

# *The I-81 Challenge* Spring 2011 Questionnaire Summary

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## Appendices

**Prepared for: Syracuse Metropolitan Transportation Council  
November 2011**

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## Appendix A: Questionnaire

### SECTION 1 OF 4

#### **The I-81 Challenge Questionnaire**

The Syracuse Metropolitan Transportation Council (SMTC) and the New York State Department of Transportation (NYSDOT) want to hear your opinions about I-81 and your regional transportation system. Your challenge is to help us plan for the future of I-81. Please share your opinions in this survey to help SMTC and NYSDOT develop and evaluate options for the future of I-81. Answering all of the questions will take approximately 10 minutes.

**1. In what ways does I-81 personally impact your life on a regular basis? Please select all that apply.**

- I drive on I-81 itself
- I drive on streets under or near I-81
- I walk/bike on streets under or near I-81
- I hear traffic noises that come from I-81
- My home is located near I-81
- My employer or school is located near I-81
- Other, please specify:  
\_\_\_\_\_
- I-81 does not impact my life on a regular basis

**2. When did you last use I-81 in the Syracuse region?**

- Today
- Yesterday
- Within the last week
- Within the last month
- More than a month ago
- I have never used I-81

**3. On average, how often do you travel on I-81 in the Syracuse region on weekdays?**

- More than twice a day
- Twice a day (e.g. to and from work)
- Once a day
- 3-5 times a week
- 1-2 times a week
- Less than once a week

**4. For what reasons do you travel on I-81 on weekdays? Please select all that apply.**

- Commuting to/from work
- Business-related travel (going to a meeting, sales call, etc)
- Commuting to/from school/college
- Shopping
- Recreational/entertainment (SU game, movie, concert, museum, etc.)
- Social (visiting friends or relatives)
- Pick-up or drop-off passenger at work, school, etc.
- Long-distance travel (e.g. to/from NY State Thruway, Pennsylvania, Canada)
- Other personal business (medical appointment, etc.)
- Travel to/from Syracuse Airport
- Provide services and/or transport goods in the Central New York region
- I do not travel on I-81 on weekdays

**5. On average, how often do you travel on I-81 in the Syracuse region on weekends?**

- More than twice a day
- Twice a day
- Once a day
- Once a weekend
- Less than once a weekend

**6. For what reasons do you travel on I-81 on weekends? Please select all that apply.**

- Commuting to/from work
- Business-related travel (going to a meeting, sales call, etc)
- Commuting to/from school/college
- Shopping
- Recreational/entertainment (SU game, movie, concert, museum, etc.)
- Social (visiting friends or relatives)
- Pick-up or drop-off passenger at work, school, etc.
- Long-distance travel (e.g. to/from NY State Thruway, Pennsylvania, Canada)
- Other personal business (medical appointment, etc.)
- Travel to/from Syracuse Airport
- Provide services and/or transport goods in the Central New York region
- I do not travel on I-81 on weekends

7. Please complete the following 2 statements.

- Right now, I believe I can travel anywhere I need to in the Syracuse region within \_\_\_\_\_ minutes.

- In the future, I could tolerate it taking \_\_\_\_\_ minutes (in general) to travel from home to anywhere in the Syracuse region.

**SECTION 2 OF 4**

For Questions 8-11, please rate each statement on a scale of 1 to 5 where 1 is “strongly disagree” and 5 is “strongly agree”. If a statement does not apply to you, please select “Not applicable.” For each statement please only think about I-81 in the greater Syracuse area and not the entire length of I-81 from Canada to Tennessee.

8. Highway Opinions

	Strongly disagree 1	2	Neutral 3	4	Strongly agree 5	Not applicable N/A
I support increasing transportation funds to help pay for highway projects such as new road construction and highway maintenance	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I find it easy to travel through the section of I-81 in downtown Syracuse	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
From downtown Syracuse and University Hill I can easily enter and exit I-81	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I feel safe traveling on I-81	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Currently, I am often delayed by road construction, accidents, or special event traffic on I-81	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I find it easy to drive between downtown and University Hill	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Currently, traffic congestion affects the majority of trips I make on I-81	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I know where to find information about traffic conditions and planned highway construction on I-81	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Currently, I often drive on other roads in order to avoid congestion on I-81	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I feel safe using the ramps to enter and exit I-81	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

9. Transit Opinions

	Strongly disagree 1	2	Neutral 3	4	Strongly agree 5	Not applicable N/A
I find it easy to walk/bike between downtown and University Hill	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Overall, there are enough sidewalks and bike paths in the Syracuse region to meet my travel needs	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I know how to get bus route and schedule information for the Syracuse region	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Overall, public transit in the Syracuse region meets my travel needs	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
If necessary, I could take the bus to go where I want to go in Syracuse	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I support increasing transportation funds to help pay for non-highway projects such as transit, sidewalks, and bike path	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I regularly use public transit in the Syracuse region	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I walk to work, school, shopping, and other activities in downtown Syracuse or University Hill	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

**10. Policy/Quality of Life Opinions**

	Strongly disagree 1	2	Neutral 3	4	Strongly agree 5	Not applicable N/A
Overall, I-81 allows me to travel to most locations in the Syracuse region quickly and easily	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I-81 positively impacts the Central NY regional economy	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Noise from traffic on I-81 does not affect my life	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I-81 is considered an asset to any business wishing to expand or locate in the region	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Emissions from traffic on I-81 do not affect my life	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
As currently designed, I-81 negatively affects the look of the city	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I-81 positively impacts the downtown Syracuse economy	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Overall, I-81 enhances the quality of my life by allowing me to travel to work and other activities in a safe and efficient manner	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
As currently designed, I-81 divides downtown Syracuse and University Hill from each other	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

**11. Transportation Planning Opinions**

	Strongly disagree 1	2	Neutral 3	4	Strongly agree 5	Not applicable N/A
	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

I am aware of how transportation improvements are prioritized and funded in the Syracuse region	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I am aware that the Syracuse region has a long-range transportation plan	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I regularly participate in the transportation planning process in my town, county, or for the region	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Transportation planning is done well in the Syracuse region	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I am familiar with the role and function of the Syracuse Metropolitan Transportation Council (SMTC)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I am familiar with the role and function of the New York State Department of Transportation (NYSDOT)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

### SECTION 3 OF 4

Next, you will see a series of 10 questions. For each question, you will see 4 potential future benefits for the Syracuse region as a result of improving I-81. For each question, please choose the benefit that is **MOST IMPORTANT** to you and also choose the benefit that is **LEAST IMPORTANT** to you.

#### 12. Question #1

Most Important (Choose one)		Least Important (Choose one)
<input type="radio"/>	Less noise from traffic in the downtown and on University Hill	<input type="radio"/>
<input type="radio"/>	Expanded transit service	<input type="radio"/>
<input type="radio"/>	Less air pollution or emissions coming from traffic	<input type="radio"/>
<input type="radio"/>	A revitalized downtown Syracuse economy	<input type="radio"/>

#### 13. Question #2

Most Important (Choose one)		Least Important (Choose one)
<input type="radio"/>	An improved roadway network that is clearer and easier for traveling around the Syracuse region	<input type="radio"/>
<input type="radio"/>	Economic development with more businesses locating in the Syracuse region	<input type="radio"/>
<input type="radio"/>	Beautifying downtown and University Hill	<input type="radio"/>
<input type="radio"/>	A safer roadway network with fewer traffic accidents	<input type="radio"/>

#### 14. Question #3

Most Important (Choose one)		Least Important (Choose one)
<input type="radio"/>	Less air pollution or emissions coming from traffic	<input type="radio"/>

<input type="radio"/>	Improved and safer highway interchanges/exits	<input type="radio"/>
<input type="radio"/>	More transportation options for young, elderly, disabled, & low-income populations	<input type="radio"/>
<input type="radio"/>	Improved roadway access and travel times for emergency services (hospital, fire, & police)	<input type="radio"/>

**15. Question #4**

Most Important (Choose one)		Least Important (Choose one)
<input type="radio"/>	Increased efficiency for delivering commercial goods/services	<input type="radio"/>
<input type="radio"/>	Less air pollution or emissions coming from traffic	<input type="radio"/>
<input type="radio"/>	Shorter time to travel to/from the downtown and University Hill	<input type="radio"/>
<input type="radio"/>	Increased frequency and number of hours per day buses run to downtown and University Hill	<input type="radio"/>

**16. Question #5**

Most Important (Choose one)		Least Important (Choose one)
<input type="radio"/>	Building/upgrading city sidewalks and bike paths	<input type="radio"/>
<input type="radio"/>	Expanded transit service	<input type="radio"/>
<input type="radio"/>	A safer roadway network with fewer traffic accidents	<input type="radio"/>
<input type="radio"/>	Improved and safer highway interchanges/exits	<input type="radio"/>

**17. Question #6**

Most Important (Choose one)		Least Important (Choose one)
<input type="radio"/>	Improved development policies and land use planning for the region	<input type="radio"/>
<input type="radio"/>	Improved sense of pride and optimism for the community	<input type="radio"/>
<input type="radio"/>	A revitalized downtown Syracuse economy	<input type="radio"/>
<input type="radio"/>	Improved roadway access and travel times for emergency services (hospital, fire, & police)	<input type="radio"/>

**18. Question #7**

Most Important (Choose one)		Least Important (Choose one)
<input type="radio"/>	Improved development policies and land use planning for the region	<input type="radio"/>
<input type="radio"/>	Shorter time to travel to/from the downtown and University Hill	<input type="radio"/>

<input type="radio"/>	Economic development with more businesses locating in the Syracuse region	<input type="radio"/>
<input type="radio"/>	Improved connectivity and integration of the downtown and University Hill	<input type="radio"/>

**19. Question #8**

Most Important (Choose one)		Least Important (Choose one)
<input type="radio"/>	Improved sense of pride and optimism for the community	<input type="radio"/>
<input type="radio"/>	Beautifying downtown and University Hill	<input type="radio"/>
<input type="radio"/>	Increased efficiency for delivering commercial goods/services	<input type="radio"/>
<input type="radio"/>	Less traffic congestion and more reliable travel	<input type="radio"/>

**20. Question #9**

Most Important (Choose one)		Least Important (Choose one)
<input type="radio"/>	Shorter time to travel to/from work	<input type="radio"/>
<input type="radio"/>	An improved roadway network that is clearer and easier for traveling around the Syracuse region	<input type="radio"/>
<input type="radio"/>	Building/upgrading city sidewalks and bike paths	<input type="radio"/>
<input type="radio"/>	Less noise from traffic in the downtown and on University Hill	<input type="radio"/>

**21. Question #10**

Most Important (Choose one)		Least Important (Choose one)
<input type="radio"/>	Improved and safer highway interchanges/exits	<input type="radio"/>
<input type="radio"/>	Less noise from traffic in the downtown and on University Hill	<input type="radio"/>
<input type="radio"/>	More transportation options for young, elderly, disabled, & low-income populations	<input type="radio"/>
<input type="radio"/>	Less traffic congestion and more reliable travel	<input type="radio"/>

**SECTION 4 OF 4**

**22. Where have you heard about the efforts by SMTC and NYSDOT to plan for the future of the elevated sections of I-81 in downtown Syracuse? Select all that apply.**

- Television
- Radio
- <http://thei81challenge.org>
- Other website

- Newspaper/Magazine
- Public Meeting
- SMTC mailing list
- Word of mouth
- Other, please specify:

\_\_\_\_\_

23. Do you believe that the I-81 Challenge process is being structured in a transparent and accessible manner?

- Yes
- No

24. What is your home zip code? \_\_\_\_\_

- I prefer not to answer

25. What is your gender?

- Female
- Male
- I prefer not to answer

26. What is your age?

- 16–24
- 25–34
- 35–44
- 45–54
- 55–64
- 65–74
- 75 or older
- I prefer not to answer

27. What is your employment status?

- Employed full-time
- Employed part-time
- Self-employed
- Student
- Student and employed
- Homemaker
- Retired
- Not currently employed
- I prefer not to answer

28. How many people live in your household?

- 1 (I live alone)
- 2 people
- 3 people
- 4 people
- 5 or more people
- I prefer not to answer

29. How many vehicles are there in your household?

Please include all cars, pickup trucks, minivans, and motorcycles that you own or lease.

- 0 (no vehicles)
- 1 vehicle
- 2 vehicles
- 3 vehicles
- 4 vehicles
- 5 or more vehicles
- I prefer not to answer

30. What is your annual household income?

Note: This information is only used to make sure we have received a representative sample of the greater Syracuse population.

- Less than \$25,000
- \$25,000–\$49,999
- \$50,000–\$74,999
- \$75,000–\$99,999
- \$100,000–\$149,999
- \$150,000–\$199,999
- \$200,000 or more
- I prefer not to answer

31. Please provide your email address and/or mailing address below if you would like to receive information about The I-81 Challenge (upcoming public meetings, a newsletter, etc) or if you would be interested in participating in future transportation surveys like this one that are sponsored by Syracuse Metropolitan Transportation Council (SMTTC) or NY State Department of Transportation (NYSDOT).

All information provided in this survey will remain strictly confidential and your answers will never be linked back to your personal information.

Email address: \_\_\_\_\_

Name: \_\_\_\_\_

Street: \_\_\_\_\_

City, State, Zip Code: \_\_\_\_\_



**32. Thank you for taking the time to complete this survey! Please share below ANY ideas or comments that you have that SMTC and NYSDOT should consider when planning for the future of I-81.**

A large, empty rectangular box with a thin black border, intended for respondents to provide their ideas or comments regarding the future of I-81.

## Appendix B: Survey Screenshots

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### Background and Opinion Questions


#### Instructions

**What is the I-81 Challenge?**

Portions of I-81, particularly the elevated sections of the highway in downtown Syracuse, are nearing the end of their lifespan. Over the next decade, portions of I-81 will need to be replaced, reconstructed, removed, or otherwise changed at a significant cost.

For this reason, the Syracuse Metropolitan Transportation Council (SMTC) and the New York State Department of Transportation (NYSDOT) want to hear your opinions about I-81 and your regional transportation system. Your challenge is to help us plan for the future of I-81.

Answering all of the questions will take approximately 10 minutes.


**Next** 

0% 100%

#### Importance of I-81

**Why I-81 is important to the Syracuse region**

1. I-81 is the region's major commuter corridor, providing direct access for workers to downtown Syracuse, University Hill, and many of the region's major employers, including some of our largest hospitals and universities.
2. I-81 also provides direct access to many of the region's major arts, cultural, and recreational attractions.
3. I-81 carries significant amounts of freight destined to and from the region.
4. I-81 provides connections to a national highway network and to the region's largest airport, allowing Central New York residents to easily access places outside our region and allowing visitors to access Central New York.

**Next** 

0% 100%


Share opinions

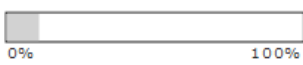
**What can I do?**

Please share your opinions in this survey to help SMTC and NYSDOT develop and evaluate options for the future of I-81.

Now - let's get started!

Please click the "Next" button to begin.

**Next** 





I-81 Impact

**In what ways does I-81 personally impact your life on a regular basis?**

Please select all that apply.

- I drive on I-81 itself
- I drive on streets under or near I-81
- I walk/bike on streets under or near I-81
- I hear traffic noises that come from I-81
- My home is located near I-81
- My employer or school is located near I-81
- Other, please specify:
- I-81 does not impact my life on a regular basis

**Next Question** 




*Last use of I-81*

**When did you last use I-81 in the Syracuse region?**

- Today
- Yesterday
- Within the last week
- Within the last month
- More than a month ago
- I have never used I-81

Next Question ➔




A horizontal progress bar with a grey fill on the left side, labeled '0%' at the start and '100%' at the end.

*Frequency of weekday travel on I-81*

**On average, how often do you travel on I-81 in the Syracuse region on weekdays?**

- More than twice a day
- Twice a day (e.g. to and from work)
- Once a day
- 3-5 times a week
- 1-2 times a week
- Less than once a week

Next Question ➔



A horizontal progress bar with a grey fill on the left side, labeled '0%' at the start and '100%' at the end.

*Reasons for weekday travel on I-81*

**For what reasons do you travel on I-81 on weekdays?**

*Please select all that apply.*

- Commuting to/from work
- Business-related travel (going to a meeting, sales call, etc)
- Commuting to/from school/college
- Shopping
- Recreational/entertainment (SU game, movie, concert, museum, etc.)
- Social (visiting friends or relatives)
- Pick-up or drop-off passenger at work, school, etc.
- Long-distance travel (e.g. to/from NY State Thruway, Pennsylvania, Canada)
- Other personal business (medical appointment, etc.)
- Travel to/from Syracuse Airport
- Provide services and/or transport goods in the Central New York region
- I do not travel on I-81 on weekdays

Next Question ➔



*Frequency of weekend travel on I-81*

**On average, how often do you travel on I-81 in the Syracuse region on weekends?**

- More than twice a day
- Twice a day
- Once a day
- Once a weekend
- Less than once a weekend

Next Question ➔




Reasons for weekend travel on I-81

**For what reasons do you travel on I-81 on weekends?**

Please select all that apply.

- Commuting to/from work
- Business-related travel (going to a meeting, sales call, etc)
- Commuting to/from school/college
- Shopping
- Recreational/entertainment (SU game, movie, concert, museum, etc.)
- Social (visiting friends or relatives)
- Pick-up or drop-off passenger at work, school, etc.
- Long-distance travel (e.g. to/from NY State Thruway, Pennsylvania, Canada)
- Other personal business (medical appointment, etc.)
- Travel to/from Syracuse Airport
- Provide services and/or transport goods in the Central New York region
- I do not travel on I-81 on weekends

Next Question ➔

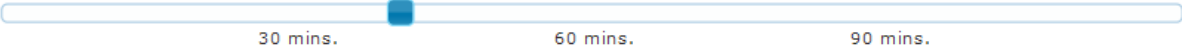


Travel time within Syracuse


**Please complete the following statement:**

Right now, I can generally travel from home to anywhere I need to in the Syracuse region within **41 mins**

Please slide the blue box to select a time.



Next Question ➔



Future travel time in Syracuse

**Please complete the following statement:**

In the future, I could tolerate it taking **1 hr 13 min.**(in general) to travel from home to anywhere I need to in the Syracuse region.

Remember, you said right now (in general) you can travel from home to anywhere in the Syracuse region in **41 mins.**

Please slide the blue box to select a time.

30 mins. 60 mins. 90 mins.

Next Question ➔

0% 100%

Opinion question information

**Instructions**

For the next few screens, please rate each statement on a scale of 1 to 5 where **1 is "strongly disagree" and 5 is "strongly agree."** If a statement does not apply to you, please select "Not applicable."

For each statement please only think about I-81 in the greater Syracuse area and not the entire length of I-81 from Canada to Tennessee.

