderusso@twcny.rr.com	11 Sunnyfield Dr.	Cortland	NY	13045	Above Grade / Reconstruction Alternative	Maintaining quick access from our area to the Medical facilities (University / Crouse/ VA / St.Joseph's) is essential for our family -- both my wife and daughter have conditions which require as little time as possible to get treatment (literally a matter of life and death) which is not available in Cortland; and I am a VA patient. I-81 has literally been a lifeline for us (taking 481 would delay treatment by at least 20 to 30 minutes). I'm sure that there are many others in the CNY region for whom this is true. I am a native of Syracuse (grew up on Tipperary Hill -- graduated from Syracuse Central and Syracuse University and have continued to feel a part of the community even though I now live in Cortland. The I-81 / I-90 / I-690 / I-481 / NY-695 highway system have transformed the regional accessibility in my lifetime -- only a West to North connection could improve it.				
1/24/2014 23:36:38	Chistolini	John	Jchistol@verizon.net	302 Westminster rd	Syracuse	NY	13214	Environmental Impact Statement (EIS)	Whatever is done the impact to our area will be great, what will be done to help us during the years of construction. A noise abatement wall will ease some of the environmental impact, since the traffic is already above acceptable levels per your study?				

									<p>Regarding the ongoing Route 81 saga, if you saw the Post Standard on Friday you will see that the local politicians are still asking to have a tunnel or a depressed highway considered. So far, the only thing resembling a schematic that the state DOT has released is shown below. The scale is almost indecipherable small, so most people may pay no attention to it including probably our local politicians. But if you look at it very, very carefully, it shows the tunnel starting underground down by E. Castle St. and coming out again to the surface at about E. Washington St. The depressed highway scheme shows it starting underground between Adams Street and Monroe Street and also quickly coming up again at E. Washington St. If all the commuters to and from the hospital, university area and downtown understood the implications of this, they might be up-in-arms and angry.</p> <p>Why don't the two schemes continue on to the north?</p> <p>Well it's not hard to figure out; there would be a giant construction hole many acres in area, 3/4 of a mile long and maybe 60 or 70 feet deep in spots at the intersection of Route 81 and 690 that would completely close down Route 81 and Route 690 for let's say at least two years. Other cross streets like James St., Erie Boulevard, N. Salina St. and maybe others would also be closed during construction. I think it's fair to say that there is no tunnel digging machine that could possibly rebuild all of the elaborate highway elevated structures that now exist at the intersection of Route 690 and 81. This means a gigantic hole down below the water table which would require vast amounts of sheet piling and a complicated well point surcharge system to keep the hole dry while pumping water back down under adjacent foundations so nearby buildings don't sink. You are talking about a monumental engineering project to do this and obviously a monumental cost not only for construction but also once it's complete for continuous maintenance of water pumps and air supply pumps forever forward. Plus I would imagine it might be quite a frightening experience to try to drive through it if you're trying to turn off to one side or the other. And who knows how many existing on and off ramps would have to be eliminated in order to do this.</p> <p>Ideally, NYSDOT would have had their engineers produce schematic plans and sections of all of the possible schemes being considered for our consideration and they can claim that they did for the depressed highway and tunnel, but it's my guess that very few of you reading this e-mail ever saw or looked carefully at this NYSDOT publicly available exhibit that I show below. And to the best of my knowledge DOT has carefully avoided telling us anything about the horrors and shut down roads that may occur during the construction phase. Years maybe.</p> <p>As you probably can tell, I'm a boulevard supporter. I think it could be a Renaissance for downtown Syracuse; we need it.</p>				
2/1/2014 23:20:01	Ashley	David C	davidcashley@gmail.com	101 Windsor Place	Syracuse	NY	13210	General or Other	Dave Ashley				
2/6/2014 16:17:27	Phillips	Jim	jphillips@gpicny.com	1810 Cold Springs Rd	Liverpool	New York	13090	General or Other	what if a loop was created around the city. connect 690 and 81 somewhere between Hiawatha and bear st running parallel. then connect 690 (at the downtown west st exit) back to 81 and 481 south of the city using the route of west st making that the new 81 corridor for through traffic. leaving downtown a safe place to cross the street.				

Timestamp	Last Name	First Name	My comments are anonymous.	Agency/ Organization, if applicable	Email Address	Street Address	City	State	Zip Code	I would like to comment on:	
1/18/2014 15:52	Martin	Joan			Benelux98@verizon.net					Above Grade / Reconstruction Alternative	I think that the reconstruction alternative is the most beneficial to all concerned. This choice creates the least amount of disruption to those who use the highway. Also, should be the most cost effective in relation to the replacement of the highway.
1/21/2014 14:19										General or Other	I was wondering if anyone had considered merging I81 with 481, routing it around to the East of the city, and turning the extant viaduct into a pedestrian/bicycle green space. If a tear-down is planned, then I'd prefer the tunnel option with an actual boulevard (with trees and greensward) which would still leave open the possibility of a more sophisticated underground mass-transit system. (I have lived in London, and visited Boston and Washington, DC and effective subway systems are a truly attractive feature for a city.)
1/23/2014 17:31	Hole	Deborah			dhole@roadrunner.com	2023 Pine Blf	Skaneateles	NY	13152	At Grade / Surface Alternative	We finally have a chance to remove the visual roadblocks in downtown Syracuse. It's funny how you just get used to overhead traffic and large cement walls. My vision for Syracuse is an open walkable downtown connected by sidewalks, public squares, vibrant businesses and a visually beautiful green landscape. People adapt--we always do. Bringing 81 out and around Syracuse with easy access to downtown streets makes sense to me. Let's unite, not divide our city!
1/24/2014 13:13	DeRusso	Richard			rderusso@twcny.rr.com	11 Sunnyfield Dr.	Cortland	NY	13045	Above Grade / Reconstruction Alternative	Maintaining quick access from our area to the Medical facilities (University / Crouse/ VA / St.Joseph's) is essential for our family -- both my wife and daughter have conditions which require as little time as possible to get treatment (literally a matter of life and death) which is not available in Cortland; and I am a VA patient. I-81 has literally been a lifeline for us (taking 481 would delay treatment by at least 20 to 30 minutes). I'm sure that there are many others in the CNY region for whom this is true. I am a native of Syracuse (grew up on Tipperary Hill -- graduated from Syracuse Central and Syracuse University and have continued to feel a part of the community even though I now live in Cortland. The I-81 / I-90 / I-690 / I-481 / NY-695 highway system have transformed the regional accessibility in my lifetime -- only a West to North connection could improve it.
1/24/2014 23:36	Chistolini	John			Jchistol@verizon.ney	302 Westminster rd	Syracuse	NY	13214	Environmental Impact Statement (EIS)	Whatever is done the impact to our area will be great, what will be done to help us during the years of construction. A noise abatement wall will ease some of the environmental impact, since the traffic is already above acceptable levels per your study?
2/1/2014 23:20	ashley	david C			davidcashley@gmail.com	101 Windsor Place	Syracuse	NY	13210	General or Other	Regarding the ongoing Route 81 saga, if you saw the Post Standard on Friday you will see that the local politicians are still asking to have a tunnel or a depressed highway considered. So far, the only thing resembling a schematic that the state DOT has released is shown below. The scale is almost indecipherable small, so most people may pay no attention to it including probably our local politicians. But if you look at it very, very carefully, it shows the tunnel starting underground down by E. Castle St. and coming out again to the surface at about E. Washington St. The depressed highway scheme shows it starting underground between Adams Street and Monroe Street and also quickly coming up again at E. Washington St. If all the commuters to and from the hospital, university area and downtown understood the implications of this, they might be up-in-arms and angry. Why don't the two schemes continue on to the north? Well it's not hard to figure out; there would be a giant construction hole many acres in area, 3/4 of a mile long and maybe 60 or 70 feet deep in spots at the intersection of Route 81 and 690 that would completely close down Route 81 and Route 690 for let's say at least two years. Other cross streets like James St., Erie Boulevard, N. Salina St. and maybe others would also be closed during construction. I think it's fair to say that there is no tunnel digging machine that could possibly rebuild all of the elaborate highway elevated structures that now exist at the intersection of Route 690 and 81. This means a gigantic hole down below the water table which would require vast amounts of sheet piling and a complicated well point surcharge system to keep the hole dry while pumping water back down under adjacent foundations so nearby buildings don't sink. You are talking about a monumental engineering project to do this and obviously a monumental cost not only for construction but also once it's complete for continuous maintenance of water pumps and air supply pumps forever forward. Plus I would imagine it might be quite a frightening experience to try to drive through it if you're trying to turn off to one side or the other. And who knows how many existing on and off ramps would have to be eliminated in order to do this. Ideally, NYSDOT would have had their engineers produce schematic plans and sections of all of the possible schemes being considered for our consideration and they can claim that they did for the depressed highway and tunnel, but it's my guess that very few of you reading this e-mail ever saw or looked carefully at this NYSDOT publicly available exhibit that I show below. And to the best of my knowledge DOT has carefully avoided telling us anything about the horrors and shut down roads that may occur during the construction phase. Years maybe. As you probably can tell, I'm a boulevard supporter. I think it could be a Renaissance for downtown Syracuse; we need it.
2/6/2014 16:17	Phillips	Jim			jphillips@gpicny.com	1810 Cold Springs Rd	Liverpool	New York	13090	General or Other	what if a loop was created around the city, connect 690 and 81 somewhere between Hiawatha and bear st running parallel, then connect 690 (at the downtown west st exit) back to 81 and 481 south of the city using the route of west st making that the new 81 corridor for through traffic, leaving downtown a safe place to cross the street.
2/6/2014 18:48	Don	Reeve			reeved1752@yahoo.com	106 Parsons Dr.	Syracuse	NY	13219	Purpose and Need	I would like to weigh in on the current discussion for the Rt. 81 debate. I think that the entire debate needs to be put in context of the larger Syracuse road system. Having lived in this area for many years, I have seen the highway system go from state of the art to out dated. Part of the problem that I see for the current dilemma stems from the nature of how the major highways converge on downtown. Rts. 81 & 690 converge on basically one exit area, that being the Harrison & Adams St. exit. All traffic from outlying areas funnels in, especially during rush hour traffic, causing significant congestion. This was aggravated when the bypass on the west side of the city was abandoned, further forcing traffic to funnel through the downtown area. I think the solution to this problem is to create additional bypass roads to alleviate some of the traffic load into the downtown area. I also think the highway needs to remain elevated and perhaps have additional exit ramps.
2/13/2014 23:18	Gotham	Brian			bdgotham@gmail.com	110 Normanor Dr	Syracuse	NY	13207	Goals and Objectives	Please listen to local analysts about this project. Decisions on a project like this need to come from the people whose lives will be affected by it every day. While this project will have a tremendous effect encompassing many things, it will be felt most at the center. Please, support the local community be hearing our voice and working with us.
2/14/2014 19:28	Andrews	Russ		Urban Dweller/Owner	Russell.andrews@nm.com	311 Montgomery St.	Syracuse	NY	13202	General or Other	I always say two things about Syracuse and Central New York: We move at glacial speed and kinda like Yogi, every time we come to a fork in the road, we take it. Let's be imaginative for once! Let's be like Milwaukee and several other cities and remove elevated roads as barriers in our downtowns. We can lower 81 below grade ...so those passing thru the city won't interrupt those moving within the city. With all the money and tax dollars we will spend on 81, let's build it so people can use it get into their urban core vs. trying to build something to get through the city (locals and multi mile travelers going from areas north of the city to areas south of the city). Let them use 481. Let's not continue to create an ugly, unsafe barrier between or newly vibrant Downtown and our equally vibrant SU. A50 year decision with tremendous impact on our future viability. Think it through!

											that it will be useful to you regardless.
2/18/2014 16:10	Miles	Christopher		Indiana University	chrimile@indiana.edu	1204 S. Grant St.	Bloomington	Indiana	47401	General or Other	<p>I'm a native of the Town of Onondaga, and have lived there almost the entirety of my life. 81 has therefore figured significantly in my experience of Syracuse and CNY more generally. I'm a 30 year old white male; at present, I am a PhD student at Indiana University, but still spend roughly a fourth-to-a-third of my year in Syracuse.</p> <p>To be straightforward, I believe the 481 re-route is BY FAR the superior option. I am sure all of the aesthetic and development arguments are perfectly clear to the DOT, as are the pedestrian and usability angles. I am similarly sure that the potential for urban revitalization and the reversal of the legacy of white flight - facilitated in no small part by the Eisenhower interstate system - is well known to the DOT. I am myself a product of it. All of these are arguments, in my estimation, for removing the highway from the center of the city and shifting it to the periphery.</p> <p>I am devoted to my home and proud of where I come from. I am and have been involved with a variety of people, organizations, and groups that have all invested effort, time, money, and hope in a city that has been struggling in a variety of registers, on both macro and microscopic levels, my entire life. I continue to believe that one of the worst plagues Syracuse knows is its inability to keep people - my friends, acquaintances, and other people I respect - in Central New York. I believe this decision could go a long way towards reorienting our city in a way that would truly be of long-term and lasting benefit to those who live in, around, and thus constitute the city. I want, ultimately, to return to and invest my own energy, effort, time, and money in the place that I come from, and all of the positive, recursive fallout removing 81 from the city would have would go a long way towards motivating me, and many others, to do so.</p> <p>I would not endorse keeping the traffic from 81 moving through the center of Syracuse for several reasons. First, while I'm nominally in favor of a tunnel - ESPECIALLY as opposed to a boulevard or submerged roadway - the Big Dig was a well publicized, glacially paced and astronomically expensive nightmare (at least according to Thomas Hughes' account) that surely you're all better versed in than I am; I don't see how a project of that kind would fare much better in Syracuse. Second, a street-level boulevard would more than likely barely mitigate the problems an elevated highway already causes, and of equal importance, would keep the area it occupies and influences ugly and de facto a polis for cars, not people. And simply as a driver on 81, I would find a slow-speed boulevard through the city - on the scale of 81, not a reduced-size arterial street - maddening. Finally, a submerged highway shares all of these problems; speaking from experience, I lived in Brooklyn from 2007-2009, and have used the BQE both then and for years preceding and following that time. Additionally, I've spent a lot of time around both its elevated and submerged portions as a pedestrian. The submerged highway was not friendlier to pedestrians, the environment, or even cars, than the elevated sections were/are. I loathed the sight of it, hated</p>
2/20/2014 15:16	Harp	Dan			dmharpjr@gmail.com					General or Other	<p>I have a comment about the implications that any redesign will have upon the I-81 and I-690 interchange. While the elevated section of I-81 is indeed a scar, the interchange with I-690 is a boil at the very heart of the city. Currently the interchange is a mess of on/off ramps and confusing exits. Any change to I-81 would seem to necessitate a redesign of the interchange, especially when one considers that sooner or later I-690 will need to be addressed for similar reasons as I-81 currently is. We need to plan for a future that not only addresses I-81 but also the interchange and leaves us in a stronger position should any changes need to be made to I-690 in the future.</p>
2/24/2014 12:53	Speer	Jessie			speemint@gmail.com	315 Roosevelt Avenue	Syracuse	NY	13210	Goals and Objectives	<p>I think the goal of this project should be to respond to the needs of the communities who live near the highway, and are negatively impacted by smog, sound, and lowered property values. I would support doing a survey, on the ground and door to door, of community residents in that area, before making any decisions.</p>
3/5/2014 21:00	White	Jon			jewwhite27@gmail.com	3 Parker Street	Newburyport	MA - Massachusetts	1950	At Grade / Surface Alternative	<p>I've driven this corridor enough times to generally know how it flows. What if you build a surface hwy (50mph) with depressed sections going under the cross streets, similar to Storrow Drive in Boston. But with better alignment, etc. The thru drivers stay far left and locals get on/off from the right. Limiting the on/off ramps to save money can work.</p> <p>An elevated structure for its full length is not smart in such snowy (i.e. salty roads) climes. Tunnels are too costly. Rerouting around the city will still require many lanes thru the city at it's current location because 90% are local users. So maybe bite the bullet, keep hwy thru city, on surface, with depressed intersections, reduced speeds for safety, and only 10% get upset over lost thru travel time.</p>
8/19/2014 10:50	Lorenz	Josef			josef.m.lorenz1@gmail.com	1804 W Genesee St Apt 33	Syracuse	NY	13204	Above Grade / Reconstruction Alternative	<p>I do not support the demolition of civic infrastructure in or around Downtown Syracuse in order to rebuild an above-ground highway. This move would remove much-needed properties (which contain local businesses, offices, and residents) off the city tax rolls and decrease land value in an area that is extremely valuable for Syracuse. The above-ground highway has done more harm than good over the last several decades and its effects can be seen in the nearby depressed real estate values.</p> <p>I support a street-level solution that improves pedestrian walkability, the encouragement of mixed-use buildings and real estate, the reactivation of local surface-level streets, and transportation efforts that can spur adjacent growth, culture, and quality of life; with the possibility of added bike lanes and the future potential for mass transit.</p>
8/20/2014 16:01	McTyre	J Andrew			pastor@parkcentralchurch.org	504 East Fayette St	Syracuse	NY	13202	At Grade / Surface Alternative	<p>I have seen the alternative that keeps highways out of a city be quite effective in all the major cities in Switzerland. Highways stop and start at the city limits. It works very well and would here as well.</p>
8/21/2014 12:26										Above Grade / Reconstruction Alternative	<p>I think above grade reconstruction alternative would be better. It keeps the car/truck pollution up in the air, so it does not go inside buildings, and into our lungs. It goes upwards! We do not have the billions to do this process. What about the buildings that have been here for hundreds of years? They are beautiful and I would not want them to be broken/destroyed with digging underground. Thank you for allowing me to comment today.</p>
8/23/2014 20:41	Ashley	David C		Representing Greening USA	davidcashley@gmail.com	101 Windsor Place	Syracuse	NY	13210	General or Other	<p>Note to NYSDOT regarding the I-81 Viaduct Project</p> <p>Unless something changes soon, the -81 Viaduct Project has a major flaw: there is no client. I am an architect and a similar situation would be that the State Education Department hired our firm to design a new elementary school for say Fayetteville New York. But the school board, the principal and the superintendent decide that they don't need to meet with us; just go do your job. So we go to the school, ask a lot of questions from anybody we can find who will talk to us, and based on state education department standards, we go and select a site and design a building, hire the contractors and build the building. There was no client; we had to come up with the answers ourselves for better or worse. Then, of course, there are plenty of complaints and maybe a lawsuit or two after everything is complete.</p> <p>This is not the way to run a ship and New York State DOT could end up getting blamed for a lot of mistakes that they unbeknownst to themselves committed.</p> <p>I'm sure you're aware that there are some political divisions between the City and the County. You also must be aware that the Onondaga County Legislature voted unanimously, long before you had a chance to do any detailed presentations, that they did not want a Boulevard. The Mayor has publicly stated she wants the viaduct to come down, but hasn't said much else. The County Executive has not stated a position other than she wants New York State DOT to tell her which is the best solution regardless of cost and if it's too expensive we would have to back down.</p> <p>I would respectfully suggest, for everyone's benefit, that Commissioner McDonald send a letter to the Mayor, the Common Council, the County Executive, and the County Legislature requesting that they form a representative group authorized to speak and act as the local client for the I-81 Viaduct Project.</p> <p>Respectfully submitted,</p> <p>David C Ashley</p>

8/25/2014 10:39	Shaw	Kari			keshaw@twcny.rr.com		Jamesville			At Grade / Surface Alternative	I understand the urge to eliminate the overhead highway. But here are some questions/concerns about the boulevard option. One of the main goals of any choice should be to improve walkability downtown. But a large boulevard, carrying lots of traffic, works against that. What would the speed limit be? Too slow, and driving it will be painful. Too fast, and it gets dangerous for pedestrians. Pedestrians will need plenty of crosswalks and stop lights. But then you have traffic idling (think toxic emissions!) and slowing down. Erie Boulevard is extremely dangerous to pedestrians. People are killed there regularly, even though few people try to cross it. The elevated highway at least raises the emissions above the city.
8/25/2014 10:46	Shaw	Kari			keshaw@twcny.rr.com		Jamesville			Goals and Objectives	It seems that many of the city leaders are in love with the boulevard idea. I get the impression that they look at Erie Boulevard and picture economic development downtown. But they are losing sight of a few things. Think of when people do and do not go downtown, and what they need/want. I live in Jamesville. I want a quick way to get downtown and a quick way to get home. I want convenient, inexpensive parking. I want to feel safe. I want to be able to cross streets safely. I don't want to breathe lots of vehicle exhaust. I have lived here for 20 years, and still find the one-way streets downtown confusing. But I have learned to use the highways to get in and out quickly. If you slow down my in/out, increase surface traffic, and increase emissions I don't know that I will come downtown more often. Maybe less often.
8/25/2014 11:24	Bauer	Joseph			DaCuse96@aol.com	5123 Old Barn Rd	Clay	NY	13041	Purpose and Need	Route 81 is the "work horse" of CNY..... it unites the entire area and it the only road in the county that goes the entire length of the county without a stop light! CNY has come to rely in Route 81 to get everywhere fast! 81 works! Here are some places it connects for all of us: 1. Syracuse Airport 2. SU/Carrier Dome 3. NBT Stadium 4. Destiny USA 5. Regional Market 6. Downtown 7. SUNY Hospitals & St. Joseph's Hospital 8. Armory Square 9. Routes 90, 31, 690, 20, and 5 all connect with it. 10. Inner Harbor (future development) No road works better, faster, and serves more people than the current Route 81. I support the modernization of the best road in CNY. Please do not move it or close it.
8/25/2014 11:34	O'Connor	Patrick			poconnor@koppbilling.com					Goals and Objectives	Parking in this discussion needs more consideration. There's an estimated 500 cars that park in and underneath the bridges in this area. These people work downtown and on University Hill/Hospitals. If a boulevard is proposed will these spots be replenished?
8/25/2014 11:57	clifford	david			dclifford@syrgov.net					General or Other	After reviewing the various alternatives, I feel that the most cost effective and best alternative would be to remove the elevated section through downtown. Efforts should be made to increase connectivity to the downtown and university areas by increasing the number of access points from both Rt 81 and Rt 690.
8/25/2014 19:34	POLECH	JANET			janp99@msn.com	4331 Cinnamon Path	Liverpool	NY	13090	At Grade / Surface Alternative	I did attend a public presentation at the Everson Museum on May 1st and decided that I would prefer the new highway to be the "boulevard/street level" alternative. I find this most appealing for several reasons: The road will be in approximately the same place but will have greater appeal aesthetically. This could help unify our city and make it more walkable with easy to access different sections in a short time, for example walking from the Everson museum/OnCenter area to dine at Phoebes Restaurant or attend a show at Syracuse Stage. The University campus would also be easier to walk to if the elevated highway was torn down. It seems that the road surface might be more temperature stable during winter months if it's not elevated, and easier to maintain by NYS DOT. If a store like Smith Restaurant Supply would need to be moved, maybe it could relocate to an empty storefront on existing S. Salina St. to enhance that area as well. Same idea for restaurants currently located in Little Italy/N. Salina St. would be more accessible to folks in the main downtown area if they were moved to S. Salina.St. where there are currently many vacancies.
8/28/2014 13:14	Carey	Cliff			cliffp.carey@gmail.com	320 Montgomery St #5	Syracuse	NY	13202	Goals and Objectives	I believe we can satisfy the need for commuter traffic to enter/exit the city as well as better plan for the needs of our University's sports events while directing thru-traffic around the city. I believe we can bring the route down to street level and utilize 4-5 lanes that can be changed from northbound to southbound based on the traffic needs at any time of day or for any event. 5-6 walkways over the main corridor will allow for pedestrian traffic. We should also employ active regulation/manipulation of the traffic sequencing to make flow more efficient.
9/2/2014 14:57	Jones	Kenneth			zorblaz@gmail.com		Syracuse	NY	13206	Goals and Objectives	Syracuse is a city worthy of being a destination. A pleasant place to spend time. A city of residents. A highway shouldn't be part of the skyline. It hasn't helped attract business. It doesn't make the area safer. A highway doesn't assist pedestrian traffic. Syracuse has a great history which shouldn't be learned at 55 MPH. Just some thoughts.
9/2/2014 22:38	Resch	Kathleen			kathyresch@gmail.com					At Grade / Surface Alternative	As a downtown resident, I support the position outlined by the Downtown Committee. First and foremost, the elevated viaduct must come down. Boulevards in cities such as San Francisco have fostered economic growth and I would expect the same in Syracuse. Any alternative should minimize impact on existing public and private properties, should improve the 690 interchanges and facilitate traffic flow through the University area.
9/2/2014 23:14	Michael	Brown			michaelcarlbrown@mac.com	108 Oak Hollow Road	Syracuse	NY	13214	At Grade / Surface Alternative	I have a few concerns regarding a choice of replacing with a boulevard and re-directing traffic on I-481. 1. Inadequacy of I-81 to I-481 transition lanes. 2. Inadequacy of lanes to handle new traffic with current 481 local traffic. In particular the back up of Fayetteville exit traffic from 481S. In fact it is impossible for over 1 hour to exit 481S at Dewitt due to right lane back up to 690. Left lane flyover exits to Fayetteville may be necessary. Additionally increased exit lane length and perhaps lanes needed for both Fayetteville and Dewitt exits. 3. I-481S at I-690 is too sharp for heavy tractor trailer traffic as evidenced by overturned trailer history. 4. Likelihood that significant increase in use of Genessee as primary thoroughfare to/from downtown. Inadequate capacity on E. Genessee street to Fayetteville and Manlius and to downtown due to elimination of traffic lanes to create bike lanes. May need lights at Dewitt and Fayetteville exits and increase to two lanes. Notably I-481S Dewitt exit to E. Genessee changed to stop sign from yield merge recently. 5. Inadequate surface roads to SU/Hospitals from Colvin exit. 6. Redirection and increase in noise pollution to eastern suburbs. Why decrease quality of life in high quality high functioning suburb. 7. Increase in debris and litter in eastern suburbs. 8. Cost and environmental impact of widening I-481 between I-81 and I-690 in Syracuse-Jamesville-Dewitt (at a minimum?).

9/2/2014 23:20	Evans	Jason			rethinksyracuse@gmail.com		Syracuse		13207	Goals and Objectives	<p>I feel that it is very important to prioritize and incorporate new public transit as early as possible into the process. In order to help mitigate some of the traffic during viaduct deconstruction and the subsequent decided-upon alternative construction, an improved public transit system should be in place BEFORE any of the deconstruction begins. This will allow people to begin utilizing it throughout the years of de/construction to improve their mobility around and across the site and city, with the huge added benefit of creating a contingent of transit riders that otherwise wouldn't ever set foot on transit until encouraged by the potential traffic woes of the years of I-81 work. These new riders will then be highly likely to continue using the transit after all I-81 is complete, and therefore ensure its continued success into the future.</p> <p>The transit implemented needs to be something above and beyond the bus system we have today; it needs to strive to be the addition of a line or system of BRT and/or light rail / street car. Having dedicated, higher-frequency routes such as these provide a sense of reliability for people who are otherwise reluctant to take transit in favor of their cars. Having a color-coded line makes it very clear to the reluctant rider exactly where this BRT or street car will take them, and that they can rely on it to bring the back later in the day. These permanent routes also have the added bonus of encouraging economic development along their paths, catering especially to the younger generation that prefers the option to forgo owning a car.</p> <p>I strongly implore you to continue the study you had begun regarding the possible implementation of BRT and/or street cars. This is a once-in-a-generation opportunity to provide people with a new alternative mode of transportation, coupled with (and this is the key) a strong incentive (the perceived traffic chaos that the I-81 work will possibly cause) to get them to start riding the transit. It goes beyond creating a traffic solution for today, and provides an opportunity to incite a cultural and development shift far into the future.</p>
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Timestamp	Last Name	First Name	My comments are anonymous	Agency/Organization, if applicable	Email Address	Street Address	City	State	Zip Code	I would like to comment on:	Comment
6/26/2014 17:41:37	Ranlet	Ken			kenranlet@yahoo.com	311 Sunrise Dr	Syracuse	NY	13205	General or Other	After attending the June 26 session at the OnCenter, I am pleased to see that you have rejected the tunnel and depressed-highway options as obviously impractical means of satisfying the project needs. The boulevard option may sound enticing to some people but I've seen too many of these become dangerous raceways through urban areas, and the criss-crossing ramps at its termination at I-690 look like a disaster waiting to happen, with fast-moving traffic exiting I-690 WB immediately encountering a traffic light where boulevard traffic is trying to enter I-690 WB. I continue to feel strongly that the best overall option is to replace the viaduct, since it will provide the safest, most reliable, and fastest means of traveling to or through the downtown area. The tentative designs include welcome improvements in interchange ramp designs which will surely improve the safety of the highway. Keeping in mind that we will live with the new highway for the next 50 years, I strongly urge DOT to pursue the V-2 option as the best value. The cost of V-2, V-3, and V-4 are not materially different, so we would make a big mistake if we "cut corners" to save a few dollars and to prevent the acquisition of a handful of properties, both minor issues in the overall scheme of things.
6/26/2014 19:04:08	Allen	Janet			centralny1@verizon.net					Environmental Considerations	I favor the two-way Almond St option, but whatever plan is selected, I would like to see environmentally appropriate landscaping with native plants. I especially would like the project to take advantage of the opportunity to provide connected pathways of native plants for pollinators. I would also like to see an emphasis on educating the public about the benefits of the native plants used in terms of their value to wildlife as well as the ecosystem services they provide. In other words, I would like to see environmentally productive landscaping be an intrinsic part of the value of the project.
6/26/2014 19:11:46	Allen	Janet			centralny1@verizon.net					Project Objectives	I'm concerned that we're designing projects for the 20th century rather than for the probable new realities of the 21st century. Although we're still commuting from suburbs in private cars, usually with only the driver as occupant, it is unlikely that this will be the norm in the future, if only because the planet can't afford the amount of fossil fuel being consumed. In addition, though, there likely will be other fundamental changes, such as self-driving cars. Of the available options, the SL1 or SL2 seem to lend themselves more to possible future changes in type and amount of traffic.
6/26/2014 23:29:31	Crawford	Gary			hethrows2@yahoo.com	429 N. FranklinSt. #310	Syracuse	New York	13204	Alternative SL-1: Boulevard	Creating a boulevard and enhancing the nearby neighborhood is exemplary. Rerouting 81-481is my choice. I believe taking thru traffic out of the immediate city proper will allow our city to become more attractive to investment by homeowners as well as businesses. Part of the multiple millions available must be utilized to reduce the critical issues identified. The one I believe is most often taken too lightly relates to the environment so necessary to advance the livability along the highway from N. Salina Street to Teall Avenue. Our neighborhoods must be saved and enhanced. The 15th Ward devastation must not be repeated. In reference to the 690West connection to Interstate 81, Please consider the alternate as Hiawatha Route as preferred. I am also curious about the number of vehicles traveling east to 81 on eastbound rt 690 West. When the final decision is made and properties are as id'd as in the way of the route how will they be reimbursed? Thanks and good luck. Gary Crawford a 47 year resident
6/27/2014 6:44:41	Wolf	Douglas			dougwolf@twcny.rr.com	113 Dorset Road	Syracuse	NY	13210	Alternative SL-1: Boulevard	I prefer the Boulevard option, but I think that public transportation options (and in particular surface rail) should be integrated into the planning process early on. These options should be considered for all options, not just SL-1. I attended the June 26 scoping meeting, and was told by a staff person that the planning process was one in which the highway/street plans would be finalized first, and only then would public transportation options be considered. The problem with this is that if the highway/street part is finalized, then whatever is chosen becomes a constraint on what can be done with public transportation, especially light rail. Thus the overall final project could end up with a suboptimal design compared to one in which all aspects of transportation were considered simultaneously. A specific proposal for light rail would be, for example, a continuously-running small streetcar that made a loop around downtown (possibly on Clinton Street, Adams Street, Madison Street, and Erie Boulevard). It could be free, which would encourage its use and also help stimulate a downtown presence of people (not cars). I have in mind the sort of free loop that runs around the Newark Airport, for example. Finally, I would like to point out that all 3 of the SL options have an external benefit: they would enhance the property values of locations close to the newly created Boulevard. This is in great contrast to any of the viaduct options, which have high building acquisition (and demolition) costs. I hope that these external benefits (which are hard to quantify) are taken into account in weighing the costs and benefits of the various options.
6/27/2014 7:26:13	Brenner	Jay			Brennerj@upstate.edu					General or Other	I had previously commented on my support for a tunnel option, but now hearing about the shallow saline I would like to suggest one more alternative before it is too late. Santa Monica is investing in a covered freeway with solar power generation. Such an option for Syracuse could provide a way to use the current structure during construction and would be a good carbon-neutral method.
6/27/2014 8:07:33	McPhilly	Thomas		NYS DOT	thomas.mcphilly@dot.ny.gov	3361 Fenner East Rd	Cazenovia	NY	13035	Alternative V-3: New Viaduct with Substantial Design Improvements	I think We are advancing toward good alternatives, understand that replacement structure will have larger foot print. Please start stressing to public concrete alternatives that make bridge paint and rusty superstructure a thing of the past. Also rendishions of replacement structure at higher elevation with half as many pier supports that motorist on the ground will look through and not stare at faschia. Refer to Aspire on line. I am making an assumption here that we do not want to be painting down town. Even one span grade separations can be made more aesthetically pleasing with concrete color form liners (no rusty steel , fewer piers at ever oportinity). The public should be educated on this before tunnel zealots get to far on protesting the demise of tunnel options. Building tunnel for 15% through traffic when 85% of 90,000 vehicle wants a destination on the surface is ill advised just by the numbers, the cost is not justified simply by the cost. http://www.aspiremagazinebyengineers.com/i/295658/

6/27/2014 17:05:41	Michel	David		N/a	davidsmichel6@gmail.com					General or Other	<p>I think the DOT has done a good job with the scoping process. The reasons for dropping various alternatives are sound.</p> <p>As a City resident, I strongly support a street level solution. This approach, including re routing 81 on 481 for through traffic, creates the most economic development opportunities for the City and therefore the region. It provides the least disruption of our neighborhoods.</p> <p>I fell more emphasis needs to be put on mass transit. The goal should be moving people, not just vehicles. A good mass transit system will alleviates some of the traffic concerns in the downtown area.</p> <p>I have travelled I 81 from the thousand Islands to Harrisburg. Syracuse is the only City where it goes through the downtown.</p> <p>The scoping process is a good start. Please continue the strong dialogue with the many communities and stakeholders.</p>
6/29/2014 16:03:38	Wolf	Elaine			ermwolf@twcny.rr.com	113 Dorset Rd.	Syracuse	NY	13210	General or Other	<p>I attended the exhibit and presentation at the OnCenter on Thursday, June 26.</p> <p>I think that in an earlier exhibit there was some attention paid to public transportation, including light rail possibilities. Why wasn't that included in Thursday's exhibition and oral presentation? The long-term future of our city shouldn't depend upon automobiles. Why wasn't Centro a central player in this process? It should have been included from the very beginning.</p> <p>I would hate to see another viaduct slice apart our city the way the current one has. I believe that Syracuse is the only city that I81 cuts through. All the other cities along I81 have a system that routes traffic around them.</p> <p>Of all the options presented I liked the boulevard the best. However, I would prefer to see all through traffic routed around the city on what is now Rt. 481 and all local traffic on existing city streets. We have observed that the best of intentions regarding the creation of boulevards can lead to situations such as Erie Boulevard and West Street. Both of these are essentially wastelands.</p>
6/30/2014 10:07:12	SABENE	JOHN			johnsabene@yahoo.com	7182 EASTMAN RD	NORTH SYRACUSE	NY	13212	General or Other	<p>I-481 was built in my backyard. Before it was built the state said that noise and drainage would not be a problem. These statements have proven to be not true. Getting any help on the drainage issue is always a hassle. It was also stated that I-481 would not be used as a by-pass, again not true. For these stated reasons I am against designating I-481 as I-81. I feel that the viaduct should be repaired as that is the most cost effective, or designate I-690 as I-81, tear down the viaduct and use the Harrison St. and Adams St. ramps as on/off ramps in any new configuration.</p>
7/9/2014 20:44:37	DeStefano	Linda		none	ldestefano3@twcny.rr.com					Alternative T-3: Townsend Street Tunnel	<p>I read in a recent issue of the Syracuse Post-Standard that "State officials reviewing options for I-81 have judged the tunnel and sunken highway options to be not reasonable." I say "BRAVO!" I agree that these options are not reasonable. I don't want to be traveling through a tunnel in which vehicle emissions will probably accumulate, especially if an air conditioning system fails. Also, there is the danger of being trapped in a tunnel with sudden flooding. Keep these options off the table.</p>
7/10/2014 8:56:13	Barnholdt	Michael			mebarnholdt@hotmail.com					Alternative V-2: New Viaduct Fully Improved to Current Standards	<p>I am for building a new viaduct; thank you for your interest</p>
7/10/2014 15:19:26	Vallelonga	Damian			damiancubed@gmail.com		Syracuse		13210	Alternative SL-3: Two-Way Traffic on Almond Street and Other Local Street(s)	<p>This is the most logical way to reconnect all of the adjacent neighborhoods back to down town. It encourages safe driving, biking and walking, which is absolutely imperative to the growth of our inner city. I-81 has done unimaginable damage to our city in many areas, and it's time to stop the auto madness.</p>
7/11/2014 10:13:02	Brickwedde	Richard		na	rbrickwedde@brickwedde.com	211 Bradford Pky	Syracuse	NY	13224	Project Objectives	<p>I know I gave these comments orally to a DOT rep at one of the Oncenter meetings. I may have submitted written comments to this effect previously. My suggestion modified from my original suggestion is that 481 be renamed 81 from the south of the city interchange to 690, and that 690 be renamed 81 to its exiting interchange with I 81 downtown. This position was subsequently adopted by Bob Doucette to address the concerns of Destiny and the motel operators at 7th North St.</p> <p>Where my position may vary somewhat is that from the present intersection of 81 & 481 south of the city, I would continue the road much as it is to Brighton and at that point and at Colvin I would look at feathering traffic off of the surface road west to Salina St. for west side traffic with an eventual connection to a 2 way S. Clinton St. and to West St. redeveloped to be more pedestrian friendly and crossable than at present. The purpose would be several fold: to reduce the surface traffic on the surface boulevard through the hospital downtown area so its width can be reduced, to increase traffic on S. Salina St. so that the south side of Syracuse which was starved by the construction of Rt. 81 can be revived and to make downtown, the hospital area and the university area and the near west side more walkable and bikeable.</p>
7/15/2014 16:57:53	Reitz	Teresa			tete429@msn.com					Purpose and Need	<p>I would like to ask if you plan on doing away with the exit from 81 south Harrison exit as this is very fast when attending hospitals in that area. My son who recently had an asthma attack taken by ambulance to hospital very fast. I think in some situations it may be a life or death decision if we have to do away with this exit and be not able to access these hospitals immediately.</p>

7/16/2014 9:54:14	Wilke	Tim			twwilke@gmail.com	1317 Harbor Road	Annapolis	MD	21403	General or Other	<p>As a former Syracuse resident that still visits 2-4 times a year I cannot stress the importance of a comprehensive study that is not rushed.</p> <p>Personally I believe building a tunnel similar to the "Access Syracuse" plan would be the best option if funding can be secured. It would be appreciated if the DOT can provide estimates not only on the initial construction costs of this option, but also what the expected maintenance costs would be for pumping water and maintaining air circulation in the tunnel.</p> <p>My second choice would be rerouting I-81 traffic along a hopefully expanded 481.</p> <p>If the viaduct was replaced then on and exit ramps would be to be constructed to better access University Hill and downtown.</p> <p>Thank you for the opportunity to comment - please add Access Syracuse and the re-routing along 481 as options in the drop-down box for comments.</p> <p>-Tim Wilke Native Central New Yorker & Former Syracuse Resident</p>
7/16/2014 21:33:30										Purpose and Need	<p>I believe that rerouting 81 onto 481 is a bad, lazy solution. First off, we wouldn't say 60 years ago that we will not do a massive public works project (tunnel) because it will take too long, 7 or 8 years. Second, it severely hampers traffic going north to west, and east to south. At the very least an exit would have to be built somewhere on route 173. I do not know what the best solution is, but we have to live with it for the next 60+ years so all I ask is not to take the easy way out.</p>
7/17/2014 11:47:30	Mamorella	Chris			crm6360@hotmail.com					Alternative SL-1: Boulevard	<p>(renamed 81) because it would be non-stop. This assumes commuters are robots. The driving time to traverse the boulevard will probably be comparable to the time it takes a driver to complete the eastern bypass because of the greater distance required to circumnavigate the city. Unless the commute times are significantly less on rerouted 81, thru traffic will strongly consider the boulevard as the "shortest path" based on continuity and convenience. That means re-routed 81 would be underutilized and not serve its intended purpose. I highly doubt simulations are accounting for this logic.</p> <p>Other cities that have removed urban freeways (e.g. Milwaukee) have a complete loop around their urban core. Syracuse does not have a western bypass, so the comparisons should end there. Eliminating 81 would cutoff all freeway access for the southwestern suburbs (Town of Onondaga), in addition to the harmful business impacts on the northern suburbs.</p> <p>Priorities should be given to those businesses and hotels that were established because of their proximity to the interstate. Those businesses specifically chose their given locations because of access to interstate traffic. Politics aside, Destiny USA represents the #1 tourism attraction in the metro area. A large part of its appeal is convenient access. Any final solution to the 81 challenge should not divert traffic away from this destination given its economic and civic importance to this region. The boulevard could create irreparable damages to those businesses collectively. Be prepared for endless litigation.</p> <p>A boulevard does nothing to remove so-called barriers between the University ed/med complex and the subsidized housing developments. The real barriers transcend infrastructure. At least with the viaduct, traffic can still pass underneath on its own accord. The "barrier psychology" is conceived in liberal idealism with no basis in reality. 690 is an elevated viaduct - yet there's no barrier phobia with that. A 6-lane boulevard occupies virtually as much real estate as the existing viaduct. Why exactly would businesses suddenly find that area more attractive? Where is this new land primed for development going to arise? It's all talk - artists' renderings with little basis in reality.</p> <p>Any decision can be construed or manipulated to appear unbiased. That's how politics work. The great concern held by many is that the final decision is rooted in the cheapest, quickest, least disruptive path, which of course would be presented in the most favorable light to sway public opinion. With the federal government funding the majority of the project, why is that even a concern? The right decision is seldom, if ever, the cheapest and quickest remedy.</p>
7/18/2014 12:07:39										Alternative O-1: Western Bypass	<p>If a complete loop was established as it exists in many other medium-to-larger cities, we probably would see much less in the way of protesting about the removal of the viaduct. NIMBY is always going to be an obstacle, but it should never be an excuse to avoid serving the greater public good.</p>
7/18/2014 18:54:34	Carrigan	Beverly			brcarrigan@gmail.com					Alternative T-4: Tunnel on Eastern Alignment (81' Below Syracuse)	<p>How about one way north on 81 where it is, and one way south underneath? It wouldn't disrupt any buildings, though a plan would be needed for cross roads.</p> <p>Totally against the tunnel and the depressed highway. Upkeep of the tunnel is cost prohibited, and can you imagine how quickly a depressed highway would fill up with snow in the winter?</p>
7/20/2014 9:38:04										General or Other	<p>Please let me begin by saying that I do not live within the city of Syracuse. That being said, my wife works at Syracuse University, and my family takes full advantage of things like the Creekwalk, zoo, and other great places that Syracuse has to offer, including downtown businesses.</p> <p>I firmly believe that the best solution to the 81 issue is one that is a long term solution and does not simply cause this issue to come back up in the not so distant future. Many of the comments that I see at place like syracuse.com cite politicians and business leaders wanting to spend everyone else's money, which I do not believe is the case.</p> <p>That said, I think that the best long term solution seems to be the hybrid between a boulevard and tunnel. If this is not possible due to the costs of building a tunnel, I think it makes the most sense to look seriously at the boulevard option. These two options seem like the best ways to solve the issue, rather than to rebuild a viaduct that will need to be replaced again in the future.</p> <p>Thank you for your time and consideration, I am sure this is an issue that is very difficult to solve.</p> <p>-Chris Leece</p>

