

The I-81 Challenge

White Paper #3

Appendix A – Emails submitted to contactus@thei81challenge.org between November 1, 2011 and August 9, 2013.

Prepared for: Syracuse Metropolitan Transportation Council
August 2013
in support of the NYSDOT's I-81 Corridor Study

This document was prepared with financial assistance from the Federal Highway Administration and the Federal Transit Administration of the U.S. Department of Transportation through the New York State Department of Transportation. The Syracuse Metropolitan Transportation Council is solely responsible for its contents.

For further information contact:
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126 N. Salina St., 100 Clinton Square, Suite 100, Syracuse, NY 13202
PHONE: (315) 422-5716 FAX: (315) 422-7753
www.smtcmpo.org

From: [Patricia Wortley](#)
To: [James D'Agostino](#); [Mario Colone](#); [Meghan Vitale](#)
Subject: FW: Problems with I-81 Challenge Workshop website
Date: Wednesday, November 16, 2011 7:09:30 AM

Please see the message below. Thanks.

Pat

From: [REDACTED]
Sent: Tuesday, November 15, 2011 3:13 PM
To: Patricia Wortley
Subject: Problems with I-81 Challenge Workshop website

Pat -

Please forward these observations to whomever is responsible for maintaining the site. Thanks.

First, as you go through Station 5, the PDF links get out of synch with the web pages themselves.

Second, after the five case studies there's supposed to be a box to submit one's own ideas. The following appears on that page:

There are several ways you can give us your ideas.
You can **use the box below** to explain your vision.

Or, you can **download a PDF** of our [workbook](#). This workbook has a regional map, corridor map, viaduct map, and blank sheet. You can:

- You can print this workbook and draw/write on it by hand, or
 - If you have the capability, annotate this workbook or draw on it on your computer
- When you are finished** with the workbook you can:
1. **Upload** your annotated workbook or a scan of the printed workbook by using this upload button

Microsoft JScript runtime error '800a139e'

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

/aspuploader/resources/coreimpl.js, line 1

Anyone who believes exponential growth can go on forever in a finite world is either a madman or an economist. – Kenneth Boulding

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Mario Colone](#)
Subject: Re: My Vision (I-81 Virtual Workshop)
Date: Tuesday, November 29, 2011 7:56:24 PM

Thanks Mario, I will continue to periodically check back on the website and keep my ears open.

[REDACTED]

From: [Mario Colone](#)
Sent: Tuesday, November 29, 2011 9:01 AM
To: [REDACTED]
Subject: RE: My Vision (I-81 Virtual Workshop)

Thank you very much for providing your vision of the highway system in the City of Syracuse. As *The I-81 Challenge* continues, potential options for the future of the highway network will be compared, analyzed and refined. Please refer to the project website (www.thei81challenge.org) for additional information and details as the study effort moves forward and hope that you continue to be involved.

Again, thank you for your interest in *The I-81 Challenge*.
-Mario

Mario Colone
Program Manager
Syracuse Metropolitan Transportation Council
126 North Salina Street, Suite 100
Syracuse, NY 13202

From: [REDACTED]
Sent: Friday, November 25, 2011 12:24 PM
To: contactus@thei81challenge.org
Subject: My Vision (I-81 Virtual Workshop)

Hi,

I attended your workshop in person but at the time wasn't able to put my vision succinctly down on paper for you.

As I've thought about it over the months my overall vision of taking down the viaduct has remained, but I have changed and refined my ideas of how to maintain a connected city for automobile traffic.

I think I've been able to put down succinctly and simply my best vision yet for the I-81 challenge. I've written it out as a Word document and hope you will read it.

Thank You,

[REDACTED]

Attachment

No virus found in this message.

Checked by AVG - www.avg.com

Version: 2012.0.1873 / Virus Database: 2101/4645 - Release Date: 11/28/11

Route I81 development through downtown Syracuse, 2012

With the I81 viaduct through downtown Syracuse nearing the end of its life the future of this transportation corridor is being rethought for the future. This is important and appropriate.

I81 was built in the 60's meaning we are looking at a 50 year life span, meaning this is what we should be thinking about for its replacement. Fifty years from now no one can know what the transportation environment will be, but it will surely be different, perhaps vastly. The most costly scenario is to rebuild I81 as it is now. While being the most costly alternative, it is probably the most unresponsive to the city we have now, 50 years after it was first built.

The alternative I propose is more in tune with the economic trends of the day, and more in tune with the desires of the residents of the city, and what is proving to be, and will be more and more in the future, the biggest driver of innovation and progress in our city, Syracuse University. The alternative will maintain a convenient north-south commuter route through the city with greatly enhanced safety for pedestrians and vehicles, while eliminating potential bottlenecks, bottlenecks that we see starting now.

It starts with ending I81 NB at Adams Street, Harrison Street, and Almond Street. The same ramp for Adams Street people off for Adams St. eastbound. A bridge over Adams St continues and lets westbound traffic off a new ramp at Harrison. Another bridge takes traffic to Almond approaching East Genesee Street. The Adams and Harrison off ramps can be paired with on ramps. I don't think one would be needed at the Almond Street exit.

Anyone wishing to access I81 northbound from the city would find a convenient and easily developed location at Townsend Street. The existing I81 alignment matches up with Townsend Street one block over from the I690 off ramp at McBride Street and would be a ramp to 81NB from the center of the city. There are already ramps in the city to 690 EB and WB.

This would take down the viaduct and the maze of bridging that connects 81 and 690. It would be replaced with about four bridges involving ramps that would preserve access to Rte. 81 into and out of the city, while opening a conduit for an improved integration of the current downtown with the facilities on the SU hill. It is also the most economical alternative I can think of that does the job of preserving easy access to the highways.

An additional ramp is needed to answer people's concern for access to the hospitals from I81 from the north. A location exists now that would be easy to build at and may provide superior access than exists now. This would be a 690 off ramp at S. Crouse Ave.

The state owned right-of-way underneath the current infrastructure that would not be needed should be converted into green space with provisions for pedestrians, bicycles, and wildlife. A park on a north-south axis, like a micro Central Park would turn into a gathering space for the people of the city, an attraction to make the central city a desirable place to live as well as work.

From: [REDACTED]
To: contactus@thei81challenge.org
Subject: Thanks
Date: Wednesday, November 30, 2011 3:06:20 PM

Notes From

[REDACTED]

Reads rather complete..needs more time to digest, Thanks for sending
Will distribute to the MSC Informed group.
Best and thanks

WE OWN OUR OWN SUCCESS

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: contactus@the181challenge.org
Subject: Response to current updates
Date: Wednesday, November 30, 2011 10:23:21 PM

A couple of points were very striking to me in the newsletter. It stated that people were concerned with noise and pollution. Highways don't cause noise and pollution, vehicles do. We get rid of the highway, but we just move the noise and pollution elsewhere. What does that solve? I also can't imagine an abundance of people riding bikes through the south side. I have lived here all my life and there are too many who won't even drive a car through our neighborhood. Lets be realistic as we start to dream.

From: [REDACTED]
To: contactus@thei81challenge.org
Subject: volunteer opportunities
Date: Monday, December 26, 2011 5:55:33 PM
Attachments: [REDACTED]

To whom it may concern,

Hello, I'm writing to let you know of how I would like to volunteer with the I-81 challenge. My name is [REDACTED] and I'm a senior landscape architect student at SUNY-ESF. I've been involved with the issues within the i-81 challenge for the past couple of years. During a recent semester I was part of a studio that focused on design solutions for the areas between Harrison St and Adams St. The following semester I worked with the Center for Community Design and Research and we focused on creating a publication that documented the pedestrian and vehicular experience within the i-81 corridor.

I'm offering to volunteer my skills to the i-81 challenge whether it be research, office work, graphic representation, etc... I have attached my resume to give you a little more information about myself. Please, let me know if this is something you would want to follow up on or if you have any other questions.

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: contactus@theI81challenge.org
Subject: I-81 Challenge - an alternate route proposal
Date: Sunday, February 19, 2012 2:07:55 PM
Attachments: [I-81 Challenge option.pdf](#)

Dear Sir/Madam,

I am writing to propose an alternative to the solutions to the I-81 Challenge already under consideration (at least those of which I am aware). My proposal is as follows: tear down the existing I-81 viaduct south of Rt 690, but rather than rebuilding it along its present route, rebuild it following the route of the raised railroad berm that passes south and west of the downtown area. This new section would start around Van Buren St. at the south end, and would follow the train tracks until turning north to join West St. on the north side of W. Fayette St. From there it would continue on a new connector to join the existing I-81 north of Rt. 690. The new section of I-81 would connect at its southern end to the existing highway just north of Oakwood Cemetary and would connect at its northern end to the existing I-81 around Butternut St. It may follow the track and go over the new storm water catchment basins being built adjacent to Armory Square on the southwest side of the train tracks, or it may follow Onondaga Creek around the basins. Four sketches are attached to show the new route in its entirety, one where the new section is all viaduct, one where it is part viaduct, part tunnel, plus two sketches with details on the the interchanges, exits and entrances at the north and south ends of the new section of I-81.

The potential advantages of this alternative route are several. The new route follows an existing barrier between two parts of the city through an industrial and sparcely built-up part of town, and so would not create a new barrier between two parts of the city. On the plus side, rerouting I-81 along the train tracks would eliminate the barrier the current route creates between the hospital/university district and downtown. The new route would also eliminate the existing I-81 - Rt. 690 interchange and the both the large east-west and north-south barrier it creates, but also the large dead zone under it west of Almond, east of Townsend, north of E. Fayette and south of 690. The new route also opens up possibilities for better routing of traffic in the downtown area, including new entrances and exits onto and off of S.Salina St. just south of the downtown area, and better designed access to and from I-81 for the large number of commuters working at the hospitals and universities on the Hill. A further potential benefit is that commercial development between West St. and Midland Ave and the train tracks could be catalyzed by easier access from the highway. This area is currently all industrial, with a great deal of empty land and mostly older industrial buildings, with the exception of the area near W. Fayette St. (it is due to these latter that putting Rt. 81 into a tunnel under the quarter mile on either side of W. Fayette St. may be a good idea).

As an alternative to a new interstate section along the train tracks, the entire new section of rerouted 81 could be built as an at-grade boulevard, with one or two overpass sections across major streets to improve traffic flow, such as one over W. Onondaga and Adams Streets and another over (or under) W. Fayette St. This was, in fact, the first alternative route I considered. The non-highway stretch would only be about 1.4 miles. At its north end this boulevard would join West St. and a connector from that to the northern part of I-81. However, although such a boulevard could help create a more livable city, it would probably cause significant traffic problems for the large number of people commuting from north of 690 to the

Hill, and the roughly equal number that commute from the south side of Syracuse to jobs north of Rt. 690. Most of the traffic on the existing I-81 viaduct does not pass through Syracuse, and for these drivers, taking Rt 481 does not represent a viable alternative. However, it is still an option worth considering, as a boulevard with multiple cross streets would distribute traffic to the Hill and downtown more evenly and effectively than an interstate which only has limited axis points (i.e., exits and entrances) which concentrate traffic.

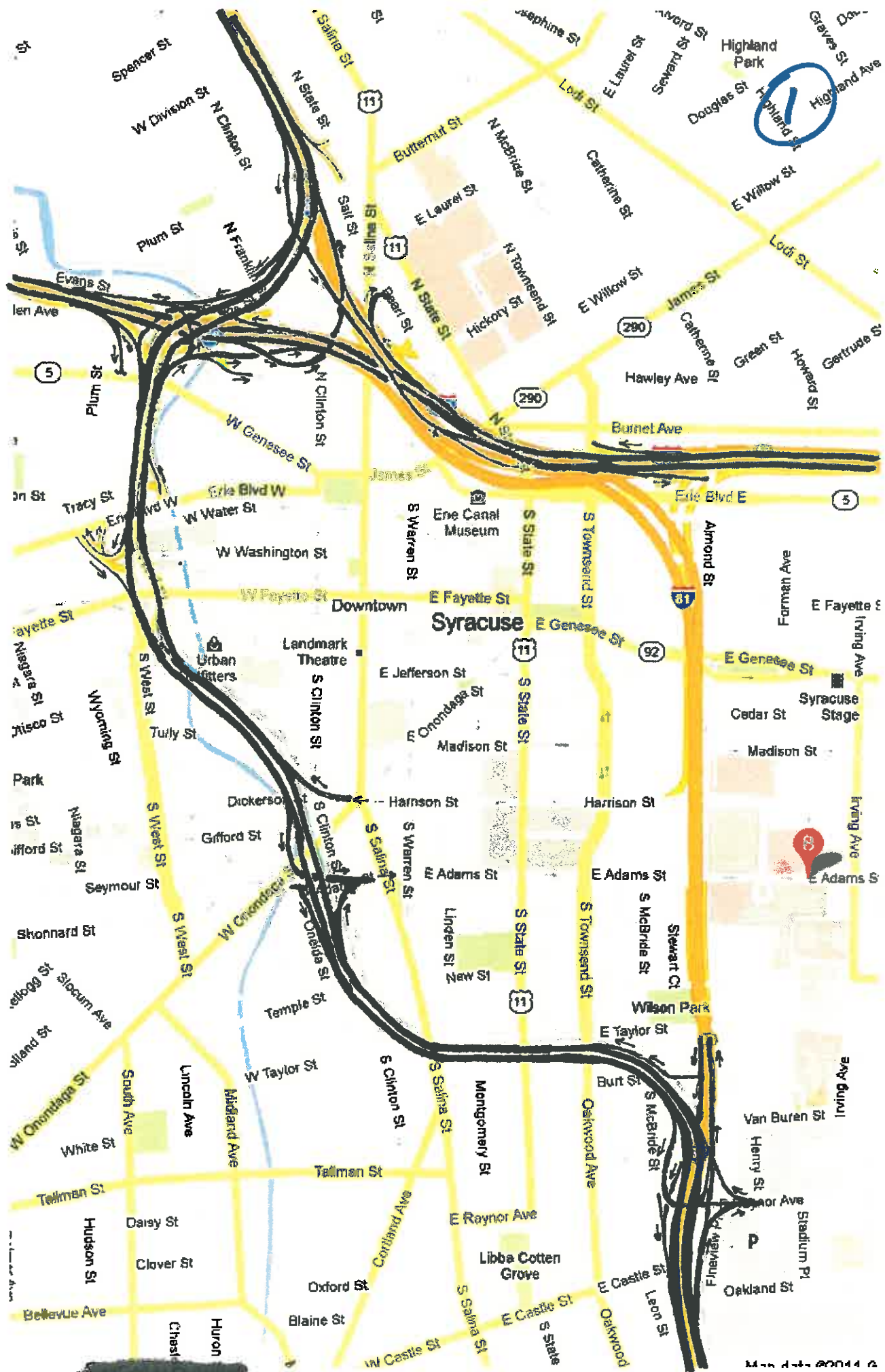
Thank you for your attention, and I hope my suggestion is at least thought-provoking.

Sincerely,

[REDACTED]

Manlius, NY

[REDACTED]



Alternative to all raised highway

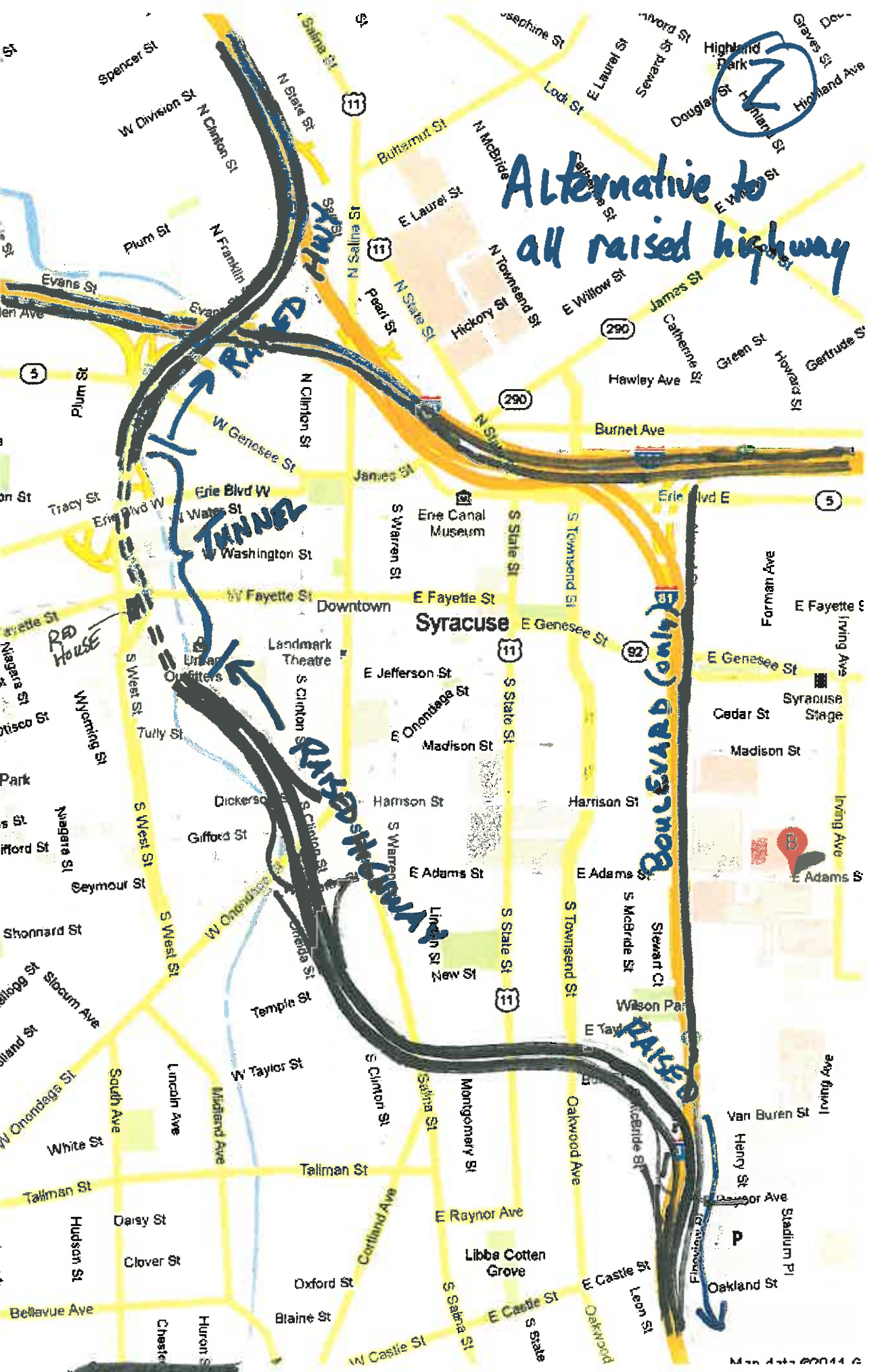
RAISED HIGHWAY

TUNNEL

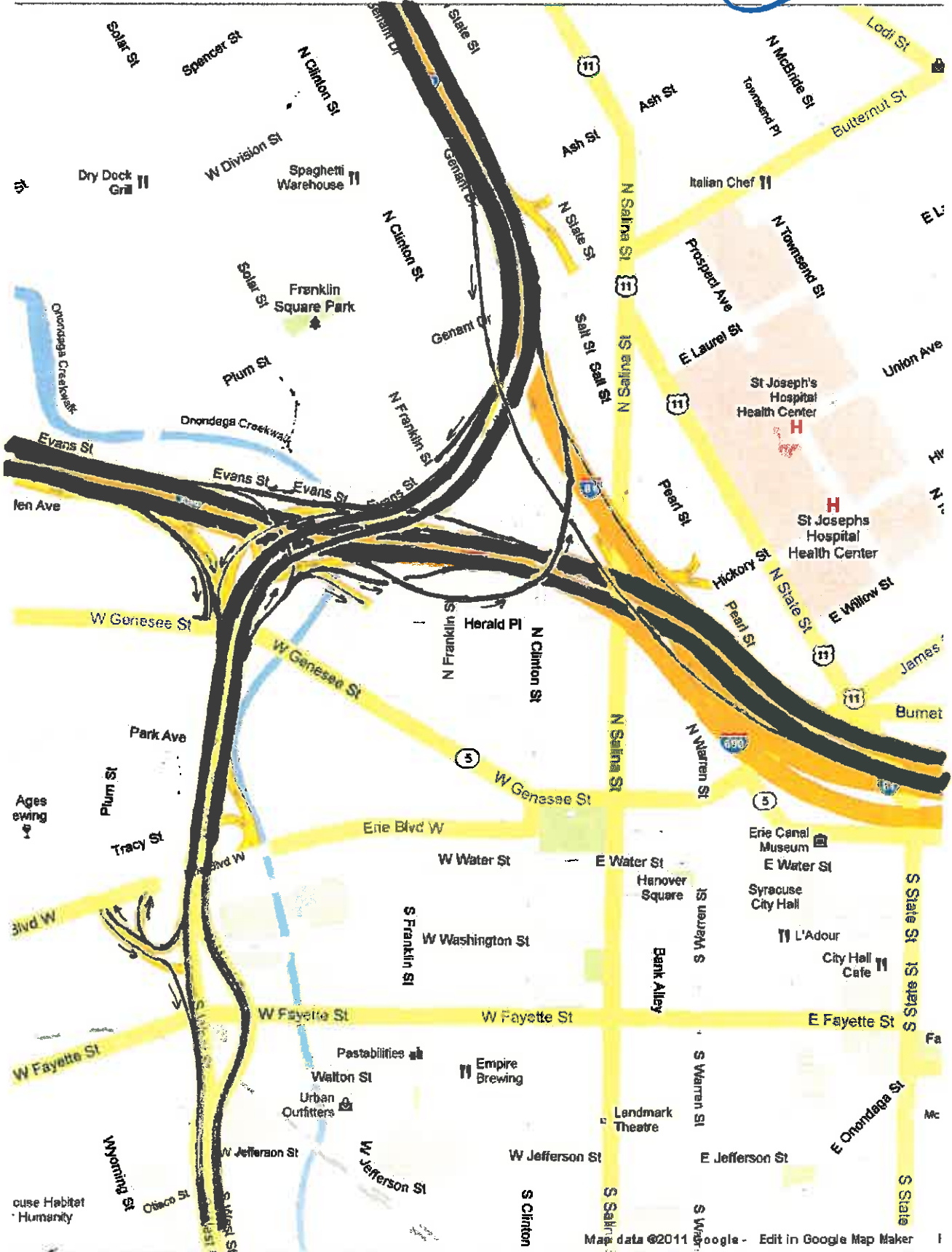
RAISED HIGHWAY

BOULEVARD (CONC)

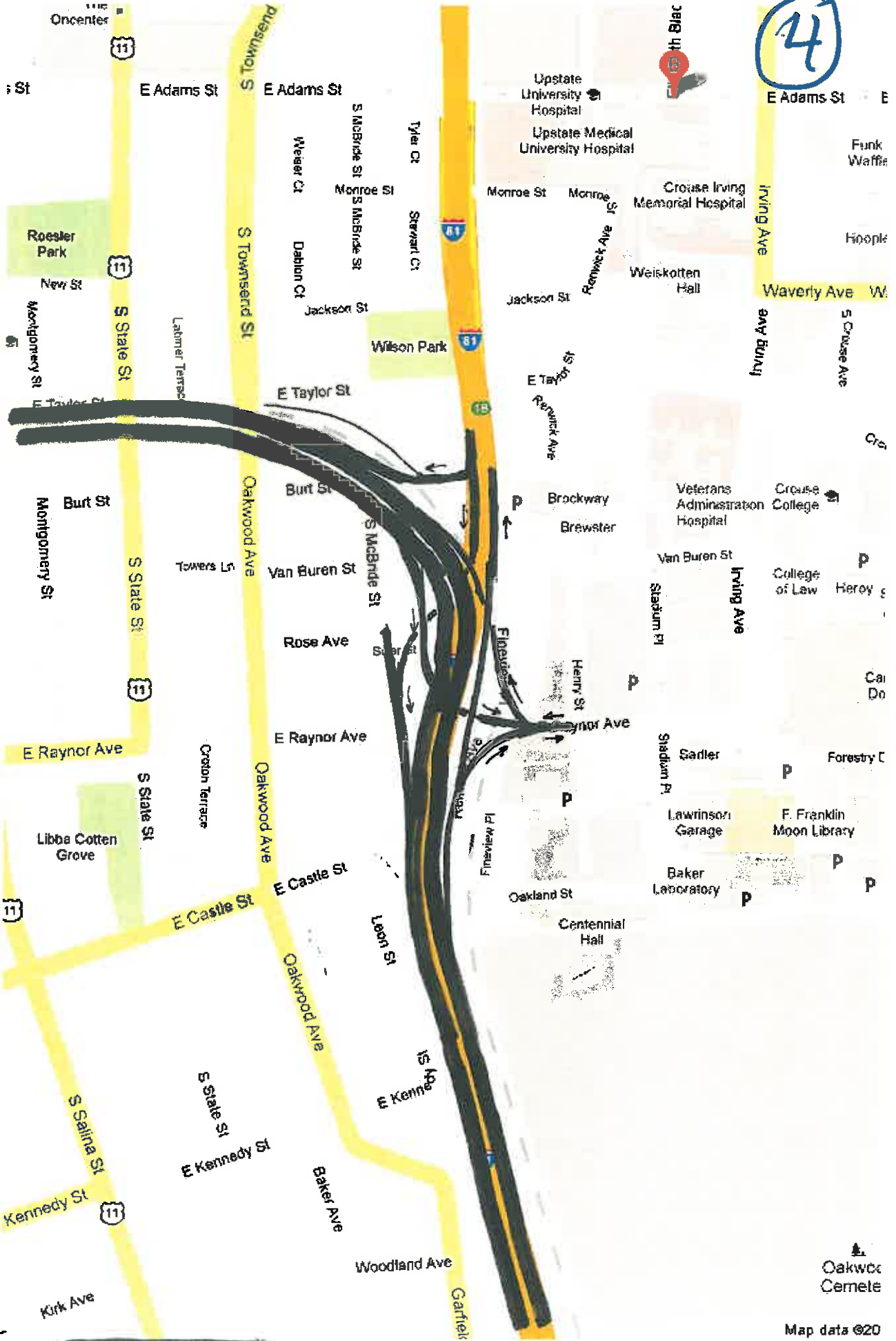
RAISED



3



4



Oakwood Cemetery

Map data ©20

From: [REDACTED]
To: contactus@theI81challenge.org
Subject: I81 Challenge
Date: Wednesday, March 28, 2012 5:45:46 PM

It's very hard to contact you, I don't even know if this will go anywhere. There's no contact information given, that I could find. This came from the FAQ page.

I do have a question if anyone's there.

[REDACTED]

From: [REDACTED]
To: Mario Colone
Subject: RE: Reply to contact question
Date: Thursday, March 29, 2012 10:18:17 AM

Yes, that is what I was referring to, thanks Mario.

From: Mario Colone [mailto:mcolone@smtcmpo.org]
Sent: Thursday, March 29, 2012 9:46 AM
To: [REDACTED]
Subject: RE: Reply to contact question

File attached.

From: Mario Colone
Sent: Thursday, March 29, 2012 9:42 AM
To: [REDACTED]
Subject: RE: Reply to contact question

[REDACTED]
I think what you're referring to are the blank maps we provided for attendees to draw/write their "vision" for the interstate (viaduct page attached). Please let me know if this is the correct map.
-Mario

Mario Colone | Program Manager
Syracuse Metropolitan Transportation Council
126 N. Salina Street, Suite 100
Syracuse, NY 13202
t: 315.422.5716
f: 315.422.7753
www.smtcmpo.org

From: [REDACTED]
Sent: Thursday, March 29, 2012 9:21 AM
To: contactus@thei81challenge.org
Subject: Re: Reply to contact question

Thank you for responding Mario.

What I was looking for on the website but couldn't find was the map of just the viaduct area that was provided to people at the I81 Challenge Workshop back last April. In the maps section I got to now there's a map of that area but it's a satellite photo rather than a drawing which the previous one was.

[REDACTED]

P.S. I do very much appreciate your quick response, that's most gratifying, thanks.

From: [REDACTED]
To: contactus@thei81challenge.org
Subject: attn: Mario Colone; My Vision, The I-81 Challenge
Date: Friday, April 13, 2012 11:48:52 AM
Attachments: [My vision for the I-81 Challenge.doc](#)
[Viaduct Map Sheet DLM 2.pdf](#)

Hi Mario,

I just wrapped up putting together what I was trying to with the Viaduct map. I will attach it as well as a short explanation document.

Just yesterday I received the notice announcing the upcoming i-81 Challenge public meeting at the ON-Center in May. It sounds like you've done some evaluating of the many I-81 visions you received in the first I81 conference at the ON-Center last May. So, maybe mine is too late, but I can't imagine it's not similar to many other visions for the viaduct.


I'm looking forward to attending this upcoming public meeting in May.

