

Appendix A – Community Liaison Committee application and flier

IS YOUR ORGANIZATION UP TO THE CHALLENGE



Join the Community Liaison Committee

What is the CLC's role?

Meet 3 times over a 2-year period to disseminate information about *The I-81 Challenge*, provide input on community concerns, represent diverse points of view, and comment on public participation materials and methods.

What are we looking for? Organizations that...

- Represent an established mission and history
- Represent diverse community interests
- Represent a large swath of the community
- Are willing and able to exchange information
- Can commit to working collaboratively
- Offer commitment by their senior representatives

Need a hard copy of the application or have questions? Contact SMTC at 315-422-5716

APPLY BY 4:00 P.M. ON JANUARY 31 @
www.thei81challenge.org/clc

What is *The I-81 Challenge*?

Portions of I-81, particularly the elevated sections in downtown Syracuse, are nearing the end of their lifespan. Over the next decade, portions of the road will need to be replaced, reconstructed, removed, or otherwise changed. Thus, we are posing a challenge, a challenge to you and a challenge to ourselves, a challenge to think big and think outside the box, a challenge to think about the ways that we interact with our surroundings and what we need from our transportation systems.

The I-81 Challenge, is being led by the New York State Department of Transportation and the Syracuse Metropolitan Transportation Council. Together, these two entities are trying to engage a broad cross-section of the community in developing and evaluating options for the future of this vital corridor. Please notify the SMTC if your organization requires any special accommodations to complete the application or participate on this committee.

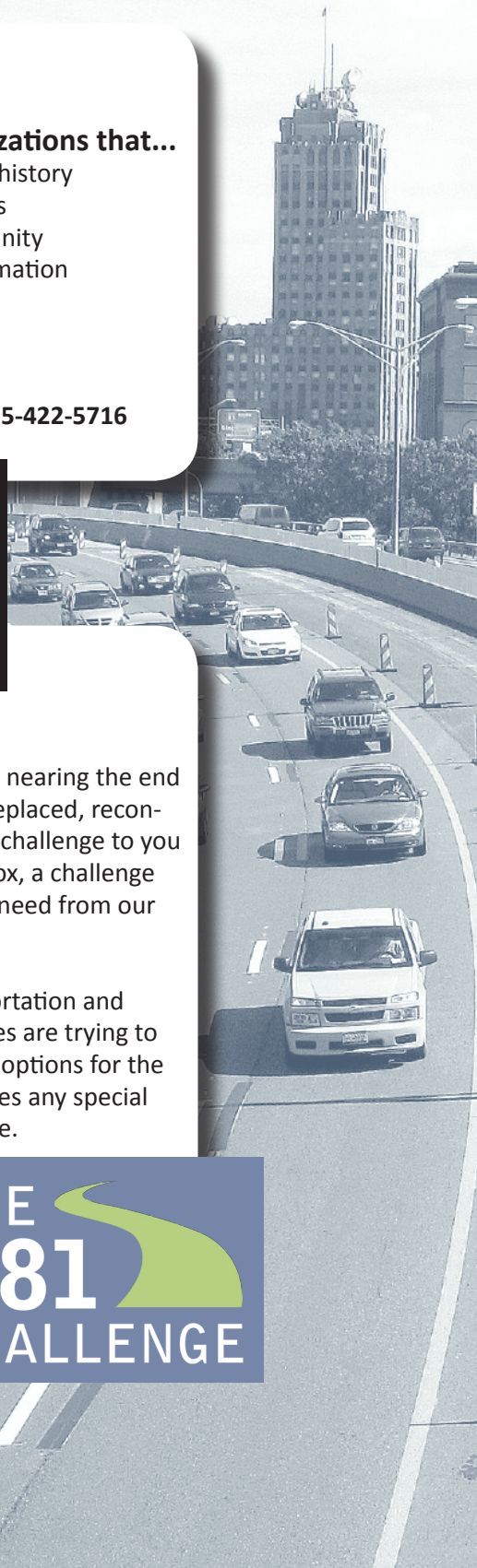


NYS DOT
333 E. Washington Street
Syracuse, NY 13202



SMTC
126 N. Salina Street, Suite 100
Syracuse, NY 13202
P: 315-422-5716

THE
I-81
CHALLENGE



January 10, 2011

Dear community organization:

The Syracuse Metropolitan Transportation Council (SMTC) and the New York State Department of Transportation (NYSDOT) invite you to submit an application for membership on a Community Liaison Committee (CLC) as part of *The I-81 Challenge*. *The I-81 Challenge* is a joint effort between the SMTC and the NYSDOT to plan for the future of I-81 in Central New York. For more information about *The I-81 Challenge*, please see the enclosed brochure or visit www.theI81challenge.org.

The CLC is expected to meet approximately three times over the course of *The I-81 Challenge* (approximately two years) and will be asked to:

- Disseminate information about *The I-81 Challenge*
- Provide input on community concerns
- Represent diverse points of view
- Occasionally comment on materials and methods.

Please note that the CLC will not be a decision-making body.

The target size for the CLC is 40 members. If more than 40 applications are received, the SMTC and the NYSDOT, with input from *The I-81 Challenge* Study Advisory Committee, will select organizations for inclusion on the CLC based on the following goals:

1. The CLC should be composed of existing community organizations with an established mission and history.
2. The CLC should represent diverse community interests, although individual organizations within the CLC may have focused interests.
3. The CLC should represent a large swath of the community, both in terms of size and geography, although individual organizations within the CLC may represent focused or local interests.
4. The CLC should be composed of organizations that are willing and able to act as a conduit for information exchange between *The I-81 Challenge* and community members.
5. The CLC should be composed of representatives that are committed to working collaboratively with the SMTC and other CLC members to ensure that the goals of *The I-81 Challenge* public participation process are met.
6. The CLC should be composed of senior representatives of community organizations who are able to commit to three meetings over the course of this study.

Interested organizations should go to www.theI81challenge.org/CLC to apply online. You may also request a hard-copy application by calling the SMTC at 422-5716 or e-mailing contactus@theI81challenge.org. Please

Syracuse Metropolitan Transportation Council
126 North Salina Street, 100 Clinton Square, Suite 100
Syracuse, New York 13202

The I-81 Challenge

notify the SMTC if your organization requires any special accommodations to complete the application or participate on this committee. Your application should demonstrate how the inclusion of your organization on the CLC will help the SMTC and the NYSDOT achieve the goals listed above.

Note that the CLC is only one of many opportunities for the public to get involved in *The I-81 Challenge*. For information on other ways to get involved in this process, please visit www.theI81challenge.org.

All questions on the application must be completed and applications must be received, either electronically (via www.theI81challeng.org/CLC) or by mail, by 4:00 p.m. on January 31, 2011. Applications will not be accepted by e-mail or fax. Incomplete applications and applications received after 4:00 p.m. on January 31, 2011, will not be considered. Only one application per organization will be accepted. If more than one application is received from a single organization, the organization will be asked to select one application for consideration.

We hope that you will take this opportunity to get involved in *The I-81 Challenge*.

Sincerely,



James D'Agostino
Director
Syracuse Metropolitan Transportation Council



Carl Ford
Regional Director
New York State Department of Transportation, Region 3

The I-81 Challenge Community Liaison Committee (CLC) Application

This application must be completed and returned by mail to the SMTC by 4:00 p.m. on **January 31, 2011**. You may attach additional sheets if necessary. Applications will not be accepted by e-mail or fax.

Note: SMTC will accept only one application per organization. If more than one application is received from a single organization, the organization will be asked to select one application for consideration.

1. Basic information:

Name: _____

Title: _____

Organization: _____

Address: _____

Phone: _____

E-mail: _____

Website: _____

2. Mission & history: The CLC should be composed of existing community organizations with an established mission and history.

Please briefly describe your organization's mission and history, including the date the organization was founded:

3. Interest in *The I-81 Challenge*: While individual organizations within the CLC may have a focused interest, the CLC should represent a broad range of community interests.

*Please briefly explain why your organization is interested in *The I-81 Challenge*:*

4. Membership/constituency: The CLC should represent a large swath of the community, both in terms of size and geography, although individual organizations within the CLC may represent focused or local interests.

a. *How large is your membership or constituency?*

b. *What geographic area does your organization represent?*

5. Communication capabilities: The CLC should be composed of organizations that are willing and able to act as a conduit for information exchange between *The I-81 Challenge* and community members.

a. *How frequently does your organization meet?*

b. *What type of communication mechanisms do you have to reach your members and/or community?*

- E-mail list (number of addresses: _____)*
- Web site (number of hits per month: _____)*
- Postal mailing list (number of names: _____)*
- Average number of attendees at meetings: _____*
- Special meetings or events: (briefly explain:)*

c. *Will you be willing to:*

- Contact your members and/or community directly about the I-81 Challenge on a regular basis?*
- Document input from them and provide it to the SMTC?*
- Share your email/ mailing lists with the SMTC to publicize public participation opportunities?*
- Encourage your members to participate in the I-81 Challenge?*

6. Willingness to work collaboratively: The CLC should be composed of representatives that are committed to working collaboratively with the SMTC and other CLC members to ensure that the goals of *The I-81 Challenge* public participation process are met.

Explain how your organization will commit to working collaboratively with the SMTC and other CLC members to ensure the goals of the public participation process are met:

7. Commitment of senior representation: The CLC should be composed of senior representatives of community organizations who are able to commit to three meetings over the course of this study.

a. *Can your organization commit to having a senior representative at each of the three proposed CLC meetings over the course of this study? These meetings will be scheduled during regular working hours.*

- Yes*
- No*

b. *Who will be the primary participant on the CLC from your organization?*

Name: _____ Title: _____

Sign here: _____ Date: _____

Please submit this form to: SMTC
Attn: The I-81 Challenge CLC
126 N. Salina Street, Suite 100
Syracuse, NY 13202

Appendix B – Limited English Proficiency Plan

LEP Plan

The I-81 Challenge

10-25-10

Sources

NYS DOT, *Limited English Proficiency Toolkit* and Appendix (distributed at Title VI training, 6/9/09)

P: Drive/Miscellaneous/LEP/Toolkit; P: Drive/Miscellaneous/LEP/Toolkit/Appendix

FHWA, *Limited English Proficiency Program and the Federal Aid Highway Program: Desk Reference*

ftp://ftp.dot.state.tx.us/pub/txdot-info/library/pubs/bus/env/env_justice/lepd_reference.pdf.

US Department of Transportation FTA, *Implementing the Department of Transportation's Policy*

Guidance Concerning Recipients' Responsibilities to Limited English Proficient (LEP) Persons – A Handbook for Public Transportation Providers. (report dated April 13, 2007)

www.fta.dot.gov/documents/LEP_Handbook.doc

Notes

This document is a draft, and is intended to change as the SMTC and NYSDOT learn more about Limited English Proficient (LEP) populations in the Metropolitan Planning Area (MPA), their needs, and how best to provide access to *The I-81 Challenge*. More extensive LEP services are assumed at later stages of the process, when design and engineering are completed. These services will require further LEP analysis.

The Onondaga Nation is on the Study Advisory Committee and will require its own outreach as the project progresses. Language services for this population will be discussed as outreach to the Nation is planned.

Also of note, Environmental Justice (EJ) data was not considered in this document. In compliance with federal policy, the SMTC completes an Environmental Justice Report on a regular basis. The SMTC also considers environmental justice issues in the development of its overarching Public Involvement Plan. These documents can be found on the website, http://www.smtcmpo.org/pub_involve.asp. An environmental justice analysis was performed as part of the I-81 Corridor Study Technical Memorandum #1.

The "steps" noted below in italics are methodology suggestions from the NYSDOT's Office of Civil Rights Draft LEP Toolkit (based on the FTA's guidance). In this revised draft LEP Plan, these steps have been followed as closely as possible.

The Four Factor Analysis

Federal guidance on LEP policy decisions states that "recipients are required to take reasonable steps to ensure meaningful access to their programs and activities by LEP persons." In terms of identifying the extent of such access, FHWA advises agencies to begin with the "four-factor analysis." LEP guidance from the US Department of Justice establishes four factors for consideration in deciding what reasonable steps should be taken to ensure meaningful access to LEP persons:

"While designed to be a flexible and fact-dependent standard, the starting point is an individualized assessment that balances the following four factors: (1) The number or proportion of LEP persons eligible to be served or likely to be encountered by a program, activity, or service of the recipient or grantee; (2) the frequency with which LEP individuals

come in contact with the program; (3) the nature and importance of the program, activity, or service provided by the recipient to people's lives; and (4) the resources available to the recipient and costs."

The FHWA states that "the intent of this policy guidance is to suggest a balance that ensures meaningful access by LEP persons to critical services while not imposing undue burdens on small businesses, small local governments, or small nonprofit organizations." (FHWA, 4-14)

"Meaningful Access": The Four Factor Analysis

The US DOJ LEP Guidance sets out four factors for consideration in deciding what reasonable steps should be taken to ensure meaningful access to LEP persons. When the Four Factor Analysis is completed, the determination of the reasonable steps to ensure that LEP populations have the access to language assistance services, both oral and written, can be made. Meaningful access does not just pertain to vital documents. It involves other types of language assistance services and activities, such as providing interpreters, as well as encouraging public involvement.

Application to the I-81 Projects

Factor 1: Identifying the number or proportion of LEP persons eligible to be served or likely to be encountered by NYSDOT programs.

NYSDOT's LEP Toolkit essentially sets a population threshold for the provision of LEP services by stating that, "generally, if a NYSDOT activity will have an impact where an eligible LEP language group constitutes 5% or 1,000 people, whichever is less, reasonable efforts should be put forth to provide meaningful access, or what is considered a 'safe harbor.'" (NYSDOT, 14)

Safe Harbor

A safe harbor means that if a recipient provides written translations under these circumstances below, such action will be considered strong evidence of compliance with the recipient's written-translation obligations under Title VI.

Many recipients would like to ensure with greater certainty that they comply with their obligations to provide written translations in languages other than English. The DOT recipient provides written translations of vital documents for each eligible LEP language group that constitutes 5% or 1,000, whichever is less, of the population of persons eligible to be served or likely to be affected or encountered.

Translation of other documents, if needed can be provided orally: or if there are fewer than 50 persons in a language group that reaches the 5% as above), the recipient does not translate vital written materials but provides written notice in the primary language of the LEP language group of the right to receive competent oral interpretation of those written materials free of cost.

However, it is difficult to find quantitative data which accurately depict the region's non-native English speaking populations. As a result, much of the following analysis is more qualitative in nature. The SMTC will explore other sources of quantitative data which would accurately depict the current LEP population as the project progresses.

Step 1: Examine prior experiences with LEP individuals: review relative benefits, services, and information provided by agency and determine the extent to which LEP persons have come into contact with these functions and if they are appropriate for the populations of the service area.

As the region's MPO, the SMTC provides transportation planning services for all of Onondaga County and portions of Madison and Oswego Counties, or what is known as the Metropolitan Planning Area (MPA). In addition, the SMTC administers federal transportation funding for the MPA.

In the summer and spring of 2008, the SMTC completed a transportation planning project (a feasibility study for a one-way to two-way street conversion) in an area of Syracuse with a high concentration of Spanish speakers. This was the agency's first experience working directly in a neighborhood with LEP concerns. The SMTC did not conduct a demographic analysis at the time, since the need for interpretation and translation services in the focus area was fairly clear.

The actions taken were: notices of meetings were translated into Spanish and distributed at the local grocery store and through the bilingual school in the area, oral interpreters were present for all meetings, meeting materials were translated, and final documents were translated as well. Very few residents came to meetings and there have been no requests for the translated final documents, although they are available on the SMTC's web site.

Step 2: Identify the geographic boundaries of the area that your agency serves. If boundaries correspond to county boundaries, obtain information on the county level.