7/20/2014 9:46:50	D'Hollander	Raymond			dholshop@verizon.net	7887 E Ridge Pointe Drive	Fayetteville	NY	13066	General or Other	<p>I support Bob Doucette's concept of using the east section of I690 as the new I-81 with the viaduct area turned into a boulevard. I was developing thoughts on this concept myself when I saw his concept described on Syracuse.com. This alternative is a new alternative that would reconfigure I-81 to run from the north I-481 interchange on its current alignment to the I-690 interchange, then along the eastern half of I-690 connecting with I-481 and then following the south half of I-481 to the current south I-481 interchange. Additional components of this alternative would include:</p> <p>a.Reconfigure the north I-481 interchange so that trucks have a fast on-off bypass lane so that they can use the north half of I-481 as a truck bypass around Syracuse reconnecting with the new I-81 at the current I-690/481 interchange. The south I-481/81 interchange would also be reconfigured and improved in this option to meet highway standards as shown in the current boulevard alternatives.</p> <p>b.One of the boulevard/Almond St options would be used for the current I-81 section from I-690 to the south I-481 interchange. I believe this is the single best way to facilitate ingress and egress from the downtown area.</p> <p>c.Improve the I-690/81 interchange to get the much needed connection with west I-690 (currently in all the alternatives)</p> <p>d.Improve the Teall Ave interchange to help deliver passengers to Erie Boulevard, Burnet Ave, and north east part of SU to help those struggling areas of the city (currently in some alternatives).</p> <p>e.Improve east-west and north-south connections below or above I-81 and I-690 in the downtown area to ensure that those vital quadrants are not isolated.</p> <p>f.Have the Thruway Authority restructure the toll pricing slightly so that the I-481 exit would be the same price (or slightly cheaper) for eastbound truck traffic than the I-690 and I-81 Thruway exits to encourage trucks to avoid the downtown area unless they are making pickups and deliveries.</p> <p>I think this option would help route traffic efficiently with cars passing our major commercial and industrial areas from North Syracuse through Syracuse all the way through DeWitt while diverting truck traffic away from the inner core. From my experience, casual auto drivers would stay on the I-81 corridor while trucks/road warriors would use the truck bypass route to avoid the curves and potential congestion in the downtown area. The road warriors aren't going to stop to use services in the city anyway.</p>
7/20/2014 9:48:31	D'Hollander	Raymond			dholshop@verizon.net	7887 E Ridge Pointe Dr	Fayetteville	NY	13066	General or Other	<p>Consideration should be given to constructing an interchange on the I-90 Thruway near Chittenango. There is a 15 mile stretch on the Thruway from I-481 to Canastota with no Thruway interchanges. As a result traffic from the rapidly growing areas of north-east Madison County and eastern Onondaga County is routed to I-481 and I-81 along Routes 5 and 92 and Manlius Center Road. A new I-90 interchange near Chittenango would likely take much of that traffic and redistribute it in Onondaga County from the numerous interchanges between I-481 and I-690 instead of concentrating it into the stretch of I-481 from Route 5 to I-90. This interchange would likely pay for itself from the tolls collected.</p>
7/20/2014 10:17:29	D'Hollander	Raymond			dholshop@verizon.net	7887 E Ridge Pointe Dr	Fayetteville	NY	13066	Alternative T-4: Tunnel on Eastern Alignment (81' Below Syracuse)	<p>I have been baffled why this alternative includes the tunnel section between I-690 and Bear St. I think a better and less expensive alternative would be the tunnel between I-481 and I-690 with the section of I-690 between the tunnel exit and the current I-81 becoming the new I-81. The tunnel exit could also have a north-west orientation to reduce the sharpness of the curve for the primary traffic flow on I-81 as the traffic flow to and from I-690 east of the tunnel would be relatively low. This modification to T-4 would mean that the Lincoln Park area north of I-690 would not be disturbed.</p> <p>I 481 should then be used as a truck bypass to minimize truck traffic through the tunnel. Hazardous materials would need to be prohibited in the tunnel and routed around on I-481.</p> <p>Please note that I am not a big fan of tunnels and view them as an option of last resort. They tend to be difficult to construct, costly, and are dangerous in operation as accidents and fires occur in an enclosed space. However, if a tunnel is deemed necessary, my revised T-4 option is the only one that makes any sense to me as the construction through bedrock would be much more technically feasible than the other options in the soft soils below the water table along Almond and Townsend.</p>
7/20/2014 23:58:26	Smith	Simangaliso			Evactivist@gmail.com	105 Summit Avenue	Syracuse	NY	13207	General or Other	<p>A question came up in the meeting hosted at the Southwest Community Center asking DOT how they could do better outreach. My suggestion is to table at the New York State Fair for the duration of the fair. It is before the end of the scoping process and would allow you access to a wider perspective. The information is important and needs to get out to the greater public.</p>
7/21/2014 12:07:38										Alternative T-4: Tunnel on Eastern Alignment (81' Below Syracuse)	<p>While earthquakes are not common in CNY, they do occur. How does the reality that Syracuse is on a major fault line impact these different options?</p>
7/22/2014 6:44:27	Belfort-Chalat	Jacqueline			belarts@twcny.rr.com	321 Huriburt Rd.	Syracuse	NY	13224	Alternative V-5: New Stacked Viaduct	<p>A new stacked viaduct, well designed not only from an engineering point of view, but also aesthetically pleasing will least disrupt the lives of the actual residents and pedestrian who use the current through streets frequently each day in order to work, shop, and live their lives. The boulevard concept frequently touted by people who do not live in the area tells me that these are people who have never tried to cross the existing boulevard (Erie Blvd.) on foot.</p> <p>If you want to revitalize downtown, provide free safe parking, and the people will indeed come. Make the area under the viaduct safe, well-lit, filled with fun kiosks and sitting areas, and it can become a tourist feature such as Las Ramblas in Barcelona.</p> <p>Any other solution will require major use of eminent domain to clear a new foot-print. The cost will be staggering for a rather poor result. And the air-quality which has been good in comparison to many other cities will only lower our ranking as a clean-air city.</p> <p>We must always ask who will profit from the awkward and expensive changes being touted by some special interest groups.</p>
7/22/2014 14:27:20	Abraham	Sasha			sma234@nyu.edu					Alternative SL-1: Boulevard	<p>I am in strong support of removing the elevated viaduct completely and creating a street-level boulevard (alternative SL-1). The Congress for New Urbanism, a leading organization dedicated to creating vibrant, healthy communities, listed the I-81 Viaduct as one of its top 10 Freeways without a Future, citing that replacing the highway with a street level boulevard is the most cost effective and sustainable solution. It's time to correct the mistake of building an elevated highway that completely cut the community in half. For economic, environmental, social and aesthetic reasons, a boulevard is the clear choice.</p>
7/24/2014 15:48:27										Alternative SL-1: Boulevard	<p>The selection should be based on what is most beneficial to the City of Syracuse and its residents. That alternative is clearly the boulevard alternative. Passers-through can use the I-481 bypass with minimal inconvenience and additional time. It is of course inevitable when a change like this occurs that enterprises that depend on the existing configuration will be unsatisfied. But this should not be a reason to maintain a status quo, when other alternatives that are clearly more attractive exist. The boulevard option is such an alternative.</p>

7/25/2014 23:03:58	Crawford	Gary			hethrows2@yahoo.com	429 N. FranklinSt. #310	Syracuse	New York	13204	Environmental Considerations	<p>As the scoping period closes in on the final selection I wish to emphasize the importance of the impact this project will have upon our community's environment. The divide once created by the viaduct will be diminished. Drivers will have a longer although safer ride north and or south. A boulevard will have a terrific visual effect upon our urban core. Impact upon the nearby neighborhoods environment MUST be the FIRST priority after the build out. I suggest the capitol left over from the rejection of the tunnels be spent on the homes,businesses and environment of the people who live near the noisy,dusty roadway. Mitigation of those things are a priority. WE have an opportunity to improve the quality of life of many in our town, don't let it slip away. I think our area politician's statements of a few days ago really forgot what we need . Do it right and maybe some of those driving by will stay. When everyone feels better about their neighborhood they surely will get to Destiny etal.anyway.</p>
7/27/2014 8:56:57										General or Other	<p>Sunday July 27, 2014 8:39 AM</p> <p>To Whom It May Concern,</p> <p>My choice is to remove the I-81 bridge that goes through the City of Syracuse and use Rte 11 and I-481 AND turn affected areas into well-lighted pedestrian/bicycle boulevard. Definitely NO tunnels!</p> <p>Rte 11 runs parallel to I-81 (see Wikipedia below). In lieu of I-81, use Rte 11 going through City. In one of the informational sessions, heard that approximately 70% of I-81 traffic stops in Syracuse; therefore Rte 11 would be suitable?</p> <p>Wikipedia http://en.m.wikipedia.org/wiki/U.S._Route_11_in_New_York "US 11 and I-81 continue to parallel each other as they head north from Binghamton toward Cortland, passing through the hamlets and villages of Hinmans Corners, Glen Castle, Castle Creek, and Whitney Point. Beyond Whitney Point, both I-81 and US 11 begin to follow the Tioughnioga River in a north-northeasterly direction, with US 11 passing through four further settlements along the river (Lisle, Marathon, Messengerville, and Blodgett Mills). Before reaching Cortland, the highway has a direct interchange with I-81 at exit 10 followed immediately by a junction with NY 41, which joins US 11 as the road enters Cortland."</p> <p>Thank you for the opportunity for community input. Good Luck!</p> <p>Sincerely, Mrs. Haines</p>
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7/28/2014 11:04:35	Gaffey	Jim			jimgaffey@yahoo.com					Project Objectives	<p>I strongly support alternatives that retain the viaduct. My preference would have been V-1 (Rehab) but since it is unacceptable, I support V-4, V-3, and V-2 in that order (and none of the others). I support these alternatives because they are the least destructive to surrounding property owners, the fastest to implement, the safest, the most efficient, and the least expensive. Our federal, state, and local governments are constantly lamenting their lack of financial resources. Therefore, I see no reason to expend more money to create a highway that takes away taxable property, slows traffic and commerce, and creates more hazardous interactions with pedestrians and bicyclists. While many local planners would like to see vehicular traffic all but eliminated from our planet, Syracuse is not and will not be a bicycling mecca. We have this season called "winter" that prohibits it. Those who ride bicycles here are and will continue to be the exception and not the rule. We should not plan our interstate transportation system around such a miniscule segment of our population. If that were the case, then let's create a lane for skateboarders, one for segways, one for tricycles, etc. I own and ride a bike recreationally. I respect those who choose or are forced to ride them for regular transportation but planning an interstate highway system around them is the tail wagging the dog. Please proceed with the alternative that is least costly to taxpayers and the one that limits the taking of taxable property. Then, use a fraction of the savings to fund improvements for the on-ramps and off-ramps and to keep the highway clean. If NYSDOT reads this, I-690 could benefit from such a fund. Would it be nice to have large medians and huge shoulders and pretty trees and planted flowers along our interstate? Of course it would, but it is an interstate highway. When President Eisenhower first funded this system, he envisioned an efficient way of connecting municipalities that improved commerce, created the American vacation and effectively created tourism in our country. It's focus was getting people from Point A to Point B quickly and expeditiously. Should we consider all available options at our disposal? Of course. But, should we buy the Cadillac when we can't even afford the Yugo? No. Please proceed with V-4.</p>

7/29/2014 12:57:49										Alternative V-2: New Viaduct Fully Improved to Current Standards	As a commuter that uses I81 twice daily through the city if Syracuse I strongly encourage the committee to give heavy consideration AGAINST changing the current configuration from a viaduct to a boulevard. There needs to be an understanding that I81 is a REGIONAL interstate that affects more than the city of Syracuse. The regular timely, unobstructed travel by those outside the city limits should be a key factor for consideration. Thank you.
7/30/2014 9:40:05	Infantine	Patricia		pinfmanlius@gmail.com	230 W. Willow St. #413	Syracuse	NY		13202	General or Other	I am strongly in favor of further analysis of Mr. Doucette's suggestion to rework 481/690 to replace the downtown section of I-81 and replace the viaduct through the city with a boulevard. I look forward to seeing more information on the feasibility of this option. I am opposed to any of the options that retain the viaduct through the city, and I am hopeful that the tunnel options will not be given any further consideration for reasons that are well-addressed in the scoping report.
7/31/2014 12:19:52										Alternative V-1: Rehabilitation	I feel that route 81 overpass should have rehabilitation. We often have to go to the doctors or hospital. We like to shop at the Mall if 81 was not there I don't think we go shopping at Destiny. Repair 81 at keep those shoppers and patients coming to the Syracuse.
7/31/2014 18:29:40	Bonney	Martha		mwbbonney@gmail.com	121 Delray Avenue	Syracuse	New York		13224	Alternative SL-2: One-Way Traffic on Almond Street and Other Local Street(s)	alternatives. I've lived in Syracuse since the early 1970s, worked at SU since the mid-1980s, and both walked and driven under the elevated portion of I-81 in the Harrison and Adam Streets, I can attest to the negative effect of ANY viaduct on that part of the city. It's dark, dank, lifeless and grim under and around the viaduct. I hate being there, and the viaduct definitely discourages me from crossing underneath it. Please don't build a new viaduct. I was reassured to hear that weather, specifically the difficulty of snow removal, was a consideration in rejecting the depressed highway options. And rejecting the tunnel, as well as the depressed highway, because of the high water table, the salty water in the water table, and the myriad gas, electric, phone, sewer, etc. lines that would have to be cut and rerouted, also made sense. That leaves the boulevard options. Given the choice between a 6-lane boulevard and some version of a 4-lane boulevard, I encourage you to pick the narrowest version. I heard lots of talk about the speed limit through the city portion of I-81 dropping below the default value of 65 MPH, or even 55 MPH, on the boulevard portion. But I usually forget to slow down on I-81 going through the city NOW, and my guess is most other people do, too. It's realistic to expect that, absent draconian police enforcement, drivers will slow down on a nice, straight, 6-lane boulevard. So a 6-lane boulevard severs one part of the city from the rest almost as completely as the current viaduct, minus the depressing gloom and shadow of the viaduct. A 4-lane boulevard, with either one- or two-way traffic on Almond Street, seems like the best of the remaining alternatives. But as several speakers noted during the July 24 meeting, the best plan would "feather" traffic into as many local streets in the city as possible, which would make it easier for I-81 drivers to access as many local businesses as possible. The primary purpose of the city portion of the interstate is not simply to zip THROUGH or PAST Syracuse, or else the best plan would be to move the interstate completely outside the city, right? So it makes sense to facilitate access to as much of the city as possible--not just SU, or the hospitals. Whatever you decide to do, properties will be damaged or destroyed, people will complain, there will be lots of lawsuits, and driving through Syracuse will be disrupted for years to come. All we can hope is that the end result is worth it. I encourage you to make choices that maximize access to all part of the city from I-81, that remove the life-killing shadow of the viaduct, and that actually benefit the residents of the city of Syracuse, including those who never set foot on the interstate. Thank you.
7/31/2014 21:00:37	Egan	John		jje47@josdesigns.com	99 Lyboldt Road	Fulton	NY		13069-4750	General or Other	WE (outsiders) heavily use that corridor in all directions, but particularly south. It's a vital hub and needs to be rebuilt for a number of reasons. As for the "argument" that it has been a barrier/dividing line in the city: HOW?? Is there some law unknown to the rest of us in the world whereby Syracuse prohibits people from walking/driving/cycling/crawling (if necessary) underneath? Then there's the thousands coming in for an Orange Game on numerous nights. Imagine the drop in local business when you route everyone AROUND Syracuse via 481!!
7/31/2014 22:18:16	Matthews	George		mapageorgem@gmail.com	711 W Seneca Tpke	Syracuse	NY		13207	Alternative SL-1: Boulevard	* The boulevard should have a roundabout at Colvin Street to improve access to the South Campus and the street grid south of downtown. * If possible, the boulevard should pass under the railroad. * A roundabout at the intersection with Genesee Street should also be considered. * Erie Boulevard and Burnet Avenue should be carried on bridges over the boulevard. * The northern end of the boulevard should have a roundabout at the intersection with Green Street.
7/31/2014 22:53:36	Beecher	Dan		dbeecher1@twcny.rr.com		Camillus	Ny			General or Other	Stop it! Dage has already been done the day the 81 viaduct obliterated neighborhoods. So what now? Year it down for what? Look to the east of the viaduct! Update medical, the VA, and SU. The only viable thing tearing down the viaduct does is allows those particular entities to expand further into downtown....ther is no recitalist ion of any neighborhood. Fix the viaduct and let things be!
7/31/2014 23:33:01	Goettel	Karen		wonderfullymade1394@yahoo.com	710 Lodi St. B-1102	Syracuse	NY		13203	Alternative SL-1: Boulevard	I don't remember seeing reference to the businesses or residences potentially affected by this but it would seem to be one of the least costly and invasive esthetically, socially, and environmentally. I also brought up to one of the gentlemen after the meeting that I was wondering if alternative construction materials were being investigated and he told me they were but I wanted it in writing that I had mentioned it as it was said that this would become part of the permanent documents. I am interested in materials that would not have the breaking up effect of the current asphalt which causes the need for almost constant repair or replacement of sections of road in spring after the winter snow and salt have had their chance to do damage. Also, if it might take up to 7 years to construct in the first place, it would seem prudent to use materials that would not only stand through the initial construction but for at least 3-5 years afterward to minimize maintenance.

8/1/2014 0:10:09	Goettel	Karen			wonderfullymade1394@yahoo.com	710 Lodi St. B-1102	Syracuse	NY	13203	Environmental Considerations	Epoxy Asphalt has already demonstrated it's ability to deliver 40 year service life as a road surfacing on steel bridge decks. The extensive testing undertaken indicated that Epoxy Asphalt should produce a durable, long lasting material suitable for use on heavily trafficked roads. It confirmed that Epoxy Asphalt is a premium material that out performs conventional binders on the important indicators of potential long service life. The challenges of construction with this material are considered moderate as existing plant and equipment can be used. However, hardening of the material during delays in construction increases the risk of construction failures and damage to plant. It will also be important to establish when , after the initial blending of the Epoxy Asphalt, the curing reaction is complete, given the health effects of the uncured Epoxy Asphalt binder, which have resulted in restrictions on its' use in some countries. The conclusion reached is that, on the basis of it's performance characteristics Epoxy Asphalt surfacing material is ready for large scale demonstrations on the roads. An HPCM material of steel fiber reinforced fine mortar while having great strength and durability, only projects a 30 year service life. These facts were taken from the website-www.internationaltransportforum.org It is my hope and prayer that long term use and maintenance costs will be your first priority after a viable layout and environmental plan has been reached.
8/1/2014 5:52:33	Pravato	Walter		truck driver	2112wpravato61@gmail.com	132 S.Edwards ave	Syracuse	NY	13206	Purpose and Need	We need to keep I-81 the way it is . Make some changes on the the on and off ramps interchange.
8/1/2014 7:28:51	Robinson	Thomas			robinsonlansing@yahoo.com	330 Conlon Road	Lansing	NY	14882	General or Other	I live near Ithaca, but travel 81 to or through Syracuse about 1-2 times per month. For the alternative of routing 81 via 481, this only adds 2 minutes to the north-south trip. Even though I do not live in Syracuse, I understand and support the position that elevated highways create a barrier through a city, and I support removing the current elevated road and returning it to boulevard for local traffic. Us out-of-towners are not heavily impacted, and this includes connecting to 690 east/NYS Thruway. The only constraint I can see is connecting to 690W.
8/1/2014 7:30:25										Purpose and Need	This needs to remain a thoroughfare to allow people to get where they need to in a timely fashion as it always has. If it becomes a boulevard, then air pollution will increase as traffic is stopped at lights. It will also increase gas consumption impacting a person's and business' expenses negatively. It will also cause delays in the transport of goods and services as well as people to their places of employment. Keep this route a highway- the city has plenty of off roads and boulevards already that people can choose to use! Thank you.
8/1/2014 9:40:40	Doupe	Ronald			rdoupe2831@gmail.com					Alternative SL-1: Boulevard	I feel that the viaduct should be removed.
8/1/2014 10:31:28										Alternative V-5: New Stacked Viaduct	I see that the 'stacked' idea is not being given as much consideration as the other options. I would think that it would take up less 'real estate' than any of the other options. When looking at cities like Pittsburgh, PA, the highway system has three rivers, a mountain, and the city to work with, and it all works well with the stacked highway. I recognize the ramps here may have to be longer, but would it not work better for Syracuse. Many cities have divisions with rivers and other geographical or man made divisions, which shouldn't pose as much of an upset as it is. Please re-consider this option.
8/1/2014 11:51:31	Bunce	Robert			rbunce@jbkane.com					General or Other	Of all the options I have heard discussed, the idea of a suspension bridge has never, to my knowledge, been brought up. A higher archway, and way less concrete pillars would be less claustrophobic and create a new beautiful Syracuse skyline.
8/1/2014 12:06:09	Cook	Joyce			jhcook@windstream.net					General or Other	I see there's a Western Bypass option listed but no Eastern Bypass. I live 25 miles north of Syracuse and visit it for entertainment events and doctors' appointments, mostly. I also use Rt. 81 to get to Binghamton and points south. As a driver in her 70s I like the split highway, especially at night. At first I thought a depressed highway would be best, as I've driven in Philadelphia and like their system. But the more I heard about it here the more I realized it would be prohibitively expensive, full of infrastructure problems, and possibly geologically dangerous. I do believe that using the existing Rt. 690 from west to east, plus its intersection with Rt. 481 near Dewitt, would be a good way to bypass downtown. It would allow people to travel on Rt. 81 from the north, past the "all-important" Destiny shopping mall, then get off on downtown ramps for visiting the city, or continue on to the east to go around the city. That is not the shortest way through Syracuse, of course, but the shortest way has proven to be not the best way anymore. I appreciate the DOT and others wanting as much input as possible on this and hope they really do listen to everyone's' concerns before making a final decision. I'm just glad I'm not the one to do that!
8/1/2014 12:54:53	colvin	john			colvin_j1@yahoo.com	8542 belnor dr	cicero	ny	13039	Alternative SL-1: Boulevard	In order to have a smooth functioning boulevard, I81 will have to be the current I 481. A major problem of that is the crazy diving between Genesee west bound and I 690 and I 481 interchange.A large portion of the traffic coming onto I481 from Genesee is then crossing 2 to 3 lanes of traffic in a short distane. If I690 were extended beyond I481 (the underpass already exists but goes nowhere), and then a connector built from Genesee to this extended I 609, then a major problem in routing I 81 around the city will be reduced.
8/1/2014 12:56:43										General or Other	I've been staying up to date on what is going on with I-81 since I have worked in the city for almost 32 years and have no plans of retiring any time soon. There is an upside and a downside to basically every option; hopefully, whatever option is chosen will be the best fit for everyone - the city of Syracuse, those that travel 81 on a daily basis, the businesses that may be impacted, etc. However, I hope that the people involved realize that little changes can make a big difference. For example, should the raised highway stay intact, do not have on ramps / off ramps in the same location. This does nothing but bottleneck traffic and cause frequent accidents. Examples - 690 traffic trying to merge on to 81 at basically the same locale of people are trying to exit at Harrison / Adams. Same on the 81 North side - people trying to enter 81 at the same location people are trying to exit 81 to 690. Sounds like a minimal piece of information, but I'm sure I'm not the only person that would make this suggestion.

8/1/2014 13:24:44	Morris	Karen			Kmorris363@aol.com	7461 Thunderbird Rd.	Liverpool	NY	13088	Project Objectives	<p>I understand the need to replace I81. My feelings are certainly based on where I live and the inconveniences that will be caused by tearing down the present elevated roadway and replacing it with a Boulevard. I travel I81 frequently both to the Southern Tier as well as to the south side of the city. For my family and I that would mean having to drive through parts of the city with traffic lights each time a trip south was made - more time more gas! Again coming north the same thing. Having to use the 481 by pass is well out of my way adding again time and gas to the drive.</p> <p>I would prefer a tunnel option if a boulevard must be built. Otherwise a tiered option would be my choice so that the footprint of I81 can basically remain the same.</p>
8/2/2014 20:19:56										Purpose and Need	<p>Great opportunity for the city to remake itself into a model, beautiful, "green" city by taking that horrible highway out from the middle of the city. Our population is shrinking, not expanding. To make it more attractive for families and business to come downtown, lets get rid of the eyesore. No tunnels, no aqueducts just a blvd with much green space, walk space and bicycle space. THAT is the wave of the future. So it takes an extra 15 minutes to get around the city. No biggy.</p>
8/3/2014 23:38:43	Cassaro	Nicholas			nicholascassaro@gmail.com					Alternative SL-1: Boulevard	<p>The Boulevard is the best option. Reactionary voices do not realize that keeping the Viaduct in its current form is not an option. People tend to fear change, and in this case they do not understand that change is inevitable because the Viaduct cannot be maintained in its current form.</p> <p>The Viaduct as constructed was a shame. 20th Century Modernism, and the belief in the good government can do, should be applauded. We do not even attempt mega-projects like the Viaduct, and I have to admit I admire the dreamers who thought big and imagined transforming a city with a mega-project. Unfortunately, they transformed Syracuse for the worse.</p> <p>In the 21st Century, we have stopped believing that the government can transform society for the better. We have told ourselves that the government should do less. In this case, the government can transform Syracuse for the better with a 21st Century megaproject. The Boulevard will be a national model of 21st Century innovation. Boston's Downtown is thriving since it removed its Central Artery in 2003. However, their project took 20 years and cost billions of dollars. Syracuse can achieve the same result and revive its downtown without the money or the trouble. This is a once in a lifetime opportunity that must be seized. Reactionary voices will resist, but they will come to accept the Boulevard just as their parents, who were likely reactionary against the Viaduct, accepted that.</p> <p>DOT has done a poor job communicating that I-81 in its current form cannot remain. It has also done a poor job explaining that commercial traffic will merely be re-routed to I-481. This poor communication has distorted the argument. Opponents to the Boulevard have also stated that this entire process has been a sham, and that the State has supported a Boulevard all along. I do believe the latter statement to be true, but I believe the State is correct in this conclusion. A Boulevard is the best solution.</p>
8/6/2014 8:03:11	Phillips	Kevin			kevin@kevindesigns.com					Purpose and Need	<p>The solution is easy. Build an alternate I-81 from Binghamton-Utica-Watertown. This was one of the original proposed routes for I-81. Out-of-town traffic can be diverted while replacement viaducts are built in Syracuse. Local traffic can be diverted around the construction area in Syracuse using I-481 while a section of I-81 is closed for construction. Having an alternate I-81 (I-81A) would help relieve future traffic issues in Syracuse. Also, this would help with safety issues of large trucks and traffic along the southern section of Route 12 which needs urgent upgrading into a four-lane highway.</p>
8/6/2014 16:49:13	Bell	Ronnie			bell444@gmail.com	517 Stinard Ave.	Syracuse	NY	13207	Project Objectives	<p>It's hard to pick a category for my comments because I believe they touch on many areas. First, as I suggested at the public meeting at Dr. Weeks School in Syracuse last week, I would like to see the DOT consider repurposing the elevated section of I 81 that runs through downtown Syracuse. All of the alternatives I saw at the presentation and heard about during the meeting seem to ignore the fact that the elevated section through Syracuse could remain intact and re-purposed as a recreational/green park type facility a la the High Line in NYC and its forerunner, the Promenade Plantée in Paris. (The link to it is here: http://www.messynessychic.com/2012/07/06/paris-secret-park-in-the-sky-the-original-high-line/)</p> <p>For I-81 traffic, travelers and Syracuse visitors this would mean re-routing traffic via I-481 and I-690 before reconnecting with the highway north and south of Syracuse. Some of this renovation work is already included in some of your alternatives but it would save a TON of \$\$\$ by not having to tear down the old I-81. yes, you would still have to do some maintenance but it would be far, far less to maintain as a fixed structure holding people, business, artwork, shrubs, trees, plants and a few buildings and it would reclaim space for recreational and park use in the middle of the City. What a bon to the lifestyle and economy for Syracuse. It ties in perfectly with our recycling nature in CNY and our emphasis on re-use and green.</p> <p>Gov. Cuomo could spur development by making to a 10 year tax free zone as well. Let's put this idea on the table to see how it would work. If you follow the Parisian link and look at how much the High Line has done for NYC, you can't help but be impressed by the possibilities of Park 81...The Green Line.</p>

8/6/2014 18:35:54	Swartz	Florence		pfswartz4@verizon.net	89 E Genesee St	Skaneateles	New York	13152-1308	Alternative SL-1: Boulevard	<p>Thank you for the opportunity to provide comments on the proposed alternatives for reconstruction of I-81. As a longtime resident of Skaneateles, I have observed the impact of interstate traffic on our village as trash haulers from New York City began exiting I-81 at Homer and traveling by way of Route 41 to Route 20 in Skaneateles on their way to the Seneca Meadows landfill.</p> <p>While the impact that these trucks on our community has been lessened to some degree through contracts negotiated with the trucking companies, I share the concern raised by others that, should the current viaduct become a boulevard, sending through traffic onto what is currently 481, not only will we see an increase in trash haulers on rural roads, but I imagine that a large portion of traffic destined for points west on the thruway will also make use of the Homer exit. In fact, according to Google Maps, there is currently only a two minute advantage for taking I-81 and 690 to reach the Thruway compared with taking Route 41 to Route 20 and on to Route 5&20, joining the thruway at Exit 41. It seems obvious that, if 481 becomes the new I-81 in Syracuse, the route through Skaneateles and Auburn to Exit 41 of the Thruway would become the quickest route.</p> <p>A traffic study of the volume of traffic travelling north on I-81 to 690 to the Thruway would illustrate the potential volume of traffic that could begin using the non-interstate short-cut. I would hazard a guess that Route 41 in particular is not designed to handle that much traffic and will likely require increased maintenance and potentially structural changes. In addition, all residents living along the 51 mile route will be subjected to the increased hazards created by a higher traffic volume which, for safety reasons, really should be carried by a limited access highway.</p> <p>I hope that ALL costs associated with any alternative are understood and quantified in your analysis. Your analysis should account for, not only the direct construction and property acquisition costs associated with each alternative, but the indirect costs to communities in the path of permanently altered traffic flows that will result from the street-level alternatives still under consideration. It may be that, by taking full account of costs and effects, some of the alternatives previously discarded as infeasible (such as the various tunnel options) may have some merit after all.</p>
8/7/2014 12:07:06	RANIERI	KIM		ranierik6632@live.com	3270 pioneer road	lafayette	ny	13084	Alternative T-4: Tunnel on Eastern Alignment (81' Below Syracuse)	<p>This proves insanity or lack of research reins supreme. Most people don't realize that Syracuse is floating. A tunnel will rival Boston's Big Dig in cost with I believe extremely higher maintenance costs. The saltiness of the water will require especial rebar as well as epoxy coatings and concrete additives. Then you have winter which will require heating, ventilation, and drainage of the tunnel systems for the snow that is brought into the tunnel by the traffic entering, also road ice formation. Then there are structural consideration for the buildings and utilities that will be impaired by the vibration component of the work in fluid soils.</p>
8/7/2014 13:04:19	Steff	Maura		mshrock@aol.com	106 Clarmar Rd.	Fayetteville	NY	13066	General or Other	<p>Please consider Access Syracuse's plan as a viable, compromise. I live off 481 and work in the University area. I use these roads daily and am a big supporter of bringing Syracuse back to life.</p>
8/7/2014 13:50:53	Osmun	Andrew		julieandy@juno.com	211 S. Monticello Dr.	Syracuse	NY	13205	Project Objectives	<p>While I do not care to comment on any specific proposal, I would like to say that, as a Valley resident, removal of the "highway" through Syracuse would make our commutes very unpleasant. Whenever I-81 is closed for repairs it creates a great inconvenience for us to use city streets to travel downtown or to the north side of the city, which we do nearly every day for work and/or recreation. We support keeping I-81, preferably as an above ground viaduct, thereby keeping the current street level travel options open as well. I can only imagine the nightmare scenario of a sell out game or other event at the Carrier Dome without all the current travel options available. Fewer options are in no way better than more options. When we were shopping for a house 30 years ago we intentionally purchased one close to the highways for easy access to both I-81 and I-481. My wife and I have discussed this and we will move from the Valley if I-81 is removed. We can see no advantage to its removal, only major inconvenience, especially for those of us who live south of the city.</p>
8/7/2014 14:41:12	Tinelli	Gene		genet43@twcny.rr.com	4320 Lafayette Rd.	Jamesville	NY	13078	General or Other	<p>An idea I have not seen publicized for the route 81 dilemma would be to consider using the CSX railroad right-of-way that snakes its way from just south of the E. Adams St. I-81N exit through the west side of the city and emerges close to I-81 near the Carousel Mall.</p> <p>Is there is enough of a right-of-way to rebuild I-81 so that the bulk of the roadway could go through mostly commercial sections of the northwest side of Syracuse rather than the downtown part of Syracuse? This would unfortunately uproot some residents, however every construction option will uproot people to some degree. As a community, we should be able to find assistance and resources for equivalent or better housing for those who have to be relocated.</p> <p>If it were possible to reroute I 81, there would be two very positive side effects. This would eliminate the transporting of toxic, flammable, and explosive materials by rail through the heart of our city. There has been a marked upsurge in tankers carrying flammable crude oil bursting into flames in commercial and residential areas. Locally, approximately 2 years ago a propane tank car fell off the tracks between I-81 and the SU Dome. Luckily it did not detonate or it could have caused serious damage and injuries. The other positive side effect to the I-81/CSX conversion is that this option would force rebuilding of two of the worst bridges in Syracuse, the railroad bridges over Onondaga Parkway and W. Genesee St.</p> <p>This solution would allow a more open city center, protect the public better from hazardous materials, and still allow a relatively efficient way to get through Syracuse on I-81.</p>
8/7/2014 15:03:27	Hughes	Brian		brianlimited@aol.com	34 Cross Rd	Syracuse	NY	13224	General or Other	<p>I feel the business people, who employee people in the local economy and pay taxes in the local economy have been very cooperative in assessing different options and attempting to accomodate "others". I feel we need to look at what we have, not what may (or may not) come from this. The local businesses, that have located along this corridor (to service it) should be our number one concern. The two options that best serve them should be what we look at.... The "Access" tunnel/boulevard option or the replacement viaduct should be our considerations. Regards, Brian Hughes</p>
8/7/2014 17:44:59									Purpose and Need	<p>I live just south of the SU campus and bought in part due to the easy access to 81 to commute to my job in Liverpool. I strongly believe the boulevard tunnel hybrid makes the most sense for city residents and pass through users of 81. I would have to relocate to the northern suburbs and pay taxes there if only the boulevard access is approved as the commuting traffic, access to the airport, etc... would be unreasonable. Residents in a large area near me would also be detoured in a major way to have to use 481. Considering NYS has millions in excess the more costly tunnel hybrid should be the most "makes sense" option for everyone.</p>
8/7/2014 18:33:44									Alternative SL-1: Boulevard	<p>I don't see how making I81 a boulevard through Syracuse could be a pedestrian friendly environment. Why can't traffic be routed around Syracuse via I481?</p>
8/7/2014 19:50:55									General or Other	<p>I support Access Syracuse's plan</p>

8/7/2014 20:54:32	House	Thomas			thouse21@twcny.rr.com	7034 West Sorrell Hill Rd.	Warners	N.Y.		13164	General or Other	I would like you to consider (Access Syracuse) proposed by Save 81. I live north of the city as many families moved to the out skirts of the county after the completion of 81. If there ever was an emergency like a plane crash (Syracuse Airport is north of Syracuse) how would we transport people quickly without an interstate. City Streets would never handle such an emergency. We have Fort Drum north of the city which also could have an emergency due to a new war. If 690 were to be used why isn't that at the end of it's useful life as it is the same age? If 81 divides the city and must be taken down won't someone say 690 divides the city the other way and must be taken down? What always made Syracuse great as far as a destination was the fact that it had a major east-west highway (New York State Thruway) and a north-south highway (Route 81) Now you want to tear down something so valuable.
8/7/2014 21:16:21											Alternative V-2: New Viaduct Fully Improved to Current Standards	Syracuse depends on availability of convenient transportation. As a taxpayer, I would agree to paying taxes towards improving current roads and bridges....making bridges and highways safe and keeping current traffic patterns once roads are repaired.
8/8/2014 1:29:37	Brown	James			nemorga@hotmail.com	200 Rosemont Drive	Syracuse	New York		13205	General or Other	I would like our community to consider the Access Syracuse plan. The Access Syracuse plan is a hybrid solution that's designed to preserve the best aspects of all of the other options. The tunnel aspect would preserve I-81's vital function of providing access into and through the entire community, particularly downtown Syracuse. The boulevard above it would affect far fewer cross streets than any of the other options, including the DOT boulevard options. It would truly connect and reconnect the streets of downtown Syracuse and create a pedestrian-friendly environment.
8/8/2014 7:20:42	Mix	David			dmix55@verizon.net						General or Other	After listening to and reading the submitted by those that feel that they have the best interests in mind for Syracuse and surrounding area I am baffled to say the least. I am sure that when done others will feel the same for mine. Taking in consideration all the monies spent already to repair and update certain sections already on Route 81, I feel it is a waste of our tax monies to now remove what has been fixed and re-design what has been in existence for as long as I can remember. I feel the existing structure should remain and or be replaced in similar fashion with updates to meet today's standards. To say that Route 81 is a structure causing division between areas of the city is absurd, as it divides the city just as a boulevard or a tunnel would. I do not agree with the offerings of Destiny Mall owners either as their offering is strictly based on what will best provide for the mall, and not what will best provide for the traveling public or the residents in the suburbs. I believe the best option is what will cost the least to the tax payers based on work already completed in updates and repairs of the current roadway, with replacement of the current bridge structures to ensure safety. There is no physical division in the city, but only one that is thought of by a select group of individuals. Removal of the highway through the city as suggested to utilize Route 481 to connect to Route 81 again near Cicero would be a financial detriment to businesses exiting in the northern suburbs near 7th North Street and the North Syracuse areas. In closing again I feel the best option to our area and its residents is to replace the exiting highway as it currently is with updates to meet the current standards required for safety as needed.
8/8/2014 9:25:19	Young	Donald			dryoung123@hotmail.com						Alternative V-1: Rehabilitation	I support rehabilitation of the current I81.
8/10/2014 10:11:50	Mitchell	Myron		SUNY-ESF	mitchell@syr.edu	120 Woodberry Lane	Fayetteville	NY		13066	Alternative SL-1: Boulevard	I have lived in the Syracuse area of 39 years and have worked at SUNY-ESF which is close to the I81 Viaduct. I also study the effect of traffic patterns and air pollution. It is clear that the elevated portion of I81 has a negative impact on the City by causing a visual and physical barrier between "The Hill" and downtown. This is an opportunity for Syracuse to make a truly transformative change that will have both short-term and long-term impacts. I am originally from the western United States and I have seen various developments make important changes in the infrastructure of western cities. I have been disappointed again and again as Syracuse and Onondaga County on the lack of a vision on how to move the City and region forward. We have an amazing opportunity with the presence of I481 and I690 to route the intercity traffic around the City with little change in convenience and travel time. Replacing the current elevated section of I81 with a boulevard would open up a corridor that would stimulate development, enhance the quality of life and improve traffic flow to the three hospitals, Syracuse University and SUNY-ESF. I am 100% supportive of this boulevard alternative which is truly the only way to move forward. I hope that I am not disappointed again that our region chooses to rebuild the I81 viaduct and hence contribute to the continued decline in the economic welfare and overall quality of life in Syracuse and Onondaga County.
8/10/2014 20:17:27	Capone	Ronald			rmcwbq@gmail.com	248 Beattie St	Syracuse	NY		13224-1187	Alternative V-2: New Viaduct Fully Improved to Current Standards	Do not replace 81 with a Tunnel or Boulevard replace with new Viaduct
8/11/2014 8:40:41											General or Other	I have lived next to RT 81 since its original construction. It was horrible living through the construction phase. Fortunately or unfortunately, I have learned to ignore traffic noise. I look at the upkeep of the viaduct and entrance and exit ramps. They are embarrassing from the garbage collection. If it becomes a boulevard, do the people in the city realize the trash will come with it near your businesses? I struggle with getting on to Saline Street from my street because people ignore the law of blocking intersections. Will that increase if it becomes a boulevard? I have learned to enjoy getting on to a highway that lets me save time going from south to north. If I want to visit the main city I do so directly, especially when I go to my church the Cathedral. A boulevard will not encourage more downtown travel. I am also beginning to believe what will become of 81 is already decided. The environmental impact study and SU have already made the decision. So just get on with it and stop spending the extra money!
8/11/2014 13:32:31	Owens	Bea			Auntbea452@live.com						General or Other	Save81.org suggestion & plan
8/11/2014 17:23:49	Sonneborn	James			adkclimber@gmail.com	PO Box 11067	Syracuse	NY		13216	Alternative V-2: New Viaduct Fully Improved to Current Standards	Today, design would not welcome a road like this but for the existing road. Any new elevated structure of a road is not what would or should be built. I have visited places where the elevated road was removed and the result has been great. Syracuse needs to be unified rather than again divided. This decision should be driven by economic development and community building. Roads should not lead, they should follow. The idea that a new road will look better is off topic. Sure it will look better than a fifty year old, badly maintained elevated road. That will change over time but what will not change is the need to bring the hospitals, S.U., and the related areas of commercial development into the community of downtown retail, commercial, and residential people and businesses. The Viaduct does not solve that issue, it perpetuates it. Thank you.