Next Question ➔

0% 100%

Highway opinion questions

Please rate each statement on a scale of 1 to 5 where **1 is "strongly disagree"** and **5 is "strongly agree."** If a statement does not apply to you, please select **"Not applicable."**

	Strongly disagree 1	2	Neutral 3	4	Strongly agree 5	Not applicable N/A
Currently, I am often delayed by road construction, accidents, or special event traffic on I-81	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I find it easy to travel through the section of I-81 in downtown Syracuse	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I feel safe using the ramps to enter and exit I-81	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I feel safe traveling on I-81	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
From downtown Syracuse and University Hill I can easily enter and exit I-81	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I know where to find information about traffic conditions and planned highway construction on I-81	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Currently, I often drive on other roads in order to avoid congestion on I-81	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I find it easy to drive between downtown and University Hill	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Currently, traffic congestion affects the majority of trips I make on I-81	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I support increasing transportation funds to help pay for highway projects such as new road construction and highway maintenance	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Next Question 





Transit opinion questions

Please rate each statement on a scale of 1 to 5 where **1 is "strongly disagree"** and **5 is "strongly agree."** If a statement does not apply to you, please select **"Not applicable."**

	Strongly disagree 1	2	Neutral 3	4	Strongly agree 5	Not applicable N/A
Overall, public transit in the Syracuse region meets my travel needs	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I regularly use public transit in the Syracuse region	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I know how to get bus route and schedule information for the Syracuse region	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I support increasing transportation funds to help pay for non-highway projects such as transit, sidewalks, and bike path	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
If necessary, I could take the bus to go where I want to go in Syracuse	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I walk to work, school, shopping, and other activities in downtown Syracuse or University Hill	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Overall, there are enough sidewalks and bike paths in the Syracuse region to meet my travel needs	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I find it easy to walk/bike between downtown and University Hill	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Next Question 



Policy opinion questions

Please rate each statement on a scale of 1 to 5 where **1 is "strongly disagree"** and **5 is "strongly agree."** If a statement does not apply to you, please select **"Not applicable."**

	Strongly disagree 1	2	Neutral 3	4	Strongly agree 5	Not applicable N/A
Overall, I-81 allows me to travel to most locations in the Syracuse region quickly and easily	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Noise from traffic on I-81 does not affect my life	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
As currently designed, I-81 divides downtown Syracuse and University Hill from each other	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Emissions from traffic on I-81 do not affect my life	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I-81 positively impacts the downtown Syracuse economy	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I-81 is considered an asset to any business wishing to expand or locate in the region	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I-81 positively impacts the Central NY regional economy	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Overall, I-81 enhances the quality of my life by allowing me to travel to work and other activities in a safe and efficient manner	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
As currently designed, I-81 negatively affects the look of the city	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Next Question 



Municipal planning opinion questions

Please rate each statement on a scale of 1 to 5 where **1 is "strongly disagree"** and **5 is "strongly agree."** If a statement does not apply to you, please select **"Not applicable."**

	Strongly disagree 1	2	Neutral 3	4	Strongly agree 5	Not applicable N/A
I am familiar with the role and function of the Syracuse Metropolitan Transportation Council (SMTC)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I am aware of how transportation improvements are prioritized and funded in the Syracuse region	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I am aware that the Syracuse region has a long-range transportation plan	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I regularly participate in the transportation planning process in my town, county, or for the region	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I am familiar with the role and function of the New York State Department of Transportation (NYSDOT).	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Transportation planning is done well in the Syracuse region	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

[Next Question](#) ➔

MaxDiff Questions

MaxDiff introduction

**Instructions**

Next, you will see a series of 10 questions. For each question, you will see 4 potential future benefits for the Syracuse region as a result of improving I-81.

For each question, please choose the benefit that is **MOST IMPORTANT** to you and also choose the benefit that is **LEAST IMPORTANT** to you.

[Next Question](#) ➔

Example MaxDiff screen #1

**Which of the following potential future benefits to the Syracuse region as a result of improving I-81 is **MOST IMPORTANT** to you and which is **LEAST IMPORTANT** to you?**

Most Important (Choose one)		Least Important (Choose one)
<input type="radio"/>	Expanded transit service	<input type="radio"/>
<input type="radio"/>	Less traffic congestion and more reliable travel	<input type="radio"/>
<input type="radio"/>	Building/upgrading city sidewalks and bike paths	<input type="radio"/>
<input type="radio"/>	Less air pollution or emissions coming from traffic	<input type="radio"/>

[Next Question](#)

(Question 1 of 10)

Example MaxDiff screen #2

**Which of the following potential future benefits to the Syracuse region as a result of improving I-81 is **MOST IMPORTANT** to you and which is **LEAST IMPORTANT** to you?**

Most Important (Choose one)		Least Important (Choose one)
<input type="radio"/>	Improved development policies and land use planning for the region	<input type="radio"/>
<input type="radio"/>	Improved sense of pride and optimism for the community	<input type="radio"/>
<input type="radio"/>	Shorter time to travel to/from work	<input type="radio"/>
<input type="radio"/>	A safer roadway network with fewer traffic accidents	<input type="radio"/>


[Next Question](#)

(Question 2 of 10)


Example MaxDiff screen #3

Which of the following potential future benefits to the Syracuse region as a result of improving I-81 is **MOST IMPORTANT** to you and which is **LEAST IMPORTANT** to you?

Most Important (Choose one)		Least Important (Choose one)
<input type="radio"/>	Improved sense of pride and optimism for the community	<input type="radio"/>
<input type="radio"/>	Beautifying downtown and University Hill	<input type="radio"/>
<input type="radio"/>	An improved roadway network that is clearer and easier for traveling around the Syracuse region	<input type="radio"/>
<input type="radio"/>	Economic development with more businesses locating in the Syracuse region	<input type="radio"/>

Next Question 


(Question 3 of 10)




Example MaxDiff screen #4

Which of the following potential future benefits to the Syracuse region as a result of improving I-81 is **MOST IMPORTANT** to you and which is **LEAST IMPORTANT** to you?

Most Important (Choose one)		Least Important (Choose one)
<input type="radio"/>	Improved sense of pride and optimism for the community	<input type="radio"/>
<input type="radio"/>	Beautifying downtown and University Hill	<input type="radio"/>
<input type="radio"/>	An improved roadway network that is clearer and easier for traveling around the Syracuse region	<input type="radio"/>
<input type="radio"/>	Economic development with more businesses locating in the Syracuse region	<input type="radio"/>

Next Question 

(Question 3 of 10)



## Debrief Questions

### Awareness of I-81 Challenge

Thank you for your answers so far. We're almost done!

**Before taking this survey were you aware of efforts by Syracuse Metropolitan Transportation Council (SMTC) and NY State Department of Transportation (NYSDOT) to plan for the future of the elevated sections of I-81 in downtown Syracuse?**

- Yes
- No

**Where did you first learn about this survey?**

- In the press/media
- On the I-81 Challenge website
- From an I-81 Challenge communication (email or newsletter)
- At an in-person event (public meeting or workshop)
- By word of mouth
- Other, please specify:

Next Question 



### Sources of I-81 Challenge knowledge

**Where have you heard about the efforts by SMTC and NYSDOT to plan for the future of the elevated sections of I-81 in downtown Syracuse?**

Select all that apply.

- Television
- Radio
- <http://thei81challenge.org>
- Other website
- Newspaper/Magazine
- Public Meeting
- SMTC mailing list
- Word of mouth
- Other, please specify:

Next Question 



Transparency of I-81 Challenge

**Do you believe that the I-81 Challenge process is being structured in a transparent and accessible manner?**

Yes  
 No

Next Question ➔

0% 100%

Ideas for I-81 future

**Please share below ANY ideas or comments that you have that SMTC and NYSDOT should consider when planning for the future of I-81.**

Next Question ➔

0% 100%

## Demographic Questions

Home ZIP code

**What is your home ZIP code\*?**

I prefer not to answer

**\*Note:** The answers provided in this questionnaire will never be linked back to your personal contact information. This information is only used to understand if we have received a representative sample of the region's population.


Next Question ➔


0% 100%


Gender

**What is your gender\*?**

- Female
- Male
- I prefer not to answer

 **\*Note:** The answers provided in this questionnaire will never be linked back to your personal contact information. This information is only used to understand if we have received a representative sample of the region's population.


[Next Question](#) 


  
0% 100%


Age

**What is your age\*?**

- 16-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65-74
- 75 or older
- I prefer not to answer

 **\*Note:** The answers provided in this questionnaire will never be linked back to your personal contact information. This information is only used to understand if we have received a representative sample of the region's population.

[Next Question](#) 

  
0% 100%



Employment status

**What is your employment status\*?**

- Employed full-time
- Employed part-time
- Self-employed
- Student
- Student and employed
- Homemaker
- Retired
- Not currently employed
- I prefer not to answer

**\*Note:** The answers provided in this questionnaire will never be linked back to your personal contact information. This information is only used to understand if we have received a representative sample of the region's population.

Next Question 


0% 100%

Household size

**How many people live in your household\*?**

- 1 (I live alone)
- 2 people
- 3 people
- 4 people
- 5 or more people
- I prefer not to answer

**\*Note:** The answers provided in this questionnaire will never be linked back to your personal contact information. This information is only used to understand if we have received a representative sample of the region's population.

Next Question 

0% 100%


Number of vehicles in household


**How many vehicles are there in your household\*?**

Please include all cars, pickup trucks, minivans, and motorcycles that you own or lease.

- 0 (no vehicles)
- 1 vehicle
- 2 vehicles
- 3 vehicles
- 4 vehicles
- 5 or more vehicles
- I prefer not to answer

**\*Note:** The answers provided in this questionnaire will never be linked back to your personal contact information. This information is only used to understand if we have received a representative sample of the region's population.

Next Question 


0%  100%


Household income

**What is your annual household income\*?**

- Less than \$25,000
- \$25,000-\$49,999
- \$50,000-\$74,999
- \$75,000-\$99,999
- \$100,000-\$149,999
- \$150,000-\$199,999
- \$200,000 or more
- I prefer not to answer

**\*Note:** The answers provided in this questionnaire will never be linked back to your personal contact information. This information is only used to understand if we have received a representative sample of the region's population.

Next Question 

0%  100%

Contact information

**Thank you for participating. All of your answers have been saved.**


**Would you like to participate in future transportation surveys like this one that are sponsored by Syracuse Metropolitan Council (SMTC) and/or NY State Department of Transportation (NYSDOT)?**

Yes  
 No


Please provide your email address and/or mailing address.

Email address  
 Name  
 Street address  
 City  
 State (e.g., NY)  
 ZIP Code

**Check here if you would like to join The I-81 Challenge email list.**  
(You will be prompted for your email address at the end of the survey\*.)

 **\*Note:** The answers provided in this questionnaire will never be linked back to your personal contact information. This information is only used to understand if we have received a representative sample of the region's population.

➔

  
0% 100%


Additional comments

**Thank you again for participating.**

If you have additional comments or suggestions, please enter them in the box below and click the "End Survey" button.

Otherwise, please click "End Survey" to complete the survey.

➔

  
0% 100%

Survey end

Thank you for taking the time to complete this survey. All of your responses have been saved, so you may now exit your browser.

This survey is conducted by:

Resource Systems Group, Inc.



For

SMTC



NYSDOT



## Appendix C: Questionnaire Tabulations

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### Background and Opinion Questions

It is important to note that for many of the questions, the total number of respondents does not total 990 because several respondents using the paper survey abstained from answering certain questions. Any respondent who completed the questionnaire online was required to provide an answer for every question.

#### Ways impacted by I-81 (select all that apply)

	Count	Percent
I drive on I-81 itself	922	93.1%
I drive on streets under or near I-81	825	83.3%
I walk/bike on streets under or near I-81	268	27.1%
I hear traffic noises that come from I-81	234	23.6%
My home is located near I-81	234	23.6%
My employer or school is located near I-81	553	55.9%
Other	43	4.3%
I-81 does not impact my life on a regular basis	29	2.9%
Total Respondents	990	100.0%

#### Last time using I-81

	Count	Percent
Today	453	45.8%
Yesterday	201	20.3%
Within the last week	256	25.9%
Within the last month	54	5.5%
More than a month ago	25	2.5%
I have never used I-81	1	0.1%
Total	990	100.0%

**Frequency of weekday travel on I-81**

	Count	Percent
More than twice a day	125	12.6%
Twice a day	226	22.8%
Once a day	56	5.7%
3-5 times a week	222	22.4%
1-2 times a week	186	18.8%
Less than once a week	175	17.7%
Total	990	100.0%

**Reasons using I-81 for weekday travel (select all that apply)**

	Count
Shopping	573
Recreational/entertainment	527
Other personal business	490
Social	478
Long-distance travel	478
Commuting to/from work	474
Business-related travel	447
Travel to/from Syracuse Airport	431
Commuting to/from school/college	142
Pick-up or drop-off passenger at work, school, etc.	129
Provide services and/or transport goods in the Central NY region	51
I do not travel on I-81 on weekdays	25
Total Respondents	989

**Frequency of weekend travel on I-81**

	Count	Percent
More than twice a day	54	5.5%
Twice a day	124	12.5%
Once a day	153	15.5%
Once a weekend	318	32.2%
Less than once a weekend	340	34.4%
Total	989	100.0%

**Reasons using I-81 for weekend travel (select all that apply)**

	Count
Shopping	708
Recreational/entertainment	702
Social	608
Long-distance travel	549
Travel to/from Syracuse Airport	385
Other personal business	190
Commuting to/from work	107
Business-related travel	83
Commuting to/from school/college	69
Pick-up or drop-off passenger at work, school, etc.	65
I do not travel on I-81 on weekends	30
Provide services and/or transport goods in the Central NY region	21
Total Respondents	988

**Time can travel anywhere in Syracuse region**

	Count	Percent
Less than 10 minutes	7	0.7%
10 to 14 minutes	50	5.1%
15 to 19 minutes	161	16.3%
20 to 29 minutes	368	37.3%
30 to 39 minutes	244	24.7%
40 to 59 minutes	102	10.3%
60 minutes or more	55	5.6%
Total	987	100.0%

**Time can tolerate to travel anywhere in Syracuse region in the future**

	Count	Percent
Less than 10 minutes	1	0.1%
10 to 14 minutes	12	1.2%
15 to 19 minutes	60	6.1%
20 to 29 minutes	265	26.9%
30 to 39 minutes	341	34.6%
40 to 59 minutes	213	21.6%
60 minutes or more	93	9.4%
Total	985	100.0%



**Currently, traffic congestion affects the majority of trips I make on I-81**

	Count	Percent
Strongly disagree	188	19.4%
Disagree	269	27.7%
Neutral	254	26.2%
Agree	167	17.2%
Strongly agree	92	9.5%
Subtotal	970	100.0%
Not applicable	15	0.0%
Total	985	100.0%

**Currently, I often drive on other roads in order to avoid congestion on I-81**

	Count	Percent
Strongly disagree	244	25.2%
Disagree	214	22.1%
Neutral	171	17.6%
Agree	214	22.1%
Strongly agree	126	13.0%
Subtotal	969	100.0%
Not applicable	18	0.0%
Total	987	100.0%

**Currently, I am often delayed by road construction, accidents, or special event traffic on I-81**

	Count	Percent
Strongly disagree	101	10.5%
Disagree	231	24.1%
Neutral	267	27.8%
Agree	238	24.8%
Strongly agree	123	12.8%
Subtotal	960	100.0%
Not applicable	28	0.0%
Total	988	100.0%

**I know where to find information about traffic conditions and planned highway construction on I-81**

	Count	Percent
Strongly disagree	192	19.8%
Disagree	202	20.8%
Neutral	186	19.2%
Agree	218	22.5%
Strongly agree	173	17.8%
Subtotal	971	100.0%
Not applicable	17	0.0%
Total	988	100.0%

**I feel safe traveling on I-81**

	Count	Percent
Strongly disagree	76	7.7%
Disagree	155	15.8%
Neutral	231	23.5%
Agree	316	32.1%
Strongly agree	206	20.9%
Subtotal	984	100.0%
Not applicable	5	0.0%
Total	989	100.0%

**I feel safe using the ramps to enter and exit I-81**

	Count	Percent
Strongly disagree	152	15.4%
Disagree	256	26.0%
Neutral	195	19.8%
Agree	258	26.2%
Strongly agree	125	12.7%
Subtotal	986	100.0%
Not applicable	3	0.0%
Total	989	100.0%

**I find it easy to travel through the section of I-81 in downtown Syracuse**

	Count	Percent
Strongly disagree	106	10.8%
Disagree	235	24.0%
Neutral	201	20.5%
Agree	266	27.1%
Strongly agree	173	17.6%
Subtotal	981	100.0%
Not applicable	7	0.0%
Total	988	100.0%

**From downtown Syracuse and University Hill I can easily enter and exit I-81**

	Count	Percent
Strongly disagree	123	12.9%
Disagree	240	25.2%
Neutral	173	18.1%
Agree	253	26.5%
Strongly agree	165	17.3%
Subtotal	954	100.0%
Not applicable	35	0.0%
Total	989	100.0%

**I find it easy to drive between downtown and University Hill**

	Count	Percent
Strongly disagree	109	11.8%
Disagree	217	23.4%
Neutral	193	20.8%
Agree	243	26.2%
Strongly agree	165	17.8%
Subtotal	927	100.0%
Not applicable	62	0.0%
Total	989	100.0%

**I support increasing transportation funds to help pay for highway projects such as new road construction and highway maintenance**

	Count	Percent
Strongly disagree	61	6.2%
Disagree	76	7.8%
Neutral	197	20.1%
Agree	273	27.9%
Strongly agree	372	38.0%
Subtotal	979	100.0%
Not applicable	9	0.0%
Total	988	100.0%

**I walk to work, school, shopping, and other activities in downtown Syracuse or University Hill**

	Count	Percent
Strongly disagree	279	38.1%
Disagree	119	16.3%
Neutral	76	10.4%
Agree	137	18.7%
Strongly agree	121	16.5%
Subtotal	732	100.0%
Not applicable	256	0.0%
Total	988	100.0%

**Overall, there are enough sidewalks and bike paths in the Syracuse region to meet my travel needs**

	Count	Percent
Strongly disagree	301	36.4%
Disagree	186	22.5%
Neutral	150	18.2%
Agree	112	13.6%
Strongly agree	77	9.3%
Subtotal	826	100.0%
Not applicable	162	0.0%
Total	988	100.0%

**Overall, public transit in the Syracuse region meets my travel needs**

	Count	Percent
Strongly disagree	287	37.7%
Disagree	143	18.8%
Neutral	169	22.2%
Agree	101	13.3%
Strongly agree	61	8.0%
Subtotal	761	100.0%
Not applicable	226	0.0%
Total	987	100.0%

**I regularly use public transit in the Syracuse region**

	Count	Percent
Strongly disagree	547	66.4%
Disagree	126	15.3%
Neutral	64	7.8%
Agree	50	6.1%
Strongly agree	37	4.5%
Subtotal	824	100.0%
Not applicable	164	0.0%
Total	988	100.0%

**I know how to get bus route and schedule information for the Syracuse region**

	Count	Percent
Strongly disagree	143	16.9%
Disagree	108	12.8%
Neutral	120	14.2%
Agree	238	28.1%
Strongly agree	238	28.1%
Subtotal	847	100.0%
Not applicable	141	0.0%
Total	988	100.0%

**If necessary, I could take the bus to go where I want to go in Syracuse**

	Count	Percent
Strongly disagree	320	36.7%
Disagree	156	17.9%
Neutral	145	16.6%
Agree	177	20.3%
Strongly agree	75	8.6%
Subtotal	873	100.0%
Not applicable	115	0.0%
Total	988	100.0%



**I find it easy to walk/bike between downtown and University Hill**

	Count	Percent
Strongly disagree	232	34.9%
Disagree	174	26.2%
Neutral	146	22.0%
Agree	76	11.4%
Strongly agree	37	5.6%
Subtotal	665	100.0%
Not applicable	324	0.0%
Total	989	100.0%

**I support increasing transportation funds to help pay for non-highway projects such as transit, sidewalks, and bike path**

	Count	Percent
Strongly disagree	91	9.5%
Disagree	60	6.3%
Neutral	173	18.0%
Agree	213	22.2%
Strongly agree	423	44.1%
Subtotal	960	100.0%
Not applicable	27	0.0%
Total	987	100.0%

**Noise from traffic on I-81 does not affect my life**

	Count	Percent
Strongly disagree	85	9.3%
Disagree	132	14.4%
Neutral	140	15.3%
Agree	191	20.8%
Strongly agree	370	40.3%
Subtotal	918	100.0%
Not applicable	70	0.0%
Total	988	100.0%

**Emissions from traffic on I-81 do not affect my life**

	Count	Percent
Strongly disagree	153	16.2%
Disagree	186	19.7%
Neutral	202	21.4%
Agree	185	19.6%
Strongly agree	218	23.1%
Subtotal	944	100.0%
Not applicable	43	0.0%
Total	987	100.0%

**As currently designed, I-81 negatively affects the look of the city**

	Count	Percent
Strongly disagree	118	12.0%
Disagree	98	10.0%
Neutral	141	14.4%
Agree	156	15.9%
Strongly agree	469	47.8%
Subtotal	982	100.0%
Not applicable	7	0.0%
Total	989	100.0%

**As currently designed, I-81 divides downtown Syracuse and University Hill from each other**

	Count	Percent
Strongly disagree	135	13.9%
Disagree	86	8.8%
Neutral	128	13.2%
Agree	168	17.3%
Strongly agree	455	46.8%
Subtotal	972	100.0%
Not applicable	17	0.0%
Total	989	100.0%

**I-81 is considered an asset to any business wishing to expand or locate in the region**

	Count	Percent
Strongly disagree	80	8.4%
Disagree	98	10.3%
Neutral	201	21.2%
Agree	248	26.2%
Strongly agree	320	33.8%
Subtotal	947	100.0%
Not applicable	42	0.0%
Total	989	100.0%

**I-81 positively impacts the downtown Syracuse economy**

	Count	Percent
Strongly disagree	156	16.1%
Disagree	121	12.5%
Neutral	222	22.9%
Agree	223	23.0%
Strongly agree	249	25.6%
Subtotal	971	100.0%
Not applicable	16	0.0%
Total	987	100.0%