[REDACTED]
attachments

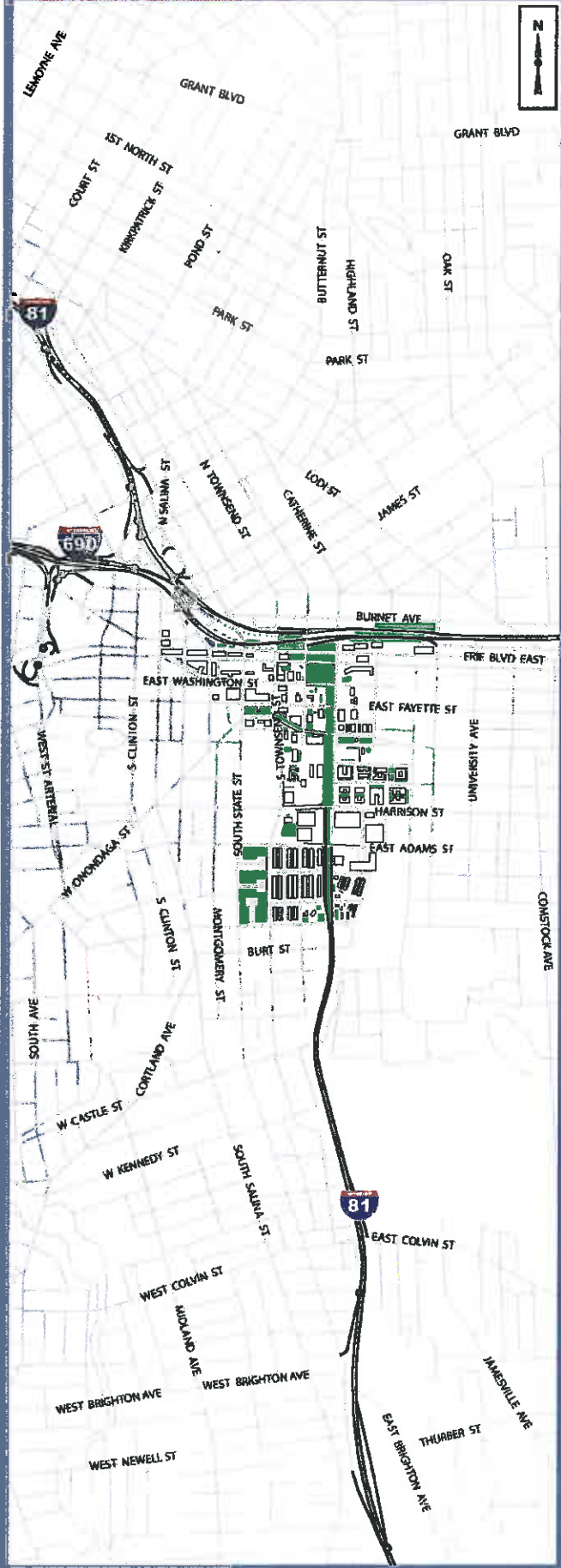
This map depicts my vision for the I-81 Challenge. I sent an initial e-mail describing it some months ago. I was able to see some desirable changes as I designed it.

- The downtown terminus for I-81 SB from Salina should be Willow St. This is where the northern end of the viaduct starts. The alignment matches up perfectly with Willow St. Willow St has the advantage of being lightly traveled itself at that point, but is right next to Salina, James, Erie, and State. This would allow traffic to immediately disperse in all four directions.
- The connection from I-81 SB to 690 should remain, and an exit at Crouse Ave. would provide quick access to a hospital for traffic approaching the city from the north.
- Traffic approaching from the south on I81 NB would have the through exit to 481. Traffic coming into the city would still have the Adams St exit for eastward bound traffic i.e. heading toward a hospital or SU. This exit would also be for south bound traffic that would continue on a much simplified Almond St. Another exit would be created by continuing I81 over Adams St to exit westbound traffic at Harrison St. toward downtown.
- The space created by the viaduct corridor would be put to use as a pedestrian walkway/bikeway/green space. On my map that is shown by bright green as opposed the existing green space in dark green. New sidewalks are in pink.
- The pedestrian crossing at Almond and Adams, which is now very hazardous, would be simpler and safer and lead into a pedestrian corridor.
- An idea I had is to simply plant large growing trees in some of the open space created to become a noise barrier between the highway, I-690, and downtown.

This vision of the I81 Challenge has the advantages of being the least costly and simplest alternative I could imagine that would accommodate and even improve traffic flow throughout the city. The enhancement of life in the city and the possibilities it would create for development in the city over the next 50 years would be enormous.


4/13/12

THE VIADUCT



Your vision for the future of I-81

Please use this map to draw your ideas. You can be as detailed as you would like, but please try to tell us how your idea will benefit the region.

Description of your idea:

On accompanying word perfect document.

How does your idea benefit the region?

From: [REDACTED]
Sent: Monday, April 16, 2012 3:14 PM
To: contactus@thei81challenge.org
Subject: Re: Save the date for the public meeting!

Could you kindly update UNPA's mailing address? Below. Thank you!

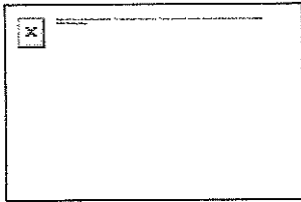
[REDACTED]
University Neighborhood Preservation Association, Inc.
[REDACTED]
Syracuse, New York 13210
[REDACTED]

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

From: The I-81 Challenge Project Team
To: [REDACTED]
Sent: Thursday, April 12, 2012 11:01 AM
Subject: Save the date for the public meeting!

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Latest News and Information



Save the date for the public meeting!

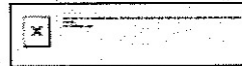
The SMTC will host a public meeting for *The I-81 Challenge* on **Wednesday, May 9, 2012** from **2:00 p.m. until 8:00 p.m.** at the Oncenter in downtown Syracuse. You can drop in any time that is convenient for you. Please save the date!

Meeting attendees will have the opportunity to:

- Review materials from the May 2011 workshop
- See the feedback received in May 2011 and learn how this feedback was developed into initial strategies for I-81
- Provide feedback on the initial strategies before NYSDOT begins further analysis
- Learn how strategies will be evaluated
- Learn about potential long-term improvements to our transit system and provide your thoughts

Our project team will be there to talk with you and hear your thoughts.

If you're planning to attend the meeting, you can informally RSVP through the Facebook event page. The event page also makes it easy for you to let friends, family or co-workers know about the meeting.



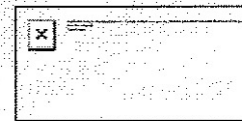
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SMTC **NYSDOT**

From: [REDACTED]
To: contactus@thei81challenge.org
Subject: Re: Reminder: Join us for a public meeting on May 9th
Date: Tuesday, May 01, 2012 3:08:12 PM

I will be out of town for this meeting. I have taken Flyers to TNT 7. By the end of the meeting, all I took had disappeared.

I do urge you to send this to [REDACTED], the City's TNT coordinator, for her to send to her e-mail list.

[REDACTED]

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

From: [The I-81 Challenge Project Team](#)
To: [REDACTED]
Sent: Tuesday, May 01, 2012 9:20 AM
Subject: Reminder: Join us for a public meeting on May 9th

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Latest News and Information

Reminder: Join us for a public meeting on May 9th

Reminder 1

The SMTC will host a public meeting for *The I-81 Challenge* on Wednesday, May 9, 2012 from 2:00 p.m. until 8:00 p.m. at the [Oncenter](#) in downtown Syracuse.

You can drop in any time that is convenient for you. Attendees will be offered either free (validated) parking in the Oncenter garage or lot, or two single-use transit passes at the meeting.

Please join us to learn more about the next phase of the study to determine the future of I-81 in Central New York. Attendees will have the opportunity to learn about and provide feedback on five potential strategies for the future of I-81:

1. Maintain the existing structure
2. Rehabilitate road and bridges
3. Reconstruct road and replace bridges
4. Replace with a depressed highway or tunnel
5. Replace with an urban boulevard

Attendees will also be able to:

- Review materials from the May 2011 workshop

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[SMTC](#)

[NYS DOT](#)

From: [REDACTED]
To: contactus@thei81challenge.org
Subject: RE: Reminder: Join us for a public meeting on May 9th
Date: Wednesday, May 02, 2012 9:49:29 AM

I will be out of town but please send me any updates.
[REDACTED]

From: The I-81 Challenge Project Team [mailto:contactus@thei81challenge.org]
Sent: Tuesday, May 01, 2012 9:21 AM
To: [REDACTED]
Subject: Reminder: Join us for a public meeting on May 9th

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Latest News and Information

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4. Replace with a depressed highway or tunnel
5. Replace with an urban boulevard

Attendees will also be able to:

- Review materials from the May 2011 workshop
- See the feedback received in May 2011 and learn how this feedback was developed into draft recommended strategies for I-81
- Learn how strategies will be evaluated
- Learn about potential long-term improvements to our transit system

I-81 Challenge Logo



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SMTC

NYSDOT

[REDACTED]

From: [REDACTED]
Sent: Friday, May 04, 2012 3:33 PM
To: contactus@thei81challenge.org; James D'Agostino
Subject: Nepali interpreters available for I81 public meeting on May 9th

Hi Jim

Hope you have been well - bet you are busy with this and various matters! As mentioned in the past, I serve as a volunteer with the Bhutanese Community of Syracuse. Your newsletter mentions translators - do you have or do you need one or more that speak Nepali? Syracuse has over 3000 Bhutanese people and it would be great if they could learn about and provide input to your efforts.

Thanks much and best wishes,

[REDACTED]

PS Is there a better term than "public meeting" for this event? I was there for the last one and it seemed to be more of an informative open house. The long time frame is a bit frightening as a public meeting!!

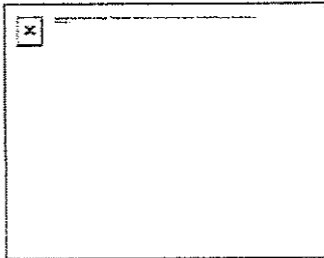
--
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
Syracuse, NY 13210
[REDACTED]
[REDACTED]

On 5/1/2012 9:21 AM, The I-81 Challenge Project Team wrote:

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Reminder: Join us for a public meeting on May 9th



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Please join us to learn more about the next phase of the study to determine the future of I-81 in Central New York. Attendees will have

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From: [REDACTED]
To: contactus@thei81challenge.org
Subject: INTERSTATE 81 IN SYRACUSE: PAST AND FUTURE.
Date: Sunday, May 06, 2012 8:03:17 PM
Attachments: [image001.emz](#)
[I have some historical connections to.doc](#)
[image002.png](#)

Hi! I wanted to have some input in the discussion about the future of I81 and, of course, the people who live at Pioneer Homes. In order to do that I am attaching a brief (?) comment, which I will also copy/paste below. I realize that this is rather late, and I do hope to get to the forum (is that the proper title) this week. I don't have any solutions, by the way, but do want to put in my comments and urge that those who are directly affected by the past and future of I81 be prime consultants in how to go about resolving this long-standing issue.

I have historical connections to "The Bricks" housing development, but am not responsible for them. A few pertinent background observations are, however, appropriate and provide me - and I hope you and Syracuse - some guidance.

My Father, Algernon D. Black (Leader of the New York City Ethical Society, teacher, radio commentator, and civil rights activist and innovator), was here for the dedication of this (known at the time as a) "low income housing development", possibly the first anywhere. This development grew out of the goals and guidance of the State Committee on Discrimination in Housing of which dad was founder and first chair person. At the dedication ceremonies, he was introduced by Syracuse friend and resident Walter White, who said "A White who is black introduces a Black who is white."

I suspect that my father knew little about the transportation development that physically split the low income Pioneer Homes housing development right down the middle, that is, without regard for family, or a community of friends, schools, churches, civic centers, etc., in the 1960s. He would have been terribly angry at the way the elevated portion of Interstate 81 put a dangerous, noisy, air-polluting and discriminatory obstacle between the east and west portions of the development that adversely impacted community relations and communication with neighboring communities. And he was angry when he visited me here after my settling here in 1965 and saw the construction, its location, and its impact. He - and many of us, I suspect, believed that elevating the highway preserved communication and contact between the east and west portions of the newly divided community. I and others underestimated its adverse impact.

I must also note that I don't recall having related to him how bad that split had been to that first major action of his committee. In the same breath, I feel that I have a responsibility to his memory to remind us all - and people like me need more of it than those who live in the development housing of half a

century ago - of how much the location of this section of I 81 stole some of the sense of community in this low spot in both Syracuse's history and physical location. The latter is important because Syracuse is one of the few - perhaps the only - major city that developed from a larger circle inward whereas most cities develop outward from a first settlement. Hydrology is at the heart of the matter! The I 81 story is also the victim of the NYS DOT's questionable elimination of the southwest section of I 481 that was to be a critical fourth of the link for vehicular traffic circling the city between the NYS Thruway and north-south travel, on 481.

Now, Syracuse has a new opportunity to be a leader in reconstruction, re-routing, and rehabilitation, along with the need for growth in inner self sufficiency including jobs, schools, community gathering institutions, and administrative services. And the city institutionally has we hope learned its nearly sixty-year lesson. Do I know enough to make recommendations? I don't know, although I am willing to help out where I can make useful observations, reactions, and, perhaps, service. Whatever this community decides to do, it can also be an example of what a municipality can do in these early days of climate change and the related and potential broader crisis that will shape our future: energy. That and local stress bred of poverty, isolation, and many examples of which we are all too familiar represent crises that in the classic way, also provide opportunity. The entire Syracuse community needs to adopt that challenge: now.

Syracuse has the potential, the talent, the human energy and social institutions to get moving, and certainly can articulate what needs to be fixed physically and socially to provide a sound underpinning to what might be done with I 81. That is a cornerstone in Syracuse's future. I and many others can help with suggestions, imagination, even money. But I urge that whatever is decided and launched into action, *it be done with the local, immediately-affected residents' ideas and dreams front and center, development, and control: especially those who live, work, and travel in or through this central sector of Syracuse with economic, social, and environmental challenges, and that the city's decision-makers act on what those who live in this community contribute to their - and our - combined futures.* The outcome will affect all of us, every one.

Thank you for the opportunity to comment on this challenge and opportunity.

██████████, Syracuse, NY. 4/6/12

From: [REDACTED]
To: contactus@thei81challenge.org
Subject: WSYR
Date: Monday, May 07, 2012 10:53:46 AM

Any chance for an in cam interview on this tomorrow morning?

Sent from my iPhone

On May 7, 2012, at 10:46 AM, "The I-81 Challenge Project Team" <contactus@thei81challenge.org> wrote:

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Public Meeting: Wednesday, May 9th!

Don't forget - the SMTC will host a public meeting for *The I-81 Challenge* on **Wednesday, May 9, 2012 from 2:00 p.m. until 8:00 p.m.** at the [Oncenter](#) in downtown Syracuse.

Drop in any time that is convenient for you. Attendees will be offered either free (validated) parking in the Oncenter garage or lot, or two single-use transit passes at the meeting.

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1. Maintain the existing structure
2. Rehabilitate road and bridges
3. Reconstruct road and replace bridges
4. Replace with a depressed highway or tunnel
5. Replace with an urban boulevard

Attendees will also be able to:

- Review materials from the May 2011 workshop
- See the feedback received in May 2011 and learn how this feedback was developed into draft recommended strategies for I-81
- Learn how strategies will be evaluated
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[SMTC](#) [NYSDOT](#)

From: ██████████
To: "contactus@thei81challenge.org"
Subject: RE: Public Meeting: Wednesday, May 9th!
Date: Monday, May 07, 2012 11:04:32 AM

I'd like to go to this. We can take the kids for a bit. -S.

From: The I-81 Challenge Project Team [mailto:contactus@thei81challenge.org]
Sent: Monday, May 07, 2012 10:46 AM
To: ██████████
Subject: Public Meeting: Wednesday, May 9th!

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SMTC **NYSDOT**

From: [REDACTED]
To: contactus@the181challenge.org
Cc: [REDACTED]
Subject: Aerial photos of project for posterity and site evaluation and progress....
Date: Monday, May 07, 2012 12:26:42 PM

Hello:

Name is Jerome N. Fine with Photos By Fine from Manlius, New York.

We are a local, 38 year experienced aerial photography firm who wishes to ceat aerial photography of the I81 project for your progress and/or development stages.

We are very active members of the Syracuse Chamber of Commerce for the past 38 years and fly both helicopter as well as fixed wing aircraft for our photography.

Please advise us as to the next step we may follow to offer our professional services.

Thank you.

Respectfully,

Jerome N. Fine

Photos By Fine

[REDACTED]

From: [REDACTED]
To: contactus@theI81challenge.org
Subject: Route 81 ideas
Date: Tuesday, May 08, 2012 12:08:52 PM

To Whom it May Concern:

I believe that a rather easy compromise can be reached between the "tear it down" camp and the "leave as is" camp. Looking at the map on your website, it seems that Route 81 could be converted into a boulevard from the intersection of 81 and 481 just south of Syracuse (the OCRRA area) to the intersection of 690 and 81 just north of Downtown. Thru traffic could be re-directed onto Route 481 to 690 in East Syracuse and return to 81 North on the current intersection of 690 and 81. That would free up a significant section of route 81 to be slower and landscaped to complement the urban neighborhoods from the Valley section to the 690/81 exchange. The highway would no longer dissect critical downtown neighborhoods and the plan would open up the potential for increased urban development in areas that are currently wasted. Commuters from the South would find a slightly increased commute, but one that should not take more than an extra 10 minutes.

Sincerely,

[REDACTED]
[REDACTED]

Syracuse, NY 13215

From: [REDACTED]
To: "contactus@thei81challenge.org"
Subject: RE: I-81 Challenge Public Meeting May 9
Date: Tuesday, May 08, 2012 12:11:17 PM

Please remove me from your list.

From: contactus@thei81challenge.org [mailto:contactus@thei81challenge.org]
Sent: Tuesday, May 08, 2012 11:23 AM
To: [REDACTED]
Subject: I-81 Challenge Public Meeting May 9

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[NYSDOT](#)

From: [REDACTED]
To: contactus@thei81challenge.org
Subject: I 81 Change
Date: Tuesday, May 08, 2012 1:39:07 PM

Name: [REDACTED]

Email: [REDACTED]

Message: I for one would love for it to stay the same just repair! I commute to Ononodaga hill everyday .It is pretty much a straight shot up I- 81 to Brighten Ave. exit. I absolutely hate having to take 481, It has so many on ramps and having to shift lanes for traffic coming on and only two lanes most of the way, is a pain!I\`d rather sit in traffic than take 481 . It adds almost 20 minutes to my ride if I have to take 481 verses I-81. There has been discussion that you would make it go thru downtown, if people want to go downtown then you can take an exit to go downtown, Interstate means what, connecting states not cities please don\`t make us go downtown.

From: [Mario Colone](#)
To: [REDACTED]
Cc: [James D'Agostino](#)
Subject: personal design plans
Date: Tuesday, May 08, 2012 12:42:00 PM

[REDACTED]
Thank you for providing a copy of your I-81 viaduct redesign plans. I would like to reiterate from the April 19th Community Liaison Committee (CLC) meeting that tomorrow's public meeting for *The I-81 Challenge* will contain and display only those materials created and/or developed by the Syracuse Metropolitan Transportation Council and the New York State Department of Transportation.

Your plans will be considered as part of the public record and will be documented as such in future *The I-81 Challenge* planning study summaries/documentation. We appreciate your participation on the CLC as the representative of the ASLA. Thanks again for delivering the redesign concept plans.

We'll see you and hopefully others from the ASLA tomorrow.
-Mario

Mario Colone | Program Manager
Syracuse Metropolitan Transportation Council
126 N. Salina Street, Suite 100
Syracuse, NY 13202
t: 315.422.5716
f: 315.422.7753
www.smtcmpo.org

 Think Green. Please don't print this message unless necessary.

From: [REDACTED]
To: contactus@thei81challenge.org
Subject: Re: I-81 Challenge Public Meeting May 9
Date: Tuesday, May 08, 2012 12:20:19 PM

This is illogical. You literally have a city of outsourced jobs but with the people and rundown housing but your concern is with recently constructed concrete. Email me with fundamentals next time, I can be there to talk about this misappropriation of funds. Thanks.

On May 8, 2012 12:01 PM, <contactus@thei81challenge.org> wrote:

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SMTC **NYS DOT**

From: [REDACTED]
Sent: Tuesday, May 08, 2012 12:27 PM
To: contactus@thei81challenge.org
Subject: Re: I-81 Challenge Public Meeting May 9

please unsubscribe me from your email list. Thank you. [REDACTED]

W

--

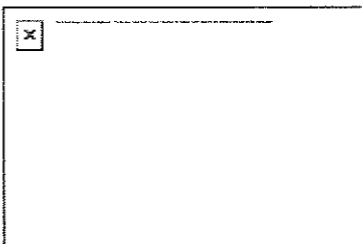
[WEB](#) | [FACEBOOK](#) | [TWITTER](#) | [LINKEDIN](#) | [BRAZEN.ME](#)

On Tue, May 8, 2012 at 11:23 AM, <contactus@thei81challenge.org> wrote:

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[SMTC](#) [NYS DOT](#)

From: [REDACTED]
To: contactus@thei81challenge.org
Subject: comments
Date: Tuesday, May 08, 2012 2:37:13 PM

Hello, I strongly favor the conversion of 81 into an urban boulevard. My second choice would be to have a tunnel. I have lived in the city for over 20 years. I find it difficult to cross the traffic under 81 as a pedestrian and bicyclist, and would welcome a new environment that is less divisive to the city's landscape.

Thank you,

[REDACTED]
[REDACTED]

Syracuse NY 13207

From: [REDACTED]
To: "contactus@theI81challenge.org"
Subject: Number of choses
Date: Tuesday, May 08, 2012 3:31:07 PM

I looked at the email notice that was sent out. It showed five potential strategies, after reading the five potential strategies; it appears that there are only three potential strategies. The first three appear to really be the same?

1. Maintain the existing structure
2. Rehabilitate road and bridges
3. Reconstruct road and replace bridges
4. Replace with a depressed highway or tunnel
5. Replace with an urban boulevard

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Syracuse, N.Y 13244

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
To: "contactus@the181challenge.org"
Subject: Public Meeting May 9th
Date: Wednesday, May 02, 2012 12:51:04 PM

I am planning to attend the Public Meeting on Wednesday May 9, 2012 any time after 2:00 PM.

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: contactus@theI81challenge.org
Subject: I 81
Date: Wednesday, May 09, 2012 3:48:22 PM

No tunnel. Imagine the traffic jams an accident in a tunnel would bring. What if it floods? I am for replacing the present stretch with 6 active lanes of through traffic to alleviate the continuous traffic jam that is caused by people exiting I 81 downtown, or a change of the location of the exit to downtown. The blind turn that enters the exit lane causes backups and requires dangerous manoeuvres to get through at the 690 interchange.

From: James D'Agostino
To: [REDACTED]
Cc: Mario Colone; Meghan Vitale
Subject: RE: I-81 Challenge and Reconstruction of the I-81 Corridor
Date: Wednesday, May 09, 2012 8:34:57 AM

[REDACTED]

Thank you for the input into this important project. Your input/suggestion will be included in the record of public input as well as considered in the development of strategies moving forward. Thanks again for taking the time to submit your idea.

-Jim

James D'Agostino
Director
Syracuse Metropolitan Transportation Council (SMTC)
100 Clinton Square
126 N. Salina Street, Suite 100
Syracuse, New York 13202
Phone: (315) 422-5716
Fax: (315) 422-7753
www.smtcmpo.org

From: [REDACTED]
Sent: Tuesday, May 08, 2012 5:04 PM
To: James D'Agostino
Subject: I-81 Challenge and Reconstruction of the I-81 Corridor

Dear sir,

I am glad to have input into the reconstruction of the I-81 Corridor and I have attached a brief proposal to outline this reconstruction. This is a very simple version of this proposal and I would be happy to elaborate further on my ideas if they are warranted.

As a former road construction inspector for the USDA Forest Service and, more recently, a building construction materials inspector for CME, I am aware of the tremendous costs of rebuilding and maintaining the bridges of the I-81 Corridor. In this proposal, I have tried to combine my experience with road construction with my knowledge of the I-81 Corridor to generate an effective plan to eliminate the bridges, utilize existing roadways, and improve pedestrian and traffic flow to and through the City of Syracuse.

I have attached this proposal for your examination.

Best regards,
[REDACTED]
[REDACTED]
[REDACTED]

To: Syracuse Metropolitan Transportation Council

From: _____, road construction and construction building materials inspector

I-81 Challenge: The Interstate 81 Reconstruction Project through the City of Syracuse.

Project goals:

- To utilize existing roadways, exits, and on-ramps to a maximum degree and minimize reconstruction costs.
- To eliminate the bridges of I-81 that run through Downtown Syracuse and the roadways that exist beneath them.
- To maintain excellent flow of traffic to and through Downtown Syracuse from both the north and the south.
- To eliminate the "bridge barrier" that exists between the east and west sides of Syracuse at the point of the I-81 Corridor.
- To assure adequate flow of emergency vehicles in the Downtown Syracuse/Upstate Medical Center area.
- To develop a multi-purpose park in the area of the existing I-81 corridor.

Proposal highlights:

- To reroute I-81 South, coming from the north, onto I-690 East at the Salina St exit. I-81 will then merge with I-690 East that will eventually merge into I-481 South and proceed in the southerly direction.
- To establish the Northside Syracuse exits, which can be reached by I-81 coming from the north, and the Southside Syracuse exits, which can be reached by the I-81 Extension that proceeds north from I-481 and I-81 near Brighton.
 - The Northside Syracuse exits include the existing exits at West St, Franklin St, Salina St., and others.
 - The Southside Syracuse exits include the existing exits at Brighton, South Salina St, the SU Campus, and others.
- To remove the existing bridges and the roadways beneath them between these two sets of exits and develop a park with a circular boulevard surrounding it.
- To establish a circular boulevard consisting of the existing Townsend St which would run one-way to the south, and Almond St which would run one-way to the north. Erie Blvd would be the north edge of the circle and Adams St would be the south edge of the circle
- To establish signage that will direct drivers at I-481 and I-81 on the north side of the city to either the Northside exits, via I-81 southbound, or to the Southside exits, via I-481 South to the I-81 Extension that runs north to the Southside exits.
- To establish additional signage changes at the approach of I-690: Northside exits include West St, Franklin St, and North Salina St and Southside exits to proceed on I-81/I-690 East to the I-81 Extension that runs to the Southside exits.

Construction basics:

- It will be important to notify drivers and transportation agencies in advance about the proposed changes.
- Get signage in place.
- Set up a barrier on I-81 after the Salina St exit to direct all southbound traffic onto I-690 East.
- Set up a barrier on I-81 Extension running north at the last exit before the bridges.
- Tear down the bridges, crush the concrete and reuse it, salvage the steel, and recycle the asphalt.
- Dig up the roads beneath the bridges and make them into a multi-use park.
- Establish the circular boulevard with Townsend St one-way southbound and Almond St one-way northbound.
- Townsend St/Oakland Ave southbound will lead to the I-81 South and I-481 North.
- Almond St northbound will lead to I-81 North and I-690 East and West.
- Be certain to provide adequate provisions for emergency vehicles that operate in this area between the areas hospitals.

The Multi-Purpose Park:

- To establish a park that includes greenspace, gardens, walkways, bike paths, and other health-friendly, environmentally friendly components.
- The park should have carefully maintained restroom facilities, emergency call services, and a vigilant police presence.
- The park should be well-lit at night, constantly patrolled, and provide a pedestrian pathway from the SU Campus/Upstate Medical, and Downtown Syracuse.

That's my proposal and I hope you like it!!

For questions or comments, please call _____ at _____ or reach me at _____

From: [REDACTED]
To: Mario.Colone
Subject: RE: I 81 Challenge
Date: Wednesday, May 09, 2012 11:14:20 AM

Thank you for your quick response. I have a play I'm attending at the red house which precludes my attendance in person or on the net. I'm glad to hear the big dig has already been mentioned. I wonder if you have personally been to that area in Boston? The city did a good job with it, albeit after a long expensive process.

Take care
[REDACTED]

On May 9, 2012 10:19 AM, "Mario Colone" <mcolone@smtcmpo.org> wrote:

[REDACTED]
Thank you for your interest in The I-81 Challenge. The "Big Dig" is actually one of several case studies we have highlighted in our "Case Studies of Urban Freeways for The I-81 Challenge" document available on the project web site at www.thei81challenge.org. We hope that you're able to join us in-person later today for the public meeting. If unable, a virtual meeting has been created; also available on the project web site.

Again, thank you for taking the time to provide your comment.

Mario Colone | Program Manager
Syracuse Metropolitan Transportation Council
126 N. Salina Street, Suite 100
Syracuse, NY 13202
t: [315.422.5716](tel:315.422.5716)
f: [315.422.7753](tel:315.422.7753)
www.smtcmpo.org

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

From: [REDACTED]
Sent: Wednesday, May 09, 2012 10:00 AM
To: contactus@thei81challenge.org
Subject: I 81 Challenge

Name: [REDACTED]
Email: [REDACTED]

Message: The big dig in boston put the highway underground. This method cut down on the noise pollution and to eliminate a large dvide within the downtown area. Also, above the underground highway, Boston was able to use the space for other uses. They chose to use it as a green space. I would be in favor of putting I 81 underground.

From: [REDACTED]
To: contactus@theT81challenge.org
Subject: More meetings
Date: Wednesday, May 09, 2012 12:07:09 PM

I have to say I'm terribly dissapointed that they had only one meeting May 9th. First of all its a Wednesday night in the middle of the week, many people including myself work nights so I was unbale to attend. They really should have more times for all people to attend, for instance next time have a weekend meeting as well on a Saturday when folks like me can attend. I went last year to the Oncenter and think its very informative and interesting. However if the goal is to get all people involved only having a weekday meeting seems very exclusionary to me.

[REDACTED]

From: [REDACTED]
Sent: Wednesday, May 09, 2012 4:50 PM
To: contactus@theI81challenge.org
Subject: Public Meeting Comment: May 9, 2012

Hi,

I attended the public meeting this afternoon and want to provide my opinion since I didn't have time to write down any post it notes or comments when there.

Based on what I saw today I overwhelming support the idea of taking down the elevated highway and replacing it with a boulevard. I realize this may impact the community financially from a Federal funding standpoint, but I very much disagree with the idea of making decisions based on whether we increase or decrease these funds. The decision should be made on a purely economic (in the true sense of the word) scale. I think a boulevard will create the opportunity for community integration, business development, environmental improvement, and safety. Of the proposed alternatives I think a boulevard also creates the best opportunity for affordable maintenance and long-term use.

In addition, I'd like to urge the Regional Department of Transportation decision makers to incorporate Roundabouts into our local roadways. The CNY region seems to have ignored the opportunities to improve traffic flow, decrease traffic fatalities and improve air quality and fuel consumption by continuing with outdated intersections.

Case in point: when DOT crews began working on the off-ramp from 481 South at Route 5 (Genesee St. Dewitt) I thought for sure someone finally came to their senses and would replace the dangerous "Yield" with a Roundabout. I was shocked to see a "Stop" sign introduced at this location. Effectively, the interchange (both North and South off-ramps) was made more dangerous and at the same time necessitated standing traffic, burnt rubber for stops and starts, and noise pollution. Starting at Lyndon Corners in Dewitt and including Wegmans, 481 Interchange and Erie/Genesee St. should all be replaced with Roundabouts. I've been informed that Federal funding associated with Roundabouts could help defray the costs.