8/12/2014 9:30:37	Holeck	Paul			pholeck@gmail.com					Project Objectives	<p>I believe the objectives of the project should be to move traffic most efficiently based on the way the current viaduct is used. Much of the area served by 81 has been constructed according to the current path of the highway, including on and off ramps. To drastically alter the route of the highway would leave many businesses high and dry that rely on the easy access they planned for when making their investment in property and buildings.</p> <p>Some of the alternatives proposed are cost prohibitive. Some present major construction challenges. Some serve more to make their proponents feel good about their 'intent' to improve the area for specific segments of the population regarding aesthetics than they address the best and most cost effective way to move traffic to and from all major points in all directions to and from Syracuse. Some folks lose sight of the fact that 81 is part of the Interstate System, designated as a major north-south artery through New York State.</p> <p>It is for these reasons and others I believe the best alternative has been and will remain the Viaduct, option #2 alternative. A new viaduct, built to current standards with access ramps located strategically to improve ease of access according to current and projected traffic patterns will best serve the area while also impacting the area minimally in terms of the property acquisition required for its increased footprint. The addition of the previously omitted exchanges between 81 and 690 is also important. Some of the property needed for this option are required for all of the proposals that would establish these additional exchanges. The property needed to actually widen the rest of the project to current standards is reasonable. Those businesses affected by eminent domain proceedings will have the opportunity to relocate within the city and in many cases improve their facilities. A good number will still be on the tax rolls, despite the alarmist and misleading claims being made by some special interests that all those affected properties will result in millions of lost taxes property taxes. That is just blatantly false.</p> <p>A wider and straighter, higher-speed 81 and exchanges with 690 with upgraded on/off ramps at a reasonable cost of under \$2 billion is the way to go.</p>
8/13/2014 15:48:22	Giarrusso	Michael			mikegia@email.com	E Molloy Rd	Mattydale	NY	13211	Project Objectives	<p>The only options that will work are V2,V5 or T4. The others are either half measures or do not take Syracuse weather into consideration. Can you imagine removing 30 inches of snow from a depressed HYW. The other half measures are only a waste of taxpayer money.</p>
8/13/2014 19:25:46										General or Other	<p>I am strongly in favor of maintaining I-81 through the City of Syracuse for the following reasons:</p> <ol style="list-style-type: none"> 1) the metro area has developed around the existing highway access and too many businesses are dependent on its current configuration. 2) there is not enough economic vitality and real estate development pressure to adapt to the loss of the highway, including the adjustment of current businesses and the redevelopment of parcels adjacent to the current I-81 alignment 3) if the only interstate access through the metro area is on I-481 to the east of the city, significant amounts of traffic including trucks heading west toward Rochester will elect to use rural roads on the west side of Syracuse like US 20 not intended or suitable for interstate travel. <p>For the above reasons, I favor maintaining a viaduct through Syracuse, but hold a national completion to design the viaduct to make it an architectural feature and attraction.</p>
8/13/2014 20:00:08	Bauer	Joseph			DaCuse96@aol.com	5123 Old Barn Rd	Clay	NY	13041	Alternative V-3: New Viaduct with Substantial Design Improvements	<p>The new sky ways of the 21st Century can add to the appeal of a city. I believe we should NEVER erase Syracuse from the map. A new Skyway would deliver outsiders directly to the core of the city and have a closed underbelly with modern futuristic lighting.</p> <p>Route 81 works really well for all of CNY. You can get anywhere in 15 minutes! To my knowledge, there is no highway that has been more successful.</p> <p>Route 81 in the ONLY road the runs the entire length of Onondaga County without a single red light!</p> <p>Over the past 50 years, the entire economic infrastructure of the county is linked to the current Route 81 location. Virtually every venue in the county has an exit off Route 81 such as, the airport, major hospitals, Armory Square, Clinton Square, Syracuse U., NBT Stadium, the Regional Market, and Destiny USA.</p>
8/14/2014 16:30:33	Follett	Timothy			tim@brannock.com	6760 Kingsley Rd	Fayetteville	NY	13066	Project Objectives	<p>As a resident of Dewitt and a business owner in the town of Salina I have watched with great interest the debate and proposals of the future of interstate 81. I believe a project of such a magnitude and long term consequences must consider fully all aspects that any decision will have on the community, businesses, and residences of not only the city of Syracuse but the surrounding communities as well.</p> <p>One of the positive aspects of living in the Syracuse area is the ease of which you can commute to most locations and surrounding areas. As a business owner operating directly off interstate 81, we have come to rely on the ease and low cost of access to all the surrounding communities that 81 currently provides our business.</p> <p>As a resident of an eastern suburb I am strongly against any proposal that would plan to reroute through traffic to interstate 481 as an alternative for the traffic which seeks the fastest method for those who wish to get through the city. Anyone that has to travel on 481 daily understands the idea of adding additional through traffic is not only logistically a bad idea but also an accident waiting to happen.</p> <p>Considering all of the various options proposed I believe the Save81 organization's proposal for the access Syracuse plan is the best alternative. While cost always needs to be considered this project is not one that if done incorrectly can be easily changed. I believe this option serves the best of all interests in the community for the long term good for all it will serve.</p>

8/17/2014 16:16:01	Fisher	Steve			stevefisher773@gmail.com					General or Other	<p>I have been a Central New York resident all my life, having lived in Liverpool from 1947-1971 and the City of Syracuse until 2009. I observed the original construction and recall when I-81 north of the City terminated at grade near Erie Blvd East, prior to the viaduct construction.</p> <p>My idea for a composite solution to the I-81 Challenge utilizes many of the concepts already discussed and proposed, with a focus on two specifics: elimination of unnecessary traffic from the City and providing non-stop travel through the City for local traffic via a modified boulevard at a lower than current speed.</p> <p>A Sketch Plan and Profile of this concept is separately attached. Shown are three underpasses and two Park areas along a boulevard. By using ramps and the underpasses, there should be significant space to accommodate utility relocations. It is acknowledged that there is much room for enhancement and development, but this is an idea to seriously consider. Of course, key to any plan will be accommodation of rush-hour traffic, including that to the University Hill.</p> <p>Construction of a few sections of a depressed roadway will require control of water and relocation of utilities at a cost, however, by restricting this construction to the shortest possible length, there would be benefits in cost savings, future maintenance mitigation, and ventilation requirements, over a lengthy tunnel. Connection to I-690 can be made similar to that described in the State's Street Level Option SL-1.</p> <p>It seems obvious that a primary objective of the project should be to remove the through-traffic from the downtown proper by utilizing I-481 as the re-designated I-81. In spite of the fact that there would be some lost drive-by stops (visitors) to businesses in the section of I-81 "bypassed", the quality of city life for all (residents and employees) must be a major consideration of the final decision. This solution should increase traffic safety in the City as well as reduce peak-hour traffic congestion. The elimination of the physical barrier (existing viaduct) would link the University Hill, Downtown, and Armory Square areas, thereby enhancing the establishment of a viable downtown community core.</p> <p>The interconnection between north and a south Interstate spur roads would not need to be designated as an interstate highway, and as such, can be constructed to different standards and at less cost. Local traffic that wants to cross the downtown area can be accommodated, without stops, by constructing a boulevard with select underpasses along the alignment of Almond St. and current I-81. This road would</p>
8/18/2014 12:48:16	Plumley	Peter		PlumleyFarms	pwplum@twcny.rr.com	3188 Sentinel Heights Road	LaFayette	New York	13084	Purpose and Need	<p>Any future transportation pathways for Syracuse should consider the impact of the world's rapidly depleting reservoir of hydrocarbon fuel on automobiles. I've heard statements that the I-81 replacement infrastructure should be useful until 2075! But hydrocarbons to make gas and diesel will be totally gone by 2050 and likely reduced to a trickle by 2020 – and expensive. By the time this project is complete, society as a whole will be living a paradigm shift in our commuter and shopping routines, and general use of hydrocarbon energy – the concept of the Sunday Drive will be considered in the same category as our 20th century dumping of industrial waste into the lake. We will ask, "What were we thinking?" The I-81 replacement structure could be one huge expensive bike trail! Or horse path.</p> <p>A discussion is needed to address this reality. I'm particularly concerned about the petroleum industry and auto industry providing unrealistic opinions on the planet's near term and future energy situation. All-electric cars charged by renewable energy sources are in the cards, but the needed infrastructure has yet to be proposed and developed. The auto industry needs to get behind this.</p> <p>At one of the DOT presentations, it was said that Mass Transit will not work for Syracuse – because it didn't work for Buffalo. I offer that, in addition to electric cars, mass transit may be the best solution for 2020 and on into the future. A network of Salt City all-electric trolley cars can keep us moving! If implemented, Syracuse will be a city of destiny – area malls will fade away without such a plan.</p> <p>If there are skeptics to these projections, perhaps we should wait until 2020 (the no build option) so we can all gain a clearer vision regarding transportation in a new world starved of hydrocarbon fuels.</p>
8/19/2014 14:35:06	Ayling	William		Integrated Science, LLC	aylgram@verizon.net					General or Other	<p>I am unconvinced that a boulevard would work. How can an existing boulevard with an interstate highway be combined into one highway that effectively manages the traffic, especially such an important route to two hospitals and university dome events? Have the environmental impacts of alternatives that shunt through traffic onto 690/481 been considered? Don't proposals to shunt through traffic onto 690/481 result in nearly double the mileage for through traffic? With more mileage comes more GHG emissions and pollution.</p> <p>As a resident that lives in Liverpool and uses Rt 81 near the city primarily to visit relatives and participate in recreational activities that are both south of the city, the boulevard proposal would result in increased GHG emissions from such vehicles, and increased inconvenience and time. I hope that tunnel options will be seriously considered, especially in light of Senator DeFrancisco's recent editorial in the newspaper that dispels concerns related to price only without consideration of functionality.</p> <p>I also agree with comments that the bridge is an eye sore and has negative impacts on the city. Expanding the area needed for the bridge to meet today's highway standards appears to be a step in the wrong direction.</p> <p>It seems that early dismissal of tunnel alternatives is not wise because tunnel options are the only alternatives that provide the functionality that people seek.</p> <p>Consider using multi-criteria decision analysis (MCDA) tools to help evaluate complex problems such as this to balance competing attributes such as price and functionality, and to communicate with stakeholders. MCDA provides a framework that could help to make the analysis more transparent.</p>
8/20/2014 17:11:30	murphy jr	Thomas			tom4jr@aol.com					Alternative T-3: Townsend Street Tunnel	<p>I like the idea of a tunnel. Using the space created above ground for green space with perhaps a greenhouse or an aviary which is done in las vegas would be an excellent use of space</p>

8/20/2014 17:42:26	Barnes	Christopher			cjb281@hotmail.com	303 Dickerson Drive North	Camillus	New York	13031	Purpose and Need	<p>1. Without the Urban, there is no Suburban. The suburbs wouldn't exist if Syracuse didn't exist. People like to obtain the economic benefit from working in or being supported by the economy of the City, but seem to be quite ignorant when asked if the highway should stay or go. Quite often, suburbanites are only concerned with their commute time. I bet the commute time in Detroit is pretty good, but that doesn't make the City successful. The point is, the City is the heart of the area, and even if my commute time is 5 minutes longer (which it was when 81 was closed for maintenance a while back), I think we should do that which is best for the City. All else will fall into place if that is the main focus. This could be considered somewhat philosophical, but there is much information to support it and common sense and Latin dialect says there could be no suburban without an urban.</p> <p>2. I think there is a lot of misinformation thrown around when talking about traffic impacts as well. I think the people need to know in detail and real numbers how they might be impacted and be provided with information that allows them to better understand how their commutes might be affected. For instance: A person who is traveling from point A to the city itself, will probably be impacted very little. People talk as if removing 81 means there will no longer be any road. There will still be an off ramp at some point to get to where they need to go. It needs to be compared from current design to future design. Not current design versus nothing. It is the through traffic that would be most affected. A good thing to show people might be: a. Camillus/West Side to Upstate Hospital: No impact. Off ramp and travel on current Almond street would be expected to be very similar. b. Camillus/West Side to Tully/South Side: If using the blvd the impact would be 5 additional minutes. Using alternate routes would have the same 5 minute increase. c. Tully/South Side to Carousel Center: ...etc. Without this information, the public is making an uninformed and uneducated decision. I do not believe this is a philosophical or debatable point.</p> <p>3. Another clear piece of information that should be communicated to the public is how many buildings and an estimate of which buildings will need to be demolished to build a new viaduct or given alternative. Without this information, the public is again being asked to make an uninformed and uneducated decision. I also do not believe this is a philosophical or debatable point.</p> <p>Conclusion:</p>
8/20/2014 19:36:56	Coye	David			dcoye@yahoo.com	21 Berman Ct	Phoenixville	Pennsylvania	19460	General or Other	<p>I am a native of LaFayette and still own farm land there. It seems to me that if Rte 81 was closed for a period of time between the 481 exit to the 690 exit we would very soon (says or weeks) know how viable routing traffic to 481 would be. Issues (or possibly benefits?) would become visible with hard data given the correct study design.</p> <p>I highly recommend the final solution look good and be something Syracuse can be proud of for decades no matter what the cost.</p>
8/20/2014 21:02:19	Moldrem	Leslie			lmoldrem@gmail.com	320 Highland Ave.	Syracuse	NY	13203	Alternative SL-1: Boulevard	<p>I strongly urge that you use some form of the boulevard option, with better links to 690. I was very impressed with the explanations and have been in other cities (eg Philadelphia) that have similar paths. I also think West St. should be used. Between the option of using Almond St. in one direction and or in both directions, I think it might be better both ways if less has to be torn down. There are a lot of historic buildings on Townsend St. I would hate to see ruined.</p> <p>I strongly urge you not to build a higher, wider viaduct that would divide the city even more. I really think people will find the alternative that works for their needs, and according to your timetables there wasn't a lot of added time for different routes. It could make a huge difference to our city and downtown. Thanks for all the hard work.</p>
8/21/2014 18:39:52	Yolla	DeRose			yobears25@aol.com					Alternative V-2: New Viaduct Fully Improved to Current Standards	<p>I believe that the best fix for I 81 is to just replace all of it and bring it up to Current Standards. If you do any thing crazy. like, changing roads to one ways, or making Hiawatha Blvd. into a main traffic pattern, there will be hell to pay, way to many vehicles travel that road as is. Going into the higher standards for 81 is going to do nothing more than cost us tax payers more money that WE DON'T HAVE! Syracuse is losing jobs left and right, how many people actually pay taxes anymore?? I know there are very few hard working family's left to carry this burden. Just replace all of it and bring it up to Standards! Thank You!</p>
8/21/2014 22:42:32	Kline	Kathy			kkline9@verizon.net		Liverpool	NY	13090	Alternative V-2: New Viaduct Fully Improved to Current Standards	<p>I think that the viaduct options are the best ones. I drive the the Hill area every weekday for work. The times that 81 has been closed or there is major construction create a commuting nightmare. Driving thru the city instead of 81 takes longer, costs people more in gas, and then you have to deal with pedestrians. I don't think the the viaduct should be torn down just because people believe building it originally was a mistake. Businesses have grown up and flourished due to the current footprint. Tearing it down will not take things back to the way they were before 81 was built. 690 is also elevated thru part of the city, and this project won't change that.</p> <p>During the winter 30,000 people travel 81 to get to the Dome to watch SU play basketball-- I can't imagine the traffic nightmare with a boulevard.</p> <p>Whatever decision that is made should take into account ease of travel to the various hospitals, Syracuse University and those practical concerns. Don't tear it down just because some people don't like how it looks or how it cut the city years ago. It's already there and improving it is the most logical choice.</p>
8/22/2014 8:41:13	Barling	Raymond	Working commutor		rjb13131@yahoo.com					Alternative V-3: New Viaduct with Substantial Design Improvements	<p>I have been servicing office equipment in the Syracuse area for 37 years. The fact that we have viable interstate roadways going through Syracuse with several exits allows me and anyone else who has to work or travel to destinations around the Syracuse area dependent on the highways we have. Syracuse would not be a viable place to do business if you remove one of the highways that are currently in place. Route 690 would be unable to handle the traffic that would come in from the north as well as the south during rush hour. We need only to take a look at Erie Blvd to know how much real estate is needed to have turn lanes and traffic lights. This amount of real estate would also be needed with a boulevard.</p> <p>The only viable solution is an elevated viaduct with an additional lane going in each direction. Also the ability for south bound traffic to enter 690 west would be an improvement. If the highway is removed and a boulevard is put in its place then the city pedestrian traffic would truly be divided. As it is now people and traffic go under route 81 just as it is.</p>

8/22/2014 10:02:45	Blum	Andy			isublum@hotmail.com		Jamesville	NY		Purpose and Need	The ideal solution for I-81 is to build a tunnel underground AND a boulevard on the ground level. This would remove all of the above ground interstate structure, keep the existing business and create a beautiful section in the city. This would also allow travelers to continue to travel thru the city if they do not need to stop. The cost is irrelevant; please select the best solution for the city as this will need to last 50 more years. I would rather have a toll to support the best solution than get stuck with a sub-optimal solution.
8/22/2014 16:19:27	Doswell	Willardq			wdoswell@aol.com	220 Hawley Ave.	Syracuse	New York	13203	Alternative SL-1: Boulevard	Remove the highway from downtown. Route traffic around the city. This is not for my convenience. It is so that my children and grandchildren will have a better city in the future. Malls and shopping centers come and go - the city should last forever.
8/22/2014 16:21:25	Doswell	Willard			wdoswell@aol.com	220 Hawley Ave.	Syracuse	New York	13203	Alternative V-2: New Viaduct Fully Improved to Current Standards	Nooo! This was a mistake made in the 60s. Lets not make it again!
8/22/2014 18:31:59	fraser	steve			pynedweller@gmail.com					General or Other	As someone born and raised in the Syracuse area and with a "heart" for Syracuse's present and future well-being and improvement, I would simply like to cast my vote for the route 81 rebuilding to include a tunnel through the downtown area to visually, physically, and truly connect the Syracuse University neighborhood (and the E. Genesee St. Neighborhood below it) with all the economic and youthful vibrancy associated with it, to the rest of the city west of the intimidating concrete eyesores that the routes 81 and 690 create. It, of course would also make it easier for University people to circulate downtown to take advantage of it's cultural, recreational, residential, and business opportunities. Cities with an eye toward making themselves pleasant places to circulate on foot, as well as pleasant places to visually be in, and cities attracting the young adults which university students are, in my opinion are going to be those which better succeed economically, residentially, recreationally and otherwise. Apart from tearing down the "Berlin Wall" of Syracuse that divides it, the land which is made useless for other purposes like residences, businesses, and open/public space parks and "squares", by the concrete path of the overland route, would be available for such purposes and others by routing 81 traffic underground with funds from wherever they can be reasonably obtained to invest in a better future for Syracuse and it's interwoven surrounding towns. Shorter term savings in construction costs need to be weighed against longer term economic and quality of life costs and benefits for those living and visiting in the area. Thank you
8/22/2014 18:38:22										Alternative V-2: New Viaduct Fully Improved to Current Standards	I believe this is the best option. As A local resident I believe the ease of traffic flow both on 81 and on surface streets should be the overriding concern. in today's society and into the future what is and will be valued most is convenience and time. Residents will benefit from the easiest traffic flow with least interruption and visitors will value this as well. Fewer traffic lights and stops should be the goal here. Thank you. Best wishes and best of luck.
8/22/2014 18:55:18	Green Jr	Otto		Former resident	ogreenjr323@gmail.com	3720 N.14th Street	Lincoln	Ne	68521	General or Other	I like the idea of the Cusetrain which I have not seen much commentary about. I like it as an addition to whatever proposal is accepted!
8/22/2014 19:47:06	Caiazza	Roger			rcaiazz1@twcny.rr.com		Liverpool	NY	13090	Project Objectives	current viaduct whenever I head south. I am particularly concerned with those options that would replace a direct limited access route through the city because I think they will markedly affect my travel to the south. In particular, I am writing to request that the upcoming evaluation include detailed traffic analyses that can completely describe the differences in traffic congestion with all the options considered. My concern is that the existing infrastructure, or any limited access replacement can handle many more vehicles per hour than the boulevard or similar non-limited access options. I-81 and I-690 from the north for anyone who does not have the option to use the I-481 alternative, can handle many more vehicles per hour than the boulevard. Whenever that rate exceeds the boulevard capacity there will be backups. This will cause two problems: increased travel time but more importantly it will be a safety issue because the traffic will likely backup at the exits to the boulevard onto the limited access highways. The traffic analyses should be able to provide data to address this problem. If I thought that replacing the viaduct with a boulevard would solve all the problems that its proponents claim then I might be more receptive. But the fact of the matter is that the highway was only one of the factors that changed the city and replacing a viaduct with a boulevard is not going to resolve all the other factors. I will readily admit that if we had it to do over then I agree that an alternative approach would be preferable but I also believe that the alternative would have included a ring road around the southwest side of town so that traffic from the west and northwest would have a more attractive alternative than a return to pre-interstate city driving or going miles out of the way to the east. On the other hand, I don't think that a replacement viaduct has to provide a 65 mph route through the city. Instead design the highway to make it safer but still with limited access so that there is a compromise between the needs of the city and the traveling public. I suspect that there are possibilities to integrate the highway better with its neighbors. For example, adding noise reduction barriers would reduce impacts. Maybe it could be built slightly higher so that a number of pedestrian and bicycle bridges could be built between the surface and the travel lanes to reduce the barrier effect. Compared to the tunnel option building a raised and enclosed sky way between the University and downtown that includes commercial and residential space and the airport people mover moving sidewalks would be a cheaper alternative.
8/23/2014 10:24:57	May	S. Rachel			srachelmay@mac.com	114 Circle Rd.,	syracuse	NY	13210	Alternative SL-3: Two-Way Traffic on Almond Street and Other Local Street(s)	In summary I think the preferred option is to replace the existing structure but with an attempt to integrate it As someone who lives near the highway and regularly drives on it and crosses it, I feel strongly that the street-level options are superior to rebuilding the viaduct. I say this even though it will slow down my access to the airport, the Regional Market, and other places I go on I-81. I think a main goal of this project should be to restore connectivity in the city, and the SL-3 option seems best from that standpoint. By restoring east-west through streets such as Madison and by reducing the number of one-way streets, planners can give motorists many additional options for travel, thereby reducing bottlenecks like those on Harrison and Adams at rush hour. As a bicyclist, pedestrian, and bus rider, I also believe this will provide the safest options for alternatives to private automobiles.
8/23/2014 15:03:42	Press	Tina			tpress@syr.edu					Alternative SL-1: Boulevard	Tear down that wall! Please replace that divisive viaduct with a beautiful, landscaped boulevard that encourages walking and biking and, of course, handles transportation. This is a once-in-a-lifetime opportunity to breathe new life and common sense into our city.

8/23/2014 15:07:25										General or Other	<p>I would like to submit a general comment regarding rebuilding Route 81 through Syracuse, NY. I believe the most viable new construction would be to build a new raised highway, with adding new exits/entrances for Route 690. I have read with concern that the raised highway should not be rebuilt. The resulting traffic issues in Syracuse, especially near the Syracuse University and Upstate Medical/Crouse hospitals complex, would be horrendous. The idea of rerouting north and south bound traffic on Route 481 would increase traffic in an all ready congested route, especially between Syracuse, Dewitt and Fayetteville. The new idea of a tunnel seems to be too costly. I do understand that some buildings may be lost due to the rerouting of the raised highway, but properties will be lost during construction of any of the choices. I thank you for the opportunity to comment on the rebuilding of route 81.</p>
8/24/2014 2:28:27	Downing	Kathryn S.			ksimmonsd@gmail.com					Project Objectives	<p>the street grid in downtown Syracuse. They would also be least disruptive in terms of demolition of buildings and disruption of businesses. I think it is really important for people to be able to move freely within the city, not only in motorized vehicles, but on foot or on bicycles. For motorists seeking to bypass Syracuse, the few extra minutes required on a reconfigured I-81 will be insignificant.</p> <p>There are some things about the SL Alternatives that concern me, though. First of all, they are so short. I recognize the concern about the railroad at the south end. Would it be possible to begin the Street Level sooner, coming under the railroad? I know that would require some digging—and therefore greater cost—but I would think it would be possible. Burt St. dips down for the railroad, and it's not that much. Perhaps the SL could connect as far south as Van Buren St. That would give greater connectivity to SU and to the hospitals. It would leave more of the Toomey-Abbott/Pioneer Homes neighborhood connected as well. Jackson St. might seem insignificant to many, but it is important to the people who live there. It is important to me. I turn onto it from Almond St. to visit a friend of mine at least once a week. I don't know what to say about the proposed ramp south onto what will be the I-81 spur from Burt St. or MLK Blvd. Either seems so disruptive to the neighborhood.</p> <p>At the northern end, the SL Alternatives merge back onto I-690, once again disrupting the street grid. I think that, in some ways, I-690 is more disruptive of Syracuse's street grid than I-81. You have the underpasses downtown, which are all busy and narrow. East of Townsend St., you have McBride St., which is proposed to be blocked to through-traffic if SL-2 or SL-3 are built. If SL-1 is built, the proposed single-point urban interchange would block through-traffic on Almond St. to Catherine St. East of Almond St., the next underpass is at Crouse Ave., a few blocks away. I think that either of these disconnections would negatively impact the residents and businesses in the blossoming Hawley Green District, not to mention the rest of us who have occasion to go to or through there.</p> <p>Heading east a little ways, we come to Teall Ave. I agree that it's a mess there. But the "possible option" for an interchange that would smoothly and efficiently move traffic on and off of I-690 would further disrupt the flow of traffic along Teall Ave. itself. There are a lot of us who have occasion to drive on Teall Ave. What are we supposed to do? Head west a few blocks to Beech St., or east a few blocks to Peat St.? Those are not realistic options.</p>
8/24/2014 7:00:57	Dodge	Lisa B.			lisabdodgeone@twcny.rr.com	Syracuse	NY	13207		General or Other	<p>Then there is the proposed overpass to carry Erie Blvd. over Almond St., and the overpass to carry Water</p> <p>The purpose of an Interstate highway is to provide a route for people to traverse at highway speeds. To put any other type of road way in that would cause drivers on Interstate 81 to have to stop, slow or go block to block through the City of Syracuse is removing the Interstate highway. If we have no other City's to compare to that have taken out an interstate highway and put in City streets, then we should avoid any type of "boulevard" or street level road way. We don't know how badly this will affect transportation in the City. This Interstate highway runs through several states and should continue to be an Interstate Highway, not a boulevard. It is a travesty that anyone would consider rerouting people around the City just to stay at highway speeds. This would be a disservice to commuters, travelers and businesses to remove the Interstate that runs through downtown and force people to take I-481 and avoid Syracuse altogether. This is not Bob Congels road to the Carousel Mall and he should have no input. This should be done by the professionals at the State DOT, not the mall manager. There is no reason we cannot build a new viaduct and connect it to I-690 where it currently has no on ramp from I-81. Glamor and aesthetics aside, it has a purpose and that is to provide an Interstate route through the state of NY.</p>
8/24/2014 9:06:15										Alternative V-1: Rehabilitation	<p>It strikes me that the simplest, least expensive and most effective way to fix I-81 in Syracuse is to change I-481 to I-81 by reworking the interchanges at I-81 north and south and changing the I-81 road through Syracuse to a US route, with signs saying no through traffic on that US route and forbidding through truck traffic on that stretch. I travel frequently to the north country and always take 481 rather than go through the city.</p>
8/24/2014 10:25:53	Landers	John			appleheartsjp@aol.com	127 Lawdon Street	North Syracuse	NY	13212-2020	General or Other	<p>Has anyone considered the idea of constructing a suspension bridge to span the distance the current bridge occupies now over Almond street? I do not know how the cost of design and construction would compare to other plans but thought it could solve several of the problems that I have heard brought up in the news. First and foremost it would create an architectural landmark that would accent the city skyline, next the north and southbound lanes of the highway can be stacked atop each other to allow for more lanes of traffic without consuming more real estate from nearby properties, third with the open span it would create less of a divide between downtown and the university area, fourth you would only create the "footprint" of just two support structures and the necessary anchoring for the cabling that supports the bridge decking instead of the numerous columns used now. It would allow for a boulevard below while still keeping the highway above. The bridge could be lit up at night in creative ways creating an attractive centerpiece for the city to show off. I do not know how the maintenance costs of such a structure compare to the other proposed ideas but considering our climate I believe any design will require a considerable ongoing maintenance program that will have to be factored in. I would think it would take much less time and effort to build than a tunnel thus saving time and money. Thank you for the opportunity to share my thoughts. Please feel free to contact me with any thoughts you may have about my idea. - John Landers</p>
8/24/2014 10:45:11	Ramer	Kyle			Emporercalisto@msn.com					Alternative SL-1: Boulevard	<p>A boulevard is the best option for the future traffic needs of the Syracuse area. I-481 has enough capacity to handle through traffic and should receive the I-81 designation in it's entirety. The viaduct south of I-690 should be replaced with a boulevard and the freeway stub on the southern end should be designated I-381. The northern stub should be re designated I-581. The resulting boulevard will no longer divide the city but would rather be a transportation focal point allowing unrestricted access between the university hill and the downtown area. Such an arrangement has the potential to unite the city in a way it hasn't been since the pre interstate era. The revitalization of this area will continue with the construction of an at grade road.</p>

8/24/2014 11:08:39										Alternative V-1: Rehabilitation	As we traveled to Florida on Rt. 81 and Rt 95, we observed that all of the cities had these highways travel around there city(like 481). The only reason for 81 to travel through Syracuse is for Congel's mall so that means that is what the state will choose being lobbied by his money. With the accidents in winter, the snow removal in winter, the yearly cleaning and patching, 81 is never open through the city anyway. All of this mess and the tractor trailers and RV's will be diverted to the 481 route with the SL 1,2,3 solution which all other cities seem to employ. Its simple - If you're traveling to the city go straight and exit to the city. If you're traveling through Syracuse go around on 481.
8/24/2014 12:47:01	Meltzer	Stanley		Smeltze1@twcny.rr.com	4968 Ravine Road	Fayetteville	New York		13066	Alternative SL-1: Boulevard	There are interstate highways that transiently become street level boulevards in some cities. I believe I-290 in Chicago is one. There is very little disruption of service because of it. If our I-81 through the city remains elevated, will it then require replacement fifty years into the future (as is now occurring) for probably more than a billion dollars? If a boulevard were to replace our current I-81, it would make access to three of the city hospitals easier and quicker to get to.
8/24/2014 13:25:15	Marvel	Matthew		meemarvel@yahoo.com						Alternative SL-1: Boulevard	I have reviewed the various alternatives and feel the two way boulevard is the most desirable of the options. I live in Manlius and will be starting a new job with Crouse in September, and also enjoy coming downtown for dining and entertainment, so this is of particular interest to me. I am new to the Syracuse area, but have lived in upstate NY for the last 30 years and have an longstanding interest in both history and transportation. Consequently, I have a substantial knowledge of the local transportation history. I see the transition of a limited access highway viaduct to a boulevard to be in harmony with prior successful transformations of transportation arterials through Syracuse. When the canal no longer represented a viable and valuable asset through downtown Syracuse, it was moved to different locations, eventually to the barge canal well north of the city. The New York Central railroad came through downtown until the early 1930s when it was rerouted to what is now I-690. The 1930s train station and remnants of some of the passenger platforms can still be seen on either side of the roadway between Almond and Crouse Streets along what was then the mainline for the New York Central until it was moved north to the present location. These changes all occurred to serve evolving transportation needs and have proven successful. I-81 was originally built as the automobile became the dominant mode of transportation, but it is time to replace it with something that meets the needs to improve local access and still allow a reasonably rapid transit through downtown Syracuse along the north/south meridian. The existence of I-481 provides an excellent alternative to points south and north of Syracuse for truck and through traffic on I-81, and both I-690 and I-90 provide highway access to points between the current I-81/I-481 interchanges. The 2 miles or so of proposed boulevard should not diminish significantly the time spent driving from the south side of Syracuse to I-690, and should improve the accessibility of SU, the hospitals, and the reawakening downtown. I also heartily endorse the emphasis on improved access for bicycles and pedestrian traffic incorporated in the plans.
8/24/2014 14:39:16										Alternative V-1: Rehabilitation	Rebuild 81 where it is with better on/off access
8/24/2014 14:40:56	Kirby	Lucas		lucasjameskirby@gmail.com	408 Salt Springs rd	Syracuse	New York		13224	Alternative SL-1: Boulevard	I fully support the option SL-1. I do not support rebuilding the viaduct because I believe that if it was proposed today it would never happen. Syracuse would not stand for a highway splitting the city into two sections university/hospitals and downtown. Just because it is there now does not mean it is the best option for the city.
8/24/2014 15:32:23	Braga	Christopher		CABraga2@aol.com	6840 Myers Road	East Syracuse	New York		13057	Purpose and Need	I believe before we even think about changing I81 through Syracuse, we need to install a belt way that goes around the west side of Syracuse similar to the belt ways around Baltimore and Washington DC. I do not believe we understand the impact closing I81 for re-construction would have on the present I481. Due to the huge commerce traffick from and to Canada through NYS, I believe that closing I81 before a west side alternate bypass is built would cause extreme problems with international commerce. Furthermore, I believe the original reason to take down the I81 overpass in Syracuse was due to the deterioration of the steel overhead road supports. If that is the reason for the re-construction, why not just put a roof over it, just like covered bridges used to be built to protect the wooden bridges? Doing that would minimize the amount of salt used on it and snow removal in the winter.
8/24/2014 16:07:26	Fazio	Thomas		tomfazio@gmail.com	44 Dennis Rd	Oswego	New York		13126	General or Other	which but the final product will inevitably fall well short of any great ideals. Everyone knows the real alternative involves tremendous upheaval of our current transportation maps. Now is the time to correct all the current problems. Downtown (the area southwest of the 81/690 interchange, where all the "commuting entertainment" occurs) is essentially accessible by only 2 single-lane exits from 81 and 2 exits lanes from 690. It is painfully obvious more exit lanes were required in the past and are woefully necessary now, let alone in the future. Continual downtown revitalization will only draw more traffic to the area via these interstates. No matter what highway project commences, more exit lanes are required. Daily commuting and Dome events are cause for the most obvious bottlenecks on the surface streets and back up to the interstates. We need more direct routes off the interstates toward the parking locations for that specific traffic. Dedicated (possibly part-time) exits for the University hill and hospital areas would serve to help alleviate current problems at the few existing exit ramps. A large area of concern is that I haven't heard anyone state another obvious problem: any "boulevard" option has already proven inadequate. We already have surface streets that emulate the boulevard alternatives. And those existing surface streets have been full of traffic for years, even with 81 as it exists. Removal of the 81 viaduct will only strain the existing slow-moving surface roads (namely Almond St., Erie Blvd E, and N State St.) Any and all feasible projects must include express lanes that mirror the existing 81 corridor. Is there any reason not to vastly increase capacity of the highways? As long as any work happens, it would be a shame not to make dramatic changes. We should end up with 4-lane interstates, 2-lane ramps, dedicated express lanes from outside the city to the University/hospital area, and a 3-lane interstate 481. Finally, no matter what option is decided, this city deserves to finally "over-plan" and "over-build" a project! My entire life has been filled with news of grand plans that become mundane finished projects in CNY. Pride is a result of accomplishing something which others view with awe. Syracuse is a simple city; 81 and 690 are simple highways; the traffic destinations and growth areas are obvious; let's take advantage of
8/25/2014 11:43:13										Alternative SL-1: Boulevard	This is the only alternative that I support. Bring people INTO Syracuse; not over it, not under it, and those that don't need/want to come INTO Syracuse can go around Syracuse.

8/25/2014 15:34:46	Gleisner	Jeanie			snowfallatnight@aol.com	2880 Eager Rd	La Fayette	NY	13084	Alternative SL-1: Boulevard	<p>I would like to provide a comment on the Street-level alternative, "SL-1: Boulevard" that has been presented showing a tree-lined boulevard with a center linear green space that features a double row of trees and a sidewalk.</p> <p>The concept shows a 195' wide solution that includes pedestrian and bike facilities at the outer edges and a green strip at the center of the boulevard that is nearly 60' wide. It is my opinion that the placement of such a massive, 60'-wide center green strip with all of those trees, in that particular location in the design, is misguided. The center green strip in the design is a single use space that offers no added benefit because it is devoid of any true purpose for pedestrians or City life. Pedestrians will much more frequently desire to use the sidewalk system at the edges of the design because that is where their destinations, origins, and connections are located. Pedestrians will cross the boulevard to get to the other side, and not to get to the middle. The center space with a sidewalk would be a "no man's land" because there is no need to go there. Walking in a green median surrounded by autos is not an attractive, or useful space to be. The double row of trees, and all that space, is wasted in the center location.</p> <p>I would like to see the center green strip eliminated as is the case in the "Eastern Parkway" in Brooklyn NY. In it, the double row of trees is given to the outer edge pedestrian space where it greatly improves that pedestrian and commercial space. The space dedicated to vehicular travel is consolidated together at center, and generous pedestrian crossings are provided. The design allows space for much needed parking along the boulevard, bikes and slower lanes of traffic movement nearer to the commercial/pedestrian space. This is all possible within the 195'.</p> <p>I would suggest that a Boulevard option like Brooklyn's Eastern Parkway be presented for Syracuse, where all traffic lanes are consolidated at center. This will encourage traffic speed moderation through the City. A separated boulevard encourages much higher speeds. On either side of the boulevard, the shade and shelter provided can be enjoyed more readily by pedestrian, cyclists, businesses, and parked cars along the boulevard. This design will minimize the footprint of the roadway, and allow more dedication of space to much more beautiful and useable, human-oriented zones, thereby creating more quality space for City life to inhabit, for businesses to develop, and a shorter distance for pedestrian crossings.</p>
8/25/2014 21:17:18	Nellis	Patrick			pnellis@twcny.rr.com					Alternative SL-1: Boulevard	<p>I support the Boulevard option. I think people like myself have been underrepresented due to time constraints and lack of funding. The group supporting the continuation of a raised highway through Syracuse are being short sighted and looking at how fast they can get through Syracuse. The Boulevard option (with the 81 by-pass around Syracuse via 481) would not only enhance the cities business interests, but also provide a more livable city with improved pedestrian/bicycle paths. The improved connection between Syracuse University and downtown would also be achieved. As I understand it, the cost's are also lower for the Boulevard option. I'm very excited about Syracuse these days. I've lived in the city for 19 years, but have recently sold my house on the far west side and am moving downtown (the new Pike Block). If the raised highway is removed and replaced with a Boulevard I would consider staying in Syracuse after I retire from my job. If the raised highway is rebuilt, I would have to consider moving to a more progressive city.</p>
8/25/2014 21:43:50	Sciscioli	Vito			vsciscio@twcny.rr.com	205 Alanson Road	Syracuse	Mew York	13207	General or Other	<p>There are three areas Syracuse that are of critical importance to the economy of the region-the University Hill Complex, Downtown Syracuse and the Lakefront area. The University has prepared a paper that outlines their interests. The Centerstate CEO has also drafted an opinion. And of course Destiny has prepared a hybrid tunnel boulevard plan. The State Department of Transportation needs to take these into consideration even if they are at odds or differ with the options that the State has put forward in its draft scoping report. I have tried to digest the information provided and and tried to navigate using Google Earth to get a birds eye view. Obviously taking more property for some options is troubling in the name of meeting current engineering standards. Removing Interstate 81 from the Lakefront area after this community has invested multi-millions of dollars trying to reclaim an industrial slum is troubling, especially given the number of business decisions based on location and the assumption that 81 was there to be used a selling point for national businesses. The proposal being advanced by Robert Doucette joining 690 with 81 is intriguing and needs to be studied. The Destiny folks do not think this answers their concern because of the public's use of GPS systems begs a more detailed answer of just how many people use these devices and do they influence casual decisions to stop at regional attractions like Destiny. And what happens to new business decisions being made by other developers regarding hospitality venues and to those further north in the Town of Salina who may already depend on through traffic from 81? I would like to know more about how 81 is being used now, rather than relying on previous SMTC data on origins and destination. To that point constructing the 690 W.Bound to 81 Northbound and the 81 Southbound to the 690 Westbound rather than utilizing Bear Street needs to be given a closer look. I cannot tell from what I have seen what is the real advantage here and how it would be used and by whom. On and off ramps along the entire corridor can and should be improved but I had a hard time figuring out what these meant especially how Teall Ave, would be configured at the 690 interchange, an especially important connection to improve access to the University Hill area. Time is running short on the comment period and I should probably spend more time on this but I think the EIS needs to keep options that I have mentioned above and not simply focus on the pass/fail given to your options in the report. Thanks for your time.Vito Sciscioli</p>
8/26/2014 9:51:05	Bowser	Margery			marge@bowser.com					Alternative SL-1: Boulevard	<p>I think that if people want to go into "downtown" Syracuse, a boulevard is the best option. Otherwise, there should be a clearly routed highway for people wanting to go north or south by the quickest way. Why should these people fight downtown traffic?</p> <p>We drive to our winter place in New Mexico in November & back here in April, and we approach many big cities, the majority of them have the major Interstate highway going AROUND the city and NOT THROUGH it.</p> <p>This is the way it should be.</p>

8/26/2014 15:05:01	Reid	Webster			webreid@dreamscape.com	8735 Avery Road	Baldwinsville	NY	13027	Alternative V-4: New Viaduct with Considerable Design Improvements	<p>I Worked on Interstate 81 in the early 60's in the Nedrow area. After 3 years in the US Army I worked on I 690 replacing the old NY Central Railroad with new bridges and installing a highway.</p> <p>I remember what it was like in the old days trying to get to Downtown on Route 48 from Baldwinsville it was very time consuming and stressful. While I understand that some people feel that Downtown Syracuse is now cut off from the University Hill area they do not realize how Syracuse is now so much easier to reach than it used to be back in the 1950's when I used to drive my sister in to Lemoyne College From Red Creek NY.</p> <p>I believe that we should reconstruct the Viaduct near its present location. A tunnel or a boulevard would make it even harder to get between Downtown and the University Hill area. This would also be relatively inexpensive compared to a tunnel or street level boulevard.</p>
8/26/2014 15:23:28										General or Other	<p>I travel I-81 every weekday to commute from Oswego to my job in Syracuse. I am very opposed to any of the options involving a tunnel or depressed highway. I do not think they are sound choices.</p> <p>I also would like to point out that I-81 is an Interstate and has a larger purpose than getting people in and out of Syracuse. I am a former military family member and have done a good bit of interstate travel, from wherever we were stationed to other states to visit family or the occasional vacation. People want a roadway to get them to their end destination, not a tour of the cities they have to pass through (urban boulevard).</p>
8/26/2014 16:54:13	DeValk	John			jdevalk@verizon.net					Alternative V-2: New Viaduct Fully Improved to Current Standards	<p>Maintaining the interstate highway is of great importance to the city, county, and region. Alt. V-2 is the best choice unless the extra improvements are too costly and excessively disruptive to existing buildings. If so, scale down the improvements.</p>
8/26/2014 17:02:18	DeValk	John			jdevalk@verizon.net					Alternative V-4: New Viaduct with Considerable Design Improvements	<p>Keeping the interstate highway through Syracuse is of great importance to the city, county, and the region. Expediting travel and commute times alone would save huge amounts of fuel. Depending on costs and avoiding excessive disruptions to existing buildings, the choice should be made between alternatives V-2, V-3, & V-4. Thank you.</p>
8/27/2014 7:18:08	Alexander	Robert			Bobalex@verizon.net	104 Cottage Grove Drive	Minoa	NY	13116	Alternative SL-1: Boulevard	<p>Certainly the needs of through traffic are served by the I-481 bypass, so it would appear the excessive cost of rebuilding the viaduct would really only serve the DESIRES for quick and easy access to SU and the hospitals for less than half of the local area population. West/east commutes will still be served by 690; north/south commutes by 481. We don't need the 81 Viaduct through downtown any longer. The boulevard approach makes the most economic sense and will be better for the city.</p>
8/27/2014 11:53:15	Beckwith	Russell			rssll_beckwith@yahoo.com	101 colonial drive	North Syracuse	NY	13212	Purpose and Need	<p>if you take out the overpass the congestion at the hospital complexes will be life threatening for all whom need care, I as well as thousands of others witness the congestion there everyday already and the lines of traffic to get in at certain times, this will be exacerbated to an all day event if you put the highway at ground level</p>
8/27/2014 11:54:58										General or Other	<p>This will be such a pain for the next 20 years. Is it really worth it? If this passes, I'll be in traffic and hating this for the rest of my business career.</p>
8/27/2014 11:58:55	Amodio	James			jamodio944@gmail.com					Alternative V-2: New Viaduct Fully Improved to Current Standards	<p>NO TUNNEL, please. fix the bridges and roadway as it exists and do not disturb current traffic patterns when completed.</p> <p>Thanks Jim</p>
8/27/2014 12:01:07	Iescenski	clifford			celescen@syr.edu	101 kratz ave.	syracuse	newyork	13208	Alternative V-1: Rehabilitation	<p>leave it alone widen it in the air fix or build new briges</p>
8/27/2014 12:02:29	Fenner	Dan			sporto42@yahoo.com	1294 elmira rd	Newfield	Ny	14867	Purpose and Need	<p>I do travel once in a while on I-81 when my daughters and i travel to destiny usa or to visit family, i do see a need for I-81 to be replaced or a new road way/tunnel made, sometimes the traffic heading north thru the city can be over whelming and frustrating, to not replace or build a tunnel and take I-81 out would be a diaster in the making. imagine seeing a line of semi-trailers trying to make there way thru downtown syracuse that would be a nightmare not only for the drivers but a hazard for the community and the local neighborhoods as well, so please build something that will ease traffic for cars as well as the semi-drivers as well</p>
8/27/2014 12:03:57	Fisher	Steven			shfontheroad@gmail.com					General or Other	<p>Anyone foolish enough to consider any option that removes the raised highways through the city in some form should be forced to drive repeatedly from just north of Cortland to south of Ithaca at almost any time and especially during peak travel times and the lesson shall be learned quickly. A tunnel in this part of the country sounds dangerous in the winter; vehicles tracking in snow/etc. and then exiting from a controlled environment and dry roads at speed into a possible blizzard condition and/or extreme road-condition changes. Do you want to be trapped in an underground tunnel with all those motors running and producing exhaust during the countless number of "stop-ages" that occur on any type of highway? Make it safe and pretty things up...that's my 2-cents.</p>
8/27/2014 12:16:34	muscarella	steve			steven_muscarella@us.crawco.com	PO Bix 1782	cicero	ny	13039	General or Other	<p>It is imperative that Rt 81 through Syracuse and central NY be preserved in the same foot print that it is now as a highway as it is now. To do otherwise would negatively impact commers and business in Syracuse, further isolating Syracuse and depressing its economy and would cause significant excess traffic on 481 and 690 and other roads. These other routs do not have the design or capacity to handle additional traffic in a safe maner. Particularly, the Rt 81 and 481 exchange in Cicero is already dangerous with traffic merges as is the Bridge Street 690/481 interchange in East Syracuse/Dewit area.</p>
8/27/2014 12:23:44	Adjemian	John			jackjordano2000@yahoo.com	1025 james st. #14	Syracuse	NY	13203	Purpose and Need	<p>Whatever you do as a cabdriver please do not tear down the overpass. it will become a traffic mess! Don't do it. Please! Please! Please! Thanx for your time.</p>
8/27/2014 12:39:03										Alternative V-1: Rehabilitation	<p>Please leave it the way it is.</p>
8/27/2014 12:39:53										Alternative V-3: New Viaduct with Substantial Design Improvements	<p>If the DOT is serious about what is best for CNY and our community and this is not a political stance, leave route 81 thru the city as is. Rebuild the viaduct. The CNY economy depends on Rte 81.</p>
8/27/2014 12:41:58										Alternative V-4: New Viaduct with Considerable Design Improvements	<p>I think a new, improved viaduct is the answer. It would allow good traffic flow through Syracuse for interstate traffic and would allow emergency vehicles easy access to the hospitals. I think the Interstate should not be made to blend into Syracuse (boulevard and tunnel). The viaduct presently constructed has serviced Syracuse well for decades. I see no prudent reason to change it now.</p>
8/27/2014 12:59:40	Rasi	George			GeorgeR@twcny.rr.com					Project Objectives	<p>If the project objectives include cost effectiveness the long term solution (hands down) has to be a raised bed choice (much like 690 east of 81).</p>