**I-81 positively impacts the Central NY regional economy**

	Count	Percent
Strongly disagree	66	6.8%
Disagree	82	8.4%
Neutral	194	19.9%
Agree	264	27.1%
Strongly agree	367	37.7%
Subtotal	973	100.0%
Not applicable	16	0.0%
Total	989	100.0%

**Overall, I-81 enhances the quality of my life by allowing me to travel to work and other activities in a safe and efficient manner**

	Count	Percent
Strongly disagree	96	12.0%
Disagree	118	14.8%
Neutral	151	18.9%
Agree	209	26.2%
Strongly agree	225	28.2%
Subtotal	799	100.0%
Not applicable	17	0.0%
Total	816	100.0%

**Overall, I-81 allows me to travel to most locations in the Syracuse region quickly and easily**

	Count	Percent
Strongly disagree	29	3.6%
Disagree	77	9.5%
Neutral	146	18.1%
Agree	271	33.5%
Strongly agree	285	35.3%
Subtotal	808	100.0%
Not applicable	8	0.0%
Total	816	100.0%

**I am familiar with the role and function of SMTC**

	Count	Percent
Strongly disagree	279	28.6%
Disagree	238	24.4%
Neutral	154	15.8%
Agree	195	20.0%
Strongly agree	108	11.1%
Subtotal	974	100.0%
Not applicable	15	0.0%
Total	989	100.0%

**I am familiar with the role and function of NYSDOT**

	Count	Percent
Strongly disagree	115	11.8%
Disagree	139	14.3%
Neutral	181	18.6%
Agree	333	34.2%
Strongly agree	205	21.1%
Subtotal	973	100.0%
Not applicable	16	0.0%
Total	989	100.0%

**I am aware of how transportation improvements are prioritized and funded in the Syracuse region**

	Count	Percent
Strongly disagree	318	32.9%
Disagree	274	28.3%
Neutral	169	17.5%
Agree	136	14.1%
Strongly agree	70	7.2%
Subtotal	967	100.0%
Not applicable	22	0.0%
Total	989	100.0%

**I am aware that the Syracuse region has a long-range transportation plan**

	Count	Percent
Strongly disagree	222	22.8%
Disagree	215	22.1%
Neutral	169	17.3%
Agree	216	22.2%
Strongly agree	153	15.7%
Subtotal	975	100.0%
Not applicable	14	0.0%
Total	989	100.0%

**Transportation planning is done well in the Syracuse region**

	Count	Percent
Strongly disagree	197	20.8%
Disagree	237	25.0%
Neutral	372	39.3%
Agree	100	10.6%
Strongly agree	41	4.3%
Subtotal	947	100.0%
Not applicable	41	0.0%
Total	988	100.0%



**I regularly participate in the transportation planning process in my town, county, or for the region**

	Count	Percent
Strongly disagree	379	41.3%
Disagree	228	24.9%
Neutral	170	18.5%
Agree	88	9.6%
Strongly agree	52	5.7%
Subtotal	917	100.0%
Not applicable	72	0.0%
Total	989	100.0%

**Aware of SMTC and NYSDOT plans for I-81 future**

	Count	Percent
Yes	772	83.4%
No	154	16.6%
Total	926	100.0%

**Sources of I-81 planning information (select all that apply)**

	Count	Percent
Newspaper/Magazine	385	38.9%
Television	337	34.0%
<a href="http://thei81challenge.org">http://thei81challenge.org</a>	318	32.1%
Word of mouth	302	30.5%
Radio	228	23.0%
Was not aware of SMTC & NYSDOT efforts	154	15.6%
Public Meeting	123	12.4%
SMTC mailing list	108	10.9%
Other	106	10.7%
Other website	83	8.4%
Total Respondents	990	100.0%

**Believe I-81 process is transparent**

	Count	Percent
Yes	714	85.6%
No	120	14.4%
Total	834	100.0%

## Demographics Questions

**Gender**

	Count	Valid Percent
Female	340	36.2%
Male	600	63.8%
Subtotal	940	100.0%
Did not answer	50	0.0%
Total	990	100.0%

**Age**

	Count	Valid Percent
16-24	79	8.3%
25-34	228	23.9%
35-44	145	15.2%
45-54	208	21.8%
55-64	198	20.8%
65-74	77	8.1%
75 or older	19	2.0%
Subtotal	954	100.0%
Did not answer	36	0.0%
Total	990	100.0%

**Household size**

	Count	Valid Percent
1 (I live alone)	182	19.2%
2 people	383	40.3%
3 people	168	17.7%
4 people	146	15.4%
5 or more people	71	7.5%
Subtotal	950	100.0%
Did not answer	40	0.0%
Total	990	100.0%

**Number of household vehicles**

	Count	Valid Percent
0 (no vehicles)	9	0.9%
1 vehicle	261	27.0%
2 vehicles	476	49.3%
3 vehicles	149	15.4%
4 vehicles	46	4.8%
5 or more vehicles	25	2.6%
Subtotal	966	100.0%
Did not answer	24	0.0%
Total	990	100.0%

**Household income**

	Count	Valid Percent
Under \$25,000	69	8.6%
\$25,000-\$49,999	140	17.5%
\$50,000-\$74,999	170	21.2%
\$75,000-\$99,999	164	20.5%
\$100,000-\$149,999	146	18.2%
\$150,000-\$199,999	74	9.2%
\$200,000 or more	38	4.7%
Subtotal	801	100.0%
Did not answer	188	0.0%
Total	989	100.0%

**Willing to participate in future studies**

	Count	Percent
Yes	416	44.9%
No	510	55.1%
Total	926	100.0%

## Appendix D: Questionnaire Comments

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### Introduction

Respondents were asked to suggest ideas to improve Interstate 81 through the Syracuse area. Additionally, prior to completing the survey, respondents were asked to provide any additional comments that they may have regarding the I-81 Challenge. Below are the unfiltered/unedited comments as provided by the survey respondents.

### Ideas for the Future of I-81

- you should be i 81 under ground to make more green scenery
- You must not do anything that will increase commute/travel/delivery times to downtown. If you increase travel time, we will lobby our employer to move from downtown
- You have the largest employer in the Syracuse area located right next to an on/off ramp for I81. It is already a nightmare trying to just get out of the parking garages and onto these on/off ramps during rush hour traffic - how would you propose to get people to and from work without mass congestion if you eliminate I81??
- You cannot plan a city or county wide transportation based on Syracuse University's connection to downtown. If you do this, you will ruin the already poor quality of RT 81. If you want to lower RT 81, then lower it into a channel with Adams St. etc. crossing over it in bridges. DO NOT lower it to the same level. DO NOT force transport services (with today's fuel prices) to travel around Syracuse on 481. The point is to bring people in or through Syracuse, not around it.
- Wouldn't an ideal solution be to eliminate i-81 between the 690 interchanges?
- Wormholes!
- Work mostly in the nights offer maps of different routes into the city (work with MapQuest?) Inconvenient us for the whole entire project not little ones for an extended period of time and plan your repairs while working in the rain/sleet/snow and humidity and an occasional sunny day.
- With rising fuel costs once again, it is imperative that 81 be maintained through the city to provide the most direct, fuel-efficient route through the city and to serve as a backup to 481 which was never properly completed.
- While DOT should take all opinions into account, ultimately the impacts of the project on downtown and city residents should be given priority over suburban interests.
- Which ever path is taken it has to be within the communities budget. I prefer the Blvd. concept.
- What should be done is put 81 underground , Reroute or reconstruct 690 and finish the eastern half of the highway and finally connect it to the eastern end of I-90 Just Like they have I-490 in Rochester NY. Plus you really need to run a railroad line from the tracks that end at Peat St, and connect it into the westend of the east-west mainline. reason for that , what if there is a train wreck on the mainline or the bridge over the inlet to the Lake ever gives out? Think about it you would be in a world of trouble. Plus you need to finish ALL of the other Bypasses Started halfway

or that were put on hold . That would keep traffic moving smooth and give other routes if one of the highways are being worked on

- what is likely to happen is that we will collectively vote for fashion and not for the reality of transportation needs. Syracuse has the worse public transportation of any city I have ever lived in and the worse long range planning for the road systems
- What benefits are there from increasing the connectivity of SU to the neighborhoods? Who says the current city neighbors want this. I can not see any positives.
- What about revitalizing the street cars? Bridges should be made to look nice with lamp posts, trees, ect. Please try to make it look like a much loved home/area in which people take pride in the way things look and not just another industrial city with plain roads and no character.
- Weigh the pros vs cons very heavily. Will the outcome improve appeal to relocate businesses to downtown, and how will this effect traffic on a statewide scale, not just immediate area.
- We still need some form of Interstate access through Syracuse. The future i-81/i-690 interchange should include the ability to move from i-81 southbound to i-690 west. This is a major issue as the only path available either Hiawatha Blvd or Rt 298. Both streets are in poor condition.
- We should choose the least expensive option. The highway does NOT cut the city in half, leave it as it is.
- We now have some of the worst roads I've traveled. I travel 20k miles by car and thought PA was the worst, now NY takes the honor. Do this right this time. We shouldn't skimp on some things for a few dollars savings today when we are repairing / replacing these items in another 5 years.
- We need to see the schematic plans of possible changes and possible alternatives including the boulevard option south of 690 before serious decision making can occur. When will these be available or have they been done already? When you have these then we can get serious about what we prefer. Now its a vacuum.
- We need to assure that there is proper access to the hospitals in downtown Syracuse. As an ex-EMS worker I am concerned with how we are going to get ambulances to Upstate (Trauma Center), Crouse, and VA OR's!
- We need a safe passage through the city, where we won't blow a tire on a pothole, where there is room for a disabled vehicle to pull to the shoulder, and where the business district is easily accessible.
- We must learn from other cities: thier experiences prove that good planning and the elimination of massive interstates that cut into cities improves everything, including property values.
- We are 5 generations of people who have lived in the original Maciejowa neighborhood on the edge of the Inner Harbor/Lakefront area. Poor planning, slow zoning and weak code enforcement, in addition to I-81 and I-690 slicing through our Sacred Heart Parish and neighborhood, have practically crippled and destroyed what was once a wonderful area in our city. Aggressive traffic calming, strict code enforcement, and focus on strengthening EXISTING residential areas will all contribute to the future survival of our city, and attract additional

residents and businesses in the future. Focus on residents first and spend less time repeating the "more jobs" mantra. The sooner I-81 AND I-690 are terminated in the city suburbs and circle AROUND the city, the better.

- Use the opportunity of removing I-81 throughout Syracuse to create right-of-way for public transit. Then take down 690 as well.
- Use of mass transit in a small City will not increase in the near future. Removing interstate access points WILL increase travel times and only make more workers and businesses leave downtown. We can't afford to loose more.
- Under ground option for through traffic and exits north and south of the city within easy access of main routes
- Tunnels.
- Tunnel between Adams St., and north of 690 exchange to open downtown to development and beautification!
- Tunnel
- Try to minimize the traffic inconvenience while construction is underway.
- Try o integrate the design of the highway into the fabric of the city - make it an asset - not an eyesore
- Travel in and around the Syracuse area in the least amount of time and gas being used is important to me. Also I feel much safer up on 81, 690, 481 especially later at night than traveling through the city. I dont think the city could accomodate the increase in traffic if the overpass was taken down.Also where would the money be coming from as with all the state cut backs who would be footing the bill? I do not expect this to happen any time within my life time. The overpass is not the problem. Many things can be done to revitalize downtown and bring people down to shop and dine.When the canal system was covered up that was the first mistake that was part of our history and today it would be a great aset to the city and business developement. When historical buildings are torn down or left to fall apart that is a problem.When people come into downtown and rush to beat a meter before receiving a ticket that is a problem.
- Tired of people complaining that they might have to reroute their daily 'blow-through' of the city - slowing traffic and making more points of entrance into heart of the city is GOOD for the community.
- Thru Traffic! Safety! Less Cost!
- Thru traffic detour to I-481. Remove the elevated portions. Replace with at grade or depressed highway, roundabouts, etc. Consider long term sustainability. Good Luck!
- Though already acknowledged, the redesign of the I-690 interchange should be a priority. Along with that, improvements from Court St. thru Park St. would improve safety and benefit businesses in that area. Specifically, the Butternut St. on-ramp to I-81 N shuold be closed and moved to a location that does not impede exiting traffic at Part St. Considertation should be given to widening the stretch of highway from Butternut to 7th N.
- This survey was TERRIBLE - I have no hope in this process ! I-81 should be diverted AROUND the city. We need more/better development planning within the city - yes aesthetics

(beauty/pleasantness) are CRITICAL to BUSINESS ! Congestion/pollution/noise kills BUSINESS - better public transportation is CRITICAL .. for business/life in a modern city.. a good example of what is needed in Syracuse is the Creek Walk !

- This Survey should be called the Syracuse University survey to delete I-81 in downtown Syracuse. They have had 3 years head start to frame the situation to their liking. Now the SMTC and NYSDOT are RUBBER STAMPING their wish list and wanting to send the bill to ME. Make 81 larger and longer lasting with better materials (coated steel), with better on and off ramps in the City, or just do the necessary repairs & maintenance. Send the bill for anything else to Syracuse University.
- This region will not be able to compete in the 21st century if it continues to prioritize the desires of suburban motorists above all else. Syracuse badly needs mass transit and an improved pedestrian experience. Too many people live in exurbs and commute by automobile, making the city a less stable and livable place. Major employers on University Hill should seek to limit automobile commuting, and NYSDOT needs to consider progressive trends in transportation and urbanism when planning the future of Interstate 81. The middle of a city is no place for a freeway.
- This is an email I sent on January 12th through the website: Hi. I read through the website the last couple days and one thing I didn't see mentioned is a major reason of the congestion on the highways. It is the small streets that connect to the on and off ramps. Take for example the Adam's St. exit on I-81 south that goes under the viaduct. There is a backup of traffic there every morning because there can only be three lanes under the viaduct. That traffic is backed up, then, because the Adam's St. light ahead is very congested and that is backed up because of the congestion on Adam's St. itself. You just can't repair or replace or widen the sections of I-81. It has to encompass the surrounding "dump-off" areas as well. Another huge congestion area is Harrison St. making it's entrance to I-81 north. This traffic can, and often does, congest Irving Ave. Having another onramp option in the hospital area (or just north of) would be a huge help! An idea for the 81-690 interchange. I know it's much easier said than done, but the 81 south should intersect the 690 in the North Geddes St. area. Minding the Mall construction, this would take advantage of vacant fields just east of the Carousel Mall. The 81 should make it's turn south around the Bear St. area to make this possible. The idea would eliminate 3 major interchanges in a very small area and allow for widening of the 81 in the new area to allow for smoother interchange. Thank you, Bob Herman Syracuse University
- this is a step in the right direction. removing the un-natural barrier that divides the city would help bring a positive atmosphere to the city. i'd like to see 81 modified so that it's main purpose is to move people in and out of the city, and all through traffic routed around via 481.
- This is a huge project, and I take my hat off to you all. This process requires a good deal of time, and patience to complete, and you're off to a great start.
- think big. don't settle for less. devise a plan that will be the envy of other cities our size.
- There were several interruptions of service of I-81 last year. What plans are in place to rectify this since you are studying the I-81 changes which will interrupt service an equivalent way.



- There were questions about transit connectivity between downtown and SU. I live about right in the middle between Armory Square and SU hill. Walking to either place is easy but it's not something I like to do because it simply doesn't always feel safe, whether due to traffic during day and safety issues at night. I would like to see more development so there are plenty of attractions and thus people the whole way. That would go a long way to improving accessibility and image. Whatever you do, how are you going to pay for it??
- There should be more news about this initiative, about proposals being considered, and about related legislation and DOT activities.
- There is too much congestion on Harrison Street due to SU/Hospital traffic getting on 81 Northbound.
- There is just no need for this road, the city would be much more connected without it and it would not drastically effect travel times.
- There is a huge problem in the University/Hospital area from 3-6pm. Traffic gets so backed that people are stuck in the UH parking garages for as much as an hour because of traffic patterns and traffic lights. The I81 project will impact all SU University employees/students and Crouse Employees/visitors and especially University Hospital Employees. UH employees cannot get on Harrison street due to the traffic light on Harrison and Sarah Loguen. When ever there is an accident on 81N we are stuck in the garage for sometimes up to an hour.
- There has been little or no attention being paid to any negative effects to the Syracuse community that would be caused by re-routing 81 around the city via the present I-481. Existing interchanges would have to be modified and expanded therefore displacing residents and/or businesses. Additional noise and pollutants would be emitted in the vicinity of those not experiencing such negative issues at this point in time. It will be only a matter of time til "NIMBY-ism" will rear its ugly head from these individuals. If the existing viaduct was converted to a boulevard, then it would be a city street and have be maintained by the city at an additional cost. Traffic patterns may worsen since northbound traffic going west via I-690 would add to the congestion of its replacement. East to southbound traffic would also be hampered as well. The best thing would be to replace the structure with an upgraded interchange and a more multi-functional and appealing structure. For example, Figg Bridge company has a nice portfolio of urban bridges. [http://www.figgbridge.com/urban\\_bridges.html](http://www.figgbridge.com/urban_bridges.html) Another example is the highway structure featured in Landscape Architect and Specifier News, April 2009 issue. The Mission Creek Park North is a multi-use, residential and recreation area in San Francisco. While there happens to be a freeway running above the park, quality lighting attached to the undersides of the roadway and the stations co-exist with various plantings and facilities to produce a welcoming environment and a sense of "openness". This would be the best of both worlds, serving the people around the immediate area and the public using this vital link above.
- There are many issues with taking down the highway. 1. If it's taken down will the "low income" part of downtown creep up into the University area? Do they want that. It happened on the other side of the hill. It could happen there too. Or would SU students creep down into the South Side? Would that be good or bad? 2. I live next to the highway on the south side of the

city. The noise isn't a problem normally. People who live right next to it (me) have gotten use to it. 3. If you take it down, and make paths for people to walk I don't want people walking by my house at all hours of the day and night. When they walk by now they break windows. 4. I-81 is a huge part of travel in the city. When there are parts closed now, people move down to Salina to travel and it is CROWDED! Salina cannot handle that type of constant traffic. I would never be able to get off my street. 5. How long would this project take? What kind of congestion would it create? How big of a mess would it make and for how long? 6. Would houses be torn down in the process to expand? Many houses were torn down when the I-81 was originally put up. 7. I use I-81 two to four times a day. I travel to and from work on 81. To and from the gym on 81. If I need to go shopping I use 81. How much longer is it going to take for me to get to these places without the highway? 8. What is going to happen to traffic that is traveling through Syracuse on 81-N or 81-S. How will that work? 9. How much of 81 are you planning on taking down? 10. What is the purpose or goal you are trying to achieve by taking the section down? Save money? Bring together downtown and SU? Make the city look nicer? Traveling more efficient? 11. You mention sidewalks and bike paths. How about starting with making those first and keeping the highway. The whole city doesn't have sidewalks, or functioning sidewalks. In the winter none of them are cleaned hence not functional. 12. There seems to be concern with making the city better looking. Clean up downtown, update the buildings, USE the buildings. Fix the houses that are falling apart. Fix the roads that are falling apart. 13. I have lived in my house my whole life, 25 years. I do NOT feel safe walking around during the day let alone at night. Who is going to want bike paths and sidewalks somewhere that isn't considered safe? I hope these points and questions make you really think about the HUGE change that would happen with taking down I-81. Is there a chance it could be a good thing, maybe. Do the people who are making these decisions live there? Work there? Travel there? Talk to the people who it would effect 24/7, people like me. Good Luck.