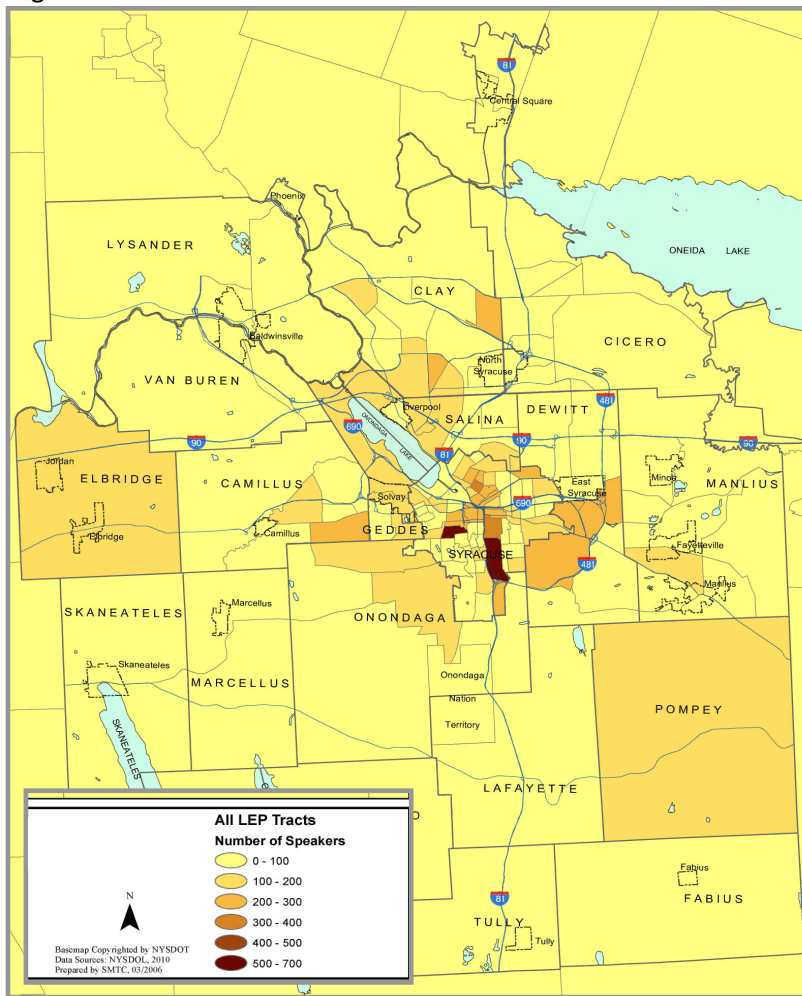
As noted above, the SMTC serves all of Onondaga County and portions of Madison and Oswego Counties. As people across this area are likely to be impacted by any changes to I-81, the MPA serves as the study area for the I-81 Public Participation Project and The I-81 Travel Demand Modeling Project and thus this LEP analysis. However, language proficiency data is difficult to obtain for the MPA geography. Onondaga County, which is roughly equivalent to the MPA, has been used a proxy.

Note that this geography is broader than the study limits identified for different components of the *I-81 Corridor Study*, which uses a ½-mile buffer on I-81 between the 481 interchanges and on I-690 as a 'detailed study limit' and a rectangular area between the 481 interchanges for the 'social, economic, and environmental study area,' among others. Portions of this analysis discuss data within the 'detailed study limit' from the NYSDOT's *I-81 Corridor Study*.

Step 3: Collect data related to English proficiency within that geographic area in order to determine the number and proportion of LEP persons in service area and the languages most frequently spoken by these LEP persons. Identify any concentrations of LEP persons within the service area. The greater the number or proportion of LEP persons, the greater the need to provide meaningful access to services.

Step 4: Obtain Census Data on the LEP population in the service area. Become familiar with data from the U.S. Census. Also include information from Census Bureau's American Community Survey (ACS) which can provide data on shorter time periods.

Figure 1

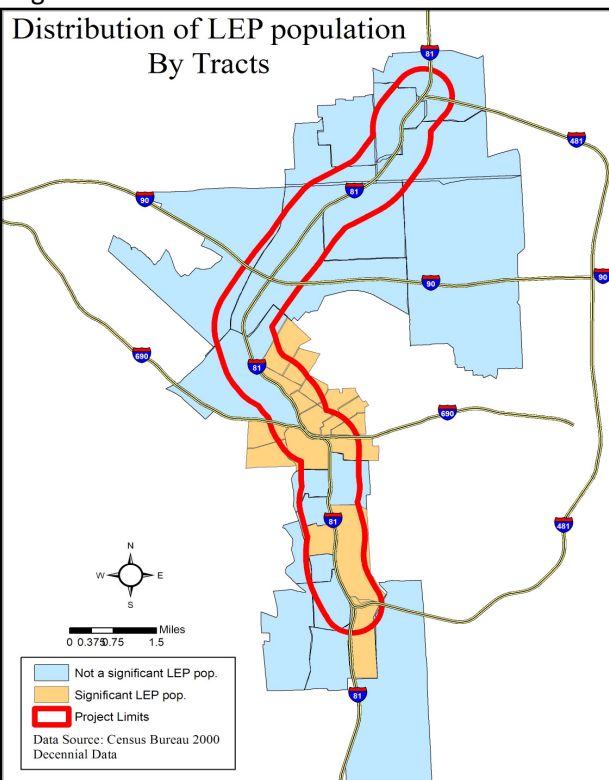


Steps 5 and 6: Analyze the data you have collected and identify areas of concentration within the service area.

LEP populations are defined “with regard to US census data” as those that speak English “less than very well.” (NYSDOT, 12) The US Census Bureau provides data on limited English proficiency within four major language groups – Spanish, “Other Indo-European languages,” “Asian and Pacific Island languages,” and “All other languages.” When these groups are combined at the census tract level, the data shows concentrations of LEP populations on the east side, north side, around Syracuse University, and on the west side of Syracuse (See Figure 1).

Focusing on those census tracts within a ½ mile buffer of I-81 between the 481 interchanges, the census data shows 1,303 people speak Spanish, 1,757 people speak “other Indo-European languages,” 1,963 people speak

Figure 2



Asian/Pacific Island languages and 141 people speak “other languages.” Eighteen out of the thirty-eight tracts (47%) within this area have a significant LEP population (See Figure 2).¹

The American Community Survey (ACS) data shows a more complete language breakdown than the Census data (See Table 1). According to the 2006-2008 ACS data for Onondaga County, the languages whose speakers have the least English proficiency (i.e. the most speakers who speak English less than ‘very well’) are Spanish or Spanish Creole (3,508 speakers), Chinese (1,252 speakers), Vietnamese (1,067 speakers), other Slavic languages (873 speakers) and Italian (829 speakers). Of these populations, the numbers of Spanish, Chinese, and Vietnamese speakers who speak English less than ‘very well’ meet the 1,000 person threshold.

¹ The LEP population has been defined as ‘significant’ if it constitutes >5% of the total population of the census tract.

Table 1: Language Spoken at Home by Ability to Speak English, Onondaga County, NY

Universe: Population 5 years and older

Language	Total Speakers	Speak English less than 'very well'	% of Total Population
Spanish or Spanish Creole*	9,854	3,508	0.82%
Chinese*	2,334	1,252	0.29%
Vietnamese*	1,528	1,067	0.25%
Other Slavic languages	1,729	873	0.20%
Italian	3,311	829	0.19%

Source: 2006-2008 American Community Survey 3-Year Estimates

Step 7: Consult other (including state and local) sources of data.

As with the American Community Survey, the US Department of Labor provides data on English proficiency within particular languages.² According to DOL statistics, it appears that there are four language groups in Onondaga County with large populations (over 1,000 persons) with limited English proficiency: Spanish (3,875 LEP speakers), Italian (1,485 LEP speakers), Vietnamese (1,295 LEP speakers), and Chinese (1,090 LEP speakers). The numbers of Chinese, Italian, and Vietnamese speakers who speak English less than 'very well' just meet the 1,000 person threshold for the service area. None of these language groups meets the 5% threshold (See Table 2).

Table 2: Ability to Speak English by Language Spoken at Home, Onondaga County, NY

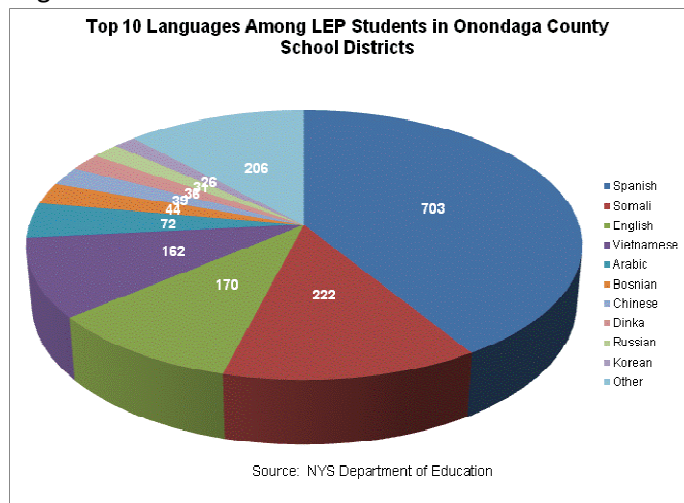
Universe: Population 5 years and older

Language Spoken at Home	Total		Speak English less than 'very well'		
	Number	%	Number	% of total pop.	% of lang. group
Total	428,515	100.0%	(X)	(X)	(X)
Language other than English	37,955	8.3%	14,615	3.4%	38.5%
Spanish or Spanish Creole	10,400	2.3%	3,875	0.9%	37.3%
Italian	4,675	1.0%	1,485	0.3%	31.8%
Vietnamese	1,725	0.4%	1,295	0.3%	75.1%
Chinese	1,705	0.4%	1,090	0.3%	63.9%

Source: DOL LEP Special Tabulation Table 1: Ability to Speak English by Language Spoken at Home

According to data provided by the NYS Department of Education, the area school district with the largest number of LEP students is the Syracuse City School District, with 1,361 LEP students. Most LEP students in the Syracuse City School District speak Spanish (685 students), Somali (222 students), other languages (144 students), Vietnamese (139 students), and Arabic (53 students) as primary languages. When looking at LEP students across Onondaga County school districts, the most prevalent

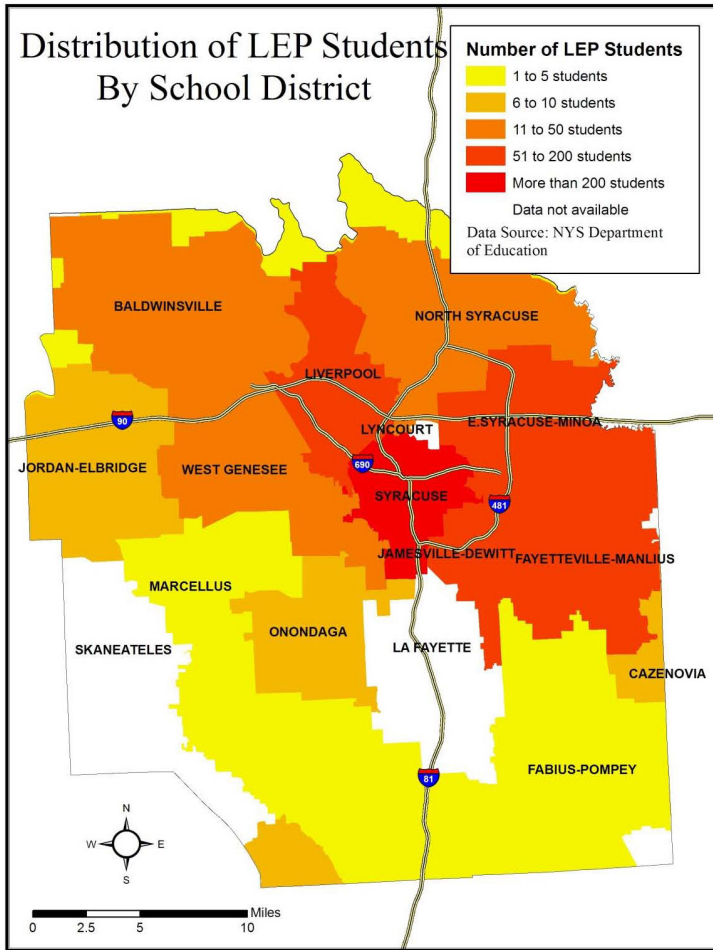
Figure 3



* These populations meet the 1,000 person threshold for persons with limited English proficiency.

² This data comes from a 1-in-6 sample of U.S. households contacted for the decennial census. Because of the smaller sample size, the margins of error are larger than that of the census. The DOL notes that their numbers should be interpreted as "estimates."

Figure 4



language groups are Spanish, Somali, Vietnamese, and Arabic (See Figure 3).

The refugee data for Onondaga County, available through the NYS Office of Temporary and Disability Assistance, tells a slightly different story (See Figure 5). According to the data, the most popular country of origin for refugees in Onondaga County is Bosnia-Herzegovina, with 1,106 refugees. Following Bosnia-Herzegovina is Somalia (546 refugees), Ukraine (461 refugees), Sudan (436 refugees) and Vietnam (342 refugees).

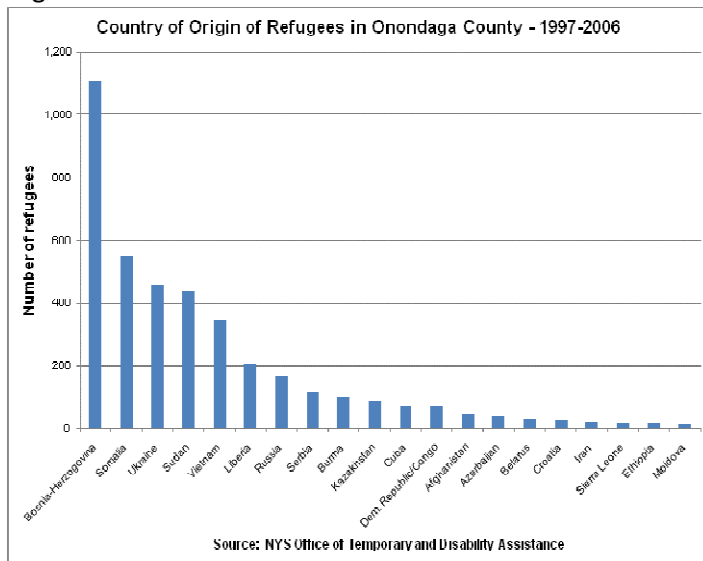
Step 8: Identify, reach out to, and obtain information from community organizations that serve LEP persons.

The DOT toolkit notes that when LEP “data is limited – developing local partnerships and working with community based organizations is a critical and essential component of an effective LEP analysis that will also save program resources.” (NYSDOT, 20) The SMTC reached out to the City of Syracuse Department of Neighborhood and Business Development, two local refugee resettlement programs, the Syracuse City School District (SCSD) Refugee Assistance office, SUNY-Upstate University Hospital, and the Spanish Action League for input.

The City of Syracuse, where most concentrations of LEP speakers can be found, currently translates materials into Spanish and Vietnamese only. The City could not provide hard data or a formal policy.

Interfaith Works/The Center for New Americans (CNA), a local refugee assistance program, suggested that

Figure 5



Vietnamese, Burmese, Nepalese/Bhutanese, Somali, and Arabic are the most prominent language groups in the region with populations with limited English proficiency. Catholic Charities, another local refugee assistance program, suggested Burmese, Bhutanese, and Arabic as critical language groups.

The Syracuse City School District Refugee Assistance Office suggested Spanish, Vietnamese, Burmese, and Nepalese. The Coordinator of Interpreter and Translation Services at SUNY-Upstate Hospital reported that their most common requests for interpretation services come from Spanish, Bosnian, and Somalian speakers. The hospital also stated that it receives requests in Burmese (Karen), Nepali, Arabic, and Vietnamese.

Focus groups, including sessions with local community development and community-based organizations (CBOs), were held in the fall of 2009. Several organizations that work directly with non-English speaking populations attended. The focus group protocol included questions asking what groups should be included in *The I-81 Challenge* and what tools should be used to engage the community. No LEP populations were mentioned specifically at the time, nor were LEP services.