8/27/2014 13:23:33										General or Other	<p>Re I-81: It is my opinion that the most appropriate alternatives for I-81 would be either a complete rehabilitation of I-81 to bring it up to current standards, a new viaduct with considerable improvements, a stacked viaduct, or the tunnel option - all of which would mandate keeping I-81 on its present path.</p> <p>It is my firm belief that moving it, making it into a boulevard, or (worse) routing it via I481 (which would not only be a considerably longer route than through Syracuse, but would also severely impact businesses adjacent to I81 that are now situated on the current route, and could potentially degrade the choices of businesses that would consider the greater Syracuse area for conventions and the like.</p> <p>In short, it would be folly to consider changing the current routing of I-81 and would serve no beneficial purpose in doing so.</p> <p>I thank you for your consideration in this matter.</p> <p>Wesley D. Bacon Jr. 401 Jewell Drive Liverpool, NY 13088</p>	
8/27/2014 13:25:39	Biancavilla	Dean		AIA CNY I81 Task Force	dab@hkkarchitects.com	575 North Salina St.	Syracuse	New York		13208	Project Objectives	<p>Will the NYS DOT be using the federally accepted design standards manual called "Designing Walkable Urban Thoroughfares: A Context Sensitive Approach", by the Institute of Transportation Engineers and Congress for the New Urbanism; funded by the Federal Highway Transportation Administration ? And also the "Urban Street Guide" by the National Association of City Transportation Officials [NACTO] ?</p>
8/27/2014 13:48:21	Stein	Joel			airmail13220@gmail.com						Purpose and Need	<p>I believe that it is vital to retain a highway that goes directly to 3 hospitals, Syracuse University, downtown, and the northern suburbs.</p>
8/27/2014 14:06:18	Silverman	Brenda			silvercr@twcny.rr.com	300 Roe Ave	Syracuse	NY		13210	Alternative SL-1: Boulevard	<p>Of all the options the boulevard, alone, is the weakest from multiple standpoints. From our neighborhood, Outer Comstock, we would be severely impacted. There are no 4 land north-south streets to absorb traffic. To my knowledge there has never been a comprehensive traffic study done of the major Outer Comstock roads that take traffic to the University/Medical complex. The only traffic study which would be significant and meaningful would have to be done on Ainsley Drive, Thurber Street, East Colvin, and all of Comstock Ave, and any study would have to be done during the course of a Syracuse Univ. Semester and would also need to include a football or basketball game at the Dome. There are multiple other comments possible on getting to the hospitals, etc., but this will do for now.</p>
8/27/2014 14:07:01	Johnston	Dana		KingsgateneWS	dana4arbonne@yahoo.com	5232 E. Fox Hill Lane	Camillus	New York		13031	Alternative V-5: New Stacked Viaduct	<p>I wish I could submit a photograph of the roadway in Manhattan that leads to and comprises the 59th street bridge to Queens (formerly known as Queensborough Bridge, now known as the Ed Koch Bridge.) Underneath the double decker highway are a Food Emporium, T.J. Maxx, a pedestrian plaza, a huge indoor tennis facility, and other retail and neighborhood enhancing establishments. East West and North South busses criss cross on the Manhattan side of it, and some of the most expensive real estate in NYNY is located around this roadway! It's footprint is no larger than our present 81 footprint, and people can get to and from airports and other destinations from Manhattan easily, and to work or hotels or restaurants theatre or other interests from Queens via this bridge and roadway. I think we could do equally well with 81 in Syracuse. 81 and the land beneath the raised portion of it, can become more of an asset to Syracuse.</p>
8/27/2014 14:23:59	Conway	Patrick			patrick.conway@thermofisher.com	3097 High Road		Baldwinsville		13027	Alternative V-3: New Viaduct with Substantial Design Improvements	<p>My main concern is maintaining current (if not faster) traffic speed through and around Syracuse. I believe a boulevard would be a bad idea for that reason and do not feel there would be any economic boon to justify it. I would like to be assured that the next design would last as long as possible while still affordable and at least last a little longer than the current one did. I believe a tunnel would be more expensive than any other design but I would still choose it over a boulevard if it preserved or enhanced speed of traffic.</p>
8/27/2014 14:31:00	CARGEN	HENRY			Hspanky@twcny.rr.com	4589 ABBEY ROAD	SYRACUSE	NY		13215	Alternative V-1: Rehabilitation	<p>IT IS FINE JUST THE WAY IT IS AND WE ALL KNOW THAT IT WORKS.</p>
8/27/2014 14:33:00											Alternative SL-1: Boulevard	<p>We should repair I81 by creating that hybrid boulevard plan. This would create a faster and more efficient way of traffic flow.</p>
8/27/2014 14:37:05											General or Other	<p>I think that commuting time should be a deal breaker in this decision. The point of driving is to get places faster. Any option that increases commuting time by more than one minute from anywhere to anywhere around Syracuse is a no-go. So I think either a rebuilt viaduct or a tunnel (if there's money for it) is the best option. A tunnel is ok as long as there's money for it, as long as the 81 tunnel follows a nearly identical path to the current viaduct, and as long as there are at least the same exists at the same places as the current viaduct. Otherwise, a rebuilt viaduct following an almost identical path as the current viaduct would be better. Even in the hybrid plan, I'm a little nervous about the boulevard. Where would it go? Would it destroy many buildings and streets? It seems like it would be too intrusive.</p>
8/27/2014 14:44:27	Thomas	Roberta			neka0429@hotmail.com	534 nottingham rd	syracuse	ny		13210	Alternative V-1: Rehabilitation	<p>The only option anyone should be considering is rehabbing the current roads and bridges. WE have to live in this city. All of these options you are proposing are ridiculous. Just the confusion and inconvenience to the citizens and businesses, and financial losses to businesses should deter anyone from even thinking about tunnels and boulevards. The money the city has wasted investigating these far fetched ideas would probably have paid for the repairs. The city does a crappy job of maintaining its roads in the first place. Now after all these years, I81 is falling apart? Big surprise. Why didn't they take care of it from the start? Stop talking. Fix the roads & bridges. Leave them as they are, and move on.</p>
8/27/2014 15:04:24	Parsons	Carole			SUZQP@aol.com						Alternative V-1: Rehabilitation	<p>Keep 81 like it is with the raised roadway. Repair and improve roadway. DO NOT DO A TUNNEL OR BOULEVARD THROUGH CITY</p>
8/27/2014 15:05:55											General or Other	<p>I would like to see 81 restored as an elevated roadway just as it is. I would hate to lose the Community Center and Pool at Wilson Park to some boulevard type roadway.</p>
8/27/2014 15:19:56											Alternative V-2: New Viaduct Fully Improved to Current Standards	<p>Our needs do not justify a tunnel through the bed of a swamp. Like a drug addiction, the construction of Route 81 has made the city and county dependent upon that which harms it. So just improve it already and stop the discussion.</p>

8/27/2014 15:34:07										Alternative V-2: New Viaduct Fully Improved to Current Standards	I feel that we shouldn't go backwards. I moved here for the convenience of the highways. I work where I do, because 81 takes me straight down. No matter which other way I use, it doubles my commute time. And I feel worse for people who have built their businesses around being near the highway. I used to work in Cazenovia, and without a highway to get you there, it is a horrible drive. Unnecessarily long. And, you don't get used to it. It used to take me 45 minutes to get there. I transferred to S. Salina St for the shorter drive. 15 minutes. When I had to take city streets, it took a half hour. Waste of time and gas. Not to mention frustrating. Please, anything except a boulevard.
8/27/2014 15:37:39	Clarry	Cherlynn		Upstate Medical University	sherri.clarry@gmail.com					Alternative SL-1: Boulevard	I work at Upstate. The area in and around Upstate, Syracuse University, Crouse Hospital and the VA Hospital is already extremely congested. They keep expanding and building on the Hill with no consideration for the traffic. The streets cannot handle all of the traffic now. If there is a fender bender or a snow storm it can be literally hours trying to just get out of the parking garage. The boulevard option would bring even more traffic into this area, traffic that is just passing through. We need an alternative that will move traffic through this area faster and smoother and give the people who work in this area easy on and off access to the highway.
8/27/2014 15:43:30	Rezak	David			dmrezak@syr.edu		Syracuse	NY	13210	General or Other	We should consider all tunnel, boulevard and depressed highway options. A new or rebuilt viaduct dooms Syracuse to decades more of a physically divided city. Before we were divided by the viaduct, we were the butt of Vaudeville comedians barbs for being divided by a street level rail line. Let's get it right for a change. There can be plenty of flow, access and commerce without a raised viaduct.
8/27/2014 15:46:53	Billinson	Craig			cbillinson@bwattorneys.com	342 S. Salina St.	Syracuse	NY	13202	Alternative SL-1: Boulevard	I have seen various depictions of a proposed boulevard at the current I 81 location as it passes through the City of Syracuse, and I oppose this plan. Re-routing high volumes of interstate traffic around Syracuse would be very detrimental to the City of Syracuse in that it would adversely affect traffic flow which currently passes through the City, and would make the City "invisible" to interstate travelers. Currently, there are many entrances and exits to Route 81 in the greater Syracuse area where interstate travelers currently stop for gasoline, food, motels, shopping at two shopping malls and so forth. Were this traffic to be diverted around the City, local commerce would be greatly, and negatively impacted. Thank you.
8/27/2014 15:53:21	LoPiccolo	John			jlpicc1@twcny.rr.com	3784 Rivers Pointe Way Apt 2	Liverpool	NY	13090	Alternative T-1: Almond Street Tunnel from MLK East to Butternut Street	I strongly believe the T-1 Alternative with above ground Boulevard is the 21st century choice; no matter what the cost is. Thank You for allowing me to voice my opinion.
8/27/2014 16:01:50	Chellis	Michael		Terpening Trucking Co	mikechellis@terpeningtrucking.com					Alternative V-3: New Viaduct with Substantial Design Improvements	From two primary perspectives - area resident and commuter, and representative of both a local trucking company and a statewide trucking association - I would prefer to see the viaduct replaced, with as much "improvement" as is realistic financially. The tunnel, the depressed highway, and the boulevard options all require creation of a "detour loop" - essentially the existing route 481. Also, they are all restrictive to commercial through trucks, requiring most of them to take a longer route around to the east to get back to 81 in North Syracuse. In the transportation world, added miles cost added money on any given trip. With the amount of commercial truck traffic currently using the direct 81 route, any other option is undesirable. As a local resident and commuter, I travel the viaduct at least twice a day, at least 5 days a week. Adding time and/or miles to my commute doesn't thrill me in the least.
8/27/2014 16:16:05	Barnes	Christopher			cjb281@hotmail.com	303 Dickerson Drive North	Camillus	New York	13031	Alternative SL-1: Boulevard	Upon further investigation of all of the options, it is clear to me that the boulevard is the best option. Most of the comments and statements I have read from people supporting a new viaduct or tunnel are irrational, paranoid, without logic or simply creating propaganda by cherry picking data and fudging facts and figures in order to myopically support their north side businesses. Additionally, 81 south was closed from the west side earlier this summer, and I found 3 different routes that were more scenic, and took less than 5 extra minutes for me to get to work near the South Side of the University. Upon discussions with peers from different areas of the City and suburbs, they found the same. Lastly, I believe the entire structure of transportation will move toward less individual automobile use over the next 50 years in order to move toward a more clean and energy efficient society. It is already trending this way, and if there were enough money, I am sure Syracuse would love to have it's public transportation back in the form of trolley's and light rail. The automobile experiment had a good run, but I am convinced that 200 years from now, it will likely be considered one of the most damaging inventions of modern mankind... from oil driven wars, pollution, urban sprawl and loss of societal communication and overall efficiency of interaction, the automobile as the primary form of human transportation is not a sustainable mode in the long term. Please do not fall for the propaganda of the loud and very vocal minority. If 81 was such a good idea for business, someone should explain why Syracuse's population is 3/4 what it was before 81 was installed.
8/27/2014 16:26:10	dygert	george			dygertgeorge@yahoo.com	606 park street	syracuse	new york	13203	Alternative V-3: New Viaduct with Substantial Design Improvements	i think rebuilding it would be best since we are used to it the way it is
8/27/2014 16:42:03	Vincent	Matthew			xavierxander@hotmail.com	770 James St	Syracuse	NY	13203	General or Other	Erie Blvd is terrible, it is blocked, it is hell and unmaintained. East West driving is terrible. Why do that with the North South traffic? Please fix all the traffic. Don't tear down more buildings. Do right by our city and keep things that work.
8/27/2014 17:16:28										Alternative SL-1: Boulevard	I think the boulevard option is economically sensible, minimizes the loss of buildings, and creates an opportunity for making Syracuse more accessible for mass transit users, cyclists and pedestrians. This option also creates opportunities for better connection between the University area and the downtown.

8/27/2014 17:24:09	ilacqua	clelia			ccilacqua@gmail.com	113 hampshire road	syracuse	ny		13203	Alternative SL-1: Boulevard	<p>As I have stated many times, I favor getting rid of the ugly eyesore that is route 81 through the city. Through traffic can go via 481. I believe that is why that route was built, to carry through traffic around the city. So let's use it for that. Anyone interested in going into the city can take the "Almond Street exit" off 81 north. This will bring you down to street level and you can travel wherever you need to go. If Destiny is your destiny, follow 481 to 690 or 481 to 81 south. Most travelers from out of town that go to Destiny are from the north. Many Canadians travel here to shop. They don't even come into Syracuse proper. At any rate, it has been shown to be an additional 7 minutes of driving from Brighton Ave to Seventh North Street. Isn't it worth that to improve the city scape?</p> <p>The noise level in the hotels and businesses that are currently along the elevated highway will be reduced and the whole area will be a lot more pleasant to be in.</p> <p>When I come north on 81 to go home, I get off at this point (where the proposed exit would be) and travel through the city streets to James Street because I find that connector from 81 N to 690 East to be very treacherous, crossing over lanes into merging traffic. Likewise when I leave to go south, I find cutting across traffic from 690 west to 81 south to be hazardous. This is not a good interchange. And so, I rarely ever use the elevated highway to get anywhere.</p> <p>I'm not thinking of cost, but it seems to me, this could possibly be the least expensive alternative as well.</p>
8/27/2014 18:43:00	Wieder	Lori			Gammiehaus@gmail.com	6250 N Kirkville Rd	Kirkville	NY		13082	Alternative SL-1: Boulevard	<p>This used to be a nice little city. Then comes the Military, A big road right thru town. They will go thru on a surface street, or use 481. Army convoys do it all the time.</p> <p>Please tear down I 81 thru the city. Make a well lit place for people. Will improve air quality, also.</p> <p>Thanks</p>
8/27/2014 18:44:28	walton	barbara			bbyrnewalton@yahoo.com	605 Cumberland Ave	Syracuse	NY		13210	General or Other	<p>When you first held info sessions about the Rt. 81 project, my husband and I went and wrote comments on your dry erase boards, etc. Now that the study has been going on for several years, I'd like to comment again. Please do not build a tunnel. Keep it elevated, just modernize it if repairing it isn't good enough. Make it safe. It works well now. Out of towners have told me they love driving through Syr because 81 goes straight through it and they love the lights of the skyline!! Similar to Cincinnati!! Just keep it elevated, repair it, make it new-looking with cosmetic surgery. It's tax-payers money and no one wants a tunnel or some huge loop thing that would take forever to get to the hospitals or downtown/Armory square. Thank you for hearing us.</p>
8/27/2014 18:46:03											Purpose and Need	I believe I-81 should be left as is and repairs should be made. I do not like any of the proposed ideas.
8/27/2014 19:22:56	Hemans	Mark			hemans@icloud.com						Alternative V-3: New Viaduct with Substantial Design Improvements	The interstate needs to be built in a way that allows for the needs of those who travel in and out of the city, as well as through the city (from northern or southern suburbs). 481 is not an adequate alternative from an economics perspective nor does it allow access for western suburbs. A stop and go boulevard option will deter many from coming into the city.
8/27/2014 19:23:03	LEE	GURAL			lee.gural@gmail.com	606 Rowland ST	Syracuse	New York		13204	Alternative V-4: New Viaduct with Considerable Design Improvements	No Comment
8/27/2014 20:05:32	Gowing	Charlie			Gus1941@gmail.com					13206	Alternative SL-1: Boulevard	I believe the boulevard would 1. Encourage the EdMed groups to migrate downtown with the viaduct gone. This would attract more people who work for EdMed to move downtown. 2. With the Viaduct gone Syracuse will be more inviting. 3. Say more that CNY cares more about people than cars.
8/27/2014 20:39:04	Crawford	Gary			hethrows2@yahoo.com	429N. Franklin St 310	Syracuse	NY		13204	Purpose and Need	ACCESS SYRACUSE Please disregard the Purpose and Need of this alternative. I guess of course details need review and like myself I hope you find the research flawed and not appropriate us of funds for MY HOME. Thanks.
8/27/2014 21:16:22	Forbes	Mark			magmarfor@yahoo.com						General or Other	<p>Eliminating 81 will cause additional gas emissions fom the additional miles needed to travel around Syracuse.</p> <p>Eliminating 81 will cause business along 81 to go under crating blight and change the landscape of the suburbs along 481 as the exits begin to become congested with gas stations, etc. as it comes to resemble 81.</p> <p>Eliminating 81 will make it much more cumbersome and time consuming for residents to come downtown and get around the city in general.</p>
8/27/2014 21:19:07	Mazzaroppi	Jacqueline			Mazzhusyed@gmail.com						Purpose and Need	I have worked for Onondaga County for the last 28 years I have driven from Cicero to the city in that time. It would be a devastation to take 81 down and change it the existing structure should remain it is difficult enough to get to work on a daily basis.
8/27/2014 21:24:43	Leach	Ramon			rabaleach@twcny.rr.com	5097 Skyline Drive	Syracuse	NY		13215	Alternative V-1: Rehabilitation	<p>The current system seems completely adequate for getting traffic from Onondaga Hill to downtown, or East Syracuse, or the airport or through the city to points north. Also can be used for getting to Camillus or Baldwinsville or any direction on the Thruway. I don't see the need to spend huge sums of money for a more exotic system and I certainly would vigorously oppose a tunnel or a boulevard through the city. The boulevard in my opinion would be only a little better than the mes we had before 81 was put in. It's 5 miles further to take 481 which makes it less desirable for through traffic.</p> <p>If I had to make another choice I would vote for V-2.</p> <p>Ramon D. Leach</p>
8/27/2014 21:48:37	brisk	suzanne			brisks@hotmail.com	609 Clinton St	fayetteville	NY		13066	General or Other	Please preserve route 81.
8/28/2014 6:45:11											Project Objectives	GET IT RIGHT!
8/28/2014 8:02:46	Lancette	Greg			glance68@gmail.com	305 Wells Ave West	N.Syracuse	New York		13212	General or Other	Please take the time to study the Hybrid plan which consists of a shorter tunnel, modified I - 690 at Teall Ave interchange and a downtown boulevard. We need to look at all options seriously. Thank you.
8/28/2014 8:21:28	Hanlon	Jeffrey		Slate Hill Constructors	shc85@yahoo.com						Project Objectives	I 81 needs to stay though Syracuse Enhance the SU--Downtown connection with a less interrupted though fair over 81 that is wide ,green, bikes ,walking and goes for a couple blocks each side of 81 for quick easy access The major goal of Transpotation should be to get people where they need to go safely and with minimal delay . Sometimes this requires displacement and moving of others for the greater good.

8/28/2014 9:28:36	Capone	Ronald			rmcwbg@gmail.com	rmcwbg@gmail.com	Syracuse	NY	13224-1187	Alternative V-1: Rehabilitation	REHAB/REPLACE EXISTING HIGHWAY IMPROVE AS REQUIRED TO TODAYS STANDARDS. NO TUNNELS. BLVDS. THE HIGHWAY WORKS AND DOES NOT AFFECT ANYONES LIFE .
8/28/2014 10:00:22	freid	jim	CrossFit Exalt		trymelatr@hotmail.com	109 East Taft Rd	N Syracuse	NY - New York	13212	General or Other	My business needs 81 to stay open as an interstate. we rely on traffic from syracuse and south of syracuse to be able to get to us quickly.
8/28/2014 10:55:14	Michaels	William			djmichae@twcny.rr.com					General or Other	A street level Blvd. will be a disaster But Save 81.org better get going. Only 1,000 members, a joke, we need 100,000 members !!!!! Where are the print and broadcast ads ?Where are the petitions???How about a poll by Jeff Stonecash of SU, polling people in the city, suburbs and rural areas ???How about getting and publicizing input from commuters, traveler, truck drivers etc. LETS GET GOING !!!!!
8/28/2014 11:49:35										General or Other	I am a resident of Syracuse's North side. I believe the best option, fairest to most city and county i residents, is removing the I81 viaduct replacing it with a broad boulevard thru the city and routing I81 from the south or north using 690 and 481, with, in time, safe or improved exchanges between existing I81 and these routes. In time an additional ramp from 481 south of SYR University could be added. Thanks for the opportunity to comment. Best wishes to you who have to read these comments and to the decision-makers. Tom O'Connor
8/28/2014 11:51:45										Alternative DH-2: Depressed Highway from Adams Street to Genesee Street	The depressed highway section from Hiawatha Blvd. into the city seems to work very well. Do the same for traffic from I-81 south at Adams St. to meet up with the northern section. I believe this could be a less expensive alternative.PLEASE NO TUNNELS. Traffic jams in the middle of a tunnel are horrifying- hot, air pollution, feeling trapped, no place for emergency vehicles and so on. We have been stuck in such a situation and now I hate tunnels.
8/28/2014 12:18:50	David	Paccone								Project Objectives	development entity in the City of Syracuse I would like to present the following comments concerning the Draft Scoping Report that NYSDOT published in June of 2014. I was disheartened in reading the report and the lack of attention to any detail to the project south of Adams Street. This is the community in which the Syracuse Housing Authority has property and a residential community on both the east and west sides of the current viaduct. Specifically, the at-grade and replacement alternative speak to major structural possibilities including ramps and interchanges. Both this ramp and/or additional interchanges, depending upon the solution will dramatically impact the community. Such a ramp will keep almost 1/3 of the viaduct above-grade and continue to be greater barrier to the neighborhood, its livability and its walkability. This ramp solution also does not address how the current Almond Street traffic south of Adams Street will access University Hill up Van Buren, for traffic coming from the north. The draft references traffic coming down McBride and Burt Streets. But this is a residential community on McBride, with children, school buses, a Parks and Recreation Center, not a commuter road. We have built numerous houses close to the footprint of the I-81 viaduct, and would love to see it come down in favor of a more suitable at-grade option, one which is not even being considered. That option would be the adoption of the "Doucette Plan" which would reroute 81 along Interstates 481 and 690, and bring an at grade option which would begin back at Brighton Avenue which would intergrate with the city street grid. This option would remove the "mound" of I-81 south of Martin Luther King Drive East, be at grade at Colvin Street, and allow for the South side of the city no longer to be by-passed. As such, there would be no ramp at Burt Street, as the at grade solution would reduce speed which would afford the ability to route the road under the railroad tracks at Van Buren and Burt Street, as is already done in that area on both Burt Street and Renwick Avenue. It is time for the City to be returned to connected neighborhoods, walkable, livable, and enriched by surrounding areas.
8/28/2014 12:20:18	Simmons	William								Project Objectives	comments concerning the Draft Scoping Report that NYSDOT published in June of 2014. Comments on the Overall Report Concerning the Overall Report, I was dismayed at the lack of attention to any detail to the project south of Adams Street. This is the community in which the Syracuse Housing Authority has property and a residential community on both the east and west sides of the current viaduct. Specifically, the at-grade and replacement alternative speak to major structural possibilities including ramps and interchanges. Most notably, here were no artistic renderings of the proposed ramp down to Jackson Street, the proposed new interchange at MLK East or Burt Street, or anything south of Adams Street in the report. Why? These are necessary to understand the impact on that mostly residential community. For all At Grade solutions the scoping report speaks of a ramp from existing southern elevation origin to nearly Adams Street – no other options looked at? This appears to be a ramp which will keep almost 1/3 of the viaduct above-grade but the report does not address if this will be a greater barrier to the neighborhood, its livability and its walkability, or if it will mitigate the current impediment that the structure presents. This ramp solution also does not address how the current Almond Street traffic south of Adams Street will access University Hill up Van Buren, for traffic coming from the north. The draft references traffic coming down McBride and Burt Streets. But this is a residential community on McBride, with children, school buses, a Parks and Recreation Center... not really a commuter road. Concerning the Viaduct Replacement solution (specifically V-2 Alternative) yhere is mention of an interchange at Martin Luther King East or Burt Street. What would these look like? How will they effect the community? What property must be taken? What changes to local traffic patterns will occur? With the Viaduct Replacement solution which promote the elevation of the viaduct up higher from Martin Luther King East on the southern end up to Adams Street, what would the noise of traffic impact be. There is no mention of what would be apparent; that the sound of traffic would travel further and have more room underneath to resonate.

8/28/2014 12:24:30	bidwell	mark			luigi@aol.com	300 demong drive	syracuse	ny		13214	Alternative V-2: New Viaduct Fully Improved to Current Standards	<p>I'm am 100% in favor of keeping the present via duct, but improving it to current standards. it works flawlessly as it is, but clearly needs remediation and updating to current safety standards.</p> <p>to better accommodate those standards, and to address the claims that the via duct divides the city, I would further urge that the elevation of the viaduct be RAISED, and that the thinnest possible columns be used, within safety parameters.</p> <p>doing so, should provide a bit more room to make the highway wider, and raise it further out of sightline, permitting a more or less unobstructed view across the highway.</p> <p>putting in a tunnel or an erie blvd. style solution solves none of the issues raised (as if those solutions wouldn't still leave the city divided), costs way more, and would impede the present fabulous traffic flow.</p> <p>it's precisely that fabulous traffic flow that makes this city such a desirable place to live and work.</p>
8/28/2014 12:33:16											Alternative SL-1: Boulevard	<p>"Tear down this wall" a famous man said. The noise and fumes are an insult to the people living next to it and trying to get their health maintained at Upstate. It's a huge footprint on land otherwise suitable for development. And a few minutes or miles don't amount to much if you're not even stopping by.</p>
8/28/2014 12:33:25	Bench	Valerie			VLee25L@AOL.COM						Alternative V-1: Rehabilitation	<p>As a Homecare Registered Nurse who travels this road every day, I would like to see it fixed and maintained... I believe the boulevard idea would lead to many delays and traffic jams. From a health care perspective the traffic jams would have a negative impact on treatment of patients who require emergency care.</p>
8/28/2014 12:33:49	Witherell	Matthew			mjwitherell@gmail.com	137 Champlin drive	Syracuse	Ny		13206	Alternative SL-1: Boulevard	<p>I support any project replacing the raised section of i81 in the city of Syracuse with a local boulevard and diverting traffic onto i481.</p> <p>I support removing the interstate all the way from Hiawatha to the 481 interchange as well.</p>
8/28/2014 12:42:09	Bauer	Joseph			DaCuse96@aol.com	5123 Old Barn Rd	Clay	NY		13041	Alternative V-2: New Viaduct Fully Improved to Current Standards	<p>Route 81 is the workhorse of CNY..... it connects everything so well that locals have no idea what bad traffic is like! I have been in every major city in this country at least once and no city has easier and better expressways than Syracuse.</p> <p>NO CITY should take itself off the map! 81 delivers people from all over the northeast and Canada DIRECTLY to the heart of Syracuse.</p> <p>What we need is a 21st Century expressway with closed underbellies, modern lighting, and additional hook-ups to Route 690.</p>
8/28/2014 12:56:48											Purpose and Need	<p>Route 81 in the city SHOULD NOT become a boulevard. That would be a death sentence for business in downtown Syracuse and surrounding areas. I work for a large company and travel all over NYS. To make 481 the preferred route for people traveling down 81 from Canada or up 81 from down south makes no sense from a financial standpoint. To handcuff downtown business is a very shortsighted thought process. Putting in a tunnel or below grade interstate or a hybrid option of the two satisfies people who want to see the bridges come down but won't hurt business owners. Please do not put in a boulevard. I know I will not visit downtown as much as I normally would if you choose this option.</p>
8/28/2014 14:50:17	Thomas	Scott			stthomas2@twcny.rr.com	31 Gettman Drive	Baldwinsville	New York		13027	Project Objectives	<p>next to the Carrier Dome for college. I am totally familiar with the area of the Route 81 viaduct. While I do not currently commute to downtown Syracuse on a daily basis, I do have season tickets to the Syracuse Curch at the Oncenter War Memorial and have need to go to Crouse Hospital and the Physicians Office Building for doctor appointments for me and my family.</p> <p>I utilize two routes depending if I am coming from home (Baldwinsville) or work (Cicero). In both cases, I would like to see the Route 81 viaduct removed and replaced by a boulevard. The viaduct is so ugly and the space so useless, I would like to see a boulevard lined with businesses and/or multi-use buildings (businesses on ground floors and living spaces above) with added green space and safer pedestrian crossings.</p> <p>From Baldwinsville, I would be taking 690 East and use the Adams and Harrison Street Exit to get on to Harrison to the parking garage across from the Oncenter Convention Center for Crunch games and other Oncenter events. This is easy and quick. I could see getting off of 690 either onto a boulevard or possibly exiting an access road on to State Street before Almond Street. Though I would think State Street would have to be turned into a one way (south bound) to accomodate the traffic for events at any of the Oncenter facilities. I could also use West Street to Adams Street to get to the parking garage bypassing the boulevard if I wanted to. West Street is also my preferred method to get to Clinton and Armory Square via either Erie Boulevard or Fayette Street for entertainment and dining from the western suburbs.</p> <p>From Cicero, I would be taking Route 81 South. Where 81 would be re-routed onto the current 481, I would continue South on the old 81 (should be renamed something besides the NY route number). This highway I am imagining remains the same until it turns into the boulevard whereas I continue along to Harrison Street for the War Memorial or Adams Street for the hospitals. If I was going to Clinton Square or Armory Square, I would exit at Salina or Clinton Streets depending on how those exits are changed for the new boulevard.</p> <p>Further more, I still would have access to the Destiny USA shopping mall and all the businesses in the Town of Salina. Destiny USA is a destination and I doubt it would lose any visitors by re-routing 81 North and South through traffic along the current 481 pathway. The Mall owners may have to spend more money on advertising which would probably increase the number of visitors over time.</p>
8/28/2014 15:58:18	Fuller	Margaret			mfuller4@twcny.rr.com	3915 County Route 91	Jamesville	NEW YORK		13078-9613	Alternative V-1: Rehabilitation	<p>Save I 81 it is fine the way that it is...</p>

8/28/2014 16:43:16	Diehl	Margrit			margrit.diehl@gmail.com					Alternative SL-1: Boulevard	I think the boulevard is the best plan to bring our city together, to rid our community of the dangerous eyesore that is the viaduct, to encourage development and make good use of the land around the viaduct. To repair it would mean taking over much more property and destroying buildings. A tunnel is not worth the money it would cost, especially since 481 is a perfectly good bypass. Good planning can result in a convenient traffic grid downtown and an attractive boulevard appealing to pedestrians, cyclists, and drivers. Traffic on a boulevard does not have to speed through at 55 mph. Bringing down the viaduct and developing that space would energize our city and open up many new opportunities.
8/28/2014 16:58:11	Money	Charles P		NA	chaswald@hotmail.com					Alternative SL-1: Boulevard	I think the SL-1 proposal serves Syracuse the best.. The elevated thru the heart of the city is and always was a BAD idea. I grew up on the south side of Syracuse and continue to live in CNY.
8/28/2014 17:28:09	Jurison	Alan			ajurison@gmail.com	545 Grant Blvd	Syracuse	NY	13203	General or Other	<p>81. While I am disappointed to see the depressed options removed from future rounds, I do encourage this as many successful cities have revitalized their downtown areas with depressed highways and I feel that this movement has not successfully captured those. See Detroit and Cincinnati as good examples where the highways are depressed and yet have significant urban renewal/development nearby to them, and are still very walkable.</p> <p>However, if a depressed highway is no longer being considered, I request that an improved viaduct be the final decision. Eliminating high speed access through the city will increase commute and travel times and make a city that currently has no inherent traffic problems and commuting issues suddenly having a commuting problem. Many cities the size of Syracuse do not have significant highway infrastructure and thus have longer commute times. We jeopardize this by moving to a boulevard only solution. While I have seen AM commuting times compared across all the options, detailed PM commuting times have not been published. And I think that's a fundamental flaw of the existing proposals. We are being told that even a boulevard offers no major impact in travel times. Yet an afternoon commuting analysis has not been done. This should be strongly considered because if you look at the boulevard option, the AM commuting paths are generally unchanged as from what they are today. People will generally get off I-81 and I-690 in the same locations they do today. However the access to get back on these highways in the evening have been eliminated or are reconfigured and are further away requiring more blocks and turns to access. This really should be looked at closely.</p> <p>Similarly, in my discussions with engineers, a "Gameday" analysis has not been conducted. This is a mistake. Why build all this infrastructure and not consider the major events that are handled at the Carrier Dome which result in significant traffic visiting the University? The current ramps up to access I-81 and I-690 from the University provides a very efficient way to get cars out of the parking lots and the University hill area. Funneling these cars on a boulevard and several more light cycles and such should be carefully studied.</p> <p>To make the viaduct more palatable, I suggest raising it as high as possible to allow for additional light to reach the underside.</p> <p>There are a few things I do not like about the viaduct proposals so far: The I-81 South into the city from the North consolidation of the West/Franklin/Clinton/Salina exits into a single exit on just Clinton Street is a mistake. That in itself takes a very efficient way of dividing traffic across 4 streets onto a single street which will increase commuting time and also gridlock. Please redesign that to keep the more efficient design that exists today in place.</p>
8/28/2014 20:20:09	Amber	Farrell			Amberann1011@yahoo.com					General or Other	The option chosen needs to preserve the speedy track through the city. My family counts on it daily for multiple areas of our life. If it weren't were for the ease of getting around with i81 I doubt we would have chosen to move to the area.
8/28/2014 21:20:24	Walter	Elaine			elf48@twcny.rr.com	801 Broad St	Syracuse	NY	13210	Alternative SL-1: Boulevard	I support some form of boulevard alternative rather than any type of elevated or depressed highway or tunnel. The existence of Routes 481 and 690 as bypasses around the city already are available and in use by many. These bypass routes should become the default option for those who are not entering downtown and wish to drive at highway speed. Anyone who is entering downtown already has to exit and reduce speed to drive on city streets to their destination. The boulevard option would be physically more attractive to the surrounding area and much less intimidating to those of us who walk or bike to and from the downtown area. Currently the area under the overpass is noisy, dark, damp and dirty. Crossing Almond Street near the hospital or near Genesee Street is very difficult and unsafe. A boulevard, although wide and full of traffic would hopefully have calmer traffic and sufficient traffic signals at cross streets to allow both steady passage of cars as well as safe crossing for pedestrians.
8/28/2014 21:55:53	Haendle	Peter			peterhaendle@yahoo.com	3306 Makyas Rd	Nedrow	NY	13120	Alternative V-2: New Viaduct Fully Improved to Current Standards	I feel strongly that keeping a viaduct is the best solution to I 81, Changing to a boulevard would not be beneficial. Directing traffic to I 481 does not get people to where they need to be. People coming from the south and traveling to the university, the near north side, Liverpool, Destiny mall or the train station can not get to their destination from I 481. Taking down the viaduct would make very inefficient traffic pattern.
8/28/2014 22:29:06	phelan	john			jphelan29@yahoo.com					Alternative SL-1: Boulevard	The viaduct needs to come down for the good of the region as a whole. I favor Bob Doucette's idea of using I-81 and I-690 to route traffic to I-481. It is practical. It would be less expensive than the other options (I think), satisfy the business owners along the current I-81 path from the north, and it would only add a few minutes of commute time to those affected. A boulevard could then replace the current path of the viaduct. However, the boulevard would need to be designed carefully, to make it safe for pedestrians and esthetically pleasing.
8/29/2014 8:30:44	Cain	David			cain.dave@gmail.com	4083 Mercun Drive	Jamesville	New York	13078	Alternative V-2: New Viaduct Fully Improved to Current Standards	<p>Dear Sirs:</p> <p>I live south of I81, and use the viaduct to reach work in North Syracuse. Alternatively, I use I481. I have noticed a significant increase in I481 traffic over the years and am seriously concern about removing the viaduct in favor of a boulevard. Already the Dewitt Route 5 area is very congested. I believe the increased traffic diverted to I481 will be make the Dewitt Route 5 area almost impassable.</p> <p>I strongly urge you to rebuild the viaduct and not consider a boulevard option.</p>

8/29/2014 8:58:53	Slagle	Rickey			slagle@twcny.rr.com	429 North Franklin St ste 3-112	Syracuse	New York	13204	General or Other	<p>While I understand the need to improve traffic flow and safety and to correct nonstandard and nonconforming design features, " an important consideration of the project is the effect of the transportation infrastructure on social and economic aspects of the project". The City of Syracuse has embarked on a revival of its downtown neighborhoods enticing more residents to make downtown their home. Mission Landing is an important element and one of the first successful projects in that effort. The new I-81/ I-690 southbound to eastbound interchange would have a significant impact on that area. As pointed out, the morning peak traffic is at overcapacity now in that section! The quality of life for Mission Landing residents would be significantly reduced. Increased noise levels over already high levels would be present as it brings a greater volume of higher speed traffic closer to the building. We suffered through round the clock construction noise and dust this summer. One can only imagine what new construction will bring. Road dust makes keeping my unit clean a constant struggle. This could significantly reduce property values for one of the highest concentration of high value residential real estate in downtown Syracuse. Mission Landing has 43 units with a average sale value of over \$400,000 in recent history. The Franklin Square area is a very desirable location and it would be a crime to diminish that in any way.</p> <p>Please consider the Bear Street corridor for both I-690 eastbound to northbound I-81 and I-81 southbound to westbound I-690 interchanges. That corridor appears to be wide enough to accommodate traffic in both directions and is void of residential housing and has a only few businesses there. Also, it is close to Destiny and gives easy access to that "attraction". Perhaps even the I-81 to I-690 southbound to westbound could be included in that corridor? That would preclude encroachment on valuable downtown space as shown in Figure 3-1.</p> <p>I support the rejection of the tunnel and depressed highway alternatives because of the initial and future maintenance costs.</p> <p>Thank you for your consideration of my comments.</p>
8/29/2014 9:00:21	John	Hudson	Syracuse Resident		john.hudson07@gmail.com	100 KENWICK DR	SYRACUSE	NY	13208	Alternative SL-1: Boulevard	<p>Hello, this comment is to voice my opinion on the I-81 project. As a Syracuse resident I commute on the affected portion of the viaduct almost every day so whatever decision will be reached will directly impact my commute. Ultimately I am in support of whatever option the statistics from the environmental impact study reveal what is economically and environmentally best for the city. However, given the information I have read thus far I believe the SL-1 Boulevard is the best option. I would like to stress though if this option is chosen that it would be imperative for traffic on the boulevard to operate smoothly to be a success with the community and local drivers. Specifically, traffic lights should be smart enough to detect traffic patterns and allow the heaviest traffic the right of way. The traffic lights should not be on basic timers. There have been countless times I have had to sit at a red light when there is no cross traffic simply because the timer on the light decided it was time to change the light. It is also frustrating to be at a light that turns green just in time to approach the next light 1 block down that turns red just as I approach. I think the lights should be coordinated so the lights at each intersection on the boulevard turn green as the cars approach, reducing the amount of stop and go traffic. Then they all turn red to allow cross traffic to pass.</p>
8/29/2014 9:07:38										Alternative SL-1: Boulevard	<p>I'm strongly in favor not rebuilding the 81 viaduct due to its physical barrier that has created dysfunction between neighborhoods. It is a critical decision for the city- state to seriously consider the health and wellbeing of all of the communities within the city of Syracuse. I think that a lot of commuters and suburbanites want their convenience to pass through the city on the viaduct yet they do not live in the city. I personally think the people in the suburbs of Syracuse should not have a vote when it comes to the final decision making process. They simply are not part of the city community that this decision is affecting more than the passerby commuters. Once there is a healthy physical environment for people to flock to there will be a wave of economic revival within the city limits. I'm in favor of the Boulevard that would provide the city with outstanding redevelopment opportunities for mixed use buildings. The boulevard plan would provide and the city a breathtaking grand entrance into the city of Syracuse and significantly higher tax dollars due to the redevelopment plan it would provide. Suburbanites may even move back to the city and walk to work due the higher quality of life and economic revival the boulevard would provide. I would love to live in a city that's infrastructure is focused more on walkability and bikability, in other words more sustainable forms of commuting.</p>
8/29/2014 9:23:52	Ficarra	Anthony			tonyfic209@yahoo.com					Alternative V-1: Rehabilitation	<p>Existing roadway has worked well for many years. Rehab existing roadway and money saved should be used to lower taxes in NYS.</p>
8/29/2014 10:30:27	Malerba	G	unavailable		gmalerba@verizon.net	5932 east Pinegrove Rd	Cicero	NY	13039	Purpose and Need	<p>I use 81 primarily to get to Syracuse. the current system works fine. I can exit at ant part of the city i need to go to. I think the current system is just fine.</p>
8/29/2014 10:42:17	Blanch	Tom			tblanch4@twcny.rr.com	100 Cleveland Ave.	Liverpool	NY	13088	Alternative V-3: New Viaduct with Substantial Design Improvements	<p>All highways, train tracks, etc...divide one side from the other. Depressed roadways such as the Cross Bronx Expressway and others offer few cross-over opportunities. I 81, north of the city is reasonable in that regard. The thought of a depressed highway near the university sounds very unappealing, and not much better if it is covered over to create a boulevard above it. Have you tried to cross Erie Boulevard on foot?</p> <p>The elevated highway does provide a walkable connection from the downtown side to the hospital and university area.The city street beneath it is busy, but not too unlike other city streets.</p> <p>The highway does bring the lifeblood to and thru our city, and is both a blessing as well as a concern. It was a vision and a sacrifice to construct the roadway in that area. Why would anyone prefer all traffic to by-pass Syracuse, especially when easy and convenient access to our community has far more advantages than disadvantages?</p> <p>Re-build the roadway where it is. Make it higher and wider. Re-think Rt 690 connections, as well as the on-off ramps. Consider 2 or 3 pedestrian crossings over Almond St. but under I 81 but bigger than that at Destiny Mall over Hiawatha Blvd.</p> <p>Elevated roadways can be majestic and awe inspiring as some found in western cities. Alberquerque comes to mind.Lets stop thinking of I 81 in Syracuse as a problem to get rid of and more of as an opportunity to to keep Syracuse alive for the future.</p>
8/29/2014 11:03:56	Taneja	Amit			Ataneja@syr.edu		Syracuse	NY	13210	General or Other	<p>Please keep I-81 as is and look to expand it. The hospital and SU are the major employers in the city. Traffic is bad enough now. The boulevard is a really bad idea. We need to save the I-81 overpass.</p>
8/29/2014 11:17:37	Dune	Michael			Mikedcpt@ail.com	5327 amalfi drive	Clay	NY	13041	Project Objectives	<p>I believe for all involved the hybrid tunnel/blvd is the best though costly item. If just a blvd the costs to the suburbs and city will be astronomical if failed businesses and lists jobs. For those who discuss split neighborhoods, why isn't the blvd starting at the 81/481 junction. To say that starting at SUNY Upstate will help the south side neighborhoods are wrong.</p>
8/29/2014 12:08:05										Purpose and Need	<p>I support a viaduct that effectively and efficiently connects the southern part of Onondaga County through the city of Syracuse into the northern part of the Onondaga County.</p>

8/29/2014 15:35:36	Christopher	Barnes			cjb281@hotmail.com	303 Dickerson Dr. North	Camillus	NY	13031	General or Other	<p>I recently received a questionnaire from Senator John DeFrancisco.</p> <p>The responses to this questionnaire will be unreliable as question number 2 states: "No matter what I-81 concept is chosen, do you think it is important to maintain a north/south thoroughfare at the existing interstate speed?" This fails to clarify whether a 481 or 690 bypass is considered a route which maintains the north/south thoroughfare. I think this is a sly ruse to obtain votes against a boulevard or other street level solution.</p> <p>Secondly, without fair and accurate information to educate the public (as per my previous email), what value is a multiple choice questionnaire? We might as well have uneducated 3 year olds check boxes on whether flour or sand should be used in mixing the concrete foundations for our next bridge embankment.</p>
8/29/2014 17:04:28	Taliercio	Ann Marie		CNY Area Labor Federation, AFL-CIO	President@cnylabor.org	615 West Genesee Street	Syracuse	NY	13204	General or Other	<p>As President of the Central New York Area Labor Federation, AFL-CIO, which represents more than 100,000 working families employed by businesses throughout Central New York, the final decision for rehabilitating Interstate 81 is a major concern to all -- both for employee and employer.</p> <p>Many workers depend on I-81 to perform daily job duties and commute to and from work every day. Our community depends on the services provided by these workers and the viability of the businesses that employ them.</p> <p>That's why there is so much at stake when it comes to the future of I-81. The wrong decision will put jobs at risk and jeopardize our region's economy.</p> <p>After listening to the state DOT detail the pros and cons of the different options during the past few months, I became discouraged in realizing that there is no easy answer. But after reading about the recently proposed Access Syracuse plan, I began to see hope that our community could come together around ONE option.</p> <p>Access Syracuse could potentially satisfy the needs of the entire region by creating a hybrid tunnel-boulevard that would allow an underground I-81 to continue along its current path and a boulevard to address the call for changes in the downtown grid.</p> <p>This could be the community solution to improving I-81 that many of us have been searching for, and it is important that we have an opportunity to fully vet the details. I encourage all Central New Yorkers to join me in urging officials to fully analyze the Access Syracuse plan by submitting a comment to the DOT by Tuesday, September 2 -- the final day of the current scoping period.</p> <p>We cannot afford to cut off discussion about good ideas coming from the community. Let's tell the DOT to give us as much information as possible about our I-81 options so we can have truly informed debate.</p> <p>Sincerely, Ann Marie Taliercio President</p>
8/29/2014 17:05:32	Lacey	John			Johnmlacey@yahoo.com	300 Stolp Ave	Syracuse	Ny	13207	General or Other	I write to express my full support for the boulevard option and complete opposition to reconstruction of the viaduct.
8/29/2014 18:18:33	Ranaldi	Alexander			alexranaldi@gmail.com	310 Scottholm Terrace	Syracuse	NEW YORK	13224	Alternative SL-1: Boulevard	I feel this is the best option.
8/29/2014 18:45:00										Alternative SL-1: Boulevard	<p>I am in favor of only the street-level alternatives--all of them. Nearby, in Utica NY, their 'arterial highway' is an effective and efficient street-level highway with limited access.</p> <p>STREET-LEVEL ALTERNATIVES ARE SUPPORTED</p> <p>All Street-level Alternatives would demolish the existing I-81 viaduct, which would be decommissioned as an interstate, and make improvements to I-481, which would be re-designated as I-81. Almond Street would be reconstructed as a surface street, with potential for urban design/aesthetic treatments and bicycle/pedestrian amenities.</p> <p>I like the fact that the Street-level Alternatives would fully meet today's design standards. The street-level solutions would reconstruct the I-81/I-690 interchange, providing connections in all directions.</p> <p>UTICA'S STREET-LEVEL 'ARTERIAL' HAS BEEN SUCCESSFUL FOR MANY YEARS AND THIS CAN WORK FOR SYRACUSE TOO..</p>
8/29/2014 21:23:35										Alternative V-1: Rehabilitation	<p>I would like to see 81 remain a easily passable highway through Syracuse with traffic flow improvements. The highway structure already cannot handle the volume of traffic when large events like SU games occur. Making it something other than a smooth flowing highway will cut off many people from traveling from the south or the north to the city. Or to the west of Syracuse. A lot of business will be lost due to avoidance of slow moving traffic. I for example would take my business elsewhere and eventually plan to move out of the Syracuse area.</p>