I know many people have worked very hard to get us to this point. Please keep going as quickly as possible to deconstruct the 81 overpass and replace with a boulevard chock full of Roundabouts!

[REDACTED]

From: [REDACTED]
To: contactus@thei81challenge.org
Subject: comments
Date: Thursday, May 10, 2012 6:36:37 AM

I was not able to attend the event on May 9 at the OnCenter. I was just reviewing the documents and happy to see that you included Cincinnati when reviewing how other cities deal with transportation in and around the city. I think the depressed highway along the waterfront in Cincinnati is the way to go with I81. My brother lives in Cincinnati and we travel there at least once per year, stay at a downtown hotel and visit my brother about 10 minutes away just outside downtown. It is very easy to get in and out of the city, that is why we stay downtown. We always do a lot of walking around downtown and around the waterfront. The first time I saw the depressed highway I thought, this would solve most of our problems with I81 in Syracuse. Highway traffic through the city isn't impeded and with clever landscaping street level walk ability is enhanced in the area. It is amazing how at street level you barely know there is a highway below.

[REDACTED]
[REDACTED]
Syracuse, NY 13210
[REDACTED]

From: [REDACTED]
To: contactus@thei81challenge.org
Subject: bypass options
Date: Thursday, May 10, 2012 2:27:12 PM

Name: [REDACTED]

Email: [REDACTED]

Message: Although there are many viable options, there is no one best option. Consider rerouting 81 to 481 to North/South to bypass the city and work with Thruway Authority to make travel free between Syracuse Exits 34a thru 39 to ease East/West bypass travel in conjunction with whatever solution is chosen.

From: [REDACTED]
To: contactus@theI81challenge.org
Subject: DON'T REMOVE I-81 THROUGH SYRACUSE!
Date: Thursday, May 10, 2012 3:51:48 PM

I strongly oppose any thought of removing I-81 through downtown Syracuse.

My wife and I came to Syracuse when I joined the SU Geology faculty in '69, and have always found it a beautiful place to live. We've always appreciated its "right" size, its lovely setting, its recreational and educational opportunities, its interesting weather, and all sorts of cultural opportunities. We also appreciate its virtual absence of natural hazards (tornadoes, hurricanes, earthquakes, volcanoes, coastal erosion, storm-surge flooding...), its ample water supply, and its location at the crossroads of New York's two most important highways.

One of the options now on the table would eliminate I-81 through part of the city, replacing it with a boulevard. The benefits touted by enthusiasts of the boulevard option sound lovely, but in practice would never be realized. But the negative impacts would be enormous!

Countless times, over the years, I've commented to the person in the passenger seat next to me that one of the things we've always really liked about Syracuse is that one can get from virtually any part of it to any other part in 15 minutes. I-81 (which passes within a few hundred feet of our house) allows us easy access to the university and its neighboring medical complex, businesses and events downtown, the Fairgrounds, restaurants in Mattydale, the farmers' market, the transportation center, and Onondaga Lake Park, where we like to picnic and bike.

In other words, whereas some people decry I-81 as an ugly wall dividing the city, my wife and I see it as something that ties our community together — part of what makes this place so nice to live in!

Modify it, but don't eliminate it!

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
Syracuse NY 13205
[REDACTED]

From: [REDACTED]
To: contactus@thei81challenge.org
Subject: I-81 development
Date: Friday, May 11, 2012 11:53:40 AM

Name: [REDACTED]
Email: [REDACTED]

Message: I unfortunately could not make the meeting on the 9th. However, while I was in NYC I had the opportunity to experience Manhattans High Line. This is a very nice park made from the old subway line that was above ground. It made me think about the possibilities of providing a similar gift to the area. If we had a redeveloped highway system. could we use natural vegetation to above or in conjunction with this highway? Or at the very minimum, make the bridges an Architectural statement. We have an opportunity for a new start. Syracuse has the real estate to allow large businesses to come to the city. If we offered lower taxes to large corporations to entice development, it could be profitable and offer jobs. When taxes are too high, people go elsewhere. 10 percent of 100 million is a lot more than 30 percent of 10 million.

From: [REDACTED]
To: ["contactus@theI81challenge.org"](mailto:contactus@theI81challenge.org)
Subject: I81
Date: Friday, May 11, 2012 8:53:28 PM

Thousands of us depend on the I81/690 to get to work. Removing these highways will be costly in both time and money (more fuel) for us that use the system to get to our places of employment. Let's not recreate the wheel, repair what we have.

[REDACTED]

From: [REDACTED]
To: contactus@theI81challenge.org
Subject: INTERSTATE Rt 81
Date: Monday, May 14, 2012 8:26:26 PM

I have noticed many I times a writer referencing how INTERSTATE Rt 81 " divides the city of Syracuse". This may have been true 50 odd years ago, when the highway was built and the 15th ward was destroyed. It has not been true for a very long time. I am in my 70's. INTERSTATE Rt 81 was built when I was in my teens. At that time families generally only had one car, if that. Mom did not work as a general rule. The breadwinner often worked close to home, and walked, or took the bus. The kids all walked to school. Times have changed. Both parents work, and have cars. The teens have cars. Young children are bussed to school, thanks to school closings. Car ownership and thus traffic has multiplied many times since then. The overpass through the city is long overdue to be rebuilt, and widened, not torn down and run at ground level or a tunnel through the city. There is still an excellent public transportation system for the college students who wish to go downtown.

INTERSTATE Rt 81 JOINS the northern and southern areas of the city and county, as is. Along with INTERSTATE 690 It allows rapid transit to and from the hospitals, physician's office buildings, the universities, and the countryside..I live 40 miles from Syracuse. I worked at hospitals in the city for 25 yrs, and I was a volunteer EMT and Medic on my local ambulance for 27 yrs. Thanks to INTERSTATE 81, it was and is possible to access the hospitals in Syracuse in just a few minutes more than it takes to access the 2 "local " hospitals 15 miles away.from my home. Thanks to a lower speed limit, congested streets and traffic lights, it takes as long to get through those relatively small cities, as it does to get to the city line of those cities. INTERSTATE 81 with exits very near Syracuse hospitals makes getting to them, almost seamless.

I have driven across the country and visited many large cities along the way. I have yet to encounter one that has the INTERSTATE run through the city as a boulevard with a median. I don't think there IS another city in this country that has or would consider running the INTERSTATE as part of the city streets through that city.. The INTERSTATE highway system's purpose is to MOVE traffic at a rapid pace. Merging it with city streets does not serve that purpose.

INTERSTATE 481 will take us around the city nicely., only adding about 5 minutes to the trip. It will NOT get you downtown to all those facilities that were built there long ago. Downtown, That area that we are pouring money into to revamp, and revitalize, so people will want to go there for reasons in addition to our terrific universities and hospitals. Make it harder to get there, and people won't want to make the trip for any reason.

Running a "new" boulevard will not make it easier to get downtown, or pull the neighborhoods any closer together. Nor will a tunnel, which I suspect will be even more costly than rebuilding the raised section. In addition to the tunnel itself, water pipes and sewers, electric, phone, cable service and SU's steam heating system will very likely be disturbed and need to be rerouted as well. Lets get real folks. [REDACTED]

[REDACTED] --Mexico, NY

From: [REDACTED]
Sent: Tuesday, May 15, 2012 10:34 AM
To: Meghan Vitale
Subject: Re: follow-up from The I-81 Challenge public meeting

Meghan, May 9 was my first visit to the meeting. I'm aware that you have had a number of meetings previously, and I commend you for the public education on something of this magnitude that will affect us all. I am not a business owner in the area involved nor do I commute on a daily basis, retirement is GREAT! so I visited that day just to get an overview of the options. I'm SURE I was not the only one with these credentials. Frankly, I was overwhelmed. Therefore I wld URGE your group to address at all your informational meetings my constituency; the frequent user of the corridor who doesn't need all the details of the project proposals, but who old benefit from a short concise description of the options. PU bet the Post Standard wld publish short say 200 word descriptions of the options. Good Luck [REDACTED]

On May 15, 2012, at 9:42 AM, Meghan Vitale wrote:

[REDACTED] -

Thank you for attending the public meeting for *The I-81 Challenge* on May 9. One of our staff members indicated that you were looking for one-page summaries of the five strategies presented at the meeting. We have not produced single-page summaries of the strategies. However, a "virtual meeting" containing all of the display boards from May 9 is available on our website at www.thei81challenge.org/virtual. Station 4 contains all of the information about the five strategies.

If you would like any additional information about the study, please feel free to contact me.

-Meghan

Meghan B. Vitale
Principal Transportation Planner
Syracuse Metropolitan Transportation Council
126 N. Salina Street, Suite 100
Syracuse, NY 13202
p 315.422.5716 f 315.422.7753
mvitale@smtcmmpo.org

From: [REDACTED]
To: contactus@the81challenge.org
Subject: New? Ideas for Rt. 81 Challenge
Date: Wednesday, May 16, 2012 1:12:15 PM

I just visited your Website for the first time and was both impressed and over whelmed by the amount of information. I do not have enough time to wade through it all.

So I would like to give you some suggestions. Excuse me if they are redundant with what has already been discussed or suggested.

1. Rebuild Rt. 81 thru the city with two levels to handle the increased amount of traffic.
 - A. Option 1 – make each level one way to increase safety.
 - B. Option 2 – make one level (lower) for local traffic and the upper level for through traffic.
2. Complete the ring road around the city which was originally envisioned to drain some of the traffic off of Rt. 81 through the city. We already have Rt.481 on the East now we need something for the West and South residents.
3. Make sure that you can access Rt. 690 both East and West easily from Rt. 81 North and South.
4. Use the area under the raised highway for parks, shops, hanging gardens, etc.

[REDACTED]
[REDACTED]
[REDACTED]

I am using the Free version of SPAMfighter.
SPAMfighter has removed 10101 of my spam emails to date.

Do you have a slow PC? Try free scan!

[REDACTED]

From: [REDACTED]
Sent: Friday, June 08, 2012 11:53 PM
To: contactus@theI81challenge.org
Subject: I 81

I am a resident of Syracuse city and I strongly favor REMOVING I 81. Once again those who commute and simply use our city want this monstrosity to remain. They do not have to see and live with this ugliness on a daily basis. Our city's beauty is at stake as well as its functionality as a livable urban environment.

PLEASE rip it down.

[REDACTED]
[REDACTED]
[REDACTED]

13210

Sent from my iPad in Singapore

From: [REDACTED]
To: contactus@theI81challenge.org
Date: Saturday, June 09, 2012 8:09:14 AM

We went 2 the mtgs., have commented.

From: [REDACTED]
To: contactus@theI81challenge.org
Subject: input from a Syracusan
Date: Monday, June 11, 2012 3:55:40 PM

Hello,

I attended the 2011 presentation and gave input at that time. My husband attended the 2012 presentation but I could not attend. Here is my one hope for the project:

Let I81 still go right through our city, elevated, much like Cincinnati's. Syracuse looks really pretty at night with all the lights on different buildings, and I have out of towners say to me, "Syracuse -- is that the city the highway goes right through?" Please don't change this aspect of our highway.

Thank you for caring about my concern.

[REDACTED]
Lifelong Syracusan

[REDACTED]

From: [REDACTED]
Sent: Tuesday, June 12, 2012 3:40 PM
To: contactus@theI81challenge.org
Subject: Virtual Meeting

To Whom It May Concern,

Your recent e-mail is the only information I've received in a long while. I have been trying to keep track of this project through various sources but hadn't received anything directly.

I also had some trouble with getting into the virtual meeting though I did register. I also tried to follow the directions provided but couldn't get to the pages I wished to. Therefore, I wasn't able to get to all the information or provide my comments there.

I did review some of the comments received at the public meeting/workshop regarding people's vision for I-81. However, most of the comments fail to take into consideration the travel/driving needs of people and commerce going from the western suburbs to areas south of the city. Many would dump all this traffic onto a blvd or divert them all the way out to Dewitt to take I-481. It is wrongly assume that everyone from the western suburbs are heading solely into downtown which isn't always true. Again the western suburbs are being orphaned without adequate highway connections. I would like to see either an Interstate connection between I-690 and I-81 be maintain in some form or fashion or a logical and reasonable alternative provided for people living or doing business in the western suburbs. The world doesn't begin or end in downtown Syracuse or in the University Hill area.

I would also like to see a few public meetings regarding I-81 be held in some of the suburbs to get their feedback. The perspective of people in the suburbs is different from those within the city or in University Hill area. It also isn't always easy to get to the meetings/workshops held in the city.

Lastly, as you noted the current I-81 does need to be replaced as it no longer adequately serves its function or provide the traveling public with what is needed. It is narrow and is suffering from LOS problems. It also doesn't provide a complete and adequate connection between itself and I-690. It isn't always easy to navigate through the Onondaga Interchange area or connect between the two routes. Unfortunately, as we all know, there is currently no easy solution that isn't going to be costly or satisfy everyone or meet all the needs.

Please keep me informed at either this e-mail address [REDACTED] or at

[REDACTED]

[REDACTED]

[REDACTED]

Camillus, NY 13031

From: [REDACTED]
To: contactus@thei81challenge.org
Subject: i-81
Date: Saturday, June 16, 2012 8:57:25 PM

I thought about some additional ideas about i-81. Keep it as it is but make crowded exits and entrances like Carousel have more entry roads. Make the i-81 travelling south to exit to 690 east a different design because it is very scary to enter into 690 on the left flank of the road. Put an enclosure around the i-81 2nd level and in it add a pollution device that collects the gas fumes and filters them all in an area a few blocks south of Upstate hospital going northward up to the 690 interchange- that is a little past the Center of Excellence building). Do the same for i-81 road traveling south ward. This will make the air quality much better in Syracuse. The sides of this enclosure can be made of glass or some transparent material to let the light through. Above the 2nd level of i81 in this same area add another layer- that is a 3rd level. This level would be a park with plenty of flowers, bushes and trees. No cars would be allowed on this level but bikes and picnic pavillions and telescopes where people can look out and around the city in most directions and restaraunts called "Four corners of the world" would have ethnic cuisine. Areas for outdoor poetry reading would have a canopy. And slides with wavy vertical design (it slows up the slide) for kids down into the park on East Genesee Street.

The i-81 committee could study "solar roads" (on google) and make a section of i-81 solar to use the free electricity for the city.

Written by [REDACTED]

From: [REDACTED]
To: contactus@theI81challenge.org
Subject: Delay is not good.
Date: Tuesday, August 28, 2012 5:25:02 PM

Although issuing the report finalizing the broad alternatives open is good news, the delay of the SMTC in adopting a recommendation is not a good sign. It seems to me that leadership is needed to meet this challenge in a way that is in the best interest of the local public citizens. The political situation in Syracuse has been fraught with indecision on many important issues and I am concerned that this one may just be the latest.

[REDACTED]
[REDACTED]
Fayetteville, NY 13066

From: [REDACTED]
To: contactus@theI81challenge.org
Cc: [REDACTED]
Subject: I-81 Challenge
Date: Sunday, September 02, 2012 11:23:45 AM

Yes, the tunnel option is expensive. The Big Dig in Boston proves it. Cost overruns are always brought to the attention of people. However, the Big Dig revitalized downtown Boston and its neighboring neighborhoods. Big Dig impacts cannot be measured in dollars alone.

Not only is tourism doing well but people WANT to live in Boston. The 2008 recession did not impact Boston or MA like in other places in the country. Condos and residential housing are being built and sold in the downtown area. In the neighboring seaport area of South Boston, hotels, commercial buildings and condos are being constructed and sold. Further away in the residential section of South Boston or Southie, triple deckers are being gutted, rebuilt and sold. Southie is being gentrified!

In my opinion, none of this would have happened if not for the improvements brought about by Boston's Big Dig. I plead with the people of Syracuse not to be overly influenced by the short-term construction costs in making a final decision. Look to the future and at history. Syracuse would not be the city is it today without the Eire Canal.

From: [REDACTED]
To: contactus@thei81challenge.org
Subject: I-81 viaduct
Date: Tuesday, September 04, 2012 8:25:19 PM

Name: [REDACTED]

Email: [REDACTED]

Message: My thinking is that I-81 should be rerouted out of the downtown Syracuse area. That would leave us with the issue of what to do with the current I-81 viaduct. An idea would be to turn the elevated bridge portion of I-81 into a park similar to New York City's High Line. According to the park's web site (<http://www.thehighline.org>), 3.7 million people visited the High Line in 2011, only half of them New Yorkers. Thus, I believe the benefits of establishing a high park on the I-81 viaduct should be evaluated as part of the alternatives related to the I-81 challenge.

From: [REDACTED]
To: contactus@theI81challenge.org
Subject: Tunnel System
Date: Tuesday, September 18, 2012 12:27:18 AM

Hi I81 Challenge Group.

My name is [REDACTED]. I'm a Geography student at UC Berkeley located just east of San Francisco and north of Oakland. I used to study architecture. I started to become very interested in your group when I first heard about it on facebook and read about it on wikipedia.

I used to be a resident of the Syracuse area back when I was a little child. I mainly lived around Manlius, but could remember riding along I81 from where Loretto Senior Center pass Syracuse University to say Carousel Center. I now live in the San Francisco Bay Area of California.

San Francisco and Boston I think are good examples of cities you could refer to for your challenge.

But I really feel that Syracuse should really refer to what Boston did with regards to their Big Dig Project, which included the demolition of the I93 viaduct that used to run through the heart of downtown, and replacing it with a boulevard with parks in the middle, and constructing a tunnel system underneath the boulevard for the I93 freeway to run through.

That is what I really think Syracuse should consider. I have looked at maps on Google and planned out myself how it would work. What I'm thinking should happen might go beyond your expectations, but here is what I think the city should consider.

Just like Boston, I think that the city should consider not only tearing down the I81 viaduct, but also the viaducts and overpasses for I690, and replacing those overpasses and viaducts with tunnels instead that would run under the city streets. As a result I feel that Downtown would create more of a connection with the surrounding northern neighborhoods like Little Italy along Salinas Street, and much more. Just looking at the Google Streetview, I found that just like I81, the concrete structures holding up the freeway are starting to sustain some erosional damage around the concrete structures, and as well as corrosion around the steel beams and structures.

Because the thing is also that, there is the Crowne Plaza Hotel nearby and tourists staying at that hotel would feel uncomfortable having to walk underneath those viaducts to get to say Clinton Square in Downtown.

So overall, make it like Boston in which Syracuse would generate more people to visit the city, and create more parks, offices, and other places that would help the city generate more revenue, and be economically well driven.

Best of luck with the project.

[REDACTED]

From: [REDACTED]
To: contactus@the181challenge.org
Subject: Mailing list
Date: Sunday, October 21, 2012 12:22:35 PM

I did not see an interest preference when I registered for email notification.

Sent from my iPad

From: [REDACTED]
To: "contactus@theI81challenge.org"
Subject: I 81 Idea
Date: Monday, November 26, 2012 5:33:17 PM

Hello,

I'm not sure if this idea has been shared, but maybe I 81 can be made into a city landmark as part of the "Skyline of Syracuse".

My idea would be to reconstruct the bridge where it currently stands, but in a way that makes it appealing to the eye and enhances our city's skyline and beautification efforts.

I can picture a bridge similar to the Leonard P. Zakim Bunker Hill Bridge in Boston, Massachusetts, only on a smaller scale (picture on link below)...

<http://www.massdot.state.ma.us/highway/TheBigDig/TunnelsBridges.aspx>

Thank you for your time and efforts on this project and I am looking forward to the final result.

Respectfully,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
To: contactus@thei81challenge.org
Subject: RE: Thank you for joining our mailing list
Date: Friday, March 01, 2013 12:04:20 PM

Hello, I would like to become a bit more involved with the I-81 challenge. I just finished grad school at ESF, my current office is at The Syracuse Tech Garden on 235 Harrison, and I live near the new Biotech Accelerator building. So I walk, bike, bus, and drive in/under/across the 81 viaduct all the time. I just skimmed over the notes from the May 2012 meeting. Please let me know when the next meeting is. Thank you,

[REDACTED]
[REDACTED]
[REDACTED]

From: I-81 Challenge [mailto:contactus@thei81challenge.org]
Sent: Friday, March 01, 2013 12:48 AM
To: [REDACTED]
Subject: Thank you for joining our mailing list

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The I-81 Challenge Project



Dear [REDACTED]

Welcome to The I-81 Challenge Project. We are happy to have you as a member of our community. Your email address and interest preferences have been recorded in our database. In the future, you will receive periodic emails specific to your interests. At any point, you can select the link at the bottom of every email to unsubscribe, or to receive less or more information.

Thanks again for registering. If you have any questions or comments, feel free to contact us.

Sincerely,

The I-81 Challenge Team

The I-81 Challenge Project

email: [\[REDACTED\]](#)

web: [\[REDACTED\]](#)

[Forward email](#)



From: [REDACTED]
To: [Mario Colone](#)
Subject: News story about a suspension bridge in Syracuse.
Date: Friday, March 15, 2013 12:43:56 PM

Dear Mario Colone,

I believe I heard a radio news story this morning about replacing the downtown part of interstate 81 with a suspension bridge.

I reside 50% of my time in Brewerton on East Davey Road and just wanted to warn you that the noise pollution from a suspension bridge would be much worse than the 78 dB we receive when the breeze comes out of the East/NorthEast.

As a youth I remember my father taking us to a park in Whitestone NY where he sometimes played as a kid. The parking lot is partially under the Whitestone Bridge. The noise from the elevated roadbed generated by hundreds of thousands of cars and trucks is unbelievable.

I think the tripping factor in making the mistake to build a suspension bridge is that a bridge looks like an elegant beauty.....but up close it is in reality a noise generating beast.

Good luck!

[REDACTED]

--

[REDACTED]
[REDACTED]
[REDACTED]
Liverpool, New York 13090
[REDACTED]

[REDACTED]
"Durable industrial products that immediately add value, improve worker safety and productivity."

[REDACTED]

From: [REDACTED]
Sent: Thursday, April 25, 2013 4:48 PM
To: Meghan Vitale
Subject: 81' Below Syracuse

Meghan,

I have developed a concept in response to the I-81 Challenge called 81' Below Syracuse. This concept would re-route I-81 one mile to the east via tunnels which allows for the redevelopment of the existing I-81 footprint. These two outcomes could be tied together to finance the project through a Public-Private-Partnership. For details, please view a presentation of 81' Below Syracuse at www.gsspe.com/81feetbelow.

I am interested in getting an audience with the NYSDOT or SMTC, please contact me if you would like to discuss.

Regards,

[REDACTED]
[REDACTED]



[REDACTED]
[REDACTED] | Mexico, NY 13114
[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: contactus@thei81challenge.org
Subject: I-81 options
Date: Tuesday, April 30, 2013 6:13:11 PM

Name: [REDACTED]

Email: [REDACTED]

Message: In my eyes, the deciding factor is which option for I-81 makes travel into and out of Syracuse 100% safer and less stressful than current elevated route where we have curves, elevation changes. short on/off ramps and complete disregard of 45 mph speed limit.

I go to great lengths to avoid I-81 for all aforementioned flaws with current road. Coming from the South, I use 481 and Thruway to reach Liverpool and Destiny. This also would be my preferred route if I were to visit the north side merchants who are now trying to organize to oppose changes to the current I-81 routing.

Finally, I see this advantage of interstate travel being switched to I-481 and travel into city be on ground level street system: instead of just three exits to reach center city and hospitals, as is now the case, there would be more than six new turn options, thus bringing people more directly to their destinations.
Thank you.

From: [REDACTED]
To: contactus@thei81challenge.org
Subject: I-81 Syracuse Project
Date: Wednesday, May 01, 2013 11:22:40 AM

Name: [REDACTED]

Email: [REDACTED]

Message: Some good discussion here, and I hope some of these thoughts are collected by the State Planners as well in their consideration of presenting and choosing the final alternative. I think they will. Here are Some more thoughts to possibly be considered:

- 1) If final alternative includes re-routing interstate through traffic onto I-481, rename I-481 I-81. And of course at the same time, rename that portion of I-81 currently running from Penn-Can at the North to Seneca Tnpk at the South and vice-versa something else. Talking this action will encourage out of town thru traffic to bypass Syracuse, thus lightening traffic demands for what's chosen, and if its an at-grade blvd type alternative, the less demand, the better.
- 2) Note that while we have controlled access connections between I-81 and I-481 in both directions (and vice-versa), we've never had a controlled access connection between I-690E and I-81 North, and likewise, we've also never had one between I-81 South and I-690W. This contravenes Interstate Standard design. When an alternative is chosen for this project, this is the perfect time to consider and rectify this deficiency. This opportunity may never come again.
- 3) The video accompanying this article shows impressive and astonishing images of large structural bridges which remind me of the Sunshine Bridge in Florida. I'm pretty sure this isn't the way to go both because of its costs and its obtrusive nature. I don't want to build a shrine to civil engineering here, I want the attention to be on the City.
- 3) Those who support a tunnel. Think hard about huge costs and time for construction, and perpetual maintenance. Read up on Boston's "Big Dig" experiences if you are serious about it. In Boston, huge concrete tunnel ceiling panels fell down years after tunnel opened and killed motorists. You want that possibility here?
- 4) Just too much business investment lies in close proximity to current alignment. So lets be realistic in this, the general alignment should (and probably will) remain the same.
- 5) Re-route thru traffic onto I-481 decreasing demand on local section.
- 6) Pick the at grade Blvd option. Make sure you have enough capacity for demand 25 or more yrs out. Capacity controlequates to amt of access control that can be provided, number of lanes and state of the art traffic control techniques. If signaling is required, use state of the art signalization which is both synchronized and integrated with both the section system and other nearby signals which can negatively impact its performance. And ensure that it has the highest priority in its future operations - meaning a dedicated maintenance effort in this regard must be maintained. Make sure number of lanes is consistent throughout entire section, unlike current situation where we have some bottlenecks where number of lanes

dwindle to as little as two with unsafe shoulder space.

6) Resist desires if those who would choose an elevated structure because they might have a vested interest in developing land under such structure.

From: James D'Agostino
To: [REDACTED]
Cc: Mario Colone; Meghan Vitale
Subject: RE: Save Route 81
Date: Thursday, May 02, 2013 8:10:54 AM

Thank you for your comments/input on I-81.

Your comments will be included in the collective comments from the community documenting the public input into this process as well as passed directly onto NYSDOT.

Thank you for taking the time to provide input.

-Jim

James D'Agostino
Director
Syracuse Metropolitan Transportation Council (SMTC)
100 Clinton Square
126 N. Salina Street, Suite 100
Syracuse, New York 13202
Phone: (315) 422-5716
Fax: (315) 422-7753
www.smtcmpo.org

From: [REDACTED]
Sent: Wednesday, May 01, 2013 10:04 PM
To: James D'Agostino; [REDACTED]
Subject: Save Route 81

I think it would be a huge mistake to tear down the elevated portion of Route 81.... here's why:

1. Route 81 is the best free advertisement for Syracuse for the millions of outsiders who currently pass through Syracuse now.

2. Sending all the traffic to Route 480 says goodbye to all the Canadians and southerners who are potential customers.

3. It currently takes me 14 minutes to get to Upstate Medical Center, 17 minutes to Carrier Dome Parking, 15 minutes to Armory Square. EVERYONE in Syracuse likes to say "You can get anywhere in MetroCuse in 15 minutes" because it's true!

4. The Blvd idea would be a living hell. I recently took Erie Blvd to Thompson Road, it took FOREVER! I drove back on route 690 and was back in downtown in 5 minutes. Who is going to police all those lights?

5. Route 81 gives Syracuse a "Big City" feel. It takes the tourist dollar to the door steps of Armory Square, Destiny USA, The future Inner Harbor, The Carrier Dome, The Land Mark, the Everson, the Zoo and much more. Nobody will ever see them!

6. Why fix Hotel Syracuse if all the traffic is funneled to East Syracuse and Dewitt? Why stay at any downtown hotel if you never see it, or if it's far off from the primary out of town traffic? Syracuse FINALLY got 2 new Marriotts to bring business and tourist money into the heart of a recovering downtown. Why kill their primary entry way?

7. The elevated portion needs to be updated, with new signs, lighting, better exit ramps and a modern design, but to destroy it will take the main artery from the heart of the city literally. Both Adams and Harrison will be hell to get across a Blvd. The road directly under route 81 could be turned into a futuristic road with new lighting.

8. If route 81 gets destroyed, the flood gates of crime ridden neighborhoods will have an easy passage to the University. What would increased crime do to Syracuse University? The "Connective Corridor" doesn't require that we tear down 81, it can still work fine by passing under 81 with superior lighting and increased light coordination.

9. We have not properly exploited the positive aspects of route 81 to meet the full potential of 81 and 690 for making money for CNY (MetroCuse).

10. No route 81 in Syracuse, then Syracuse will be the next Utica.... a forgotten city with a sign off a distant highway!

From: [REDACTED]
To: [Meghan Vitale](#)
Subject: Save Route 81 = Save Syracuse!
Date: Thursday, May 02, 2013 9:30:55 AM

Route 81 keeps Syracuse relevant! Taking a major highway and purposely moving it away from your business district is a giant mistake!

Good God! Is 81 pretty? No, but it hasn't been seriously worked on since it was built. It could be transformed in to a futurist gateway that keeps Syracuse in the national conversation with millions of people being introduced to Syracuse in a way that other cities would envy.

With 81 destroyed and turned into a BLVD, how many people will want to drive through the southside war zone to attend events in Syracuse?

The elevated portion protects people from having to sit at red lights at night in the heart of gang country, and how "pretty" will that be? How many cops will it take to keep crime and violence from spilling into the SU campus and downtown? These highways were elevated for a reason! That was one of the big ones.

OMG, why would Marriott build TWO new hotels in downtown if all the traffic is going to be in Dewitt and East Syracuse? Why restore Hotel Syracuse if nobody will ever see it?

Why have all the big hospitals cut off from the highways that ambulances use to bring people in from the suburbs? This is all nuts!

There is an impressive big city aspect to routes 81 and 690. These roads reflect strength and vitality. Do we not get that? **Do we really want to take ourselves off the map?**

[REDACTED]
Clay, NY [REDACTED]

From: [REDACTED]
To: contactus@thei81challenge.org
Subject: Re: Tuesday, May 21st - Save the date for the public meeting!
Date: Wednesday, May 08, 2013 5:31:50 PM

Thank you for this information.