Conclusions

Count the number of databases each language appears in and create a tally.

The data sources above suggest that the most common language groups with limited English proficiency in Onondaga County are Spanish and Vietnamese (See Table 3). Other languages suggested by fewer data sources include Somali, Bhutanese/Nepalese, and Burmese.

Table 3: LEP Languages Suggested by Data Sources for *The I-81 Challenge* (Quantitative and Qualitative)

	Quantitative Data Sources				Qualitative Data Sources (CBOs)				
	ACS	US DOL	NYS DOE**	NYS OTDA**	City of Syracuse	CNA	Catholic Charities	SCSD	SUNY Upstate
Arabic			X			X	X		
Bhutanese/Nepalese						X	X	X	
Bosnian				X					X
Burmese (Karen)						X	X	X	
Chinese	X*	X*							
Italian	X	X*							
Slavic	X								
Somali			X	X		X			X
Spanish	X*	X*	X		X			X	X
Sudanese				X					
Ukrainian				X					
Vietnamese	X*	X*	X	X	X	X		X	

* LEP population meets 1,000 person threshold

** 1,000 person threshold not applicable, as these datasets contain only portions of the total population, in the case of the DOE data, or do not contain data on language proficiency, in the case of the NYS Office of Temporary and Disability Assistance data.

Factor 2: Identifying the frequency with which LEP persons come into contact with NYSDOT’s services.

Recipients should assess, as accurately as possible, the frequency with which they have or should have contact with LEP individuals from different language groups seeking assistance, as the more frequent the contact, the more likely enhanced language services will be needed (emphasis added).

Step 1: Refer to relevant programs, activities, and services you provide: Agencies conducting review of prior experience with LEP persons will have listed programs, activities, and services with which LEP persons most frequently come in contact.

As noted above, the SMTC serves as the region’s MPO, and in this capacity, provides transportation planning services, including regional long-range planning, for all of Onondaga County and portions of Madison and Oswego Counties. In addition, the SMTC administers federal transportation funding for

the same geographic area. These activities impact all citizens in the MPA. However, in the past, LEP populations have not frequently participated in the SMTC's public process. The SMTC continues to work to make its activities accessible to all members of the community, including investigating ways to more effectively reach LEP populations.

In terms of the current project, *The I-81 Challenge* will include data collection, analysis, and significant public outreach and involvement. These efforts will encompass and engage communities across the entire MPA for the next seven years. Residents, including LEP populations, will have regular opportunities to engage with *The I-81 Challenge* through in-person workshops, open houses, small group meetings, intercept events (e.g. mobile displays at the Carousel Mall, the New York State Fair, and other community events), and, if access to the internet is available, the web site and email communication.

Step 2: Review information obtained from community based organizations.

The fall 2009 focus groups included a question regarding whether and how attendees currently use I-81. Attendees representing community-based organizations mentioned that their constituents live near I-81 and use I-81 to access work, necessities (i.e. supermarket), and social engagements.

Outreach to CBOs confirmed that there are a number of LEP populations living and working adjacent to I-81, as well as traveling on the highway, and that some of these populations are aware of *The I-81 Challenge* and its potential economic and social impact on their lives.

Step 3: Consult directly with LEP persons: Hold face-to-face meetings with LEP persons. Advertise event and hold meetings during the day at locations convenient and accessible to LEP persons. Ask LEP persons if they are aware of the types of language assistance agency provides and what additional language assistance measures would be helpful.

Contact with CBOs suggested that direct outreach to LEP populations is likely to be most effective in encouraging participation in *The I-81 Challenge*. When asked whether LEP populations are likely to participate in large public meetings if these meetings are located in accessible places, held at convenient times, and language services are publicized, staff suggested that this was improbable. The abstract nature of the planning process, which will focus on long-term possibilities and potential impacts (i.e. very little tangible or immediate) was noted by several CBO staff members as a possible deterrent to participation. Instead, CBOs suggested that the SMTC do direct outreach, coming to local centers where LEP populations congregate, in order to engage them in the project. When asked about translating materials or documents, CBOs suggested that this was unnecessary, as literacy can sometimes be an issue in the native language of some of these groups, and that direct face-to-face communication is likely to be more effective. Representatives of CBOs also suggested that access to the internet tends to be inconsistent for these groups.

Factor 3: Defining the nature and importance of the programs, activities, or services provided to LEP persons.

The more important a particular service or activity, the greater is the need to provide meaningful access to the LEP customer by providing language services and assistance. Recipient and/or SMTC needs to assess the services provided by each program area to determine which are most critical and examine whether denial or delay of access to services or information could have serious or even life-threatening implications for the LEP individual. Examples include identifying and translating vital documents.

Step 1: Identify agency's most critical services: Agency should identify what programs or activities would have serious consequences to individuals if language barriers prevent a person from benefiting from the activity.

Generally, the future of I-81 is important to the region, and the alternative which is chosen for I-81 will have environmental, social, economic, and transportation impacts. *The I-81 Challenge* will include public involvement activities, through which residents can learn about I-81 and provide their opinion on its future. The project will also include the publication of summary documents and materials meant to inform the public of I-81's current conditions, potential future alternatives, and the results of the analysis of future alternatives. While the denial of access to these opportunities and information will not have life-threatening implications for LEP populations, this project will have economic, environmental, social, and transportation ramifications for LEP populations, just as it does for the population at large.

Step 2: Review input from community organizations and LEP persons: Agency's contact with community organizations that serve LEP persons, as well as contact with LEP persons themselves, should provide information on the importance of the modes or types of services provided to LEP persons.

Again, outreach to CBOs confirmed that there are a number of LEP populations living and working adjacent to I-81, as well as traveling on the highway, and that some of these populations are aware of *The I-81 Challenge* and its potential economic and social impact on their lives.

Factor 4: Defining the resources available and the costs

Costs and resource expenditures must be balanced in a reasonable manner with the need to provide meaningful services. Language services need to be prioritized to target those individuals most in need because of the nature and importance of the activity involved.

Step 1: Inventory language assistance measures currently being provided, along with associated cost. Agency's marketing, customer relations, and community outreach offices may be able to determine the costs associated with translating documents, contracting with language interpreters, producing pictographs, installing multilingual technology and other language assistance measures.

As noted above, the SMTC currently offers accommodations (in English) on fliers for all public meetings or workshops hosted by the SMTC. As these services are generally not used, there is no associated cost. More extensive LEP services are being provided on a project-by-project basis.

Step 2: Determine what, if any, additional services are needed to provide meaningful access. Determine what information may need to be translated into additional languages and that additional oral or written languages services should be provided or that existing language assistance services need to be made available on a more widespread basis.

This project will require more extensive LEP services than typical of SMTC projects. Some translation and interpretation into Spanish and Vietnamese will be necessary. Also, some interpretation into other languages at face-to-face meetings will likely be required. Given this, LEP services might include:

- Making all public meetings language accessible by noting on meeting fliers that interpretation is available upon request (as is done currently). Distributing meeting notices to contacts at CBOs. Translating notices into Spanish and Vietnamese, following the city's protocol (see p. 6), as well.
- Holding small group meetings on location with CBOs. Taking interpreters in key languages, to be determined with CBO staff. Timing of these small group meetings to be determined with CBO staff.
- Translating the first project newsletter into Spanish, the language in the study area with the highest LEP population, as a test case. Distributing the newsletter via CBOs in areas of the community with high densities of Spanish speakers. Reviewing internally (and with CBOs) post-publication to determine if the translated newsletter reached the intended audience, whether it spurred interest in the process, and whether it precipitated additional participation.
- Offering Google Translate on the web site, so that anyone visiting the site could review text in any other language.
- Developing on-demand phone interpretation service and providing translated notice on all documents to contact the SMTC if translation services are required.

Step 3: Analyze budget: Consider what percentage of the agency's capital and/or operating budget could be devoted to additional language assistance expenses and whether the Agency's budget for these expenses will remain stable over time or whether it may be subject to reduction.

The SMTC's budget for the I-81 Public Participation Project is limited. However, it is estimated that the cost for the above services could be accommodated at the present time.

Step 4: Consider cost effective practices for providing language services: Agency may have access to language assistance products that have been developed and paid for by local, regional, or state government agencies and may also have bilingual staff that could provide language assistance on an ad hoc or regular basis. These resources should be inventoried and taken into consideration as part of assessment of total resources available.

The SMTC has no bilingual staff at the present time. Staff will continue to explore special language assistance resources which could assist in this case.

Proposed Approach

The quantitative and qualitative data clearly show that there are many people in the study area/MPA speaking languages other than English. As with all projects, the SMTC will strive to make *The I-81 Challenge* accessible to all people, including LEP populations and those with language assistance needs outside those identified in the approach herein.

However, as noted above, there are financial and practical limitations to consider. Contact with City of Syracuse departments and local community-based organizations suggested that the SMTC should be judicious in the use of resources for translation and interpretation services. For example, these sources recommended that at least initially, translating executive summaries of documents into numerous languages is not a wise use of limited funds, as translated project materials may not be widely read. Likewise, the SMTC was advised to focus on direct face-to-face contact with LEP populations, rather than contracting with many interpreters for many large workshops.

Given the above, the SMTC proposes to proceed with the following approach in the short-term. This approach will be evaluated periodically, especially on contact with LEP populations, to ensure its effectiveness.

- Make all public meetings language accessible by noting on meeting fliers that interpretation is available upon request (as is done currently). Distribute meeting notices to contacts at CBOs. Translate notices into Spanish and Vietnamese, following city policy, as well.
- Hold small group meetings on location with CBOs. Take interpreters in key languages, to be determined with CBO staff. Timing of these small group meetings is to be determined with CBO staff.
- Translate the first project newsletter into Spanish, the language in the study area with the highest LEP population, as a test case. Distribute the newsletter via CBOs in areas of the community with high densities of Spanish speakers. Review internally (and with CBOs) post-publication to determine if the translated newsletter reached the intended audience, whether it spurred interest in the process, and whether it precipitated additional participation.
- Offer Google Translate on web site, so that anyone visiting the site could review text in any other language.
- Develop on-demand phone interpretation service and provide translated notice on all documents to contact the SMTC if translation services are required. Depending on the number of requests, translate future documents into most-requested languages.

Appendix C – Small group community meeting comments

Question: How can we get your community engaged in this process?

Comments:

libraries

Upstate Medical

Adirondack Mountain Club (ADK)

Onondaga Ski Club

Use organizations to distribute surveys

professional organizations

Leadership Greater Syracuse - give presentations

neighborhood communities

DMV - form for commuter routes, website; traveler survey

Questions on website - get organizations to do this

objection to process - 20 meetings, but no public input

special section/insert in Post-Standard

engage school districts, Boys & Girls Clubs, YMCA, church groups, neighborhood groups

Rotary Club

Include towns on SAC or another project-specific committee

University involvement - connective corridor

Question: What do you want to know about I-81?

Comments:

Routes drivers use instead of I-81- unpredictability

Congestion by time period, special events

Current conditions - design obsolete? What of design is obsolete?

amount of money currently spent on maintenance

cost estimates for various scenarios

who pays?

federal-aid-eligible roads

list of options in our climate

3 groups of people use - through, commuters, mobility - how split?

I-81 & high-speed rail - any relationship?

loss of connections - city impacts to I-690 or other interstates?

Design for replacement NOW - first priority

air pollution - non-attainment for county - any impact?

SMSA - MPA bonding consistent with this?

What have other communities done? (case studies)

what would be the footprint of a reconstructed I-81? How much land would be necessary?

does the depth of the water table make burying I-81 impractical?

why now? What is the timeframe? What is driving the schedule?

how will this be funded - cost?

What is the timeframe for decision making

How safe is the viaduct now?

pass through data

what is its history - 481 on west side

safety issues after 2017 - what happens then?

how long can we push this out - expense, inconvenience

how will we pay - can state afford 20% - competition w/ other projects

how expensive are the different options

Where does funding come from

How many cars travel on 81 - How much of that is through traffic

How many trucks use 481

who makes the decisions

Question: What are the impacts to evaluate when considering options for the future of I-81?

Comments:

walking under - water, etc. coming off viaduct; storm water management

snow removal/storage

property impacts

maintenance (climate)

responsibility for funding

transit

impacts to other highways

relationship with/impact on Connective Corridor

air quality

system-wide cost

economic impacts to downtown - real estate opportunities

Pedestrian access/mobility: University Hill → Downtown

Commercial traffic - impact

Transit/Park & Ride systems; free up real estate in city, drive less

Regional land use

Emergency services

minimal footprint

through traffic - look at entire system

environment review - FEIS

construction in next few years

81/481 relationship - use as bypass; increased 481 traffic in construction

Dr. John Peters, Long Island - if all built same time, reconstruct same time?

lose mobility of traffic

western bypass - 695 - study finishing loop

no exits in City until Brighton

access to medical facilities, emergency responders

access to recreational opportunities

stormwater management

Economic impacts of bypassing the City (I-81 in Virginia is an example of negative impacts of bypassing a City. They eventually built Rt 581 into the City.)

sprawl

transit - should be part of the solution!

pedestrian safety

special events and large generators (hospitals)

property values, school funding

fiscal impacts - concern that the community-preferred solution will be too expensive

emergency access

jobs

noise - only if outside?

easy access

less traffic congestion

long-distance trips

traffic impacts during construction - more traffic on local streets?

economic development impacts (especially SU) positive and negative

Economic impacts to businesses located around the 7th North Street exit

Traffic impacts on other interstates

need to think about growth & limits

Onondaga Nation

emergency responders/hospitals

inefficient 690/81 interchange

beautiful views

grid works pretty well - will it under alternatives - people may like this

Hill growth - tax base issue

attracting/keeping tourists/visitors - hospitality industry

commute

community image

maintain 20-minute city - is a 25-min city that bad - opportunity to improve & sell this community

traffic to 481 encourages sprawl

impacts to traffic on 690

convenience - more easy/difficult?

expense

mobility/accessibility

business retention/economic development

downtown/hill vitality - opportunity to improve & sell this community

residential development opportunities

social & monetary cost of eminent domain

west side of loop

consider lifespan of solution

consider cultural/technological changes - will we have cars in 100 yrs.

make the area as aesthetically pleasing as possible, encourage people to stop

make it easier to get from one place to another

use 481 and look at speeds through viaduct - speed monitoring device

What about 690 - impacts on; options for changing

access to university

barrier effect - communication, difficult to walk, height issue

can't be what it is, but preserve access

pedestrian friendliness

economic development: freight - longer drive matters

public transit

Who owns 81 - NYS, + City owns land under part

who owns parking lots - NYS

Other questions/issues/concerns?

Comments:

Current use: parking under/near I-81

Opportunities for incorporating green infrastructure best-practices

trucks leave the Interstate and "short cut" through small communities

why wasn't the western portion of 481 ever completed?

would an "urban boulevard" (Almond St.) look and function like West Street?

concern that suburban interests will be weighed more heavily in the process

plan for future modes of transportation - how will the new I-81 accommodate electric cars?

safety crossing Almond St under current conditions, esp. for people with disabilities

Some community leaders are saying they want I-81 to be torn down. How will they influence the decision making process?

The opinions of tourist and visitors should be included in the process. How can this be done?

look at alternatives modes + land use + intersection of the two

alternative modes need incentives, have to be convenient, NM example

barrier is about land use - parking lots, etc.

look at west campus development - plans to do things here

12 minute city

broader access

traffic more a delay than severe problem

needs more lanes + multi lane exits...reduce clogs

navigation/signage is confusing - improve signage

look at rust belt cities; cities w/ similar weather (forces SUVs), land use, economic situations

look at interplay with vitality of city neighborhoods

look at new access points off 481

can we bring back the 50s downtown - do we want to?

how does economy/technology change

traffic isn't bad - matter of perception

just a road - works/well used -creates this problem

conducting business - convenient

Vision is critical: opportunity; where does this come from; SOCPA sustainable development plan; county & city working together better; get towns to work together; home rule issue; look at bigger picture, long term

missing overall plan

include high-caliber people who can think forward

images are critical in process

easy access/mobility

can process prioritize different agendas- are all goals to be treated equally

Opportunity to rethink mobility, set example

Appendix D – Emails to contactus@thei81challenge.org and letters submitted by the public

Note: This appendix includes all emails and letters received from August 1, 2008 through October 31, 2011.