8/29/2014 21:26:31	Matthews	George			mapageorgem@gmail.com				13207	General or Other	<p>Careful consideration of the alternatives for the future of the elevated portion of Route 81 that travels through Syracuse leads to the conclusion that the viaduct needs to be removed and replaced by a street level roadway for the following reasons:</p> <ol style="list-style-type: none"> 1. The current viaduct provides inadequate access to downtown and the University. 2. Replacing the current viaduct with a new viaduct will require the demolition of numerous buildings, resulting in the loss of tax dollars and important building fabric. 3. Removal of the viaduct and the implementation of a street level solution will result in the realization of City and County real estate and sales tax revenues from the construction of new buildings. 4. The infrastructure to meet the needs of commuters and travelers already exists in the form of our city street grid along with routes 690 and 481. 5. A tunnel or depressed highway will result in the "dead ending" of several significant streets, with no benefit to the commuter or the City as a whole while requiring a significant use of taxpayer funds. 6. The street level solution will be the least disruptive to daily life in our City, and with improved access to I-690, will provide the best opportunity for long-term economic growth of our region. 7. A street level solution could lead to a revitalization of the Southside neighborhood with appropriate connections to the street grid between the railroad ROW and Brighton Avenue.
8/29/2014 22:46:57	MARONEY	RICHARD		none	rickmaroney@yahoo.com					Alternative V-5: New Stacked Viaduct	<p>Ideas to best serve the economy of Syracuse: NORTH BOUND: From Syracuse University to just south 7th North is where I see the problem. A stacked viaduct starting at the university would allow traffic a choice to travel over the city or exit at S.U. and also allow travel on a blvd through the city. Syracuse University & the hospitals would have an exit to service their needs. The next exit of the stacked viaduct would be 7th North Street and I 81 continue as is with I 90 the next exit. This stills allows good flow to the Destiny Mall. SOUTH BOUND: From the Mall to the University is where I see the problem. A stacked viaduct starting at the mall would allow traffic a choice to travel over the city and allow exit for the mall and also allow exit to the blvd to travel through the city. The next exit of this stacked viaduct would be the the university.</p>
8/30/2014 8:25:42	Zimbal	Larry			zimbug04@aol.com	209 Ridgecrest Rd.	Dewitt	New York	13214	Alternative V-3: New Viaduct with Substantial Design Improvements	no blvd !
8/30/2014 9:57:45	Todzia	Frank			gtofrank@aol.com					Project Objectives	<p>Route 81 needs to stay in place where it has been since 1965. Rebuild where needed to update to current standards. 81 is not the problem, ground traffic management at exits and entrances creates peak time congestion. Relocation of access and exit points, adding new additional exits and entrances will relieve the congestion problem.DOT grounds crews need to remove the overgrowth of trees and high grass to enhance the appearance. Add an exit from 81 north to Castle street, this will offer a route to university hill relieving congestion at Adams street. 81 south at Harrison street needs a route change, eliminate the merge to Almond street, have traffic cross Harrison south to Adams. Then left to access the hospitals and SU. Eliminating the overhead portion of 81 make no sense and is cost prohibitive. State DOT has just built a raised section for interstate route 86 through Horse Heads N.Y. so the concept of a raised highway through a populated area is still a current and acceptable .Feel free to contact me. .</p>
8/30/2014 9:58:58	O'Keefe	Marie			momok07060@yahoo.com			NY		Alternative SL-1: Boulevard	<p>Through traffic would be encouraged to use 481 by placing occasional traffic lights along either a boulevard or depressed highway. This would maintain 81 as an easy access road to just about everything.</p>
8/30/2014 11:26:22	fritz	arthur			afritz@twcny.rr.com					Alternative SL-1: Boulevard	<p>By all means, I favor re-routing through traffic via I-481. I-690 and the NY Thruway can at the same time increasingly serve as alternative routes to access downtown and the east-west sides, in fact, these are currently my preferred travel routes, mainly to avoid the stress of dealing with the flawed design of I-81 downtown.</p> <p>Street level routes can better facilitate traffic in both center city and The Hill.</p> <p>So far, all conceptual designs for a boulevard envision a straight, wide boulevard. I encourage some tweaking to incorporate gentle curves, maybe even exploring some quasi-loops and quasi-round a-bouts.</p> <p>Clearly, NYS and Syracuse can not afford a "Big Dig," but a series of mini tunnels, ala bridges, could facilitate east-west traffic flow where intersecting the north-south boulevard(s).</p> <p>Further, I can envision more underground parking being available underneath both any future new structures near the boulevard district and below any open spaces created with the new street-level traffic plan.</p> <p>In sum, Mother Nature has never included straight lines in Her designs. Only man has a penchant for straight, linear designs. In my eyes, circles and loops are esthetically more appealing and just as functional as straight lines.</p>
8/30/2014 12:23:39										Alternative T-4: Tunnel on Eastern Alignment (81' Below Syracuse)	<p>I'm not a person who is always up on information and whats going on around town .But I truly don't understand why there has to be such a big change in what to do with route 81 over the city. Just connect to 481 by going around the city like most major cities do in other states ,</p> <p>We are in hard times and you want to spend money that the Tax payer will end up paying for . The city or the state hasn't the money to spend .they just want to change -improve something that has done the job for a long time . I feel this whole idea needs to put aside and try finding a way to improve 81 by not spending money ,we don't have why not use that money to improve the roads that are in such need of repair . I'm one who feels let what is alone</p>
8/30/2014 13:11:12	Ron	Esce			resce@twcny.rr.com				13205	Purpose and Need	<p>The only reason we shop and visit the inner city is because of 81, easy on easy off, I urge the DOT to maintain I-81's current alignment and interstate designation through Syracuse.Dont be foolish..</p>

8/30/2014 13:27:27	Martin	Joan			Benelux98@verizon.net					Alternative V-5: New Stacked Viaduct	I think that a multi tiered viaduct is a good idea. This choice may eliminate the requirement to tear down buildings. I believe that the viaduct choice is important as this is the most direct route through Syracuse at a speed that will keep the traffic moving. It is also the best choice for ambulances to reach the hospitals in the shortest period of time.
8/30/2014 13:44:24	McCampbell	J.B.			ibm@bpn5.com		Liverpool	NY	13090	General or Other	Depending on the final decision, there could be a substantial amount of traffic diverted around Syracuse. I-481 should not be the only designated alternative to divert traffic around the city. The state should make portions of the New York State Thruway (I-90) toll-free from the interchange with I-481 (exit 34A) to Exit 38-Liverpool, in the same manner as the toll-free section of the Thruway in Buffalo. This step would help reduce the amount of additional traffic that might otherwise be diverted on to I-481, where there is a limit to how much more additional traffic it could handle without significant improvements, such as adding extra lanes. As a frequent motorist on I-481, I can witness that there are major safety issues on I-481 in the winter with the current volume of traffic.
8/30/2014 14:06:20	Kingston	Karl			kkingsto@speakeasy.net	307 Windebank Ln	minoa	ny	13116	Alternative T-2: Almond Street Tunnel from MLK East to Genesee Street	I would be in favor of a tunnel. Either the "Access Syracuse" plan or the Jason Sperry plan. What I would like to do is see them do something to keep our stretch of I81 UNIQUE. I have driven from the north end of I81 to the south end of I81 where it merges into I40 and Syracuse is the ONLY stretch where the speed limit is 45MPH. If they do a tunnel, it will be unique since there's no tunnel on I81 at all. If they replace the viaduct do something like they did on I93 in Boston--make it stand out and be different than any other on I81. The Boulevard idea is a bad one--it will increase congestion. If it's bad during SU games, this will be worse.
8/30/2014 14:38:11										Purpose and Need	I believe a tunnel is an extreme waste of tax dollars and unnecessary. A depressed highway or recessed highway would be the easiest to maintain and small bridges could be built over it, maintaining existing streets and "neighborhoods". Much like the cross Bronx expressway. If the highway is destroyed and completely removed, it will only further cripple an already severely weak local economy. This area needs to attract business. At the current pace there may not be anything left here but the University, and all the burns that panhandle at every intersection.
8/30/2014 17:30:06	share	Carl		Hm	csharak001@twcny.rr.com	csharak001@twcny.rr.com	Syracuse	NY	13205	Purpose and Need	City movement is eased by I81: North to South would be stifled were a no access highway to be eliminated. This would be traveling from the Southern City Border to the Northern City border. Center city access is not the need as it is already fulfilled by the present I81. Keeping a elevated Viaduct is the most logical.
8/30/2014 18:12:06	McDonold	Karen			mcdonoldk@earthlink.net					Alternative SL-1: Boulevard	After reviewing all the alternatives, I believe this is the most favorable. I believe a boulevard would maintain access to Syracuse, enhance traffic flow and also has the greatest chance to improve the quality of life in the Syracuse area. I am reminded of Commonwealth Ave. in Boston when I think of this option. I am definitely against any of the viaduct alternatives and do not believe the other boulevard option will improve the desirability of life in the Syracuse area. This project will impact the nature and sense of community for decades to come. Thank you for the opportunity to add my views on this project.
8/30/2014 20:36:25										Alternative V-1: Rehabilitation	I have been to several of the meetings at the On Center. I feel that preserving Rt. 81 is very important. Whether that means simply rehabbing #81, or rebuilding it with improvements, I would support any of those options. What I do NOT want or support would be re-routing traffic around the metro area via #481 (essentially tripling my commute), a boulevard, or tunnel. The only way I would consider a tunnel option would be if the speed limit remains about the same as it is currently. I have as much experience as anyone driving on 81, 690, and 481, and I can tell you, traffic quickly turns into a nightmare anytime there is either construction, or an accident. I vote to fix or improve Rt. 81.
8/31/2014 6:37:48	Holeck	Paul			pholeck@gmail.com	5100 Highbridge St. 14F	Fayetteville	NY	13066	General or Other	I'm writing to voice my opinion as to which option I believe is the the best choice of all the options for the replacement of the I 81 section through Syracuse. I think the highest priority should be given to achieve what should be the most important goal of the project, which is to move the highest number of vehicles projected for the area's traffic patterns for the next 60 years to and from all points in all directions to all destinations in and around Syracuse and beyond. It should also include strategically located on and off ramps to realize the highest efficiency and ease for vehicles to get to their destination, even during peak periods of rush hour and event traffic. I don't believe it is in the best interest of the area, the majority of it's businesses, or the majority of our citizenry to select any of the options that to not address my above stated priority first, but instead satisfy select individual's, business's or other entity's needs over the majority. That would include individuals, groups and organizations who put their own agenda ahead of the majority, including folks who want to use this project to reconnect neighborhoods and sections of the city they deem as having been disconnected by the viaduct for over 50 years, and individuals and businesses who believe their properties and buildings are more important than the greater good for the majority. The project's goals should not be driven by emotion or 'feel good' motives. There is a purpose for the project which should be paramount. The decisions need to be made with the objectives first in mind, and cost a close second. I recommend the Viaduct Option 2 for the project. It accomplishes the most important objectives, which include bringing 81 up to current standards regarding speed and safety, adds the missing exchanges, and does all this at a responsible cost to all levels of government (taxpayers).

8/31/2014 9:10:33	earle	dennis			dpearle@aol.com	2880 eager rd	Lafayette	NY	13084	Alternative SL-1: Boulevard	I believe a boulevard -- or some well designed street level replacement for the viaduct -- is the best solution. The viaduct is ugly, wasteful, divisive, outdated, and unsustainable environmentally. Only a street level solution offers a means to stitch the fabric of the city back together in a more coherent and functional, and socially, economically and environmentally healthy way. We must take this as an opportunity to do intelligent, contemporary urban design and development to stimulate the type of community and infrastructure we want.
8/31/2014 9:51:10	McGuigan	william			wmcguig@gmail.com	116 richard rd	syracuse	NY - New York	132151530	Project Objectives	The project MUST include the fact that most current designs and implementations do not include highways which cut off a city from its waterfront or bisect a city. Look at good designs not including any viaduct. Viaducts are a 1960s concept. Please delete these options from planning. The cheapest alternatives are not always best for today's cities.
8/31/2014 11:07:28	carter	deborah			daeqc@twcny.rr.com					Alternative SL-1: Boulevard	I work on the Hutchings Campus and at St. Joseph's Hospital. I live in the Valley section of Syracuse. I travel I-81 daily to and from work. I agree with current viaduct divides our city and is an eyesore. I am most in favor of a boulevard option with routing of traffic onto 481. I do not agree with the tunnel option. This will just be another form of division.
8/31/2014 11:15:16	King	Maren and John			maren.king@gmail.com					General or Other	I-81 Viaduct Project 333 E. Washington Street Syracuse, NY 13202 Re: Final Scoping Comments Date: August 30, 2014 (also submitted via e-mail) To Whom it May Concern, We agree with many that the Route 81 Reconstruction project is the most important and transformative project in the Syracuse metropolitan area and is a once in a lifetime opportunity for the city and region. We encourage those receiving these comments to view this EIS process as a way of developing the alternatives for the various components of the transportation system that are informed by both expert and local knowledge of the impacts. This will require continued engagement of community members in the process, providing them with information in forms that are understandable, unbiased and complete. Our hope for the eventual project that emerges is of one that is held up as a model of a people oriented, proactive 21st century transportation system rather than one that is seen as the last of the mid to late 20th century vehicle oriented highway reconstruction projects. We have a number of areas of concern but having attended several recent meetings, choose to focus these comments on the following: Removal of Existing Buildings. The removal of existing buildings, including those occupied and unoccupied, will negatively impact the community. The original development of Rt. 81 resulted in the removal of numerous buildings, the creation of unusable and unattractive interstitial spaces, and the creation of a visual barrier that cuts through the heart of the city. Removal of additional buildings, some of which are distinctive, contain active business, institutions and residences will further damage the heart of the city and downtown and exacerbate what the original Rt. 81 project did 50 years ago.
8/31/2014 11:24:46	Dougherty	Bob		Syracuse Common Council	bdougherty@syr.gov.net		Syracuse	NY	13205	Alternative SL-1: Boulevard	First, I would like to thank the DOT for looking at the big picture & not just the viaduct. Addressing the total traffic situation including the Teall & West St. interchanges, the lack of 81 & 690W connectivity and the street grid are evidence of a comprehensive look at the problem which will yield a more permanent solution. I would also like to comment on the tactics of the Save 81 groups. At one of the meetings you stated that much comment has been received from these groups. The fact that they actually have a budget and PR funds to spend makes their input suspect. Just witness the Save 81 truck outside the Civic Center at the last scoping meeting. In my opinion the Boulevard alternative, coupled with the improvements listed above and possibly a new 81 S/481 Outer Comstock/Skytop entrance/exit would best serve the interests of the people of Syracuse. Anything else will just be lipstick on the pig that we had forced on us 50 years ago. This will also be the least intrusive as regards property acquisition and will return much property to the tax rolls. I could go on and on but here's hoping you make the best and most forward-looking decision.
8/31/2014 11:28:33	Dougherty	Bob		Syracuse Common Council	bdougherty@syr.gov.net	120 Edna Rd	Syracuse	NY	13205	Alternative T-4: Tunnel on Eastern Alignment (81' Below Syracuse)	I don't mean to bombard you with responses, but any tunnel alternative is pretty much preposterous. Beside being monumentally expensive, this would take many years more than the other proposals & would be an engineering & environmental nightmare.
8/31/2014 11:40:11	Greenfield	Eric			ericgreenfield@yahoo.com	108 Berkeley Drive	Syracuse	NY	13210	General or Other	As a taxpayer aware of our federal, state and local budget problems, I support the boulevard option simply because it will be cheaper to maintain over the long run. Thank you

8/31/2014 11:59:55	Noble	Stefanie			stefibles@gmail.com	123 N. Edwards Ave.	Syracuse	New York	13206	General or Other	<p>Hello,</p> <p>I have closely followed the discussion related to the future of the portion of I-81 that is elevated over Syracuse. I support the viewpoint that a street-level roadway is the best option for Syracuse and the surrounding area. I agree with many of the points that ReThink 81 has put forth regarding this project:</p> <ol style="list-style-type: none"> 1. The current viaduct divides our City and cuts off the University area from our downtown. 2. Replacing the current viaduct with a new viaduct will require the demolition of numerous buildings that will result in the loss of tax dollars and important building fabric. 3. Removal of the viaduct and the implementation of a street level solution will enable us to recapture a significant amount of real estate that will result in the realization of City and County real estate and sales tax revenues from the construction of new buildings. 4. The infrastructure to meet the needs of commuters and travelers already exists in the form of our city street grid along with routes 690 and 481. 5. A tunnel or depressed highway will result in the "dead ending" of several significant streets. In addition, the tunnel or depressed highway options provide no benefit to the commuter or the City as a whole while requiring a significant use of taxpayer funds. 6. The street level solution will be the least disruptive to daily life in our City and will provide the best opportunity for long-term economic growth of our region. <p>Thank you for considering these viewpoints, which I have heard echoed amongst many of my friends and colleagues. I live and work in the city of Syracuse and believe that this project has great potential to add to the growth and potential of the city. Let's do the best thing for our citizens and choose the most forward-looking option.</p> <p>Thank you for your consideration. Stefanie Noble</p>
8/31/2014 12:33:11										Alternative SL-1: Boulevard	<p>I grew up in the suburbs, where going downtown was about equal to a trip to NYC-we just didn't do it often. Now, we live on the north side and friends hate to "make the trip." The same friends think nothing of driving from Cicero to Baldwinsville, however, a drive about the same length of time. We need to unify our city, and removing the physical and cultural divide that is our elevated highway is the first step.</p>
8/31/2014 13:02:39	Page	Liz			bluegill1st@gmail.com	2200 S. Salina Street #585	Syracuse	NY	13205	Alternative V-1: Rehabilitation	<p>Given the disruption of the 15th ward when I 81 was first implemented (and forcing home owners and renters into pre-selected areas of Syracuse, I see no substantial plans to protect housing that currently exists, or adding new in the area.</p> <p>Or any new themes to deal with racism.</p> <p>Nor do I see any plans to hire, monitor or the enforcement of regulations for diversity for African Americans or any minorities of color or women.</p> <p>As I pass numerous construction and highway rehabs or new building construction, I rarely see folks of color working.</p>
8/31/2014 13:55:11	Watkins	Mark	Outer Comstock Neighborhood Association		mark1937@twcny.rr.com	300 Roe Ave.	Syracuse	NY	13210-3741	Alternative V-2: New Viaduct Fully Improved to Current Standards	<p>cut us off from the rest of the City by severing I-81 just north of our neighborhood. Outer Comstock is a diverse residential neighborhood of mostly single family homes plus several hundred apartments.</p> <p>We strongly FAVOR UPGRADING THE I-81 VIADUCT and strongly OPPOSE replacing it with a boulevard. Please carefully consider the following issues.</p> <ol style="list-style-type: none"> 1. As City of Syracuse taxpayers, we know how strapped the City is for funds to maintain City streets. Replacing I-81 with a boulevard is to forego maintenance paid from Federal and NY State sources and to add to the City's overwhelming maintenance burden. 2. Do not fix one "missing link" while creating another. We grant that it makes sense to connect 690-West with 81-North so that motorists won't have to use city streets. The same argument applies to Outer Comstock and Valley residents, who use I-81 to access all City locations on the north and west sides as well as the western suburbs. These include not only Downtown but more frequently: the Transportation Center, the Regional Market, the baseball stadium, the Airport, Destiny, and Liverpool. With I-690, we also access Camillus, Baldwinsville, and heading west on the Thruway. 3. There are no 4-lane north-south streets connecting Outer Comstock with the City to the north EXCEPT I-81. To sever this link is to force additional traffic onto Comstock Avenue (a 2-lane street) which is already heavily used by University and Medical Complex commuters. The bicycle lanes on each side of Comstock Ave., which exist only between E. Colvin and Euclid. are heavily used.. 4. The main parking areas for Dome events are immediately contiguous to the Outer Comstock Neighborhood, namely Manley Field House and Skytop. Following Dome events our City Police efficiently direct most of the exiting traffic toward the northbound I-81 entrance on E. Colvin Street, enabling rapid flow to connect with I-690 and points north and west as listed in Item 2.. 5. There is the issue of increased pollution from vehicles standing at traffic lights in a neighborhood filled with medical facilities and Pioneer Homes. If residents of Pioneer Homes suffer from exhaust and noise of I-81, just consider how much more there would be were there a boulevard in its place. 6. Finally, the notion that I-81 "divides the city" is a myth. What may have been true 50 years ago no

8/31/2014 14:18:16	LenweaverJolenweaver	Joanne			Jolenweaver@gmail.com					Alternative DH-1: Depressed Highway from Adams Street to Butternut Street	<p>1. Depressed highway-I believe Rochester has several of these allowing for noise reduction, pedestrian cross-overs, and even vines growing under control to heighten aesthetic appeal. Boulevard would be all that is seen above. Think snow removal would be easy if planned in advance.</p> <p>2. New idea from J. Sperry is excellent. I like the minimal invasion in the neighborhood to connection tunnel and I-690. Tunnel under SU campus may allow for greater interaction with students if an exit from the tunnel could be designed.</p> <p>3. Please NO repair and continuation of existing viaduct. Syracuse deserves a second chance on this one!</p>
8/31/2014 14:34:06	Corcoran	Sharon			sherecor@yahoo.com					Purpose and Need	<p>I attended an informational meeting in July and found it very informative.</p> <p>I am in favor of the Boulevard approach because I feel it will help reunite the Hill with the rest of the city. I feel the current structure not only separates SU students and the surrounding area from the city, but also deters people who work on the Hill from appreciating and engaging in city activities.</p> <p>I really appreciate that the boulevard will not only use the same footprint as the existing expressway, but it will actually return some land for future development.</p> <p>I believe regardless, if boulevard or viaduct is approved, that I81 should be rerouted via the current I481. This should decrease the I81 traffic going thru the city, but has no intent on stopping in downtown Syracuse. I feel that the anticipated traffic, at the time I81 was built, was grossly under estimated and contributes to the current problems and accidents.</p> <p>I believe rerouting I81 traffic to I481, when change is at hand, will better allow for future traffic needs.</p>
8/31/2014 18:19:09	Maywalt	Martha			martha.maywalt@gmail.com					General or Other	<p>I would like NYSDOT to eliminate the viaduct options, and provide additional information about the remaining options, particularly the boulevard options. People need to understand how surface streets can handle the additional traffic. Also the option to use 481 and 690 west seems to accommodate through traffic using existing infrastructure, so please provide more information on that option, and how it will impact local and through traffic.</p>
8/31/2014 22:48:41	Leemann	Karen	1946		karen.leemann2@gmail.com	521 County Route 17A	Williamstown	New York	13493	Alternative V-1: Rehabilitation	<p>*81 is the lifeline for all people living a distance from the city from either the North or South! Any design that impedes people or emergency vehicles from reaching a hospital in a timely manner, could become a matter of life or death. Every minute counts!!</p> <p>Anytime a lane or lanes are closed on 81, it is an absolute nightmare. Some of the proposals would cause just that!!</p>
9/1/2014 6:20:56	McDougall	Donna			crabbygranny48@yahoo.cim					Alternative V-2: New Viaduct Fully Improved to Current Standards	<p>We are only thinking of how it will impact the city of Syracuse. We aren'ttthinking about the truckers that travel the viaduct, bringing us products & produce, or the ones picking up what we are shipping out. Rebuild the existing viaduct with the new exit ramps. This is a win win for all concerned.</p> <p>Understand several people have received notices to move. This notice supposedly says the property is needed to build the tunnel. That's the most expensive way to go and the worst. If you go with the boulevard--- we'll be back with the congestion and fumes we wanted to get rid of when we built the viaduct.</p> <p>The boulevard is with SU & the Dome in mind--- and they are already talking about building a new Dome elsewhere!</p> <p>The viaduct is the best way to go, easy access, if there is an accident a tunnel would be a tragedy. Keep viaduct, don't get rid of what works,just add a couple of eexit ramps.</p> <p>Thank you for letting me voice my opinion.</p>
9/1/2014 6:21:24	McDougall	Donna			crabbygranny48@yahoo.cim					Alternative V-2: New Viaduct Fully Improved to Current Standards	<p>We are only thinking of how it will impact the city of Syracuse. We aren'ttthinking about the truckers that travel the viaduct, bringing us products & produce, or the ones picking up what we are shipping out. Rebuild the existing viaduct with the new exit ramps. This is a win win for all concerned.</p> <p>Understand several people have received notices to move. This notice supposedly says the property is needed to build the tunnel. That's the most expensive way to go and the worst. If you go with the boulevard--- we'll be back with the congestion and fumes we wanted to get rid of when we built the viaduct.</p> <p>The boulevard is with SU & the Dome in mind--- and they are already talking about building a new Dome elsewhere!</p> <p>The viaduct is the best way to go, easy access, if there is an accident a tunnel would be a tragedy. Keep viaduct, don't get rid of what works,just add a couple of eexit ramps.</p> <p>Thank you for letting me voice my opinion.</p>

9/1/2014 8:22:01	Ganotis	Ann			ann@ganotis.com	7115 Thorntree Hill Drive	Fayetteville	NY	13066	General or Other	<p>from Rollins College in Winter Park, Florida, in 2011, with a Bachelor of Arts in Critical Media and Cultural Studies, and moved to Brooklyn, New York where I resided until July 2014. While I enjoyed living in Brooklyn, the benefits of living in New York City, and the price tag, did not out way its shortcomings for me, so I decided to move back to Syracuse about six months ago. The company I work for happens to have an office in Downtown Syracuse, where I am now working, and I am currently residing with my parents in Fayetteville. I believe Syracuse, especially downtown, has improved a lot since I last lived here, but I still think many improvements could be made in order for it to thrive in the future. When I heard that the department of transportation was considering replacing the I-81 viaduct with a boulevard, I was thrilled that Syracuse could possibly have this opportunity as I think the removal of I-81 could do so many great things for the future of the city. I became interested in New Urbanism and city planning last year after reading Leigh Gallagher's The End Of the Suburbs, and have read multiple books to self educate on the subject since then. I'm sure the DOT has done much research into how removing the highway could better the city, and how other cities have changed for the better after replacing highways with boulevards, so I'd like to focus on why I think Syracuse needs to make this change.</p> <p>While Syracuse is still very much a commuter city, it is necessary for this to change in decades to come in order for Syracuse to grow, and adapt to the needs and wants of future generations. Research and studies have shown that my generation, often referred to as millennials, no longer have the same "American Dream" that their parents and grandparents once had. According to Jeff Speck's Walkable City the number of nineteen year olds who have opted out of getting their driver's licenses has tripled since the late seventies. Additionally when asked where they want to live 77% of college-educated millennials say they plan on living in America's urban cores. Twenty-somethings are flocking to larger cities after college, getting married later and having kids later. The "American Dream" for millennials is not what it once was, and suburban life is dying.</p> <p>The change of the "American Dream" is often echoed, or maybe even was influenced by the media and a shift the idea of what millennials value and seek in life. Popular movies and television shows from the last few decades such as "Weeds", "Desperate Housewives", American Beauty, Revolutionary Road and Office Space have painted a completely different portrait of American suburban life than what millennials' parents watched on television. These shows and movies depict life in the suburbs as monotonous, uninteresting, and sometimes downright dangerous and eerie. This is a vastly different picture then the shows our parents grew up watching such as "Leave it to Beaver" and "The Brady Bunch", which always</p>
9/1/2014 8:43:29	Jakes-Johnson	Philip		Solvents and Petroleum Service	phil@solventsandpetroleum.com					Alternative V-4: New Viaduct with Considerable Design Improvements	<p>level plan we put more pedestrians at risk.</p> <p>Look at the decline in traffic deaths in vehicles. In the US, it has dropped from over 50,000 deaths per year to less than 40,000. A factor is improved elevated highways.</p> <p>Pedestrian deaths are not being reduced. We still have over 4,000 people are killed walking on the roads. Is a rise partially due to the removal of some our viaducts and mixing of pedestrians and traffic?</p> <p>I would rather cross under traffic and use the curbs and bridge supports as my protectors from traffic. I cross under 81, and it is easier to cross a few of lanes at a time that has traffic moving in one direction. After I cross a few lanes, I'm safe on a curb island with a bridge supports to protect me if needed.</p> <p>Crossing six to eight lanes of two way traffic, signaled controlled vehicles, is a far bigger exposure risk and challenge.</p> <p>When you think of the safety of the pedestrians, the viaduct is a clear winner.</p> <p>If we accept 50 MPH viaduct for one mile on I 81, with improvements; that will be good economic value and a win for pedestrians.</p> <p>Some two easy improvements:</p> <p>Extend the curb from 81 North to 690 West and eliminate a left hand merge. No exit to West Street for exiting 81 North traffic. They can use Geddes St.</p> <p>Take a few floors of the University Building sending the viaduct over the building. Exiting 690 East will have an extra lane to work with all the way to the hospital exit.</p> <p>Your guiding light should be to keep the most vulnerable citizens safe. Pedestrians are the most</p>
9/1/2014 8:56:49	McDougall	Donna			crabbygranny48@yahoo.com					Alternative V-2: New Viaduct Fully Improved to Current Standards	<p>We are only thinking of how it will impact the city of Syracuse. We aren'ttthinking about the truckers that travel the viaduct, bringing us products & produce, or the ones picking up what we are shipping out. Rebuild the existing viaduct with the new exit ramps. This is a win win for all concerned.</p> <p>Understand several people have received notices to move. This notice supposedly says the property is needed to build the tunnel. That's the most expensive way to go and the worst. If you go with the boulevard--- we'll be back with the congestion and fumes we wanted to get rid of when we built the viaduct.</p> <p>The boulevard is with SU & the Dome in mind--- and they are already talking about building a new Dome elsewhere!</p> <p>The viaduct is the best way to go, easy access, if there is an accident a tunnel would be a tragedy. Keep viaduct, don't get rid of what works,just add a couple of eexit ramps.</p> <p>Thank you for letting me voice my opinion.</p>

9/1/2014 11:06:37	Darlington	James			jdarlington6@gmail.com	504 Grove Road	Syracuse	NY	13219	General or Other	<p>Let me begin by pointing out that some of the comment categories listed above have already been dismissed by your office. On to my point . . .</p> <p>The elimination of the I-81 link through Syracuse will adversely impact the northwest quadrant of Onondaga County by imposing undue time and ultimately economic costs on commercial, notably trucks, and personal vehicular traffic between that sector of the county and beyond and points south of the city. A 'boulevarded' street is no substitute for this traffic. The diminished connectivity will, in short, pose a permanent handicap on existing businesses in the northwest sector while imposing an unfair disadvantage on that area's future commercial and industrial development. To eliminate this segment of I-81 flies in the face of the 106 process.</p> <p>One final note, the so-called I-81 barrier is in fact the Almond Street barrier, a six or more lane surface street that will not be eliminated. A viaduct by definition and design is not a barrier.</p>
9/1/2014 11:46:26	Emmi	Marc			marc.emmi@hilton.com		Liverpool	New York	13088	General or Other	<p>Thank you for your time and consideration.</p> <p>I support the Access Syracuse Plan.</p>
9/1/2014 11:56:58	Paikin	Jacqui			jacqui1013@hotmail.com	135 Hazelhurst Ave	N Syracuse	NY	13212	General or Other	<p>Marc Emmi Liverpool, NY</p> <p>As someone who lives and works just north of Syracuse, I strongly urge you to consider leaving a high speed thru way through the city of Syracuse. Relocating 81 to 481 will just divide the city further.</p>
9/1/2014 12:42:08	cooper	robert			cometlaker@yahoo.com	5 chestnut circle	skaneateles	new york	13152	Alternative SL-1: Boulevard	<p>I have lived 60 years in and around Syracuse. I remember as a child the vitality of Syracuse from shopping to movie theaters. I am enjoying the renaissance of downtown. I believe making I81 boulevard would be the absolute best choice for the most people. The heck with Destiny whom have they benefited locally?</p>
9/1/2014 12:52:40	Marquis	David			DRMarquis@Trane.com	245mountainview ave	Syracuse	NY	13224	Alternative V-2: New Viaduct Fully Improved to Current Standards	<p>This appears to be the best way so as not to destroy businesses around the area and to keep traffic flowing at a speed that will not cause a traffic nightmare downtown</p>
9/1/2014 14:00:58	Hoover	Ronald			rhoov58@verizon.net					General or Other	<p>I would like to voice my opinion on Rt. 81. I strongly believe that removing Rt. 81 from the city will hurt the northern suburbs, cause longer transport times for rescue personnel that are going to hospital's in the city and cause major traffic problems going into and out of the city during rush hours. I urge you to consider a plan to place 81 underground and building a boulevard above ground. This option seems to be the one that would please all sides. Even though it may cost more, I keep hearing that this project needs to be thought out correctly for our future generations. Let's do the right thing, not the least expensive thing, consider all options! Do we really want to funnel out of town travelers around our businesses or develop a transportation system that welcomes them to all parts of our county? Lets keep 81 running through our city but make it better for everyone.</p>
9/1/2014 14:03:10	Brown	Amanda			amanawbrown@yahoo.com	108 Lockwood Road	Syracuse	New York	13214	Alternative SL-1: Boulevard	<p>My first priority is that we do not rebuild the viaduct. To put it another way that whatever is done, does not further divide the city as I-81 does now, but rather works to weave the city together to a greater degree. This is of crucial importance.</p> <p>I shy away from tunnel ideas as they are too expensive; will they ever get done? I think of them as intentionally very ambitious and thus expensive, as a way to distract us from what is possible, waste time, and perhaps eventually put the city in a position of losing funding or doing something less than they might because we are running out of time. I especially suspect Congel's idea of being that kind of play.</p> <p>So though I don't think of a boulevard as ideal, I think it is the best choice.</p> <p>We have 481 for through traffic; it's a fine highway; let's rely on that. I think the extra time to use it is negligible.</p>
9/1/2014 15:33:48	Gates	Kelly			kellsgate@yahoo.com	206 Merrill St	Syracuse	New York	13208	General or Other	<p>Leave 81 the way it is - it's not an eyesore the whole area around it is- the highway is not the problem it works terrific just way it is</p>
9/1/2014 15:37:16	merriam	robert			rmerriam@twcny.rr.com					Alternative V-1: Rehabilitation	<p>This is an interstate highway that effects not just the lives of those living in and around Syracuse. As such the purpose of the highway is to provide safe, efficient transportation between states. Those traveling the highway frequently are not real interested in the economic development of downtown Syracuse, the Destiny mall, a boulevard with frequent traffic lights, or any other "hometown" benefits being discussed by many locals. Why was the Suez canal built? To move freight from various countries more efficiently and more timely...this should be the ultimate final goal of this highway system. Canadian travelers on the way to the south have little to no interest staying over night in Syracuse hotels or eating in restaurants there. They want easy access on an off the highway to spend a night with convenient parking for hotels and restaurants...not stopping along a boulevard system through the city of Syracuse that will have traffic lights. Repair the aging system in the safest most efficient methods available in today's technology and don't try to reinvent the purpose of what this INTERSTATE highway was intended for.</p>

										<p>reverse damage the interstate inflicted on the City of Syracuse and at the same time strengthen its regional transportation network. Of the various scenarios put forth by the NYSDOT only the street-level options allow that potential to be realized.</p> <p>Interstate 481 provides a ready-made route to handle traffic passing through the region, albeit with some modifications necessary to accommodate interchanges both north and south of Syracuse. However, these changes would have a far more limited impact on people and property than constructing a new viaduct through the city center.</p> <p>By transferring thru-traffic to the 481 corridor, local traffic can be readily accommodated at street-level; but of the three scenarios presented, the "boulevard" [SL-1] is the least desirable. It fails to disperse traffic into the existing city street system at multiple points, unnecessarily perpetuating the concentration of traffic—and congestion—on Almond Street. It also lends tenuous support for bridging Erie Boulevard over Almond, an otherwise unsubstantiated need and contrarian concept that should not be included in any solution.</p> <p>The boulevard design is a sterile, mid-20th century, car-centric solution that largely discounts important quality of life concerns such as noise, air quality and general aesthetics. It does little to truly support multi-modal transportation, particularly pedestrians. And it ignores the potential to re-join splintered sections of the Pioneer Homes neighborhood. The other street-level designs avoid these problems and therefore are more in concert with traditional urban conditions.</p> <p>The SL-3 concept requires the least amount of physical and functional change to Downtown and University Hill streets as well as Pioneer Homes, making it the preferred of all street-level solutions. In addition, SL-3 [and presumably SL-2] can and should provide multiple links to the existing street network south of Almond. At-grade connections at Brighton, Colvin and Castle at a minimum will distribute traffic over a greater area and provide several routes to both Downtown and University Hill destinations, as well as expand multimodal opportunities [transit and bicycle lanes] beyond the city core. Truncating the project at or near Almond Street is short-sighted planning and ineffective design.</p> <p>Similarly, there must be numerous links to the street system north of I-690; and modifications to existing at-grade connections, along with possible new access points, must be included in the project—not</p>	
9/1/2014 16:18:18	Capella Peters	Christine			ddopeters@aol.com					General or Other	
9/1/2014 17:11:17	jensen	david louis			djljensen@syr.edu	syracuse	ny	13235-0626		Environmental Considerations	<p>(1) context: i have walked countless times between SU (where i have worked 37 years) & downtown e.g. numerous times to red cross (before the blood donation center moved away). ___ the amount of existing traffic on almond st. is substantial, making the crossing of almond st. non-trivial, BUT the claim some make that I-81 "divides the city" is an absolute heinous LIE. ___ putting MORE traffic on the ground is what would ___D;I;V;I;D;E___ the city. ___ (2) context: i have been a lifelong environmentalist (now age 59) and to me it is an infuriating, immoral idea to force increased fuel use and added pollution by diverting around OR repeatedly stopping traffic on the ground. ___ [the most fuel-consumptive part of driving is starting up from a stop.] ___ (3) context: i have been a repeat customer of smith restaurant supply, and i would be sympathetic if they & part of pioneer homes & others had to be torn down, but it would be vastly more vicious to victimize EVERYBODY with increased pollution from stop'n'go ground traffic AND from long distance circumnavigating traffic. ___ (4) aside: i am glad the tunnel idea was nixed. ___ besides the cost of construction: the cost of countless generators to keep ventilation going during power outages would have been nauseatingly absurd. ___ (5) aside: the info about soil conditions is convincing and sufficient, but i want to add: because of better pedestrian crossing, the idea of depressed roadway would best address the (false) claim that I-81 divides the city, BUT snow could be a problem down there. ___ (snow would be a non-issue if the depressed roadway were covered with a skylight, but that would re-raise the issue of the cost of generators for ventilation during power outages.) ___ so depressed is correctly out. ___ (6) aside: if the government should choose the boulevard-&-bypass method, i would not be unrealistic enough to hold my breath waiting for the government to buy cap-&-trade pollution offsets to balance the increased auto pollution they would be imposing. ___ (7a) therefore: the only option i consider tolerable under environmental ethics is to rebuild viaduct; and (7b) the only compromise (although very objectionable to me, because of pollution) would be for the viaduct to be one-way-only, to keep it narrow enough to protect existing buildings, with the opposite direction underneath at surface level. ___ (8) aside: i think a one-way-only viaduct should be southbound, if research confirmed my hypothesis that southbound drivers, e.g. vacationers returning from thousand islands etc., are, On Average, more impatient &/or tired, making the limited access nature of a viaduct a more relevant safety parameter. ___ (9) aside: another advantage of a one-way-only (south) viaduct is that it retains fast access for ambulances to hospitals. ___ (10) aside: some people claim that street level route would increase property tax values; but any fiscal advantage to government "by rights" ought to be used for pollution offsets, so the property tax argument is, or should be, totally irrelevant. ___ thank you for your attention.</p>
9/1/2014 17:54:27	Blumer	Susan			sblumer@twcny.rr.com	Baldwinsville	NY	13027	Alternative SL-1: Boulevard	<p>A beautiful Boulevard through the city is the best option. Visitors to our city can view and visit local landmarks and businesses. A tunnel is too costly and not necessary and another raised highway just repeats something that never worked well to begin with. Route 481 is already in place for those, who are looking for an alternative around the city. I know certain big money people are pushing for other options and I will just shake my head if things go their way. The mall doesn't need any more help. The city does.</p>	

9/1/2014 18:01:25	Marcy	Darrell			d.marcy@verizon.net					Alternative SL-3: Two-Way Traffic on Almond Street and Other Local Street(s)	<p>In both online comments and verbal comments at the meetings I have expressed my idea of a roundabout solution consisting of three roundabouts in series at the major intersections of the viaduct area. The objection I have gathered from the public meetings is the assumption of the need for a six lane roadway.</p> <p>A six lane roadway with signal light traffic control at the three major intersections, Adams, Harrison and E. Genesee would encourage vehicles racing from light to light, the most dangerous traffic for pedestrians. (See Dangerous by Design, Smart Growth America)</p> <p>The roundabout solution I have described would encourage slower, continuous vehicle progression along the viaduct area from Adams to the single point urban interchange being envisioned. Being only four lanes wide, it would leave plenty of room for sidewalks, and bike lanes in park like setting.</p> <p>The next 50 years for the city of Syracuse will not be based on, or enhanced by vehicles traveling on a north-south axis through the city. The future will be enhanced by people integrating Syracuse University and the Medical facilities on the Hill with the downtown core of the city. This will not, and cannot be done by car travel, and we shouldn't keep trying to insist that it can.</p> <p>A slow and safe viaduct connection that will allow easy and convenient pedestrian and bike crossing, and creates a esthetically pleasing community is exactly what can be achieved in the roundabout solution and exactly what we need.</p>
9/1/2014 19:04:52										General or Other	<p>Please give this your consideration in the next phase of the project.</p> <p>the currant viaduct system works to quickly move traffic in and out of the city without clogging city streets - the currant one should simply be replaced with and updated version</p>
9/1/2014 19:20:59	Schuls	Philip			philandjoan@juno.com	204 Windsor Drive	DeWitt	NY	13214	Purpose and Need	<p>The basic reason we are trying to improve Route 81 as it passes through Syracuse is that the viaduct will "soon" reach end of useful life. Two of the main issues with Route 81 are that it separates University Hill from the "city" and also that the viaduct does not meet current design standards. It is unsafe in certain areas, particularly the 81/690 interchange downtown. I have given considerable thought to each of the alternatives listed above in the drop down menu. I believe that components of the best solution lie somewhere on the list but not in any individual alternative.</p> <p>In short, I believe that tunnels, depressed highways (appropriately named), boulevards and large scale widening of the viaduct all either cost too much to construct or take too much property off the tax base which, of course, is an additional cost.</p> <p>To me the most sensible solution to the 2 main issues I stated in the 1st paragraph is to solve each issue directly. First, tear down the Route 81 viaduct from the 690 exchange downtown to where Route 481 currently meets Route 81 near Nedrow. Relabel 690 East and part of 481 as Route 81. Thus traffic that wishes to bypass Syracuse will now use an "outer loop" like many cities have. Cars that wish to enter the city can enter as they do now. This solution can be tested by the New York State Department of Transportation by temporarily closing the portion of Route 81 mentioned above.</p> <p>Second, the 81/690 interchange is unsafe and needs to be widened. I believe this section is relatively short. These 2 actions get at the basic underlying reasons for this project in my opinion.</p> <p>I also realize that there is a missing connection at the interchange. There is no connection from Route 81 North to 690 West at the interchange. I believe that the folks in our area have learned to work around this just fine. I believe it is beyond the scope of this project.</p> <p>Thank you for giving consideration to my ideas.</p>
9/1/2014 19:43:53	Becker	M James			mjamesbecker44@gmail.com					Alternative V-5: New Stacked Viaduct	<p>Has anyone heard of the seven hills of Syracuse? Syracuse was built on a swamp. A tunnel will never work. Who would pay for the energy cost and equipment repair of a tunnel exhaust system. Where would the exhaust chimneys be placed as we would not vent the tunnel at ground level. I have had direct experience with a boulevard in a country where drivers obey the traffic laws and when crossing that boulevard I put my life in GOD's hands. The only way to construct an expressway with two through lanes in each direction, with a lane for on/off ramps and a shoulder for emergency vehicles, on the same foot print, is to stack the north/south lanes. There might be a savings if we model I-81's right lane after the right lane of I-90 east of Albany. The right lane fades away onto an off ramp, we have a right shoulder for a quarter mile, and then the right lane becomes an on ramp. This is repeated several times. The highway needs to be stacked.</p>
9/1/2014 19:48:00	Schuls	Joan			PhilandJoan@juno.com					Purpose and Need	<p>My wish is to have everything on flat level land with 4 lane highways both ways. I don't enjoy being on bridges. Infact, instead of by passing Syracuse let's get more people to stop and visit our fine city.</p>