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: The I-81 Challenge Project Team <contactus@thei81challenge.org>
To: [REDACTED]
Sent: Wednesday, May 8, 2013 5:20 PM
Subject: Tuesday, May 21st - Save the date for the public meeting!

Latest News and Information

The Syracuse Metropolitan Transportation Council (SMTC) and the New York State Department of Transportation (NYSDOT) invite you to participate in the third public meeting for *The I-81 Challenge* on **Tuesday, May 21, 2013!**

Drop by anytime that is convenient for you from **3:30 p.m. until 8:00 p.m.** at the [Oncenter](#) in downtown Syracuse.

This meeting will provide the opportunity to learn about the results of the I-81 Corridor Study, a study of the 12 mile I-81 corridor through the Syracuse region, before the environmental review phase begins. The public's input has been a critical component of this study and we want to ensure that you stay informed about our progress and the next steps in the process.

Meeting attendees will be able to:

- Review materials and public feedback from the previous public meetings
- View conceptual drawings of strategies
- Review initial traffic analysis and cost ranges for these

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[SMTC](#)
[NYSDOT](#)

From: [REDACTED]
Sent: Thursday, May 09, 2013 8:22 AM
To: contactus@thei81challenge.org
Subject: Re: Tuesday, May 21st - Save the date for the public meeting!

[REDACTED] & I have been to the previous mtgs., will there be new info or displays? Thanx [REDACTED]

--- On **Wed, 5/8/13**, **The I-81 Challenge Project Team** <contactus@thei81challenge.org> wrote:

From: The I-81 Challenge Project Team <contactus@thei81challenge.org>
Subject: Tuesday, May 21st - Save the date for the public meeting!
To: [REDACTED]
Date: Wednesday, May 8, 2013, 5:20 PM

Latest News and Information



Save the date for the public meeting!

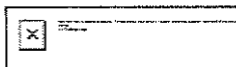
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- View conceptual drawings of strategies



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[SMTC](#)

[NYSDOT](#)

From: [REDACTED]
To: contactus@the181challenge.org
Subject: Route 81
Date: Thursday, May 09, 2013 2:08:15 PM

I am highly in favor of keeping route 81 and think it would be a major blunder to cut the city off from all through traffic heading from Canada to NYC. I also highly question the results of the survey that says very few people from outside Syracuse travel on route 81. Do Canadians use Route 11? Do people from Scranton take 480 to get to Canada? This survey was done in April! The tourist season is in June-September! How many men were in this survey? Your survey says it takes 40 minutes to get downtown from Cicero on route 81... it takes me 15 minutes! Who measured these times! If I was in an ambulance heading to University Hospital from Cicero, I would not like to be on a road with 20 extra lights! Why take Syracuse off the map? OMG, route 81 is free exposure to millions of people, why not IMPROVE route 81, not destroy it! The city & county have not promoted Syracuse well enough to get the full potential of the current highway, but millions of potential tourists could be informed if the exit signs were better used to highlight what is there. There is not one sign that says "ARMORY SQUARE".... yet that is a major attraction. What about the Canal Museum, the Everson, the Zoo, the Landmark, etc.. A ultramodern elevated highway with better exit and entrance ramps, modern lighting, and beautification under 81 with space age LED lighting would be very attractive. What city takes itself off the map? Why build a hotel in downtown Syracuse if everyone is sent to Dewitt on Route 480? Without an elevated highway, the roads to the hospitals would be congested beyond belief. The survey says people avoid 81 because of congestion, what would happen to the thousands of cars that would ALL be forced on to local streets? Who is going to police all of this? Who is going to maintain this BLVD? How are "walkers" going to cross it? Route 81 as an elevated road makes everything safer and easier. It's not pretty now, but it could be made to look very space age. Don't erase Syracuse from the map!

[REDACTED]

[REDACTED]

From: [REDACTED]
To: contactus@theI81challenge.org
Subject: P-S story on 5/9
Date: Thursday, May 09, 2013 3:07:48 PM

We live in the city, in Outer Comstock. We have been to both public events. Are the people from Albany coming on 5/21? We do not want 96,000 cars routed to SU and the hospitals via Ainsley Drive and Thurber. We are not in favor of removing an overpass. I have seen drawings of how one can have an overpass with usable and beautiful space underneath and alongside the highway. Almond St. does not need to look like it does now. The idea of reconnecting 1950 neighborhoods is history, those areas are covered in University and Upstate buildings.

I hope to see Deb Nelson at the 5/21 meeting. It seems that local comments from the prior meetings are just being swept aside in favor of a state imposed outcome.

Thank you,
[REDACTED]

From: Hugo from CNY Latino
To: contactus@theI81challenge.org
Cc: info@theI81challenge.org
Subject: Please, keep us in mind for the next time..!
Date: Tuesday, May 14, 2013 2:17:00 PM

Hi...

I noticed the recent advertisement your organization has done in the local newspapers, about the "future of I-81", and I wanted to make sure that you also keep us in mind, as another advertisement alternative for your organization.

I am the owner and publisher of the CNY Latino newspaper, not just the ONLY Hispanic oriented newspaper in Central New York, but also the most direct and effective way to reach the Hispanic population in this large diversified community. Our diverse readership (approximately 68% Hispanic, 13% African American, 12% white, 6% Native American, 1% other) could benefit very much not only to know about this possible changes with this highway in Syracuse, but also they might be very much interested and involved, to be in any of these meetings you are advertising with other publications.

Please, keep us in mind in the future, for possible consideration to advertise... we are affordable and very effective, and **the Latino community should also be considered in the dialogs of this project.**

Hugo

CNY LATINO - Hispanic Media consortium

Publisher of the CNY Latino newspapers
Producer of the CNY Latino Radio Shows
Cwner of the www.JuntosNY.com Latino Portal
HUGO ACOSTA (President)
231 East Jefferson Street - Suite 224
Syracuse, NY 13202-2757
Phone: (315) 415-8593
Fax: (315) 476-3707
Email: hacosta@CNYLatino.com
Website: <http://www.CNYLatino.com>

From: [REDACTED]
To: contactus@theI81challenge.org
Subject: Thoughts on I 81 Challenge
Date: Saturday, May 18, 2013 7:58:20 AM

Hello,

Originally I was in favor of a total change for I 81 through the city of Syracuse to create a boulevard. After practical consideration I now believe that repairing and rebuilding the existing highway through the city is a better way to proceed with the necessary maintenance. My main reason for this concern is money. As a city, county and state, not to mention nation, we are facing unimaginable financial challenges. How can this additional expense be justified?

Esthetically speaking a landscaped boulevard would create a beautiful setting for our city, however, making the best of the existing highway seems the simplest approach to what has become a major expensive study and potential project.

I'll be waiting to learn the outcome of the meeting on 21 May.

[REDACTED]

From: [REDACTED]
To: contactus@theI81challenge.org
Subject: Replacement bridges
Date: Monday, May 20, 2013 9:40:32 AM

I hope that all involved recognize the need for an expressway type highway through and into Syracuse.

A blvd similar to Erie will create a traffic nightmare. I avoid Erie Blvd. whenever possible by using 690.

Keep in mind time and speed to hospitals and access of trucks making deliveries to and from the business sector.

As a daily commuter I do not support anything other than an expressway/highway with limited access/exits. A tunnel is a waste of money.

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
Syracuse NY 13202
[REDACTED]
[REDACTED]

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From: [REDACTED]
To: contactus@theI81challenge.org
Subject: I81
Date: Tuesday, May 21, 2013 9:02:13 AM

My wife and I are in favor of rebuilding/repairing the existing elevated section as it is. The idea to remove this and replace with a street level road is ridiculous. As it is now, getting to the hospitals is difficult. Imagine how it would be without this elevated highway. **Please** think about this before you destroy the future of Syracuse and the Northern suburbs.

[REDACTED]

From: [REDACTED]
To: contactus@thei81challenge.org
Subject: Re: Reminder: I-81 public meeting tomorrow!
Date: Tuesday, May 21, 2013 11:16:44 AM


Sorry, out of town. 1st 1 that we have missed including the early mtgs. All of a sudden politics r involved... thanx 4 including the common people. Do they carry as much weight as the "names"? Thanx, [REDACTED]

--- On **Mon, 5/20/13, The I-81 Challenge Project Team** <contactus@thei81challenge.org> wrote:

From: The I-81 Challenge Project Team <contactus@thei81challenge.org>
Subject: Reminder: I-81 public meeting tomorrow!
To: [REDACTED]
Date: Monday, May 20, 2013, 9:31 AM

Latest News and Information

Reminder: Save the date for the public meeting!

 The Syracuse Metropolitan Transportation Council (SMTC) and the New York State Department of Transportation (NYSDOT) invite you to participate in the third public meeting for *The I-81 Challenge* on **Tuesday, May 21, 2013!**

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Meeting attendees will be able to:

- Review materials and public feedback from the previous public meetings
- View conceptual drawings of strategies
- Review initial traffic analysis and cost ranges for these strategies
- Learn which strategies will progress to the next phase of analysis and provide your thoughts
- Learn about the next steps and how the public will be involved going forward

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SMTC
NYSDOT

From: [REDACTED]
To: contactus@theI81challenge.org
Subject: I-81 Challenge idea
Date: Tuesday, May 21, 2013 3:27:15 PM

As some have noted, Syracuse has not one Interstate that bisects the City, but two. I-81 services traffic from/to the North and South and splits the city from West and East while I-690 services traffic from/to West and East and splits the City from North and South. Two major Interstate running through the heart of the City, in differing directions.

From the point of view of servicing traffic, having two Interstates running through a City the size of Syracuse has been and is a bonanza. But I argue that the City can get along fine with only one of the two.

Remove ALL of I-81 in the City proper from Destiny to South of Adams including the elevated viaduct. Give the land formerly occupied by I-81 back to the City to develop as the City sees fit. Then accommodate the traffic which formerly used I-81 in a manner which causes little or no extra inconvenience. To do this, increase the capacity of I-690 to handle increased traffic loads. Now connect I-81 from Destiny area to I-690 somewhere near Hiawatha interchange. There never has been a connector from I-690 E to I-81 N, nor from I-81 S to I-690 W so that work would have to be included no matter which option is chosen anyhow. Make all necessary changes to make this work. If people are concerned regarding impact to Metro Sewage Treatment facility and other facilities along Hiawatha to I-690, build a viaduct there if necessary, or consider other options which will make this work.

Further East on I-690 which has been expanded to carry the necessary traffic, construct off-ramps which are designed to carry traffic volumes which seek to exit there with their destinations such as hospitals, SU, Harrison Street downtown, etc. Almond would regress to a simple Blvd not much different than Townsend and would likewise be designed to handle all traffic loads.

Interstate traffic which has no intention of stopping in Syracuse would take what is now I-481 re-signed as I-81 so they won't know any difference. Compensate the Businesses that are genuinely negatively impacted.

All traffic coming from the North onto I-690 will have their choice of many different off ramps to get onto the local City road network to get to their destination. If more off ramps are necessary to handle traffic, build them. Likewise, the commuters going home in the evening, make their way to I-690 then to Hiawatha Interchange to I-81 home.

All commuters coming from the South would approach Almond Blvd and make their movements there whether their destination is the Hospitals or SU to the East, or downtown to the West. For that traffic who have destinations elsewhere, they can connect with I-690 for either direction by an appropriately designed on-ramp from Almond Blvd. Evening commutes would be similar in the opposite direction with an on-ramp to I-81 South near Almond/Adams similar to existing.

NYSDOT can do more in-depth traffic studies to determine how many vehicles have particular destinations, then traffic capacity modeling can be done to tell us how well various parts of this proposal may perform. Tweak the concept as necessary. And we would even be able to make comparisons to the Current I-81 experience to get a grasp on what it may mean for us, personally. NYSDOT will also determine all the impacts associated with the construction of such a proposal, and where problems are found, attempt to avoid the impacts or lessen them to make it more acceptable.

Syracuse doesn't need two Interstates bisecting the City. We can't get rid of them both and still service the traffic in a responsible manner, but we should be able to get rid of one of them, and reap some big-time benefits long overdue the City.

[REDACTED]
[REDACTED]
North Syracuse, NY 13212

From: [REDACTED]
To: contactus@thei81challenge.org
Subject: West Side I-81 By Pass
Date: Tuesday, May 21, 2013 4:49:40 PM

Name: [REDACTED]

Email: [REDACTED]

Message: Approximately 20 or so years ago, the DOT had purchased the land and was set to construct an I-81 bypass between approximately the I-481 south most exit and progressing north west up to approximately Camillus, some where near NY 695, until Albany for some reason eliminated the funding?

Has any one mentioned this alternative?

This option is probably far more cost-effective than attempting to rescue the abysmal design of I-690 and I-81, with their expensive above ground infrastructure and dangerous & inefficient exit interchanges!

Also, this bypass would make the south and west city sides including OCC far more accessible!

Please do not put me on your e-mail list.

Thank you for your consideration.

PS Your field before submit is not self-explanatory, as well as the Web page error messages.

Sorry.

From: [REDACTED]
To: contactus@theI81challenge.org
Subject: comment:)
Date: Tuesday, May 21, 2013 7:00:56 PM

Today was the first time I've attended a public meeting. I was impressed at the work that has gone into communicating with the public the history, the current problems, and the potential solutions surrounding I-81.

I was also happy to see that other modes of transportation are being taken into consideration. While I use I-81 frequently, I also enjoy riding my bike to work and various places, when possible. So, my only comment at present is that I am strongly in support of and would value any design that would allow for more bike and pedestrian access.

Thank you!

[REDACTED]

From: [REDACTED]
To: contactus@theI81challenge.org
Subject: I-81 Challenge
Date: Wednesday, May 22, 2013 5:13:39 PM

Regarding the idea that a Blvd may make for a bigger barrier than the Viaduct as I have heard some commenters state, I offer the following argument:

If you think of the Blvd comprised entirely of Interstate traffic, that is ... a replacement for Interstate traffic, it is true that the Blvd would separate or split or cut off the City every bit as much as the viaduct does, or even more so.

But if you think of the Blvd designed for and carrying both local City traffic with some of the former interstate traffic destined for locations which are distributed by it, (and other armts of interstate traffic going onto the city grid distributed elsewhere to reduce loading on Blvd) then the Blvd can be seen as part of the City grid ... The City network. It wouldn't be a foreign facility like the Viaduct is, and it wouldn't separate, cut-off or become a barrier. The Blvd becomes part of the City in ways the Viaduct never had hopes of ever becoming.

[REDACTED]
[REDACTED]
North Syracuse, NY

From: [REDACTED]
To: contactus@theI81challenge.org
Subject: I81 challenge
Date: Thursday, May 23, 2013 9:11:34 PM

As you go forward with the plans, please keep in mind the homes along 690 & 481 connection in regards to a noise abatement wall. It is my understanding thru your research that the noise level already exceeds acceptable levels & that this matter clearly needs to be address.

Thank-You

[REDACTED]

Syracuse NY 13214

[REDACTED]

[REDACTED]

From: [REDACTED]
To: contactus@thei81challenge.org
Subject: I-81 rebuilt as a "boulevard"
Date: Friday, May 24, 2013 2:01:48 PM

Hi – I apologize if this is the wrong email address to send my comments to – Please forward to the appropriate ‘collector’.

I live in the University area and work downtown – because I co-own a business with my husband, I do drive for flexibility. I take ‘city streets’ – it takes 10 minutes or 12 on a bad-weather day.

I believe the boulevard approach as designed is only half-way appropriate as it seems to replace the elevated highway with a ground-level highway – still not conducive to any ‘traffic calming’, much less accessibility for bicyclists or pedestrians. If the boulevard is the main focus, it needs to be redesigned to be smaller, slower, and more ‘people friendly’.

I have no quaims about driving extra miles to get to the airport or other points north/south – what’s an extra 5-10 minutes when the benefits of a small, calm, pedestrian friendly route through the center of my city has such great benefits for all of us in the area!

(by the way, I grew up in Baldwinsville and lived in Liverpool for a number of years, so I’ve seen and experienced all sides!)

[REDACTED]
[REDACTED]
Syracuse, NY 13210

From: Hugo from CNY Latino
To: Mario Colone
Subject: RE: Next time, keep us in mind, please..!
Date: Friday, May 24, 2013 5:11:39 PM

Hi Mario...

Thanks for the quick response, and for understanding my issue. Lets hope NYS DOT will consider us in the future

Hugo

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


From: Mario Colone [mailto:mcolone@smtcmpo.org]
Sent: Friday, May 24, 2013 9:03 AM
To: Hugo from CNY Latino
Subject: RE: Next time, keep us in mind, please..!

Hugo,

The May 21 public meeting for the *The I-81 Challenge* was the last such meeting led by the Syracuse Metropolitan Transportation Council as part of our public involvement program. The process however, is still going and will continue with public engagement opportunities directed by the New York State Department of Transportation. We will pass your suggestion and contact information along to the State for their consideration.

We will also keep CNY Latino in mind for future activities of the Syracuse Metropolitan Transportation Council. Thank you for your interest in this community wide effort.

Mario Colone | Program Manager
Syracuse Metropolitan Transportation Council
126 N. Salina Street, Suite 100
Syracuse, NY 13202
t: 315.422.5716
f: 315.422.7753
www.smtcmpo.org

 Print Green. Please don't print this message unless necessary.

From: Hugo from CNY Latino [mailto:hacosta@cnylatino.com]
Sent: Wednesday, May 22, 2013 4:15 PM
To: contactus@thei81challenge.org
Subject: Next time, keep us in mind, please..!

Hi...

I noticed the recent heavy advertisement your organization has done with local newspapers, about the public meetings for the "Future of I-81" (I even noticed the offering of "interpreters" that is provided during those meetings); and I wanted to make sure you also know (and consider for the next time) our monthly "bilingual" newspaper.

I am the owner and publisher of the CNY Latino newspaper, the ONLY Hispanic oriented newspaper in Central New York and the most direct and effective way to reach the Hispanic population in this area, specially in Syracuse. Our diverse readership (approximately 68% Hispanic, 13% African American, 12% white, 6% Native American, 1% other) is not only very interested and very concerned about what is going to happened to this highway, but they could have participated and made their voice heard, should they had know about these meetings.

Thanks;

Hugo

CNY LATINO - Hispanic Media consortium

Publisher of the CNY Latino newspapers
Producer of the CNY Latino Radio Shows
Owner of the www.juntosNY.com Latino Portal
HUGO ACOSTA (President)
201 East Jefferson Street - Suite 224
Syracuse, NY 13202-2757
Phone: (315) 415-8593
Fax: (315) 476-3707
Email: hacosta@CNYPatino.com
Website: <http://www.CNYPatino.com>

From: ██████████
To: contactus@thei81challenge.org
Subject: they already have their minds made up!
Date: Sunday, May 26, 2013 1:30:27 PM

My name is ██████████ and have live on the 500 block of Oakwood Ave. Route 81 is a block over from me. We have listened to accidents, horn blowing, loud trucks and the fumes from every ones vehicle.

I addition, Syracuse University and Upstate Hospitals are building right up against the highway to the point it seems like 81 is the Berlin Wall. But who cares what we think? Who cares as long as everyone can use 81 and get out of the city quick. Who cares if we have to breathe the concrete dust repair! Who cares if we have to listen that repair ! The legislation has already made up its mind. We have to take it like we always do down here and like it.

You have to be some kind of nut to even think of a tunnel. They can't stop 81 from flooding in sections. Not to mention snow fall and melt. How often are they are going to repair the road under that after the salt gets a hold of that? Are they going to milk the job for as long as they can just like they do on 690? Don't you think we live here and know what is going on... oops I'm sorry we're stupid!

The solution is very simple look at the way the city was before 81 and return it in a modern version. Make it like Erie Blvd. Places to eat and shop! The ACC is coming ! Show the south a covenant area to eat shop and get back home to ! Easy on, easy off and easy access to the hospital and SU. But we don't know , we just live next to it. Every knows what's good for us too!

Well that's my 2 cents !
Thanks ██████████

From: Tony
To: James D'Agostino; Patricia Wortley; contactus@the181challenge.org; cford@dot.state.ny.us
Subject: Greater Syracuse Hospitality & Tourism Association
Date: Tuesday, June 11, 2013 12:06:32 PM
Attachments: GSHTA I 81 Position Statement.pdf

Attached, please find a letter from the Greater Syracuse Hospitality & Tourism Association in support of keeping I-8 in its present location.

Tony Mangano

Treasurer – Greater Syracuse Hospitality & Tourism Association

Ramada Syracuse



Direct Office (315) 671 5960

Direct Office Fax (315) 671 5979

Ramada Syracuse (315) 457 8670

Cell Phone (315) 491 6691



Greater Syracuse Hospitality & Tourism Association
P.O. Box 3587, Syracuse, NY 13220

The community wide discussion regarding the future of Interstate 81 has been spirited, in-depth and sometimes controversial. It is a decision that will impact nearly every aspect of our community, likely in many ways that we cannot predict or expect. The hotel and tourism industry in Central New York considers this decision vital to its interests as Interstate 81 serves as a major arterial for visitors to Syracuse.

We are strongly opposed to the possibility of removing or diverting Interstate 81, as we believe that access to hotels, businesses, attractions and points of interest in our community will be negatively impacted and will serve as a significant impediment to their future economic viability, especially our members in the 7th North Street and Downtown areas.

We offer these observations:

Location, Location, Location

For visitors, Syracuse serves as both a “stopover” spot and as a destination. Known as the “Crossroads of New York State”, Syracuse is well-regarded as a central and easy to get to location. The removal of Interstate 81 and diversion of traffic to the current 481 location will add miles and confusion to our out of town visitors. The diversion of traffic will greatly reduce the number of “stopover” visitors, resulting in the loss of millions of dollars of revenue for our members and tax dollars for their municipalities.

The location of major highways should recognize the significant investment already in place and centered on the current location of Interstate 81. Many hotels and ancillary businesses such as gas stations, restaurants, and banks built in the last thirty years were sited at locations that offered easy on/off access for highway travelers as well as quick trips to downtown, the Oncenter, Syracuse University, Destiny USA and all of the attractions within the Syracuse community.

The removal of traffic reduces the likelihood for economic opportunity. According to the NYS DOT statistics posted on the website www.theI81challenge.org, only 2500 vehicles per day “pass through” Syracuse, their destination is somewhere south of Almond Street or North of Mattydale. Over 80,000 vehicles per day use Interstate 81 to access those points in between, including thousands of our member hotels guests. Whether they are attending a convention or meeting at Oncenter, shopping at Destiny USA, or attending a basketball game at the Carrier Dome, it is critically important that distance between destinations be measured in minutes, not hours.

Attractive Design and Easily Maintainable

A drive on I-81 currently offers close up views of many Syracuse area landmarks: Destiny USA, revitalized buildings such as VIP Structures and Onondaga Savings Bank, Clinton Square, Downtown Syracuse, Upstate and University Hospitals, the Carrier Dome, Syracuse University, and the rolling hills of Nedrow and Lafayette. An attractive and modern designed highway in the same location can serve as a catalyst to continue the forward progress that has occurred in the last few years, as well as a showcase of the many significant landmarks we are rightfully proud of. It will also continue to provide our guests and visitors the quick and easy access to the attractions and events in Syracuse such as Oncenter Convention Center, Armory Square.

A modern and new design of Interstate 81 should also allow for easy cleanup and frequent removal of litter, as this is one of the most mentioned visitor detractions.

Remarkable Way Finding and Signage

Our community suffers from disjointed and confusing way finding and signage, especially for many local attractions such as the Rosamond Gifford Zoo, the Oncenter Convention Center, NYS Fair and the Carrier Dome (especially parking). The future design of Interstate 81 provides our community with an opportunity to incorporate improved signage that is geared towards a growing visitor industry and is easy to follow and understand. Even in our age of GPS guided directions, remarkable signage adds to the visitor experience and highlights the many attractions our community offers.

Opportunities for Economic Development and Growth

One of the major discussion points regarding I-81 is the "Economic Benefits" that the removal of the highway would provide. We fail to see the proof of that argument. The removal of the highway and replacement with a "boulevard" would not free up any significant parcels of land or acreage for new development. In fact, even a boulevard constructed at today's road design standard would take as much or more room than the current Interstate 81 takes up. Additionally, a ground level boulevard would create several cross streets and frequent interruptions of traffic flow in an already congested area.

Only one design idea under development, a tunnel under the current location, would result in any significant land being made available for new or expanded buildings.

Our Solution

We recognize the immediate and dire need to address this important issue. We are in favor of a complete modernization and repair of Interstate 81 in its current location, creating a safer and easier highway to navigate, as well as offer the opportunity to improve surrounding neighborhoods and communities. We believe that it will create the least amount of disruption to our community while still offering the possibility for renewal and rejuvenation of the areas most affected.

The Marquette Interchange in Milwaukee offers many parallels to the current condition of Interstate 81 and may offer a template for a solution.

(<http://thei81challenge.org/cm/ResourceFiles/resources/Milwaukee.pdf>)

The Greater Syracuse Hospitality & Tourism Association was established over 50 years ago to promote and protect the mutual interest and welfare of all Hotel and Motel operators of the Central New York area. By definition, a trade association is formed to provide a vehicle for interaction between individuals and/or companies. It provides for the legal interchange of ideas and information relating to the hotel/motel business. These include legislation, employment, labor relations, taxation, and other matters of public interest. In general, the Association shall engage in any lawful activity, which will enhance the economic progress of the hotel/motel business.

From: [REDACTED]
To: [Mario Colone](#)
Subject: RE: I-81 Viaduct
Date: Tuesday, May 28, 2013 11:54:06 AM

Thank you.

[REDACTED]

[REDACTED]

From: Mario Colone [mailto:mcolone@smtcmpo.org]
Sent: Tuesday, May 28, 2013 11:32 AM
To: [REDACTED]
Subject: RE: I-81 Viaduct

The State will be initiating the environmental review & preliminary design processes in the next few months. For additional information, please contact Joe Flint with the State Department of Transportation:

E: Joseph.Flint@dot.ny.gov

P: (315) 428-4409

Thank you for your interest in *The I-81 Challenge*.

Mario Colone | Program Manager
Syracuse Metropolitan Transportation Council
126 N. Salina Street, Suite 100
Syracuse, NY 13202
t: 315.422.5716
f: 315.422.7753
www.smtcmpo.org

 Think Green. Please don't print this message unless necessary.

From: [REDACTED]
Sent: Wednesday, May 22, 2013 11:42 PM
To: contactus@thei81challenge.org
Subject: I-81 Viaduct

I read through the materials on the website but did not see anything about a schedule. When do you expect that the environmental work will start? When do you expect that the design will start.

Thank you so much,

[REDACTED]

From: [REDACTED]
To: contactus@thei81challenge.org
Subject: I81Bridge
Date: Thursday, May 30, 2013 10:53:08 PM

Name: [REDACTED]
Email: [REDACTED]

Message: I think the i81 bridge should remain but make it a grand entrance to the city of Syracuse. For example, a smaller scale version of the Leonard P Zakim Bunker Hill Memorial Bridge in Boston. The cable stayed bridge lights up. Also being the gateway to SU, orange and blue lights would make a statement. St. Louis has the Arch, San Francisco has the Golden Gate, NYC has the statue of liberty.....let\'s give Syracuse something besides the dome and carousel mall!

From: [REDACTED]
To: "contactus@thei81challenge.org"
Subject: RE: Thank you for participating & Reminder: virtual meeting available for 1 more week!
Date: Tuesday, June 04, 2013 2:58:04 PM

I grew up in the city. I went down town all the time. First by bus with the family and by myself for school both high school and college. I did not find the elevated highway a problem. I have over the years found myself going downtown less and less. I like to drive downtown and did a lot but the change to Clinton Square cut off my access route and made it easier to go around the city and not stop.

I went through about 20+ of your boards and did not find a Icon to be able to give you my remarks. My comment is if you do anything but replace the highway what happens to all the traffic coming into the city by Route 690 . Is it the intent to stop the road at the city limits as is proposed with the alternate for 81.

A second comment is if the Route 81 divides the City East to West, doesn't Route 690 also divide the City North to South. I know the 690 route followed the old railroad but using your thinking this was not thought out well at the time. It must have also cleared out residences for the construction. It moved out of the main streets of downtown. It separates the city the same today as the 81 does. All of this makes the decision of doing business in the city easy. If you cannot get there, find another place to go without going into the city.

With the boulevard option, access to Syracuse University will be good if you want to walk there. If you want the sports games the best option will be TV.

I recently read that the City was charging the businesses along the corridor route for the enhancement project. What will the city be charging for the change of 81 to a boulevard. This would only be done for the city. They can't pay for they have now.

From: The I-81 Challenge Project Team [mailto:contactus@thei81challenge.org]
Sent: Tuesday, June 04, 2013 1:56 PM
To: [REDACTED]
Subject: Thank you for participating & Reminder: virtual meeting available for 1 more week!

Latest News and Information

Thank you for participating in the public meeting!

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Don't forget to visit the [I-81 Challenge Facebook page](#)!

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[Latest News](#)

From: [REDACTED]
To: contactus@thei81challenge.org
Subject: RE: Thank you for participating & Reminder: virtual meeting available for 1 more week!
Date: Tuesday, June 04, 2013 3:07:48 PM

Maybe, just maybe, you'll show us the great old and new bldgs that will have to be torn down or modified when you fatten 81 by two lanes and soften the curves! I know of no good reason why you are saving this part of the equation until the end. Thanx for all the previous charettes!

[REDACTED]

Sent with Good (www.good.com)

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

From: The I-81 Challenge Project Team [contactus@thei81challenge.org]
Sent: Tuesday, June 04, 2013 01:17 PM Central Standard Time
To: [REDACTED]
Subject: Thank you for participating & Reminder: virtual meeting available for 1 more week!

Latest News and Information

Thank you for participating in the public meeting!



Thank you to everyone who participated in the public meeting for *The I-81 Challenge* on May 21st. Over 700 members of the Central New York community joined us to provide comments, concerns, and ideas about the future of I-81.