From:
Sent: Monday, August 11, 2008 6:15 PM
To: contactus@thei81challenge.org
Cc:
Subject: I - 81 --- User's opinion

Hi,
I use the I - 81 South corridor everyday from I – 690 West, to travel from my home in East Syracuse to Onondaga Community College for work.

But,,,,,,, while construction was being done on I – 690 West,, I utilized Erie Blvd. and cut through the edge of the city through the South and West sides and found that it took only a little more time to go that way.

I also used I – 481 to Brighton and found that to be exactly the same amount of time as the original I – 690 West to I – 81 South.

In my opinion we should save the money of re-building all the overhead sections and drop traffic to interior streets at;

Salina St. Southbound,,,,, and,,,, Adams St. Northbound

All truck traffic should be routed to I – 481 North and South as needed to pass through our metropolitan area. The trucks aren't staying in the downtown area anyway.

If you truly want travelers to see Syracuse,,,,, dropping them to street level and having them cut through the city would give them a nice view.

It's a pretty straight shot to get off Northbound I – 81 at Adams and travel through, by St. Joseph's Hospital to Salina St. and get back on I – 81 by Carousel Mall.

The same could be true for the Salina / Clinton St. exit, Southbound I - 81,,, traffic could travel down Clinton St. and pick up I – 81 off Adams St. on the other side of the downtown area.

These scenarios would eliminate the need for the overhead repairs, save millions trying to repair and maintain them, give travelers an option to bypass the city on I – 481, or cut through the edges of the city, without being in the middle of the downtown bus and pedestrian traffic.

Thank you,

From:

Sent: Monday, August 11, 2008 7:11 PM

To: contactus@thei81challenge.org

Subject: I 81

Why don't they think about building an 81 bridge over the lake, from between 7th North St and Hiawatha Blvd, over to either before or after the Fair Grounds and back. This would eliminate going all the way around, to get to the to that part of town. This would save on gas and congestion

-----Original Message-----

From:

Sent: Monday, August 11, 2008 9:24 PM

To: contactus@thei81challenge.org

Subject: spokane,wa

I just recently flew into Spokane, Wa. and had to drive north out of the city to visit my daughter. I have been listening and reading about opinions from others (notably not natives to the area) how 81 should be torn down, It divides the community,etc. Put in a wide blvd. Well, Spokane is a city of 200,000 and the surrounding county is the same as Onondaga. It is located off of rt. 90 (yes, the very same one here). If you want to see what it would be like without a highway like 81 going through Syracuse to points north then visit there and drive north through the city of Spokane. On a Monday around 3pm, it took me 45 minutes to get out of the city limits. The route was like our Erie blvd except 3 lanes both ways. Stop and go, trucks and lights. It will be much worse here because 81 has much more traffic of all types.

From:

Sent: Monday, August 11, 2008 11:22 PM

To: contactus@thei81challenge.org

Subject: How can i get involved?

I want to voice my opinion about the I-81 project but i live in Jordan NY right on the boarder line of onondaga county and cayuga country but i live in Onondaga county but i visit Syracuse every so often and i want to voice my opinion on I-81 but how do i go about doing it if i dont visit Syracuse often can i do it threw the mail if so how can i go about doing it?

From:**Sent:** Tuesday, August 12, 2008 6:14 AM**To:** contactus@thei81challenge.org; letters@syracuse.com**Subject:** Post Standard Letter: My three Phase solution: I-81 and I-690 issues

Ever since I moved here four years ago after retiring from the US Army I have been disappointed in the traffic infrastructure that Chris-crosses Syracuse. I have been thru and lived in many other better planned communities all around the US of A.

#1. No real way to go from I 690 west bound to I -81 north without exiting and travelling via Hiawatha Boulevard.

#2. No way to go south unless first intersecting I-81, because there isn't a complete beltway around Syracuse on the west side.

#3. The exits and entrances are very congested and confusing where I -81 crosses I-690 in Syracuse

I suggest a Three Phase project.

Phase I: Complete a belt way around Syracuse on the west side that can be used to route traffic during the re-construction of I-81, from Clay to the southern end of I-481.

Phase II: Rebuild I-81 from Mattydale to I-481 S. exit – UNDERGROUND, along with I-690 from the Fair Grounds to the I-481 East side exchange.

Come up with a way to vent and filter the air from vehicle exhaust travelling thru the tunnels, using wind power from the passing vehicles.

Then connect streets and walkways above the tunnels, along with hike and bike ways, and athletic parks and fields (baseball, soccer, basketball, etc).

Phase III:

Also incorporate and mass traffic subway train system within the aforementioned underground vehicle system to reduce the amount of traffic from vehicle commuters, and reduce congested parking.

When completed both high speed avenues would allow for easier traffic flow and detour routes for future maintenance and construction projects in and around Syracuse. Also the re-claimed space where I -81 and I-690 now stand would provide for a better quality of living and attractiveness for Syracuse. Because, traffic noise and air pollution would be better controlled, along with reduces snow removal issues within the tunnels. Finally, mass traffic would eliminate the need for many people to drive cars to locations connected with a subway system, which would also help keep them out of the winter weather.

Then Syracuse won't need a Connective Corridor to get from one side to the other – just a trip through the New Central Park.

From:**Sent:** Tuesday, August 12, 2008 11:22 AM**To:** contactus@thei81challenge.org**Subject:** Route 81

There should be a public dialog about the future of Route 81. However, any such conversation must include the stark fact that closing the highway as it goes through downtown Syracuse will cause people to die. I realize that sounds dramatic, but it is true. Either through good planning or good fortune, the Adams St. Exit of Route 81 deposits traffic within a couple hundred yards of the premier trauma center in Central NY. Victims of car crashes and other accidents are more apt to survive because they get to the emergency room quickly. A demolished or rerouted I-81 would doom some of these people. How many? It's impossible to know, but how many is an acceptable number?

There are other reasons why replacing the interstate through downtown with a "scenic boulevard" is not a good idea, and one of those reasons, ironically, is a reason being used to advance the notion that the elevated highway should be torn down: "it divides downtown from the Hospital/University Neighborhood." I have personally walked, driven, bicycled and even taken a train across this supposed barrier. There was no force field, no barbed wire, not even a particularly noteworthy experience. But, if you replace an elevated highway with a surface boulevard, there will be a significant barrier to pedestrian and bicycle traffic. All of those cars that currently use Route 81 to commute will still have to get to work. A wide and busy surface boulevard would present a much more formidable obstacle than an elevated highway, under which it is easy to walk or bike.

Then, there is the additional pollution and energy use. Forcing people to choose to either drive the stop-and-go surface streets or to take an alternate highway route several miles out or their way will increase both pollution and energy use. That can't be considered good public policy.

And what about the lost parking spaces? In what is an astoundingly sensible use of the area under the elevated portions of Route 81, there are hundreds of parking spaces. Replacing the elevated highway with a surface boulevard would eliminate those spaces.

Is the elevated portion of Route 81 ugly? I suppose so. But the only barrier it presents is a psychological one. A busy surface street would present an *actual* barrier between neighborhoods.

Now, all of this doesn't mean we shouldn't make any changes at all. But, for a fraction of a price of demolishing Route 81, rerouting local traffic to a newly made boulevard and making additional improvements to Route 481 to accommodate the additional through traffic, we could simply make improvements to the highway and its surroundings. We could easily put some paving stone walkways at three or four places under the overpass, line them with flower planters and a few benches, maybe even some public art. We'd lose maybe a dozen parking spaces, but not hundreds. Then we could paint the concrete and steel something other than battleship grey and industrial green. The area would look nicer, and we'd lose fewer lives with ambulances stuck in surface traffic. We wouldn't we generate additional green house gasses or other pollution. And, people wouldn't have twenty minutes added to their commutes.

Dear SMTC and NYSDOT:

Syracuse is blessed with culture, activities, and beautiful natural areas in the area. It is equally blessed in that we do not have to contend with gridlock and we do not always have to plan our trips to avoid traffic congestion. We can get to most events, natural areas, etc. easily and without undue delays. Although I81 cuts through the Syracuse and divides it, it is largely responsible for removing traffic congestion. Various business are located near I81 exits, most notably Syracuse University and SUNY Upstate Medical University, our largest employers. If I81 in Syracuse was torn down and replaced by a thoroughfare like Erie Boulevard, it would still divide the City. There is no bringing back the 15th Ward African American neighborhood (or the largely Jewish neighborhood that preceded it).

How many people get on I81 in the City and get off in the City? How many people get on or off of I81 in the City and travel outside the City? I do not know the exact number, but I do know that it is huge. If all of these cars were relocated on a ground-level thoroughfare, there would be terrible traffic congestion, especially during rush hours, Syracuse University games and other large gatherings. People may hesitate to attend events. To avoid the congestion, people would attempt to drive on parallel residential streets. Air pollution would be increased. Presently, after the cars get on I81, the traffic is quickly dispersed.

I know that I81 though Syracuse is nearing the end of its lifetime, but I feel that it must be replaced with another elevated or underground highway.

Yours truly,

-----Original Message-----

From:

Sent: Sunday, September 14, 2008 9:59 AM

To: contactus@thei81challenge.org

Subject: (no subject)

I would like to get involved in this program, do you have a sign up list or is necessary to contact you ?

My address is

From:
Sent: Wednesday, September 24, 2008 7:34 PM
To: contactus@thei81challenge.org
Subject: Involvement

Is there any information ways citizens can get involved with the project yet?

-----Original Message-----

From:

Sent: Friday, October 31, 2008 1:32 PM

To: contactus@thei81challenge.org

Subject: public stakeholder request

Hi - I would like to be placed on an email contact list for general members of the public interested in the I-81 process.

Let me know if this is possible at this time, or let me know when it would be a good time for me to check back at the website.

Thanks -

-----Original Message-----

From:

Sent: Friday, November 28, 2008 11:47 AM

To: contactus@thei81challenge.org

Subject: Cost

I'm doing a project for school and I was wondering if there was anywhere I can find cost estimates for the different options dealing the the I-81 Overpass?

Thanks,

From:

Sent: Thursday, December 04, 2008 6:04 AM

To:

Subject: I81

TWIMC:

I have followed the downtown Syracuse I81 issues for several years, from when it was a wild-eyed idea by a City council member. I walk from University Hill to the Civic Center several times each week, thus I personally experience one facet of the division this elevated highway causes, represents, exacerbates.

I think it imperative that it come down. However, I recognize the traffic influx/efflux issues (actually, largely at "Rush Hour") that must be solved. Whether it is abolished or tunneled, it must go. The benefits to the city would be enormous. There would be an immediate effect of accelerating the uniting of Armory-Downtown-Almond area flats-Fayette/Kennedy Square-and University Hill.

I would be pleased to help in any way possible.

From:

Sent: Wednesday, January 28, 2009 12:46 PM

To: contactus@thei81challenge.org

Subject: I-81 Challenge comment!

I was involved with the local EMS (Emergency Medical Services) community for many years riding with NAVAC volunteer ambulance and serving with the Carrier Corp. In-house Emergency Medical Team. Whatever is done we will still need to have rapid access to the city hospitals by the local emergency service providers from all directions. While the aesthetic end of things should be satisfied and it would be very nice to have some of the neighborhoods that were severed by the construction of the I-81 corridor reunited we still need to provide that fast transport for those needing emergency medical care to our hospitals.

Please don't lose sight of the need for these services.

Thanks,

From:**Sent:** Sunday, April 05, 2009 7:23 PM**To:** contactus@thei81challenge.org**Subject:** please fix i81

I have given a lot of thought to this highway and have come to the conclusion that it is really needed as is. Rehabilitation of the highway is costly, but necessary. While re-routing long distance traffic around the city may seem to be the way to go aesthetically, there is still 690 criss-crossing the city east to west. Other cities have found ways to build up and around their highways: Milwaukee is an example.

There are many ways to beautify the area around the existing highway if left as is. Painting the guardrails, etc. can make a world of difference in the eyes of those passing by. Park like areas below the highway would be appreciated, as well, as long as there is someone to take care of them.

Taking the highway out will cause so much hardship for traffic going from south/north and north/south, especially for the companies who have trucks traveling long distances who use the highway to cut the time spent on the road.

While the idea of putting the highway underground sounds innovative, it just seems that it would end up costing more than fixing the highway, as big projects always seem to go way over budget. What would happen if there is an accident underground? Would there be anyone overseeing the highway at all times? Would you be able to keep vagrants and others out of the tunnel?

Please give much consideration to keeping i81 as is -- ugly as sin, but oh so necessary. Thanks.

-----Original Message-----

From:

Sent: Friday, August 21, 2009 3:14 PM

To: contactus@theI81challenge.org

Subject: I-81

I am a resident of Ithaca and I use I-81 through Syracuse on occasion to get to the airport or when I am traveling through. I am more than happy to see it taken down and replaced with a boulevard. This highway tears through the heart of Syracuse, and I would like to see the city's downtown become a major destination again. A boulevard in place of I-81 would provide that opportunity.

Best regards,

From:**Sent:** Sunday, September 06, 2009 6:47 PM**To:** contactus@theI81challenge.org**Subject:** 81 Changes- comment

I view 81 through the city as the engineering miracle that enabled Syracuse to thrive as much as it has.

I believe the replacement structure should be similar, but :

1. be larger for safety as well as to handle more traffic;
2. be constructed of superior materials so frequent repairs are not needed - the current structure seems to need surface replacement too often.

The greater danger for most of us is not that our aim is too high and we miss it, but that it is too low and we reach it."- Michelangelo

-----Original Message-----

From:

Sent: Tuesday, September 15, 2009 1:00 PM

To: contactus@theI81challenge.org

Subject: Consultation on I-81 redesign

Hello,

My name is _____, I am an architect and urban designer, recently moved to Onondaga Co My experience and expertise in place-specific urban design is unmatched internationally, nationally or regionally.

I-81 is the product of the inept transportation planning of the last century, imbued as it was with a deluded 'modernist' sensibility and aspiration, detached from any concern for climate, experience, use or cultural continuity.

It is vitally important that any planning for the future of I-81 and for the City of Syracuse be of the highest and most informed quality. The three pitfalls to be avoided are: the lingering effects of a 'modernist' urban design sensibility, the nostalgic stance that would deny functional reality proceeding in the belief that decorative treatment of untenable formal-spatial infrastructure and reversion to historic precedent will alone do the job, and the focus on 'schematic' studies and individual 'projects' only very loosely conceived as parts of a greater whole.

I strongly believe that while some stretches of 'superhighway' are the gratuitous affectations of the adolescent obsession of the late 20c. with 'futuristic' phenomena, that can readily be dispensed with, and are best replaced by conventional, historical surface streets (stretches which first and foremost are not major 'through' routes of the sort that establish important regional and inter-regional connections) other stretches of superhighway, I-81 among them, like it or not, do function to provide legitimate and very necessary regional, inter state and international connections. It is a mistake to confound the two types of highway described above and to proceed to treat the one as if it were the other.

Further, I believe that the solution for I-81 lies in the production of a competent physical-design master plan for the Downtown + University Hill sectors which is premised on the preservation of the I-81 transportation artery as an inter regional route and which proceeds to intelligently contextualize this bit of infrastructure, to 'encapsulate' it as it were in place oriented redevelopment which would circumscribe its right of way in a proper urban manner on either side of it, above and below it.