9/1/2014 20:54:08	Angier	Christopher			chris.s.angier@gmail.com	238 Miles Avenue	Syracuse	New York	13210	General or Other	<p>I have given a lot of thought to the alternatives you have presented for the replacement of the Interstate 81 viaduct through Syracuse. Thank you for taking a planning approach that provides ample time for me and all members of the public to review the conceptual plans and think through the advantages and disadvantages of each potential alternative. I generally agree with the alternatives you are recommending for further study.</p> <p>A replacement viaduct is tried and true. It maintains the status quo and can readily be constructed. With the viaduct replacement concepts you have presented my largest concern is the overall size. The renderings of replacement alternatives look substantially larger than the existing viaduct. The current viaduct is a stark physical and psychological barrier; I'm curious to see how you could mitigate this divide and still construct a larger viaduct. I look forward to the final designs. At this time, it seems designing a replacement viaduct that doesn't worsen the divide created by the current viaduct is an impossible challenge.</p> <p>The surface level alternatives present greater risk and greater possible reward. Done poorly, a surface level alternative is another West Street or Erie Boulevard. It continues to create a divide, similar to the current viaduct, and the city loses a major interstate in its core. Lose, lose.</p> <p>Done right, however, a surface level alternative gives Syracuse the opportunity to restore the center city in Central New York. Many American cities have removed elevated freeways, or decided against constructing them, and the results have been overwhelmingly positive. I'm hopeful that we can repeat that pattern here in Central New York.</p> <p>When I find myself oscillating between the options you have laid out (Is a viaduct best? Is a boulevard best?), I remind myself that we aren't building this infrastructure for tomorrow. We're building now to set the stage for what Syracuse will be 30, 40, 50 years from now. At one time, the Erie Canal passed through the heart of the city. When the canal no longer suited our needs we filled it in. At one time, trains ran down Washington Street. When that no longer suited our needs we moved the rail lines.</p> <p>The decision that is being weighed right now is our chance to fill in the canal, to move the rail lines. I hope when the final designs are prepared there is a surface level alternative that meets the needs of Syracuse</p>
9/1/2014 23:19:07	Ihle	Mary			Mjihle39@gmail.com					Alternative O-1: Western Bypass	<p>All options have pros & cons. Unfortunately sending high speed traffic onto city streets or thru residential neighborhoods seems the least beneficial to everyone. The noise, fumes, dirt created by such traffic are negatives. The hazards posed by the density of traffic & speeds traveled, regardless of posted limits, create very dangerous situations. They will interfere with school traffic, medical emergency traffic, etc. Syracuse has a large elderly population & they will have difficulty coping with the speeds & density of traffic as well. The college population will also be at risk!</p> <p>I don't envy your job & don't know which is the best plan. Just wanted to share my concerns.</p> <p>Thank you, Mary Ihle</p>
9/1/2014 23:23:38	Alpeter Jr	James			jimalp@yahoo.com					General or Other	<p>Please do not continue to consider the tunnel option. The tunnel option is dangerous as drivers in Boston, MA have found out when sections of the tunnel have fallen down killing drivers & passengers. I personally will not enter the tunnel as it is a deathtrap waiting to be sprung. I would favor anything that does not require driving underground near a lake. Thank you so much for accepting my comment.</p>
9/1/2014 23:25:37										General or Other	<p>There are so many options and I find it confusing to try to figure them out, but I believe strongly that Congel should not have a say in any options until he starts paying taxes on Destiny. Do not let him have an influence, politicians have allowed him to cut Syracuse and Onondaga County off at the knees with the tax breaks that are hurting us so much. I know the tunnel is an incredibly expensive option, leaving a boulevard in the city, but I think it would be excellent. As someone who commutes into Syracuse every day, we desperately need something to improve the flow, not hinder. Traffic has grown so much in our daily commute that it has become horrendous to try to get to work every day. Thank you for allowing us to have so many opportunities to find out the different ideas.</p>
9/2/2014 0:13:02										Project Objectives	<p>The elimination of the various options does not include the positive effect of their construction cost. The also do not include the economic costs of changing the designated I-81 route location. Unless those costs & impacts are properly included it is not reasonable to eliminate those alternatives. The hybrid thru traffic tunnel with the surface street options should be considered.</p>

9/2/2014 1:31:16	Webster	Christopher		christopherswebster@gmail.com	671 Darlington Circle NE	Atlanta	GA	30305	Purpose and Need	<p>to review the Draft Scoping Report after reading about it on the Syracuse Post-Standard newspaper's website.</p> <p>Page 1-1 of the Draft Scoping Report states "NYSDOT is also investigating modifications to interchanges on Interstate 690 (I-690) between West Street and Teall Avenue and potential improvements on Interstate 481 (I-481) from end to end."</p> <p>My personal opinion is that NYSDOT's "segmentation" of I-690 between Teall Avenue and West Street into a separate and distinct project is incompatible with the Federal Highway Administration's (FHWA) "The Development of Logical Project Termini", dated November 5, 1993 (http://environment.fhwa.dot.gov/projdev/tdmtermini.asp).</p> <p>FHWA states that, in order to ensure meaningful evaluation of alternatives and to avoid commitments to transportation improvements before they are fully evaluated, the action evaluated in each environmental impact statement (EIS)...shall: (1) Connect logical termini and be of sufficient length to address environmental matters on a broad scope (2) Have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made (3) Not restrict consideration of alternatives for other reasonably foreseeable transportation improvements.</p> <p>I believe that:</p> <p>(1) The termini is not logical. The spacing between the I-690/Teall and I-690/I-81 interchanges is considerably less than the 'rule of thumb' 1 mile minimum spacing (in urban areas) between interchanges recommended by the American Association of State Highway and Transportation Officials (AASHTO) publication, A Policy on Geometric Design of Highways and Streets.</p> <p>The Draft Scoping Report itself refers to interchange spacing on pages 14, 15, 16 and 19 ("In addition, spacing between ramps in the viaduct segment varies from just 1,200 feet to 3,100 feet, failing to conform to AASHTO's recommended design standard of one mile"). Consequently, simply bringing I-690 up to a standard identified by NYSDOT's own Draft Scoping Report requires that both projects be considered together!</p>
9/2/2014 1:51:31	Bell	Ronnie		bell444@gmail.com	517 Stinard Ave.	Syracuse	NY	13207	General or Other	<p>Once again, I want to nominate the idea of closing I-81 to traffic starting at the 690 interchange in the north and the 481 interchange in the south and leaving the elevated section in between intact for a pedestrian park/greenspace/recreation/business called the Orange Line or the 'Cuse Line. having just come back from NYC I have once again seen the beauty and inventiveness of the High Line that has predecessors in Paris and around the world. The top 10 advantages are:</p> <ol style="list-style-type: none"> 1- Decrease overall project costs by eliminating the need for demolition of the highway. 2- Solidify Syracuse's standing as a preeminent green city in the country and the world. 3- Identify a space for new recreation/business parkland in the middle of our community. 4- Decrease the need to take property by eminent domain to facilitate any of the other plans. 5- Create a unifying force within the community that can be identified as an oasis for people coming together by building access ramps at many places throughout its length. 6- Decrease the maintenance costs associated with the plans to maintain and widen the current structure due to no stressors of traffic on the elevated section and reduced weight bearing requirements. 7- Identify a space for the new NY Tax Free zones in the heart of Syracuse. 8- Stop the wasteful spending and focus spending on creating new businesses, recreation, parkland, greenery and community oriented activities. 9- Identify a new area for Syracuse festivals and celebrations. 10- Show politicians, press and public how we can recycle and reuse a space in a thoughtful, caring and imaginative way.
9/2/2014 5:42:21	Malecki	Tamara	retired NYSP	tdmalecki@yahoo.com	116 Shaver Ave	North Syracuse	NY	13212	Alternative V-2: New Viaduct Fully Improved to Current Standards	<p>Please leave the highway raised. Traffic is too heavy in that area to be dumping through-traffic directly into the city. Improve the design to make traffic flow better.</p> <p>Absolutely NO on any type of tunnel. I think tunnels are death-traps and terrorist opportunities, so 'no' on the tunnel idea.</p>
9/2/2014 6:39:36	Doss	Robert		rdoss@twcny.rr.com	810 LETA LN	CHITTENANGO	NY	13037	Alternative V-2: New Viaduct Fully Improved to Current Standards	<p>I have traveled I81 for years and I simply do not see how you can consider changing RT 81 through downtown Syracuse. To convert it to a tunnel or boulevard is crazy. Nobody could get across the city in a fast manner. Also, getting rid of the elevated portions creates other issues you do not have now such as the needed land. Other cities that have gotten rid of super highways threw their cities in favor of a blvd. are long and slow to travel esp out of town persons.</p> <p>I have thought about this and consider the cost to all tax payers, repair of the existing structures would probably best serve the public. Consider too, rt 690 goes through Syracuse as well only east and west. Can you imagine people, commuters, ect taking the parallel alternative Erie Blvd in stead? If the drivers on 690 took Erie Blvd, it would be a mass of bumper to bumper cars... why does not anyone see the problem of changing rt 81</p> <p>This is not a time to be politically correct and listen to all of the progressive or conservative comments. People are in a hurry, don't believe me check the speed of traffic on any road the ave speed I was told at a drivers safety was 67mph and higher on super highways..81 through downtown Syracuse WORKS,so improve what we know works well... why would someone want to change this?</p>
9/2/2014 6:48:29	Scholes	Doug		dougdots@yahoo.com					General or Other	<p>Rt. 81 through Syracuse should be replaced/rebuilt to look the same as it is. If more room is needed then a double deck would provide for more traffic lanes.</p>

9/2/2014 7:06:07	Orlando	Jim			Jorlando0308@aol.com						Purpose and Need	Please take down the highways and make our great city a destination and not a short cut drive thru!!! Thank You
9/2/2014 7:18:22	nabewaniec	glenda			gnabewaniec@juno.com	6009 ssewickley drive	jamesville	ny		13078	Alternative V-4: New Viaduct with Considerable Design Improvements	The viaduct seems to be the only alternative that would leave access to the city and northern suburbs for the residents who live in the southern suburbs. I work at both St Joseph's and Upstate Medical and any other design that is being looked at would make access to both those facilities and Syracuse University be very difficult. In terms of EMS, disaster readiness and just patient use availability the viaduct needs to remain open but with necessary improvements
9/2/2014 8:12:27											Alternative V-2: New Viaduct Fully Improved to Current Standards	The concrete pillars supporting the highway seem to be in good enough shape to remain. The remaining structure should be completely replaced, thus maintaining traffic flow through the city while keeping cost to a minimum.
9/2/2014 8:53:52	Gleisner	Stig			snowfallatnight@aol.com	2880 Eager Rd	La Fayette	NY		13084	Project Objectives	Dear Mr. Frechette, I have carefully considered the alternatives for the future of the elevated portion of Route 81 that travels through Syracuse and appreciate NYSDOT's work to date. Several factors have lead me to the conclusion that the viaduct needs to be removed and replaced by a street level roadway. My reasons are as follows: 1. The current viaduct divides our City and cuts off the University area from our downtown. 2. Replacing the current viaduct with a new viaduct will require the demolition of numerous buildings that will result in the loss of tax dollars and important building fabric. 3. Removal of the viaduct and the implementation of a street level solution will enable us to recapture a significant amount of real estate that will result in the realization of City and County real estate and sales tax revenues from the construction of new buildings. 4. The infrastructure to meet the needs of commuters and travelers already exists in the form of our city street grid along with routes 690 and 481. 5. A tunnel or depressed highway will result in the "dead ending" of several significant streets. In addition, the tunnel or depressed highway options provide no benefit to the commuter or the City as a whole while requiring a significant use of taxpayer funds. 6. The street level solution will be the least disruptive to daily life in our City and will provide the best opportunity for long-term economic growth of our region. NYSDOT has continually asked for community input regarding the future of route I-81. These are commonly held community views. I urge you to honor this request in your final recommendations.
9/2/2014 9:03:37	Isham	Raymond			raymondisham@gmail.com					13142	Alternative V-1: Rehabilitation	It has been fine for over 50 years why would you want to change it? I say leave it alone, just replace the same way it is.
9/2/2014 9:09:27	Riesen	Brenda			Bsriesen@syr.edu	601 Ferndale Lane	Minoa	NY		13116	Alternative V-2: New Viaduct Fully Improved to Current Standards	I think 81 should remain a current north and south highway through the city but repaired/replaced up to current standards.
9/2/2014 9:18:35	Bottorff	Kyle			kyle.bottorff@gmail.com	3301 Bella Vista Dr.	LaFayette	New York		13084	General or Other	I-81 is a critical artery through the city. The boulevard option makes a dangerous assumption that everyone's final destination is downtown Syracuse. I live in LaFayette and commute to the north, I-81 is the most effective route in this direction. I-481 as it is barely has the capacity during rush hour, is not maintained as well during the winter, and would add time to my commute. On top of that, key destinations such as Destiny USA rely heavily on I-81 for northbound traffic. I'm not sure widening the highway with a larger viaduct is the best solution, as this would require many buildings to come down. I believe having stacked lanes (southbound on top of northbound for example) would reduce the footprint of the highway. By maintaining a minimum height, it would also allow more natural light to enter below the viaduct.
9/2/2014 9:31:20	Landry	Joyce			bluesydiner@aol.com	412 Burnet Park Drive	Syracuse	New York		13204	Project Objectives	Leave I-81 where it is. If the City of Syracuse or New York State wants to spend money they can do it in many other ways which are far more needed. This project is ridiculous. It is what it is, you built it, now let it stay.
9/2/2014 9:35:00	robert	thousand			cowboybob1000@yahoo.com	4853 Mcdonald rd	syracuse	ny		13214	General or Other	I-81 I feel that the ideal of putting the interstate in the ground is the best idea. This keeps it as an interstate at current speed and is cheaper in the long run to maintain. It also hides the cities ugly neighborhoods.
9/2/2014 9:35:53	muscarella	steven			steven_muscarella@us.crawco.com						Alternative V-1: Rehabilitation	there is no reason why the existing rt 81 Foot print cant be upgraded as is the current location. Preserving Rt 81 as a highway through the city and connecting it to the surrounding area is vital for thr Syracuse and asurrounding econony. Altering it will only further isolate Syracuse economically and physically. In addition, any plan that limits the flow of traffic through Syracuse and Rt 81 will cause excessive traffic and dangerous conditions and accidents on the surrounding highways and interchanges such as the interchange of 690 and 481 at Bridge Street and well as the interchange of 481 and 81 at Circle Drive Cicero. These highways anr interchanges are not designed to accept that additiona and excess traffic.
9/2/2014 9:42:29	Delaney	Linda			lindazb@yahoo.com	120 East Warrington Rd.	Syracuse	NY		13205	Environmental Considerations	Having lived in Syracuse most of my life, having worked downtown and also a Hockey Fan - I am opposed to the Boulevard concept for rte 81. Additionally, my husband travels for his business and uses the airport frequently... Now, we can hop on rte 81 after a sporting event and be home in 10 minutes - the airport - 20 minutes tops. What other City can you make time like that? The other issue which I haven't seem much in print - is about the relocation of those in Pioneer Homes... I worked Relocation for the City many years ago - and although " planners" think they're doing the right thing by relocating folks - it destroys neighborhoods, which are often more like families. It takes a lot of money and it doesn't always work out the way it's anticipated...I'm not sure what the answer is - but I think I know what it isn't.

9/2/2014 9:42:47	bennett	janet			msis5903@aol.com	1811 lemoyn ave	syracuse	ny		13208	Purpose and Need	Up-grade the existing road and do NOT turn into a non-elevated road vs highway, or dig a tunnel or whatever other ridiculous ideas have surfaced. Fix the thing that is there now!!!!!!!!!!!!!!
9/2/2014 9:44:37											Alternative SL-1: Boulevard	I'd like to see the elevated highway taken down in favor of the street level boulevard. Option SL-1 would get my vote. For SL-1, the description states 3 lanes of traffic in both directions may be needed, but what about 20, 30, even 40 years from now? Should 4 lanes each way be considered now while still in this phase of the project? Thanks for allowing us to voice our opinions. Jon
9/2/2014 9:49:16	Dewey	Laura			ldewey81@yahoo.com						Purpose and Need	Correct me if I'm wrong but I believe it was not to long ago that the was major repairs done to I81 and now you want to tear it all done and start over at the tax payers expense no less. When one lane is closed down thru Syracuse it causes major delays how long do you think it would take to get through Syracuse if we actually had to go through the city? I avoid the city because of the time it takes and the stupid drivers and all the lights stop and go traffic my time is much to valuable to waste on all that nonsense. And as far as a tunnel goes what's wrong with what we have you have already spent millions of dolard just researching the project, already over budget as far as I'm concerned.
9/2/2014 9:50:23	Byrnes	Lawrence			lgbyrnes@aol.com	313 Chapel St.	Fayetteville	NY		13066-2101	Alternative V-2: New Viaduct Fully Improved to Current Standards	I believe it is imperative we maintain a elevated, high speed highway through the city. We must maintain high speed access to Adams St for access to the hospitals. Events at the Carrier Dome, War Memorial, Civic Center and NBT Stadium depend on the use of a limited access highway.
9/2/2014 9:58:09	Jetty	William			williamjetty@aol.com	5857 Reis Dr		NY		13039	Alternative V-1: Rehabilitation	I-81 is a very essential artery for all of central new york residents and visitors. I don't think that the ideas about elininating the area through Syracuse is viable.The fact that so few people will benefit from a boulevard as opposed to the myriad of people that rely on I-81 everyday for their mere existence is baffling to me. One of the best parts of living in Onondaga county is that you can get to any part of the county in just minutes from any other part of the county. Why would any ,one except some one who is extremely selfish, want to do away with such a good system? The business that line rt 81 are also dependant on the route remaining somewhat the same.It has been serving central New York well for years, I am for rebuilding it and keeping it viable.
9/2/2014 9:58:14	Chorney	Nicole			643 1/2 Sunflower Dr	643 1/2 Sunflower Dr.	Liverpool	NY		13088	Alternative V-1: Rehabilitation	Just fix the system we have. The traffic from 81 will over run any type of new road system that sends traffic into the city in any way. Just fix what we have now amd make improvements. You don't need to reinvent the wheel.
9/2/2014 10:02:22	Bingham	Tim			timjbingham@gmail.com					13104	Purpose and Need	The I-81 viaduct should be rehabilitated or replaced in its current elevated form to continue to provide north/south highway speed travel through Syracuse. The other options would cause too great of a traffic problem or too great of a cost.
9/2/2014 10:08:04	Cincotta	Matthew			mwcincotta@yahoo.com	108 Washburn Drive	East Syracuse	New York		13057	General or Other	If you replace I-81 with a boulevard you will bring ruin to this city on a scale never seen before. The fact that this is even up for consideration is a joke. The politicians fighting for the destruction of a major highway, the only interruption in a thousand mile stretch of interstate proves that they should not be allowed to run a village much less a city. How anyone purports that this would be prosperous is beyond me. And forcing major traffic onto 481 would likewise ruin the surrounding suburbs. It's sad that we cannot seem to find better and more intelligent leadership in this once-great city. KEEP I-81. Or start ringing the funeral bells for Syracuse.
9/2/2014 10:11:34	coviello`	garth			gcovi@yahoo.com	127 stolp ave	syracuse	New York		13207	Alternative SL-1: Boulevard	I just want to generally express my support for tearing down 81 through the City of Syracuse, routing through-traffic around Syracuse on 481, and promoting economic development and vitality in the regions cultural, civic, and economic center by dispersing traffic headed into downtown Syracuse onto a city street grid with traffic lights tuned for optimal timing.
9/2/2014 10:20:12	Douglass	James			jimdand@verizon.met					13203	General or Other	It is important NOT to remove buildings in downtown Syracuse and build any replacement highway within the existing footprint. The old buildings help provide the heart and soul of downtown, not to mention that the majority contribute to our tax base. Removing them could easily create more empty lots downtown, which is not what our downtown needs. A boulevard can handle the traffic - look at the West Side Highway in Manhattan for an example of a boulevard that can handle a large volume of traffic with cross-streets, while keeping vehicles moving.
9/2/2014 10:39:21	Gallagher	Tiffany		Holiday Inn and Staybridge Suites Syracuse/Liverpool	tgallagher@staysyracuse.com	441 Electronics Parkway	Liverpool	New York		13088	Alternative T-4: Tunnel on Eastern Alignment (81' Below Syracuse)	It is our position that a tunnel that maintains the ability to maintain speed and ease through the city of Syracuse is the best possible way to not disrupt the economics driven by the existing ease of accessibility to each part of the city. A boulevard in addition to the tunnel will beautify the city and allow the downtown connection that is sorely needed. A boulevard only option will turn downtown into Queens Boulevard and not achieve the beautification that is desired in that area.
9/2/2014 10:44:57	Steve	Robison			stephen.e.robison@gmail.com					13212	General or Other	1. I-90 improvements/alterations could be a cost effective contribution to any/all proposed alternatives. One such would be to implement a toll free section between exits 34A and 39. Further consideration of the role of the Thruway is warranted. 2. Alternatives to the I-690 interchange improvements do not seem to be recommended for further consideration. Connecting the "missing links" with elevated ramps will enlarge the interstate's foot print in the downtown sector and would have many of the same disadvantages as the I-81 viaduct options. Just as both viaducts and street level alternatives have been recommended for further study for the core I-81 section, street level alternatives should be further considered for the I-690 interchange improvements. 3. With the elevated section of I-690 in the downtown area also nearing the end of its useful lifespan, consideration for how that would be rebuilt is essential. In all likelihood, the selected solution for I-81 will constrain or even dictate the future I-690 options. I-690 contributes significantly to traffic flow in the downtown sector - given the I-81 effort is a 50-year forward commitment, an adequate analysis for the I-81 effort needs to include further consideration of the overall downtown interstate requirements and how the selected I-81 approach will satisfy them as I-690 evolves/changes over time. 4. A street level solution will involve significant changes to the current traffic flow. If a street level alternative for the I-81 project is selected, it is likely that adjustments to traffic flow patterns within the street grid system after project completion will be desired or even deemed necessary. Funding this may be problematic without advanced consideration - the onus may otherwise fall on the city of Syracuse, which can ill afford additional financial responsibilities. The I-81 project should consider budgeting, escrowing, or otherwise securing funding to address this.

9/2/2014 10:49:20	Adams	Marianne			Adamsmare@verizon.net	6412 Scotland road	East Syracuse	New York		13047	Purpose and Need	Repair it to keep it the way it is now. We need this road and we need it to exit downtown and tie into 481.
9/2/2014 10:50:11	SELEWAY	SUSAN			mdmpres@msn.com	8027 SPRUCE HILL DRIVE	CLAY	NEW YORK		13041	Alternative V-1: Rehabilitation	SYRACUE AND CENTRAL NEW YORK CAN MUCH BETTER BE SERVED BY REHABILITATING THE PRESENT VIADUCT. I KNOW THAT BIG MONEY WANTS OTHER PLANS, BUT THIS ROAD BELONGS TO THE PEOPLE AND SHOULD BE MAINTAINED TO MEET OUR NEEDS NOT THE WANTS OF BIG BUSINESS AND DESTINY MALL. THE VIADUCT HAS SERVED VERY WELL. THERE ARE SOME PLACES THAT DO NEED SOME REDESIGN, IN DOING SO IT WOULD MAKE THE AREAS SAFER AND THE FLOW OF TRAFFIC EASIER. WE ARE TRUCKING AGENTS AND THE LAST THING OUR TRUCKS NEED ARE MORE OUT OF THE WAY MILES ADDED TO THEIR MILEAGE. KEEP OUR VIADUCT AND REHABILITATE IT. THERE IS NO POT OF FEDERAL OR STATE MONEY WAITING AT THE END OF A RAINBOW. THE SOURCE FOR ALL OF THIS IS THE AMERICAN TAX PAYERS WHO ARE ALREADY OVER BURDENED. THIS IDEA OF A TUNNEL IS RIDICULOUS. KEEP THE TRAFFIC ABOVE GROUND AND ON THE VIADUCT.
9/2/2014 10:54:52	McCarthy	Matthew			moodymccarthy@gmail.com						Alternative V-2: New Viaduct Fully Improved to Current Standards	In my opinion, a viaduct is not only the most efficient way to move traffic, it's also aesthetically positive. It gives travelers an elevated view of the city and the rolling hills that surround it. And, from the street level, it looks fine and is quiet. As someone who drives a lot I find the cities that have penetrating highways to be more welcoming, and I'm less likely to veer for a meal into cities with bypassing roads.
9/2/2014 11:03:22											Purpose and Need	The current location works. Period. Driving along 81 above street level makes a nice visual impact. Going underground is a bad impression on visitors. Repair what we have. Do not move it.
9/2/2014 11:07:21	Winnewisser	William		Retired Syracuse Business Owner	winbutton@twcny.rr.com	201 Clayton Manor Dr S	Liverpool	NY		13088-5600	Alternative DH-1: Depressed Highway from Adams Street to Butternut Street	It blows my mind that this alternative has been so readily dismissed. This alternative has been very successfully accomplished in Buffalo, New York City/ Long Island region and Rochester (inner loop) to name a few. It allows Rt. 81 to maintain the same footprint, eliminates the ugly, city dividing viaduct; it is a permanent solution that won't have to be re-placed again in 60-70 years, fully allows for cross traffic via individual, small flat bridges for all the cross streets such as E. Fayette, Erie Boulevard, James, Madison, Harrison and Water Sts. Utilities can also be run via piping under those bridges to cross over Rt. 81. The advantages afforded by this approach, in my mind, scream for serious re-evaluation and consideration. Thank you for this opportunity to voice my opinion. Bill Winnewisser
9/2/2014 11:15:18											Alternative V-1: Rehabilitation	I say rehab the current structure and forget about a tunnel or boulevard. Traffic is already badly congested there and it would make no sense what-so-ever to tear it down only to create more congestion.
9/2/2014 11:21:58	Brady	Jerome			nytailgunner@aol.com						General or Other	Leave this highway as is, with a few changes, rebuild as an elevated roadway thru Syracuse, NY
9/2/2014 11:38:42	Townsend	Kim		Loretto	ktownsend@lorettosystem.org	700 E. Brighton Avenue	Syracuse	New York		13205	General or Other	I-81 Viaduct Project Comments Thank you for the opportunity to comment on the I-81 Project Draft Scoping Report. Loretto, established in 1926, is a network of agencies committed to the mission of improving the quality of life for older adults in Central New York. As the largest provider of eldercare services in Upstate New York, Loretto's services include a broad spectrum of care from independent living and adult medical day programs to rehabilitation and skilled nursing care, with every option in between. Today, Loretto offers 22 different programs at 21 sites in the city and suburbs of Syracuse, New York. With an annual budget of \$150 million, Loretto's 2,500 full and part-time employees serve an average of 4,500 older adults each year. Several of our larger facilities and programs are located adjacent or very close to Brighton Avenue, I-81, and/or I-81 and I-481 interchanges. Our concerns and comments are linked to potential construction in these areas necessary as part of selection and implementation of Project Alternatives, particularly any in the Street Level group. These concerns fall into four areas: 1) encroachment into the Loretto Main Campus if I-81 lanes were shifted westward as part of the new interchange configuration; 2) access to the Loretto Main Campus and Bernardine Apartments from Brighton Avenue across the Glen Avenue Bridge; 3) impacts of major earth moving and reconstruction of the I-81 and I-481 interchanges on Main Campus facilities, and the health and welfare of the elderly who live there; and 4) potential damage to the already recognized as trail local geology. Encroachment into the Loretto Main Campus The scoping report discusses reconfiguration of I-81 Exit 16a, that provides access to the southern starting point of I-481. In the same area are I-81 access on ramps North and South from Brighton Avenue and the I-481 South access ramp to I-81 South. The potential encroachment on the Loretto Cunningham-Fahey property adjacent to I-81 South due to reconfiguration of this interchange complex is our first concern. The Scoping Report discusses needed changes to Exit 16a as 1) widening the current one lane exit to two lanes, and 2) modifying the ramp to meet the compliance standard of 70 miles per hour. One possible
9/2/2014 11:44:45	Spilman	Eric		Shane Syracuse Inc	espilly3@aol.com						Alternative V-2: New Viaduct Fully Improved to Current Standards	As a business owner on the north side, I am against any type of boulevard. my customers enjoy the easy access from I-81 and 690. please do not mess it up with a boulevard
9/2/2014 11:48:37	Shyne	Charles			Shyne460@gmail.com	4178 Orion Path	Liverpool	NY		13090	Purpose and Need	I among many others use I-81 every single day to travel to and from work among many other reason into and through Syracuse. I cannot imagine my every day driving without I-81 being exactly the way it is. The traffic congestion without this route would be almost unbearable and I really hope I do not have to experience any of this. Please save I-81!

9/2/2014 11:52:45	Hastings	Anita			ahasting@twcny.rr.com	429 N Franklin St Ste 3-109	Syracuse	NY	13204-1464	Alternative V-2: New Viaduct Fully Improved to Current Standards	<p>to improve traffic flow and safety and the need to correct nonstandard and nonconforming design features. However, "an important consideration of the project is the effect of the transportation infrastructure on social and economic aspects of the project". Reviving downtown neighborhoods and enticing more residents to make downtown their home has been an important endeavor for the City of Syracuse. The Mission Landing residential building is an important component of that effort. The new I-81/I-690 southbound to eastbound interchange would have a significantly negative effect on the Mission Landing residential area. The quality of life for Mission Landing residents would be drastically reduced. It has been noted that the morning peak traffic is now at overcapacity in that section. Post construction increased noise levels over already high levels would be present as the interchange brings a greater amount of higher speed traffic closer to the building. An increase in the amount of dust, dirt, and vehicle exhaust would escalate the level of air pollution in the area. Just this summer, Mission Landing residents suffered through the added noise of repair work on the I-690 bridges 24 hours a day, 7 days a week, disrupting sleep, making it unbearable to sit on our decks or patios, and making it impossible to have windows open due to the increased amount of dust in the air. The added noise and air pollution of a new I-81/I-690 interchange would significantly reduce our quality of life, as well as property values in one of the highest concentration of high residential real estate in downtown Syracuse. Mission Landing has 43 units with an average sale value of over \$400,000 in the last ten years. The Mission Landing/Franklin Square area is a very desirable location and it would be a crime to diminish any aspect of that.</p> <p>Please take into account the Bear Street corridor for both I-690 eastbound to northbound I-81 and I-81 southbound to westbound I-690 interchanges. Bear Street appears to have the width to accommodate both directions, lacks residential housing, and has few businesses to be disrupted. It is also close to and would give straightforward access to Destiny USA. Could the I-81 to I-690 southbound to westbound be considered as a part of this corridor? That would preclude encroachment on valuable downtown space as shown in Figure 3-1.</p> <p>I am in favor of rejecting the tunnel and depressed highway alternatives due to the initial and future maintenance costs.</p> <p>Thank you for considering my comments and concerns of the negative aspects that increased noise pollution, increased air pollution, and decreased property values would bring to Mission Landing residents. Having the new I-81/I-690 southbound to eastbound interchange built near Mission Landing would</p>
9/2/2014 11:54:07	Hastings	Anita			ahasting@twcny.rr.com	429 N Franklin St Ste 3-109	Syracuse	NY	13204-1464	Alternative V-3: New Viaduct with Substantial Design Improvements	<p>to improve traffic flow and safety and the need to correct nonstandard and nonconforming design features. However, "an important consideration of the project is the effect of the transportation infrastructure on social and economic aspects of the project". Reviving downtown neighborhoods and enticing more residents to make downtown their home has been an important endeavor for the City of Syracuse. The Mission Landing residential building is an important component of that effort. The new I-81/I-690 southbound to eastbound interchange would have a significantly negative effect on the Mission Landing residential area. The quality of life for Mission Landing residents would be drastically reduced. It has been noted that the morning peak traffic is now at overcapacity in that section. Post construction increased noise levels over already high levels would be present as the interchange brings a greater amount of higher speed traffic closer to the building. An increase in the amount of dust, dirt, and vehicle exhaust would escalate the level of air pollution in the area. Just this summer, Mission Landing residents suffered through the added noise of repair work on the I-690 bridges 24 hours a day, 7 days a week, disrupting sleep, making it unbearable to sit on our decks or patios, and making it impossible to have windows open due to the increased amount of dust in the air. The added noise and air pollution of a new I-81/I-690 interchange would significantly reduce our quality of life, as well as property values in one of the highest concentration of high residential real estate in downtown Syracuse. Mission Landing has 43 units with an average sale value of over \$400,000 in the last ten years. The Mission Landing/Franklin Square area is a very desirable location and it would be a crime to diminish any aspect of that.</p> <p>Please take into account the Bear Street corridor for both I-690 eastbound to northbound I-81 and I-81 southbound to westbound I-690 interchanges. Bear Street appears to have the width to accommodate both directions, lacks residential housing, and has few businesses to be disrupted. It is also close to and would give straightforward access to Destiny USA. Could the I-81 to I-690 southbound to westbound be considered as a part of this corridor? That would preclude encroachment on valuable downtown space as shown in Figure 3-1.</p> <p>I am in favor of rejecting the tunnel and depressed highway alternatives due to the initial and future maintenance costs.</p> <p>Thank you for considering my comments and concerns of the negative aspects that increased noise pollution, increased air pollution, and decreased property values would bring to Mission Landing residents. Having the new I-81/I-690 southbound to eastbound interchange built near Mission Landing would</p>

9/2/2014 11:55:32	Hastings	Anita			ahasting@twcny.rr.com	429 N Franklin St Ste 3-109	Syracuse	NY	13204-1464	Alternative V-4: New Viaduct with Considerable Design Improvements	<p>to improve traffic flow and safety and the need to correct nonstandard and nonconforming design features. However, "an important consideration of the project is the effect of the transportation infrastructure on social and economic aspects of the project". Reviving downtown neighborhoods and enticing more residents to make downtown their home has been an important endeavor for the City of Syracuse. The Mission Landing residential building is an important component of that effort. The new I-81/I-690 southbound to eastbound interchange would have a significantly negative effect on the Mission Landing residential area. The quality of life for Mission Landing residents would be drastically reduced. It has been noted that the morning peak traffic is now at overcapacity in that section. Post construction increased noise levels over already high levels would be present as the interchange brings a greater amount of higher speed traffic closer to the building. An increase in the amount of dust, dirt, and vehicle exhaust would escalate the level of air pollution in the area. Just this summer, Mission Landing residents suffered through the added noise of repair work on the I-690 bridges 24 hours a day, 7 days a week, disrupting sleep, making it unbearable to sit on our decks or patios, and making it impossible to have windows open due to the increased amount of dust in the air. The added noise and air pollution of a new I-81/I-690 interchange would significantly reduce our quality of life, as well as property values in one of the highest concentration of high residential real estate in downtown Syracuse. Mission Landing has 43 units with an average sale value of over \$400,000 in the last ten years. The Mission Landing/Franklin Square area is a very desirable location and it would be a crime to diminish any aspect of that.</p> <p>Please take into account the Bear Street corridor for both I-690 eastbound to northbound I-81 and I-81 southbound to westbound I-690 interchanges. Bear Street appears to have the width to accommodate both directions, lacks residential housing, and has few businesses to be disrupted. It is also close to and would give straightforward access to Destiny USA. Could the I-81 to I-690 southbound to westbound be considered as a part of this corridor? That would preclude encroachment on valuable downtown space as shown in Figure 3-1.</p> <p>I am in favor of rejecting the tunnel and depressed highway alternatives due to the initial and future maintenance costs.</p> <p>Thank you for considering my comments and concerns of the negative aspects that increased noise pollution, increased air pollution, and decreased property values would bring to Mission Landing residents. Having the new I-81/I-690 southbound to eastbound interchange built near Mission Landing would</p>
9/2/2014 11:57:07	Hastings	Anita			ahasting@twcny.rr.com	429 N Franklin St Ste 3-109	Syracuse	NY	13204-1464	Alternative SL-1: Boulevard	<p>to improve traffic flow and safety and the need to correct nonstandard and nonconforming design features. However, "an important consideration of the project is the effect of the transportation infrastructure on social and economic aspects of the project". Reviving downtown neighborhoods and enticing more residents to make downtown their home has been an important endeavor for the City of Syracuse. The Mission Landing residential building is an important component of that effort. The new I-81/I-690 southbound to eastbound interchange would have a significantly negative effect on the Mission Landing residential area. The quality of life for Mission Landing residents would be drastically reduced. It has been noted that the morning peak traffic is now at overcapacity in that section. Post construction increased noise levels over already high levels would be present as the interchange brings a greater amount of higher speed traffic closer to the building. An increase in the amount of dust, dirt, and vehicle exhaust would escalate the level of air pollution in the area. Just this summer, Mission Landing residents suffered through the added noise of repair work on the I-690 bridges 24 hours a day, 7 days a week, disrupting sleep, making it unbearable to sit on our decks or patios, and making it impossible to have windows open due to the increased amount of dust in the air. The added noise and air pollution of a new I-81/I-690 interchange would significantly reduce our quality of life, as well as property values in one of the highest concentration of high residential real estate in downtown Syracuse. Mission Landing has 43 units with an average sale value of over \$400,000 in the last ten years. The Mission Landing/Franklin Square area is a very desirable location and it would be a crime to diminish any aspect of that.</p> <p>Please take into account the Bear Street corridor for both I-690 eastbound to northbound I-81 and I-81 southbound to westbound I-690 interchanges. Bear Street appears to have the width to accommodate both directions, lacks residential housing, and has few businesses to be disrupted. It is also close to and would give straightforward access to Destiny USA. Could the I-81 to I-690 southbound to westbound be considered as a part of this corridor? That would preclude encroachment on valuable downtown space as shown in Figure 3-1.</p> <p>I am in favor of rejecting the tunnel and depressed highway alternatives due to the initial and future maintenance costs.</p> <p>Thank you for considering my comments and concerns of the negative aspects that increased noise pollution, increased air pollution, and decreased property values would bring to Mission Landing residents. Having the new I-81/I-690 southbound to eastbound interchange built near Mission Landing would</p>

9/2/2014 11:58:26	Hastings	Anita			ahasting@twcny.rr.com	429 N Franklin St Ste 3-109	Syracuse	NY	13204-1464	Alternative SL-2: One-Way Traffic on Almond Street and Other Local Street(s)	<p>to improve traffic flow and safety and the need to correct nonstandard and nonconforming design features. However, "an important consideration of the project is the effect of the transportation infrastructure on social and economic aspects of the project". Reviving downtown neighborhoods and enticing more residents to make downtown their home has been an important endeavor for the City of Syracuse. The Mission Landing residential building is an important component of that effort. The new I-81/I-690 southbound to eastbound interchange would have a significantly negative effect on the Mission Landing residential area. The quality of life for Mission Landing residents would be drastically reduced. It has been noted that the morning peak traffic is now at overcapacity in that section. Post construction increased noise levels over already high levels would be present as the interchange brings a greater amount of higher speed traffic closer to the building. An increase in the amount of dust, dirt, and vehicle exhaust would escalate the level of air pollution in the area. Just this summer, Mission Landing residents suffered through the added noise of repair work on the I-690 bridges 24 hours a day, 7 days a week, disrupting sleep, making it unbearable to sit on our decks or patios, and making it impossible to have windows open due to the increased amount of dust in the air. The added noise and air pollution of a new I-81/I-690 interchange would significantly reduce our quality of life, as well as property values in one of the highest concentration of high residential real estate in downtown Syracuse. Mission Landing has 43 units with an average sale value of over \$400,000 in the last ten years. The Mission Landing/Franklin Square area is a very desirable location and it would be a crime to diminish any aspect of that.</p> <p>Please take into account the Bear Street corridor for both I-690 eastbound to northbound I-81 and I-81 southbound to westbound I-690 interchanges. Bear Street appears to have the width to accommodate both directions, lacks residential housing, and has few businesses to be disrupted. It is also close to and would give straightforward access to Destiny USA. Could the I-81 to I-690 southbound to westbound be considered as a part of this corridor? That would preclude encroachment on valuable downtown space as shown in Figure 3-1.</p> <p>I am in favor of rejecting the tunnel and depressed highway alternatives due to the initial and future maintenance costs.</p> <p>Thank you for considering my comments and concerns of the negative aspects that increased noise pollution, increased air pollution, and decreased property values would bring to Mission Landing residents. Having the new I-81/I-690 southbound to eastbound interchange built near Mission Landing would</p>
9/2/2014 11:59:48	Hastings	Anita			ahastings@twcny.rr.com	429 N Franklin St Ste 3-109	Syracuse	NY	13204-1464	Alternative SL-3: Two-Way Traffic on Almond Street and Other Local Street(s)	<p>to improve traffic flow and safety and the need to correct nonstandard and nonconforming design features. However, "an important consideration of the project is the effect of the transportation infrastructure on social and economic aspects of the project". Reviving downtown neighborhoods and enticing more residents to make downtown their home has been an important endeavor for the City of Syracuse. The Mission Landing residential building is an important component of that effort. The new I-81/I-690 southbound to eastbound interchange would have a significantly negative effect on the Mission Landing residential area. The quality of life for Mission Landing residents would be drastically reduced. It has been noted that the morning peak traffic is now at overcapacity in that section. Post construction increased noise levels over already high levels would be present as the interchange brings a greater amount of higher speed traffic closer to the building. An increase in the amount of dust, dirt, and vehicle exhaust would escalate the level of air pollution in the area. Just this summer, Mission Landing residents suffered through the added noise of repair work on the I-690 bridges 24 hours a day, 7 days a week, disrupting sleep, making it unbearable to sit on our decks or patios, and making it impossible to have windows open due to the increased amount of dust in the air. The added noise and air pollution of a new I-81/I-690 interchange would significantly reduce our quality of life, as well as property values in one of the highest concentration of high residential real estate in downtown Syracuse. Mission Landing has 43 units with an average sale value of over \$400,000 in the last ten years. The Mission Landing/Franklin Square area is a very desirable location and it would be a crime to diminish any aspect of that.</p> <p>Please take into account the Bear Street corridor for both I-690 eastbound to northbound I-81 and I-81 southbound to westbound I-690 interchanges. Bear Street appears to have the width to accommodate both directions, lacks residential housing, and has few businesses to be disrupted. It is also close to and would give straightforward access to Destiny USA. Could the I-81 to I-690 southbound to westbound be considered as a part of this corridor? That would preclude encroachment on valuable downtown space as shown in Figure 3-1.</p> <p>I am in favor of rejecting the tunnel and depressed highway alternatives due to the initial and future maintenance costs.</p> <p>Thank you for considering my comments and concerns of the negative aspects that increased noise pollution, increased air pollution, and decreased property values would bring to Mission Landing residents. Having the new I-81/I-690 southbound to eastbound interchange built near Mission Landing would</p>