- There are 2 options for the future of I-81: Tear down or replace. Before tearing it down, what are the possible alternate routes and are they better than repairing? In repairing I-81, replace with the same as currently exists or possibly move portions or improve in some way, i.e. longer ramps, more lanes, etc. and how do they compare with the previous alternatives? and expense. In my opinion, in order to "bring 'the hill' and 'downtown'" together, there will have to be some form of "rapid transit(s) (several escalators(?)), covering the "slope", because the "unwell" could not walk the hill to access the upper hospitals and the students will not walk the slope because of the time and effort to do so. I guess what is separating "the hill and downtown" is not so much I-81, as is the slope, a natural exercise which our society is too busy or prone to do. Thank you for asking. Ron Herrgesell SSG (ret) USAR, Desert Storm Ecuador 64-66
- The way the highway is now seriously divides the city and creates pockets of poverty. The roads under the freeway are difficult to navigate by car, and even more dangerous by bike. Many citizens of Syracuse and students ride their bikes in the area, and the lack of bike paths, or even automobile driver's awareness of bikes on the road is disturbingly lacking. Unfortunately, not much is being done to target these demographics for their input into the interstate planning. The congestion that results from SU event traffic coming on and off the 81 seriously impinges on

the ability of emergency vehicles to access Crouse and University Hospitals. Increasing public transportation options, and promoting it as a reliable service as well as improving the sidewalks and adding bike paths will definitely help the status of the City of Syracuse. Because of the disgraceful state of most of the city sidewalks, wheelchair bound people are frequently navigating in the open road. Bikes are forced onto the sidewalks, which interferes with pedestrians. Because the congestion is so bad around the on and off ramps, people are frequently turning right on red while pedestrians are crossing (even the Syracuse police do this frequently - what kind of standard is that setting?). Improving the infrastructure of the city is one of the first steps to attracting new investors and residents.

- The survey keeps referring to "improving" I-81. But that's misleading, as my understanding is that I-81 in Syracuse should be torn down. It felt like the survey was skewed toward keeping it.
- The SMTC should be doing the whole study.
- The SMTC & NYSDOT should consider that the inevitable demolition of the elevated structures of I-81 provides an opportunity to redesign the use of the land it currently resides on as well as redesigning the structure itself. Maximizing potential benefits of the demolition process through the use of 'Green' principles could vastly decrease the costs of the project while also improving the environmental impacts (primarily through storm water runoff) the highway has on the region. I would propose a scenario where the current elevated portions are demolished and redesigned recessed green highway is put in its place. This would allow improved connectivity between the University and downtown regions of the city by way of green overpasses yet still provide a clear view of the city for travelers passing through. Additionally, it could also be used as an opportunity to update the CSOs (combined sewer overflows) that lie under the area where digging would occur in a recessed highway construction project. The idea of a green highway is still a relatively new idea, especially in the United States. By utilizing such methods as permeable pavement and reprocessing the concrete used in the construction of the current structure, Syracuse would instantly be known as the first city with a vast green infrastructure. The potential benefits to the city economically as well as environmentally (especially through the benefits to Onondaga Lake) may be immeasurable. I have done some extensive research regarding this idea and it is one that I have heard no discussion about. It would also appease all sides of the debate on what should be done with these elevated portions.
- The selected alternative needs to balance the need to maintain commuting traffic through the City, highway safety and at the same time, this project should be a show case project that will add value for residents of Syracuse and bring people to the area.
- The section of 81 from 690 to Adams is very dysfunctional. I think 81 as we know it downtown needs to disappear, and downtown traffic needs to be re-designed across a number of existing and new surface areas streets engineered to avoid "choke points", unlike how almost all downtown workday traffic today tries to exit the city through a single intersection onto 81 at Adams/Harrison.
- The results from the I-81 challenge's survey include substantial bias created from the wording and design of the questions, some of which force a respondent to rate one of a group of issues

as "most important" even if the respondent actually disagrees with all of the issues in a given group.

- The ramp from rt 690 e to rt 81 s is very dangerous.
- The questions in this questionnaire cannot be properly answered until some options are presented. For instance if I-81 is to end at the Nedrow exit and I-481 as I've heard some talk about traffic on Salina Street would be excessive and further divide neighborhoods. Likewise if it is routed at ground level downtown it would separate University Hill from downtown even more than it does now. Present options please or we're going to have a dangerous traffic problem on our city streets.
- The purpose of the elevated I-81/690 is to provide an efficient means to travel with in the COUNTY. Removal of the elevated highway would put all travelers at a greater risk to their safety based on the history of what is happening in the city, and increase pollution in the city. The idea to remove elevated highway and create more pollution and travel time is counter to the GREEN thinking. Most of the I-81/690 travelers destination is NOT the city.
- The purpose of I-81 was to allow travelers an efficient and safe way to bypass the congestion of the city. Removal of the elevated I-81 would put all all travelers at risk of harm from shootings and muggings that are part of life on the city streets.
- The only way the elevated portion of 81 should not be torn down is if it is turned into an elevated park, like the old train line in NYC. barring that, this dangerous eyesore should be scrapped. Widen existing main streets, or turn the 81 corridor into a boulevard that goes through the city. I live in Syracuse, and could care less about the commuters who abandoned this city long ago. Maybe tearing down their crutch would cause some of them to move into the city, and increase the tax base.
- The NYSDOT and local governments need to get out of their mind on how cheaply they can reconstruct the I81 highway in the Syracuse, NY Area. They need to focus on safety and traffic congestion along with finding ways deal with the weather elements.
- The interchange at Harrison/Adams and Almond and the on ramp heading north I81 and the 690 interchange is dangerous and terrible. The whole elevated portion of I81 was bad from the start, ruining established neighborhoods 50 years ago. I don't know the solution but it seems tearing down the elevation is a good place to start
- The impact on everyone by delays in accessing Hospitals and ERs from all communities that the hospitals serve. How many will die and the economic consequences. How many will have longer recovery times from injuries and illnesses if I-81 is not there. What are the consequences if traffic is routed around downtown. How many people will not come or stop in Syracuse because it will take longer or be easier to bypass.
- The I-81 Challenge MUST consider I-690, as that interchange is most dangerous. Adding Exit ramps from I-690 at University was recommended by SDAT and would compensate for removing the elevated portion of I-81. Re-routing I-81 in an easterly route along I-690 and I-481 would be an expedient solution. The 10-question "forced-choice" section of the survey was difficult to answer satisfactorily.

- The I-81 area near Adams, Harrison, & Almond Sts. is extremely congested and unsafe for pedestrians, and there are a lot of pedestrians who need to walk around that area. There is too much vehicle traffic in this same area from the University and hospitals.
- The final cost should be weighted very high in the selection process.
- The elevated section of I-81 has contributed to an unsafe walking situation for students who commute by walking from downtown to University Hill/Upstate Hospital. Several resident physicians were struck by cars speeding down the I-81 off ramps last year. Moreover, the elimination of the highway (at least through this section of the city) would permit better communication between the university communities and downtown, helping to revitalize the downtown area. Finally, the noise and pollution generated by I-81 is what severely hampers people from moving from the suburbs back into the downtown area, another key in trying to revitalize the city.
- The elevated section is loud and unsafe and ugly. Turning it into a expansive parkway or underground network would be very beneficial to the city.
- The elevated portion should be removed and replaced with street level boulevard that improves walk-bike access to Downtown and University area with through traffic routed around City by way of I-481.
- The elevated I81 section divides the city, creates traffic problems, increases noise pollution, and is just unsightly for the city. Please find a way to remove it.
- The elevated highway is a physical and symbolic barrier. I commute to SUY ESF from Tipperary Hill and I drive through increasingly dilapidated neighborhoods until I cross under I-81 on Castle St. and into the University Hill neighborhood. Especially in that area, the distinct differences between the East and West sides of the highway are profound. On the West the residents are predominantly minorities, a significant portion of the housing stock is vacant, and those that are occupied are mostly rentals. In addition to the residential buildings there are factories, empty weed-filled lots and a few small stores. From this side, the University is visible up on the hill; but it is the back door of the University. The Universities turn their back on the West side. The crossing points from one side to the other are winding, hidden and difficult to navigate. They are the kinds of roads that make drivers wonder if they took a wrong turn. Underneath the highway it is dark, creepy and again seems like a place that people should not be driving. There are no signs that say "Syracuse University this way." Although this may not be intentional, the message is clear: stay on your side. There is a huge opportunity here to connect two fractured parts of the city. There is a lot of potential on the near West side: historic housing stock, open space, parks, Onondaga Creek, and proximity to nicer neighborhoods. Removing this barrier (I-81 in its current form) is the first step in making these connections. My suggestion is one you've probably already heard: route thru-traffic around the city on 481, lower 81 and turn it into a collector street with reasonable speed limits, bike lanes, and sidewalks.
- the DOT has not shared their vision and plan. I81 as it stands now gives immediate access to different parts of the city including hospitals and SU. To reroute traffic around the city via 481 or 690 would create a new host of traffic problems. How can we consider making it more difficult

and longer to get to the hospitals with out putting people at risk? The only reasonable solution would be an underground tunnel giving travelers the same access or leave well enough alone.

- The current configuration is dangerous as well as destructive to the property values and possibilities for development in downtown. I would favor redirecting the interstate onto the current I-481 route and turning the section of the current I-81 which is elevated into a true urban boulevard designed to encourage pedestrian safety and attractiveness as well as allowing a free flow of auto traffic along the Willow St. corridor and then reconnecting to the current I-81 near Pearl St. That stretch of the current I-81 which would then tie the downtown boulevard to the norther suburbs, I-90, the airport and finally to the section of I-81 north of the current I-481 north interchange should still exist but should be treated as a spur with a new name.
- The concept of improvement, as I have heard it, involved lowering 81 to street level in downtown Syracuse and adding traffic light/lights to an interstate highway, stopping traffic in both directions. This is to be done in order to, supposedly, improve the connective corridor between the university and downtown, as well as to encourage access to downtown businesses. This idea is ludicrous in the extreme and I am strongly opposed to it. It doesn't appear to have been thought out at all in terms of how it affects the traffic patterns of this city and region. I fail to see how having 81 at street level will improve the connectivity between the hill and downtown as traffic will now have to cross 81 instead of crossing under at multiple points. Any traffic stoppage on 81 is a bad idea and will ruin one of the few selling points that the Central New York region has, which is quick travel times.
- The city with the most snow in America does not need remove I-81 to travel down city streets that are not maintained as well as the highway. The pot holes this time of year are horrible and not maintained with the amount of traffic that exists now let alone diverting all of the I-81 traffic, The recent flooding occurred on many city streets and traffic was backed up when I had to drive thru the city but once I was on I-81 I was able to continue home.
- The City needs to take down I-81 and re-establish routes that use viable City streets. Urban developers need to widen sidewalks and green areas to entice walkers and bike riding. I'd like to see S Salina Street as a green mall walkway. I'd like to see a better solution for accessing Erie Blvd in the center of the City. The fountain/skating rink appears to have been designed by someone who studied Albert Speer. I like the idea of removing I-81 and pulling the City back together. As a business owner on the Northside, the City is divided and not in a good way.
- The area under I-81 is a blighted ugly site which, without the elevated highway, could be redeveloped in a much more creative way.
- The (currently) elevated portion of 81 is still the most direct north-south route. "Making the loop" via 481, or 481 and 690, adds 6 to 8 miles, and 6-10 minutes, per trip. For a commuter, this is significant. For a commercial operator, whose vehicles may use this route multiple times per day, it becomes huge.
- Thank you for your efforts and please be bold in your decision making. We have a wonderful opportunity to improve our Syracuse community through this process.

- Tearing down the elevated section seems like a great plan to open up downtown, but keeping traffic flowing smoothly through downtown should be a very high priority. On the other hand, the view from outside at J. Ryan's is unique, watching the traffic flow by overhead.
- tear it down.
- Tear it down.
- tear it down and build a tunnel for it. then put in a park sort of like central park but on a smaller scale where it used to run and hold events downtown there so you don't have to close other city streets.
- Tear it down . You have 481
- Tear it down
- tear down the viaduct...either drop 81 below grade or just utilize 481 for thru traffic
- Tear down the Bridge. Make a multi lane road so thier is good access to the SU Campus for games and easier access to the hosiptals. The highway should end at Salina street.
- Tear down I-81 and I-690 near/around downtown. Route through traffic onto I-690 and provide easier/better on-ramps from downtown to remaining sections of the interstate.
- taking it down just seems crazy,inconvient and like back to the days of urban renewal debuckles of the past . Just ask anyone who lived throught the process in Fulton and what it did to their city. This last fall and winter when traffic had to go down 481 duirng rush hour it was a nightmare that road could not handle all the traffic!
- Take the highway down. Depress below grade. Provide grade level connections between downtown and University Hill.
- take the bridges down, we can't afford to rebuild them
- Take it down. Its ugly noisy and divides the city. It would be great to put it underground if possible but if not change it to a broad parkway at street level with bike paths and pedestrian walkways.
- Take it down, remove it, bring the city back together...
- take it down!
- Take into account any existing/future developments at Destiny, Carousel or whatever they want to call the ugly box. Also, what capacity needs may be in store for I-481 should I-81 be eliminated in the city.
- Take down the elevated section. Reroute I-81 onto I-481. Build the remaining loop section of I-481 to connect it to I-690 on the west side of the city. In the city, build a new grade level city street along the current elevated I-81 corridor. Make it look nice. Include perdestrian walkways and traffic signals. The cities down south do it all the time. NY should learn from them.
- Take down the bridges as we can't afford to rebuild them
- Syracuse is badly in need of a dedicated arts facility, accessible to all; a common place where dance, theater and music could have a permanent space, with parking. What a perfect use of the I-81 area, should the highway be taken down.
- SU involvement is vital; they currently lead by example. I-81 city line to city line should be a local, not a thru route. Non local traffic should go around the city; make it happen by good planning. Currently i-81 divides the city. Make it a boulevard with frequent parks, crosswalks



over/under it to reunite the city but 40 mph limited access for quick commutes in and out of downtown. Consider Onondaga Creek for greenspace, creekwalk, bike from south and similar entry from N, W and E.

- Study example in San Francisco on the waterfront that removed elevated highway; study example in New York City on the West Side that removed elevated highway. In my view, both significantly improved many of the issues asked about in this survey.
- Stop calling I-81 a barrier I walk under it many times a week without problems, a 4 lane boulevard would be a huge barrier. Proper maintenance of the roadway drains needs to be included, the current system is not being maintained
- Starts with the premise that recognizes that Rt. 81 should no longer intersect with the City. All planning should revolve around solutions to highway traffic flow given this essential basic premise.
- Spend the money it will take to repair the highway so it will last another 50+ years. It's too important to the life and economy of Syracuse to ever consider removing even a portion of the highway. I'd like to see the elevated section through downtown and the University area remain elevated. We use it every day and would be very unhappy if it were closed.
- Speed to fast going thru the city - needs to be more reasonable, especially thru the hospital areas.
- something needs to be done so that the city isn't dived like it is now and more attractive so people will want to spend time downtime
- Something needs to be done about the safety of traveling under I-81. Recently, we had debris fall off 81 and nearly cause an accident as cars avoided it. It is also very disturbing how often people run the red lights under 81, often blocking the intersections, because of the timing of the stoplights and back-up getting onto the ramps. I have lived in Syracuse less than a year and I-81 in downtown Syracuse is one of the worst set-ups I have ever seen in a major city.
- Somehow balance improving the integrity/livability of the city core with safe and efficient traffic flow to/from the city. Routing through traffic to 481 is worth exploring, as is more pedestrian city core (as in many European cities). And all within a limited budget. Taking down 81 elevated highway is very appealing - is it feasible? (San Francisco did it, quite successfully.) Can you give the public some examples of what other cities have done?
- Some of the questions are set up in a manner which makes it difficult to obtain a valid reply. Allen Kosoff 472-3711 akosoff@verizon.net
- smart construction plans. We all still need to get to work while the "big dig" or whatever construction project gets implemented.
- Since the vast majority of traffic on I-81 is local, the challenge that the I-81 re-design presents is primarily how to route and manage local traffic. I would argue that the best way is definitely not to funnel it all onto a limited-access highway designed for through traffic. Please look into modifications of the surface street network as an alternative to repairing/raising/lowering/burying the eyesore we currently have. Improving surface streets and sidewalks, ensuring multiple routes from any given point A to point B, changing how



stoplights are timed, making some streets one-way, possibly adding lanes to others - there are tons of options to consider.

- Simply put... "Tear it down!!"
- Safe efficient highways are an important tool for community growth and business expansion.
- Rte 81 should remain elevated but be widened to allow for more and safer traffic with less congestion. To build a tunnel would be too expensive and to use surface streets would create far to much congestion. It would take over an hour to get home as it did before Rte 81 was built.
- Rt 81 is a key to area, regional and national transportation needs. While it is important to now look at future plans for the elevated parts of Rt 81 in Syracuse we cannot simply turn back time and put cars, buses and trucks back on the streets of downtown Syracuse even as we push interstate vehicles on to local streets or on to Rt 690. Grid lock will become a new way of life even before the winter weather arrives. Almost all bridges on Rt 81 are rusting more and more and now might be a good time to rebuild these bridges out of some kinds of salt resistant composite wood. Whatever plans happen the costs of keeping our interstate open will be high and costs should be the most important factor.
- Route 81 through syracuse should be improved not removed.
- Retinking I81 is a rare opportunity for Syracuse to establish the framework necessary to reconfigure itself from an almost exclusively auto-focused habitat (vast areas of asphalt surface parking, extreme-width roadways and no visually effective crosswalks) to an interconnected collection of green spaces, in a walkable and bikeable city where people want to live and visit to enjoy themselves and spend money.
- retain a focus on the future of the community and hold firm with a vision against short-sighted and provincial interests
- Restore the beauty of our city and require use of 481 bypass. Tear down I-81 thru the city and rebuild a ground level avenue with shops and TREES.
- rerouting traffic away from syracuse, and creating a "boulevard" would increase congestion, pollution, fuel consumption and bring potential traffic away from the downtown area. we need efficient, safe highway transportation updated to be more efficient but still the same idea. change for the sake of change is a bad idea. this area has made bad decisions in the past (ie; the baseball stadium on the northside) Urban areas and highways go together. Removing the highway from the area will only create more congestion, while making it increasingly more frustrating to get around. This in turn will cause people to have to purchase more gasoline, and will actually cause less travel into the city for goods and services. If we want to remove our thoroughfares and turn our town into a smaller town vibe, somewhat like Auburn, this would be the first step. Is that what we want? I beg to differ. We are at the crossroads of the state and need to take advantage of that. not remove it because it isn't "pretty".
- rerouting 81 just to the west of DOWntown would solve many issues
- Reroute thru traffic north and south around city center, use 481. 81 should be a local boulevard, not a city divider. Provide motor free bike, walkways to enter city center.
- Repair or replace. Out of town travelers can drive right by downtown Syracuse as see our city. Why bypass 81 and send them around 481? 81 makes it much easier to get around the Syracuse

area. Please do not remove. Too much money to put underground. Please leave as is with some safety improvements. How can 81 "divide" downtown when you can easily drive underneath the roadway. Got to Chicago, NYC, other places with elevated highways...no divide of communities, etc...