Thus the I-81 corridor must not be looked at as a fait-accompli, but as a 'site' which is to be redeveloped to intelligently support a mix of uses and functions beyond simple inter regional connection. This site and all contiguous properties and rights of way must come to be redeveloped in a dense urban manner. The highest development efforts for the Downtown and University sectors must be poured into the I-81 right of way, in the way of air-rights development above the highway right of way, as well as in the way of densely urban build of a properly structured and acoustically insulated, to enclose the highway right of way on both of its sides, relating and orienting, of course, only to proper urban spaces (i.e. historical 'streets') with real life and real uses away from the highway right of way. Likewise, space under the highway must come to be redefined away from the tired cliches of 20c. urban design (ever ready to abdicate

effective use and responsibility for such space, resigned to the 'fact' that such space is the collateral product of 'admirable' and heroic infrastructure above it).

Space under the highway, at various points key to re-establishing the integrity of the City's historic fabric, and the connectivity between its neighborhoods and districts must come to be redefined as very, very valuable real estate, identified for intense development (yes 'under the highway') as intensely lively commercial nodes -- thus taking a liability and effectively transforming it into a genuinely transformative asset.

Lastly, this general effort must be performed under a plan that would seek the involvement not of three or four or ten or twelve major developers, but of hundreds of independent small developers and contractors each ascribed a piece or site of commensurately small and digestible scale. The way forward here lies not in the vapid 'heroic' approach seen in Boston's 'Big Dig' project which gratuitously buried the formerly elevated highway then dealing with the effective rupture in the historic urban fabric by proclaiming much of the reclaimed site 'open space' of little value, meaning or function.

The redevelopment of the I-81 right of way in Syracuse could if handled in this manner become the most significant piece of urban design to usher in our new century.

As aforementioned, I am uniquely qualified to consult and help guide this project and to contribute to its formulation the transformative quality and intelligence that will elevate it from banal cliché to vigorous and meaningful urbanism. I would refer you to my professional website: www.ericmiller.com and specifically to my www.ericmiller.com/urban design master plan as illustration of my work and the quality of my conceptualization.

I look forward to hearing from you.

Sincerely,

From:

Sent: Wednesday, September 23, 2009 9:49 PM

To: James D'Agostino

Subject: Transportation in Greater Syracuse (submit comment)

This comment was originally sent to Dick Case (Syracuse *Post-Standard*), who also happens to be a personal friend. In the copy I forwarded to you a few moments ago, I failed to give a full signature. Here, I've corrected that.

Removing I-81 through Syracuse would be a *monumental disaster!*

Countless times, since we came here in 1969, I've remarked to anybody next to me in the car that one of the great things about living in Syracuse is the ease of getting around. In 15 minutes, I can drive from virtually anywhere in town to any destination. SU is 10 minutes from our home in the Valley. We can leave the house at 7:30 p.m. and be in our seats at Symphony by 7:50. Downtown medical facilities are ten minutes away, as are events at the Everson, the MOST, the Convention Center, and Syracuse Stage...along with many businesses my wife and I patronize.

If even a short length of I-81 were dismantled it would become a nuisance to drive to points north. Often my wife and I drive to Onondaga Lake Park to do our 12-mile bike loop. Quick, and easy. I can't imagine making our way through city streets, especially in competition with everyone else who's forced to do the same thing. We'd no longer drive to Liverpool for Mexican food and Wednesday's half-price margaritas. The Farmers' Market would no longer be selling to us. Carousel Center? Restaurants and businesses along Erie Boulevard? The Fairgrounds? Tonight we attended an information session at Liverpool Library; without I-81 we wouldn't have gone.

Does anyone really think people who drive from Binghamton or Cortland to attend cultural events downtown would be unfazed by having to negotiate city streets or else circle halfway to Fayetteville on I-481 then double-back to central city via I-690? What about hockey games at the War Memorial, or basketball and football in the Dome?

The idea that all local traffic could be accommodated by city streets is ludicrous. Apart from the inevitable gridlock during all but lowest-traffic times, the thought of so many vehicles creeping along (stopping at countless stop signs and red lights) is preposterous. Think of the environmental cost of so many cars and trucks running at inefficient speeds or simply idling! What a monumental waste of fuel! And what a monumental source of pollution!

There's also the matter of personal safety. My wife and I drive home from Symphony or Opera late on weekend nights. If we were to have a vehicle emergency, I'd sure rather have that emergency on I-81 than in a high-crime area along South Salina Street!

Removing I-81 is not the way to improve efficiency or enhance property values or quality of life. People will not be happier for being deprived of convenient express routes through and around town. Whether we like I-81 or not, Syracuse has developed around it. We've come to depend on it...and we need it.

Sink it or leave it alone... but in the name of sanity, *DON'T TAKE IT OUT!*

From:

Sent: Monday, September 28, 2009 3:11 PM

To: contactus@theI81challenge.org

Subject: Request

Greetings

Please add me to all distribution lists for the I81 Challenge. Many thanks.

From:**Sent:** Thursday, October 01, 2009 8:42 AM**To:** contactus@theI81challenge.org**Subject:** I 81 Viaduct

I have a proposal for the elevated section of I-81 that runs east of Downtown Syracuse, but would permit normal traffic flow.

My proposal involves using the current elevated RAIL right of way, rather than the current I-81 viaduct right of way (along Almond Street), to replace that current elevated section of I-81 that runs between about Raynor street and I-690. That would leave Almond street as a street, a parkway, or something more pleasant than the current viaduct.

I had to drop my wife off the other day at Romano's Subaru, at State Fair Blvd and Hiawatha, where she was getting her car serviced, and so I took the opportunity to drive back along roads parallel to the Susquehenna rail line and rail yards. As you may know, this is the line that runs from south of the city, past the Oakwood cemetery and the Forestry School, and then sweeps south of downtown, past Armory Square, and then west between Fayette and Erie Boulevard, and then around Carousel Center (perhaps at the lake side) where it meets the main rail line. On the route past downtown's West and South sides, the rail line is already an elevated line. There seems to be plenty of room for a multilane highway to the south and west of the existing rail trackage, on land that is not inhabited or largely uninhabitable. Since the rail line is there already, having an interstate highway next to it would not create much, if any more of a barrier than now exists. In the long stretch between West Street and where Genesee Street crosses Fayette, there is a lot of open flat land, where the old rail yards used to be, and that land could be perhaps better used for a major trunk highway than for parking lots. The only real obstruction there is the Lipe Art Park, but the art could be moved easily to a new location, if it even needs to be. From South to North, a new replacement stretch of I-81 could turn left (west) at about the location of the University and Forestry Schools, going west towards Onondaga Creek, and then either follow the rail line or follow West Street to rejoin existing I-81 and cross I-690 to the north and west of downtown.

This would also permit an off ramp and on ramp at the turn to allow for traffic bound for the Carrier Dome on game day, without interfering with normal thru traffic on I-81.

This can also make it possible to connect I-690 eastbound with I-81 northbound and I-81 southbound with I-690 westbound at the junction of the two, without need to navigate city streets.

This would be just one of many workable alternatives to the current viaduct.

I will leave for another day what I think we could do to improve I-690, especially the mostly elevated run between about Townsend and Thompson east of Downtown, and the unfinished eastern end (east of I-481).

Thanks for your consideration.

-----Original Message-----

From:
Sent: Friday, October 02, 2009 5:15 PM
To: Paul Mercurio
Subject: FW: Onondaga Nation & I-81

Hi Paul -

Nell's email (acquired off of the website) bounced. Can you forward this to her correct email? Thanks.

-----Original Message-----

From:
Sent: Friday, October 02, 2009 3:17 PM
To: 'ndonaldson@smtcmpo.org'
Cc:
Subject: Onondaga Nation & I-81

Dear Nell;

It was a pleasure to speak with you this afternoon. It occurred to me afterwards that our office would also appreciate being kept generally apprised of what is going on, as our physical office location is within/adjacent to the footprint of some of the proposed designs for I-81. We're located at _____ Street. If you could add _____ and myself to any public information distribution list it would be appreciated! email is _____. Any physical mail can be sent to the address below.

Thanks again,

-----Original Message-----

From:

Sent: Friday, October 23, 2009 4:21 PM

To: contactus@theI81challenge.org

Subject: survey submission didn't work

Hi, Your survey didn't seem to work for me. Here are my answers to the questions:

1. [REDACTED]
2. 13210
3. resident, syracusebroadband.org
4. On occasion from downtown to points north or west (to I690).
5. It works, though it is ugly and unnecessary. I can do without it.
6. I want Syracuse to be an economically and culturally rich city. Returning downtown to a cultural and residential/commercial center is the key to drawing people and businesses. I81 is in the way.
7. Cultural vitality through mixed-use development makes a successful city. The more successful the city, the more successful its suburbs. I81 is in the way.
8. All the above, plus short and long-term economic development opportunities, quality of life, opportunity to improve public transit, and attract more residents.
9. Economic development, walkability, improved traffic by fixing and using the street fully, distributing traffic and returning 1-way streets to 2-way, and oversized streets to normal size.
10. All the above are fine. But don't just throw a bunch of facts and figures and vague ideas at people. Don't ask the public to answer expert questions. Instead, publish what the professionals believe is possible and reasonable. There aren't that many options. Then put facts and figures and professional opinion into reasonably well-detailed options for the public to review/discuss/debate thoughtfully. And don't make this a 10-year process. It needn't be more than a 1-year process. The truth is, the facts and experiences of such projects are well-known and studied.
11. Frankly, I've studied the issue quite a bit. I would like to know more of the economics of the project: how much money would the state transfer from I81 maintenance/rebuilding to demolition and adaptation, and how soon?
12. Anyone who wants to be.

13. These questions seem rather poorly designed for a public survey. How about asking the straightforward and begging question, i.e., What do you think should be done with I81, and why.

That response can help us understand people's thinking and rationale; and it may generate some truly novel ideas.

From:**Sent:** Monday, November 02, 2009 3:10 PM**To:** contactus@thei81challenge.org**Cc:****Subject:** Syracuse Metropolitan Transportation " The I-81" challenge.

Dear Mr. D'agostino,

Recently a meeting was scheduled on September 21, 2009 regarding the upcoming proposed construction on I-81.

I was unable to attend this meeting and was wondering if there was a way I could get meeting minutes?

I also would like to input my information from UPS' viewpoint. This will be a project that will raise the need for UPS to plan carefully.

We have an estimated 160 delivery areas in Syracuse, not including our tractor trailer drivers.

Any information I could obtain would be appreciated. I would also like to be added to any informational mailing lists. Thank You.

Sincerely,

From:
Sent: Tuesday, December 01, 2009 8:31 PM
To: contactus@theI81challenge.org
Subject: Removal of Interstate Highway in Milwaukee

I understand someone named [REDACTED] commented about positive results pointed out to her when the Part East freeway was taken down in Milwaukee several years back.

I do not agree with the source of [REDACTED]'s comments. Many of us in Milwaukee thought it was a dumb idea put forth by our previously insane mayor, John Norquist. This bozo was stupid enough to have an affair with a female member of his staff and thought he could get away with it by bullying her. She suited the city and the mayor was forced to resign.

Since the freeway was taken down there has not been any development of the right of way. In fact, it will take many, many years of collecting property taxes make up the millions of \$\$ paid to take down the freeway. And my thanks to you citizen in New York for paying for the destruction of the freeway because it was done with federal highway funds.

Don't make our mistake.....you've already invested wisely....

Good luck.

From:

Sent: Tuesday, April 06, 2010 12:30 PM

To: contactus@theI81challenge.org

Subject: alternative I81 option

I would like to get an alternative I81 option out there, to save and convert the elevated section of highway to urban parkland. Editorial letter can be found at:

http://blog.syracuse.com/opinion/2010/04/todays_letters_health_care_i-8.html

and friends group on facebook at: <http://www.facebook.com/group.php?gid=332690760997>

Thanks,

-----Original Message-----

From:

Sent: Monday, November 22, 2010 8:34 AM

To: Patricia Wortley

Subject: Interstate 81

Hello, my name is _____ and I am a student in Syracuse Universities Public Affairs. For our projects we have chosen to look into the deterioration of the I-81 overpass between the two I-481 interchanges in Syracuse. My group and I have a few questions about our proposed policy and we would love to be able to talk to it with officials dealing with the issue. Is it we could possibly meet with someone tomorrow to discuss our policy to see what your opinion is on it and to get ideas the council may be considering? Please let me know!
Thanks for your time!

From:

Sent: Friday, December 24, 2010 8:53 AM

To: contactus@thei81challenge.org

Subject: Re: Latest News from the I-81 Challenge Project

SO glad this org is still pushing forward.

My respect for DDE aside, he sure screwed up our nice little city.

Ill be there with a hammer. It's like the Berlin wall of CNY.

There could be a creek walk and open parkland. Attractive footbridges and shops.....

Trees with slim trunks and high canopies will keep the park safe at night.

Perhaps even light rail to reduce traffic/parking needs for all areas.

I live in Kirkville, and we have NO public transportation here.

Onondaga County, NO public transport.

There are plenty of people with no private cars, or just one that goes to work,

That leaves the rest of us stranded.

small buses with limited schedules at least to the medical center East and back

would help many people. Even 2 days a week.

Compare the bus routes to a County map. Then estimate population unserved.

Yep, the poor and the old.

From:
Sent: Wednesday, January 05, 2011 10:05 AM
To: contactus@theI81challenge.org
Cc:
Subject: public comment

Dear DOT: An associate who works for DOT gave me a copy of the glossy I81 Challenge Overview. I have been a professional driver, have a masters in public policy and take an ongoing interest in public affairs-education, development etc.

Our area has too many nay sayers and has suffered many setbacks in either bad or failed policy initiatives. Our creekwalk --as reported in the Post Standard this morning--has taken 40 years to complete because its architect visionary in the 60s was killed in a plane crash

Of course the Highway overpass must come down. It probably should never have been put up in the first place.

The devil is in the details and it is easy to make suggestions that others will have to implement.

Bringing down the overpass must be part of a comprehensive regional transportation overhaul with reinvestment into what is left of the old 15th ward neighborhood.

- 1) We need a recalibration of all the city's stop light sequences. They choke off flow which costs time and more emissions.**
- 2) We need to revisit the stalled light rail connection to the RTA initiated by Assembly Bragman and encourage public xport.**
- 3) The new street level thoroughfare should be designed in conjunction with the street diet**

concept that will make all our streets more bike and pedestrian friendly.

4)The thoroughfare it self should be a model of city green space: lines of trees, art parks, skateboard park, pedestrian overpasses along the way...some combination of dedicated bus/bike lanes, emergency lanes and through traffic.

5) Lastly the project must be done in conjunction with an overall attempt to remake the city as the vital economic center of the region, attractive to business and residents. Low carbon footprint high quality of life..you get what I am saying!

Thank you and good luck.

From:**Sent:** Wednesday, January 12, 2011 1:12 PM**To:** 'contactus@theI81challenge.org'**Subject:** Website

Hi. I read through the website the last couple days and one thing I didn't see mentioned is a major reason of the congestion on the highways. It is the small streets that connect to the on and off ramps. Take for example the Adam's St. exit on I-81 south that goes under the viaduct. There is a backup of traffic there every morning because there can only be three lanes under the viaduct. That traffic is backed up, then, because the Adam's St. light ahead is very congested and that is backed up because of the congestion on Adam's St. itself. You just can't repair or replace or widen the sections of I-81. It has to encompass the surrounding "dump-off" areas as well. Another huge congestion area is Harrison St. making it's entrance to I-81 north. This traffic can, and often does, congest Irving Ave. Having another onramp option in the hospital area (or just north of) would be a huge help!

An idea for the 81-690 interchange. I know it's much easier said than done, but the 81 south should intersect the 690 in the North Geddes St. area. Minding the Mall construction, this would take advantage of vacant fields just east of the Carousel Mall. The 81 should make it's turn south around the Bear St. area to make this possible. The idea would eliminate 3 major interchanges in a very small area and allow for widening of the 81 in the new area to allow for smoother interchange.

Thank you,

From:

Sent: Thursday, January 13, 2011 10:52 AM

To: contactus@thei81challenge.org

Subject: RE: Is your organization up to the challenge?

Hi

Do we need to submit an application to renew our participation in this project?