The meeting was hosted by the New York State Department of Transportation and the Syracuse Metropolitan Transportation Council and



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[SMTC](#)

[NYS DOT](#)

From: [REDACTED]
To: contactus@thei81challenge.org
Subject: Re: Thank you for participating & Reminder: virtual meeting available for 1 more week!
Date: Tuesday, June 04, 2013 9:59:51 PM

Input seems not to be working, so here's my current thinking:

My thoughts in brief:

- (1) Establish the current I-481 as the mainline I-81 with improved connections at the South and the North.
- (2) Replace the current I-81 from Colvin St to Butternut St with a SLIGHTLY below grade boulevard (2-lanes in each direction), using an underpass at the railroad.
- (3) provide connecting EXIT ramps to Adams and Harrison streets, which streets would bridge over the boulevard, allowing smooth traffic flow.
- (4) provide access (in both directions) to existing I-690 from McBride or Townsend.
- (5) provide access to the University hill from I-690 at University Ave, as recommended in the SDAT report of a few years ago.
- (6) limit traffic on the boulevard to passenger vehicles and local truck delivery only -- No tractor-trailers.

This may sound complicated, but it should strengthen the existing street grid; and through I-81 traffic will need to be detoured around the city during the demolition and re-construction anyway.

One more thought: Allow Destiny USA to have prominent directional signs on the South, East, North, and West limits of the City at appropriate locations.



On Tue, Jun 4, 2013 at 1:55 PM, The I-81 Challenge Project Team
<contactus@thei81challenge.org> wrote:

Latest News and Information

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[question or comment](#).

Don't forget to visit the [I-81 Challenge Facebook page!](#)

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[Latest News](#)
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From: [REDACTED]
To: contactus@thei81challenge.org
Subject: Re: Thank you for participating & Reminder: virtual meeting available for 1 more week!
Date: Wednesday, June 05, 2013 12:08:53 AM

I registered to the virtual meeting but couldn't open an area in which to comment so I will submit my thoughts here:

I recognize the I-81 Challenge as a regional issue but as a city resident it seems to me that many of the comments are from those seeking convenience and ways to get in and OUT of Syracuse. There was actually a piece on television this week about parking under the elevated highway and a suburbanite was in favor of rebuilding it elevated so as to preserve his parking spot! Point here being of course that city residents have more skin in this game than suburbanites leaving the city daily at 5pm and Destiny keeping a status quo of traffic from north and south.

I favor the boulevard model. Thru traffic can be routed around Syracuse on I-481. The only reason the volume is so great in the downtown section of I-81 now is because it is easier/quicker to go thru than it is to go around. A boulevard would make going thru less attractive, therefore reducing traffic for those vehicles with a downtown destination.

This community has made major errors in the past (allowing OCC to leave the city, locating the baseball stadium in the same dumb place) and now we have a once in a lifetime opportunity to reunite our city east and west. A well planned boulevard can provide a new lease on life for whole sections of the city that need it the most. A greenway through the city can replace elevated concrete. A walking/jogging/skating/biking path from north to south complimenting a modern boulevard is the 21st century solution.

Thank you. [REDACTED]
.....

[Forward email](#)



This email was sent to keefe13@verizon.net by contactus@thei81challenge.org
[Update Profile/Email Address](#) Instant removal with [SafeUnsubscribe™](#) [Privacy Policy](#).

SMTC 100 Clinton Square Syracuse NY 13202

From: [REDACTED]
To: contactus@theI81challenge.org
Subject: comment on strategy
Date: Wednesday, June 05, 2013 11:59:16 AM

To: I-81solution planners,

It seems to me that the categories for suggested ideas could be too limiting. For example, the boulevard concept could easily be combined with the western bypass concept to address traffic flow both into city destinations and through to north and south of the city.

In addition to providing for both enhanced pedestrian and bicycle routes within the city, enhanced auto access to many of the principal city destinations should be considered within this combined-category option. Signage at the bypass junctions would also be very important.

[REDACTED]
[REDACTED]
Fayetteville, NY

From: [REDACTED]
To: contactus@theI81challenge.org
Subject: I-81 Costs question
Date: Thursday, June 06, 2013 3:34:59 PM

Question:

Who (what agency) is responsible for the cost of current maintenance and upkeep, snowplowing, etc. of I-81?

Thank you.

[REDACTED]
Syracuse, NY 13205

From: [REDACTED]
To: contactus@theI81challenge.org
Subject: I81 Challenge options
Date: Saturday, June 08, 2013 1:11:00 AM

As with any complex issue there is a myriad of influential factors weighing on the decision to decide on the "best" I-81 alternative for the future. There are many voices opining well intentioned but essentially close-minded views of what this answer should be because the over-riding focus is on only one primary objective (i.e. the least expensive alternative, the return to street level, simply repairing or redesigning an elevated highway, etc.) without adequately accommodating other concerns.

There are other alternatives than the two reported final options only under consideration by the State. Congressman Maffei has recently implored us to explore more options to keep an open mind (see Post Standard article).

It would seem that the objective here should be what would be best in the long run for the future of the Syracuse transportation system that would benefit not only local traffic but also the long-distance traffic.

The tunnel option has been summarily dismissed because of cost. Has anyone explored a 50 yr study for ongoing maintenance to this option? A bridge or street level boulevard would seem to require greater annual maintenance for the constant exposure to the elements, plowing costs, road salt deterioration, etc. How much comparative annual maintenance would be required in a tunnel where it is not exposed to the snow and doesn't require plowing? All the benefits provided from improved through traffic, aesthetics, the removal of traffic noise, attracting downtown redevelopment, etc. can not be ignored as illustrated by the success of the Boston Big Dig. Of course the cost overruns on this project should also be a warning to be more diligent in the planning to minimize mid project revisions.

A new elevated bridge system has been dismissed. Isn't it possible to create other design alternatives that might actually be more aesthetically appealing and perhaps accommodate for alternative land uses under and around their spans?

The boulevard alternative certainly achieves the aesthetic improvement focus; however, how does it possibly adequately address the desires and needs of commuters, tourists, shoppers, businesses, etc. if a rerouted system is less convenient, take more time, and increases travel costs for all travelers?

Would a depressed highway be the answer? It certainly keeps the traffic flowing similarly and reduces the visual "eyesore" sticking in the sky to some, but will it improve the appeal of the neighborhood at all?

There may be other alternatives yet or hybrids of the versions already proposed.

I hope that whatever decision is made that it truly considers what the best long-term objectives are for the community and the transit system.

[REDACTED]

From: [REDACTED]
To: contactus@theI81challenge.org
Subject: I-81
Date: Monday, June 10, 2013 12:46:34 PM

Take down and rebuild do not put in a Erie Blvd type rd. Have you ever traveled Erie Blvd? Try it it sucks.

Thank you,
[REDACTED]

From: [REDACTED]
To: contactus@thei81challenge.org
Subject: Tunnel strategy
Date: Monday, June 10, 2013 8:07:46 PM

I try to post the following comments in the comment section at the end of Station 8 on the I-81 Challenge web site but I got an error message.

I think the public needs more detailed information on the tunnel strategy before declaring it not feasible.

The boards displayed at the 2012 and 2013 I-81 Challenge meetings say that the "tunnel strategy meets regional transportation needs through 2040 and that its "maintenance issues are drainage, ventilation, and fire and emergency systems." Moreover, the boards say that the "cost range is \$ 1.6-1.8; Roadway: \$120-150 million, Bridges: \$480-550, Tunnel: \$1.1 billion."

Thus, it is implied that the lifespan of the tunnel is estimated as being 23 years but the calculations done to arrive at this figure are not disclosed to the public.

Also, it is not specified whether the cost range is in nominal values or in present values (after adjusting nominal values with the discount rate). There is no disclosure of maintenance costs for the tunnel itself and for drainage, ventilation, fire and emergency systems, etc.

Furthermore, it is not explained how do you compare the total cost of strategies with expenditures spread over life cycles of different lengths in terms of years, what procedures have you done to account for this.

Finally, the cost of the tunnel will vary depending on the type of soil but no soil analysis is presented to the public.

Sincerely,

[REDACTED]

From: [REDACTED]
To: contactus@theI81challenge.org
Subject: Comment Letter
Date: Tuesday, June 11, 2013 10:31:06 AM
Attachments: [Route 81.pdf](#)

attached is my letter. If there is a problem opening it please let me know.

Edward J. Wagner
Supervisor

Robert A. Shaw
Clerk



Council:
Michael J. Aldrich
Anthony Gucciardi
Richard J. Knoul
Terrence Lattimore

2 BRISTOL AVENUE, AUBURN, NEW YORK 13021
PHONE: (315) 253-9021 • FAX: (315) 253-2683
E-Mail: Owasco1@centralny.twcbs.com

Owasco To Oppose Any I-81 Plan That Increases Truck Hauling Traffic

Being one of the many cities, towns, villages and hamlets in the FINGERLAKES REGION in the GREATER CENTRAL NEW YORK area, there is considerable concern as to the potential long term unintended consequences resulting from the decisions related to dealing with the aging I-81 infrastructure and, very specifically, the potential increase of TRASH HAULING TRUCK TRAFFIC through this area.

Over the past several years, there has been an on-going effort to address large trash hauling truck traffic through the Town of Owasco and the surrounding area. This has met with some degree of success with, for example, agreements between the land fill owners and the truck owners redirecting TRASH HAULERS to the use of I -90 and I-81. Though there are now concerns these agreements may be in jeopardy, contingent on decisions yet to be made, relative to I-81. To be clear, the emphasis is on LARGE TRASH HAULING TRUCKS seeking a cost effective route from down state to land fill operations located west of our area and not truckers participating in local commerce.

The concerns driving these efforts were many and varied. They are still present today and will continue to be present for the foreseeable future. Again, to be specific they relate to the volume and effects of the large TRASH HAULING TRUCKS and the unintended consequences which result from their economic decisions. Examples of some of these are:

Public safety: The roadways and streets in our town and the greater area were not designed for the large trash hauling trucks and pose a serious danger as they attempt to maneuver through the area. Not only is vehicle size an important issue but excessive speed also contributes to the dangerous conditions. In addition, local traffic suffers congestion due to the size of these vehicles compounded by the very number of these large vehicles.

Infrastructure: As noted above, when the local roadways and bridges were designed and installed, this type of vehicular traffic was not a factor to be considered. In a very short time, signs of deterioration from the effects of this use beyond design are prevalent. With economic conditions as they are, the funds necessary to maintain/repair/replace the roadways and bridges, at the rate necessary to provide safe travel are not currently available nor are they forecasted to be in the foreseeable future.

Environmental protection: Combining the effects of inadequate original design and construction of roadways and bridges, the escalated deterioration of them along with the lack of funding for maintenance/repairs and replacement, the trash trucker's economic desires resulting in excessive speed, a formula for an economic disaster can only be a matter of time. One of the most feared of which would be the pollution of one of our beautiful lakes which are sources of drinking water for a large local population and also the City of Syracuse.

Historic structures: This area is known for its historical structures which are one of the main attractions contributing to the tourism trade which is a vital contributor to the local economy. These structures due to their proximity to the roadways are being subjected to destructive vibrations as a result of the size and weight of the trash hauling vehicles. Many of these sites are irreplaceable with one example being the famous Seward House Museum.

Access to health care: In addition to the main concerns of this correspondence but of no less importance, consideration is given to not obstructing the current ready accessibility to the incomparable Syracuse health care facilities.

Quality of life: With the above concerns related to TRASH HAULING TRUCK TRAFFIC having the deleterious effects on the very quality of life, in the Town of Owasco and the Greater Fingerlakes area, we respectfully request with all seriousness that whatever final decision is arrived at that very detailed traffic modeling be the determining factor reducing the TRASH HAULING TRUCK TRAFFIC through the roadways in our area.

With the very **QUALITY of LIFE** for our area in the balance and the decades long effects as a result of decisions being considered, we feel we are pertinent stake holders relative to the decisions determining the future of I-81 and request our concerns be seriously considered.

Respectfully submitted representing the residents of the Town of Owasco and on behalf of all Fingerlakes Region residents,

Supervisor of the Town of Owasco,



Edward Wagner

From: [REDACTED]
To: [James D'Agostino](#); [Patricia Wortley](#); contactus@the181challenge.org; [Ford, Carl \(DOT\)](#)
Subject: Town of DeWitt I-81 Resolution
Date: Tuesday, June 11, 2013 11:33:49 AM
Attachments: [dewitt-resolution i-81.pdf](#)

Please find attached the Town of DeWitt I-81 resolution.

Thank you,

[REDACTED]
[REDACTED]
Town of DeWitt
5400 Butternut Drive
East Syracuse, NY 13057
[REDACTED]



Town of DeWitt

(315)446-3910 ext. 5

Edward M. Michalenko, Ph. D, Supervisor

FAX (315)449-0620

Town Board
Kenneth Andrews
Irene Scruton
Kerry Mannion
Anthony Albanese
Brian Schultz
Jack Dooling

5400 Butternut Drive
East Syracuse, NY
13057

TO: Ms. Joan McDonald, Commissioner, NYSDOT
Mr. Carl F. Ford, P.E., Regional Commissioner, NYSDOT
Mr. James D'Agostino, Director, SMTC

FROM: Edward M. Michalenko, Ph.D., Supervisor

RE: Town of DeWitt – I-81 Resolution

DATE: June 10, 2013

Please find attached the I-81 Resolution which was passed by the DeWitt Town Board at our June 10, 2013 meeting. Should you have any questions, concerns or require further information, please contact me at your convenience.

Cc: Senator Charles Schumer
Senator Kirsten E. Gillibrand
Congressman Dan Maffei
Governor Andrew M. Cuomo
Senator John A. DeFrancisco
Senator David Valesky
Assemblyman Samuel D. Roberts
County Executive Joanne M. Mahoney
Legislator J. Ryan McMahon II
Legislator Kathleen A. Rapp
Legislator Danny J. Liedka
Legislator David H. Knapp
Legislator Linda R. Irving

From: [REDACTED]
To: James D'Agostino; Patricia Wortley; contactus@theI81challenge.org; cford@dot.state.nv.us
Cc: [REDACTED]
Subject: Comment Re: I81...
Date: Tuesday, June 11, 2013 11:38:07 AM
Attachments: [Salina_I81Reso_6-10-13.pdf](#)

To Whom It May Concern:

Please add the attached Resolution from the Salina Town Board to the comments for the I 81 Challenge.

Mark Nicotra
Salina Supervisor

201 School Road
Liverpool, NY 13088
(315) 457-6661

[EMAIL](#) [Website](#) [FaceBook](#) [Twitter](#) [LinkedIn](#)

From: [REDACTED]
To: contactus@thei81challenge.org
Subject: I-81 The lifeline of the region.
Date: Tuesday, June 11, 2013 11:53:44 AM

I previously have made comments about my views regarding the I-81 Challenge. I am a native of Syracuse, having grown up on Tipperary Hill, attended Syracuse Central High and graduated from and did graduate work at Syracuse University. Although I have resided in Cortland for 40 years, Syracuse remains the hub of our family activities. I have seen the positive effects of the I-81, I-90, I-481, I-690, and Rt.695 -- the reduction in travel times is nothing short of remarkable. My particular concern in trying to improve the transportation and accessibility to venues and services would be greatly hindered by the replacement of the downtown viaduct with a surface "Boulevard" or rerouting all traffic to I-481. Two years ago my wife suffered a stroke with related heart issues. Being able to quickly get her to Upstate University Hospital and Crouse Hospital greatly minimized the brain/nerve damage caused by the stroke -- the doctor emphasized that "time is brain" when it comes to strokes, and speedy treatment of heart attacks is vital. I am also a patient at the VA Hospital, and have a daughter who has a blood disorder called "T T P" requiring fast access to St. Joseph's Hospital when she has an "episode" (Thankfully she has been in remission for 5 years, and only has to make Dr. visits every few months). I don't think I'm overstating the importance of I-81 by saying it has contributed greatly to our health and even has been a life saver.

As far as aesthetics and "connectivity" are concerned, the raised highway through downtown was an improvement over the 15th ward blight that I used to walk through to get to my job at the University from Adams and Warren Streets. I think a more attractive (and higher) raised highway (like the one recently opened to Main St. in North Myrtle Beach, SC) could allow attractive landscaping, with pedestrian and bicycle paths or even food/souvenir vendors could thrive under the highway. Instead of eliminating travel routes, they should be expanded (particularly with a connection of I-690 eastbound to I-81 north bound and improving the safety of the 690 eastbound traffic to I-81 southbound, or even a bypass connection of Rt. 695 to I-81 south near Nedrow.

A light rail (or even monorail from Armory Square, the On Center and the Carrier Circle Hotels to Destiny and Syracuse University sports venues) could not only reduce traffic on the interstate highways, but make Syracuse a more attractive tourist attraction but draw more Convention groups to the city (e.g. ACC championships, or even Final 4 competitions).

From: [Tony](#)
To: [James D'Agostino](#); [Patricia Wortley](#); contactus@theI81challenge.org; cford@dot.state.nv.us
Subject: I-81 Petitions
Date: Tuesday, June 11, 2013 12:04:29 PM
Attachments: [I 81 Petitions.pdf](#)

Attached please find signatures of 262 residents of Onondaga County, all in support of keeping I-81 in its present location.

Tony Mangano
Ramada Syracuse



Direct Office (315) 671 5960
Direct Office Fax (315) 671 5979
Ramada Syracuse (315) 457 8670
Cell Phone (315) 491 6691



Improve Interstate 81



Petition

Accessible and convenient are words often used to describe Syracuse and Central New York. For 50 years, Interstate 81 has been an indispensable artery that provides all of us important access for emergency services, for residents to reach their jobs and travel throughout the community, and for the millions of visitors who travel to and through our community each year. By signing this petition, the undersigned recognize that the Interstate 81 infrastructure should be improved; however we oppose reducing Interstate 81 from an Interstate highway to a street level boulevard and we oppose relocating it away from its present location where it serves the heart of the community. Our local and regional economy depends on Interstate 81. It must remain unimpaired.

Signature	Name	Address	Email
<i>Antonio Mangano</i>	ANTONIO MANGANO	1200 W. GENESSEE AVE. FAYETTEVILLE	
<i>Judy Herzog</i>	Judy Herzog	120 Homewood Dr. Fayetteville	
<i>Yimona Miller</i>	Yimona Miller	8172 Bourneville Clem, NY	
<i>Michael Halizing</i>	Michael Halizing	925 W. HICKORY AVE. FAYETTEVILLE NY 13205	
<i>Deanna Lynch</i>	Deanna Lynch	4502 Hill Rd. Rt. 414 Fayetteville, NY 13205	
<i>Paul Mackintosh</i>	PAUL MACKINTOSH	3571 W. HICKORY AVE. FAYETTEVILLE	
<i>Issac Reed</i>	Issac Reed	25 Orange Street Fayetteville, NY 13205	
<i>Edwin J Taylor</i>	EDWIN J TAYLOR	111 ROBINWOOD CANANDAIGUA	
<i>John Kolesman</i>	John Kolesman	5040 Hancock Rd. S.W. Lodi, NY 13205	
<i>Jessica Hughes</i>	Jessica Hughes	1411 Spring St Syracuse NY 13204	
<i>Teresa Richmond</i>	Teresa Richmond	101 East Genesee Fayetteville NY 13205	
<i>Judy Mills</i>	Judy Mills	1211 E. Lake Rd. Portland NY 13205	
<i>Christina Bue</i>	Christina Bue	25 Orange Street Apt 11 Fayetteville NY	
<i>Raymond Stern</i>	Raymond Stern	307 Lorraine Ave Syracuse NY 13209	
<i>Dennis Decker</i>	Dennis Decker	925 W. HICKORY AVE FAYETTEVILLE NY 13205	
<i>Kevin VanVleet</i>	Kevin VanVleet	1011 Hill Rd. Rt. 414 Fayetteville NY 13205	



Improve Interstate 81



Petition

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Signature	Name	Address	Email
	Tom Angel	12101 14th Ave	
	Earl Brouckel	9867 Professor Dr.	
	Tila Pradhan	106 main st	
	Louise Clook	402 Bantock Hill Sq	
	Baroness Budge	534 Carbon St	
	Jacob Williams	511 E Laurel St	
	Mark Long	2202 Fielder Ave	
	Matthew Miller	8702 Tomlin Drive	
	Rachael Zabel	301 ALKI II AVE	
	Charles Stanley	310 Apple St	
	Dugan	111 Dugan St	
	Angerson	1313 Butternut St	
	MATEMADAM	1313 BUTTERNUT ST	
	DEH MO	407 E Division Ave	
	Mica	115 11th St	
	Muna	139 Stone St	



Amanda

Improve Interstate 81 Petition



kgc

Accessible and convenient are words often used to describe Syracuse and Central New York. For 50 years, Interstate 81 has been an indispensable artery that provides all of us important access for emergency services, for residents to reach their jobs and travel throughout the community, and for millions of visitors who travel to and through our community each year.

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Signature	Name	Address	E-mail Address
<i>Janelle Burray</i>	Janelle Burray		
<i>Kim Haynam</i>	Kim Haynam		
<i>Colleen O'Brien</i>	Colleen O'Brien	210 Saline St	
<i>Terese Towle</i>	Terese Towle	237 Hyatt's Rd	
<i>Pichna Sharrara</i>	Pichna Sharrara		
<i>Racim</i>	Racim	1016-NP Wtson	
<i>Sai Bhattarai</i>	Sai Bhattarai	109 Jasper	
<i>Esther Bhattarai</i>	Esther Bhattarai	2416 North St 117	
<i>Purni</i>	Purni	1106g Park St	
<i>Balbir</i>	Balbir	Old Liver post.	
<i>Deem Na</i>	Deem Na	909 ocket apt 2	
<i>Darwings</i>	Darwings	300 Burt St. C-1006	
<i>Kamala Chetri</i>	Kamala Chetri	Turtle St 416 Apt 2	
<i>Carol Yablonski</i>	Carol Yablonski	412 E-Division apt-2	
<i>Pursha</i>	Pursha	Pascareville	



Improve Interstate 81

Petition



copy

Accessible and convenient are words often used to describe Syracuse and Central New York. For 50 years, Interstate 81 has been an indispensable artery that provides all of us important access for emergency services, for residents to reach their jobs and travel throughout the community, and for millions of visitors who travel to and through our community each year.

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Signature	Name	Address	
<i>[Signature]</i>	L. Robert Leonard	1596 State St. Fulton, NY	
<i>[Signature]</i>	Sandra L. Lewis	1511 G. Reids Fulton 13669	
<i>[Signature]</i>	Parvise H. Brown	1308 Corcoran	



Improve Interstate 81



Livingston
Five Forks

Petition

Volunteer
Services

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Signature	Name	Address	Email
<i>Matthew Carroll</i>	Matthew Carroll	38 Pine Ridge Cir M. Syracuse	
<i>Betsy Viretton</i>	Betsy Viretton	117 Viretton Ave	
<i>Tom Viretton</i>	Tom Viretton	117 Viretton Ave	
<i>Richard Filbin</i>	Richard Filbin	7022 Harrison Street Liverpool NY 13080	
<i>Stanley Smith</i>	Stanley Smith	110 Greenway Liverpool NY 13080	
<i>Amy Balcom</i>	Amy Balcom	2105 Cold Springs Rd Liverpool NY 13080	
<i>Elaine Tipton</i>	Elaine Tipton	513 N. ... Liverpool NY 13080	
<i>Nancy Crosby</i>	Nancy Crosby	104 ... N 240, NY 13012	
<i>Carmen Cusson</i>	Carmen Cusson	4849 ... Liverpool NY 13080	
<i>Andrew Fairbank</i>	Andrew Fairbank	108 ... Liverpool NY 13080	
<i>Andrew Santock</i>	Andrew Santock	304 ... Liverpool NY 13080	
<i>Gene A. Balcom</i>	Gene A. Balcom	2105 Cold Springs Rd Liverpool NY 13080	
<i>Michael White</i>	Michael White	5471 ... Clay 13041	



Improve Interstate 81



Local Fire Dept.

Volunteer Fire Dept.

Petition

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Signature	Name	Address	Email
<i>[Signature]</i>	John Lynch	133 Maplewood Rd	
<i>[Signature]</i>	Katherine M. Sullivan	903 OSWEGO ST	
<i>[Signature]</i>	Brian Doyle	111 Cortland Ave	
<i>[Signature]</i>	Philip J. Spang	110 Jackson Ave	
<i>[Signature]</i>	William Hayes	110 Cortland Ave	
<i>[Signature]</i>	Stephen Miller	1001 4th Street	
<i>[Signature]</i>	Frankie Smith	209 Paul St	
<i>[Signature]</i>	Tim Kelly	120 Paul St	
<i>[Signature]</i>	Marcia Brown	1102 Old York Rd	
<i>[Signature]</i>	Robert O'Hara	101 Avery Dr	
<i>[Signature]</i>	John O'Hara	209 Broadway	
<i>[Signature]</i>	William P. O'Hara	1100 Lee St #114	
<i>[Signature]</i>	TON SCANT	501 11th North St	
<i>[Signature]</i>	Chris Williams	1017 Madison Ave	
<i>[Signature]</i>	Kevin Kinnear	1017 Madison Ave	
<i>[Signature]</i>	Chris Fran	212 Erie St	



Improve Interstate 81



Lively
Fire Dept.

Petition

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Signature	Name	Address	Email
<i>[Signature]</i>	Edward J. ...	504 ...	
<i>[Signature]</i>	SIA KLAMA	15 ...	
<i>[Signature]</i>	Adam	
<i>[Signature]</i>	Nick ...	470 ...	
<i>[Signature]</i>	Zaki	
<i>[Signature]</i>	Brian ...	121 ...	
<i>[Signature]</i>	David ...	210 ...	
<i>[Signature]</i>	John ...	1015 ...	
<i>[Signature]</i>	Joseph ...	347 ...	
<i>[Signature]</i>	Chris	
<i>[Signature]</i>	DENNIS ...	107 ...	dough@... gmail.com
<i>[Signature]</i>	John	
<i>[Signature]</i>	Quinn	
<i>[Signature]</i>	Pat ...	301 ...	
<i>[Signature]</i>	
<i>[Signature]</i>	Jeremy	



Improve Interstate 81



Petition

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Signature	Name	Address	Email
<i>[Handwritten Signature]</i>	<i>[Handwritten Name]</i>	<i>[Handwritten Address]</i>	
<i>[Handwritten Signature]</i>	<i>[Handwritten Name]</i>	<i>[Handwritten Address]</i>	
<i>[Handwritten Signature]</i>	Nick Rice	305 Greenway	
<i>[Handwritten Signature]</i>	Tom Gatz	215 Barlow RD Herkules NY	
<i>[Handwritten Signature]</i>	<i>[Handwritten Name]</i>	800 7th Street	
<i>[Handwritten Signature]</i>	Tirzah Reikes-Morris	1282 MILWAUKEE DR SA NY 13215	
<i>[Handwritten Signature]</i>	Michelle Caughn	215 E. Broad Street Liverpool NY 13088	
<i>[Handwritten Signature]</i>	<i>[Handwritten Name]</i>	<i>[Handwritten Address]</i>	
<i>[Handwritten Signature]</i>	Brecca Wheeler	67 George St Bridgewater NY	
<i>[Handwritten Signature]</i>	Jillian Mooney	4967 Ashfield Tonawanda Suburban NY	
<i>[Handwritten Signature]</i>	Misty Higgins	2275 Union St Edinboro NY 16717	
<i>[Handwritten Signature]</i>	Jane Jones	210 Kellogg St SA NY 13205	
<i>[Handwritten Signature]</i>	Sean Mitchell	941 Jones St Apt 4 Syracuse NY 13205	
<i>[Handwritten Signature]</i>	<i>[Handwritten Name]</i>	<i>[Handwritten Address]</i>	
<i>[Handwritten Signature]</i>	1518 Charms Hill Steven Geller	1518 Charms Hill Syracuse NY 13209	2027@icloud.com
<i>[Handwritten Signature]</i>	<i>[Handwritten Name]</i>	<i>[Handwritten Address]</i>	



Improve Interstate 81



Petition

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Signature	Name	Address	Email
	Thomas P. ...	375 Elmwood Blvd	Lawrence
	Angela ...	275 Elmwood Blvd	
	Angela ...	275 Elmwood Blvd	
	Michelle ...	275 Elmwood Blvd	
	Jose ...	275 Elmwood Blvd	
	Thomas ...	275 Elmwood Blvd	
	Thomas ...	275 Elmwood Blvd	
	Thomas ...	430 ...	
	Brian ...	3017 ...	
	Richard	
	Sandra	
	Robert	
	
	



Improve Interstate 81



Petition

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Signature	Name	Address	Email
[Signature]	Hope Brennan	210 ALBANY ST. SUNNYVALE NY 13211	
[Signature]	Holly Byrne	355 Richmond Ave. SUNNYVALE NY 13209	
[Signature]	Popey A. Husted	40 Bay St. Pennellville NY 13422	
[Signature]	STEPHANIE MURPHY	120 HANCOCK DR SYRACUSE NY 13211	
[Signature]	Jessica Curt	376 Lenox Ave. Onondaga NY 13691	
[Signature]	TOMIA BYRNE	6804 CHESTER DR PENNELLVILLE NY 13422	
[Signature]	[Signature]	205 ALBANY ST SUNNYVALE NY 13211	
[Signature]	THOMAS BAKER	303 SKILLMAN ST SUNNYVALE NY 13212	
[Signature]	HEATHER HAYNES	3007 BRICK RD N. SYRACUSE NY 13212	
[Signature]	DAVID ROEGER	4 County Road 258 CANTON NY 13024	
[Signature]	[Signature]	414 ALBANY ST SUNNYVALE NY 13211	
[Signature]	ANDREA KUREY	110 COMPTON ST SUNNYVALE NY 13211	
[Signature]	LISA VEGA	7121 LOTHIAN AVE	
[Signature]	LISA VEGA	121 LOTHIAN AVE	
[Signature]	WISAMINE AL-DIN	475 ALBANY ST	
[Signature]	Dawn Dwyer	863-6797	



Improve Interstate 81



Petition

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Signature	Name	Address	Email
<i>[Handwritten Signature]</i>	MARK R. GALT	HUNT, NY 13112	
<i>[Handwritten Signature]</i>	Mary I Sperry	USA Executive Dr C. 1st and 2nd St NY 13204	
<i>[Handwritten Signature]</i>	XXXXXXXXXX	NEWARKET ON	
<i>[Handwritten Signature]</i>	Cynthia Gallone	342 Franklin St	
<i>[Handwritten Signature]</i>	XXXXXXXXXX	XXXXXXXXXX	
<i>[Handwritten Signature]</i>	XXXXXXXXXX	XXXXXXXXXX	
<i>[Handwritten Signature]</i>	T.S. Brown	1740 W. Dell Ave	
<i>[Handwritten Signature]</i>	Anthony M. Corcoran	102 E. 2nd St Liverpool N.Y. 13081	
<i>[Handwritten Signature]</i>	Vivox Harris	3740 N. 1st St Arlington VA	
<i>[Handwritten Signature]</i>	Nedie VanHorn	Lonia Ave Syracuse	
<i>[Handwritten Signature]</i>	Morgan Brown	10101 Rd Syracuse, NY	
<i>[Handwritten Signature]</i>	Rebecca Galle	Spring St.	
<i>[Handwritten Signature]</i>	James D. ...	1210 ... Ave 11 St ...	