9/2/2014 12:02:56	Hastings	Anita			ahasting@twcny.rr.com	429 N Franklin St Ste 3-109	Syracuse	NY	13204-1464	Environmental Considerations	<p>to improve traffic flow and safety and the need to correct nonstandard and nonconforming design features. However, "an important consideration of the project is the effect of the transportation infrastructure on social and economic aspects of the project". Reviving downtown neighborhoods and enticing more residents to make downtown their home has been an important endeavor for the City of Syracuse. The Mission Landing residential building is an important component of that effort. The new I-81/I-690 southbound to eastbound interchange would have a significantly negative effect on the Mission Landing residential area. The quality of life for Mission Landing residents would be drastically reduced. It has been noted that the morning peak traffic is now at overcapacity in that section. Post construction increased noise levels over already high levels would be present as the interchange brings a greater amount of higher speed traffic closer to the building. An increase in the amount of dust, dirt, and vehicle exhaust would escalate the level of air pollution in the area. Just this summer, Mission Landing residents suffered through the added noise of repair work on the I-690 bridges 24 hours a day, 7 days a week, disrupting sleep, making it unbearable to sit on our decks or patios, and making it impossible to have windows open due to the increased amount of dust in the air. The added noise and air pollution of a new I-81/I-690 interchange would significantly reduce our quality of life, as well as property values in one of the highest concentration of high residential real estate in downtown Syracuse. Mission Landing has 43 units with an average sale value of over \$400,000 in the last ten years. The Mission Landing/Franklin Square area is a very desirable location and it would be a crime to diminish any aspect of that.</p> <p>Please take into account the Bear Street corridor for both I-690 eastbound to northbound I-81 and I-81 southbound to westbound I-690 interchanges. Bear Street appears to have the width to accommodate both directions, lacks residential housing, and has few businesses to be disrupted. It is also close to and would give straightforward access to Destiny USA. Could the I-81 to I-690 southbound to westbound be considered as a part of this corridor? That would preclude encroachment on valuable downtown space as shown in Figure 3-1.</p> <p>I am in favor of rejecting the tunnel and depressed highway alternatives due to the initial and future maintenance costs.</p> <p>Thank you for considering my comments and concerns of the negative aspects that increased noise pollution, increased air pollution, and decreased property values would bring to Mission Landing residents. Having the new I-81/I-690 southbound to eastbound interchange built near Mission Landing would</p>
9/2/2014 12:05:46	Riley	Michael			megerindad@hotmail.com					General or Other	<p>There are many facets to the interstate 81 project and most of the design, land acquisition, pedestrian interface etc issues appear to be being discussed in-depth. I travel this and the I-690 corridor multiple times each week and the most outstanding concern i have is that 70mph appears to be the new 55! One is forced to exceed the posted speed limits on the roadways to avoid becoming being struck of a hazard. I sincerely hope that the final choices allow safe space for police and emergency vehicles to apprehend and ticket speeders. Not only would actual enforcing the speed limits contribute o overall public safety, the fines would generate much needed revenue to defray the high cost of construction.</p>
9/2/2014 12:18:22	perkins	bernard			shamrockin43@gmail.com					Alternative SL-1: Boulevard	<p>beautify city also would develop business and have a park setting atmosphere.</p>
9/2/2014 12:21:58	GAMBA	DEBRA			gambad88@yahoo.com	7475 MORGAN RD. APT. 15-15	LIVERPOOL	NY	13090	Alternative V-1: Rehabilitation	<p>I think existing bypass works well, would like to see it rehabbed. I can't see all that traffic going through downtown Syracuse.</p>
9/2/2014 12:26:53	Gula	Silvia			silviagula@yahoo.com	40 Pine Ridge Circle	North Syracuse	NY	13212-2042	Alternative V-2: New Viaduct Fully Improved to Current Standards	<p>Alternate V-2, V-3 and V-4 are my concerns. I am not an engineer for DOT. The viaduct needs to built to today's standard and beyond. Rerouting traffic to Route 481 and Route 690 will add to traffic that neither highway is capable of handling long term.</p> <p>In May of 2013 I drove through the interchange construction in Binghamton. Going from Rt 81 south to Route 17/86 East was easy. Then in October 2013 I went to an event in Binghamton and spoke to people about it. The people were not against it. The viaducts do not interfere with neighborhoods because they are high which is a huge concern in Syracuse.</p>
9/2/2014 12:46:06	Reddy	Vince			vreddy@land-studio.org	908 Vineshire Rd.	Cleveland Heights	OH	44121	Project Objectives	<p>Though I am not now living in Syracuse, I would like to comment on the future of 81 through the city. The effects of whatever outcome is brought about by the current decision-making process will be immense. I am aware of the deleterious effects the original viaduct's construction had on the center of Syracuse and also am aware of the importance of keeping downtown and University Hill well connected to the Interstate system. I'm frustrated by the fact there is no obvious best solution to what to do with the viaduct. I would like to see downtown and the hill reunited in a way that one could imagine walking from one to the other, which causes me to lean toward favoring a boulevard. Of course I would hope the boulevard would connect easily to the highway system at either end and that it would not be a huge conduit of slow-moving traffic making the division between downtown and the university even more pronounced than it is now. It would be great if there could be a design that would disperse traffic onto various streets upon arrival in the city, rather than channeling it to one boulevard. I also hope that whatever solution is reached does not require destroying additional portions of the city in accommodation. The destruction caused by the original viaduct, which I consider to be a structural marvel, has still not healed. I hope you will consider the idea of routing 81 onto 481 and then 690 if a boulevard solution is decided upon and that you will give further serious study to the recently proposed deep-tunnel option. Thank you.</p>
9/2/2014 12:51:37	Overend	Dr. Donald F.			dfoveren@twcny.rr.com				13215	Project Objectives	<p>Regarding the I81 corridor through Syracuse, I feel that it needs to be completely removed and taken directly to street level.</p>
9/2/2014 12:52:25	Buck	Brad			Vetman8024@aol.com	8024 thyme circle	Liverpool	Ny	13090	Alternative V-1: Rehabilitation	<p>Quite honestly, to me, it is currently a death trap that needs to be removed. It also looks like an eyesore. Please repair and do not change the 81 layout.</p>
9/2/2014 12:53:10	Kelly	Laura			paro_laura@yahoo.com	753 James Street #901	Syracuse	NY	13202	Alternative SL-1: Boulevard	<p>I would like to give my opinion on the I-81 options. I travel on I-81 a lot and notice that there is always back up downtown. The elevated areas are always in need of repair or are being remodeled and repaired. I believe that it is time that it is taken down. I also believe that the Boulevard option is the best option. It is the most cost effective for our county, which is already in need of resources. I believe that it would beautify the city as well. Raised portions are ugly. A boulevard would be pedestrian friendly. Some people are concerned that a boulevard would make traffic more congested. I say, It's already congested so why not? People are scared of change. Change is what this city needs!</p>

9/2/2014 13:02:55	Gibbons	John			Gibbonjl@lemoyne.edu	108 Newbridge Street	Camillus	NY		13031	Alternative SL-1: Boulevard	<p>This statement is actually about all of the SL alternatives.</p> <p>Most of the proponents of the North-South boulevard schemes share the faulty premiss that the viaduct divides the city, and is the cause of a failing downtown district. The viaduct however, permits free flow of pedestrian and automobile traffic beneath the present I-81, and easy access from I-81 to both downtown and University Hill. Syracuse's downtown district has both deteriorated and started to resurge while the viaduct has existed,(it could be argued that the neighboring districts and downtown started to decline before the viaduct was built). Notice how the SUNY UpState campus now straddles the I-81 corridor as does SU and the new alleged "Connective Corridor." Pushing more traffic through the I-81 corridor on the street level may really pose an actual barrier and impede traffic between Downtown and the Hill.</p> <p>My second concern is that any ground level boulevard plan seems to be disastrous for the city's west side and western suburbs. To access I-81 South from the west, drivers either take the Rt 5 to 695 to 690 or filter through the city or Onondaga hill on surface streets to access 81 South. If there is no North-South interstate through Syracuse, all West Side traffic heading south will now either drive out to Dewitt then turn South and back West to 81, or be forced onto surface level streets as they head to 81 South. All of these routs will have to be improved and they will still cause increased travel time fuel consumption and pollution. None of the boulevard or "SL" plans seem to address traffic the west side of the city and I-81 south of the city.</p> <p>Jack Gibbons SUNY ESF Graduate BLA-1986</p>
9/2/2014 13:21:39	Roberts	Peter			Zjected969@yahoo.com	P.O.Box 15101	Syracuse	New York		13215	General or Other	<p>the nations Interstate system. The routing of major Interstate roads should NOT pass through urban areas. The NYS Thruway works so well because it was designed and built to bypass urban areas. The one criticism of the system is that a 'limited development' corridor was not imposed for 1/2 to 1 mile each side of the roadway. Our urban areas should be connected to the Interstate roads via servicing highways and arterials.</p> <p>The new I-81 and the current I-481 should diverge on the hill south of Lafayette. The new I-81 should then follow the approximate path of the current Route 20 northwest to about Navorino. Turn more to the NNW along the ridge of Slate Hill. Cross Nine-Mile Creek just south of Marcellus. Run North along the crest of Limeledge Hill. Cross and intersect with the Thruway between Peru and Memphis. Cross the Seneca River near Plainville, NY. Then run NE past Phoenix, NY and rejoin the original I-81 just east of Mexico, NY. Throughout it's entire new routing the roadway needs to be kept 20 to 30 feet ABOVE flood stage of all intersecting water bodies and courses. All the current major highways in central New York are subject to major flooding. Most are built in a flood zone. If another Hazel parked itself over CNY for 72 hours, the lack of access would be a media scandal.</p> <p>There shall need to be a new extension on the south end of I-481 from the Jamesville exit area past the east side of Jamesville and the Jamesville Reservoir thru the old quarry and along the side of the county prison property. Once south of the reservoir the highway should cross the valley and run along the hillside parallel to the Susquehanna Railroad tracks. Pass east of Lafayette and join I-81 just south of town.</p> <p>You shall need to REMOVE the roadbed of the former I-81 from the Onondaga Indian reservation before they do the research and link the hypertension on the reservation to salt in the well water from the use of read salt along the old current highway.</p> <p>The rest of the old 81 from Castle to Sentential Heights, and north of Butternut thru to N. Syracuse and I-481 can be used as arterials for local traffic to access the highways.</p> <p>The new path of the future I-81 shall enhance the access to the entire region including Auburn, Fulton and Oswego while removing the majority of the thru traffic along the highway from passing thru populated urban areas. This will improve air quality. Reduce accident rates and congestion. And will prevent an almost certain future disaster.</p> <p>During my travels over the past 3 years I have been appalled by the dramatic increase in heavy truck traffic and the resulting debris along the road and more. Traffic stopping fiery tractor-trailer truck crashes were a daily encounter on my last trip this summer. That rate of occurrence is 1 per 600 miles each day. Only one of those even made mention in the national news. Someday soon such a crash will happen in an urban area with vast property damage to areas adjoining the road. And yes even lose of life. Twenty</p>

9/2/2014 13:28:41	Brace	Constance			cbrace@qpkdesign.com	15 Kane Ave	Skaneateles	NY	131532	Project Objectives	<p>The primary objective of this viaduct replacement project should be to serve the physical needs of access to and around the City without detriment to the economic vitality of the downtown core of Syracuse.</p> <p>A secondary, but equally important objective, should be regional planning to coordinate any proposed traffic modifications for avoidance of negative impact on the surrounding communities. Replacing the elevated viaduct with another elevated highway will not foster long-term vibrancy and vitality for the City and does not address the extreme congestion created by that viaduct as it is currently.</p> <p>The secondary objective should include a coordinated DOT strategy for cross-state commercial through-traffic. Rural roads and communities are not in a position to manage interstate commercial traffic, such as the large number of garbage trucks traveling through the finger lake communities to landfills on the western side of the state. Some commenters have suggested that using existing highways to by-pass downtown congestion will increase regional truck traffic; however, this is not a direct result if the proper attention is given to all aspects of planning.</p> <p>A third objective must be to reduce congestion and foster alternatives to disperse the destination-traffic into the city street grid. This should offer enhanced safety for pedestrians and motorists as well as improved access to destination locations.</p> <p>All concerns must be addressed with regional planning. A collaborative solution will address local impacts as well as regional traffic monitoring; incentives for utilizing the highways designed for commercial traffic; and traffic calming strategies to slow and discourage inappropriate traffic through City neighborhoods and rural communities.</p> <p>The City and adjacent communities share the same goals for sustainable living and the same concerns for future viability. The surrounding regions rely on a vibrant core in Syracuse, but they also independently provide important economic benefits through clean water, tourism and agriculture.</p> <p>A proper solution to the traffic flow through Syracuse must be managed in conjunction with regional engineering to provide adequate, properly designed and designated routes for commercial traffic without detriment to any of our communities.</p>
9/2/2014 13:30:07	Manning	Robert		Self	RManning8@twcny.rr.com				13027	Project Objectives	<p>Two thoughts on the objectives for this important community decision:</p> <ol style="list-style-type: none"> 1. For me an important objective is to attract young families back into the city of Syracuse, increasing the tax base, improving the schools and bringing energy into the city. These families will bring businesses and create jobs. When I visit Boston today that's what I see and it's a model to be admired. 2. A second objective is resiliency for our transportation system. We live in an increasingly uncertain world, from the changing weather to "home-grown" terrorism. Thinking that Syracuse is immune to these events would be shortsighted and irresponsible. Providing the city and the county with a resilient and multifaceted transportation system is essential in such a world. <p>This is not a straightforward advantages/disadvantages decision, but must be visionary. It will involve some smart, sensible risk taking since we've never done this before, but there are existing models to learn from; e.g. Boston, Portland, etc. There may need to be pilot projects and our local universities are especially valuable sources for ideas, case studies and innovation.</p> <p>Don't let this opportunity pass by with more of the same. There is a chance here to build a new and vibrant Syracuse and the I-81 Project determines the transportation infrastructure for this opportunity.</p> <p>"Ideas change the world." Robert W. Manning Baldwinsville, NY CAPTAIN, US Navy Reserve (Retired) (cell) 315.720.6846</p>
9/2/2014 13:34:19	Schroeder	Heather			heather.r.schroeder@gmail.com	125 Westminster Ave	Syracuse	NY	13210	General or Other	<p>As an affordable housing development professional with a Master's in City and Regional Planning who returned to my hometown of Syracuse to improve the built environment, the question of how to redevelop I-81 has captured my interest. After attending multiple I-81 meetings, I am convinced that the proposed alternatives do not serve the community as a whole. Most of the discussion thus far has revolved around cost of construction, vehicular traffic patterns, and the number of building demolitions required for each alternative plan. Pedestrian, bicycle, and mass transit have received inadequate attention in DOT's public plans, and this oversight should be corrected in plan revisions over the next year. Studies have demonstrated that mass transit users put more faith in permanent structures -- e.g. light rail -- compared with bus transit, as there is a perceived guarantee of reliability, or an assurance that if there are tracks, the carriage will eventually arrive. Trolleys and railways also have a novel aspect that entices nontraditional riders to experience a different kind of transportation. Syracuse once boasted an active and extensive trolley system that connected the City's many neighborhoods to downtown; given the region's sprawling development and the increased reliance on single-rider vehicles, a focused study of transportation alternatives would be remiss to omit local light-rail or trolley service from its investigation. Focusing the I-81 study on routing through-traffic either through or around Syracuse's urban core leaves out the people who will feel the effect of the selected alternative most acutely: the neighbors (residential and commercial) who commute to or within Downtown Syracuse on a daily basis. Perhaps if there were more investigation into alternate local transportation to Downtown, there would be less resistance to routing through traffic to existing routes (e.g. 481). We have one opportunity to look at the long-term future of Syracuse's transportation needs as they relate to both local and non-local traffic utilizing the current I-81 viaduct; let's not look to the past's dependence on single-rider vehicles as the model for future development.</p>
9/2/2014 13:36:28										Purpose and Need	<p>The businesses along rt81 and the traffic passing thru rt81, support the local economy with jobs, tax revenue and spending. To reroute/ reinvent this on the notion of "what might be" is irresponsible. The businesses along rt 81 have offered a compromise in the "Access Syracuse" proposal. This seems fair and accommodating to all parties. I support this proposal, I hope you will too.</p>

9/2/2014 13:38:28	Riley	Michael			megerindad@hotmail.com					Project Objectives	A letter to the editor in this morning's Post Standard noted that the statistically only a small percentage of traffic that is actually just passing through the city of Syracuse. Statistics seem to show that the greater percentage is local traffic using Interstate 81 as a commuting route from areas outside the city limits. If an option to limit the stretches of I-81 within the most urban areas of the corridor local traffic only, many of the discussed alternatives would still be necessary. Moreover, access to the north, south interstate for drivers approaching from the west still seems to be missing. I have read views that propose making the NYS Thruway (I-90) through Syracuse toll-free. I would like it to be the section of I-90 that passes through Albany NY allowing local access as well as through traffic alternate routes through or around the city of Albany. Much like Syracuse, this section of the highway seems to have too many access points and little to no control over enforcing posted speed limits other than constant construction. Improvements to the stretch of I-90 between the Dewitt and Baldwinsville interchanges would need to be made, however it seems that this could help with the local traffic.
9/2/2014 13:40:49	Shafer	Paul			Kulmon1@yahoo.com	412 Cypress Street	Liverpool	NY	13088	Project Objectives	I would like to offer you one more alternative to the planned rt.81 project thru Syracuse. I know there has been some talk on various tunnels which have not had much support, but I like to offer another tunnel idea that I don't think was looked at. A 4 mile tunnel from the land behind the Regional Transportation Center to the Rosewood cemetery. Now I know at first glance this sounds crazy expensive, but it might be cheaper than it sounds. First the land behind the transportation center is empty, second, there is a train track that runs next to the property. The tunnel could be completely dug from this end. All the dirt that is tunneled out can be loaded on to rail cars, plus all the tunnel parts can be brought in on rail cars. This whole operation could go on for years with no interruption to the driving public. The current 81 could easily be turned into the tunnel when it is complete and the existing old 81 used to go into the city of Syracuse. When looking at this idea please keep in mind all estimates for digging tunnels take into account loading dirt onto dump trucks, hauling it hundreds of miles, driving empty trucks back to be refilled thousands of times. This all could be avoided. There would not be the cost of road closers or an army of flag personnel. Plus there would be an added bonus of 4 miles of road that wouldn't see Syracuse winters, we've already had deaths and lawsuits associated with this section of highway.
9/2/2014 13:41:43										General or Other	I have not been to the meetings, do not know every aspect of the proposal, just know that as a commuter, I feel strongly that it is wrong to put route 81 on the ground or in a tunnel. I especially feel that if it is put on the ground level, people, especially children, will be getting killed or hurt.
9/2/2014 13:46:02	Sabene	Judy		1948	jlsabene@yahoo.com	7182 Eastman Road	North Syracuse	New York	13212	Project Objectives	We live in North Syracuse with route 481 literally in our backyard. The last few years we have noticed an increase in the amount of traffic that passes by us everyday. The noise level is getting so bad that you can't carry on conversations at normal levels anymore. Early morning and dinner times are the worse times. I am sure air pollution has increased also with all the trucks that now use the highway each & everyday. To think that they are considering adding more traffic to this area by diverting city traffic to use the northern area of 481 has been a major concern for us. This section of the highway was not built for that increase of traffic & we never expected it to affect us the way it has these last years. I can not imagine what it will be like if the decision is made to divert the traffic out our way. Please consider our quality of life when making a decision. I would much rather see RT 81 repaired & upgraded in Syracuse than send more traffic to the suburbs where we once had a very quiet neighborhood. I invite anyone to our yard any day of the week to experience what this would be like for day to day living. Please don't send more traffic onto rt 481.
9/2/2014 13:49:29	Knight	Aaron			acknight@esf.edu		Syracuse	NY	13224	Alternative V-2: New Viaduct Fully Improved to Current Standards	I stand firmly opposed to any and all viaduct options. I appreciate the efforts to make these options more palatable than the current viaduct, but I strongly prefer just about anything other than the viaduct options. The boulevard proposals (or tunnels, excepting the somewhat foolhardy Access Syracuse plan) are a much better option.
9/2/2014 13:49:47	Knight	Aaron			acknight@esf.edu		Syracuse	NY	13244	Alternative V-3: New Viaduct with Substantial Design Improvements	I stand firmly opposed to any and all viaduct options. I appreciate the efforts to make these options more palatable than the current viaduct, but I strongly prefer just about anything other than the viaduct options. The boulevard proposals (or tunnels, excepting the somewhat foolhardy Access Syracuse plan) are a much better option.
9/2/2014 13:50:32	Knight	Aaron			acknight@esf.edu		Syracuse	New York	13224	Alternative V-4: New Viaduct with Considerable Design Improvements	I stand firmly opposed to any and all viaduct options. I appreciate the efforts to make these options more palatable than the current viaduct, but I strongly prefer just about anything other than the viaduct options. The boulevard proposals (or tunnels, excepting the somewhat foolhardy Access Syracuse plan) are a much better option. (Of the viaduct options, this is the least destructive and preferred)
9/2/2014 13:51:42	Knight	Aaron			acknight@esf.edu		Syracuse	New York	13224	Alternative SL-1: Boulevard	I am strongly in favor of this approach. It has the only real chance of any of the proposals to not only responsibly handle the traffic currently served by 81, but ease pressures on some of the surrounding University Hill roadways.
9/2/2014 14:22:37	Hutson	Doug			hutson.doug@gmail.com					General or Other	Our family supports the boulevard option rerouting through traffic via 481 south of the city. We do not want any more buildings torn down other than those that are absolutely necessary. We also want a design that facilitates regular roadside mowing and cleanup. We appreciate the time and effort the DOT has spent on this important project.
9/2/2014 14:35:26	Garavuso	Emily			egaravuso@gmail.com					Alternative V-2: New Viaduct Fully Improved to Current Standards	Before this idea is considered the public should have knowledge of the 30-40 buildings that may need to be demolished to accomplish the wider highway and gentler curves. Currently no plans show any list of buildings to come down which leaves us guessing on a number of beautiful and historic buildings. An off ramp @ I-690 west bound, while allowing access south to key attractions (Universities, and Hospitals) will also increase northbound traffic on Catherine St. Catherine street is already heavily trafficked, adding an off ramp will only increase this problem. Further study on increasing safety at the intersection of Catherine, Hawley and Green should be considered. Current traffic patterns create a bottle neck on north bound Catherine at James. The slight curve in Catherine between Green and James Streets already creates a hazardous loss of line of sight. If an off ramp MUST be put at Almond and Catherine please consider the improvements necessary to maintain public safety in the Hawley-Green Neighborhood and how traffic will connect to James St. State/Salina St, and Lodi St. This plan seems to further concentrate access on an off the highways for all of downtown, universities and hospitals to single access points. What are the projected traffic concentration numbers?

9/2/2014 14:38:52	follett	newell			newellfollett@gmail.com	3869 Jordan rd.	skaneateles	NY		13152	Alternative V-3: New Viaduct with Substantial Design Improvements	v-2,v-3,v-4 would for me. all about same \$. V-3 first choice
9/2/2014 14:39:00	John	Craddock			jmcraddo@syr.edu	1112 Westmoreland Ave	Syracuse	NY		13210	General or Other	I would like to strongly voice my support for removing the viaduct from downtown Syracuse. There is overwhelming evidence that other cities which have removed such viaducts experience economic expansion as a result. The current path of I-81 is destructive to city/hill interaction and creates a path of squalor in what could otherwise be a vibrant part of the city.
9/2/2014 14:53:57											Alternative V-3: New Viaduct with Substantial Design Improvements	Stay on the Viaduct at 65 mph
9/2/2014 15:00:02											Alternative V-1: Rehabilitation	We do not want to drive through this high crime area with drugs, robberies, gangs and prostitution. People will not go on a boulevard and it will hurt the city.
9/2/2014 15:00:53	Smith	Daniel			dansmithdpm@gmail.com	336 Coleridge Avenue	Syracuse	NY		13204	Alternative SL-1: Boulevard	I prefer the SL-1 boulevard with Option 2 which uses highway ramps for access. I understand that several buildings and parking garages will need to be demolished and I favor the creation of some on or off street parking to offset the loss. I like the accessibility the green space/ gateway element adds to the appearance. Having born here, lived here and now raising a family here in the city of Syracuse, as well as having lived in other major cities, I want this to be an improvement in the city and not a step backward in terms of function or appearance. I support my tax dollars at work for this project.
9/2/2014 15:04:42	Johnston	Deanna			deannajohnston@gmail.com	3800 Kennedy Road	Nedrow	New York		13120	General or Other	I travel from the south of Syracuse to the North every day and feel a short tunnel and boulevard would be fine. I do not want a viaduct under any circumstances.
9/2/2014 15:04:53	Przepiora	John									Alternative SL-1: Boulevard	A system of "park and ride" options to mitigate traffic volume and thus reduce size of required at grade boulevard (or even viaduct) capacity needs to be considered. We believe that such a systems deserves consideration—and requires inclusion—as an important component of any alternatives analysis for the following reasons. a.A system of intermodal interchanges could not only reduce traffic volume, but create economic development potential around these intermodal and rideshare hubs. b.Patrons and employees of large scale destinations and large volume employers such as Destiny, Syracuse University, Syracuse's downtown civic center and the SU hill medical institutions would benefit, while at the same time reducing traffic volumes through Syracuse, from a system of intermodal hubs. c.Parking spaces and the land currently used for parking in the Syracuse city center could be freed-up and/or converted to other higher uses thus spurring economic development. d.There could be significant greenhouse gas reductions with such a system. e.The use of social media to create ride sharing options is a growing trend and facilities that capture its potential should be considered. f.The availability of shared vehicle options such as the former "Cuse-Cars" style rental car system available at destination locations could add a degree of flexibility to a park and ride system some people may need. Shared vehicles could easily be all-electric thus offering added environmental benefits. Traditional intracity bus service would also benefit by new ridership potential. g.It will be critical to include such hubs early in the planning so that land could be reserved even though the need for such hubs might not materialize in the short term. h.A system or remote park and ride/transit hubs will serve to reduce I81 construction phase traffic congestion and delays by removing significant amount of commuter traffic from the local streets. i.For the community to rely on a transportation solution based on 1950's technology for the next 50 years is not forward thinking. Transit and intermodal flexibility must be part of the I81 solution and the CNY transportation system must be created with a clear view of the future, not the past.
9/2/2014 15:07:04	Przepiora	John									Alternative T-1: Almond Street Tunnel from MLK East to Butternut Street	DestinyUSA has a proposal that combines a surface boulevard and a tunnel which received a lot of press and also support from Senator John DeFrancisco. While it is not formally included as an official alternative, it's efficacy as a serious proposal is questionable. We believe that a tunnel project could potentially cause major disruption to both I81 and I690 for upwards of 8 years. Such a disruption would have serious economic and social consequences. In addition, it could cost more than two billion dollars and require costly pumping of ground water, and ventilation—consequences that would add to the project's global warming potential. Barring satisfactory mitigation of these concerns, we oppose any tunnel alternatives and agree with DOT's initial intention to not include a tunnel project for further consideration. The need for a tunnel to serve as a through route seems questionable at best; money spent on such a scheme might better be spent on including transit and park and ride facilities into the program.
9/2/2014 15:08:56	Przepiora	John									Alternative SL-1: Boulevard	We question the size of the required right-of way for the two-way boulevard option. Why not limit the boulevard to a 140 foot wide right-of-way that includes three lanes of traffic each side, parking & loading each side, bike lanes on one side, sidewalks on both sides and a 15 to 18 foot wide landscaped median? This would allow preserving as much as 6 acres of the present right of way to be valuable for commercial development. New York State DOT's present Boulevard plan is 190 feet wide, worse than Erie Blvd, and uses up the entire existing ROW.
9/2/2014 15:11:05	Przepiora	John									Project Objectives	The current DOT design philosophy is to funnel the traffic narrowly to concentrate it into the new boulevard closing some existing exits like the Salina Street exit from 81 coming south. We believe the city of Syracuse will be better served by increased connectivity between the highway and the city streets system, rather than less. There has been an expressed need for developing new exits and entrances at Colvin Street. We believe that a valuable component of the next phase of the project's development is to engage with the City of Syracuse stakeholders in a serious evaluation of connectivity issues required to meet the community's social, environmental and economic development needs.
9/2/2014 15:11:30	Burns	Lisa			officemanager.acts@gmail.com	306 Van Buren	Syracuse	NY		13202	Purpose and Need	I wish it stay. If we do not have 81 we use more gas.
9/2/2014 15:12:36	Przepiora	John									Project Objectives	Regardless of which of the two main options is selected, current plans seem to include a bigger, faster 690/81 interchange with an added connection between I690 eastbound and I81. This will undoubtedly require removal of city buildings and property. While such an interchange might be best for the highway system, it may not be in the best interest of the City of Syracuse. We believe that careful and complete analysis of options—including the foregoing of a direct I81/I690E interchange is critical. We believe that a valuable component of the next phase of the project's development is to engage with the City of Syracuse stakeholders in a serious evaluation of the alternatives to address this issue, and the adverse impacts its solutions will create, in the City of Syracuse.

9/2/2014 15:18:36	Garavuso	Emily			egaravuso@gmail.com				Alternative SL-1: Boulevard	<p>This plan dumps the combined traffic of I-81 and I-690 onto Catherine/Almond St. an already congested area. Lodi St or State Street are much more arterial streets that seem better equipped to handle north side traffic. An on and off ramp @ I-690, while allowing access south to key attractions (Universities Carrier Dome Events, and Hospitals) will also increase northbound traffic on Catherine St. Catherine street is already heavily traffic-ed, adding ramps will only increase this problem. Further study on increasing traffic and pedestrian safety at the intersection of Catherine, Hawley and Green should be considered. Current traffic patterns create a bottle neck on north bound Catherine at James. The slight curve in Catherine between Green and James Streets already creates a hazardous loss in line of sight. If an off ramp MUST be put at Almond and Catherine please consider the improvements necessary to maintain public safety in the Hawley-Green Neighborhood and how traffic will connect to James St. State/Salina St, and Lodi St.</p> <p>Illustrations of this design show Almond Street as 7 lanes wide. For the sake of pedestrians these lanes should be broken up. I would recommend 4 lanes (2 either direction) with turning lanes at the major intersections. There should not be a separate local traffic lane as all traffic using this road should be local. No parking should be provided because this is a main artery for local traffic and there are a plethora of garage to utilize.</p> <p>I worry that the alignment of the on off the 81 spur south of the city to the Catherine St on off ramp does little to discourage thru traffic that should be using 481, Hopefully the time frame for demolition and construction will get people used to taking 481.</p> <p>All green areas in the boulevard should showcase public educational opportunities on stormwater infiltration, rain gardens and green infrastructure practices along with habitat for bees, birds and other pollinators.</p>	
9/2/2014 15:40:37	Schechter	Virginia			vcschec@yahoo.com	205 Berkeley Dr.	Syracuse	New York	13210-3039	General or Other	<p>I am in favor of rerouting Interstate 81 traffic south of Syracuse City to I-481 N and then to I-690, re-connecting to I-81 N at the 690/I-81 N interchange. That would give access to the City, Destiny USA, 7th North Street area. Drivers would have the option of staying on I-481 N to connect to NYS Thruway East and West, which also gives near access to Destiny USA and 7th North Street area.</p> <p>If drivers, particularly truckers, wished to continue on I-81 N but bypass the City, they would have the option of staying on I-481 N to I-481 N/I-81 N interchange at North Syracuse.</p> <p>Re-routing traffic would be less expensive and less disruptive than reconstruction. Re-routing traffic would offer an opportunity to create a land level road in the City where the current overhead I-81 exists. A land level road could have pedestrian and bicycle friendly access, landscaping with trees in a park-like setting and improve air quality. Such a setting probably would have less noise, air and light pollution. It could also improve the overall quality of life for residents and be a positive asset for visitors.</p>
9/2/2014 15:44:40	Macfarlane	Scott			ssmacfarlane@gmail.com	4677 Watch Hill Road	Manlius	NY	13104	Alternative SL-1: Boulevard	<p>fate of the viaduct with interest. I believe that eliminating the current viaduct will make it more likely that Syracuse will become the strong, vibrant core our region needs to successfully compete in the new millennium. Despite this, I am concerned that if the I-81 viaduct is replaced by a single boulevard, we will simply have replaced the current multilevel barrier between east and west with a new, even wider ground-level barrier, a very busy and very wide multi-lane thoroughfare. Moreover, the single boulevard may be so congested that it will be significantly more difficult for people from the northern and western suburbs to easily and quickly reach jobs on the Hill and for those on the south side to easily and quickly reach the regional market, Destiny and the airport.</p> <p>I would like, therefore, to suggest that instead of replacing the I-81 viaduct with one boulevard along Almond St., that we replace it with two boulevards, the Almond St. one plus a second, new boulevard. This new boulevard would join the northern end of 81N where it will terminate once the viaduct is taken down to S. West St., and thence to both 690 (using existing ramps east and west) and the southern end of I-81 just north of 690 (using newly constructed ramps onto and off I-81). The boulevard would start in the south near Raynor Ave or Van Buren St, and then follow the south side of the railroad berm until it crosses S. Salina St. at W. Taylor St. At this point, several options are possible: (a) head west along W. Taylor then turn north onto King St., cross Temple St. onto the dirt track Google Maps labels Onondaga Place to the south end of S. West St. at W. Onondaga St.; (b) the same route except heading west along Temple St. and turning north at Temple St. onto the dirt track; or (c) continue along the railroad berm northwards, across W. Adams and W. Onondaga before finally turning west along Fabius St and joining S. West St. Transit time along the new boulevard could be greatly improved by having through traffic cross S. Salina, W. Adams and W. Onondaga streets on flyover bypasses with ground level access lanes provided for those wishing to turn off the boulevard.</p> <p>How would this new boulevard help? A second north-south boulevard would greatly reduce traffic congestion on the new Almond St. boulevard and reduce travel time across the city (especially if the flyovers are included). As a result, the Almond St. boulevard would carry less traffic and could be narrower, freeing up more land along it for commercial and housing development (land along the new boulevard will also have increased value). The new boulevard would also provide a new route for accessing the south side of downtown (Hotel Syracuse, bus station, conference center) and between the Hill and the Near West Side. Importantly, if this new western boulevard is built early in the project, it will provide an efficient way for commuters and other north-south travelers to avoid the worst of the construction disruption that may plague Almond St. for years. One negative to building this new boulevard is that some properties would need to be taken by eminent domain and torn down (most of the route is</p>
9/2/2014 15:47:32										Alternative SL-1: Boulevard	<p>Please do not make a boulevard out of 81. It would cause major disruption in the traffic through the city. Trying to get to the hospitals would be very time consuming as well as response time for emergency vehicles. Can only see this being a negative for all concerned. Not to mention what this would do for people who have to get to their jobs in the city.</p>
9/2/2014 15:54:08	Paolini	Edward			epaolini@twcny.rr.com					Alternative V-1: Rehabilitation	<p>Please rebuild 81 in its current form. The idea that the existing viaduct will reach the end end its useful life by 2017 is ridiculous. If you maintain what is there and start using a salt alternative, it will last forever. Think about the cost of a boulevard and or tunnel before you decide. Check out the final cost of the "Boston Tunnel" project vs the estimated cost. Big difference not to mention the additional construction time.</p> <p>Thanks for the opportunity to comment.</p>

9/2/2014 16:06:50	Mudrick	Nancy			nmudrick@gmail.com					Alternative V-2: New Viaduct Fully Improved to Current Standards	13214	I wish to express my opposition to ALL of the viaduct options: V-2,V-3,V-4. I noticed that the number of buildings that needed to be acquired (removed) was mentioned in the description of why the tunnel and depressed highway options were FAIL, but the same information was NOT provided for the V-2, V-3, V-4 options listed PASS. These options, especially V-2, also will require a substantial number of building acquisitions, as well. Is this uneven information "stacking the deck"? I am opposed to the viaduct options because they will keep the up the wall that separates the city. Taking down the viaduct will facilitate development along both sides of the current Almond St. (and even blocks on either side). I saw the good economic and community impact in the Hayes Valley neighborhood of San Francisco where they removed entirely an earthquake damaged freeway. I like the boulevard options, probably SL-1, the best. However, I support the option (not on your list) of re-routing I-81 by using I-690 in combination with I-481. For example, when coming from the south, at I-481, it would be re-named I-81 up to the intersection with the current I-690. Then for through traffic, I-81 would be the current I-690 west until it reconnects with the current I-81 to continue going north. There would still need to be work for the interchanges at I-81 and (current) I-690. This solution keeps traffic flowing through the northern parts of the city, instead of bypassing it entirely.
9/2/2014 16:22:57	Humenn	Polar			polar.humenn@gmail.com					Alternative SL-1: Boulevard		I believe the boulevard is the way to go, but to distribute any incoming traffic over several streets and not put it all through one street. I like the idea of rerouting thru traffic to I481 to I690 to the north part of I81 and removing some of the I690 ramps as well. This approach could keep the businesses and in some cases the people somewhat happy. I live in the University area and hardly ever get on I81 without getting on I690 first. I think the only real issue is access to the hospitals which can easily be taken care of with a special lane that doesn't involve a roadway that pedestrians need to cross under. We need to get rid of the elevated portion that is dividing our city. With the right zoning, the surrounding land can be some prettier, with more retail, and service shops, or perhaps front sidewalk residences yielding a more livable city instead of just one that people drive through.
9/2/2014 16:28:59	Humenn	Polar			polar.humenn@gmail.com					Alternative V-1: Rehabilitation		The rehabilitation of the viaduct will not solve any of our current issues, other than the ones that were born in the 1950 concerning cars. The development that has happened in the area around the current set up is horrible. It is industrial, parking lots, and uninviting to the pedestrian and biking population that is emerging in our city. Rehabilitating the viaduct is to ignore the future and cling to the devastating past of the automobile. We need a viable, walking city. The viaduct just destroys that goal, and 50 years of development has already taught us that it's not going to get any better if it remains.
9/2/2014 16:36:03	Chajka	Chajka			cchajka@twcny.rr.com	302 Grove Rd	Syracuse	NY		Environmental Considerations	13219	No matter what path is agreed upon, please make sure the air pollution at Rt 81 over Adams St is considered in the final decision. .Syracuse has been sited for poor air quality at Rt 81 and Adams St for many years .
9/2/2014 16:45:49	Simpson	Robert		CenterState CEO	president@centerstateceo.com	115 W. Fayette Street	Syracuse	NY		General or Other	13202	**Please note that these comments, along with a transmittal letter, have also been emailed directly to Mark Frechette, PE, Project Director, I-81 Viaduct Project.** I.Statement of Goals A year ago, CenterState CEO adopted a series of principles to guide its evaluation of the future of I-81 and the outcome it seeks from this investment. These principles call for a solution that unifies our city and links our community's economic engines; minimizes the highway's footprint and reduces the need for eminent domain; enhances access, safety, and walkability; and aspires to 22nd century design standards. We are measuring the report and the options for the future of I-81 against these principles and the following goals: •Transformational Approach: The proposed solution should meet transportation needs while advancing our region's strategic goals. •Minimize Adverse Impacts: The proposed solution should minimize the width of any roadbed and associated rights-of-way, the need for eminent domain, and avoid the demolition of historic buildings and relocation of residents and businesses. •Improved Linkages: The solution should create better access and improved linkages between downtown and University Hill, link central city assets to the suburbs, and connect the region to national and global markets. •Transportation Benefits: The proposed solution should resolve traffic problems, not just move them. The solution should resolve safety concerns, support the use of mass transit, enhance walkability, and provide convenient access for commuters. The solution should upgrade traffic patterns through the entire street grid to create better access than today's I-81. •Environmental Impacts: The solution should embrace the highest level of urban design, minimize construction disruption, lead to environmental improvement, and result in generating additional land for development. The solution should utilize state of the art technology to improve traffic flow and safety. people and trucks traveling north and south thru Syracuse don't need to go around Syracuse. Going around Syracuse will allow them to bypass business downtown altogether. That is the purpose of exits. People traveling use exits to eat and shop and use restrooms. When they do this they spend \$. Going around the city defeats this purpose. Being turned into a slow boulevard will make them avoid the city during their travels going north and south.
9/2/2014 16:52:47	manzi	richard			mosnore@yahoo.com		clay	ny		Alternative V-2: New Viaduct Fully Improved to Current Standards	13041	Dear Mr. Frechette, The current viaduct divides the city of Syracuse between the University area and the downtown. Many buildings will need to come down if a new viaduct is built to replace the existing- these buildings are an important tax base to Syracuse. More land will be usable for businesses with the boulevard option and improve the tax base for Syracuse. Thank you.
9/2/2014 16:52:52	Berg	Sara			saratheberg@gmail.com	433 Elliott Street	Syracuse	NY		General or Other	13204	please just find a way to fix what is broken and make it better. No tunnels, no boulevards, just a highway like we have now. Don't fix something that isn't broken,(other than structurally). I travel south quite a bit thru the city and going around would add time and \$ to everything I do. I'm just a middle class girl and that would really hurt my pocket. Please don't do that. My kids like to snowboard and going to Song or Lab in the winter would be a lot longer if I couldn't go thru the city to get there and back. I wouldn't be able to go as much. I guess it would hurt their business too.
9/2/2014 16:58:25	Donofrio	Christa			christaplus2@gmail.com					Alternative V-2: New Viaduct Fully Improved to Current Standards		

9/2/2014 17:14:54										Alternative SL-1: Boulevard	I strongly support the boulevard option. Syracuse does not need an elevated highway.
9/2/2014 17:46:32	manzi	cynthia			cjmanz@verizon.net			ny		Alternative V-2: New Viaduct Fully Improved to Current Standards	Stop trying to make a mountain out of a mole hill. Just fix what is there and make it better if necessary. Stop wasting our tax dollars. You don't need to look for ways to spend more \$. Trucks don't want to go around Syracuse and use more gas, neither do I. Not all people want to walk or bike in the city of Syracuse. People will always travel in cars, like it or not. People in the suburbs like to travel into and thru the city, not just around it. Stop trying to make things inconvenient for those of us that live outside the city.
9/2/2014 17:49:21	Hall	Randy			Randsterh@gmail.com	7653 doubletree Cir	N Syracuse	Ny	13212	Alternative T-4: Tunnel on Eastern Alignment (81' Below Syracuse)	This is a no brainer, time is money and additional time to get to hospitals on the hill cost lives. Forget the boulevard idea unless it's on top of a tunnel. People blaming the viaduct for socials in Syracuse are naive lets be real and keep commute times short and safe.
9/2/2014 17:54:32	DeCarlo	Mark			camval1@hotmail.com		Camillus	NY	13031	General or Other	While I feel a depressed highway (or a tunnel) would be the best solution, I understand the technical and financial difficulties with those solutions. With that said, I feel the best solution for the area as a whole would be one of the viaduct options. Whichever viaduct option is chosen, it's extremely important to correct and improve the I-690/I-81 interchanges. Access to each highway from the other in all directions is extremely important. The viaduct solutions provide the lowest cost and least amount of disruption while maintaining the interstate connectivity that is needed in the region. While there are those that say the boulevard option is the best, I suspect that group is a very vocal minority, with something to gain if the viaduct is brought down. Removing the viaduct and replacing it with a boulevard only serves that minority. Consider how those in the western suburbs, for example, would get south of the city. One of the proposals is to designate 690 as 81 and have motorists drive to East Syracuse to pick up I-481 where they'll turn south to pick up I-81 south of the city. Another is to take the boulevard. Both solutions would add SEVERAL minutes to a normally quick commute not to mention the added pollution. I've seen the time studies done by the state but none of them address a scenario such as the one I did. A viaduct does NOT have to look like what is currently there. Look at the overpasses in Florida and Texas for example. They are very aesthetically pleasing. Many of them use a single column support design in place of a double column. Using a single column would allow a 2 way boulevard under the highway without it being shrouded by the overpass such that it is today. Plus they are all smooth concrete, adding to their modern look. Or a suspension type or cable stay type bridge might be another solution. Look at the Bunker Hill Memorial Bridge in Boston for inspiration. My vote is for replacing the viaduct with another, better engineered, better performing, and better looking viaduct. A new viaduct will be most beneficial to ALL in the region, not just those in the shadow of the current highway. Please do the smart thing; the right thing. Replace the viaduct with a better viaduct. Thank you.
9/2/2014 18:09:29	Elizabeth	Price			BetsOnNet@AOL.com					Alternative SL-1: Boulevard	I worked 33 years in Downtown Syracuse, and walked around the City on my lunch hour. The current configuration is hard to negotiate for a pedestrian, you literally take your life in your hands trying to traverse the area under the bridges of #81. I used to walk fast, now that I'm in my 60's I would never even try to walk under the bridges. The intersection under the bridges at Adams and Almond is a nightmare for cars, let alone people trying to cross. Walking from center city to the hospitals would be much easier if there was a boulevard. It would be nice to have the City be "whole" again, not sliced in half. I think a boulevard would not only provide a beautiful gateway & thoroughfare for our City, but a MUCH safer route for people walking and biking.
9/2/2014 18:14:48	ward	andrew			anward@syr.edu	206 stoneridge dr	dewitt	new york	13214	Alternative SL-1: Boulevard	The city, I feel would benefit greatly by the SL-1 Boulevard option. By bringing 81 down to street level the DOT would be connecting the university back to the city. In addition to connecting the city back to the university the DOT would be letting traffic naturally flow into the city bringing much needed traffic to downtown. It would be great to have downtown, the hospitals, and the university's have a stronger connection to one another this would act as a catalysis for other business's in the region to develop in the area. This option is the strongest for the city and region.
9/2/2014 18:24:17										Alternative V-2: New Viaduct Fully Improved to Current Standards	I believe that the elevated highway/viaduct is the best. However, it does need improvements. This community and all who live here are used to the convenience of the existing raised highway. I realize that it will have to be completely redone, and that will take a lot of time, and traffic will have to be rerouted while it is being done, but it will be no matter what is decided. I object to a "tunnel" - too much disruption to create, too many issues to deal with in respect to the weather we get here in Syracuse (snow/ice/rain) I object to a street level multi lane route - too much traffic with too many stop and goes. Would not be conducive to moving the traffic efficiently and quickly. I do wish there was a way to force the traffic that is going north on 81 and not getting off anywhere between 481 on the south and 481 on the north, to take the 481 bypass. If we could make that happen, it would alleviate a lot of the traffic issues inbetween.
9/2/2014 18:25:33	Burgwin	Mike			juleus21@aol.com	3987 Cook Farm Rd.	Jamesville	NY	13078	Project Objectives	For the life of me, I do not understand how Route 81 viaduct as it is, divides, splits, slices, separates, cuts, the city in two and a six lane boulevard, promenade or what ever else you call it does not. Crossing an obstacle moving tens of thousands of vehicles a day will not lend itself to pedestrian or bicycle "Connectivity". Route 81 should be rebuilt in its own shadow to minimize any building condemnations,(Think tax loss) and with any DOT requirements necessary to secure federal funding. In addition, as Rte. 81 north approaches Syracuse, it does so with two "thru" lanes which should be reduced to one. To make up for this loss, all northern traffic passing "thru" Syracuse, should be directed onto Rte. 481 north as they approach the Brighton Ave. interchange. Also, and most importantly because of traffic jams created from repeated repairs of the bridges, all concrete work should be done using stainless steel re-bar within the structure. As any Rte. 81 traveler can attest to, is the exposed rusted re-bar that is responsible for the concrete cracking and eventual crumbling of the structure. Although using stainless steel will increase initial costs, it, and using salt resistant concrete, will more than pay for itself with less maintenance costs, less traffic jams and could increase the longevity of the viaduct ten fold. Lastly, for all the tunnel advocates, perhaps a portion of the viaduct could be covered with some type of "Dome" to add novelty to the project because with the engineering and expense needed for a tunnel to work, it certainly should be considered a "Novelty".