Thanks,

From:**Sent:** Wednesday, January 19, 2011 5:17 PM**To:** contactus@theI81challenge.org**Subject:** Syracuse+Survey+Question

I couldn't answer the questions on your survey which related to "If 81 were improved" because you didn't define what improvement means and some of the questions like a more beautiful downtown and university I had no idea what you meant. Did you mean that they could be more beautiful if 81 were "improved" With all due respect, I think you should void that series of questions because most of them were very unclear and "compared to what?" You didn't present any alternative. Like I think you should have presented alternatives like "Do you think the downtown and university would be more attractive or less attractive if the elevated portion of 81 was torn down?" With all due respect, the questions seemed sort of "loaded" toward someone wanting to get a positive response that we must replace and improve 81. If you are interested in some alternative questions I would be happy to help with that. But I didn't finish the survey so maybe you did have some alternative questions. I think you also need to present a detailed discussion about how the improvements would be made and how long they would take and what the impact on traffic might be if you did do the improvements. I assume if the elevated portions were torn down and new access lanes with proper safety installed that it would take a couple of years and that you would need to condemn and acquire additional downtown business property. We need to see the schematic of this, its rough cost including acquisitions and the staging and time table of total reconstruction and rebuilding before we can comment intelligently. There must be some schematics already. Can you show us those?

Respectfully,

From:

Sent: Friday, January 21, 2011 8:58 AM

To: contactus@thei81challenge.org

Subject: Re: Tell us what you think about I-81--take our new questionnaire!

I think I have done the survey when attending a mtg. in Minoa.

▫

From:**Sent:** Thursday, January 27, 2011 12:25 PM**To:** Meghan Vitale**Cc:****Subject:** SU Student input on I-81 design problem

Meghan,

In response to this

article: http://mobile.syracuse.com/advysyra/db_96920/contentdetail.htm;jsessionid=49620020D515014A82B82DDCA6CA8DFF?contentguid=8OpSdm1m&src=cat&full=true#display by Dick Case who is cc'ed on this email.

My name is [REDACTED] and I am a graduate student in Engineering Management at Syracuse University and also received my BS in Mechanical Engineering at SU last May. I think, besides getting the community involved you may also receive crucial input from involving a civil engineering senior design group from SU on the project.

That being said, in my opinion placing the highway at ground level would create more of a barrier between SU's campus and downtown Syracuse as bridges would have to be constructed for local traffic and pedestrians. Being that it already takes a long time to drive through downtown Syracuse, I think bridges would further complicate things. I think having an elevated highway is the fastest way to get highway traffic through the city. I think the problem exists in the layout of the bridges that we currently have. I have attached a Google Earth image of the proposed problem area. Mainly the myriad of bridges going over and under each other connecting 81 and 690. I counted roughly 8 different bridges (for 4 directions of traffic) that connect the two highways. It seems as though we have used bridges to solve all of our traffic problems. I believe that streamlining this section of the highway would greatly improve the efficiency of this area of 81.

As for the reduced speed limit in this area- Is this a law that exists for elevated highway sections in densely populated areas or just a safety precaution on our part? Besides for the constant construction that goes on in the area attached, which further confuses people as to which way they need to go; I'm not too convinced people actually slow down to less than 45 mph while driving through. I think the speed limit could safely be raised and people would continue to drive the same speed limit through these sections. Furthermore if there were less bridges, it would be less confusing and people could drive faster through the city.

Again, I received my degree in mechanical engineering and have never taken a class on traffic patterns or highway layout. The above comments are simply my opinion.

Good luck and I hope my input helps in some way for making your design considerations.

From:
Sent: Monday, January 31, 2011 9:20 AM
To: contactus@theI81challenge.org
Cc:
Subject: Commentary from [REDACTED]

To SMTC

The Board of Directors of [REDACTED], a non-profit organization focused on sustainable communities, has watched with interest the emerging dialog and process surrounding the options for the re-construction of the elevated portion of I-81 through downtown Syracuse. In response to a request for comments by the end of January, 2011, we would offer the following:

[REDACTED] has developed a program referred to as the 12 Traits© of Sustainable Communities. Within that program are embodied specific planning principles that are relevant to the dialog and proposals surrounding the I-81 topic in Syracuse. In particular, Trait #4 – “Sustainable Transportation and Mobility Systems with Multiple Options” and Trait #3 “Land Use Planning and Natural Resource Preservation that is integrated, balanced, and diversified” are directly applicable to the deliberations underway. A full copy of the 12 Traits manual is attached for your reference and use where you will find Traits #3 and #4 with their supporting principles described in more detail on pages 31 – 38. Further, since so many principles of sustainability are interrelated, you may also find the principles within the other ten traits to be of interest as well.

As the process moves forward on discussing the next steps for I-81, we would encourage the SMTC and the NYSDOT to incorporate the principles of these 2 traits in particular and the 12 Traits overall as vital and intensely important for the ongoing sustainability and vibrancy of the environmental, economic, and social sustainability of the City of Syracuse and the Central New York Region.

Thank you for considering these comments and the applicability of the 12 Traits® for this project.

Respectfully submitted,

From:

Sent: Monday, January 31, 2011 3:43 PM

To: Meghan Vitale

Subject: I-81 Community Liaison Committee

Dear Meghan Vitale,

What to do with I-81 over Syracuse

First thing we need to do is determine how many vehicles, including 18+ wheelers, pass through the city, without stopping. How we do this?

1. Record traffic North of Syracuse, heading south: place a camera to record traffic traveling south on Rte. 81, at the 481 exit, to get the traffic continuing South on Rte 81, and the traffic heading South on Rte 481.
2. Simultaneously, record traffic South of Syracuse, heading south: place a second camera to record traffic traveling south on Rte. 81, at the 481 entrance to Rte. 81, to get the traffic continuing South on Rte 81 from both routes.
3. Evaluate the recordings to identify those vehicles that drove non-stop through Syracuse, and those that took the 481 bypass around Syracuse. At a minimum, for each of these vehicles, record the type of vehicle (e.g., car, van or pickup truck, panel van, motor home, semi / tractor trailer) and time it took to complete the route.
4. Now, do the same for the North-bound traffic.

Compile the data into useable information and evaluate.

It would not surprise me at all if very few vehicles passing through Syracuse take the Rte. 481 bypass. What we most want is to divert the through traffic around the city.

The most obvious way to contribute to this is to change the bypass to Rte. 81, and have 481 go into the city. Now, the people that blindly want to stay on Rte. 81, because it's their route, will take the bypass.

Add signs north and south of the city that 481 ends in the city, and they should stay on Rte. 81 (current 481) to continue most efficiently on their way.

Now that we don't care about the through traffic, we can essentially do what we want to with the new Rte 481. We could for example end the lanes of the highway as we now know it, on Almond Street. We could add exits and entrances that should have been made years ago, especially, to facilitate traffic flow for the hospitals and Syracuse University. Exit on Oakland, E. Castle and Van Buren Streets.

I have some other ideas I'd love to share, like undoing the biggest mistake Syracuse politicians ever made. Retrench the Erie Canal through the city. It would be a huge tourist impact and help clean Onondaga Lake. Get the company with a chest full of money set aside to clean the lake to re-dig the canal.

A little about myself: my name is [REDACTED], I have a BS in Electrical & Computer Engineering from Clarkson University, an MS in ECE from Syracuse University, and am a NYS Licensed Professional Engineer. I worked about 15 years for [REDACTED], and then worked about 10 years for [REDACTED]. For the last 11 years I have owned and run [REDACTED], in N. Syracuse. I also produce the [REDACTED] and maintain web site [REDACTED]

I would be happy to discuss my thoughts with you in person, and possibly join the I-81 Community Liaison Committee if invited.

Respectfully,

A solid black rectangular box used to redact the signature of the sender.

From:

Sent: Monday, January 31, 2011 9:01 PM

To: James D'Agostino

Subject: I-81 Challenge

Mr. D'Agostino,

I just wanted to follow up quickly on our very brief conversation early regarding my participation with the I-81 challenge. I don't feel as though I was able to adequately describe what it is that I do with and why I would be a good fit on the committee. I did fill out the application but I think it would be productive if I was able to sit down with you and fully relay to you what I do. I can understand a weariness about someone in my position getting involved with the process and I would like to put that weariness to rest.

Sincerely,

From:

Sent: Friday, February 11, 2011 3:18 PM

To: contactus@theI81challenge.org

Subject: Public Opinion

I just got a "BAD REQUEST" on the question asking how long I would tolerate for travel from home to work (about 35% through). I don't think I can continue the survey.

Please contact me when the problem is fixed as I would like to complete the survey.

From:
Sent: Friday, March 04, 2011 11:18 AM
To:
Cc:
Subject: RE: I81 challenge

Renaming 481 as 81 and terminating 81 around the Brighton exit with a feathering out of feeders to downtown could revitalize South Salina St. and a good portion of the south side. There are so many things we can do.

THIS Email IS INTENDED ONLY FOR THE USE OF THE INDIVIDUAL OR ENTITY TO WHICH IT IS ADDRESSED, AND MAY CONTAIN INFORMATION THAT IS PRIVILEGED, CONFIDENTIAL AND/OR EXEMPT FROM DISCLOSURE UNDER APPLICABLE LAW. IF YOU ARE NOT THE INTENDED RECIPIENT, YOU ARE NOTIFIED THAT ANY DISCLOSURE, COPYING, DISTRIBUTION, OR THE TAKING OF ANY ACTION IN RELIANCE ON THE CONTENTS OF THIS INFORMATION IS STRICTLY PROHIBITED. IF YOU HAVE RECEIVED THIS TRANSMISSION IN ERROR, PLEASE DESTROY THE EMAIL AND NOTIFY US IMMEDIATELY BY REPLY EMAIL OR TELEPHONE@315-423-3302. THANK YOU.

From:
Sent: Friday, March 04, 2011 11:00 AM
To: contactus@theI81challenge.org
Cc:
Subject: I81 challenge

As workshops are held and committees are formed, I would like to volunteer. [REDACTED]

[REDACTED]. I think I could make a contribution.

From:

Sent: Friday, March 04, 2011 12:04 PM

To: 'contactus@theI81challenge.org'

Subject: easy improvements

Hi. I think a very quick and easy thing that can be done right now is to paint all the lanes on both directions including the on/off ramps. I am especially interested in the 81 south section where the 690 onramp is, right before the adams st exit. There are no lane markings and people drive all over the place! People driving on 81south change into the 690 onramp lane as if it didn't end, then there are 3 cars wide. I've seen many close calls on this particular section. Perhaps signs and arrows pointing to the left in the 690 onramp lane will help too?

From:**Sent:** Sunday, March 06, 2011 7:16 PM**To:** contactus@theI81challenge.org**Subject:** 12 percent of the Interstate Highway System traffic travels the Syracuse I-81 corridor ...

The Challenge's summary introducing the DOT report on I-81 conditions includes this misleading opinionated piece of disinformation. My dispute is the with the choice of the words "only about 12%." That means more than 1 in every 10 cars on the Interstate system travels through the Syracuse region. More than 1 in 10. That is no small sum and not deserving of the belittling term "only." By the nature of the questions issued in the survey I took, it's quite clear that "The I-81 Challenge" is not an unbiased organization. I think there are ways the overpass sytem through Syracuse can and should be rethought, reworked even eliminated and improved, but I think the "Challenge" is not doing a good job of allowing participants to offer ideas and express their concerns. Instead it is steering comments toward one end, which seems to be to eliminated Interstate access to downtown Syracuse - a big mistake - and one probably supported by the suburbanite developers who will benefit at the expense of the city by having even more traffic funneled to the overburdened Route 31 corridor around Great Northern Mall and Route 92 near Shoppingtown DeWitt and the Fayetteville Town Center formerly Fayetteville Mall. No thanks to you for that.

Regional Interstate Through Traffic

Although I-81 is an important national trade route, recent data collection found that only about 12% of all vehicles traveling on the interstate system pass through the Syracuse region. This information is useful for understanding how much traffic is using or could use alternative interstate routes to bypass the region and suggests that diverting regional interstate through traffic will have little impact on traffic volumes or operations on I-81.

From: Sent: Wednesday, March 09, 2011 5:13 PM
To: contactus@thei81challenge.org
Subject: saving the freeways (I-81)

I`m a resident, and registered voter in Conn. at the above address, and this is my in put on I-81

To whom this may concern,

This is in reference to I-81 freeway---I WROTE TO YOU BEFORE-ANYTHING ON WHAT IS PLANNED,, AND THE FOLLOWING IS A RECAP.

Please foward anything thing on this, maps, drawings, and such as to what the final design of what will be done to I-81.

Subject: RE: saving the freeways (I-81)
Date: Wed, 24 Sep 2008 09:06:51 -0400
From: ndonaldson@smtcmpo.org
To:

Dear

Thank you for your input regarding the future of I-81. We have taken note of your suggestions and they will certainly be taken into account as we continue the conversation about what should happen to this important roadway. We are looking forward to a healthy dialogue in the coming year, and we hope that you will continue to be a part of it.

Check the website in the coming months for updates on how to get involved.

Again, thank you for your input and your time.

Nell

Nell Donaldson | Syracuse Metropolitan Transportation Council
126 N. Salina Street, Suite 100 | Syracuse, NY 13202
Phone | 315.422.5716

From:
Sent: Friday, September 19, 2008 12:35 PM
To: contactus@thei81challenge.org
Subject: saving the freeways (I-81)

To whom this may concern,

This is in reference to I-81 freeway.

I beg, plea, and implore you not to axe this, and any other freeway, superhighway, interstate, expressway, or turnpike, that's in your area.

Do not eliminate the highway, but instead integrate, and incorporate it into the redevelopment.

The freeway has just as much of a right to be a part of this city as the rest of the city's infrastructures do---I have seen what has been done to highways where city planners build over the highway, their landscaped parks, and what not, and it looks great-like Penn's Landing in Philadelphia, PA and Hartford CT.. Providence RI Moved their highway (I-195) and built a new highway apx 500' south of it's original alignment, and apx 3 miles long, complete with a new bridge, which this highway became affectionately know as the IWAY(YOURS, MINE, OURS)IS THE CONCEPT MADE BY THE RI DOT., and what this did for the city, is just great. The vacated ROW is being used for more downtown development.

Either , build/rebuild it as a depressed roadway, tunnel(cut and cover type), build a new highway, via a slight relocation of the freeway, or elevated-which ever application works best for the highway and city/neighborhood.

It scares me to know that highways are being demolished for the land that they occupy, for housing needs(over population-take more responsibility for ones reproductive action through abstinence),and tax revenues-can `t you live within your means-will you, in the future take the park land that you create now for those same reasons-taxes, and more housing.

Why are we going backwards, and other countries are going forward? Build it up with many large, and tall buildings, cram people into busses, on bicycles, and on foot if you wish to get around(very 3rd world like---yet Beijing China) builds up its freeways---and---and their subway system). This and other countries, go forward-yet we are going backwards.

I believe that highway/freeway haters are emerging,and have come to power, to take advantage of the highways aging life span, which instead of being rebuilt, is being demolished.

People like John Norquist, entities like Congress for new Urbanism, groups like NIMBYS, if left unchecked will destroy America.

The Freeways in Milwaukee, WI, that were demolished, didn `t have to be if they were built on a cut and cover-that's if you really needed the land, or if the freeway had been finished as planned, or as a greenway arterials,as these were to take traffic to, and from the N/W of Milwaukee.

The 100-foot-wide footprint(76' of total pavement, in most cases-2 10' outside shoulders, 4 12' lanes, 2 2' inside shoulders, and 2' at the base/road surface of the concrete jersey barrier) will accommodate four 12-foot-wide lanes, 10-foot-wide right shoulders, four-foot-wide left shoulders, and a concrete "Jersey" barrier to separate traffic flows. (This relatively narrow footprint compares with the 300-foot to 400-foot right-of-way width for a conventional freeway.)

The 60 MPH design speed, five percent grades and 1,115-foot curve radii will be somewhat less than conventional freeway design standards (70 MPH design speed, four percent grades and 1,850-foot curve radii), but still allow for fully controlled access.