- Removing the the I-81 overpass and reducing it to a boulevard-type roadway would really hamper traffic flow through the city and would only add to the physical barrier that currently exists. We should look to improving East-West traffic between Downtown and the University Hill and find a way to reduce and redirect the local traffic that flows beneath 81. I would also hope that we would look to connect 481 and 81 south of the city to the West side of the city as well to complete the circle. I find it very frustrating that I have to travel so far East when I am trying to go West when coming from the south of the City of Syracuse. I also am concerned with rerouting 81 around the city as I enjoy both the directness of 81 in its current form as well as the view of the city from the elevation of the overpass. During Syracuse University events, I find it terribly troubling to sit in traffic for 45 minutes because the City's Police force has no handle on dealing with the influx of fans coming and going to the game. Has 81 divided the city? Yes. Has it had certain negative effects on the city's growth? Yes. However, I feel that engineers and architects can utilize alternative building materials to make the overpass more transparent and I think the city could certainly invest in ways to camouflage the barrier, whether it is through lining the sides of the highway with buildings or masking it with landscaping. I spent the first 22 years of my life living less than 100 yards from Route 81, north of the City and have come to terms with the noise and air pollution and its effects. For me, it was my life blood from getting to and from the City and in and out of the Region being so close to the 481, 690 and I-90 interchanges. I actually find it frustrating that 81 was displaced by the Airport and was forced to go around the complex. I would have preferred a more direct North-South Route that would have bypassed the downtown core of the city but ran close enough to it that it would not impact the general urban flow of traffic and would continue to be accessible.
- Remove the elevated section of Rt. 81, Construct a road similar to St. Rt. 33 in Buffalo, at ground level (with synchronized traffic lights), Rename I-481 to I-81 and use the bypass as the main highway for Syracuse. There have been numerous studies linking cross-city highways with urban degeneration and blight. Removing the highway from the City itself will have a remarkable effect on our quality of life. Since 481 is already designed to be a bypass for 81, there would be very few downsides to this action. Additionally, it would cut project costs immensely.
- remove the elevated road.
- Remove I-81 from downtown and merge traffic to 481 while maintaining a large enough corridor for downtown employees to commute to work. Within the new corridor focus on improving public transportation for the region as well as focusing on ease of movement for non vehicular transit (bikes, people walking, etc) Work with city officials and departments to encourage redevelopment in the downtown that focuses on a variety of housing (low income, medium range, high end) as well as mixed use development to create a more vibrant corridor/downtown that will inspire new industry/growth

- Remove elevated sections and replace with street level boulevard with cross streets and traffic lights at major east west cross streets with 35 mph speed limit. Include pocket parks and bike lanes. Build I-690 west ramp from I-81 south. Complete I-481 loop around city's western region.
- Remove elevated 81 through the city. Either go under or re-route...
- Redesigning of the downtown interchange to make it safer for cars transferring to and from I-81.
- rebuild existing roadway
- Put it underground & install green spaces above
- Provide smooth bypass around City for I-81. Retain I-690, and perhaps I-81 north from I-690. Reroute I-81 onto current I-481, and reconnect east-west cross streets in former I-81 corridor.
- Prioritize the people and businesses of the center city Syracuse, not the suburbs in this decision. Also-Syracuse has a huge potential for bike commuting-low traffic and wide streets. Please consider making a separated bike lane part of i-81 to entice commuters with alt-transportation. The elevate i81 is a blight and no one wants to live by it. I don't feel comfortable walking under it at any time of day.
- Possibly look into <http://congestion.kytc.ky.gov/superStreet.html> Super Street design
- Please, do NOT put this underground. I have traveled using underground roads and they are atrocious--no room to pull over when you have a breakdown/flat tire; and look at all the issues with the Big Dig in Mass!!! Tiles falling on cars, etc.
- Please take into consideration the amount of people that use the I-81 in and near the Adams St onramp. It is a necessity to the downtown workforce.
- Please take into account the potentials for multiuse and multimodal integration with any plans. Consider that anyone traveling through Syracuse on a high speed roadway (above grade)is not paying any attention to impact to the people below. I have direct experience with this impact - excessive noise and speed, plus acelleration/ decelleration noise.
- Please re-route I-81 on what is now I-481 (making it I-81), tear down the elevated highway, link Downtown to the Hill and nearby neighborhoods. You'll need to improve I-481 to become I-81. The route of what is now I-81 north of downtown can remain a divided high speed highway between downtown and Cicero. Perhaps that spur of I-81 from Cicero to Downtown can be renamed I-481. Think this through and please, please, please don't repeat the mistakes that were made when I-81 was built through the city. We particularly do not need merge-or-die interchanges. That will be an advantage of having I-81 go around the city (on what is now I-481).
- Please remove the overpasses, it will brighten all of downtown. Improve mass transit from the suburbs and connect surrounding city neighborhoods to downtown with bike paths and walkways that will allow safe pedestrian travel. Look at how popular the trails are at Onondaga Lake and imagine the same from each city neighborhood to a bright and beautiful downtown. We should focus on being a walkable city and that begins with removing the hideous overpass.
- Please remove the elevated sections of I-81 from our community. This highway divides our city and we need to foster a sense of community in Syracuse. Please consider moving the highway to another location, preferably outside of the city. We need to reconnect downtown with the

University Hill, increase our sense of pride in our community, make the I-81 corridor a safe place to walk and bike, and encourage local business development. Everything else on this questionnaire is superfluous.

- Please lower the section of the highway going through the Downtown and make it into a parkway. I would want the new parkway and streets to begin at the borders of City limits - no highways on the inside, please! Please consider historic preservation of the neighborhoods and buildings/architecture, as well as the efficient and economic uses of the roads, but above all, the people in the community and the quality of life impacts on Syracuse.
- Please look how I-83 seamlessly integrates into the City Street system in the City of Baltimore. This is the perfect example of how 81 could transition from an elevated highway to a City boulevard. 481 would handle traffic looking for points north fo the city.
- Please help increase the inter-connectivity between the campus hill and downtown and make the land around the current I-81 more desirable!
- Please get rid of the elevated I-81 altogether. When I first heard of the concept several years ago from Van Robinson, it immediately struck a chord with me as being an outstanding idea. From the moment I came to Syracuse in 1977, I-81 has always seemed to be very poorly designed and thought out. It needs to go. We can do better. And we must.
- Please get rid of the bridges and route I-81 through traffic onto I-481. It is time to undo a bad, bad mistake from the "suburban renewal" past.
- Please don't remove this vital expressway through the city. A raised highway is by no means a dividing wall between areas in the city but is a great conduit for commuters, tourists, and business and industry travelers.
- Please do not leave a half-built road as was done in 1968. Have full interchangeability between I-81 and I-690 in the downtown sector. Re-examine connector ramps for length between these two highways. Revisit the issue of expanding I-690 to the eastern suburbs instead of dumping traffic onto NY 5 and NY 92.
- Please consider the affect of I-81 changes not only to University Hill but to the surrounding neighborhoods from the south side to the north side.
- Please consider safety of those individuals who walk under 81 in downtown Syracuse. I walk back and forth between University Hospital and my office (Townsend/Irving) on a daily basis. I have had numerous close calls with traffice that is exiting 81.
- Please consider protecting historic structures.
- Please Consider Local Electric Vehicles (LEV) and Neighbourhood Electric Vehicles (NEV) speeds and use as well as bike and pedestrians into the design.
- Please beautify this city. We have so many resources and chances for improvement. Please don't miss this oppportunity like we did with the new baseball stadium.
- Please adopt some progressive transportation design strategies for the successor to the I-81 viaduct. A richer and more readable surface street network (grid w/ round-a-bouts, etc.) might disperse traffic more efficiently as well as provide economic development opportunities now squandered by having high-speed traffic through the center of the city.

- Planning should take into consideration the environmental impact of having this pollution generator in the middle of the city
- Plan to divert as much long-distance traffic off I-81 to I-481 -- might even be worth looking at "subsidizing" circumventing the City, even if that were done by making "through (the City) traffic" even slower than it is now.
- plan some better ramp from 690 E to 81 South.
- Piggyback I81 over existing Erie/Lackwanna right of way from university station to just north of the transportation center. Interchanges would be needed for SU/hospitals and 690/W Genesee St. This would connect east/west downtown and keep quick access north to south.
- Perhaps some type of outreach to people who are unlikely to otherwise be involved?
- perhaps a high volume route to the university and hospital area off 481 from the south(over the hill by skytop) would ease the congestion around the Adams St Exit and 690 merge on 81 S? Tough problem to solve no doubt.
- perhaps a combination of overhead and street level construction should be considered
- People passing through the city should go around, not through it. Make them pay a toll to go through the city and put the money towards the city repairs divided among all types of transportation. It shouldn't take me an hour to travel by bus from Tipp Hill to Syracuse University. You can travel up to 20 miles on a bus in an hour in any major city, why not Syracuse. I would like to take the bus and would ride my bike to school if I felt safe enough to do so. Cars and people scare me for bike riding from Tipp Hill to Syracuse University.
- Now or in the future, the 81 corridor is a significant feature of our environment and does and will impact the downtown, university and area. I believe that the interstate system and I81 through downtown has had a largely positive impact on Syracuse and CNY. I'm interested in what the economic impact of a system utilizing Rt481 would be. I'm interested in seeing the new I81 planned with strong emphasis on facilitating the development of the downtown area. I'm interested in seeing a new I81 positively impact our city, our residents, and our businesses in ALL ways possible.
- Now is the time to remove I-81 from the city. Removing it will revitalize the city. Moving it will let people find out what the city has for them. Removing it will stop the divide between the city and the University. It will perhaps bring people together again. Right now it acts as a wall-- closing in the inner city and dividing the people.
- Not only important to consider connectivity between downtown and University Hill but the connectivity between city neighborhoods currently bisected by I-81 -- Southside to University Hill/ Eastside for example
- Not certain how to get information to the masses these days, I understand there are way to many communicating options out there but I rarely hear anything about this issue. The Challenge came up as a topic in a course I took last summer and it was fascinating. But I have to seek information, via google and now email blasts.
- not all have internet use... not sure the word is getting out about these meetings in an efficient manner for those who are not internet savvy.
- None

- Noise is a huge issue! There are 4 huge apartment towers right next to i-81 and there is a ton of NOISE pollution from i-81. There are also several medical complexes nearby that are definitely affected by the noise. This needs to be addressed! It clearly divides the university area from the downtown area.
- My preference for I81 would be an underground highway through downtown, must like Boston. I realize this could be the most expensive option but it would also merge downtown with SU above the highway. However, the merger should be a lower priority than my first priority: maintaining fast transit and easy access to downtown and the university. A stop-and-go road or the use of 481 are the worst possible options. Another raised highway is far more preferable. The Syracuse economy (downtown) and SU depend on easy, quick access -- which the raised 81 has provided, despite its shortcomings.
- My main concern is the congestion in and around the medical center and the University Hill area. It is a challenge getting out of the parking garage and getting home every day. I sometimes avoid doing things after work that necessitate getting on the highway because it is so congested. I try to use side streets whenever possible and avoid the on ramps. More and more development is happening on the hill (SU and Upstate) without regard to the impact on the traffic.
- MUST have direct access to/from SU event parking. Need a huge parking garage between the dome and 81 with ramps between the garage and 81. Take that traffic off the city roads and give the majority of attendees a single parking location instead of random small lots everywhere. We actually need MORE exits in the city. If I want to get to SU campus, I end up in stopped traffic on 81 (unsafe) at Harrison/Adams or go all the way to the Salina exit and have many turns and stops on the way. There are too many multiple ramps without proper lane allotment: 690E to 81S & Harrison/Adams from 81S; Almond/690 on 81N; Suicide Squeeze at 690W/Pearl to 81N; etc. I'm not sure that 481 is viewed as a bypass around the city. I see a lot more attention given in other cities to directing through traffic to the bypass road. But I don't feel 481 is given the proper advertising as a bypass. Stopped traffic on 81S approaching onramp from 690E and then Harrison/Adams exit is HORRIBLE! I imagine even 1 extra lane there on 81S would make a world of difference. There isn't much effort in the city to actually move traffic away from the 81 exits once you are on city roads. This makes traffic backup very quickly to the highway during events/accidents/construction. Information is severely lacking to direct traffic to popular areas of the city. Any city I've remembered as "nice" have good signage to the large, central (and not seedy) parking area/garage right by the attractions. (Yes, Syracuse has "ample parking" if you pool all the scattered tiny lots and street parking. But we need garages that everyone can count on every time they visit.) I am happy to participate further in conversation: tomfazzio@gmail.com
- Move I-81 out of the heart of the city and end the automobile fueled segregation of Syracuse into the University Hill area and downtown! I-81 has been a travesty of a highway since the day it was built.

- most large cities have a main interstate running through the city as well as a loop (481). I feel that an interstate is not the main eye sore of the city or that it divides the city, there are other issues at work in that department.
- More advertising is needed in order to educate the public about the plans well in advance of starting the projects.
- More access to and more mass transit coming into the city. This would help eliminate some of the concerns of those living outside the city and coming in to work or shop.
- Many of your questions are difficult to answer without the mention of constraints and/or conditions. When 81 is free of construction impediments the downtown interchange is remarkable in its efficiency. I have much more to say, but there is no room here.
- Making changes to I-81 may be more destructive to the downtown area. SU concerns to improve I-81 would be the least of the city's concerns especially since they do not pay taxes on the large amount of property that they own. All big cities have traffic issues. Look at Boston - it doesn't stop people from going there.
- make it work..exits are not designed for the immediate downtown area...look at other cities, like Rochester that has an inner loop to make travel faster through the city.
- Make it baller!
- Maintaining I-81 through downtown Syracuse is essential to those who commute to downtown, the Hill and hospitals for work, especially those who commute from outside Syracuse where public transportation is not an option.
- made of materials that hold up against our weather and salt use. Less pot holes!!!! Have an inner and outer loop like Rochester.
- Looking at the old 15th ward, the boneheads should have never built I-81 through town. Now use half of the funds to re-educate the grandchildren of families destroyed by urban blight in order to break the chain of drug use, single parent families, gangs, and alcohol abuse. Route 81 has become a superhighway to the heart of CNY with a mainline of drugs and drug-killers from New York City. It is as efficient to move drugs to CNY as it is to move other consumer goods. Some of the money should go to local law enforcement to help them cope. Put scanners up to track perpetrators' tag numbers for starters.
- Look to Minnesota and how they conduct business
- Look at Indianapolis.
- Living in CNY is great due to the relative lack of traffic and ease of accessibility of services in the city. Putting a barrier to people from the suburbs by prolonging the transit time would be bad for the businesses in Syracuse. University hospital as the major employer in Onondaga county so prolonging commute time for those employees again makes working in Syracuse more difficult and will hurt our ability to appeal to a broader audience as a place to live and work.
- Light rail system
- leave the city in tact and move around it rather than split it
- leave it elevated, make the Adams exit and entrance (cross over getting on 81 north going to east Syracuse, Bvill and Liverpool) safer.
- Leave it alone, it ain't broke.



- Knock down 81 coming into the city allow people to either access 481, or drive through city
- Keep your eye on the road - don't be so distracted by these "other agendas".
- Keep the traffic moving on 81 in a fast efficient manner... Do an elevated section or recessed... Don't do the boulevard approach!
- Keep the raised road. Repair and rebuild it was needed. Improve existing interchanges and possibly add new interchanges downtown.
- Keep the I-81 link through downtown! What it looks like I'm not as concerned about.
- Keep it safe for drivers. I know someone who was traveling south on 81 between exit 18 and 17 at night when someone through a brick at the car from the side of the road. If they plan on making 81 ground level there has to be some sort of wall to protect drivers from delinquents that live along the highway.
- Keep it cheap and efficient. If rebuilding I-81 is significantly cheaper than any other option, then that is what we should choose as it works as is right now. If we can get a better result for the same cost, then we should consider those. Overall the US economy (and Syracuse) can not handle more expenses and higher taxes. Think of the future debt we will be putting on ourselves and our children before wasting money to "beautify" the area. Thanks.
- Keep it as it is. Many cities have highways through their citries. Look at Charoletad also Jacksonville If not left alone vehicles from the south will be getting off Cortland to go on 41 to go west. also rt 481 and 690 could not handle all the trafficgoing into the city
- keep clinton street one way south, and make salina street one way north. they already line up with 81.
- KEEP 81 THE WAY IT IS!!!! 81 is a necessary part of life in this area. The only ones that will profit from destroying 81 are a few people who have invested in property around the area. Everyone will lose out on travel time and will be paying for something that is unnecessary and unwanted by most people.
- Just rebuild it the way it is, maybe better exits and entrys.
- I've submitted my proposal at the I81 Public Meeting at the ONCenter. The boulevard option, although most asthetically pleasing is a bad idea from the standpoint if you're coming from north of the city and need to get to the Hill Hospitals and S.U. The worst part about the boulevard idea is the commute out of downtown will get infitessimally harder and traffic tie ups will extend for miles on 81 from Liverpool and 81 from Dewitt and Tully.
- It would take me twice as long to get anywhere if the highway were taken down entirely. That means my car is running longer and there would be more emissions because of it. I literally use the highway to get anywhere. When there's an accident or construction and I have to take the back roads home or to work it takes twice as long at least because everyone else is taking those roads, too and each green light through downtown doesn't let nearly enough people through to relieve the congestion. Not to mention the buses picking up and dropping off on State St/Fayette. I've been almost hit a couple of times because they just pull out (although what choice do they have since there's so much traffic?).
- It would be nice to demolish I-81 bridge that cuts through the City of Syracuse; 690 already divides the City.



- It would be detrimental to the City of Syracuse, particularly downtown, to re-route I-81. Most cities would prefer to have a major highway traveling through (I-87 in the Southern Tier just completed its multi-year project to elevate the highway). Just because I-81 in Syracuse is dirty and aesthetically displeasing does not mean it should be removed - it just needs to be redesigned to be visually more appealing.
- It should NOT go straight through the middle of the city!
- It is extremely important to choose an option that will stand the test of time.
- It is already nearly impossible to drive from the west into University area during am/pm commuter hours. Getting on 81N from the University Hospital parking garages between 4:00-5:30 pm can take 30 minutes or more. Any plans for 81 need to consider the sizeable commuting population for this area.
- It is absolute nonsense to put I-81 traffic on Syracuse city streets.
- It absolutely should not be an option to close off through traffic through downtown. Rerouting traffic is a horrible idea. Creating a tunnel is the only way to both beautify the area of the corridor and make use of the surface area for alternate use and also continue the normal traffic flow. Tunnels have been done successfully throughout the country. Any additional upfront costs would be well worth the expenditure. I would support increase taxes to enable the tunnel option.
- Inclusion of Public Art and Landscaping.
- In this survey you refer to connecting downtown with University Hill. What about the neighborhood around Dr. King Elementary, etc.? From talking to people who grew up there before I-81 was built, I understand that it decimated that community. Even sections of Pioneer Homes are divided from other sections by I-81. There are lots of other factors that affect that community, but I-81 is definitely a negative factor. Also, we need transportation alternatives for ALL people, not just the young, low income, disabled, etc. It's only been recently that we have come to think of transportation primarily in terms of motor vehicles. Historically, and still in major portions of the world, transportation has to do with walking. And I think a great more-recent form is bicycling. Here in the US look at the example of cities such as Portland, Oregon. In Europe, look at Amsterdam and Copenhagen as only two of many great examples. Syracuse is not very user-friendly--in the I-81 corridor and elsewhere--for walkers or bicyclers.
- In terms of traveling through downtown, the elevated section of I-81 is the quickest way to get through Syracuse and to get in and out of the city.
- In order to save downtown, save the city, and save the region, the best possible option would be to redirect all through traffic to an upgraded I-481, which would allow for the existing I-81 that cuts through the city to become a world-class ground-level boulevard with "express" (interior) and "local" (exterior) lanes. Divide the traffic up: two local lanes in each direction, three express lanes in each direction. Clearly-signed and controlled crosswalks, along with walkways in the boulevard 'median' (where trees would be planted, too) would make it pedestrian-friendly. The traffic going through "I-81" that runs through the city would be greatly reduced by redirecting to I-481 and allow for only the traffic going into & out of the city (the city as point of origin/destination).

- Improving the economy of downtown Syracuse and the integration between the university and downtown is of utmost importance. The economic health of not only the city but the region is tied to the economic well-being of downtown Syracuse; that can only be helped by making downtown a more inviting place to come to and to live. As it is now, I-81 presents a barrier between the city and the university that no amount of bus routes or pretty paint can overcome. Travel in and around Syracuse by car is not a problem; far larger cities have fewer highways and do just fine. Any notion that the elevated section of I-81 helps the Syracuse economy is patently false: the last 50 years of decline are a testament to that. I-81 has only helped flight to the suburbs. I think the only people that would really like to see it stay are people living in the suburbs. However, they do not spend much of their time in Syracuse, nor spend much of their money here, and so I don't think their arguments should hold much weight against people that actually live (and work) in the city and university. From a 20-something year old Syracuse University alum who currently lives in the city, there seems only one solution to me: TEAR DOWN I-81!!! I think 481 would serve the city and region quite well as the new 81. For access to the Carousel mall, the northern section of the current 81, from the mall north to 481, could be kept intact as the new 481.
- Improved safety of crosswalks/pedestrian traffic on the cross-streets below/around I-81. I work at University Hospital and have to walk to/from UHCC at Presidential Plaza- several of my colleagues have been struck by cars while crossing the street over the past couple of years.
- Improved pedestrian access between downtown and eastside/northeast side. Improved pedestrian crossings at intersections.
- Improved parallel routes at North and South end of city for commuters and vendors to ease anticipated congestion of businesses/employees located within the city that depend on I-81 currently.
- Improve the ramp from 690 East to 81 South - cars need their own lane. Personally I don't like the long stretches of elevated areas. That's why I drive 481 more. Feel more secure when I'm on the ground!
- Improve elevated highway but do it in a way that is architecturally pleasing.
- Immediately close I-81 north of Brighton/south of 690. except for exit-only on Adams. Eliminate the raised roadway between these two points. Long range make this stretch a ground-level 2-4 lane roadway of some type
- I'm not sure how your software works, but I don't think that the "Most Important/Least Important" section is the best way to get information. When given some of the choices together, I was forced to say something was least important to me even though I still value it more than some other choices that were given later on. For instance, I once said improved transit was least important to me even though I think it is very important for the future of our community and economy. I think maybe just picking the most important choice out of the 4 would be more useful and less biased. I think having it this way forces people into giving expected or predetermined answers.
- If you close 81 you better add an extra lane to both 481 and 690 so those roads can handle the extra traffic. The 690 off ramps to the city will be so busy traffic will back up into the mainline

causing gridlock. As with the 81 dividing the city, didn't the rr in 1900's divide the city. It runs parallel to 81 from the south to almost Adams Street ramp. I can't believe they aren't complaining about the rr tracks dividing the cemetery from the south side of the city. If 81 ends at Adams Street, Adams Street would be rebuilt and it would be even more lanes wide for the pedestrian traffic to cross. It would require longer traffic signal crossing times, further slowing down the traffic exiting the highway.