38



Improve Interstate 81



Petition

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Signature	Name	Address	Email
Peter Nash	Peter Nash	405 Buckley Rd.	
Daniel Nash	Jerry Nash	405 Buckley Rd	
Jerry Nash Sr	Jerry Nash SR	113 Beechwood	
Rosemarie Chase	Rosemarie Chase	114 Beechwood	
Sheila Mirizio	Sheila Mirizio	112 Beechwood	
Linda Chapman	Linda Chapman	11 Morgan Rd.	
Pam Shumway	Pam Shumway	104 Beechwood Ave	
Paul Jesmer	Paul Jesmer	100 Beechwood ave	
Matt Schug	Matt Schug	119 Beechwood Ave	
Brittany Buffum	BRITTANY BUFFUM	121 Beechwood	
David Buffum	DAVID BUFFUM	121 Beechwood	
Lisa Notaro	Lisa Notaro	123 Beechwood	
Kath Giachetti	Kath Giachetti	123 Beechwood	
Lori Solitto	Lori Solitto	123 Beechwood	
Pat Solitto	Pat Solitto	" "	
Martina White	Martina White	125 Beechwood	



Improve Interstate 81



Signature	Name	Address	Email
	Jamie Brian	125 beechwood	
	Lorraine Palmisano	132 Beechwood	
	Loretta Intelisano	204 Beechwood	
	Angela Petreca	414 Allen Rd, N.Sy.	
	Dawn O'Connon Hughes	202 Beechwood AVE	
	Michele Keiney	205 Beechwood Ave.	
	Jeffrey D. Nels	207 DEETHWOOD AVE	
	FRANK ALTIERI	199 BEECHWOOD AVE	
	Jesse Roy	125 MAYAR ST.	
	Carol Maier	414 Beechwood	
	Brianna Drapez	750 Davidson St.	
	James Roy	307 Florida Rd N.	
	Sara Bamford	218 Honover Ave	
	Krystal Roy	307 Florida Rd N	
	Rosemarie Lan	212 Colony PKWY	
	Tiffany Bamford	218 Honover Ave	
	Robert Jaspersen	11 Bay St #11	
	Janam M. Roy	125 MAYAR ST.	
	Christina Unstet	127 Mayor St	
	Tonia Grady	127 Mayor Street	
	James Bamford	218 Honover Ave	
	Erin Maier	414 Beechwood Ave	



Improve Interstate 81



23

Petition

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Signature	Name	Address
<i>Maryann Nash</i>	M. NASH	405 Buckley Rd.
<i>Joe Case</i>	J. Case	110 Helmi Dr.
<i>P. Case</i>	P. CASE	110 Helmi Dr
<i>Frank Bombardo</i>	F. BOMBARDINO	21001 130th 111 Kearney Ave.
<i>J. Capello</i>	J. CAPELLO	3 Kearney Pl
<i>Bob Nigine</i>	Bob Nigine	305 Avon Ave
<i>Bob Hotchkiss</i>	Bob Hotchkiss	370 Mildred
<i>Mike Yarrow</i>	Mike Yarrow	200 Lenox St S.
<i>Brad Harris</i>	Brad Harris	93 Winchester
<i>Susan Fix</i>	Susan Fix	429 N Franklin 11302 Syc. 130th
<i>Lyle Swanker</i>	Lyle Swanker	4200 Ruff Road
<i>Michael Murray</i>	Michael Murray	106 Brookside Forgetful Ln NY
<i>Scott Lough</i>	Scott Lough	1400 1st St Lynchburg, VA 24504
<i>J.A. Faber</i>	J.A. Faber	805 W. N. St 130
<i>Kristy Cowen</i>	Kristy Cowen	121 Fairmount Dr
<i>Jim Collins</i>	Jim Collins	121 Paul Park

From: [REDACTED]
To: contactus@the161challenge.org
Subject: Town of Fleming resolution
Date: Tuesday, June 11, 2013 12:15:56 PM
Attachments: [Fleming resolution.pdf](#)

Supervisor Searing asked me to send a copy of the Towns resolution

From: Tony
To: James D'Agostino; Patricia Wortley; contactus@theI81challenge.org; cford@dot.state.ny.us
Subject: I-81 Resolutions
Date: Tuesday, June 11, 2013 12:22:38 PM
Attachments: [Flemming_resolution.pdf](#)
[Route 81.pdf](#)
[Salina_I81Reso_6-10-13.pdf](#)
[dewitt-resolution_i-81.pdf](#)

Several towns have sent me copies of their resolutions which should already be copied to you. However, I am forwarding to insure that they are received prior to the deadline for public comment.

Thank you,

Tony Mangano
Ramada Syracuse



Direct Office (315) 671 5960
Direct Office Fax (315) 671 5979
Ramada Syracuse (315) 457 8670
Cell Phone (315) 491 6691

From: [REDACTED]
To: contactus@theI81challenge.org
Cc: cford@dot.state.ny.us
Subject: I-81 Syracuse NY
Date: Tuesday, June 11, 2013 12:43:53 PM

To Whom This May Concern:

I am in favor of rebuilding I-81 thru the City of Syracuse.

[REDACTED]

[REDACTED]

Liverpool, NY 13088

[REDACTED]

[REDACTED]

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From: [REDACTED]
To: cford@dot.state.ny.us; contactus@theI81challenge.org; Patricia Wortley; James D'Agostino
Date: Tuesday, June 11, 2013 1:11:16 PM

I am in favor of the proposed elevated I-81 in its current location.

Thank you,

[REDACTED]

From: [REDACTED]
To: [James D'Agostino](mailto:James.D'Agostino); [Patricia Wortley](mailto:Patricia.Wortley); contactus@theI81challenge.org; cford@dot.state.ny.us
Subject: Interstate 81
Date: Tuesday, June 11, 2013 5:45:54 PM
Attachments: [Attachment information...txt](#)
[81.TIF](#)

The attached list is made up of individuals who provide emergency medical services to the northernmost towns and villages of Onondaga County. We do not support reducing Interstate 81 to a street level boulevard and feel there has been no consideration of the effect this would have on the delivery of emergency services.

Four out of the five hospitals in Syracuse are centrally located in the downtown area and are readily accessed of Interstate 81. When time is of the essence, putting ambulances and emergency vehicles on a "boulevard" makes no sense.

We feel strongly that Interstate 81 must remain as a thoroughfare through the heart of our community.

[REDACTED]

From: [REDACTED]
To: contactus@theI81challenge.org
Subject: Is it too late for a suggestion
Date: Tuesday, June 11, 2013 9:40:18 PM

Has anyone looked at the model of through traffic that Chicago has adopted with the Chicago Skyway. This allows local traffic, on the highway, to remain free of the traffic just traveling through our area. Multi level options keep congestion down but also allow easy access to our great city.

Thanks,
[REDACTED]

From: [Pedz](#)
To: contactus@theI81challenge.org
Subject: Partnership for Onondaga Creek, I-81 Comment
Date: Tuesday, June 11, 2013 11:55:52 PM
Attachments: [I_81_Comments_POC.pdf](#)

Hello I-81 Process!

I admit, this is a bit close to the last minute for a comment. However, we at the partnership for Onondaga Creek are keen on submitting a document expressing our complete views regarding the questions raised by I-81.

We have discussed these concerns, and come to consensus.

Feel free to contact me or the Partnership about the views expressed here, and by all means share them with anyone interested !

Thanks and have a great day,

Peter King
Partnership for Onondaga Creek
Syracuse
315-560-3019

Summary: The 'i81 challenge' has worked diligently according to their charged scope, producing the two most 'reasonable' alternative scenarios. However, their scope is inadequate to our circumstance.

We call upon local governments and citizens in Syracuse to:

- 1) Include communities living in the urban center, & especially along i81, as stakeholders.
I-81 squarely bisects communities on both sides.
The I81 challenge needs to invite these residents, students and workers into the dialog.
- 2) Include environmental health concerns, formalized in a Health Impact Analysis (HIA).
The original i81 process avoided considering health impacts on inner Syracuse neighborhoods.
Generally speaking, municipal planning in the USA over the past century avoided public health concerns. Since then, the civil rights movement revealed a better way.
The i81 process needs to resolve this omission in Syracuse, by conducting a formal Health Impact Analysis.
- 3) Include urban ecology, by reducing the substantial urban heat island effect in Syracuse.
On warm days, the sun shines on concrete, building up heat.
This urban heat is often at least ten degrees more than the nearby country, and contributes to the carbon and air pollution 'dome' over the city.
These trends are predicted to increase in coming years, impacting public health and livability.
At small scales, both urban heat and pollution can be reduced by covering more than 40% of an area in trees. At a larger scale, Syracuse has a 'bowl-shape' which can trap pollution on a still day. Planting enough trees along nearby hillsides can attract a regular breeze, which can clean out the urban center. However, i81 may well be interrupting the cool breezes. Whatever replaces i81 should include planning enough trees to reduce heat and pollution.
- 4) Create a plan for increasing public transportation throughout Syracuse and CNY.
Syracuse and CNY can and should be a 'car-optional' city.
Trolleys originally helped create the CNY network of towns and villages.
Now, after 40 years of decline, bus travel is rebounding in CNY and worldwide. Public transport saves public money and time, and supports local communities.
Our public transport needs reinvestment. This need not happen in a vacuum:
 - + Community partnerships can reduce costs and galvanize support for transit.
 - + A public campaign can attract more people to ride buses and carpool.
Syracuse University is now showing how a public transit campaign can succeed.
 - + Working with employers of all sizes can promote bus riding for workers.
 - + Citizen groups can help create real options for people getting to work.
But reviving public transport in CNY needs planning and attention.

Detailed comments for the I-81 Public Review process.

Syracuse and Central New York needs a comprehensive transportation management plan, not merely a quick and partial fix. We believe the I-81 Challenge proposal for a 'boulevard solution' aims in the right direction by replacing the heavy burdens on public health and urban livability from I-81. However, we call upon the City, County and citizens to collaborate in forming and implementing a new transport and land use plan incorporating public health, and greatly improving and increasing universally accessible public transit options throughout Syracuse and CNY.

Since the mid-20th century, Syracuse / CNY transport choices shifted towards intensive auto use & dependance, but this only followed about 150+ years of comparably accessible public transportation (Carson 1978). Public transport may have created existing settlement patterns throughout CNY's local towns and villages (ibid).

Planning must keep our original formative transport history in perspective, and correct for how lower-income groups were relatively recently excluded from CNY transport planning in the latter 20th century. For example, significant evidence indicates increasing and improving CNY public transit options would enable more people to access better jobs.

The existing I-81 infrastructure poses severe environmental and social injustice burdens upon Syracuse residents living within a few hundred feet of I-81. These burdens especially result from their constant daily exposure to motor vehicular pollution including CO, SOx, NOx, Ozone, particulate matter, mercury and other substances. These emissions likely generate multiple health impacts, including respiratory, pulmonary, carcinogenic and other effects, some potentially unknown. Pioneer Homes residents and other communities under I-81 are especially vulnerable, as they cannot afford to defend themselves and often have limited choices in housing relocation. The list of locations considered in this sense should include any building within a few hundred meters of I-81, for example Pioneer Homes, Toomey Abbot Towers, the VA hospitals, Martin Luther King Elementary School, and many private homes.

Existing roadside pollutant monitoring in Syracuse, and shortcomings.

The U.S. Environmental Protection Agency (U.S. EPA) consistently monitors criteria air pollution data in all U.S. locations, including Syracuse. However, for over a decade, the only EPA monitor consistently active in Syracuse's central neighborhoods was the 'Syracuse COMS' Carbon Monoxide (CO) monitor located near the East Adams Street I-81 exit. This monitor was active from ~1987 through 2012, whereupon it was retired. Consistent with a 90% nation-wide reduction in CO emissions, the CO measured here did decline to 1/10th of the 1990 levels (*Chart 1*, data from EPA). However, even as tougher EPA standards reduced Carbon Monoxide levels in U.S. cities, other pollutants including ground-level ozone typically did not decline nationally. Despite potential violation indications, US EPA and the New York State Dept. of Environmental Conservation (DEC) failed to consistently monitor any central city neighborhoods in Syracuse for other pollutants. The only Ozone monitor in Onondaga County resides at 5895 Enterprise Parkway in East Syracuse, near Erie Boulevard (*Chart 2*).

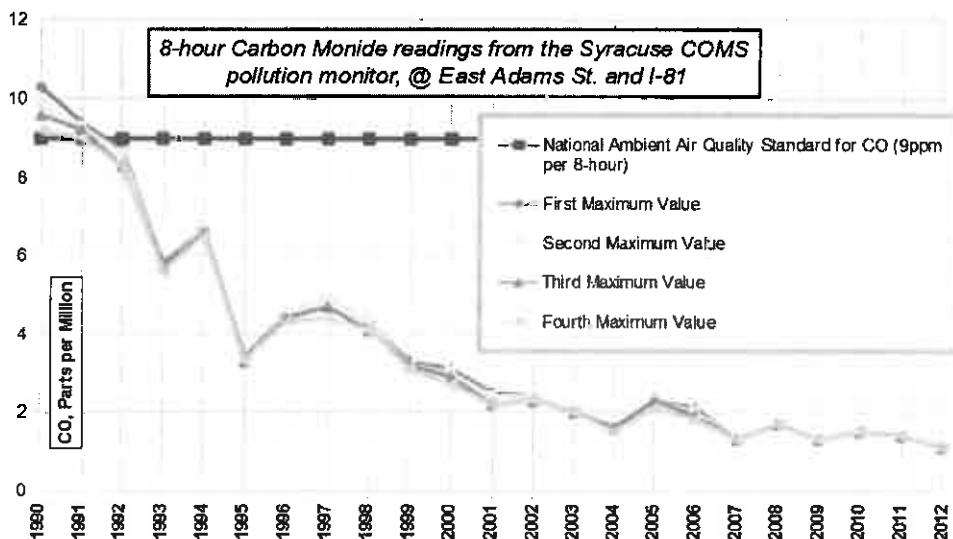


Chart 1: Carbon Monoxide readings at E. Adams & I-81

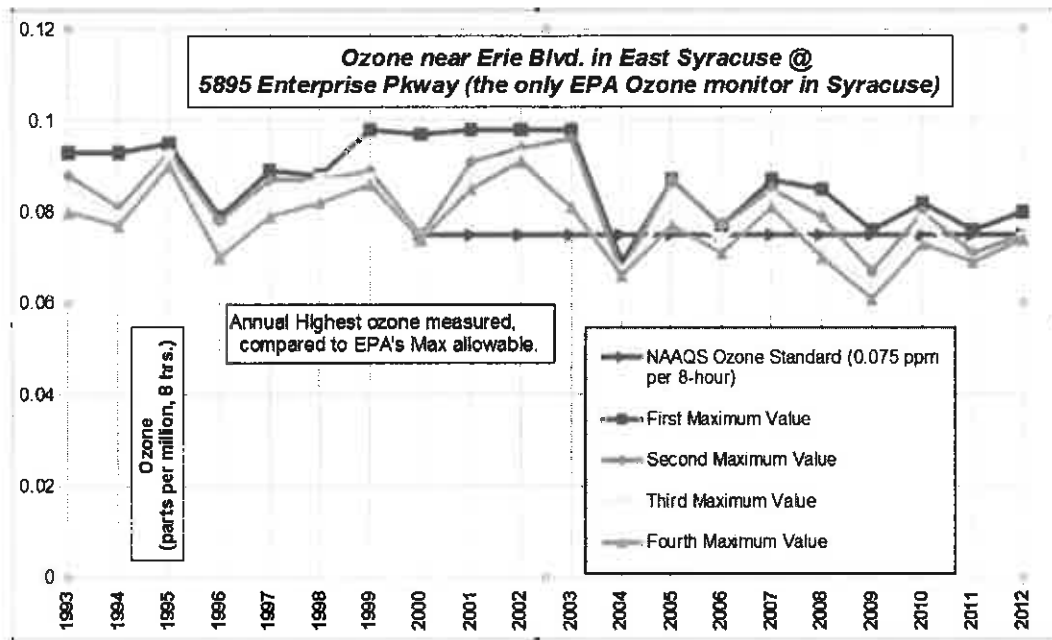


Chart 2: Ozone readings for Syracuse area.

For example, Chart 2 shows Ozone concentrations from 1993 - 2012. While ozone trends declined somewhat over time at this location, the fourth maximum values from the past few years have frequently violated current EPA standards, by ranging over 0.075 parts per million (ppm).

Ozone is created when sunlight shines on Nitrogen Oxides (NOx) and Volatile Organic Compounds (VOCs), both pollutants typically created by the average traffic found on I-81. Ozone forms most abundantly during warm, still weather, as often occurs during Syracuse summers.

Fuller et al compare ultra-fine particles measured at near-highway sites versus using a standardized central 'reference' site (2012). The study found measured pollutant levels much more accurate when placed near people's homes along the highway, than if referring to a central location, even considering other factors like meteorology (Ibid). In Syracuse, the US EPA and NYS DEC have clearly preferred monitoring air from centralized 'reference' sites, potentially eliding true pollutant exposure profiles for roadside populations. A Health Impact Assessment can clarify this question.

Which pollutants matter, and how far from a highway could they reach? Various pollutants besides CO can impact people surrounding an urban highway, ranging from immediate to 400 or more meters distant (Brugge, Durant & Rioux, 2007). Many studies indicate directly and indirect health consequences from multiple roadside pollutants at all time scales, from immediate asthma attacks to long-term chronic disease (Hofmann n.d., Brugge, Durant & Rioux, 2007). Decades of effort have reduced health threats from Carbon Monoxide and Lead in the U.S., but other pollutants still pose a human health threat (**Chart 3**). Reponen et al studied exposure gradients near two urban highways intersecting, concluding no single marker can effectively 'proxy' diesel exhaust; but instead recommend measuring multiple pollution types (2003).

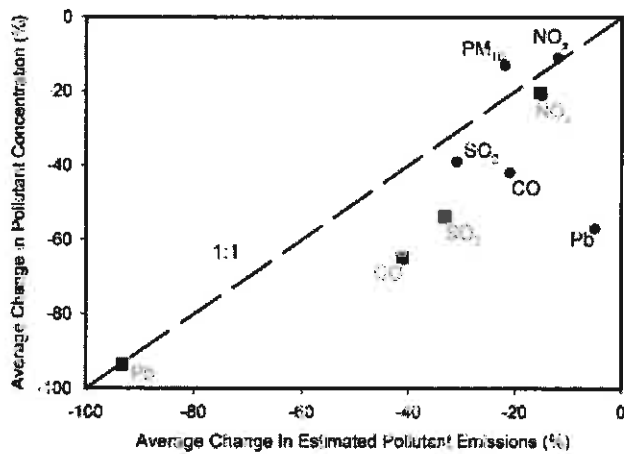


Chart 3: Plot of the estimated relative trends in emissions versus ambient concentrations of various primary pollutants (PM₁₀, NO_x, SO₂, Pb, and CO) in the U.S.A. Squares = 20 year changes, circles = 10 yrs. (Fig. S-3, Committee on Air Quality Mgmt in the U.S., National Rsrch Council 2004).

Urban Heat Island: the next higher scale in urban highway impacts.

Syracuse may experience of the highest, if not the highest Carbon Dioxide (CO₂) 'dome' recorded among upstate NY cities (Buckley 2012, and presentation at CoE conference). According to one national report using aggregated data, Syracuse ranks 91st worst of 100 cities in greenhouse gas emissions from personal motor vehicles (Brown et al 2008). Our CO₂ 'dome' is also likely related to Syracuse topography as a 'bowl' shape, and how Syracuse manifests a significant Urban Heat Island (UHI), first documented by Flynn (1980), but also by student work in 2006 (Thuman). Urban Heat Island (UHI) are areas where chosen infrastructure materials increase the total impervious paved area, which tend to absorb daytime solar radiation, reflecting it back through the night (U.S. EPA 2013). UHI can contribute to creating more stable or stagnant local atmospheric inversions over a city, which in turn can trap and recirculate pollutants for longer durations. Data compiled by Stone indicates Syracuse may have the highest urban warming increase exceeding nearby rural change, among all New York's Cities (2007, and **Chart 4**). Stone and the Urban Climate Lab at Georgia Tech rank Syracuse 7th among the 100 U.S. cities (Ibid). On many summer afternoons from a tall hill in the Syracuse University area, I have observed and photographed significant atmospheric haze over central Syracuse.

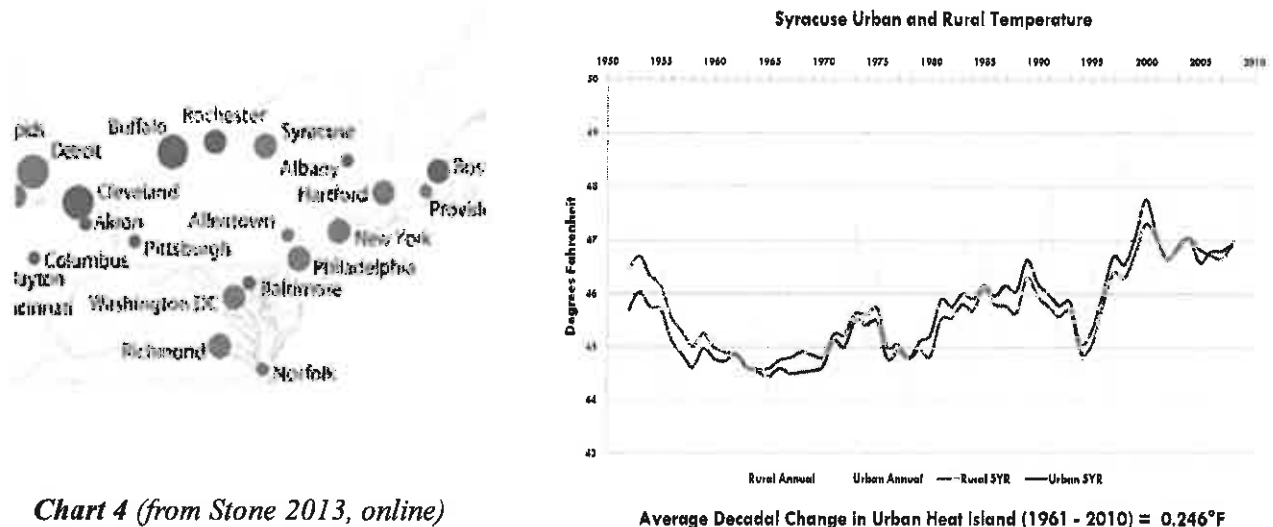
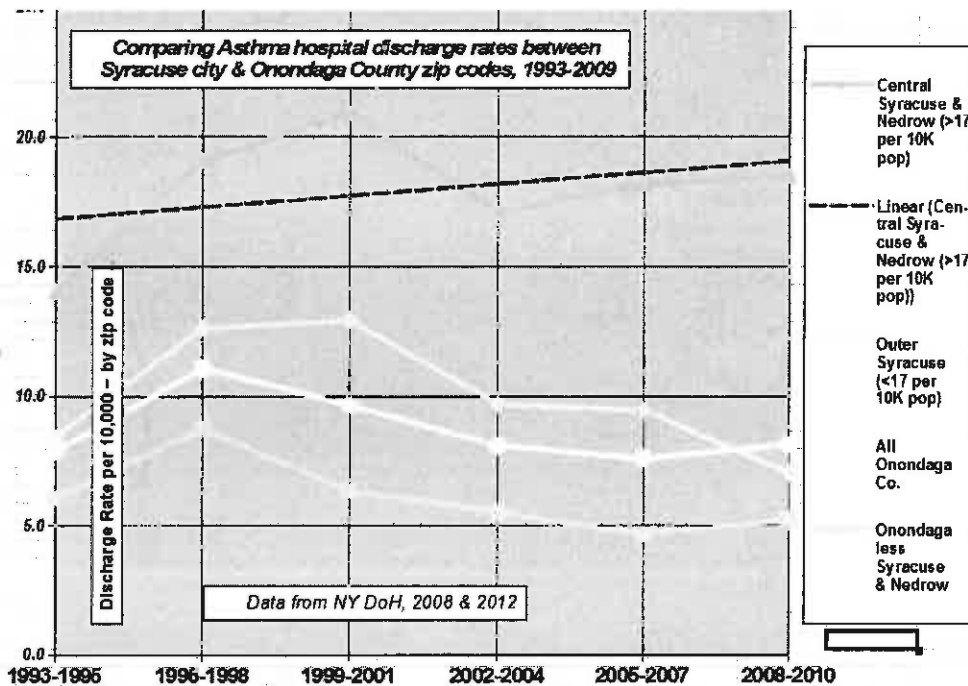
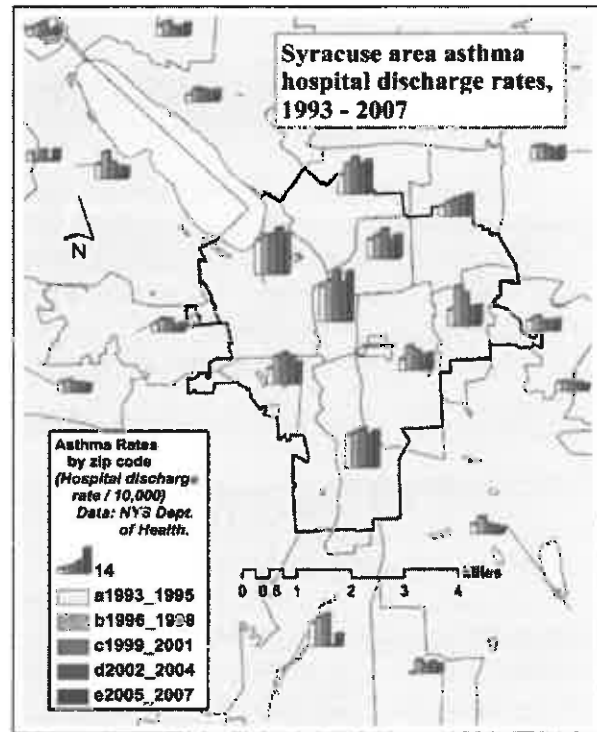


Chart 4 (from Stone 2013, online)

Impervious pavement may cover 50% or more of Syracuse, and most is related to automobile infrastructure, including I-81. After pavement, urban traffic often contributes the most to urban heat loading, especially during summer months when heat islands most challenge human health (Stone 2012, Ch. 4). Health impacts related to UHI can include vulnerability to unforeseen heat waves, as impacted Chicago and other Midwest cities in 1999 (Stone 2012). Asthma can also be aggravated by UHI conditions, and New York's Dept. of Health documents how asthma prevalence is increasing in the central Syracuse zip codes (*Charts 5 and 6*).



Urban Heat Island Solutions

One comprehensive UHI reduction plan that has seemed to stand the test of time, can be found in Stuttgart Germany. The city of Stuttgart is structurally similar to the city of Syracuse, in how they are both bowl-shaped. Since the 1930's, Stuttgart included planted trees along the sloping sides surrounding the city in their urban plan. Local meteorologists found the trees facilitated regular breezes blowing through the urban core, potentially by creating a directed temperature imbalance, known as "cold-air drainage". Tree shade generally has a cooling effect, which combined with regular breezes, can help ameliorate an UHI. As a result, Stuttgart city is likely cooler and more pollution-free than it would otherwise be (Hough 2004, see also graphics on last page here).

Stuttgart's UHI management approach might seem ideal for Syracuse, and planting more trees is included in the City of Syracuse sustainability plan in part as an UHI solution. Preliminary study at the College of Environmental Science and Forestry (SUNY-ESF) indicates cold-air drainage may be the single variable most influencing central Syracuse temperatures (Heisler et al, 2012). However, I would estimate the existing I-81 roadway presents a significant logistical obstacle on effective tree-cooling in the urban core. As I-81 absorbs and re-radiates heat, and contributes heated vehicular pollution; it may significantly contribute to the Syracuse UHI. Furthermore, I-81 may create a localized 'heat barrier' to any ventilating breezes which could otherwise sweep through the urban core and South Side. When local temperatures rise much above ~90F, tree respiration tends to shut down, and trees tend to contribute more Volatile Organic Compounds (VOC's) than they sequester. So given I-81's likely higher heat contributions, what may be the least expensive and most socially viable method available for UHI reduction in Syracuse, faces an 'uphill battle' as long as I-81 exists as is.

The proposal for rebuilding I-81 wider than currently, for complying with new urban standards would likely generate an even more pronounced thermal barrier to cold-air drainage than the current roadway. And significantly increasing total pavement will generally increase I-81's heat loading on central Syracuse.

Diverting I-81 traffic to 481 seems like one option open here, but consider that doing so without attempting to reduce local traffic will result in significantly adding to the existing Covanta incinerator emissions along Rock Cut Road. These emissions are notably high in NOx, SOx and carcinogenic compounds including mercury. We can reduce the part that is local traffic, by increasing and improving public transit options in and out of Syracuse.