Now, the freeway should never be built over a river(with the river), unless it is a flood control reason, in which the river is incased in a concrete culvert, and the freeway is on top thereof.

For those that say they don `t build freeways in the cities of Europe, and use those round-about, and anything else Europe-well move to Europe.

...but at the same time do not take my car from me, by destroying the freeway, shopping mall, and force me to live where you want me to live, and how you want me to travel.

Some cities in the USA, have not eliminated their freeways, instead made them better;

1], Boston, MA; Moves I-93 under the city

2], Providence RI, in Providence Road Island, You should take a look at what has been done there.

Their river was opened up after being covered up, and it has done wonders for the downtown.

I-195, For reasons, of left exits, closely spaced exits, weaving, and tight curves, I-195 has been relocated just south of its original alignment, and the land left behind will be developed-adding to an already to a redeveloped, and thriving downtown. In short they built a new freeway, complete with a new bridge, and parks, and this project is referred to as the Iway, for these reasons:

The "Iway" branding conveys a purpose of personal connection and ownership. Coupled with the tag line, "Yours. Mine. Ours.", RIDOT wants everyone to understand that this project is

being done for them, to improve their quality of life, and to improve safety in general. The name is simple, clear, and most importantly ... memorable.

3], Oklahoma City, OK. Will do same-relocate their freeway(The Stanley Draper Expressway-(I-40). A 5 mile section of this elevated freeway will be relocated apx. 5 blocks south of it present location, and will be built better then it is now.

4], Hartford, CT. Relocates it's freeway (I-91) by lowering it, and build a River front plaza to access the CT. River-excellent job on this---it remains however, about what they'll do to I-84, an elevated section of this freeway is slated for a major rehabilitation project-but some want to get rid of this highway altogether.

It is interesting to note, that elevated freeways, and freeways in canyons(man made type) are being targeted for demolition, because they obstruct the view/block, and or cut off---yet elevated subway lines, and major rail lines do same, yet no one says a word about it-why?

This is a predijuce act against a freeway-all forms of transportation must be included-no one is ever left out. All things, such as, highways, parks, neighborhoods, rails, must be inculsive-not exculded-equal it must be.

Highways to Boulevards is a freeway inverted-which allows for pedestrians/bikes-but still will use the same amount of land-if it works better to have this BLVD-then put the freeway underground).In Oregon, they are building a greeway under a freeway. Are there not other streets, avenues, or BLVDS in the city that this can be done to?

As for neighborhoods, why can't the poor, rundown, and slums of cities be rebuilt-why is it aleasy the downtown area that gets the make over?

If the freeway is to be rebuilt in place, as a elevated highway, use the space undernieth for stores, and such, and not just for parking. I've seen in New Haven CT. stores, shopes, restraunts on the ground floor of parking garages, that face the street, and one of those garages(the air rights garage) that is over a freeway(CT .34)-pitty this kind of thinking didn't follow throughout the freeway's length in New Haven. Also Paint the freeway bridge too, I have seen many a freeway bridge in the south western US painted in Native American Indian, and earth tone colors. Some freeways here in the northeast are pained with a more standard colors, but are also graffiti resitent too, and in both cases the freeway looks great.

I use Hartford, CT as I live here,and cities such as yours have alot in commom with Hartford,and CT'S Interests too:

As for neighborhoods, They are like a small town within the city. They should have the following for Hartford to be a truly walkable city: service stations, garages, drug stores, 5&10s, soda fountians, movie houses, shops, restaurants, banks churches, at least two parks, one a town like green in the center of the neighborhood, and they other for play, recreation, activities, and such. backs branch services of the city, libraries, fire stations, police stations, post office, in short every thing that is needed, wanted and desired can be found in the residential neighborhood,that is aesthetically pleaseing, and served by a transportation system of either bus, light rail, subway, and or a trolley, where the wait time for the next bus, is less then 10 minutes.

...and as for downtown, I would like to see all of those unbuilt skyscrapers built, tallest one to have an 360 degree observation deck, , and build at least one sports arena to host 4 professional sports: baseball, football, basketball, and hocky, and soccer. Plus more green space like bushnell park, plazas. promiinades, the entire downtown connected with sky walks, and more of the same with respect to stores, shops, 5&10s, so and so forth, along with a full venue of Gov't services of US, State, and City.

Downtowns of yester year were lit up with all of those signs from all of those stores, and such-today barely a flicker-not counting street lights, and traffic lights.

...AND New Haven`s downtown is jammed packed with stores--even on the ground floor of two parking decks-Chaple St. Garage, and the Air rights Garage over rt 34-why this wasn't done before they built Pfizer Inc.

I-84 tunneling,

If this is the route taken, for I given major thought to this too, AND my first thought is this-the railroad poses a major hurdle to this. If it too is lowered, how will this affect the nearby Union Station--will the train stop at it-underground? Very serious as any alterations to this historical building must be considered first. Or will this be elevated? Contradicts the I-84 tunnel project.

the following should be:

1], Depressed(below ground level, 5 lanes wide with 10' paved shoulders inside and out, in both directions-from at least Sission Ave, to the CT. River-and beyond.

2], or same as above, but with no exits---express, and the upper level would handle the exits---local.

3], or same with the lower roadway being the freeway, and the local traffic would be serviced via a surface arterial/C&D Roads.

4], and on top of the highway build a water highway bridge AKA a channel-bridge---INFO ON THIS TYPE OF BRIDGE-GERMANY HAS THSES: Dose this bridge have to be designed to withstand the additional weight of ship and barge traffic, or just the weight of the water?

It only needs to be designed to withstand the weight of the water! Why? A ship always displaces an amount of water that weighs the same as the ship, regardless of how heavily a ship may be loaded, and it can be built as long as needed, and it`s fairly wide too.

Shunting the traffic around Hartford/a city, well that's what they were trying to do when the D.O.T planned the I-291/I-491 beltway around Hartford, plus, If the 66, and the 32 freeways had been built, a much larger bypass would have allowed the through traffic bypass the city from afar.

Why have traffic go into a city that has no intention of going there-but only through it on their way to their intended destination(around here that would most likely be, Springfield MA, and points north(VT/NH), Boston,and points northeast, or New York, and points south, and west).

Interstates, and cities, like Hartford, must be served with at least one north/south interstate, one east/west interstate, a inner loop, a quadarnt connector, a beltway, and a bypass of the city that passes by some 30-50 miles from it-like the CT. 66, AND 32 Freways were to do if they had been built.

Its not listening to the planners of 40-50 years ago that has resulted in the traffic woes.

Rerouting I-84, from either exit 46, or the Stack interchange in Farmington following CT 71, to the Charter Oak Bridge (with a paralle span built), might be concidered-but it will go through neighborhoods.

Eminent Domain: Must be used.5th Amend. of US Constitution says; nor shall private property be taken for public use, without just compensation.

My defination of Just compensation should included both owners, and tenants be relieved of paying any tax for 10 years. Condem the land, pay the owner, and built the freeway-and be done with it---today there are way to many hands in the pot that is spoiling the soup, and we are all are paying for it-dearly.

Public Transportation:

BUT PLEASE DO NOT FORCE PEOPLE TO USE SUCH, BUY NOT TAKING CARE OF THE STATES FREEWAYS,LIKE BUILD NEW ONES, IMPROVE EXSISTING ONES.

Though I`m a heavy user of public transportation-when I use it, I`m not a fan of public transportation,and this is why:Starting with the above mention-rude, violent, and dangerous people, fixed routes, have to pay what they say-which can be a bit pricey,except for the city,and town centers, no shelters, not enough frequent service to popular places as

well as work, delays, stoppages, strikes, crowded buses, and trains a real turn off, limited service in smaller areas, not transfer friendly to other transit lines--if CT Transit handled all of the transit system in the state, plus expand, it would be a darn sight better than what is now, as CT Transit is by far better than what I have used in other areas of CT, and the country...and this is what I say about public, and alternate transportation.

Freeways, and highways, I do firmly believe are the greatest engineering marvels the result of God's will, that was ever built by the hands of man. They were built for a number of reasons, and to serve a number of purposes: recreational, touring, travel, commerce, trade, work, commuting, and defense of our Country, and this State., and further I believe in this also--with permission of The Friends of Southern California's Highways :

* The Regional Freeway System is the backbone of the area's transportation grid and must be expanded to meet the 21st Century needs of commuters, tourists, and freight movement.

* Having an effective transportation system is important to the region's ability to attract and keep good jobs, enjoy good air quality, and a high level of mobility.

* Mass Transit should be provided for those who need and/or want to use it. However, funding for transit should be based on realistic ridership projections.

* Insufficient transportation funding is also a serious problem and hinders proper maintenance and expansion of the system. We need our fair share of federal and state funding; vehicle-use taxes dedicated to roads only; and exploration of other ideas such as toll roads, per-mileage fees, and congestion pricing.

Traffic congestion is a solvable problem and it is time for something to be done, and for Connecticut I would like to see these freeways built:

Railroads:

Before any more abandon rail lines are converted into trails, we might want to put those abandon lines back into service. It was discovered by me, that in the Library of Congress (on line) a railroad map of the entire state of CT for the year of 1893. Which shows many railroad lines, many of which mirror the routes of the states freeways mentioned above, and therefore for commuters, high speed rapid transit, and freight these should be put into service. All railroads would tie into all long island sound bridges, and cross these bridges, and connect with rail lines in NY.

Hartford for example should of had a subway system in place to serve itself, and its` (and that such should be built) suburbs, and what CT needs is a high speed rapid transit system for the states larger cities, and their suburbs, mono rails, and bullet trains. Bullet trains can travel over 300 MPH!!. From Hartford to NYC, or Boston, your in those cities in less than 20 minutes!!! Lets get building that commuter line from Springfield to New Haven.

The Subway/High Speed Rapid Transit system:

All of these subways will follow the major streets in Hartford, then come up from under ground and become the high speed train, and run down the freeway`s median to its final end point--in short the system routes would mirror the very same CT. Transit routes now.

In Downtown Hartford there would (SHOULD) be a Port Authority Style intermodal transportation Station that is the hub/connections for for all trains, subways, city buses, interstate buses, trolleys, light rail, and cab stand. In this place a major shopping center/mall, and the building be a skyscraper of 80 stories or so.

Light rails, I would like to see a light rail (a trolley as some would call it) come into the downtown area of Hartford, like they have in San Jose, CA. Check out The Santa Clara Valley Transportation Authority`s websie (VTA), at www.vta.org. The Griffith line is identical to VTAs light rail trolley (the train itself), and my only complaint here is, that it will not go into, and through the downtown area of Hartford----on its` way to Middletown.

High speed bullet train can travel up to speeds up to, and over 300 mph--your in either NYC, OR BOSTON IN 15-20 MINUTES!--there should be such running from at least NYC, and Boston, with a stop for Hartford, and a statewide system if practible

Buses: Have CT Transit take over all transit districts, and expand into areas that never had a public transit system—all must be transfer friendly.

Busways, the New Britain busway---my only complaint is how come a paved road, and not a railroad, as it is on old RR ROWs—and the fact that this will run parallel to the Amtrack line which runs under the Atna Viaduc.

Bicycle lanes, and paved bike ways: Bike lanes should be on most state highways, and in cities too, that some of those levies, and abandon rail lines be converted to paved bike ways, and build new ones where needed.

Politics: There are political policies, and politics, and Politicians at work here, so here is my statement on that: I`m a registered Republican voter, I believe that this is happening in whole or part, via people voting for politicians who support these same destructive acts. Republic/republican is the temperament of the Democrated way, for if we are not carefull, Democorcy will be the death of US All(Destroy/kill America). Republic/Republican is in alinement with God`s law, and will, among which is that man shall have Dominion over all things—God said:

Genesis 1:26-28 (KJV)

26, And God said, Let us make man in our image, after our likeness: and let them have dominion over the fish of the sea, and over the fowl of the air, and over the cattle, and over all the earth, and over every creeping thing that creepeth upon the earth.

27, So God created man in his own image, in the image of God created he him; male and female created he them.

28, And God blessed them, and God said unto them, Be fruitful, and multiply, and replenish the earth, and subdue it: and have dominion over the fish of the sea, and over the fowl of the air, and over every living thing that moveth upon the earth.

In a song are these words "Four level highways across the land. We're building a home for the family of man" So why are we getting rid of a member of the family, and destroying America?

Sincerely

From:

Sent: Saturday, March 12, 2011 8:24 AM

To: contactus@thei81challenge.org

Subject: Re: New committees formed to help gather community input

Thank you. If you ever open up the Community to individual membership, I would enjoy being an active participant. I think I would bring an unique, and informed, perspective.

From:

Sent: Saturday, April 02, 2011 11:06 PM

To: contactus@thei81challenge.org

Subject: Estimated Maintenance Costs for I-81

Hello,

I am writing an economics paper estimating the costs and benefits of I-81 removal. I have not been able to find the estimated maintenance costs for I-81 specifically or the US interstate highway system in general. Please let me know if such figures are available.

Thank you,

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From:**Sent:** Monday, April 04, 2011 12:09 PM**To:** contactus@thei81challenge.org**Subject:** I81 is a massive blight on Syracuse

Name:

Email:

Message: I81 and I691, as currently configured, each represent almost insurmountable scars on the face of the city. It completely and utterly destroyed the potential of the city to have vibrant neighborhoods close to downtown.

Unless it is removed and converted back into a grid of urban streets, which would be far more effective at moving traffic, Syracuse has no chance of ever coming back as a vibrant place to live and work.

Fixing the situation that New York DOT has created will take a generation. The key question is, will it be done by the current generation of backwards traffic engineers and 40-60 years olds (which grew up with cheap oil, cars affordable to all, and an entitlement mentality that came from America's dominance of the world economy, even though that mentality no longer has anything even remotely to do with our current economic situation), or will the problems, like so many others, be left to some future generation - if there is anything left to save at that point?

-----Original Message-----

From:

Sent: Sunday, April 10, 2011 2:23 PM

To: contactus@theI81challenge.org

Subject: Filming May Workshops

Hello

My name is

I am a SU alumnus, local business owner, and a local filmmaker.

I have been working a making a feature length documentary about the city of Syracuse in relation to I-81. I have been milling over the idea for a few years now and i am currently in pre-production and production stages of this lengthy project.

I would love to learn more about your organization and help in your efforts.

I also wanted to inquire about the chance of documenting these public workshops you are hosting in early May. This would involve me video taping the event and capturing

some of the dialog. Currently i have been working alone on this project, i do not have a crew with larger equipment and lights, its just me.

I welcome the idea to work with you all, and perhaps collaborating for both of our interest, as well as coming up with new ideas to spread the message of the 81 challenge.

Thank you for you consideration

I look forward to the future!

sincerely,

From:

Sent: Monday, May 02, 2011 11:12 AM

To: 'contactus@thei81challenge.org'

Subject: I Am Planning on Attending the Workshop Saturday May 7th

I am planning on attending the Workshop Saturday May 7, 2011 from 9 AM to 12 Noon.

From:

Sent: Tuesday, May 03, 2011 8:17 PM

To: contactus@thei81challenge.org

Subject: presenting Information

Good Evening:

I am sorry that I wasn't able to be present at the I-81 workshop today. But I do have a question to ask of you , I am working on a power point presentation for a possible idea to add to this I-81 project. And I would be most honored if I could present this at your future workshop if this could be arranged.

Thank You for your time and hope to hear from you soon

From:

Sent: Friday, May 06, 2011 11:05 PM

To: contactus@thei81challenge.org

Subject: noise abatement

Name:

Email:

Message: In the Johnathon Craig Developement there is aproximately 150 homes. We border between Towpath Rd & Kinne Rd. Since the rerouting of traffic with last summers construction there has been a considerable increase with traffic with a DBA 75.1 AM peak. If I-81 is removed the DBA level will only increase with the change in travel patterns please also consider the noise reduction wall to ease our noise impact

-----Original Message-----

From:

Sent: Friday, May 06, 2011 11:44 AM

To: contactus@theI81challenge.org

Subject: I-81 challenge

To whom it may concern:

Please allow me to comment on the project. I drive, bicycle, and walk all around the Syracuse area and grew up here. I have lived in large cities in the past. I worked on transportation projects in N.Y.C. in the past.