- If we as a community value generating more tourism and general traffic to the region, we should keep the elevated highway through the downtown area. Most cities with highways bisecting the metropolitan area are exciting and create a greater draw than cities that don't. We are proud of our city and we want to show it off to all those who travel the I-81 corridor. If we beautify the downtown area and increase business and downtown trade, the elevated portion of the highway will act as a major source of marketing as people can see all of the things they might want to do as they drive through the metropolitan area. Not to mention it's really really cool to drive on. I hope that we decide to keep the elevated portion of the highway. It's one of the more aesthetically pleasing aspects of the city.
- If there is a way to reconstruct or renovate the I-81 bridge to provide for easier and safer pedestrian crossing to and from the Downtown Area and to and from the Hospital and University Areas. Also to control the noise and air pollution problems on the I-81 Bridge.
- If the traffic that is currently traveling on I-81 is routed around the city, it will be more difficult to get into the city. In that situation, I will travel to the city less to eat at restaurants and visit attractions.
- If the street light bulbs are not going to be replaced when they burn out, TAKE DOWN THE POLES!
- If take down I-81 and create a "boulevard" atmosphere, it would need more traffic lights, adding more time for those who travel on it daily. More vehicles stopped at lights would mean more pollution, noise, aggravation and obviously more traffic. Greater ability for traffic problems (such as intersection and pedestrian accidents, etc). Although not a beautiful sight, it is easier for traffic to flow through on an interstate and getting off appropriate exits instead of forcing the continual need to stop at traffic lights.
- If overpass over city is brought down, how will traffic headed North or South flow easily thru city if roads are street level? Many drivers will not want to detour to 481 and travel out of their way to get to direct north/south destination. How will change look?
- If I-81 is to come down you need to demonstrate areas where something similar has happened and the world didn't collapse.
- If I-81 doesn't run through the center of Syracuse where can it be reasonably re-located? Will bypassing downtown cause the area to be even less utilized?
- If connectivity and beauty are considered, then the only real option is to take down the elevated roadways and put a tunnel in its place, an at-grade boulevard would be a traffic nightmare and still cut off SU from downtown (Almond Street is already an at-grade boulevard and accomplishes the same thing). A lowered-grade roadway would still act as a barrier. A tunnel

with green space/parkway above, would increase property value, and totally revitalize the immediate area, akin to what the big-dig/ rose kennedy parkway has done in boston.

- If anything i-81 should be straightened and widened thru the city for traffic flow. Closing it and diverting to I-481 adds unreasonable miles and time to north/south travel. It would be a nightmare to see all the Hill traffic on the city streets at peak hours. The city streets need maintaining now and the traffic light regulation is poor at best for traffic flow.
- I-81 works well as it is. Please just fix the existing road structure without any major changes to routing.
- I-81 should be rebuilt to maintain traffic flow through the city. It just needs some updating; it's not an eyesore and should not be torn down. I do not feel it divides downtown from the University area. I don't feel tunneling would be a viable option as there would be issues with drainage/flooding.
- I81 should be maintained & kept functioning at least as well as it does today
- I81 From Brighton St downtown should be taken down and traffic feathered to downtown across the south side. It would revitalize the south side of the city and remove that ugly barrier between downtown and the hospitals and university area & would revitalize the 15th ward
- I would recommend a cable-stayed bridge. It could be built to allow Almond St to remain in place, require less spans and support columns to open up the area underneath the bridge, and it could be lit in various colors like the MONY Tower or NiMo Building. Some road enthusiasts (including myself) have discussed this issue on a forum:  
<http://www.aaroads.com/forum/index.php?topic=11.0>
- I would oppose a ground level "parkway". To me that seems to defy the function of an interstate highway. Re-routing through traffic around the CBD does not impress me as a way to enhance or revitalize downtown.
- I would love to take public transit to work, but would need to walk from downtown hub out to Erie Blvd. West. In winter the sidewalks aren't plowed along this route, so I would have to walk in the street. No one maintains sidewalks in winter. If we want people to take buses, we need the sidewalks plowed in more than just the downtown area. City hall has no interest/time/money to require this happens, so public transit isn't an option unless you are going right downtown where sidewalks are plowed.
- I would love to see the highway moved out of the city. the location is horrible in that it bisects the city and is loud, ugly, and dangerous to walk under
- I would like to see I-81 torn down and an improved grid system carrying traffic through the city. A beautified boulevard would replace the elevated section which would improve the value of land and businesses along the area that is now below the elevated section. Large trucks and through traffic could use 481. The planning firm Nelson and Nygard provided an excellent model to follow.
- I would like to see the viaduct torn down.
- I would like to see the bridge remain and just be replaced. Syracuse city streets cannot handle the traffic if I81 bridge was removed

- I would like to see I-81 put in tunnels under the city. This would free up the land where I-81 is now and that could be turned into parks and bike paths.
- I would like to see I 81 rerouted around Syracuse. Bring down the elevated freeway and turn Almond into a nice boulevard-like Allen Parkway in Houston, TX.
- I would like to see "citizens" on that community participation. Just regular people, not necessarily the head of some organization. We need a broader input.
- I would like the highway to stay elevated and perhaps add an additional emergency only lane for clearance of accident or facilitate ambulance transport
- I would favor a process that gives strong consideration to the removal of elevated sections, with capacity being shifted between 481 for thru traffic and a surface boulevard for city traffic.
- I would continue the multiple lanes from the Mall throughout the entire downtown area. Better traffic control and management around the Hospital and campus. Allow better on and off ramps to improve business appeal.
- I would be very upset with major changes to I-81. I live in L'pool and routinely travel into and through Syr. via I-81.
- I would be in favor of removal of the elevated portions of rte 81 thru the city
- I work at upstate so I travel 81s everyday. I would really not enjoy it taking me a half hour to get to work or have to go around the city like 481 to 690 to get to work. Gas prices are at \$4.00 a gallon now. No way I could afford to go around the city and it takes too long to drive on side streets in syracuse.
- I use I-81 to/from work everyday from the north to the Civic Center for the last 27 years, if the over pass(s) get removed it will take way to much time to travel up Salina or State streets stopping and going at every red light, traffic will be miserable without the over-pass(s)...Yes there is I481 then I690 I use them during major accidents or road construction but it takes more time and more fuel to drive back and forth. When I go on a road trip, the last thing I want to do is drive through each city stop and go etc, unless I am actually getting off the highway for a reason food, gas, hotel etc. at work I can see the I81I690 bridges...they are constantly busy.
- I truly believe that any solution needs to maintain I-81 as the spine of the transportation network through Syracuse. The ability to quickly access any point of the City is too valuable to lose.
- I think whatever solution is selected should be the most economically efficient, and produce the best atmosphere for businesses locally and statewide.
- I think thru traffic can be routed around the city with 690 and 481. It will only ad about 8 min to their trip. I do not support spending a boat load of money to build tunnels or new elevated portions of 81. I find the traffic congestion related to the constant maintainence of the current structure to be reason to avoid it altoghter. It must be expensive as well and therefore I wouldn't want the city to create a high maintainance situation again.
- I think they should elevate it through downtown Syracuse. That would take care of emissions, beauty and convenience.
- I think the plan right now that is being considered is way too expensive and doesn't necessarily help those who work downtown. Who is doing the prioritizing?

- I think the most cost efficient and time managed solution is the best. If that means keeping the I-81 structure as it is (obviously with repairs) then we should focus our energies changing people's perception that it "divides" the city and that having an interstate means urban growth and sustainability.
- I think the elevated highway is efficient for moving traffic to and through the city. I would like to see improved on ramps from downtown to 81 N and the 690 interchanges. At rush hour is pretty rough. We have great thing here with the 20 minute commute, with no traffic jams, that is unique and we should keep it that way with the elevated highway. A boulevard would just make us look like a rural city that wants to stay back in time. Highways mean action, vitality, commerce.
- I think the cheapest and best thing to do is build a highway similar to I-490 in Rochester. It is much cheaper to maintain city street bridges that cross over the highway and effects traffic much less. Also from the nearby neighborhoods that are in relation to I-490 there is very little noise from the highway that is heard.
- I think that moving the bus exchange/transfer area at Fayette and Salina should be moved as a part of this project. That corner has become an eye sore and I cringe any time I take someone through there on my way to Armory.
- I think that I-81 should be eliminated, and through traffic should be redirected to 481. Rebuilding the highway is not going to solve the disconnection between university/community to downtown.
- I think that a plan should be in place to get rid of the elevated highway, either go around the city or go under ground if feasible. The congestion, especially the Adams exit is dangerous and causes bottlenecks plus the exchange to 690 is a mess and dangerous as well.
- I think taking out 81 would harm the University area as well as parts of downtown. I can not imagine travel into and out of the city without a major thoroughfare. Using only city streets would be harmful, I believe as it is utterly chaotic now during big events and work start and stop times.
- I think it's great that you're holding the public forums to get ideas for the future of 81. I hope that creative solutions are discussed and implemented. I hope that a more "green" solution is created than simply fixing the highway for cars.
- I think it is essential to consider pedestrian comfort and safety, and the creation of a pleasing urban streetscape. It is my belief that I-81 as it stands now scars the city, makes the downtown inaccessible to highly populated nearby neighborhoods, discourages walking biking, and that drivers traversing the city have other travel options.
- I think it is important for us to utilize the roads we already have and remove the 81 overpass through the center of the city. It is a major divider between poor downtown and wealthy SU. I also think that if the lights were better timed, a boulevard system would work equally well and that downtown would be less congested and be more accessible by people who live in the area. The beautification of downtown would attract more businesses and make a pleasant place for people to come after work. Also, by making it a boulevard, the city could put in more meters and charge for parking, increasing revenue. 481 is supposed to be used to bypass the city for

transport of services and goods. It is also designed to keep traffic congestion down and gas fumes out of residential areas. PLEASE USE THIS HIGHWAY and forgo rebuilding the 81 overpass. It would be safer for doctors/students/families and children living in Jefferson Towers, Madison Apartments, University Hospital, the Townsend apartments, UHCC and new cancer center. It would attract students from SU to head downtown if there was a safer way to get there by foot.

- I think an underground option would be a cost nightmare. A well designed boulevard going through the city, eliminating the elevated section of I81, seems to be the most practical solution.
- I think a boulevard solution would be great for downtown...trucks are already told to use 481, and Syracuse doesn't owe interstate traffic anything by giving them a 5 minute shortcut through the city. All the trucks just mean extra wear and tear on the roads--let the local traffic dominate!
- I think I-81 should continue to run through Syracuse in a tunnel with one major exit entrance before and after the city. This however I feel is the most expensive option, and an alternative would be to leave exposed areas to the sunlight above every 100 yards. Those areas that were covered could be grassy park like settings above and or where ground level cross over roads would be. This should also assist with Air quality,,,,,and a venting system could still be used to vent fumes. I assume there is technology today to handle that issue. We need to connect the hospitals and Univ. Hill more efficiently to our downtown so that students can more easily interact with our city on a day to day basis, interjecting that energy into our city.
- I suspect that generally speaking the average resident does not understand or is not aware of the planning issues or ramifications surrounding the future of I-81.
- I strongly support trying to find a way to bring down the elevated portion of I-81, with appropriate planning to reduce impact of traffic. Getting on/off of I-81 is a huge headache from the University Hill area. If it were no longer elevated, we could have many more access points and not have to travel through crowded streets to the particular streets that have the access ramp.
- I strongly feel that I-81 has divided our community; changes should be made with sensitivity not only to economic impact, but also with care regarding environmental and social impacts. I would very much like to see expanded public transportation services (regional trains, better bus service, car share programs) and alternative transportation (biking, walking, electric car charging stations) made safer, more accessible, and more pleasant. Our emphasis should not be on industrial- and commercial-based improvements but rather on community-building and generally making Syracuse a highly desirable place for people (read: families, young people, and the people who already put up with this place) to live. Thank you for your efforts to engage us, the people who fund and utilize transportation services, in this process!
- I really think I-81 should become a boulevard in downtown Syracuse. Believe me, I love that I can get to Tully in 20 minutes from SyracuseCoE on E. Washington Street, but I'd rather Syracuse look prettier.
- I really think Boston did it right. Well minus the falling roof tiles. But building a tunnel and creating a green space downtown would only had to the city in many ways. I recently moved



here from Florida because I visited here and really liked the city. If this is a green city you should create green space while increasing traffic to the downtown area.

- I prefer having I-81 elevated. I believe integrating it into the city streets will create a divide and traffic nightmare. I also do not favor tunnels and would most likely use I-81 less if it was a tunnel. Another option, (if space is available) is to create a 481 equivalent for the West side and access to 690. Right now the 690/81 access is very poor. I expect this would reduce the amount of traffic on I-81, then maybe eliminating the elevated section would become an option.
- I love I81 because it makes my 30+ mile commute to work as easy as pie and I don't want it to go away. Selfishly I don't want more time added into it, especially with the increase in gas prices. I do not like using 481 because it is much longer and not as well maintained.
- I live near the northeast crook of 690 and I-81. Consequently, I walk underneath these two overhangs almost every time I leave my apartment. I believe that my personal experience in Syracuse, as well as the city's ability to integrate the University Area with Downtown, would benefit from a removal of the I-81 arterial and the conversion of Almond St to a gridded boulevard with dedicated bike/pedestrian/bus lanes.
- I live in the NW suburbs. Removing I-81 from the center of the city would be a major inconvenience for anyone in my area.
- I live in Cicero and Central New York has been my home for all of my adult life. I work by the fairgrounds, go into the city for dining, SU sports and can do it in 30 minutes. I do not see the issue of I-81 dividing the downtown from Univ. Hill any more of a problem than Rt. 690 dividing the city. As my wife and I get older the need to get into the city for medical services will become more important. If whatever is done makes it more time consuming to get into the city from the burbs I am confident no matter how well the connective corridor is planned or pretty it is made, the city will see more business move out. For example I remember taking the bus in my teens downtown to Dey's etc. Then Shopping town was built. Look what happened then. Keep it a 30 minute city.
- I like the idea of a ground level transition with traffic signals for a portion of I-81 in the city. This would allow for a better connection between SU and downtown. Through traffic could be diverted using I-481 and I-690. There is a similar transition in Minneapolis where I had spent some time during graduate school -- it worked very well with a very high traffic volume.
- I know SU students that have never visited downtown... how sad knock it down and build and revitalize the city.
- I hope that the planning organizations are looking hard at ways to tear the highway down and reconnect the city. Highways move people through cities. We need people to stop in Syracuse.
- I hope it can become more pleasant to walk from downtown to the university/hospital area
- I have quick and easy access to Carosuel - there used to be a train that went from there to the university hill. If that was expanded, I would definitely consider taking it for work and sporting events....the drop offs aren't in the best spot but working with SU/connective corridor to expand shuttle service would help. the bus is not convenient for me because it takes over an hour from where I live and I need to drop my son off at daycare.



- I have lived in Syracuse for the past 27 yrs. I work at Syracuse University and live in Clay, NY. My family would enjoy/benefit from a beautiful, educational, alive, clean downtown. We would save money to be able to go downtown and eat, shop, walk, go to theatre, etc. 81 ramps take people OUT of the city instead of through it. When I leave SU, I have to go north to shop, but if I go take any one of several roads through downtown to shop/eat and then go home, I would. There is nothing downtown Syr currently, it is embarrassing to bring friends/guests there. 81 is unsafe. Bring the people through the city with many entrance/exit roads. Take down 81 exchange!!!
- I have family & friends in the Watertown area who have had to come to one of the Syracuse hospitals - coming into the city from the north there are no road signs indicating which exit to take for which hospital. if you do nothing else signs for the hospitals should be added
- I have been a active supporter of downtown for over 20 years. Removing I-81 would be a death wish for downtown businesses and social activities.
- I have a comment, but no real ideas to consider. My preference is to eliminate the section of I 81 that passes through downtown Syracuse. Through traffic can use route 481. I would like to see no elevated highway dividing the city. I read in the Post Standard that no other cities are divided by route 81 for its entire length. Why should it pass through our city?!
- I hate the fact that travel to and from work is going to take a lot longer (ie, I remember when the building collapsed and we could not use 81N). That was a mess and I hope there is a plan in place to avoid the congestion it created on University Hill. With that said, I think that our roads and bridges need to be safe above all else and if they are not safe then this needs to be done. An added bonus would be improving the connection between downtown and University Hill. Also our downtown area really needs HELP, it is an embarrassment to our community in so many ways (Salina Street through downtown). We need to clean it up and get the buses moved to another location. Maybe this will encourage more businesses. If we let this area get any worse, I fear it will have a lasting effect on the city's future. We must keep this area welcoming and thriving. I say a little inconvenience is worth it if it allows other great possibilities.
- I grew up in Syracuse, and my husband and daughter and I lived there for some time. We now live in Clinton, NY and travel to Syracuse frequently. I just want to make sure that whatever you do, you preserve the great view of downtown Syracuse that one gets driving along Route 690 through the city. It's so wonderful to see the Christmas tree, the NiMo building, the time flashing on top of the MONY building, and, of course the old train platform with the sculptures of people, sometimes dressed for the season. It is always our sense of coming home. I think that that view of Syracuse from 690 is also a good one for visitors or those passing through to be able to enjoy. I drive through Utica, too, on the arterial that is at ground level, and that view doesn't convey the energy and the beauty of the city; Syracuse's sweeping panorama is much more impressive.
- I feel the existing I-81 corridore should be expanded BUT left where it is. do not destroy another area of the city.
- I feel that although the process is taking a long time you are doing a good job of getting info out and letting the people affected have input

- I feel a street level access could be quite practical with proper pedestrian arrangements. Many western communities have captured this method as in Oregon. Milwaukee. Boston also. Boston = cars do not follow traffic rules....Actually very few drivers follow signals. pedestrians and common sense - just watch out for them - and I could go on and on. dkd
- I fear that NYS will sell Syracuse short as they did when the highway was built. It was only through the efforts of the community that the highway was pushed over two blocks to avoid cutting off even more of the city. Though we are in a budget crisis now, we will be living with this decision for the next 50 years. The Syracuse economy and downtown is recovering, but remains fragile. Rebuilding the 81 viaducts with more "aesthetically pleasing" options would set the progress made back. New viaducts would be less of a barrier in the sense that a 12 foot fence is less of a barrier than a 20 foot one. More aesthetically pleasing is a nice way of saying less ugly. Syracuse can thrive and prosper again, we just need leadership who wants to invest back in the community.
- I enjoy being able to drive through downtown at 55 miles per hour. Much work has been done recently to 81 through the city. It seems like it would be a waste to tear it down now.
- I don't understand the whole argument that I81 divides the city. To listen to the rhetoric you would think it polarizes the city. Surely it bisects it, but in the downtown/university area it is not a barrier, traffic and pedestrians move freely between univ. hill and DT. The true issue is a matter of which side of I81 the city chooses to spend its money. Removing the elevated and placing I81 at ground level, however, will surely divide the city, both physically and conceptually.
- I don't think the general population understands how essential 81 is to the daily life of local city residents. I live within the city, yet I use 81 as one of my main modes of transportation. A 5 minute commute to work will quickly become an hour commute to work. I feel as though most opposed to fixing/repairing haven't been to another major city to understand how vital it is. Having traveled quite extensively I can personally say that I feel we are lucky to have not just 81 but the connectivity it shares with 690 and 481. 81 is an invaluable asset amongst the area. I don't want to see 81 become another Erie Blvd nor do I want stop and go lights; I want to get on, get there, get off.
- I don't think it should be omitted but improved. Removing it does not increase the connectivity of the downtown with the university hill area because you still have to deal with the cemetery, the rail tracks and Upstate Medical. Don't mean to cynical but I hope this is not a ploy to create expansion space for the hospital.
- I don't think I-81 should be rebuilt to go through the center of Syracuse.
- I don't think any of the questions you posed got at the fact that you're only looking at the elevated sections of I-81. I fully expect that by discontinuing I-81 through downtown, sending trucks around on 481, and providing onramps and offramps headed north and south respectively, it will make transport in Syracuse easier as you remove the bottleneck that is the University -to- 81 interchange by providing additional options to commuters. Harrison Street is ridiculous.
- I don't live in the city, but I would be happy to pay my share for the re-routing of 81 so that it doesn't separate downtown and the university. That, I think, is the answer.

