

Summary of Alternatives

Social, Economic, and Environmental Effects

Viaduct Alternative

Community Grid Alternative (PREFERRED ALTERNATIVE)

Environmental Justice

- No substantial change to community cohesion within EJ communities. The I-81 viaduct would remain in place and improvements to vehicular, pedestrian, and bicycle connectivity would be limited.
- Minor adverse visual effects at 10 viewpoints within EJ communities would be reduced with mitigation, including replacement landscaping, streetscape enhancements, additional street trees, variation in style and form of support structures, surface treatments, and strategic placement of plantings.
- With proposed noise barriers in place, perceptible noise level increases would occur at 24 impacted receivers in EJ communities. Noise barriers were not feasible along local streets in much of the Central Study Area because openings for driveways would negate the effectiveness of the noise barrier.

- Improved community cohesion within EJ communities from removal of the I-81 viaduct and enhanced vehicular, pedestrian, and bicycle connectivity
- Minor adverse visual effects at 4 viewpoints within EJ communities would be reduced with mitigation, including replacement landscaping, streetscape enhancements, additional street trees, variation in style and form of support structures, surface treatments, and strategic placement of plantings.
- With proposed noise barriers in place, perceptible noise level increases would occur at 17 impacted receivers in EJ communities. Noise barriers were not feasible along local streets in much of the Central Study Area because openings for driveways would negate the effectiveness of the noise barrier.

Both Alternatives

- Temporary construction effects in EJ communities would be minimized through a Traffic Management Plan and air quality and noise abatement measures.
- Effects would be fairly distributed within environmental justice and non-environmental justice communities.

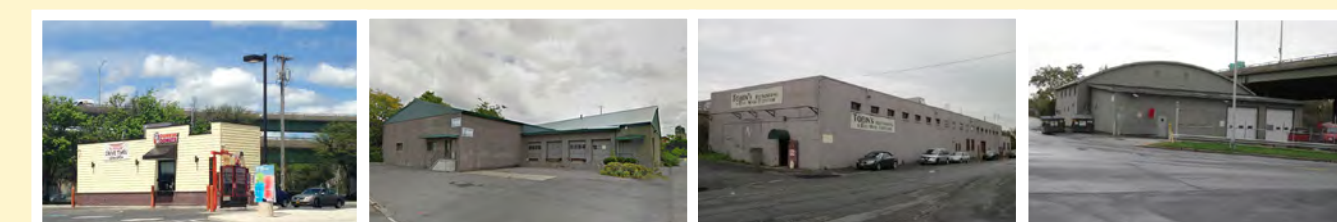
Land Acquisition, Displacement, and Relocation

Buildings Acquisitions: 24



- Full acquisitions: 31 properties
- Buildings acquired: 21 (occupied), 3 (vacant)
- Displaced residential units: 53
- Displaced employees: 555

Buildings Acquisitions: 4



- Full acquisitions: 14 properties
- Buildings acquired: 3 (occupied), 1 (vacant)
- Displaced residential units: 0
- Displaced employees: 35

Land Use

- The I-81 viaduct would continue to be a prominent feature perceived as a division between Downtown and surrounding neighborhoods.
- No surplus transportation right-of-way

- Removal of the I-81 viaduct would contribute to the goals of local land use plans and community organizations to improve connectivity between Downtown and surrounding neighborhoods.
- Could result in approximately 10 to 12.5 acres of surplus transportation right-of-way property, depending on how much land would be needed to accommodate the highway, sidewalk, shared use (bicycle and pedestrian) path, and other transportation features. NYSDOT will determine the size and location of the parcels once construction is complete.
- NYSDOT will form a land use working group consisting of representatives from the city, the city's school district, economic development and economic opportunity organizations, the business community, environmental justice communities, neighborhood residents, and other organizations and stakeholders as appropriate to provide input to NYSDOT in establishing a framework for the non-transportation use of each potential surplus parcel.