Most important in my mind is to build a western connection to I-690 (like I-481 to the east) and to provide access to Carousel Center via walking and bicycling as well as driving.

This will allow through traffic to go either east or west around the city, and north around the city; and to make the Carousel Center less "mall-like".

Also important is to provide more sidewalks and off-road bicycle paths throughout the new project area that are user-friendly; and to phase construction over many years to minimize impacts.

I believe many would agree that West, and Townsend Streets are good north-south thoroughfares. I-81 north could then end at the current start of the elevated section and begin again near the Carousel Center. Likewise, I-81 south could end at near the Carousel Center and begin again near where it currently becomes non-elevated.

In its place could be two or three north-south street level thoroughfares like the present West and Townsend Streets. Most important however is that these replacements to the elevated section of I-81 have timed lights so that any north-south driver would encounter only one (1) stop maximum in traveling the entire distance of the replacement.

Thank you for considering these thoughts.

Respectfully,

From:

Sent: Saturday, May 07, 2011 7:46 PM

To: contactus@thei81challenge.org

Subject: is it possible?

Name:

Email:

Message: I am not an engineer, but is it structurally possible to build a hanging monorail under the newly proposed elevated freeway and to power it using the energy generated by the overhead car traffic? If you can build a monorail connecting the hospitals to the mall, it would alleviate traffic congestion.

-----Original Message-----

From:

Sent: Friday, May 20, 2011 6:43 PM

To: contactus@the181challenge.org

Subject: Syracuse+Survey+Question

Time slide didnt work. Not 1:04, but 15 minutes to get anywhere

Sent from my iPad

-----Original Message-----

From:

Sent: Friday, May 27, 2011 8:01 AM

To: contactus@the181challenge.org

Subject: Opinion for you!

I would like to record my opinion for the re-working of route 81.

I do not want to have the elevated portion through downtown removed. Here are my reasons:

1. I live in a western suburb of the city. This is my major access south. My other options are traveling through the town of Onondaga and Syracuse to access 81 south, a very inefficient route, or 690 east to 481 south, an additional travel time of 10 minutes. Population west of the interchange suffers the most in this regard.
2. I hear the "woe is the city" moan so often about the neighborhood that was demolished in the 50's to build the elevated highway. It is too bad that this happened, but it was 60 years ago!! The neighborhood will not come back if the elevated portion is removed and there probably is not any one left alive who was so devastated by the demise of the neighborhood anyway!!
3. The traffic flow pattern in and out of downtown and the University and Hospitals is amazingly efficient. I have noticed so often today that when roads and parking lots are redone it seems so unnecessarily complicated and convoluted! The amount of traffic for downtown, the University and Hospitals is heavy at all times of day, but especially at rush hours (Yikes! I almost forgot SU Basketball and Football at the Dome). I think a lesser traffic pattern would really bog things up. The elevated portion helps eliminate a great deal of traffic from the flow to the areas mentioned. In defense of breaking up efficient traffic patterns for beautification working out just fine, the changes to Erie Boulevard through downtown is often cited. As someone who uses that route frequently it is and was useless to complain. I do love Clinton Square, but it does not mean the changes are not annoying. Further, the scale of traffic being re-routed around Clinton Square pales to the amount of traffic that uses route 81 through Syracuse.
4. As a former student of Syracuse University, I do not envision that a non-elevated highway will matter to students using downtown. If they drive, they will have easy access with the current situation. If they use Centro, it would not make any difference and isn't that one of the reasons for the Connective Corridor anyway? I can not imagine that students truly avoid walking to downtown because they have to walk under a highway and is the number of them going downtown justify taking down the elevated portion?!
5. It is frequently said that eliminating the elevated portion would allow for beautification. How?? Either side of elevated portion at street level is completely developed. Just which business, apartment or institution is going to be grazed to add green space or something beautiful?

I do see how there can be changes that could enhance some of the items I detailed.

1. Some of the other example cities in the study rebuilt their elevated portions, but with an eye to being more esthetically pleasing. I would recommend this for 81.
2. This should also be done at street level along the roadsides and be minimizing concrete/paved sections between underneath the elevation and the adjacent street. I hope I am being clear!
3. Take notice of exactly the footwear is for hospital employees, students and other frequent walkers that cross underneath the elevated portion and make those areas more attractive somehow (trees, potted plants, art?)

I guess in summary, I feel a road/highway systems main goal should be to facilitate vehicle traffic efficiently and safely. If it can be pretty as well, that is great. If that has been accomplished with the current patterns it should not be changed. The changes that have been made in the last 2 decades to many places I have driven around the Syracuse Metro area that are suppose to be "better" are, more often than not, annoying and inefficient. I would be very angry to see this occur at such a major city and statewide thoroughfare!! The area in question should, however, be made as attractive as possible to enhance the experience of downtown Syracuse.

Thank you for your consideration of my position!!

Sincerely,

From:**Sent:** Thursday, June 09, 2011 2:47 PM**To:** contactus@theI81challenge.org**Subject:** I-81 Challenge

I just wish to note that there appears to be a significant concentration on through traffic, trips to downtown and the University Hill, and potential downtown impacts and benefits. I didn't find much, if anything, that speaks to those traveling from the immediate western suburbs to destinations south of the city that will need to use I-81 south of I-690. There are no alternative routes available for people in the western suburbs traveling to areas south of Syracuse (non-CBD and non-University Hill destinations). For example, I live in the Fairmount-Camillus area and if I were to head south to Pa. (which I often do) I have to take I-690 to I-81 as there is no other real choice. Rte 173 is not the quickest or best route and has limited capacity if you decide to eliminate or limit the I-690 west and I-81 south connection. As it currently stands, the immediate western suburbs have fewer travel choices than most other areas in and around Syracuse. I believe that one of the key things for people like me will be how I-81 will interface/interchange with I-690 so we can travel to areas beyond the CBD and University Hill area. The world doesn't always revolve around the CBD or the University Hill area. Some people have other travel priorities and needs.

Thank-you.

-----Original Message-----

From:

Sent: Tuesday, June 21, 2011 2:15 PM

To: contactus@thei81challenge.org

Subject: "Station 7" is BROKEN!

The virtual workshop: the part where we can add our own ideas -- broken!

"Microsoft JScript runtime error '800a139e'

License Error : License Error : (4) license expired! at function Oxd2 at function Oxbc

/aspuploader/resources/coreimpl.js, line 1 "

Anyway, you want to think big? Here's big:

- (1) Resign I-481 as I-81.
- (2) Demolish all of "old" I-81.
- (3) Also demolish all of I-690.
- (4) Reinstate the passenger train service through downtown on the old New York Central route, where I-690 is.
- (5) Reinstate passenger train service to Cortland and points south, connecting to the same train station.
- (6) Construct "urban boulevards" where needed to replace I-81 and I-690, but only where needed.
- (7) Make local passenger train service at high frequency with more closely spaced stations.
- (8) Extend this passenger train service to the airport.

But since Syracuse couldn't even finish one measly bridge over Park Street in order to finish OnTrack, I somehow doubt that any of this will get done: Syracuse is a City Which Can't Get It Together.

But hey, you asked.

--

From:**Sent:** Monday, July 18, 2011 3:28 PM**To:** contactus@thei81challenge.org**Subject:** Robert Hammond: Building a park in the sky

Name:

Email:

Message: ... Maybe someone else has submitted this idea, maybe not...

New York was planning to tear down the High Line, an abandoned elevated railroad in Manhattan, when Robert Hammond and a few friends suggested: Why not make it a park? He shares how it happened in this tale of local cultural activism.

Check out the short (5 minute) talk...

http://www.ted.com/talks/robert_hammond_building_a_park_in_the_sky.html

From:

Sent: Wednesday, May 04, 2011 9:03 AM

To: contactus@theI81challenge.org

Subject: Syracuse+Survey+Question

FYI

I'm unable to slide the bar on the time question away from 60 minutes.

From:
Sent: Monday, September 12, 2011 12:36 AM
To: contactus@thei81challenge.org
Subject: A broader vision for I-81

I understand SMTC is accepting general input on the I-81 viaduct and the future of highways in the center of Syracuse. I hope that this submission is apt in it's timing. While this plan covers areas outside of the I-81 viaduct project, I believe it has a similar scope.

I have tried to extend the reasoning that would back demolishing I-81 to the rest of the city.

I hope you will read through this 'plan'; I think you would find it's suggestions compelling. Unfortunately, I am just an amateur sketching out ideas in google maps. I think if the architects, planners, and urban designers of CNY started developing my ideas and illustrating these designs, it would truly capture the imagination of people in our region.

Please let me know how you will use this. I would take suggestions if you think there is more I can do to "see this through". Specifically, I'd like to get the contact of someone with the Onondaga Citizen's League, and any other civic groups concerned with 81.

Thanks,

From:**Sent:** Wednesday, September 28, 2011 6:34 PM**To:** contactus@theI81challenge.org**Subject:** Media Inquiry about I-81

Hello,

I'm a freelance science journalist and a native Upstate New Yorker (I'm from Cicero, but currently located in New York City). I'm doing research for a feature-length article about the many cities who are currently reconsidering their elevated highways as infrastructure ages. I'd love to learn more about what's going on in Syracuse. Can we set up a time to discuss this over the phone? Next Wednesday before noon or after 1:30pm would be ideal for me, but my schedule is flexible.

Thanks, and looking forward to learning more,

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From:

Sent: Wednesday, October 26, 2011 1:07 PM

To: contactus@thei81challenge.org

Subject: Re: Daily Orange Request

Just following up with my previous email.

Thanks,

On Fri, Oct 14, 2011 at 3:14 PM, > wrote:

i,

My name is and I'm the this semester at . We wanted to run a story about the I-81 Challenge I was wondering if someone could fill me in on the most recent happenings with the challenge/project. I've looked through the website and haven't been able to find exactly what's new or happening now.

Thanks,

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From:

Sent: Friday, October 28, 2011 1:03 PM

To: contactus@theI81challenge.org

Subject: Draft Technical Report Information request

In *The I-81 Challenge, Tech Memo #1: Physical Conditions Analysis*

Appendix F Social, Economic and Environmental, it states:

"HW – EDR Sanborn Map Correspondence (107 MB, 163 pages) available on CD upon request

HW – EDR Regulatory Database Report (18.8 MB, 8,450 pages) available on CD upon request"

Please send me copies of these CD's.

Thank you,

I 81 CHALLENGE

5/5/11

THE WORKSHOP IS VERY WELL STAFFED. THEY ARE INFORMATIVE, HELPFUL, OVERALL JUST EXCELLENT.


IT SEEMED THAT THE QUESTIONNAIRE WAS WELL DESIGNED

I'M NOT ABLE TO GET TO SOMETHING LIKE THIS UNTIL 6:30PM SO BEING OPEN ONLY UNTIL 7:00PM WAS NOT AS LONG AS I WOULD HAVE LIKED. I WOULD HAVE APPRECIATED IT IF THE WORKSHOP RAN UNTIL 9:00PM

I AM SATISFIED WITH THE AMOUNT OF TIME IT TAKES TO GET AROUND SYRACUSE AND THE SURROUNDING AREA. KEEPING IN MIND THAT MOST OF MY HIGHWAY USE IS NOT DURING RUSH HOUR I WOULD SUGGEST THAT CURRENT TRAVEL TIMES ARE SATISFACTORY AND DO NOT NEED TO BE IMPROVED BUT SHOULD BE MAINTAINED.

I'M NOT CONCERNED WITH THE INCONVENIENCE DURING CONSTRUCTION. WE WILL GET USE TO IT.

THE COST SHOULD BE SHARED BY EVERYONE IN CENTRAL NEW YORK.



RECEIVED MAY 09 2011



Mr. William Egloff
NYS DOT
State Office Building
333 East Washington Street
Syracuse, New York 13202

Dear Mr. Egloff,

I was not able to attend the workshop about Route 81, but would like to offer some comments. How exciting that there might be a design change that could possibly have a positive impact on the City of Syracuse!

I am a graduate of SUNY ESF with a Masters in Landscape Architecture, and a B.S. in Environmental Studies with a concentration of study in city planning. While my career has not really gone in the direction of city planning, I do have a little knowledge of how the design of Rt. 81 adversely impacted the structure and community of Syracuse. And I have some thoughts about the future design of Rt. 81.

The thought of a tunnel sounds depressing and brings unsightly impressions to mind – grey, closed-in, no fresh air. I also believe that a tunnel would create too many problems with intersections into adjoining city streets as well. It would still cut through the city.

I think that to route traffic around the city, and to convert Almond Street into a pedestrian-friendly boulevard, sounds like an excellent idea. To take Rt. 81 completely out of downtown Syracuse would be absolutely great. While the public housing that is right next to Rt. 81 is very well designed (low structures, entries that are visible from the streets), I remember reading about a study of just how horrendous the air quality is right there because of Rt. 81. I'm sure that the traffic on Rt. 81 has a negative impact on the air quality in the rest of the city as well.

And perhaps of little consequence to this whole thing, but maybe worth considering, are the views of the landscape from Rt. 481 compared to the views from Rt. 81. The views of upstate New York scenery are so much more picturesque on Rt. 481. If I were a first-time visitor to this area and my first impression of Syracuse was from Rt. 81 going through the city, I would not be left with a positive impression. However, if what I saw from Rt. 481 was my first impression of Syracuse, I might possibly want to stay a little longer, look into what natural features were here; in general I would have a better image of Syracuse in my mind.

This fact could possibly affect the tourism potential of this area. It might be a relatively inconsequential part of this whole project, but one that people might want to consider. Tourism and the image that people have of an area, can potentially generate a lot of income for a region. Why not take advantage of the wonderful, already available, naturally created views from Rt. 481?

If I had a vote – I'd vote to get rid of Rt. 81 through the city. Nothing against the engineers who designed it – but engineers did not then, and still do not today, think of such things as sense of place, community, or visual impact.

Thank you.

Sincerely,

[REDACTED]
[REDACTED]

✓ cc: Syracuse Metropolitan Transportation Council

THE POST-STANDARD

SYRACUSE, NEW YORK

TO THE EDITOR:

NOV 10 2009

[REDACTED]

THERE IS A RELATIVELY SIMPLE SOLUTION TO FIX THE INTERSTATE 81 MESS IN SYRACUSE.

CHANGE INTERSTATE 191 TO INTERSTATE 81 AND ELIMINATE INTERSTATE 191.

THE CURRENT INTERSTATE 81 (NORTH OF SYRACUSE) THROUGH THE CITY, COULD BE CHANGED TO THE "SYRACUSE TUNNEL LOOP" OR SOME OTHER APPROPRIATE NAME.

DRIVERS WOULD STILL HAVE ACCESS TO THE AIRPORT, SHOPPING, INTERSTATE 690, THE NEW YORK STATE THRUWAY AND ALL MAJOR POINTS THAT THEY DO CURRENTLY.

WHAT THEY WOULD HAVE TO CONTEND WITH (AS MUCH) IS THE MADNESS OF LOCAL TRAFFIC.

THE PROBLEMATIC SECTIONS OF

THE RD 25 CAN BE REMOVED AND TRAFFIC CAN GOE AGAIN FLOW SAFELY AND SMOOTHLY.

AT A TIME WHEN OUR ECONOMY IS SO UNCERTAIN, WE SHOULD BE SEEKING WAYS TO DECREASE SPENDING. MY SUGGESTION WOULD SAVE MILLION COMPARED TO NEW ROAD BEDS, THE NECESSARY DEMOLITIONS, ETC.

SINCERELY,

[REDACTED]

CC: NEW YORK STATE DEPARTMENT OF TRANSPORTATION
PLANNING AGENCY - SYRACUSE
SYRACUSE Common Council
US DEPARTMENT OF TRANSPORTATION
ONONDAGA DEPARTMENT OF TRANSPORTATION