9/2/2014 18:27:55	DeFrancisco	John A.		New York State Senator	jdefranc@nysenate.gov						Commissioner Joan McDonald NYS Department of Transportation c/o Mark Frechette, I-81 Project Director 333 E. Washington Street Syracuse, NY 13202 Re: Scoping public comment (I-81 Viaduct Project) Dear Commissioner McDonald: As you know, I, along with all other area state legislators, have expressed strong opposition to any plan being considered by the Department of Transportation that does not include the preservation of a north/south thoroughfare through Syracuse. It is essential for both the residents of Central New York and interstate traffic to have an uninterrupted highway going through the City of Syracuse. You, and other employees of the DOT, have repeatedly said that it is important to arrive at a consensus opinion supported by the community. I recently conducted a survey of my constituents in the 50th Senate District. As of today, more than 80 percent responded YES to the survey question that asked them if they thought it was important to keep a north/south thoroughfare through Syracuse. Moreover, regarding the survey's four I-81 options, the results are as follows: <ul style="list-style-type: none"> • Construct a new I-81 viaduct (the elevated section of the current I-81) or repair the existing viaduct – 886 (56%) in support • Remove the existing viaduct and construct only a street-level boulevard through Syracuse -- 271 (17%) in support • Remove the existing viaduct and construct an underground tunnel through Syracuse -- 51 (3%) in support • Remove the existing viaduct and replace it with a street-level boulevard for downtown Syracuse access and a tunnel under it to allow for interstate north/south traffic through Syracuse – 377 (24%) in support 	General or Other
9/2/2014 18:30:00	Krohl	Kelly			kkrohl@gmail.com	802 Danforth St	Syracuse	NY	13208	Alternative SL-1: Boulevard	Thank you for considering all options for the replacement of I81 - the boulevard option in my opinion is the best for the city, it's inhabitants and our economy. A wider viaduct will only further divide the downtown core from the largest economic engine and our identity, Syracuse University. Whatever goes there is something we will have to live with for the next 50 years, at least. It's time to correct the mistake from the 1950's and tear down the viaduct. Boulevard all the way! Thank you, Kelly Krohl	
9/2/2014 18:38:12	Reagan	Lance			Lance.Reagan@gmail.com	3303 Old Chapel Ln.	Charlotte	NC	28210	Alternative V-2: New Viaduct Fully Improved to Current Standards	I believe that a new viaduct would be best. Just designed to today's standards and more graceful in its presence. Build it higher, and in a more slimmed down version, instead of a "cement block" version just sitting there, acting like an impediment to progress.	
9/2/2014 18:38:20										Environmental Considerations	As a resident of the city of Syracuse, someone who was born and raised and returned to the city after living in other cities and countries, I hope my comments are taken in earnest. Rte 81 through the city of Syracuse in it's current form and elevation serves the community and motorists well. Because it is elevated and does not force drivers to navigate through city streets and stop signs, we achieve a more eco-friendly route than any other proposed: <ol style="list-style-type: none"> 1. Emissions and fossil fuel consumption are kept at a minimum. 2. Fuel efficiency is maximized. 3. Traffic noise is kept away from city streets, buildings and sidewalks, as well as the nearby neighborhoods, such as the University area; it also makes for a quieter downtown experience. 4. Safety: pedestrians and local traffic do not have to face commuter traffic and the associated risks if 81 was placed at ground level. 5. The connection between downtown Syracuse and surrounding neighborhoods, including the University area, are maintained as they are not separated by the Rte 81 traffic at ground level. With two hospitals located next to Rte 81, ambulance and emergency vehicles will not be delayed or endangered. All may pass under the elevated highway freely. 6. Visually, many have a much better view of beautiful downtown Syracuse and the surrounding area from an elevated highway. So long as there is adequate entry and exits from an elevated highway, downtown may be very accessible from 81. 	
9/2/2014 18:46:28	Wilke	Timothy			twwilke@gmail.com					General or Other	I believe the option of replacing the I-81 viaduct with a street level boulevard while re-routing high speed traffic around both 481 & 690 best serves the needs of both the local public and long distance through-traffic. Substantial upgrades should be made to both 481 & 690 to accommodate the increased traffic. 690 should be extended to pass by the north end of Onondaga Lake and head east where it can link with the existing I-81 roadway in either North Syracuse or Cicero near the existing 481 to 81 merge zone. In summary - rerouting non-local traffic to an improved 481 & 690 that creates a "beltway" around the urban center of Syracuse is the best option to serve the needs of local residents, local businesses, local commuters, and through-traffic.	
9/2/2014 19:26:59	Stanley	Maziuk			northstar@mzkworld.com	1251 W Genesee St	Syracuse	New York	13204	Purpose and Need	I drive on I-81 through the city seven days a week. For the amount of traffic, my anecdotal observation is that the accident rate is very low. Any "boulevard" alternative will significantly impact commute times. The solution is to waive any requirement to update the highway, and make the minimal repairs necessary to continue the existing highway's life. Basically, what we have works better than any alternative, so make a minimal fix and leave well enough alone.	
9/2/2014 20:03:23	Blazak	Michael			acornman@hotmail.com					General or Other	I hear a lot about the rising of property values if a boulevard is constructed where the 81 viaduct currently exists. I am concerned about the people who live in the low cost housing areas along that stretch: What will happen to them and where will they go? I am sure the powers that be will not want to have the housing remain he way it is.	

9/2/2014 20:23:21	Krupke	Bruce			bwk@celebrationband.com	5426 Fortuna Parkway	Clay	NY	13041	General or Other	<p>I am in favor of refurbishing the existing I-81 roadway. I do not think demolishing it or building a boulevard, tunnel or combination of other type of interstate roadway is necessary or practical. I think it is very important to allow both local and interstate traffic to have fast easy access in and through the City of Syracuse.</p> <p>I think it is important to consider the budget and amount of money necessary to get the job done. I do not think more money be spent on this project that is necessary. Spending should be held to only what is necessary to refurbish the existing structure to allow safe traffic to flow to and through the City of Syracuse.</p> <p>I think it is important to consider the necessity of having fast and easy access to our many health care facilities that are located in the heart of the City. Easy and quick access from all directions around the region to these hospitals and emergency rooms is very important.</p> <p>I think it is important to consider the many businesses and companies that have built their operation in and round existing I-81 exits and traffic patterns. These businesses rely on the traffic patterns to conduct commerce in the region. Moving or eliminating these traffic patterns could have a detrimental effect on the region's economy if these businesses are forced to experience higher transportation costs and are placed at a competitive disadvantage.</p> <p>Additionally changing the current traffic pattern or structure could dislocate and force home owners to move or be severely inconvenienced with new traffic noise and pollution.</p> <p>Keep the current structure, rebuild it with as little cost as possible so it is safe for both local and those traveling through our region.</p> <p>I do not think the existing structure cuts the City of Syracuse in two or prohibits transportation, building, expansion of businesses, or social movement in any way.</p>
9/2/2014 20:27:20										General or Other	<p>A lot of people are not old enough to remember what city traffic was like before the I-81 viaduct was built. My father was. He was a firefighter on the Syracuse Fire Department and he told me that the fire trucks responding from his fire house on Wolf St. were almost completely unable to get out of the fire house because traffic was so bad. Before you go and change anything, talk to some older people and think about why the I-81 viaduct was built in the first place.</p>
9/2/2014 20:33:09	Braiman	Mark			Mbraiman@twcny.rr.com	4775 East Lake Road	Cazenovia	Ny	13035	Alternative V-1: Rehabilitation	<p>The main transportation problem facing CNY is improving east-west connections for non-automobile users, across both the existing i-81 and existing i-481 corridors.. It is not difficult to traverse the corridors in a car. But on foot or by bicycle both elevated interstates are barriers that no responsible parent allow a minor child to cross alone. The same applies to a wheelchair-bound relative of any age. None of the proposed alternatives, except the most expensive tunnels, does much to improve this situation.</p> <p>It would be better to save all the money proposed for all the expensive improvements in the motor vehicle right of way, and use it to pay for dedicated east-west crossings for pedestrians, bicyclists, and wheelchair users. These should go over the existing interstate 81, and under the existing interstate 481, so as to eliminate conflicts between interstate on- and off-ramp traffic and these non-vehicular users who are completely intimidated by the current interchanges. The most important overpass over i81 should be an extension of University Place as a covered pedestrian/bikeway, at its Irving Avenue elevation, until it reaches a point west of I81, and from there sloping gradually down to the Taylor Street or Townsend Street level. The most important underpasses under I481 are the southern pass to give access between Jamesville Avenue and Clark Reservation State Park, utilizing the existing underpass where state DOT equipment is stored. This should also involve the construction of a paved pathway from Jamesville Avenue to near the railroad tracks, and then alongside the tracks to the underpass. Another bike/pedestrian crossing that bypasses the Genesee St cloverleaf should be built into the Butternut Creek underpass. This should connect to the east with Dewey and Miles Avenue, and to the west with a bike trail alongside Meadowbrook. The existing I81 can safely be left where it is. Rather than knock it down to make space available for development, encourage the hospitals to build mixed-use buildings with connections that straddle and cover the highway, protecting it from snow. If necessary to make it clear that it is not up to modern interstate standards, downgrade its designation to a state highway, and go ahead with a renumbering of I481 as I 81</p>

9/2/2014 20:37:35	Ciotti	Nicholas			Nick@rciotti.com	416 3rd Street	Liverpool	NY	13088	Project Objectives	<p>local residents, politicians, and special interest groups. It appears that many of these opinions are made more on emotion rather than facts, data, and simple logic.</p> <p>The NYS DOT has already done a tremendous amount of research and provided us with a lot of information to help us make an informed decision. There is more information to come, but if anyone has attended any of the meetings or visited the DOT's I-81 website, they will see there are plenty of facts and data already.</p> <p>Everyone should begin by asking themselves, "How do I currently use I-81?" My guess is that most would answer, "To access the city." It may be for your job downtown, a night out in Armory Square, or an SU game. The data that we have available to us, tells us the same thing. Based on the DOT I-81 corridor study, 88% of I-81 traffic is local, meaning it is not "thru traffic" and most are using I-81 to access the city or getting off at some point in the Syracuse area. The remaining 12% are passing through. So, the question I have for the proponents of rebuilding the viaduct or those who suggest a tunnel, is why do we need a "thru traffic" option, when a bypass already exists? Is it for the 12% of people who are traveling from Harrisburg to Watertown? Diverting these cars to 481 adds about 4 minutes to their total trip. What we also know from the I-81 corridor study is that 481 is more than suitable to handle this traffic with some minor improvements planned to some of the interchanges.</p> <p>So, with the majority of traffic using I-81 for local access and a bypass already in place, one has to logically ask, "why are we even considering re-building the viaduct or even more outrageous, a tunnel?" 690 will still exist along with the old I-81 highway spurs both north and south of the city that would lead you into a street level blvd downtown. Based on the information the DOT has supplied for the street level option, those traveling into the city from any direction would see little change to their travel time to downtown or the university area. In many cases, one could assume their trip would be easier. The city street grid is incredibly underused and many improvements are planned for the grid with this project. Drivers will find they will have a variety of options to reach their final destination. Those who predict traffic jams and backups if a street level option is selected are misinformed. This is simply not the case, and none of the current data that we have suggests that. In fact, with close to 90% of cars getting off at some point today, we already have a street level option in place now. People are using 81 to access the city grid and that won't change with the viaduct gone.</p>
9/2/2014 20:44:16	Haas	David			davidhaaswmw@gmail.com	345 Clover Ridge Dr.	Syracuse	NY	13206	General or Other	<p>To whom it may concern:</p> <p>My name is David Haas, I am a resident of the City of Syracuse, owning a home in the Eastwood Neighborhood. I implore you and those involved in making the final decision regarding the stretch of I81 that cuts through the middle of Downtown to remove the highway. I am not currently for any specific option as I await more details but I am 100% against rebuilding the highway in any form in that section of our city. We cannot tear down buildings, we cannot lose properties off the tax roll, we can gain land, prime land for the City of Syracuse. We should not cater to cars but to people. As author Jeff Speck has said, we can have the kind of city we want. We can tell the car where to go and how fast. We can be a place not just for driving through, but for arriving at.</p> <p>Thank you.</p>
9/2/2014 20:46:08	Sperry	Jason			jason.sperry@gsspe.com					Alternative T-4: Tunnel on Eastern Alignment (81' Below Syracuse)	<p>This concept has been revised based on NYSDOT feedback that the alternative cost too much to build. The revised alternative is called 81' Below Syracuse Rev.1. The I-81 tunnel would be two miles long and extend from Colvin St. to the former Kennedy Square public housing. The tunnel would be constructed in bedrock under the University hill. On the surface would be a boulevard in the existing I-81 alignment. The tunnel would serve as traffic reliever for the boulevard and would keep I-81 through the center of the city. A detailed presentation can be found at www.gsspe.com. I would like to meet with the NYSDOT to discuss this alternative and request that this alternative gets placed into the formal scoping process.</p>
9/2/2014 20:48:19										General or Other	<p>I think I81 should be left the way it is but completely refurbished.</p>
9/2/2014 20:57:29	Doswell	Willard			wdoswell@aol.com					Purpose and Need	<p>The construction of 81 through the city was a mistake in the 60s. The same mistake should not be made now. European cities are eliminating traffic in historic downtown areas not encouraging it. The result is urban development and tourism. Downtown Syracuse can have a bright future. Keep interstate traffic out of the city center.</p> <p>I think we need to keep the elevated viaduct(current, substantial or considerable changes). If people want a boulevard-- Almond St is already a boulevard. As far as curing our social problems with road - that is nonsense. Those problems did not come about because of the highway(that is a whole different topic). A boulevard will still split the city.</p> <p>The elevated highway is an efficient, fuel saving way to get to work and allow people to go north or south in our state. Syracuse is the center of the state and if we bring it down to a boulevard, we will yet again look like some small town with no hope of growth. We need the impression we are a city of growth to attract business. The boulevard will slow down traffic. The way it is now, we have both a slow boulevard and high speed highway-best of both worlds.</p> <p>I have been on the hill at rush hour, it is backed up with the highway, a boulevard will not improve the speed of exiting the city.</p> <p>We have one good thing going for us - short commute to work, if we now have to go around the cit to get to work, it helps no one. You take the one of the few advantages we have and scrub it with the boulevard idea.</p> <p>Also how about connecting the north to 690 West instead of having to get off 81 south reroute to 690 using Hiawatha boulevard? That would be money well spent.</p>
9/2/2014 21:18:35	Miller	Paula			paulam8146@aol.com	8146 Scotia Lane	Liverpool	NY	13090	Alternative V-2: New Viaduct Fully Improved to Current Standards	

9/2/2014 21:32:32										Alternative V-2: New Viaduct Fully Improved to Current Standards	There has been a lot of discussion on what Interstate 81 concept would best serve our entire community. Many letters and groups keep referencing the misconception that most of the traffic that uses the I-81 corridor mostly serves the downtown central business district of Syracuse. The fact is that this corridor is the largest Canadian feeder route in the East for truck traffic and services hundreds of business to the North of the City. If the viaduct is taken down and the truck traffic moved to 481 North it will negatively impact our business. We currently have 170 employees, and over 120 Tractor trailer deliveries a day. We anticipate a 50% reduction in our businesses and massive layoffs. Trucks coming to our facilities would have to head North on Route 481 and then pick up I-81 South to head several miles back our warehouses. This makes absolute no sense. We ask that the State construct a new I-81 viaduct, (the elevated section of current I-81) or repair the existing viaduct. It is extremely important to maintain a north-south thoroughfare at the existing interstate.	
9/2/2014 21:38:33	Garrigues	Tim			apothegm4@yahoo.com					Purpose and Need	The current I81 system through Syracuse works. It has proven itself for nearly fifty years. That alone is a very big plus for maintaining the same footprint with modifications or improvement to accommodate future demands. Completing the I481 Loop to the west of the city would enhance traffic flow by accommodating current traffic forced on local roads now acting as 'long term detours' to circumvent the city to the west. All other plans presume unrealistic economic gains from much less than cost effective designs, tunnels and boulevards as somehow becoming business magnets very unlikely to ever materialize. A road design will not save Syracuse. Employment will and that depends upon reducing cost of doing business and eliminating business killing regulation, locally, regionally and statewide. In my opinion, Syracuse is a city that unions killed and progressive politics is interfering. A tunnel or boulevard will not change that.	
9/2/2014 21:46:20	Lochner	Nancy			kyokobabyowner@hotmail.com	5890 Bowman Rd Apt. 119	E. Syr	NY		13057	General or Other	The I 81 overpass has worked very well for many years. Just fix it. Do not put all the traffic into downtown Syr. That would be a nightmare for travellers and city residents as well. No tunnel. That would be too expensive and creepy.
9/2/2014 21:59:41	Reynolds	Michael			reynm059@yahoo.com	6112 Cobblestone Drive Apt. L11	Cicero	New York		13039	Alternative SL-1: Boulevard	While no solution is going to make everybody happy, I believe that the boulevard is the best option to help progress the city, and not just the people passing through it. Creating a boulevard will create more delays than the highway at times, but the boulevard results in less demolition and creates a much better opportunity for economic stimulation in an area that I don't believe has seen that in a long time. Yes, more work will need to be done other than just 81, but we need to worry about beautifying and invigorating the city rather than just making the people who pass through happy.
9/2/2014 22:00:32	Gruber	Samuel			samuelgruber@gmail.com	123 Clarke St.	Syracuse	NY		13210	Alternative SL-1: Boulevard	The boulevard is the best solution for the most people, and will also best serve the practical, economic, social and aesthetic needs of the city. The stretch of highway to be replaced by the boulevard is not long. Those not willing to take 48 around the city, will have a manageable commute into or across Syracuse. Other cities i have visited (Los Angeles for example) regularly carry more daily traffic on regular roads (Wilshire blvd, Lincoln Blvd) than passes on I-81 now. They do this with streets that are fully integrated into the city, and provide valuable commercial, institutional and even residential property on either side. Traffic flows reasonable well, with lights allowing significance passage before stops. Cross traffic for cars and pedestrians works well, too. I also support the boulevard because it will cause the least among of "collateral damage" to the urban structure- especially dozens of historic buildings near the proposed high expansion site. this buildings should be helping make downtown Syracuse a destination - not an urban wasteland. Also the boulevard will take less time to build - creating less chaos of the city. It will also be cheaper than the other expansion alternatives, saving public money.
9/2/2014 22:06:57	Volk	Robert			rfvolk@twcny.rr.com	1502 S. Geddes St	Syracuse	NY		13207	Alternative V-2: New Viaduct Fully Improved to Current Standards	I must confess I have studied no plans or documentation. However, my concerns are the same regardless, that the I-81 configuration be maintained in general, and improved to best possible standards for safety and durability. The interstate designation must remain the same. I travel I-81 daily, as do most residents of Onondaga County in general and city residents in particular. The city has had it's nature and design changed by the highway and while there seem to be merits to the argument that its original construction demolished old neighborhoods and divided the city, short of removing the highway altogether I cannot see how that can change at all, let alone compensate for perceived damages or disruptions of neighborhoods gone for 50-odd years. I cannot in any way support removing the arterial route through the city. Commuter traffic alone would become a nightmare without generally keeping to the current layout, and traffic from outside the area into Syracuse for business and tourism would suffer as well. A bucolic vision of pedestrians and bicyclists runs counter to a century of cities designed around motor vehicle traffic, and unless perfect public transport accompanies removal of the highway, I strongly oppose any change removing the interstate from Syracuse.
9/2/2014 22:07:58	Gruber	Samuel			samuelgruber@gmail.com	123 Clarke St.	Syracuse	NY		13210	Project Objectives	The project objectives should include a more broad-based plan and funded solutions for local transportation in the effective area to encourage reduced car travel by offering effective public transport alternatives, inclining more and better bus service and possible light rail. Most travel on the downtown section of I81 is local - and that is because the highway encourages sprawl further and further north and south from the city, but also because there is few - if any - reliable transit alternatives. Syracuse once had a an effective public transit system and if resources were equitably applied to public transit was well as highways, then a better system could be developed again. Check out the bus system in Santa Monica, California for a system that works. The DOT should be concerned about more than highways - highways are just one tool of many for getting people to where they need to go.

9/2/2014 22:10:36	SHUBMEHL	PAUL			PAULSHUB@TWCNY.R.COM	429 N. FRANKLIN ST. #2-406	SYRACUSE	NY	13204	Alternative SL-1: Boulevard	<p>I am writing to express my perspective in general, on the proposed I-81 viaduct project and specifically, on the proposed I-81 Southbound connector to I-690 Westbound ("the proposed connector").</p> <p>General Concerning the overall project, I am in favor of the following: •Demolishing the existing I-81 viaduct; •Utilizing the current I-481 corridor as a new I-81; •Creating a boulevard to replace Almond Street</p> <p>I-81 Southbound Connector to I-690 Westbound I am adamantly opposed to the proposed I-81 Southbound connector to I-690 Westbound. If constructed, I believe the proposed connector could reduce property values by up to 50% in the Mission Landing condominium at 429 North Franklin Street. This condominium contains what may be the largest concentration of high value residential properties in the City of Syracuse and possibly, Onondaga County.</p> <p>Based on information provided in various public forums, it appears that the proposed connector may be built within 100 feet or less of the south side of Mission Landing. Of the 43 living units at Mission Landing, at least 34 have living spaces with southern exposure. These living spaces include living rooms, bedrooms, outdoor patios and outdoor roof decks. Should the proposed connector be built, I believe there would be a significant adverse effect on the quality of life of Mission Landing owners and a substantial reduction in property values.</p> <p>Mission Landing is a five-story condominium building located at 429 North Franklin Street. The building is approximately 100 years old and was converted to condominiums in the late 1980s. There are 43 living units in the building. Sizes of living units range from approximately 900 square feet to approximately 4500 square feet. The building serves as the city's gateway to the Franklin Square neighborhood and the Inner Harbor and its related projects.</p> <p>During the period September 2005 through April 2014, there were 21 arms-length property sales at Mission Landing. Transaction prices ranged from a low of \$182,000 to a high of \$700,000. The average transaction value during this period was \$400,890. Projecting this average transaction price to the value of all units at Mission Landing, the cumulative value all properties in the condominium exceeds \$17.2</p>
9/2/2014 22:13:26	Gruber	Samuel			samuelgruber@gmail.com	123 Clarke St.	Syracuse	NY	13210	Project Objectives	<p>When calculating costs, the time of any project must be considered. The longer the time it takes to get the old highway down and a new road in place the more it costs the city - in so many different ways. I say take the highway down and put in a surface road - ideally an attractive boulevard. Though almost anything will look better than what we've had for so many years. See what happens. Most likely traffic - like water - will flow to the areas of least resistance.</p>
9/2/2014 22:20:22	Peters	Robert			sretepob@yahoo.com					Alternative T-4: Tunnel on Eastern Alignment (81' Below Syracuse)	<p>I think putting 81 in a Tunnel is a great idea, as you can build a park over it and move all of the events off of Clinton Square and reopen it to traffic. Also having a "emergency room" ambulance exits underground to hospital basements would also be a good idea, as long distance ambulances don't have to fight traffic above. Theoretically you could build the tunnel without much or any demolition as you could built the tunnel like a underground mine, or like a bored tunnel. It isn't unheard of for tunnels to go under buildings or even towns. It probably happens all of the time in New York City. I think a tunnel is the cheapest option, as it should last forever, and it doesn't snow underground.</p>
9/2/2014 22:24:38										Purpose and Need	<p>Regarding the I81 through Syracuse update. First off, tunnel and boulevard options should be immediately disregarded. The cost/benefit is out of line, regardless what local "business leaders" and politicians think. The most logical and cost effective solution is to reconstruct the viaduct, possibly improving some of the access points to facilitate ingress/egress. Specifically reconstruct the I81/481 interchange south of the city to point northbound traffic around the city lessening the traffic using the viaduct.</p>
9/2/2014 22:36:56	Spak	George			gespak@yahoo.com	105 Stoneridge Drive	Syracuse	NY	13214	Project Objectives	<p>To me the answer to the I81 situation in downtown Syracuse is very obvious. Use the I481 corridor to become I81, with improvements made on the existing 481 ROW to accommodate increased traffic and at some interchanges. Create a new urban boulevard along the Almond St./ I81 elevated corridor to enhance connectivity that the I81 viaduct has severed for decades. Simple as that! I want my city whole again!</p>
9/2/2014 22:41:28	Malowany	Joyce			malowanj@yahoo.com					Alternative V-4: New Viaduct with Considerable Design Improvements	<p>Jumping on Route 81 in the city substantially reduces the time of heading to the north, west, east, or south side of town for shopping, appointments, errands, etc. One additional step would be to have an exit around West Seneca Turnpike to head to Onondaga Hill area.</p>
9/2/2014 22:41:37	Meldrum	Marianne			mmeldrum52@yahoo.com	202 Woodmont Drive	Camillus	NY	13031	General or Other	<p>My first choice is to keep the elevated highway. I feel it's important to keep the main road open on 81. I travel from Camillus daily to East Syracuse for work and use 690 to get to work. The traffic at the intersections of 690 and 81 carries thousands of commuters daily. I find it difficult to see how a boulevard will be able to handle all that traffic daily. Just the traffic going to the University and the hospitals and doctors daily is staggering. One of my main concerns with the boulevard is the timing of the traffic lights. When I travel through the city now, I will be sitting at a red light, and as it turns green I watch the next light turn red--and this goes on and on through the city. If they want to promote the boulevard, get the lights in the city timed to keep the traffic flowing now.</p> <p>I feel the tunnel would be a disaster for Syracuse. Hopefully we would have learned from Boston and the massive over runs on costs should prevent us from doing this option. With the frequent water main breaks our city has, poor infrastructure under our roads, along with the salt water in our city, it would be a disaster to attempt to do this option.</p> <p>I would hope Bob Congel is not able to influence the city to select the tunnel as I've read he is proposing. He doesn't care about anything but Bob Congel. He's not interested in improving our city and only cares about having a direct route to Destiny. We definitely need good exits to Destiny to get the traffic and shoppers there, but please don't do the tunnel.</p>
9/2/2014 23:06:33										Alternative SL-1: Boulevard	<p>I-81 thru traffic should be sent around the city on 481. I-81 should continue at least to Destiny from the north and then follow a boulevard into the city. Thank you Carol</p>

9/2/2014 23:10:11	Romano	Donna			pinkmango55@yahoo.com					Alternative V-2: New Viaduct Fully Improved to Current Standards	<p>As a resident of Syracuse's Valley, I use I-81 quite often. It's how I get to the Regional Market, and to Onondaga Lake and the mall, and to relatives' homes in N. Syracuse, camp on Sandy Pond, etc. It's my connector to 690 E to my doctor's office. The list of reasons I use 81 is endless! I can go all the way down S. Salina to get to a few of my destinations, but traffic is always a problem. When I travel in the evening, I don't feel safe driving through some parts of the city. Using I-481 is not a good option at all.</p> <p>I believe that rebuilding the viaduct is time- and cost-efficient. The area it travels through is not conducive for 'neighborhood living' and is too rough to walk through. I oppose it also because of the tangled mess it would create near the hospitals, delaying emergency vehicles and tying up traffic. Also, the boulevard area, as it is right now, is too rough for a 'walk-through' neighborhood. I also oppose the tunnel idea. I have lived in the Hampton Roads area of Virginia and know the mess of backed-up traffic inside the tunnels--the heat, the fumes, the standstills.</p> <p>Thanks for letting me give my opinion.</p>
9/2/2014 23:11:30	PARZYCH	MICHAEL	TEALL/HIXSON/SUNNY CREST NEIGHBORHOOD GROUP	ALPAR_OWEN@HOTMAIL.COM	621 HIXSON AVE.	SYRACUSE	NEW YORK	13206	General or Other	<p>HELLO ALL ! WHILE I LIKE THE #4 TUNNEL PLAN BUT JUST THE SOUTH TUNNEL AS THERE IS NO NEED FOR THE NORTH TUNNEL AS YOU NEED TO REBUILD ALL OF RT. 690 FROM TEALL AVE , TO RT. 81 NORTH OF RT. 690 ANY WAY YOU LOOK AT THIS . ALSO YOU NEED TO TELL THE PEOPLE HOW LONG EACH PLAN WOULD MEAN GOING WITH NO RT. 81 OF ANY KIND ! AS I THINK THAT WOULD HAVE A GREAT MEANING TO ALL AS TO WHICH PLAN THEY GO WITH !! BUT SINCE I READ THE MAYORS LETTER TO YOU GUYS TODAY ABOUT THIS MATTER THEN I SEE WE WILL END UP WITH A BLVD. --SO BAD FOR ALL . NOW IF YOU GO WITH THIS BLVD. PLAN THEN EVERYONE GOING TO OCC, COMM. GENERAL HOSP. THE VALLEY ICE RINK AND MUCH MORE WILL HAVE TO US RT. 481 TO BRIGHTEN AVE. AND THEN TAKE THE SENECA TURNPIKE DOWN THE HILL FROM BRIGHTEN AVE. TO S.SALINA ST. WHICH MEANS YOU WILL HAVE TO REBUILD THIS SECTION OF THE ROAD GOING DOWN THE HILL AND ADD MORE LANES TO HANDLE THE INCREASED TRAFFIC THIS WILL MEAN TAKING OUT MANY HOMES AND BUSINESS'S , SO WHAT YOU "SAVE " DOWNTOWN YOU WILL DESTROY IN THIS QUITE NEIGHBORHOOD !! AND WHO GAINS BY ALL THIS ?? JUST THE BIG MONEY PEOPLE THAT WILL BUILD DOWNTOWN . AND THE LITTLE PEOPLE LOSE AGAIN !-- IF YOU DO NOT GO WITH THE SOUTH TUNNEL /RT. 690 PLAN THEN REBUILD RT. 81 WHERE IT IS !! BETTER TO TEAR DOWN A FEW BUILDINGS THAN PEOPLE 'S HOMES . THANK YOU --LET ME KNOW IF YOU DO NOT UNDER STAND WHAT I AM SAYING HERE . MIKE</p>	
9/2/2014 23:12:04	Sage	Gloria		gwsage@gmail.com	1217 Jamesville Avenue	Syracuse	NY	13210	Alternative SL-1: Boulevard	<p>I am convinced that the boulevard is a bad idea and would create unbelievable congestion and air pollution. It has not been stated how many and what buildings would have to be removed. For a 6 lane divided road with parking and separate bike lanes and sidewalks, the road would be wider than a viaduct. It has not been stated how long lights would be to allow for turns and pedestrian crossings. A boulevard would be a divider. It would be Erie Boulevard on steroids. It would also greatly increase traffic through the unimproved residential streets of the Outer Comstock neighborhood. A beautiful, rebuilt viaduct is the only reasonable alternative which would provide reasonable access to the universities, hospitals and events that use Adams/Harrison street. The streets, especially those east of I81 are not adequate.</p>	
9/2/2014 23:21:04	Rufus	David		drufus123@hotmail.com	1555 S. Salina Street	Syracuse	New York	13205	General or Other	<p>I have lived a life time on Syracuse's south side. I believe that 81 should be brought down to the street level without the same impact as it brought when it was built with out any consideration for the residents who lived around it. The impact of 81 should not destroy anyone's community again. When bringing 81 down to the street level, rehabilitation of areas no more than 30 feet away from the current streets should be taken into consideration. Where 81 connects to 481 this is where the process should began. Bringing 81 down to the street level will breath new life in to the southern teir of the city which is so desperately needed, the Southeast Gateway Community Design Plan is the perfect example of what should be considered and could be supported by returning 81 to the street level and putting the traffic back on to the street. Before 81 the city of syracuse hosted a larger population of residents and much more commercial activities along it's major streets. Salina is one such street alone with several other street that could see this vas improvement of residential and commercial improvements with bringing 81 down to the street level. There is absolutely no reason to create a new boulevard in a city which already have enough. Please remember to keep the people in mind who live near on both sides. We are human to.</p>	
9/2/2014 23:24:24									Purpose and Need	<p>Preserve & improve access to University Hill & Hospitals. Current footprint of I-81 works. Aim for smooth transit into & through city. Minimise disruption of businesses & neighborhoods Consider costs</p>	
9/2/2014 23:24:44									Purpose and Need	<p>Preserve & improve access to University Hill & Hospitals. Current footprint of I-81 works. Aim for smooth transit into & through city. Minimise disruption of businesses & neighborhoods Consider costs</p>	
9/2/2014 23:33:07	John	Reedy		jreedy06@verizon.net					General or Other	<p>Syracuse has always been known for being a transportation hub. This goes back to the days of the Erie Canal. We need to have a state of the art solution that meets everyone's needs. Cost should be the primary consideration or even the secondary consideration. This is an investment for the state as a whole.</p>	

9/2/2014 23:33:29										General or Other	Having worked at SHA in the shadow of the bridge for many years(now retired) I think the avenue would be the best to please everyone though In a perfect world I would choose the two layer separated north/south version. As a west sider I would never consider driving all the way east to 481 just to stay on a highway when 6-8 blocks on an arterial would get me headed south again. As it is I often go through Onondaga hill to go south on 81 from Camillus or Fairmount, depending on the time of day. In all my years at the housing I came in through the west side rather than chance the accidents at the interchange though I generally took 81 and 690 home. If I lived in Nedrow or Lafayette or points south and was a frequent mall visitor or airport user I would be upset at having my trip interrupted by 6-8 blocks of surface road. I can understand why the mall thinks a continued road would be the best. As far as a tunnel I have seen rain storm water fill the railroad underpass on Burt St. that I would not recommend a tunnel as having too many problems including the fact that the housing has had to pump concrete under the Toomey Abbott parking lot due to a sinkhole problem. Finally, as disappointed as I am with no direct access from 690 east to 81 north, I think that tearing down a bunch of buildings to fix that situation would be detrimental and just add to animosity in that area not unlike the people that think the 15th ward was a great place that can be rebuilt. Bad idea to do those ramps and the area under (or over) any replacement of the highway will not make it a better area than it is now. It will just mean loss of more businesses in the Erie Blvd. vicinity. So a boulevard is the lesser of evils, will get the highway job done but not be a big fix for the neighborhood. Hospital and Dome traffic need to be a major concern. Glad I'm retired and won't have to live through the construction. Thanks for reading this.
9/2/2014 23:35:48										Purpose and Need	With a lowered boulevard, you would take away the business from the Carrier Dome because of how much traffic will be stopping and going. I won't go because of traffic.
9/2/2014 23:40:32										Alternative V-4: New Viaduct with Considerable Design Improvements	.
9/2/2014 23:44:30										Alternative V-2: New Viaduct Fully Improved to Current Standards	We use I-81 a great deal from North Syracuse to Brighton and points south, and would "vote" for V-2, V-3 or V-4 in preference to any of the other alternatives. We find I-481 useful at times (for Dewitt, Fayetteville or points east), but we feel it's a good deal longer than I-81 and therefore not an alternative.
9/2/2014 23:50:19	wms harris	alcha			curtis21@gmail.com	218 east kennedy street	syracuse	ny	13205	Alternative V-2: New Viaduct Fully Improved to Current Standards	I originally wanted rehabilitation when I came to a meeting this was considered not viable because it didn't meet criteria. I didn't understand why rehabilitation with improvement to current standards can't be done. The V-2 may also take up more land space. I don't want people to have to be relocated over this or eminent domain to factor in. I have a dear friend who had their mother moved out of their home and considers herself bullied when the original 81 was built. This was divisive and caused a lot of turmoil and hostility in Syracuse. Will this be a similar situation? The expense still is great but it is too high a cost for the people of Syracuse in humanity'
9/2/2014 23:58:44	Demott	john		Greater Strathmore Neighborhood Association	strathmore.neighborhood@yahoo.com	256 Robineau Rd	Syracuse	NY	13207	General or Other	We have a valuable opportunity to see facilitate growth and development in the core of the city and CNY by razing the elevated portion of Rt 81. This would allow for growth that is already occurring to be connected and would increase the desirability of the city (which is the economic hub of CNY). This approach has worked in many other cities and we need that sort of development here. By razing the elevated portion of Rt 81 south of Rt 690, it would still leave many feasible options for highway traffic bringing people into the area and would, at most, lead to an additional 5-10 minute commute time. Well worth, the benefity of increased development in Syracuse.
9/3/2014 1:36:03	Dan	Green			Dandamaan@yahoo.com					Alternative V-1: Rehabilitation	In my opinion, we need to leave route 81 as it is and repair it as needed. The only improvements to the current layout, that I might suggest would be longer "merge lanes" from route 690. If we turn it into a boulevard, I think it will increase congestion and probably traffic accidents. I think it will also increase traffic on 690 and 481, because drivers (like me) won't want to deal with the stop and go, of a boulevard. To anyone that wants the lower speed limit and traffic lights, I say that route is already available to them. Just drive through the city, instead of taking route 81.
9/3/2014 8:29:51	Tortora	Chris			ctt8181@hotmail.com					Alternative SL-1: Boulevard	Just my two cents; thanks. Street Level alternatives are the way to go. Rebuilding the viaduct simply "kicks the can down the road" and will require even more investment over the long term to maintain.
9/3/2014 10:04:11	Varre	Michael			mvarre@kishmish.com					Project Objectives	Mayor Miner has stated the sole purpose of the reconstruction of i81 is Neighborhoods, economic vitality - not commute times. This is ABSURD. De-segregating so-called segregated neighborhoods will do nothing for the economic vitality of this city. What will improve economic vitality of downtown is making it QUICKER and EASIER for commuters to get into and out of the city. THIS IS WHY HIGHWAYS EXIST IN THE FIRST PLACE!. If this isn't the sole purpose of it then tear it down completely and rename i481 to i81 and call it a day. You then have no more so-called neighborhood segregation and save the taxpayers BILLIONS of dollars on reconstructing the highway through the city.
9/3/2014 11:07:50										Alternative V-1: Rehabilitation	The least expensive way out for us tax payers ! Tired of us Tax payers footing the bill for county and state big dreams on how to make money for Syracuse and Ny . You want to make Syracuse a good place to be, stop running big corporations and small businesses out Ny. Up the the working wages to include your county workers and quit enabling the non working community by giving them more benefits for not working. This is why Syracuse is stagnant ! The blvd and tunnel moving businesses and homes is going to cost billions , whose going to pay for this ?
9/3/2014 12:30:16										Alternative SL-1: Boulevard	Let's not make a mistake. Let's build a boulevard which will serve many purposes. It will beautify the city(which it needs) and move traffic efficiently. Other cities have done this and has worked out well. It will work for Syracuse, too.

9/3/2014 13:27:37	Manzella	Lorraine			lorraine.manzella@gmail.com	959 North Road	Tully	NY	13159	Alternative SL-1: Boulevard	Dear Mr. Frechette, I have carefully considered the alternatives for the future of the elevated portion of Route 81 that travels through Syracuse and appreciate NYSDOT's work to date. Several factors have lead me to the conclusion that the viaduct needs to be removed and replaced by a street level roadway. My reasons are as follows: 1. The current viaduct divides our City and cuts off the University area from our downtown. 2. Replacing the current viaduct with a new viaduct will require the demolition of numerous buildings that will result in the loss of tax dollars and important building fabric. 3. Removal of the viaduct and the implementation of a street level solution will enable us to recapture a significant amount of real estate that will result in the realization of City and County real estate and sales tax revenues from the construction of new buildings. 4. The infrastructure to meet the needs of commuters and travelers already exists in the form of our city street grid along with routes 690 and 481. 5. A tunnel or depressed highway will result in the "dead ending" of several significant streets. In addition, the tunnel or depressed highway options provide no benefit to the commuter or the City as a whole while requiring a significant use of taxpayer funds. 6. The street level solution will be the least disruptive to daily life in our City and will provide the best opportunity for long-term economic growth of our region. NYSDOT has continually asked for community input regarding the future of route I-81. These are commonly held community views. I urge you to honor this request in your final recommendations. Thank you for your consideration. Lorraine Manzella
9/3/2014 13:45:59	Bowen	John			jrbowen2@gmail.com					General or Other	Do not do away with the I-81 corridor through Syracuse. Build a tunnel below the existing viaduct with a boulevard on top. Line the boulevard with university housing / apartments on top of store fronts.
9/3/2014 17:34:16	Jenkins	Faith			fmjsyrny@aol.com					Alternative V-1: Rehabilitation	Leave viaduct design as is but perform substantial needed improvements
9/3/2014 17:48:26										Alternative SL-1: Boulevard	The boulevard alternative is very undesirable for a number of reasons: - At best it would only remove north-south traffic traveling through the CNY region and would dump additional traffic at the street level impacting properties and pedestrian. 5 to 6 lanes in each direction would be required and result in bumper to bumper traffic during rush hour if not most of the day. - It cuts off traffic from the western suburbs that are traveling to areas south of the city. The only alternative is Rt 173 and it is not a good alternative. It is foolish to think people from the west will travel all the way out to Dewitt to go south. - The I81 wall argument is more propoganda and psychological than actual fact. When I live up on the Hill and even when I attended SU, there was no problem for many people getting from one side of I81 to the other. It wasn't always safe but there are adequate alternatives or a people mover of some kind could be considered. Some ideas: - Reconfigure and/or relocation existing interchanges to change traffic flow in the area. This would also require some changes to the local street system. This way traffic could be dispersed over a wider area. - Look again at a SW loop for west-south traffic patterns. It is a shame that the City helped kill the SW loop years ago. It would have solve a few of the problems and maybe make the boulevard alternative more viable. In all honesty, there's no really good solution at this time. However, the boulevard alternative is the worse one to consider under current situation. I would favor rebuilding I81 (and parts of I690) within the City with interchange reconfiguration and/or relocation with improvements to reroute north-south through traffic using I481. This would also require reworking the local street system to facilitate desired traffic flow into the downtown and Hill areas.
9/3/2014 23:46:23										Purpose and Need	My family desperately relies on commuting quickly on I-81. Any plan that would increase commute time is a disservice to families in the region. Furthermore, we spend more money in the city because of the quick route. If it took longer I would stop going into Syracuse for shopping and dining. There are plenty of other options.
9/6/2014 9:16:36	Holtsbery	Laurie			Lholtsy1@twcny.rr.com					General or Other	I know I am too late (story of my life) if you care to hear my opinion I would love to just say one thing. This city is divided and I teach in the city schools. Any solution that brings down what I consider the great walls of Syracuse to connect the city would be great. Just don't spend money to build them up again. Bring them to ground level or something. Thank you.
9/7/2014 22:53:21	stelter	james			jstelter36@aol.com					Alternative SL-1: Boulevard	This should be a limited lane Boulevard replacing the existing Viaduct and Almond St. and being referred to as the Almond Street Corridor. This proposal will require modifications to the existing interstate as discussed by NYSDOT. They include additional on-off ramps north and south of the corridor. These additions will disperse peak hour traffic within the corridor. Also the Route 81,690,481 interchanges be redesigned to include interstate 81 bypassing downtown Syracuse. In conjunction with these changes a new traffic pattern be designed using existing streets to back feed parking garages and lots. It would be wise to review the 2009 OCL study "Re-thinking I 81". The initial design of the corridor needs to emulate the Euclid Street Corridor in Cleveland, Ohio. Establish a Almond Street Corridor Review Committee to govern proper design of future development

9/29/2014 12:36:02		General or Other	<p>People that work at Upstate, SU, Hutchings and in that area, know very well that on a good day, it is very hard to get out of the city, much less when it rains or snows really hard. To bring down thru traffic from the highway into the city is ridiculous. To think about a tunnel... let's learn from NYC, Virginia, and other cities with tunnels. Using the excuse that 81 has split the city, is just an excuse, Were you to make a boulevard, the city would still be split, with excess traffic. We have enough off ramps to get into the city, and with enough signage, people will find what they need. It is alot of money for nothing. We can't take care of the road repairs we have now, what will we do with excess traffic on them? So I vote a big NO to changing what we have. Thanks</p>
9/29/2014 12:36:13		General or Other	<p>People that work at Upstate, SU, Hutchings and in that area, know very well that on a good day, it is very hard to get out of the city, much less when it rains or snows really hard. To bring down thru traffic from the highway into the city is ridiculous. To think about a tunnel... let's learn from NYC, Virginia, and other cities with tunnels. Using the excuse that 81 has split the city, is just an excuse, Were you to make a boulevard, the city would still be split, with excess traffic. We have enough off ramps to get into the city, and with enough signage, people will find what they need. It is alot of money for nothing. We can't take care of the road repairs we have now, what will we do with excess traffic on them? So I vote a big NO to changing what we have. Thanks</p>
9/29/2014 12:36:18		General or Other	<p>People that work at Upstate, SU, Hutchings and in that area, know very well that on a good day, it is very hard to get out of the city, much less when it rains or snows really hard. To bring down thru traffic from the highway into the city is ridiculous. To think about a tunnel... let's learn from NYC, Virginia, and other cities with tunnels. Using the excuse that 81 has split the city, is just an excuse, Were you to make a boulevard, the city would still be split, with excess traffic. We have enough off ramps to get into the city, and with enough signage, people will find what they need. It is alot of money for nothing. We can't take care of the road repairs we have now, what will we do with excess traffic on them? So I vote a big NO to changing what we have. Thanks</p>