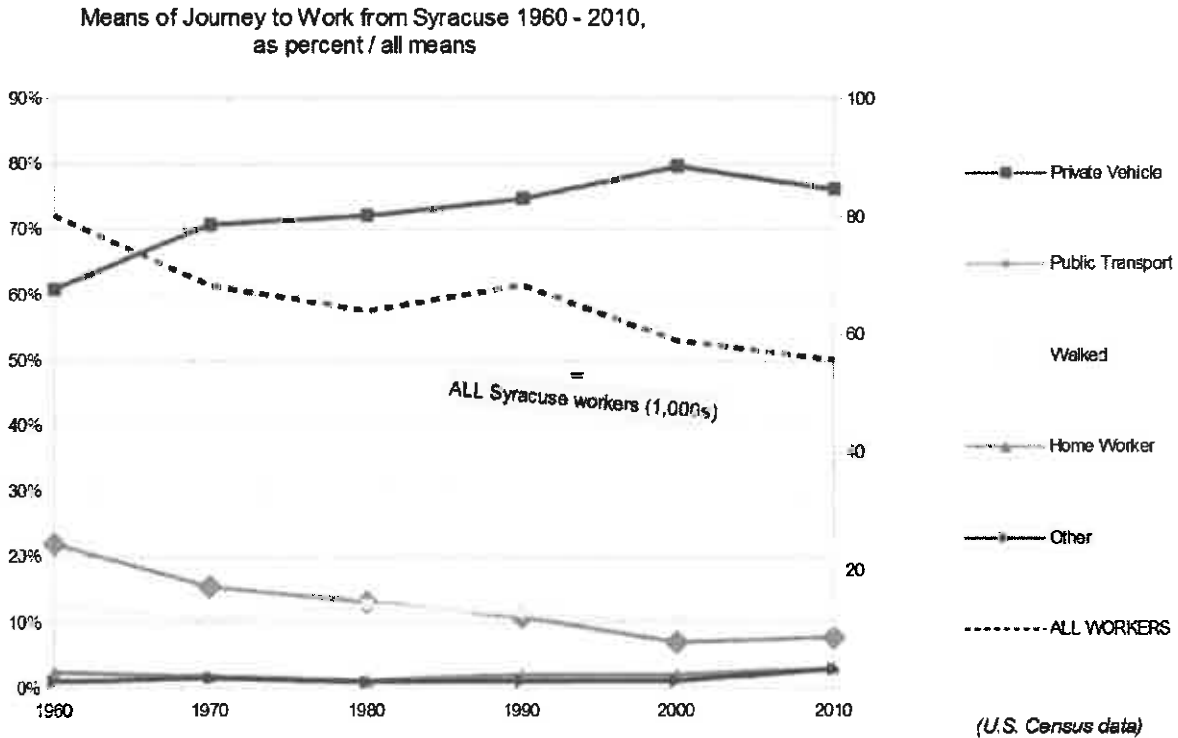
Transportation alternatives

Syracuse and CNY can develop a comprehensive transport plan, including meaningful transit options favoring public health and urban livability. Mirroring a worldwide trend, more Syracuse residents are now riding bicycles and public transportation has increased, while personal auto use reduced since 2000 (*Chart 7: Means of Journey to Work from Syracuse, 1960 - 2010*).

However, we find indications Centro lacks adequate routes for many lower-income people keen on riding transit to work. For example, xxx et al observe, even though 36% of adequate jobs are reachable within 90 minutes of transit, the Median wait for a rush hour bus averages 17.4 minutes, compared to 10.1 minutes wait for the '100-metro' national average (Tomer et al, 2011). Centro's service infrequency effectively discriminates against lower and middle income workers by neighborhood.

Centro's standing lack in adequate funding has left no options but cutting routes and increasing fares. We don't hold this against Centro, but we understand the need to improve Centro's funding, by somehow augmenting stable revenue such as the State Operating Assistance (STOA) funding. In recent

years, Centro's dependence on the Mortgage Recording Tax has compromised their budget. This is a problem with no single easy answer. Yet recently, Centro has shown willingness to collaborate with local citizen groups and businesses, around improving access to fixed bus routes. A citizen advisory board may offer one way to facilitate collaboration, as has recently been established in Buffalo, N.Y.



The Partnership understand this is a difficult process with many inevitable tradeoffs, and requires full citizen involvement. We commend your team for doing a thorough job. However, we recommend Syracuse go beyond the accepted 20th-century 'norm' tending to isolate planning to 'simply economic' issues, and fully integrate public health, environmental and social concerns into this planning process. We strongly encourage including academics, citizen groups and businesses keen about ecological and socially inclusive planning. By thinking together, we can all reasonably enact a broader and more meaningful transport and urban ecology plan for Syracuse and CNY, within a reasonable amount of time.

Thank You,

Peter King,
for the Partnership for Onondaga Creek,
Syracuse NY

References

I list most Urban Heat Island references on a wiki page about Syracuse Urban Heat Island, 'Cool the Cuse', available at <http://coolcuse.pbworks.com/>.

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Corresponding author is Gordon M. Heisler at the USDA Urban Forest Research station at SUNY College of Environmental Science and Forestry, in Syracuse (SUNY-ESF).

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Images on next page are copied from Hough (2004, pages 215 - 216).

This is a standard textbook in regular use in a municipal planning course taught at the landscape Architecture program at SUNY- College of ESF, Syracuse. Cold-air drainage facilitates a constant breeze through the urban core. This effect could become much more possible in Syracuse, by removing the thermal barrier posed by the current I-81.

Climate • 215

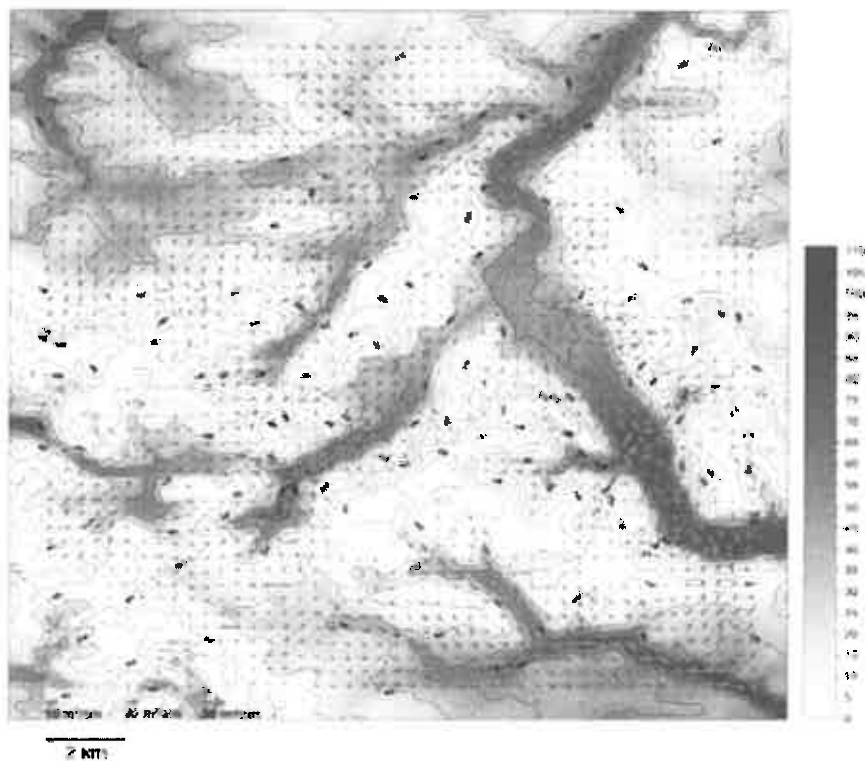


Figure 6.17 Diagram of Stuttgart's cooling system: showing directions of katabatic winds down vegetated slopes and valleys into the city.

Source: Professor Dr. J. Bauriedler, Office of Environmental Protection, Urban Climate and Planning, Stuttgart.



Plate 6.7 Oblique view of Stuttgart from the air. These forested slopes are a key factor determining downtown ventilation and air quality in the city as a whole.

Source: Office of Environmental Protection, Dept. of Urban Climate and Planning, Stuttgart.

From: [REDACTED]

Sent: Tuesday, June 11, 2013 11:03 AM

To: cford@dot.state.ny.us; contactus@theI81challenge.org; Patricia Wortley; James D'Agostino

Subject:

I am in favor of the proposed elevated I-81 in its current location.

Thank you,

[REDACTED]

From: [REDACTED]
To: "contactus@the181challenge.org"
Subject: 81
Date: Wednesday, June 12, 2013 1:19:17 PM

I am hoping that 81 will stay as it is, but the roads underneath it **get** modified so that the entire city is connected. A blvd. would divide the city even more.

[REDACTED]

From: [REDACTED]
To: contactus@thei81challenge.org
Subject: I 81 challenge
Date: Sunday, June 23, 2013 7:42:45 PM

Name: [REDACTED]
Email: [REDACTED]

Message: I would like to add my opinion on the rebuilding plans for I81. Many of us use this highway on a regular basis as the most efficient route through town. Tearing it down and diverting traffic to 481 does not make sense for several reasons. First of all, I481 does not go through the city but around it making traveling to the north less efficient. More to the point 481 does not go to the same areas as I 81 does. If one is traveling north from southern suburbs, one can not get to places like Destiny mall, the near north side, Liverpool, and other destinations can not be reached by I481. Making a city desirable depends on many things including travel time. Destiny was built on the premise of attracting tourists from other areas. Making traveling time longer makes visiting and more to the point living in Syracuse less desirable. Thank you for letting me submit my opinion. [REDACTED]

[REDACTED]

From: Jim Bright [REDACTED] >
Sent: Thursday, June 27, 2013 2:48 PM
To: contactus@theI81challenge.org
Subject: comment

Our retail furniture store is conveniently located less than 500 feet off of Exit 17 (when driving south on Rt. 81). More than half of our business is derived from customers that live in the Western, Eastern and Northern suburbs of Syracuse. Our store is centrally located, and we believe that the ease and the speed at which our customers can travel to and from our store are important factors in their decision to shop at Dunk & Bright.

We believe that most of the proposed changes to our current highway system would result in increased travel times for our customers as well as for our employees and vendors. Dunk & Bright has over 40,000 customer, employee, and supplier visits per year, the majority of whom enjoy a reasonably short trip thanks to Route 81's and Exit 17's close proximity. Dunk & Bright employs as many as 80-90 persons during our peak season and generates substantial sales tax.

Our concern is that with the Boulevard option, there would be an increase in travel times for our customers, especially those in the Western suburbs. A reduction in convenience for our customers could result in a dramatic reduction in our sales revenues. Should that happen, we might need to relocate our retail furniture store in order to sustain our business.

We do appreciate the opportunity that you have provided to review the various proposals. Of the two viable options, the Boulevard and the Reconstruction, we would support the Reconstruction option. We are assuming that if the Reconstruction option were selected there would remain a high speed route from the Eastern, Northern and Western suburbs to our location and that the nearby Exit (now known as Exit 17, when heading south) would remain.

Sincerely

Jim Bright, President

Dunk & Bright Furniture Co., Inc.
2648 S. Salina St.
Syracuse, NY 13205

[REDACTED]

315-475-2000
315-472-3614 fax

From: [REDACTED]
To: "contactus@theI81challenge.org"
Subject: comments
Date: Tuesday, July 02, 2013 7:43:37 PM

I would like to go on record as supporting one of 2 options for the I-81 highway.

- 1) The boulevard plan is very appealing. With pedestrian bridges to allow easier access to both sides of the boulevard, and with continual and proper maintenance of landscaping, this would be a positive image for Syracuse.
- 2) Replacing the existing elevated highway is my distant 2nd choice. I grudging support this option because it truly does divide the city of Syracuse in an unsightly way. A replacement that is more of an asset could be accomplished if
 - a. If the structure were artistically formed, i.e., there was some architecturally and/or artistically interesting detail to the bridge structure
 - b. If the area under the elevated section were used creatively, i.e., creating retail spaces under the elevated section so that it drew people in, rather than repelling them.

Thank you for considering my comments and for involving the community in the discussions about how to replace I-81 in Syracuse.

Sincerely,

[REDACTED]
Syracuse, NY
[REDACTED]

[REDACTED]
[REDACTED]
June 6, 2013

James D'Agostino, Director
Syracuse Metropolitan Transportation Council
126 N. Salina Street
100 Clinton Square, Suite 100
Syracuse, New York 13202

Mr. Carl Ford, P.E.
Regional Director
NYS Transportation Dept.
333 E. Washington Street
Syracuse, N.Y. 13202

Dear Sirs:

I am writing to express my view on the replacement of our current Rt. 81 structure. I am a life long citizen of the city and I worked for the city for over 30 years and held some executive positions. I remember in recent years other executives saying they hear "they" wanted to tear down Rt. 81, and replace it with a boulevard. I heard that from the 20-20 leaders also. I asked myself who are "they?" The only know I heard of was Van Robinson, who did not even live here when Rt. 81 was constructed, and was distributing inaccurate information.

I visited all of your public meetings at the On Center. I certainly feel the decision was made a long time ago, and it is not what the general public understands, and what is happening or what they want.

My father worked at Crouse Hinds even before WWII. He continued to work there during the war, making search lights for enemy aircraft and continued working there until he retired in 1978. Rt. 81 was a god-send for him and thousands of others. I also worked there in the late 60's during the summers and benefitted from the new Rt. 81. It did not split or ruin neighborhoods as others suggest. They were slums and the exact same locations that were being burnt in the '60 race riots. We did the area and its residents a favor by building Rte. 81 and it has resulted in those races and cultures now being located in neighborhoods all over our city. The fact is our city is much more diverse as it was years ago, and our new critics of 81 do not understand...

Eminent Domain affected many all through the city with their houses being taken with millions of taxpayer dollars and thousand being displaced from their homes. Should those sacrifices be forgotten?

We need a non-stop thorough fare, not a fancy boulevard. How does one get to the work, school, the State Fair, areas north such as Liverpool, or east without a convenient interchange? Route 481 is crowded now and very dangerous in the winter. I invite you to travel it particularly in rush hour. I tried it teaching at OCC North and quit going that route because cost of gas and the traffic.

Also: Have you had some one taken from the North Country to Community Hospital? Or any local hospital? How will that work and will that extra time cost lives?

Have you parked at Manley for SU games and gone down and entered on Colvin Street to travel north? How will that work with a boulevard?

Have you tried going to the State Fair Grounds from the south? You cannot do it as conveniently without our existing highway and would double the time and traffic with a boulevard.

The boulevard is bringing us back to the problems we had in the 50's when families only had one car. Now most have 3.

At a time when we should be thinking about conserving fuel as a country, wanting to send traffic around the city will injure all parties, future generations as well as our environment.

My family members all left the city and live north of it or (west near the Fairgrounds.) No way to easily travel to these locations with a boulevard. I am honest when I write many people do not visit us at times and they state they fear driving through the 'hood.' particularly those with young kids. That philosophy will only increase with a boulevard.

I, and other neighbors in the south side and Valley area will ultimately opt to locate out of the city. I would have to look at Mattydale, Liverpool, or north of Rt. 31.

The Onondaga County Legislature accurately voted the wishes of the people as well as themselves. If you do not believe it, you should place it up for a public referendum on a November ballot. If you could get Central New Yorkers in a room to express their opinion of Rte. 81 replacement, I strongly believe they would vote overwhelmingly for a raised highway rather than the boulevard - "they" want.

Citizens want convenience and I am sure willing to pay more for it. We do not want to look at fancy diagrams repeatedly pushed on us for an inconvenient boulevard which will prove to be our generations' folly. We need an elevated highway with shoulders.

You have the ethical responsibility to make the right decision for this and future generations.

Please circulate my letter with your decision makers.

Sincerely,



C's: Congressman Dan Maffei
Sen. John DeFrancisco

From: [REDACTED]
To: contactus@thei81challenge.org
Subject: I 81 Challenge
Date: Tuesday, July 09, 2013 8:15:35 PM

Name: [REDACTED]
Email: [REDACTED]

Message: There are so very many things to consider before making a decision on any changes as I'm sure you all know. No matter what is done it will be costing lots of money. First, is there enough money available to do anything but repairs? I think having an exit for the city area with trees and green areas with flowers on reg. street level would be a good idea, but with a tunnel for traffic going straight through the city right under this boulevard. How will a plan connect to 690 E and W? People will also need to be able to connect to Destiny Mall as well as Syracuse Univ. for events held there. Lots of brainstorming needs to be done before anything is decided. People need to be able to exit for the other events in the city such as the War Memorial, and the Civic Center, etc. It could be lots of traffic jams if there is just a boulevard through the city. People will not want to take the long way around on ! 481 to then have to turn around and come back to get to a specific area in the city, or on Erie Boulevard. These are just a few thoughts.

[REDACTED]

From: [REDACTED]
To: contactus@theI81challenge.org
Subject: I -81
Date: Wednesday, July 10, 2013 5:11:16 PM

I-481 becomes I-81. Make the city people friendly. Not 6 lanes wide.
Shops and crosswalks.
Thank you

Sent from my iPad

6/11/13

Dear Mr. D'Agostino:


COPY

I hope you have been listening - the County Legislature, the People in Dewitt area and the people who spoke at the Syracuse Common Council unanimously do not want your boulevard farce. You have been trying to push it on us and sneak it through and we do not want it. We want traffic flow not scenery.

It appears you have failed to present the eminent domain cost for the boulevard.

Please drop the ridiculous boulevard idea.

A Syracuse resident who uses 81 everyday.

From: 
To: contactus@the181challenge.org
Subject: PLEASE NO BOULEVARD
Date: Friday, July 12, 2013 12:29:13 PM

STATE SENATOR VALESKY RECOMMENDED I FORWARD MY CONCERNS TO YOU ON THE RTE. 81 REPLACEMENT.

I READ IN THE SYRACUSE PAPER COMMISSIONER McDONALD'S COMMENT THAT "TEARING DOWN THE ELEVATED HIGHWAY WOULD BE GREAT FOR THE COMMUNITY." SHE SHOULD TRY TAKING 481 TO WORK AND HOME EVERYDAY. I TAKE 81 NORTH TO WORK EVERYDAY AND 81 SOUTH HOME EVERYDAY. I WOULD HAVE TO TRAVEL NEARLY AN EXTRA 100 MILES A WEEK AT A TIME WHEN WE SHOULD BE LOOKING AT CONSERVING FUEL, ENERGY AND MONEY.

WE BUILT 81 FOR AN EXPRESSWAY TO TRAVEL NORTH / SOUTH ETC. A BOULEVARD IS GOING BACKWARD AND A STUPID IDEA. I DO NOT KNOW OF AN AVERAGE CITIZEN HERE THAT SUPPORTS A BOULEVARD.

WE NEED A NORTH AND SOUTH HIGHWAY WITH SHOULDERS,. ROUTE 81 HOOKING UP TO 690 W. COMING FROM THE NORTH WHICH IT DOES NOT DO NOW, AND CONVENIENT ACCESS TO & FROM THE NEW YORK STATE FAIRGROUNDS WHICH WE DO NOT DO NOW. THINK SMART.

DUMP YOUR BOULEVARD.



From: [REDACTED]
To: I81Opportunities@dot.ny.gov; James D'Agostino; contactus@theI81challenge.org
Cc: [REDACTED]
Subject: I-81 decision making process question
Date: Thursday, July 18, 2013 7:18:02 PM

I have noted with interest the coverage of the I-81 issue and applaud the considerable effort to date to gather input and engage area stakeholders. I wonder if the use of a citizen jury process been considered for this potentially very divisive project? There is evolving use of such juries that have varying names: citizen panels, policy juries, etc. These are groups of citizens chosen randomly from a larger willing population who are given access to expert information and then guided through a critical evaluation and decision process by skilled facilitators. They may act as advisory panels, or as in some recent cases, are given the power to make the final decisions. The process has been successfully used in Australia and Canada, along with variations in South Korea and small communities in China. In Minneapolis, the Jefferson Center has facilitated several such juries on an advisory basis. I have attached links with some website quotes.

Results from these early projects have been very positive for the communities as well as the officials who enacted them. The communities liked the transparency and equitable nature of the process, and officials had political "cover" by enlisting the assistance of such a jury.

I encourage you to look at these links for further information. It would be great to have Syracuse be one of the first American communities to use this progressive and more democratic process to solve the I-81 problem.

<http://www.masslbp.com/engagement.php>

"Dealing with a difficult issue or a divided community? We can help. Since 2007, MASS has led some of Canada's most original and ambitious efforts to engage citizens in tackling tough policy options while pioneering the use of Civic Lotteries and Citizen Reference Panels on behalf of a wide array of clients.

<http://www.newdemocracy.com.au/>

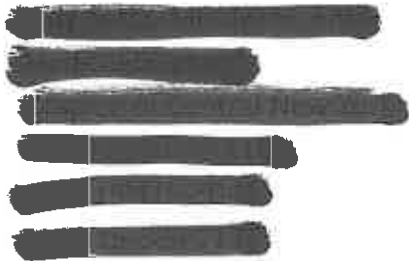
"The new Democracy Foundation is an independent, non-partisan research organization aiming to identify improvements to our democratic process We aim to replace the

adversarial with the deliberative, and move out of the “continuous campaign” cycle.

“We don’t need better politicians, we need a better system.”

<http://jefferson-center.org/>

“The Citizen Jury empowers ordinary citizens and it is a real life model of how our democratic process was intended to work”. – Former Congressman, Tim Penny, MN-1



From: [REDACTED]
To: contactus@thei81challenge.org
Subject: Loss of public sector free parking
Date: Wednesday, July 24, 2013 9:42:39 PM

Name: [REDACTED]
Email: [REDACTED]

Message: Just curious: as an advocate of the consideration of bringing 81 down to street level, I'm wondering what would be the resolution of losing all the parking spaces that currently exist under 81/690, particularly near the Hughes state office bldg. Who parks there and what (and who) do they pay for the convenience of the location?

Thank you, [REDACTED]

From: [REDACTED]
To: contactus@the81challenge.org
Subject: Route 81 Syracuse
Date: Friday, August 02, 2013 8:42:10 AM


I am BEGGING you not to destroy Route 81! Route 81 is a vital link to the heart of Syracuse. For the last 50 years the entire infrastructure of Syracuse has been built around it as a highway that works and is super convenient.

People who say it "divides" Syracuse are living in the 1950's. They are saying that it hurts neighborhoods, what neighborhoods? The so-called 15th Ward hasn't existed since 1962. The 15th Ward was a war zone even before crack.

New York State needs to promote it's cities more. **Route 81 introduces Syracuse to tens of thousands of people who would never see it otherwise.** Syracuse is really growing again, Route 81 displays that growth: Destiny USA, Upstate Medical College, Syracuse University, Downtown, the Regional Market, the famous Carrier Dome, and the Syracuse Chiefs Baseball stadium. All of these places are linked by Route 81 and are on display for the world to see. Downtown Syracuse is in the middle of a construction boom, why hide it? Two new Marriott Hotels opened this week! Armory Square in downtown is one of the coolest places to visit in the entire state, why erase it from the map?

The new Syracuse Inner Harbor project is based on the idea that 81 will link it to travelers. Sending people out to 481 is like tearing the artery that keeps Syracuse cutting edge, it's heart pumping. If anything Route 81 should be designed to be a tourist attraction! Make it so cutting edge that businesses will want to be linked up to it!

[REDACTED]
Clay, NY
[REDACTED]

From: 
To: contactus@theI81challenge.org
Subject: I81 is done?
Date: Friday, August 02, 2013 11:05:42 AM

This is a popular misconception I know, but when I hear that the Onondaga County Legislature, who are looking out only for contributing businesses' status quo and really don't care about the city (which is my feel anyway), have made a unanimous decision to rebuild the highway and ditch the boulevard strategy. This is already voted on. What can we do?

The city is basically bankrupt, so they don't have any money to influence anything. And this whole thing is about money, and the misconception that somebody's truck from the south can't get to the businesses in the north, or the hotels up at 7th north.

So, what's to discuss, really? I've made one meeting, but couldn't make others. Good luck. I'd rather see the thing torn down, have a "boulevard" replace it. However, we do not need another Erie Blvd. We need zoning that mandates sidewalk storefront, have the sidewalks big enough for cafes and restaurants, and no front line parking lots for fast food joints. I can only dream, somebody with lots of money always gets a waiver.

From: [REDACTED]
To: contactus@thei81challenge.org
Subject: RE: Find out what we heard at the May 2013 Public Meeting
Date: Friday, August 02, 2013 12:48:30 PM

About when, will you, we know what is the final plan/decision of what is to be?

From: The I-81 Challenge Project Team [mailto:contactus@thei81challenge.org]
Sent: Friday, August 02, 2013 9:41 AM
To: [REDACTED]
Subject: Find out what we heard at the May 2013 Public Meeting

Latest News and Information

Find out what we heard at the May 2013 Public Meeting

May 2013 Public Meeting Summary Report now available

In May 2013, the Syracuse Metropolitan Transportation Council (SMTC) and the New York State Department of Transportation (NYSDOT) hosted the third public meeting for *The I-81 Challenge* - one of several steps to the official decision-making process for determining the future of the 12-mile I-81 corridor through the greater Syracuse region. The meeting provided the opportunity to learn about the results of the I-81 Corridor Study before the state and federal environmental review phase begins.

Over 700 people participated in the

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[Case Studies](#)
[Existing Conditions](#)

SMTC
NYSDOT

From: [REDACTED]
To: contactus@the81challenge.org
Cc: [REDACTED]
Subject: Please
Date: Friday, August 02, 2013 12:55:53 PM

Please have someone contact me about coming to speak at the Manlius Senior's Center's Informed Collaborative speaker series, next spring.

Hopefully, by April 1st, some sort of decision will be made on what will be happening as it pertains to the I81 Challenge, and one of your 'informed' associates will be able to show and tell.

You can contact me via the information below.
Thanks

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: www.upstatechallenge.org
Subject: I 81 Challenge
Date: Friday, August 02, 2013 3:18:30 PM

I can't begin to know what the best solution is for the highway but I do know that I have worked at Upstate for almost 40 years and this area has gotten extremely congested over the years. Syracuse University and Upstate keep building and expanding and nothing has been done as far as the roads in this area to accommodate the increased traffic. More and more people are using the same streets and if one little thing goes wrong, it is complete gridlock. I believe this is something that needs to be taken into consideration when something is done with Route 81. Any solution should include consideration of the already congested streets in this area. I think the proposal that it be made into an avenue or boulevard right through this area would only add to the already congested streets. Several people I know have gotten hit by cars while crossing the streets around this area.

From: [REDACTED]
To: contactus@the81challenge.org
Subject: 81
Date: Saturday, August 03, 2013 9:03:23 AM

Taking down the elevated part of 81 and making a street level blvd. is great and cheaper but... the cross streets are still the real problem! I think making UNDERGROUND ROUNDABOUTS at each intersection (4). These would be weather protected... easy on/off ramps... extra tunnel for emergencies... traffic would be continuous for safety and less pollution (no stoplights!!!). Please NYS do a study... it can work.

Sent from my Kindle Fire

From: [REDACTED]
To: contactus@thei81challenge.org
Subject: Lobbyist groups and their Influence on the final decision
Date: Saturday, August 03, 2013 9:11:19 AM

Good morning

Recently a group (SaveI81) of local businesses and politicians has formed with an agenda to lobby the state, the SMTC and the NYSDOT to keep the viaduct and strongly oppose the boulevard option. Most of the people in this group do not reside within the city limits where those residents will be most affected by whatever decision is made for the future of I81.

As a city resident I find it disheartening that already a lobbyist group with deep pockets has formed to sway public sentiment, the SMTC and the NYSDOT by fear mongering and misinformation. Everyone's voice should be heard on a fair and equitable basis and taken into consideration when the final assessment is made regarding the future of I81.

I appreciate all of the planning and detail that the NYSDOT has taken so far by distributing information about the options currently being assessed. It is my hope that this will continue so the local residents have real and true information to base their decisions on and not just propaganda being distributed by this lobbyist group. All of our voices need to be heard regardless of the wealth in our pockets.

thank you,

[REDACTED]
Syr, 13208

From: [REDACTED]
To: contactus@thei81challenge.org
Subject: I-81 Comment- West St.
Date: Monday, August 05, 2013 1:45:43 PM

Hello,

I am writing to address a point with regards to the I-81 challenge. Regardless if the boulevard option or elevated highway option is picked there will be major traffic disruption during construction. Therefore, to help ease these traffic concerns (and allow people to get used to traveling an alternative route if the highway is converted to a boulevard), I think West St design and construction should a top priority right now.

After the redesign, West St should have direct access to/from 690 E, 690 W, and 81 (north of 690). In the morning, people coming from either direction on the 690 or the northern suburbs can quickly get off, move south on West St. and then use E. Adams up to the university /hospitals. After work they can take Harrison to West St. then quickly go north to reach the interstates.

In order for this to work I would suggest (1) East Adams be extended until West St and all of it is one way running east (requires taking over a small area of Seymour St.) (2) Harrison be extended until West st and all of it is one way running west (requires taking over a small area of West Onondaga and Gifford St). (3) South Clinton converted into two-way street in-between the enhanced East Adams street and Harrison street. (4)All signals need to be synchronized! This is so important to any design to help improve traffic flow. If you are on either West St, East Adams, or Harrison you should only have to wait for a signal once/per street.

Lastly, I don't see the increase in traffic negatively impacting the Near West Side. If anything it should help. Businesses will now get more exposure and potential customers. The streets should be repaved and have added street lights and tree planting. There can be bike lanes added with improved traffic lights or roundabouts. Most of the traffic will only be from West St to E.Adams and Harrison anyway. Pedestrians trying to cross West St already have a long wait and cars are already speeding down that road. If anything the street can be improved to become more pedestrian friendly. There was no justification for the opposition in the public comments. Please advise.

I called and spoke with and Paul Mercurio at the Syracuse DPW with regards to the issue of synchronized lighting and he seemed very much in favor of the idea. This should be done regardless if my above suggestion gets implemented. Thank you for reading, I look forward to learning more about the project.

[REDACTED]
www.fulcirclefeed.com

"Taking food we didn't eat...and making doggy treats!"

The I-81 Challenge

White Paper #3

Appendix B – Resolutions passed by various governing bodies regarding the future of I-81

Prepared for: Syracuse Metropolitan Transportation Council

August 2013

in support of the NYSDOT's I-81 Corridor Study

This document was prepared with financial assistance from the Federal Highway Administration and the Federal Transit Administration of the U.S. Department of Transportation through the New York State Department of Transportation. The Syracuse Metropolitan Transportation Council is solely responsible for its contents.