- I don't believe that I-81 would be built through the city if it was being initially planned today. I think we need to be progressive in our thinking about this community and not rebuild a highway just because it was built there before.
- I don't believe that I-481 is designed to handle the traffic overflow from I-81 either temporarily during construction or permanently if I-81 is rerouted. If the plan is to utilize I-481 for this purpose, please reconsider or take steps to minimize those impacts. Traffic patterns along I-690 must also be considered in this challenge.
- I don't believe that 81 is an eyesore when traveling through Syracuse, but when people from out of the area drive through the city what they see is all of the run down/abandoned buildings on either side of 81. That very much gives the impression that Syracuse is not a nice city, which it is. That problem also needs to be addressed by the City of Syracuse. I work downtown, and I can't even begin to imagine what my commute will be like. There should be plenty of buses from the suburbs into the city, and have "bus only" lanes or routes so that the buses can get people to work on time without sitting in traffic.
- I don't believe the planning process has to take 5 years or longer.
- I do not understand the why some people feel I-81 divides the downtown area and the university. Ask the students (I had 2 that went to school on the hill), they do not leave the hill to go downtown that often. I personally never had a problem going between the 2 sections. I also have 3 siblings who work in the hospital area. None have complained about 81 making it hard to get downtown.
- I DO NOT BELIEVE THAT IT CURRENTLY IS A VERY STRONG BLOCK BETWEEN DOWNTOWN AND THE HILL. I OFTEN WALK FROM ONCENTER GARAGE TO THE DOME. THE WORST PART IS CLIMBING THE STEEP HILL. THAT IS THE BIGGEST INHIBITING FACTOR THAT SEPARATES WALKING FROM THE HILL DOWNTOWN. DID YOU EVER TRY IT????
- I did my honors history thesis at SU in 2007 on the construction of 81 and the 15th Ward - and participated in the Onondaga Citizens League report. You can retrieve the paper at <http://www.acknight.com/15thWardThesis.pdf> if you're interested.
- I cannot emphasize enough how important reliable public transportation is for the City of Syracuse. If we truly want to lead the country in green initiatives, then expanding public transportation options to all areas of the city and county are vital. I take the bus to and from work almost every day and am continuously disappointed at the infrequent bus running times, lack of evening and early morning service, overcrowded buses (around SU's campus), lack of shelters at bus stops- especially bad in the cold and snow, and inconvenience to popular locations by most bus routes. I vote for removing the elevated portions of I-81 and replacing them with tunnels or an alternate route that will not divide our beautiful city in two. I fully support creative public transportation options and would be willing to increase my taxes to implement them.
- I can travel between any two points in the Syracuse Metro area with 30 minutes, except when construction and rush hour combine. I want to keep it that way, even if Downtown and the Hill remain divided and ugly.

- I believe the solution will include an underground section for express through traffic and limited ingress/egress to downtown exits, an aboveground multilane boulevard for downtown traffic, and some elevated sections to allow efficient access to other expressways. Using 481 north to go from my home in LaFayette to my office in Liverpool is NOT acceptable.
- I believe the elevated section of I-81 is an eyesore and it would make more sense to have thru traffic use the I-481 bypass. This would allow for a ground level street to run through downtown where business could thrive again.
- I believe that the focus needs to be more on having reliable and easy access into the hospitals/businesses, and less connecting the city.
- I believe that the elevated portion should be removed, increasing the available land use through downtown thereby improving downtown as a destination for leisure and activity.
- I believe that the downtown area of I-81 is vital for many people and it should really be voted on by the people before dismantling it.
- I believe that tearing down the elevated section of I-81 and creating a blvd will have a positive impact on the region's economic development efforts. Diverting thru traffic to 481 will not have a major impact on the transportation of goods to the area.
- I believe that lowering the highway and making it a Blvd. is a mistake. Although Erie Blvd. works great in Dewitt...the set-back is greater and the businesses and accesses were built specifically with that in mind. Doing the same type of thing downtown and trying to retro-fit into the fabric of downtown will be a nightmare. I have driven highways in the Southern US that are integrated into an urban area and it doesn't accomplish anything other than frustrating the locals who have to deal with it on a daily basis. They complain that they have to rely on going the 'back way' to get anywhere in a timely manner. Rebuilding the Interstate shouldn't even consider lowering it. If it is, the local/regular users will lose on a daily basis.
- I believe that I-81 should be merged with I-481 for "Thru Traffic". Elimination of the elevated downtown highway section will go a long way to revitalizing the downtown community and connecting University/Hospital Hill with downtown. I believe that I-81 should extend beyond the 481 on ramps for people who wish to enter the city (I-95 does this beyond the DC Beltway). Right now the property along I-81 is devalued by the presence of the highway and preventing investments and improvements. Combining this effort with the Connective Corridor is pivotal to the success. Rail based public transportation systems are far more successful than bus based networks. If a rail system is deemed beneficial in a long term analysis of the city, then now is the time to begin its implementation. To continually increase the complexity of the road network only commits future funds to maintaining it. I see Syracuse using Portland's commuter rail system as a basis of design for a beneficial project to the city. Consider marketing this idea with the 1930's photos of the rail cars on Selina Street and merging it with a Portland rail car image. Some additional information: I have conducted an emission model for the I-81 Challenge through Cornell University and worked along with the Syracuse Center of Excellence. I currently reside and am employed within the city. Thank you for reading my comments I would be happy to discuss further. I may be contacted at heachinbar@hotmail.com

- I believe that a few politicians want to remove I-81 to create a legacy for themselves. I also believe that removing the stretch of I-81 which goes through downtown with a 4 lane boulevard is an extremely foolish idea. I-81 as it is now is extremely efficient means of transportation when it isn't inhibited by repairs. I believe that it does eventually need to be replaced, but removing it completely and putting a boulevard in its place will create slower traffic and fewer travelers through downtown. As it stands now, I believe it is extremely easy to maneuver downtown on the surface streets, such as Almond St. It is also easy to access I-81 and 690 from the middle of downtown. Removing the bypass and just leaving an Almond St boulevard will only add time to traveling in and out of the downtown area. Emissions would be about the same as they are now because instead of having a steady flow of traffic and cars moving with an I-81 bypass, you'll have traffic jams and idling cars if you remove it because you create a bottle neck with lesser lanes of traffic above you. Please don't take 81 out of downtown. Yes you want a legacy, but its a stupid decision. Replace the bypass, but of course make design changes that increase efficiency.
- I believe revamping the current I-81 is the best solution.
- I believe it's necessary to improve I-81 to improve the Syracuse region in general. Make it more visually appealing, connect the university and downtown. We need to make downtown more desirable and interesting.
- I am no expert by any means, but I have devoted a good deal of thought to this subject. To me, the biggest issues are
  - The setup and location of the northbound onramp. It leads to heavy traffic conjection in the Harrison street area that can be perceived as a potential danger to the number of ambulances in the area and a general nuisance to commuters. Furthermore, the brevity with which one must manage to merge into northbound lanes or move to exit onto I690 has a large potential for accidents.
  - The idea to replace the highway with an on-ground-level roadway seems as though it would in fact increase the congestion level in the city and would create a traffic barrier between university hill and downtown that is far more substantial than the current barrier of concrete pillars; rush hours would no longer be navigable, much less tolerable, and we could potentially see downtown commerce take a major hit.
  - The creation of an underground tunnel system seems to resolve most of the issues above and would be a great step toward the beautification and gentrification of the downtown area. However, as we have seen in Boston, this begins as a costly endeavor and can grow to be an extremely costly and lengthy endeavor. Disregarding for a moment the potential for fiscal repercussions, this could have the potential for great things in the city's future. The implementation of an underground network would open up the downtown and remove and visual barriers. If effectively designed it could reduce traffic congestion and still allow for efficient travel into and out of the city. It also makes for more developable land, which would be necessary over time if downtown and university hill economic growth continues. To the contrary, when we allow finances back into the picture not only does this raise issues when it comes to development, but also when it comes to maintenance. Tunnels are expensive and although this seems to be a desirable investment it also appears to be a risky one. Overall, in lieu of a perfect solution an affordable underground system seems to be the most reasonable solution to me. The

runner-up is definitely the renovation of the current setup with a few minor adaptations. The Harrison street ramps need improvement and surely there can be a way to aesthetically improve the existing structures in order to better fit in with the style of the city. The removal of an expressway should not be considered an option in any way as it would be detrimental to the progress of our city.

- I am hopeful that however I-81 is resolved that pedestrians are taken into consideration and that the new roadway will be more walkable - whether that means creating an pedestrian bridge that's handicap accesible or something else.
- I am for rebuilding or relocating the elevated portions of I81 to help with traffic congestion, to bring traffic to/through our area, and most importantly to continue to get to local destinations as quickly and safely as possible.
- I am disappointed that your questionnaire and the asset inventory of the transportation network in Syracuse/Onondaga County is overlooking the New York State Thruway. It is a chronically underused limited access highway that should be part of the I81 solution. I would encourage the inclusion of the NYS Thruway in the analysis.
- I am concerned about my commute from Upstate Hospital. It frequently takes at elast 15 minutes just to get out of the parking garage onto the street due to traffic traveling up the adams st on ramp to 81 North. I have been told this will get much worse with the currents plans.
- I am all for taking down 81 thru the city and rerouting thru traffic to 481, provided traffic flow throughout the city can be improved along with overall appropriate 'eye appeal'!
- I agree I81 needs to be rebuilt, however I don't agree we should tear it down and build parks and bike routes thru this area. I81 is too important to this entire community, not just a few city residence who may need to build pride and self esteem.
- [Http://www.acknight.com/15thwardthesis.pdf](http://www.acknight.com/15thwardthesis.pdf)
- Having moved here from Atlanta, I have seen what big highways do to a city. I was really surprised to see I-81 and how it divided such a small city. Yet, I-481 wasnt much of an option to go around. Atlanta's downtown connector, Austin's highway seem to do something, but not perfect. The highways are lowered, not buried or tunneled completely, and multiple bridges and walk ways connect the two sides, keeping the line of sight between University hill and Syracuse even.
- Having lived on Tip Hill and Eastwood, and studied at SU as a cummuting student as well as in SU owned housing on Madison St., I appreciate the need for good public transportation and strongly support the Chancellor's concept of the "Connective Corridor", but not at the expense of speedy access for the region to vital medical and government services. (My wife recently avoided long term mental and physical impairment by being able to get to Upstate University Hospital quickly following multiple strokes. My daughter who has TTP (Chronic blood disorder) has to make it to St. Joseph's Hospital without any delay when she has an episode requiring plasma foresis. Without Rt. 81 not making it to the hospital in time could prove fatal. I love the city of Syracuse and the beauty of the architecture and natural environs, and was happy to see the old 15th ward slum be eliminated as a barrier between the University and the city. I think it's possible to have a raised highway constructed to be a beautiful architectural feature and



which allows people traveling through be awed by the beauty of the city. If the highway was buried in a tunnel or turned into a ground level boulevard or arterial (like in Utica, Auburn or Ithaca) it not only becomes more of a barrier, but also does not allow a hurried traveler to be impressed enough by a city to want to return for a visit. Please plan a highway that speeds people on their way to services or destinations near and far, but also showcases the city to make it a tourist Destination (or maybe even a welcoming portal for "DestiNY" if it materializes as imagined).

- Having been involved with EMS for many years in this area I have a MAJOR concern with quick and safe access to area hospitals for emergency vehicles.
- Have I-81 go around the city, but clearly marked wide road ways into and out of Syracuse's downtown, without creating lots of through traffic
- have as few curves as possible
- Greetings, unfortunately I will not be able to attend the public hearing. Obviously the condition of the I-81 bridge is of a concern. I understand this is an extremely complicated subject. I am not in favor of simply building a bigger bridge to replace the one that is there today. In my opinion, I think this is an excellent opportunity to construct (complete) a west extension to 481 and 690. This would complete a by-pass or ring road around Syracuse which is common for most cities. It would seem the west extension could start near Nedrow or Lafayette and connect near the 695/Rt5 by-pass. The existing Rt. 81 would terminate in downtown providing excellent access from the north and south to I-81. Many thanks for this opportunity.
- Granted, all CNY residents use I-81 for their own individual uses, but I think if the grand idea is to bring in more residents and businesses into Downtown Syracuse, pedestrian aspects should be considered at the forefront and more important to that of cars, non-state residents, and the suburban work force (who, as it stands, already have a quick commute). I feel as though the elevated sections are out-of-date and do more harm than good for Downtown. To say it like it is, I-81 may be very well maintained, but it's extremely ugly, divides neighborhoods (most notably SU to Downtown and the Lakefront to the Northside), and is too large of an interstate to have dissecting the heart of such a small city and its downtown. I'm all for a bi-pass being improved around the city (utilizing I-481), lowering the elevated sections of I-81 to pedestrian level, building a parkway, improving the one-way streets around Downtown and into I-81, improving sidewalks and crosswalks, and having on and off ramps being constructed outside of Downtown - so long as there is no drastic urban renewal process like that of the mid-20th century where we're relocating homes and apartments, businesses, and destroying historic architecture. The idea should be not come off like we're contracting the city, but instead opening it up for positive development in the areas where the elevated sections of I-81 take up so much room and are so run-down underneath. Regarding the survey, I think more definition could be done in the questions to separate which sections of I-81 are being discussed (elevated verses ground-level) because certain areas seem to function well (the Northside), some don't (Downtown), and some would seemingly be fine without the elevated sections anyway (Pearl Street or E Adams Street). A little more description in the questions might make the answers a little more concise. At any rate, thank you for the survey and I look forward to the results. Josef Lorenz

- Going over the existing roadway might be cheaper than going under it.
- Go under ground with I-81 for a short ways to connect the university and hospitals.
- Given that the trickiest part of the project is how to handle the downtown section, I would say that it may be more convenient to just reroute 81 along the path of 481, and remove just the section that travels above Almond. Currently I either go through there on 81 to go to LaFayette, or I go into the office downtown which is rare. I would not be opposed to traveling through downtown for a few blocks if the remainder was left up as a sort of arterial into/out of the city and university area.
- Getting to the SU area from the western suburbs of Syracuse. Getting to the Liverpool area from the western suburbs.
- Get the highway out of downtown. Turn it into a boulevard like San Francisco did.
- GET RID OF THE ELEVATED BRIDGES. ALL OF THEM! END 81 AT CLINTON ST. FROM THE NORTH & ADAMS ST. FROM THE SOUTH. END 690 AT WEST ST. FROM WEST AND TEALL AVE FROM EAST. MAKE THRUWAY FREE FROM EXIT 39 TO EXIT 34 TO RELIEVE EAST & WEST BOUND TRAFFIC. ROUTE THRU TRAFFIC ON 81 AROUND SYR. BY USING 481. TAKE EMERGENCY VEHICLES FROM NORTH TO ST. JOE'S HOSPITAL & FROM THE SOUTH USE UNIVERSITY OR CROUSE.
- Get it done now and stop duplication of efforts. They have spent past years rebuilding Route 81 north of the 690 interchange and now all of that would probably have to be redone given change. ANY change to the current structure of Route 81 should not be started until Route 481 has been improved as an alternative route around the city for traffic North/South. If 481 was a 3 lane highway this would help the short amount of time diverting traffic. THEN you can repair the 81 section through downtown. As it is now we seek alternate routes due to construction only to find that those alternate routes are also under construction. Improving a city or university's appearance should not be the job of the highway departments although bridges and main streets should have designs integrated into them that enhance current city designs. Dallas TX area has very nice designs on all of their bridges being built. And Toronto, CA has large greenscape areas along their highways maintained by others.
- From what I have seen here at the Oncenter, you have studied this to death! It must have cost a fortune just to put this exhibit together. True government spending at work. I agree the opposite extreme is not good as we discovered when they built 81 back in the 1960's. Your leaders should cut through the mountains of data, make an intelligent decision, sell it to the public and begin the process to implement the new plan. Of course that's not how government works. All I can say is research for the sake of research is a waste of money and time. Keep that in mind and good luck -
- For the committee you are putting together, only organizations are invited. Individual stakeholders should have regular, welcome access.. D. Blair 315-247-2057
- Fix the elevated section and leave it alone... Lowering it to "street level" like Erie Blvd will cause more of a divide between downtown and SU. This has worked leave it alone...
- First off, great job with getting the public involved. Whatever happens with I-81, whether it be a tunnel project, a new elevated system, or rerouting most of the traffic elsewhere, make a plan that improves the immediate area under and around the highway. Parking lots can be efficient



for these locations, but currently seem to be dragging the area down in looks and function. I couldn't imagine needing to walk under the highway everyday, and this causes a split between the east and west sides of the highway. Finding a way to bring the city back together in that area could be a large improvement.

- First off you need to finish and reconstruct 690. You need to connect it to the east end of I-90 and maybe branch a side highway to reach places east of US 20. Second you should have 81 split at 481 and build a bypass west of that interchange and hook it up with ny 695 and ny 5. third you should finish the ny 5 bypass hooking back in to the city east and finishing it western half that was to go to auburn. And in between that you could build a branch off that bypass run it some what south possible into the courtland area and you would deal with the issue of trucks going through these towns between the Syracuse area to Courtland. What I am saying in short if we make this a major project and reconstruct and finish the Highways we started some 20plus years ago , it would even out the traffic and wear and tear on the area roads. Plus if we make it easier for surrounding communities to get to Syracuse it could help the area get that economic boost that it needs .
- Expedite the process. Years are going by with this problem unsolved.
- Excellent presentation, graphics, and format. Great job!
- EXAMINE SIMILAR TRANSPORTATION SITUATIONS IN COMPARABLE SIZED CITIES. THE "BIG DIG" IN BOSTON WOULD BE A GREAT SOLUTION! I WOULD LOVE TO SEE THE ACTUAL CITY RATHER THAN A MAZE OF OVERPASSES.
- Envoke eminent domain over the south and west sides of syracuse. demolish and build a highway
- end 81 as we know it at the 481 interchange. renumber 481 as 81. Take what is now 81 to ground level around Brighton and feather off to the south campus, south salina st, west st and state st as you approach downtown and make streets two way as appropriate for return flow. End what is now 81 southbound at 690 and go to ground level essentially as the exits do now.
- Emphasis should be placed on ease of commuting, not joining downtown to the university section
- Emphasis on biking, walking and public transportation will ease the pressure on 81.
- Emissions and noise should be a consideration in final details of the design, but should not drive the design. I believe the "division" between University Hill and downtown is not due to I-81; rather I-81 is a convenient marker of the transition zone and is not the cause of this perceived division. Changing I-81, even removing it all together, would not effect this perception of division, it would only remove a convenient marker.
- Eliminating the physical and psychological barrier the 81 creates between downtown and the hill is the most important factor to consider.
- Economic considerations should take precedence. A strong economy will revitalize the region culturally, socially, aesthetically, etc. The opposite is not necessarily the case. Don't put the cart before the horse.
- Easy access to the Interstate system is an asset for Syracuse. Keep I-81 where it is. I remember the bad old days of congestion before we had this great highway.