For further information contact:

James D'Agostino, Director

Syracuse Metropolitan Transportation Council

126 N. Salina St., 100 Clinton Square, Suite 100, Syracuse, NY 13202

PHONE: (315) 422-5716 FAX: (315) 422-7753

www.smtcmpo.org

Resolution 13-092

MEMORIALIZING THE INTENT OF THE TOWN BOARD OF THE TOWN OF OWASCO, COUNTY OF CAYUGA, REGARDING THE NEED TO MAINTAIN THE EXISTING ALIGNMENT OF INTERSTATE 81 THROUGH SYRACUSE

WHEREAS, the future of I-81 presents one of the greatest planning decisions to face New York State in decades and the outcome will impact our region for generations to come; and

WHEREAS, it is the sense of the Owasco Town Board that any decision reached by the New York State Department of Transportation should satisfy function first including safety, efficiency of transportation for personal and commercial use and provide and minimize unintended consequences.

IT IS THEREFORE

RESOLVED, that it is the opinion of the Owasco Town Board that the unintended consequences of creating any significant changes to Route 81 including, creating a boulevard, could potentially alter the flow of heavy commercial traffic and increase truck traffic flow through the Town of Owasco, State Rt. 38A and thereby causing safety issues and decreasing the quality of life for Owasco residents; and, be it further

RESOLVED, that the Owasco Town Board Requests that the New York State Department of Transportation seek a solution to the Route 81 redesign that does not pose negative effects to smaller outlying communities; and, be it further

RESOLVED, that the existing Interstate 81 alignment through Syracuse and Central New York must remain and its function and designation as an Interstate Highway must not be removed or impaired; and, be it further

RESOLVED, that the Town Clerk of the Town of Owasco is hereby directed to cause a copy of this resolution to be transmitted to the New York State Department of Transportation, Syracuse Metropolitan Transportation Council and the Cayuga County Legislature.

Motion by Councilperson Aldrich; Second Councilperson Lattimore.

Roll call vote: Councilperson Aldrich Yes Councilperson Gucciardi Yes
Councilperson Knaul Yes Councilperson Lattimore Yes
Supervisor Wagner Yes

AUDIT AND PAYMENT OF CLAIMS:

Resolution 13-093 authorizing the audit and payment of the following claims: General and Highway Funds, Special Districts, (Water and Sewer Districts), Capital Project and Reserve Fund claims, and ratifying the payment of the prepaid claims as authorized by resolution 13-018 adopted January 10, 2013, all in accordance with the attached abstract of claims.

ABSTRACT # 5. 2013 Vouchers 247 - 297 In the amount of \$ 228,590.74

Motion by Councilperson Gucciardi; Second Councilperson Knaul.

Roll call vote: Councilperson Aldrich Yes Councilperson Gucciardi Yes
Councilperson Knaul Yes Councilperson Lattimore Yes
Supervisor Wagner Yes

Resolution 13-094 to adjourn to executive session at 4:59 PM to discuss personnel issues and Legal issues.

Motion by Councilperson Gucciardi; Second Councilperson Aldrich.

Roll call vote: Councilperson Aldrich Yes Councilperson Gucciardi Yes
Councilperson Knaul Yes Councilperson Lattimore Yes
Supervisor Wagner Yes

Shaun McConnaghy
Matt Carvalho
Erin Herr
Claudia Morris
Katy Delaney
Conor Herr
Mark Hogan

Jordan Road Railroad Bridge: Charlie Major said he was here to discuss the recent decision to allow the County DOT to remove the railroad bridge next to the Jordan Road Bridge in Skaneateles Falls. He said he is objecting to the removal because it is town property that was acquired for a specific purpose by the Town. The bridge was previously used for a railroad crossing. The tracks leading up to it start in the Village and go to the Elbridge Town Line. When the tracks were removed the intent was for a future nature trail. He said that the current County bridge is approximately three feet on the railroad property now owned by the Town. The County wanted to remove another bridge several years ago when Bill Pavlus was the Supervisor near Visions Drive, and they were refused permission. He said the Town went through a lot to acquire this property for future use as a walkway along Jordan Road. He said that there are currently three bridges that are the same age as the one being considered to be removed that are now in use on the Charlie Major Nature Trail. Those bridges had new tops put on by the Town's Highway Department and are still in use today. He said there is nothing structurally wrong with this bridge that would prevent the same use. He suggested looking into the beautification of the northern entrance to the Town just as the Town did with the western gateway. Charlie Major suggested that a new waterline was added several years ago along Jordan Road and because we owned the property where the railroad tracks were the waterline could be put in without tearing up Jordan Road. This saved a lot of money. He asked the Board just to say no to the County.

The Town Board agreed to table their decision on this until they had an opportunity to discuss this with Onondaga County and Jim Card.

Western Gateway Final Landscaping and Beautification: Councilor Murray said that she needs to discuss the landscaping with Jim Card after he returns from out of town. She would like to get together with the Garden Club so that when people call with donations she is able to take care of their requests.

Resolution #13-83

Route 81 Resolution: Deputy Supervisor Greenfield read the proposed resolution regarding the need to maintain the existing alignment of Interstate 81 through Syracuse.

Councilor Keyes made a motion that it is the sense of the Skaneateles Town Board that any decision reached by the NYS Department of Transportation should satisfy function first, as form can and will naturally follow, and should be closely tailored to satisfy that function; and

NOW, THEREFORE BE IT

RESOLVED, that it is the opinion of the Skaneateles Town Board that unintended consequences will arise from creating any significant changes to the configuration of I-81, particularly creating a boulevard that halts traffic flow with a series of traffic lights, and will likely alter the flow of heavy commercial traffic and increase truck traffic through the Town of

Skaneateles via State Routes 41, 41A and 20 compromising the safety and well-being of its residents and negatively impacting their quality of life; and be it further

RESOLVED, that this Town Board rejects the concept of replacing I-81 with a boulevard that halts traffic flow with a series of traffic lights; and, be it further

RESOLVED, that this Town Board requests that the NYS Department of Transportation seek a solution to the I-81 redesign that will not impose negative effects to smaller, outlying communities that have not developed in a manner to handle increased commercial traffic; and be it further

RESOLVED, that this Town Board memorializes its determination that the exiting I-81 alignment through Syracuse and Central New York must remain and its function and designation as an interstate highway must not be removed or impaired; and be it further

RESOLVED, that the Town Clerk of the Town of Skaneateles is hereby directed to cause a copy of this resolution to be transmitted to the New York State Department of Transportation, to the Syracuse Metropolitan Transportation Council, and to legislative officials at the County, State and Federal levels who represent the Town of Skaneateles or hold leadership positions.

Seconded by Councilor Murray.

Councilor Keyes	Yes
Councilor McGlynn	Yes
Councilor Murray	Yes
Deputy Supervisor Greenfield	Yes
Supervisor Roney	Absent

Carried 4-0

Resolution #13-84

Authorization to Sell E-Z Passes – Town Clerk’s Office: Janet Aaron reported that Regina Bulman, Sales Manager for NYS Thruway Authority E-Z Pass was at the NYS Town Clerks Conference providing information that will now allow Town Clerks to sell E-Z Passes in their office. Basically the Town would be approved as a vendor and once approved would be required to purchase a minimum of 1 box of 25 tags at \$525. The cost to the Town per tag would be \$21 and the Town would sell them for \$25. It provides some revenue to the Town but more importantly provides another service to our residents. She said that Attorney Sardino reviewed the vendor application and resolution. She requested that the Town Board consider authorizing the Town Clerk’s Office to sell the EZ Pass tags.

Councilor McGlynn made a motion to authorize the Town Clerk to submit the application to the NYS Thruway Authority to sell EZ Passes and to authorize the expenditure of \$525 to purchase the passes, once approved. Seconded by Councilor Murray.

Councilor Keyes	Yes
Councilor McGlynn	Yes
Councilor Murray	Yes

finished needs painting, helping other towns with paving/sealing. At the request of Superintendent LaPointe a motion is made by Councilman O'Connell, seconded by Councilman Gage to declare the old roadside mower surplus equipment, 5 ayes 0 nays, carried. The mower will be advertised on Auctions International for sale. Also, CHIPS funding is increasing. The cost of stone has increased – budget numbers will be modified accordingly. North Hunter will be paved after new hydrants have been installed, possibly next year. Energy efficiently information has been distributed to the board members for their review. A motion is made by Councilman Gage to proceed with these recommendations, seconded by Councilman O'Connell, 5 ayes 0 nays, carried.

Water and Sewer Maintenance Mechanic Ron Schalck provided the board with a written report. Six yards repaired from work done on water breaks, hydrant replacements, water samples done, monthly reports done, leak repair on Rte. 5, hydrant extension done on John Smith Avenue, all pump stations have auto dialers installed, Also, still working with Chatfield Engineers on mapping and infiltration issues.

Councilman Gage has received complaints about parking at the old Hot Dog Hut property. Questions if no parking signs are needed. Code Enforcement Officer Tanner states that no parking is allowed on the state ROW.

Code Enforcement Officer Tanner reports that he has received a complaint concerning work being done in the Kasper subdivision property. A new retention pond is being constructed. It is larger than the original due to changes in the plan. All plans and permits are on site and everything is approved.

Attorney Galbato reports that the Town of Owasco has recently approved a resolution regarding the proposed changes to Rte 81. They are concerned on increased truck traffic in this area. They feel Rte 38 will see an increase in traffic. There is discussion on this proposal regarding costs involved for either proposed redesign recommendations. Also Public Hearings/Informational Meetings should be held in all areas that will be impacted by the possible increase in truck traffic. The following resolution is made by Councilman O'Connell, seconded by Councilman Gage: Resolution 20130517B

MEMORIALIZING THE INTENT OF THE TOWN BOARD OF THE TOWN OF SENNETT, COUNTY OF CAYUGA, REGARDING THE NEED TO MAINTAIN THE EXISTING ALIGNMENT OF INTERSTATE 81 THROUGH SYRACUSE

WHEREAS, the future of I-81 presents one of the greatest planning decisions to face New York State in decades and the outcome will impact our region for generations to come; and

WHEREAS, it is the sense of the Sennett Town Board that any decision reached by the New York State Department of Transportation should satisfy function first including safety, efficiency of transportation for personal and commercial use and provide and minimize unintended consequences.

IT IS THEREFORE RESOLVED, that it is the opinion of the Sennett Town Board that the unintended consequences of creating any significant changes to Route 81 including, creating a boulevard, could potentially alter the flow of heavy commercial traffic and increase truck traffic flow through the Town of Sennett, State Rt. 20 and thereby causing safety issues and decreasing the quality of life for Sennett residents; and, be it further

RESOLVED, that the Sennett Town Board Requests that the New York State Department of Transportation seek a solution to the Route 81 redesign that does not pose negative effects to smaller outlying communities; and, be it further

RESOLVED, that the existing Interstate 81 alignment through Syracuse and Central New York must remain and its function and designation as an Interstate Highway must not be removed or impaired; and, be it further

RESOLVED, that the Town Clerk of the Town of Sennett is hereby directed to cause a copy of this resolution to be transmitted to the New York State Department of Transportation, Syracuse Metropolitan Transportation Council and the Cayuga County Legislature.

Roll call vote: Councilman Eades yes, Councilman O'Connell yes, Councilman Gage yes, Councilman Adrian yes, and Supervisor Herrick yes. Carried.

A motion is made by Councilman Gage to hold a Public Hearing at the next Town Board meeting to reopen the Comprehensive Plan for proposed changes/updates, seconded by Councilman O'Connell, 5 ayes 0 nays, carried.

A motion is made by Councilman Gage, seconded by Councilman Adrian to approve the abstract in the following amounts, 5 ayes 0 nays, carried.

A: \$ 38,213.82	W1: \$ 5,158.86
DA: 31,672.82	W2: 13,772.32
L1: 204.52	W3: 26,296.32
L2: 60.05	W5: 121.21
S1: 28,242.82	W6: 5,797.41
S2: 4,950.37	W7: 331.77

Meeting adjourned on a motion made by Councilman Gage, seconded by Councilman Adrian, 5 ayes 0 nays, carried.

RESOLUTION MEMORIALIZING THE INTENT OF THE TOWN BOARD OF THE TOWN OF FLEMING, COUNTY OF CAYUGA, REGARDING THE NEED TO MAINTAIN THE EXISTING ALIGNMENT OF INTERSTATE 81 THROUGH SYRACUSE

WHEREAS, the future of I-81 presents one of the greatest planning decisions to face New York State in decades and the outcome will impact our region for generations to come; and

WHEREAS, it is the sense of the Fleming Town Board that any decision reached by the New York State Department of Transportation should satisfy function first including safety, efficiency of transportation for personal and commercial use and provide and minimize unintended consequences.

IT IS THEREFORE

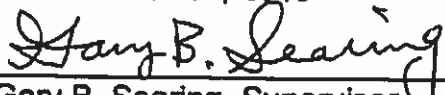
RESOLVED, that it is the opinion of the Fleming Town Board that the unintended consequences of creating any significant changes to Route 81 including, creating a boulevard, could potentially alter the flow of heavy commercial traffic and increase truck traffic flow through the Town of Fleming, State Rt. 38 and thereby causing safety issues and decreasing the quality of life for Fleming residents; and, be it further

RESOLVED, that the Fleming Town Board requests that the New York State Department of Transportation seek a solution to the Route 81 redesign that does not pose negative effects to smaller outlying communities; and, be it further

RESOLVED, that the existing Interstate 81 alignment through Syracuse and Central New York must remain and its function and designation as an Interstate Highway must not be removed or impaired; and, be it further

RESOLVED, that the Town Clerk of the Town of Fleming is hereby directed to cause a copy of this resolution to be transmitted to the New York State Department of Transportation, Syracuse Metropolitan Transportation Council and the Cayuga County Legislature.

Dated: June 10, 2013



Gary B. Searing, Supervisor

Ronald LaVarnway, Councilman



Arthur Fritz, Councilman



Ellen DelloStritto, Councilwoman



Gerald Dudek, Councilman

RESOLUTION #13-34 OF THE BOARD OF TRUSTEES OF THE VILLAGE OF AURORA, COUNTY OF CAYUGA, REGARDING THE NEED TO MAINTAIN THE EXISTING ALIGNMENT OF INTERSTATE 81 THROUGH SYRACUSE

WHEREAS, the future of 1-81 presents one of the greatest planning decisions to face New York State in decades and the outcome will impact our region for generations to come; and

WHEREAS, any decision reached by the New York State Department of Transportation should satisfy function, safety, and efficiency of transportation concerns for citizens as well as for commercial use; and

WHEREAS, the resulting solution should minimize unintended consequences,

IT IS THEREFORE

RESOLVED, the unintended consequences of creating any significant changes to Route 81 including, creating a boulevard, would alter the flow of heavy commercial traffic and potentially increase truck traffic flow through the Village of Aurora, State Rt. 90 thereby decreasing the quality of life and increasing danger to human life and property for Aurora residents, as well as danger of pollution to adjacent Cayuga Lake; and, be it further

RESOLVED, that the Village of Aurora Board of Trustees requests that the New York State Department of Transportation seek a solution to the Route 81 redesign that does not pose negative effects to smaller outlying communities; and, be it further

RESOLVED, that the existing Interstate 81 alignment through Syracuse and Central New York must remain and its function and designation as an Interstate Highway must not be removed or impaired; and, be it further

RESOLVED, that the Village Clerk of the Village of Aurora is hereby directed to cause a copy of this resolution to be transmitted to the New York State Department of Transportation, Syracuse Metropolitan Transportation Council and the Cayuga County Legislature.

Dated: June 19, 2013

FIRST: Ominsky

SECOND: Taylor

AYES: Bennett, Murphy, Ominsky, Taylor, and Van Orman

NAYS: None

Carried unanimously

Ann Balloni

Village Clerk

MEMORIALIZING THE INTENT OF THE CAYUGA COUNTY LEGISLATURE REGARDING THE NEED TO MAINTAIN THE EXISTING ALIGNMENT OF INTERSTATE 81 THROUGH SYRACUSE

By: Cayuga County Legislature

WHEREAS, the future of I-81 presents one of the greatest planning decisions to face New York State in decades and the outcome will impact our region for generations to come; and

WHEREAS, it is the sense of the Cayuga County Legislature that any decision reached by the New York State Department of Transportation should satisfy function first including safety, efficiency of transportation for personal and commercial use and provide and minimize unintended consequences; **NOW, THEREFORE, BE IT**

RESOLVED, that it is the opinion of the Cayuga County Legislature that the unintended consequences of creating any significant changes to Route 81 including, creating a boulevard, could potentially alter the flow of heavy commercial traffic and increase unwanted truck traffic flow on County roads thereby causing safety issues and decreasing the quality of life for Cayuga County residents; and be it further

RESOLVED, that the Cayuga County Legislature requests that the New York State Department of Transportation seek a solution to the Route 81 redesign that does not pose negative effects to Cayuga County; and, be it further

RESOLVED, that the existing Interstate 81 alignment through Syracuse and Central New York must remain and its function and designation as an Interstate Highway must not be removed or impaired; and, be it further

RESOLVED, that the Clerk of the Cayuga County Legislature is hereby directed to cause a copy of this resolution to be transmitted to the New York State Department of Transportation and the Syracuse Metropolitan Transportation Council.

I HEREBY CERTIFY, THAT I HAVE COMPARED THE FOREGOING COPY OF A RESOLUTION DULY PASSED AND ADOPTED BY THE LEGISLATURE OF CAYUGA COUNTY AT A MEETING HELD ON THE 25th DAY OF JUNE 2013 WITH THE ORIGINAL RESOLUTION, AND THAT THE SAME IS A TRUE AND CORRECT COPY AND TRANSCRIPT THEREOF, AND THE WHOLE THEREOF.

6-26-13 9:45AM

Sheila P. Smith
CLERK, CAYUGA COUNTY LEGISLATURE

May 7, 2013

Motion Made By Mrs. Rapp,

RESOLUTION NO. _____

070

Mrs. Ervin, Mr. Jordan, Mr. May, Mr. Knapp, Mrs. Tassone,
Mr. Dougherty, Mr. Plochocki, Mr. Liedka, Mr. Andrews

MEMORIALIZING THE INTENT OF THIS LEGISLATURE REGARDING THE NEED TO
MAINTAIN THE EXISTING ALIGNMENT OF INTERSTATE 81 THROUGH SYRACUSE

WHEREAS, for the last 50 years, Interstate Route 81 has served as a vital backbone for the economy of the Central New York region, connecting commuters, businesses, tourists, other visitors, and through-travelers alike; and

WHEREAS, among its important functions, I-81 provides vital access to downtown Syracuse, all of our hospitals, Syracuse University, Destiny USA and all of the residents and businesses clustered along its route; and

WHEREAS, although there are a variety of ways to deal with I-81's aging infrastructure, the existing "Interstate" function and designation must be preserved, because any solution which would remove I-81's vital function from its present alignment would irreparably cripple the regional economy and corresponding employment that has grown up around the highway network; and

WHEREAS, the future of I-81 presents one of the greatest planning decisions to face New York State in decades and the outcome will impact our region for the next 100 years; and

WHEREAS, quality of life is important to residents of Onondaga County, and few, if any, major cities offer the range of opportunities for our citizens and allow them the convenience to access those assets in 20 minutes or less; and

WHEREAS, the freedom to commute between work, home and leisure activities without fighting the gridlock of traffic is a major advantage to living in Central New York, and it is illogical and contrary to the best interests of our citizens to compromise one of our finest assets; and

WHEREAS, we have spent decades promoting Greater Syracuse as a destination for sports, medicine, the arts, education, recreation, shopping and commerce, and denigrating easy access to those destinations now would be unthinkable and counter-productive; and

WHEREAS, citizens require easy and quick access to emergency medical services; first-responders require expeditious routes for the public's safety and well-being, businesses need efficient routes for commercial transport and convenient access to customers; and

WHEREAS, many of our communities and businesses have grown-up because of I-81's function and alignment, it is imperative that we do not create new problems in an attempt to solve an existing problem, further, it is critical that the selected solution does not burden the taxpayers with unintended and costly consequences; and

WHEREAS, in 1947, when the decision was made to build I-81 through Syracuse it was concluded, "Syracuse is a city on the rise. The gridlock of traffic that now congests its' core is a major factor in restricting future growth", and it is important that we learn from the past and not repeat our mistakes; and

Waiver

Replacement ab.

WHEREAS, I-81 and the New York Thruway are the economic lifeblood of our community, and cutting off one of our major arteries now would jeopardize an already fragile business climate; and

WHEREAS, it is the sense of this Legislature that any decision reached by the NYS DOT should satisfy function first, as form can and will naturally follow, and should be closely tailored to satisfy that function; and

WHEREAS, we support the creation of a new and welcoming entrance to Syracuse, and the integration of the hospitals and university areas with the rest of downtown, we believe it must not be accomplished by compromising one the most significant advantages of living, working, doing business and visiting Onondaga County; now, therefore be it

RESOLVED, that the Onondaga County Legislature hereby rejects the concept of replacing I-81 with a boulevard that halts traffic flow with a series of traffic lights; and, be it further

RESOLVED, that this Legislature memorializes its determination that the existing Interstate 81 alignment through Syracuse and Central New York must remain and its function and designation as an interstate highway must not be removed or impaired; and, be it further

RESOLVED, that the Clerk of this Legislature is hereby directed to cause a copy of this resolution to be transmitted to the New York State Department of Transportation, to the Syracuse Metropolitan Transportation Council, and to the various legislative members representing Onondaga County at the state level.

Memorializing - Route 81.doc
kam

ADOPTED
MAY 07 2013

I HEREBY CERTIFY THAT THE FOREGOING IS A TRUE AND EXACT COPY OF LEGISLATION DULY ADOPTED BY THE COUNTY LEGISLATURE OF ONONDAGA COUNTY ON THE 7th DAY OF May, 2013.

Deborah A. Maturo

CLERK, COUNTY LEGISLATURE
ONONDAGA COUNTY, NEW YORK

13 MAY -7 PM 12:55

RECEIVED
ONONDAGA COUNTY
LEGISLATURE

MEMORIALIZING THE INTENT OF THE TOWN BOARD OF THE TOWN OF SALINA, COUNTY OF ONONDAGA, REGARDING THE NEED TO MAINTAIN THE EXISTING ALIGNMENT OF INTERSTATE 81 THROUGH SYRACUSE

WHEREAS, for the last 50 years, Interstate 81 has served as a vital backbone for the economy of the Town of Salina, connecting commuters, businesses, tourists, visitors, and through-travelers alike; and

WHEREAS, among its important functions, Interstate 81 provides vital access to downtown Syracuse, all of our hospitals, Syracuse University, Destiny USA, present and future businesses in the Town of Salina and all of the residents clustered along its route; and

WHEREAS, Moody's Investors Service has assigned a Aa3 rating to a recent Town of Salina Public Improvement (Serial) Bond with the expectation of the stable tax base of \$1.6 billion continuing to experience modest growth given it's close proximity to the City of Syracuse (G.O. rated A1, negative). Acting as a transfer point between the New York State Thruway and Interstate 81, the town has a significant commercial presence (39% of tax base) consisting of hotels, gas stations, and restaurants geared in part toward travelers across these thoroughfares; and

WHEREAS, the Town of Salina sits at the "*Crossroads of New York*," where Interstate 81 and the New York State Thruway flows through Salina providing the economic lifeblood of our community. To willfully cut off one of Salina's major arteries would put at risk an already fragile economy; and

WHEREAS, although there are a variety of ways to deal with I-81's aging infrastructure, the existing "Interstate" function and designation must be preserved. We therefore support any solution which, while maintaining the I81 designation as it is routed today, affords the greatest opportunity for economic growth in Central New York which in turn will procreate new business, expansion, and ultimately employment in our Community.

WHEREAS, the future of I-81 presents one of the greatest planning decisions to face New York State in decades and the outcome will impact our region for the next 100 years; and

WHEREAS, it is the sense of the Salina Town Board that any decision reached by the NYS DOT should satisfy function first, and should be closely tailored to satisfy that function; and

WHEREAS, we support the creation of a new and welcoming entrance to Syracuse, and the integration of the hospitals and university areas with the rest of downtown, we believe it must not be accomplished by compromising one of the most significant advantages of living, working, doing business and visiting Onondaga County; now, therefore be it

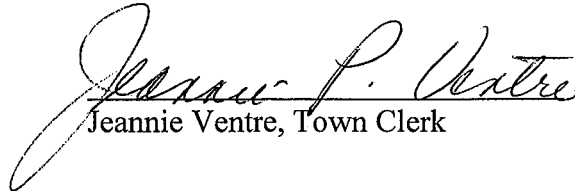
RESOLVED, that the Salina Town Board memorializes its determination that the existing Interstate 81 alignment through Syracuse and Central New York must remain and its function and designation as an interstate highway must not be removed or impaired; and, be it further

RESOLVED, that the Clerk of the Town of Salina is hereby directed to cause a copy of this resolution to be transmitted to the New York State Department of Transportation, to the Syracuse Metropolitan Transportation Council, and to the various legislative members representing Onondaga County at the state level.

Mark A. Nicotra, Supervisor	Yes
Colleen A. Gunnip, Councilor	Yes
V. James Magnarelli, Councilor	Yes
Gerald Ciciarelli,	Yes
Michael J. Del Vecchio Jr., Councilor	Yes

IN WITNESS WHEREOF, I have hereunto set my hand and have hereunto affixed the seal of the Town of Salina this 10th day of June, 2013.

[SEAL]


Jeannie Ventre, Town Clerk

June 10, 2013

Resolution

**MEMORIALIZING THE INTENT OF THE TOWN BOARD OF THE TOWN OF DeWITT,
COUNTY OF ONONDAGA, REGARDING THE NEED TO MAINTAIN THE EXISTING
ALIGNMENT OF INTERSTATE 81 THROUGH SYRACUSE**

WHEREAS, for the last 50 years, Interstate 81 has served as a vital backbone for the economy of the Central New York, connecting commuters, businesses, tourists, visitors, and through-travelers alike; and

WHEREAS, among its important functions, Interstate 81 provides vital links with access to downtown Syracuse, all of our hospitals, Syracuse University, Destiny USA, present and future businesses and residents along 81 corridor, to business and residents within the Town of DeWitt; and

WHEREAS, Moody's Investors Service has assigned a Aa3 rating to a recent Town of DeWitt Public Improvement (Serial) Bond with the expectation of the stable tax base of approximately \$2.9 billion continuing to experience modest growth given it's close proximity to the City of Syracuse (G.O. rated A1, negative). Acting as a transfer point between the New York State Thruway, Route 481 and Interstate 81, the town has a significant commercial presence (39% of tax base) consisting of hotels, shopping centers, office buildings, manufacturing facilities, and restaurants geared in part toward travelers across these thoroughfares; and

WHEREAS, turning Interstate 81 to Route 481 leaves no alternative north-south Route for national defense, national disaster, and general maintenance and repairs; and

WHEREAS, although there are a variety of ways to deal with I-81's aging infrastructure, the existing "Interstate" function and designation must be preserved, because any solution which would remove I-81's vital function from its present alignment would irreparably harm the regional economy and corresponding employment dependent upon the highway network in addition to negatively impacting DeWitt's neighborhoods and its residents quality of life; and

WHEREAS, redirecting I-81 traffic to Route 481, transfers what the City of Syracuse sees as a problem to DeWitt; and

WHEREAS, DeWitt forms the eastern border of Syracuse and its neighborhoods already suffer the consequences of commuter traffic to and from the City of Syracuse, along local Routes 173, 5, 290, 298, in addition to the Interstate Highways including the Thruway and Routes 690 and 481. Consequently, moving Interstate 81 to Route 481 will only exacerbate local and pass-through traffic leaving a heavy toll on already taxed DeWitt resources. Namely, increasing the wear and tear on DeWitt's local roads and infrastructure that are already insufficient and underfunded; and

WHEREAS, increased traffic causes increased noise, dust, toxic emissions and atmospheric deposition of pollutants on land and water, business, homes, and schools; and

WHEREAS, redirecting Interstate 81 to Route 481 is not smart environmental policy because the distance traveled for through traffic and further stop and go intercity commuting traffic is increased. This is polluting, inefficient, requires the use of greater amounts of petroleum based fuels, hurts the regional economy, and is detrimental to social welfare and the environment; and

WHEREAS, the future of I-81 presents one of the greatest planning decisions to face New York State in decades and the outcome will impact our region for the next 100 years; and

WHEREAS, it is the consensus of the DeWitt Town Board that any decision reached by the NYS DOT should satisfy function first, and should be closely tailored to satisfy that function; and

WHEREAS, we support smart growth and the creation of a new and welcoming entrance to Syracuse, and the integration of the hospitals and university areas with the rest of downtown, we believe it must not be accomplished by compromising one of the most significant advantages of living, working, doing business and visiting Onondaga County;

WHEREAS, DeWitt supports a balanced, comprehensive approach, a regional transportation plan is necessary to ensure smart choices are made, a plan that can provide environmental, social and economic benefits to all of Central New York, one that promotes alternative and mass transit options including alternate fuels, electric vehicles, and a light rail system; for our suburban communities are in dire need of a traffic diet as well; now, therefore be it

RESOLVED, that the DeWitt Town Board memorializes its determination that the existing Interstate 81 alignment through Syracuse and Central New York must remain and its function and designation as an interstate highway must not be removed or impaired; and, be it further

RESOLVED, that the Supervisor of the Town of DeWitt is hereby directed to cause a copy of this resolution to be transmitted to the New York State Department of Transportation, to the Syracuse Metropolitan Transportation Council, and to the various legislative members representing Onondaga County at the state level.

STATE OF NEW YORK)
COUNTY OF ONONDAGA) ss:
TOWN OF DEWITT)

I, Barbara Klim, Town Clerk of the Town of DeWitt, Onondaga County, New York, do hereby certify that I have compared the preceding resolution of the Town Board of the Town of DeWitt with the original contained in the minutes of June 10, 2013 and filed in my office at the Town of DeWitt, Onondaga County, New York, and the same is a true and correct copy of said original and the whole thereof.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the seal of said Town of DeWitt, Onondaga County, New York, on this 11th day of June, 2013.


Barbara Klim, Town Clerk

(SEAL)