- ease of access and the physical appearance of the project (the raised section is an eyesore)
- due to the number of new and young or old and long time - multitasking and invincible (oblivious) drivers, on and off ramps should be of particular importance, giving people ample time and space to merge with full speed traffic
- Downtown Syracuse should not be divided
- Downtown onramp onto I-81 North is very dangerous. The entering lane is not at all long enough making it dangerous during rush hour
- double decker highways and big parks or open space is not the way to go. I think that TUNNELING a portion of the high way and turning the other part into a boulevard with shops for employees and students. no with all that space we could fit dorms, apartments, offices and or a new arena for soccer/ lacross or the su mens basketball arena. Someway, somehow by eliminating that portion would connect that area and it will be fun and i think syracuse could grow from it. Be sure that 690 and 481 should expand to 8 lanes to alleviate the congestion that is feared to be caused from the proposal. note that syracuse is not a large city so travelling a little out of the way wouldnt hurt but there are a lot of public transportation commuters here so i think you should consider a light rail system connecting to all of the colleges,suburbs,airport,carousel and downtown
- Don't waste money on every small miniscule special interest. The road needs rebuilding, let's cut the chase and get it done now, before I-81 has to be closed or suffers a catastrophic failure.
- Don't underestimate the potential negative impact if travel time between suburbs and downtown area is greatly increased.
- Don't eliminate 81 and use 481 as it is now.
- Do not run it on ground level and congest traffic.
- DO Not do an arterial. It is awful in other areas. Do a dig and bury 8 lanes if the SU bunch really thinks they need a park.
- Do not discount the impact of an improved pedestrian environment, civic aesthetic and community pride in measuring potential success of this challenge. I'd like to see I-81 out of the central business district.
- disruption to current travel, inconvenience of construction and delayed travel time, cost
- disabled, elderly, others that do not drive should be considered especially for medical transportation. concern for conditions of roadways, streets, and sidewalks. there were major issues with snow removal this past winter.
- Dewitt residents and property owners residing neighborhoods on either side of I-481 are subjected to already intolerable levels of noise, air pollution and ingress/egress hazard at the 3E/3W ramps to I-481/Genesee Street. If downtown bridges are not replaced with similar high-speed transit structures, the re-routed truck traffic will make an already intolerable situation worse. My family and I reside in the Maple Drive corridor, love our J-D schools, etc. yet fear our community we love will suffer greatly if increased traffic is foisted upon us. Without a high speed corridor in downtown there is simply no good outcome for Dewitt. Syracuse University and groups aligned with their cause are extremely biased and openly advocate permanent removal of the bridges. Their stated objective of "connectivity" and merging the hill

with downtown is very narrow, and quite obviously loath any objections to their cause. Yet consequences will be suffered entirely by Dewitt if increased traffic is rerouted through our town. Quality of life, schools, the environment (noise, air, etc.) and value of our real property tax base cannot possibly be enhanced by increasing traffic through our community. From our perspective the prospect of permanent bridge removal is viewed with great consternation. Hence we are compelled to speak out against it. Thank you and for further input I urge you to contact me at any of below addresses. Richard Coughlin and Family 14 Thistlewood Lane 446-2610 ~ home 422-7106 ~ work rcoughlin@pomeroyappraisal.com

- Designate the I-481 path as the main through route. Keep the expressway format on I-81 coming toward downtown from the north and from the south, but as it nears downtown lose the expressway design, fanning traffic into many streets. What is now the main elevated route becomes a developable boulevard through downtown that can be much easily navigated by pedestrians. Be sure to \*design\* it with pedestrians in mind, not cars. By keeping the expressway design north and south of downtown, you keep commuting times short. But that central 3 or 4 miles in and near downtown should not be a massive expressway that is so literally and figuratively divisive.
- Cut and cover tunnel to eliminate the ugly eye sore of I-81. A tunnel should increase land value and reduce air pollution.
- Crucial integration of I-690 east and west interchange from I-81 southbound and northbound (presently northbound only)
- Creating walkable infrastructure will be worthwhile IF it is either covered or plowed in the winter. If the city doesn't commit to plowing sidewalks, it will never be truly walkable.
- Create a pedestrian friendly main street that can be an ambassador street for the city ala the 14th street initiative in Denver, CO, among others. We need more fun places to go as a young person in Syracuse, and businesses need to feel like it's worth setting up shop. Move the highways to the edges of town, not right in the middle both East / West and North South! It's so aggravating and unsightly. We live right next to the highway and it doesn't even feel easy to get on. So where's the benefit?
- Create a downtown easily walked during summer and WINTER.
- cost/benefit analysis i think eliminating i81 through downtown worst option
- continue high speed travel through 81 in Syracuse, and eliminate trucks from 81 downtown
- consider the communities affected by process
- Consider the "big dig" in Boston as an option. And, while you're at it, beautify and make Onondaga Creek a navigable waterway bringing boat traffic into downtown and points south. Imagine the revenue from a downtown marina and the boost to the food/entertainment industry.
- Consider reroute of 81 viaduct along the Susq. tracks and then up West street
- Consider limited English proficiency and environmental justice
- Consider creating a recessed highway like SR-33 through Buffalo. If not that, then an at-grade blvd style road with efficient timing that relies on computer and pressure plate sensors to minimize the wait time at red lights (and carbon emissions from unnecessary idling).

- Consider all options before deciding on relocating the downtown viaduct. One option is to run the viaduct alongside the susquenna rail line from about Fairview to West, and then along West to reconnect just North of Downtown. Thank you
- Consider 690 as well as I81, consider commuters from outside the downtown area as well as city dwellers and workers, consider using funds to fix the train bridge situation on the parkway before trying to reunite neighborhoods that are no longer in existence.
- Complete an inner loop around Syracuse. I think this should be accomplished before any decision is made about I 81, because it is needed regardless of what decision is made about the future of 81, and would have a major impact on the available choices.
- Collect data. Attempt to talk with the community. Make an unbiased and informed decision and quickly and efficiently implement. No matter the decision some people will be unhappy, but they can not be allowed to stop the need to implement a plan to address the aging infrastructure. Fewer people in the county think about the viaduct than you realize. Most people don't realize there is a viaduct, know what a viaduct is or care that there's a viaduct. This takes me back to my initial thoughts of collect data, attempt to reach out and make and implement a plan. Act today.
- By taking this I-81 challenge online - it sounds to me that the decision has already been made - that is to remove I-81 as it stands now. I am against that - congestion will not help Syracuse. We need a clear and clean run through the city with bridges so as to utilize as much space as possible in the Syracuse area. Why spend more money on a different transportation system when the one we have works just fine - I say replace exactly with what we have now.
- Busses are too large and run too infrequently. Smaller busses (15 passenger) or trolley cars that loop more frequently would get used more. An excellent parking and traffic study has been done by the University Hill Corporation to reduce traffic on the Hill --use it! Light rail should also be considered between the Hill and the suburbs, but the runs scheduled must be frequent.
- bury it
- Built a tunnel with a park, with exhaust vent "sculptures" if exhaust vents are needed, on it to hold the events held downtown and the skating rink and possible ambulance spurs in the tunnel for ambulances arriving on 81 that lead to the basements of the downtown hospitals for a less traffic congested route to the hospital. Putting a park over the 81 tunnel, would cause less congestion elsewhere, as the city would not need to close streets for events and possible be able to turn Clinton Square back into road. A park over 81, would be like our little Central Park, sans the deep water ponds.
- build an second level and rehab he lower (existing) level. use the upper level for thru traffic and the lower for local OR, use the upper for cars and the lower for trucks (or vice-versa)
- Build a western spur for I81 through Nedrow, Onondaga Hill, Westvale, Camillus and then into Lakeland/ Northern Geddes town to hook up with 481 as a complete spur loop around Syracuse. Washington DC has a loop, Rochester has an outer loop, why not Syracuse?
- Buffalo and Rochester have both re-worked their highways and those cities are now starting to ride again, hopefully this will help bring Syracuse back to the power and position it once held as the Center of Central NY

- Bring back the streetcars!!!
- Bring back Streetcars/light rail transit
- Bring 81 down onto a boulevard from Adams Street to Erie Blvd or even farther north. We NEED our Streetcars/trolleys back!!! Make automobile travel unnecessary within the city. It can be done! Urban life is the way of the future.
- Bike/walking paths and more viable events/activities and options to visit downtown.
- Best plan is to keep I-81 as it is or maybe expand it for easier travel through the city
- beautifying Syracuse
- Be practical and as cost efficient as possible. No frills. The purpose of the Interstate System should be for commercial vehicles and commuters to get from Point A to Point B in a safe and efficient manner. This should be the primary consideration in the determination in whether to rehab/replace the existing structures or tear them down. The purpose is not for social engineering. If a by-product of the project socially enhances the greater Syracuse area, that is fine, so long as it is not a primary consideration in development.
- At present I-81 (and our road network in general) serves our needs well. In the future, however, oil will become increasingly scarce, and we will be compelled to use mass transit, walking, bicycles, etc - for transportation. On the whole, I would prefer that we started thinking more about mass transit rather than Interstate highways. I know this is at a much higher level than the I-81 question in Syracuse.
- As the owner of four hotels at I-81 Exit 25, Interstate 81 is a critical component to our future success and that of our nearly 200 employees. More than half of our OUT OF TOWN customers use 81 to get to our hotels. I hope that when you survey the "Users of 81", you include the many thousands of people from outside our region the rely on 81 to access our community.
- As part of the Upstate community, 81 is disruptive to not only the campus but is a safety hazard and separates the Universities from downtown and limits economic unity. I support burying or redirecting the traffic and allowing a Boston-like increase in green space uniting the community
- As an SU student (1950-54) I was a member of the University Flying Club. We based our aircraft at the then Nedrow Airpark, just south of Syracuse. It took at least 50 minutes to drive from my northside Syracuse home to the airpark prior to I-81's construction. We now have family living in the Lafayette hills south of Syracuse. Today, we can drive from our Liverpool home to our son's home—a much farther distance—in about 30 minutes via I-81 through the city. Using I-690 to intersect I-81 south of the city adds about 15-20 minutes to our travel time. Removing I-81 from city center or re-rerouting it around the city would detract from the travel convenience we now enjoy. It would also negatively impact travel time for those moving north and south along I-81 with no intention of making stops within Syracuse. When reconstruction is necessary, I-81 should stay about where it is. Steve Buechner's below ground plan is interesting but probably quite expensive. SU's Chancellor Cantor's "separation" (SU from downtown by I-81) theory may be esthetically true, but practically, is a myth. Travel beneath the existing roadway is obviously simple and easy. We need this interstate highway updated and modernized, but it's routing should not be radically changed. Give Mr. Buechner's plan a lot of thought!

- As a former resident of downtown Syracuse I found that 690 & 81, while I am sure were created with good intent, but in practice, divide the city into 4 very unwalkable quadrants.
- Anything that slows the flow of traffic on I81 through Syracuse is totally unacceptable.
- Anything that brings together the diverse sections of Syracuse for the good of ALL people not just the students or the University...is worth investigation. Let's not make this another "Destiny" fail...
- Any plans to changes to Route 81 should first be addressed by improving road congestion on surrounding roads such as 481 and 690. Route 481 is a viable alternative to Route 81 for thru traffic but ONLY if it's expanded before any changes to Route 81 are considered. Also, I find it deplorable as a taxpayer that the entire section of Route 81 just north of the city had the bridges reconstructed which will probably be impacted by the re-development of the elevated portion of 81. I feel that this meeting is just a public show and that a decision has already been made with connected political figures.
- Any elimination or rerouting of Route 81 away from the hospitals will result in some deaths from longer ambulance travel times. Also, all of the very substantial commuter traffic using the Adams St. exit and onramp would consume more fuel and emit more pollutants traveling in stop-and-go traffic on surface streets. Finally, an elevated highway is merely a visual barrier to foot and bicycle traffic. Cars traveling on surface roads would present an actual barrier.
- An urban infill project that runs the length of Harrison and Adams between University Hill and Downtown would help as much as any transit options. The architecture of the hospitals there meets the street like a factory, and there's a ton of wasted surface parking that could be filled with mixed-use development...and much of the dead space between the hospitals and the sidewalks could be in-filled without the hospitals changing much themselves. If there was a corridor of contiguous shops and apartments between University Hill and Downtown people would walk it (especially going downhill).
- An issue that is not addressed in this survey is the undoing of some of the damage done to Black and minority neighborhoods which were annexed by I-81. Getting rid of I-81 in the downtown and surrounding areas would go a long way toward healing those injustices. It would also allow Syracuse to begin to connect various parts of the city that are currently all separated and disjointed. I think I-81 as an interstate that bisects the city has to go!
- an easier connection between I81 and 690
- Always keep two lanes open during construction during peak commute times.
- Although not identified as a priority, I would like to see beautification of I-81 incorporated in future plans.
- ALL meetings should be recorded in their entirety and put up on Youtube. Transcripts and ALL related documents related to the project should be put up on the web PROMPTLY.
- All anyone needs to do is look at how bad traffic is when any part of 81 is closed for an accident or the onramp at Harrison is closed for repairs to see the havoc it causes. That day we had the bad rain that flooded the ramps and 81N - hundreds of people were stuck in lines of the hospital parking garages for over an hour just to get to the street. Anyone who thinks we can do without it should sit in those traffic jams while their kids are home waitig for you!

- Air quality must improve, not get worse. Each option, such as a tunnel, should be viewed with air quality in mind. Your video says a tunnel would improve air quality. That may be accurate for pedestrians but not for the drivers who must go thru the tunnel, which may have faulty air control and may - especially during congestion from an accident or whatever - force drivers to breathe exhaust. This should be looked at with air modeling, air monitoring and learning from tunnels in other cities.
- Air quality around I-81 is the most important factor to me. Right now the air quality at the Adams Street exit is terrible. I do feel that the public transportation system needs to be greatly expanded, and that the city should improve side walks and construct more bike paths.
- After the last episode of torrential rain and flooding I am concerned that putting I 81 under the ground could present a dangerous situation. I also cannot imagine the upheaval and delays caused by said construction for those of us who work on the hill near 81 and coming in from the western suburbs by way of downtown.
- Adams St should not be the only access to all the parking garages and university area, look into a improved access from 690. +
- Access to Carasoul Mall, Rt. 370 Onondaga Lake Parkway, Airport, Downtown and Hospitals, and connectivity to I-90, I-690, and I-481. I suppose the most important aspect is replacing the aging infrastructure that is referred to as the "viaduct."
- Access to area hospitals, big concern in my mind. The impact study for the Dome relied heavily on I-81 for ingress/egress to and from events. Where and how will all the existing traffic from I-81 be handled? Many more questions with very few answers or options being presented.
- Absolutely necessary highway. Needs to be made safer downtown. It hasnt been cleaned or maintained adequately for years. Im pretty certain that NYS DOT is incapable of that. If there is a new configuration that makes it more maintainable, straighter, wider, more intuitive to drive, and safer, that would be the path to follow. I cant imagine NOT being able to travel north and south without its presence.
- Abandon downtown bridges from I690 to Brighton Av. Let the spur from northern suburbs devolve to Almond St/ Raynor Av. Allow all thru traffic to use current I481.
- A smooth transition from 81 onto city streets like a boulevard with thru traffic transiting on 481 or 690 would provide a lot of opportunity for revitalization reduced concentrated traffic and air pollution at the 81 and 690 exchange.
- A commuter lane would be nice. I rode Centro for 2 years and felt like I spent extra time waiting for the bus and helped to reduce congestion and pollution, but got ne benefit of getting anywhere any faster than all of those one-person cars. We were stuck in traffic like everyone else.
- 81 provides ease of transport throughout the city and should be upgrade in such a way as to continue to provide this. However, we need more public transportation and we need to offer walking/biking routes.
- 81 and 690 interchange and all of the major entrances and exits on 690 near 81 need to be corrected. That is where most of the accidents happen. Teall Ave, and the downtown exit are the worst



- 481 is not a viable replacement for 81.
- 1. Right now, a large volume of traffic enters 81 northbound from the Pearl St and Butternut Street ramps. It would be very helpful to put a sign on 81 north before these onramps asking through traffic to keep left. 2. It would be relatively easy to build, and help traffic congestion if there was a second off-ramp on 81 north at the end of E. Castle St. This could be the primary exit for the University and its events, making Adams St the primary exit for the hospitals and downtown. 3. I think the most sensible long-term solution is to divert all through-traffic onto route 481, keeping it out of downtown entirely. 4. In my opinion, putting 81 below ground through downtown would be a colossal mistake. The water table is rather high there already and drainage is poor. An underground highway would be constantly flooding. In my neighborhood (Hawley/Green) which is quite close to 81, the water table is about 5 to 6 feet below the surface. Most basements are built shallow, deeper ones flood regularly.
- 1. Please reverse the designations of 481 and 81 in the Syracuse area, so that I81 travels AROUND the city of Syracuse. This would reduce the traffic thru the city. Our local economy gains LITTLE from travelers who stop in Syracuse on a WHIM. 2. Very few of the public care about the divide thru the city, except Chancellor Cantor. The students will find their way to the bars on their own. Thank you for your time.
- 1. If funding allows it, do a 2 for 1. Bury the highway and put a blvd on top for local traffic. Although re-routing on I-481 would be cheaper. 2. Whatever replaces the existing elevated road needs to have the WOW factor. I love driving through new cities and having it be such an incredible sight. If I could drive on 81 and just get the thought of "wow this is pretty cool" in my head, then I'll be happy and I think the community can take pride in it as well.
- 1. Consider using NYS&W ROW or incorporating NYS&W into new highway design. NYS&W is also an elevated corridor that divides the City. 2. Consider light rail linking Airport to Train Station to Downtown/University to fairgrounds. 3. Consider using West Street ROW for improvements. 4. Consider using high quality design and incorporating ornamental features and decorative lighting. Not just light poles but illuminating structures/bridges at night like you would illuminate a building of high architectural value. 5. View as a multi-modal transportation corridor. Include bike, trails, buses, rail, into the consideration of future designs. Not just SOVs and Freight.
- #1 is the maintenance of keeping the road in good condition. Having it ground level would cut these costs. #2 snow removal and ice conditions #3 black ice
- More trees and less trash
- let 481 handle thru traffic and heavy tractor trailers.....keep 81 thru downtown as is, fix it to only handle local lightweight trucks, so repairs are cheaper.
- I81 NEEDS improvement. Have you considered a "depressed" section (e.g., main roadway below grade with cross streets at grade? This is opposed to having a tunnel.



## Additional Comments

- You have done a great job with making this accessible and with making the public feel involved with such an important decision. Keep up the good work with this. Also, please incorporate more bike paths in downtown. It's scary out there and drivers seem to truly neither know or care about the laws regarding bicyclists. Thank you.
- WOW FACTOR.
- Would like to see notification of meetings and progress from the meetings regarding the I-81 corridor study.
- We need more green beautiful spaces
- we have a unique opportunity to fix a bad road design....let's find the money and do it right this time!
- use I81 to travel to/through syracuse area once a year
- Tunnel
- To simply re-route traffic through another route and/or around the city only moves the problem to another place so nothing really gets solved, just more expensive.
- Timing of construction projects on 81 is apparently very poorly planned. A given project will lie dormant for weeks at a time, while the traffic drums and narrowed lanes profoundly encumber traffic. Projects should be conducted with time penalties on the contractors and should be executed as much as possible in parallel. The present design of 81 is continuously criticized, but in my opinion it is an excellent design. If the road is "rearranged" with something like cloverleaves or roundabouts, half of downtown Syracuse will have to be condemned. To say that the present structure "divides" the city is ludicrous. With the overpasses it unites the city compared to any arrangement that would put part of the road on grade. Such rearrangements will resemble Boston's "Big Dig" in cost. The present road and viaducts should be fixed and left at that.
- This may be the deciding factor on moving out of the Syracuse region.
- the text on this machine is too small and the "enter" key for the questions should be labelled as such
- The survey was sort of long.
- The survey focuses too much on the connections between downtown and University hill, and considers little mitigation to negative effects of excess through traffic that should use an urban by-pass.
- The roads by adams under 81 are dangerous and full of pot holes. Hopefully you can work out a safe solution for the huge amount of medical students who walk past twice a day
- The public outreach to date has been extensive. the use of many media types including the website are impressive. The public needs education on the project development process and needs to be patient. Keep up the good work.
- The maintenance appearance of I-81 in the City looks like it has been abandoned deliberately to ensure it's demise. The "University Hill" group should have to pay for any "special interest" consideration from NYSDOT. If they were to spend their own money they would have SMALLER

IDEAS. My Quick Access to the Hospitals and other Government Buildings is more important than any scheme the S.U. special interest has.

- The Interstate system was developed to transport military needs during a time of war, to prevent what occurred in France during WWII. Robert Moses and Pres. Eisenhower understood this, but the design characteristics that were required then are outdated and antiquated. They ruined whole neighborhoods and communities. We need to rebuild and enhance our city.
- The future generations of our residents, visitors, businesses, and movers of goods will be impacted by our ability to put aside parochial and personal issues to help develop a plan that will do "the most good for the most people"
- The elevated design is great and should be improved. I would love to see a double or triple deck system for the city. It would be so much more effective, and visually interesting with more elevated systems.
- The Dewitt community has much more at stake and potentially more to lose than all others.
- The consideration of lowering I-81/I-690 to street level (Or lower) is one of the dumbest and costliest ideas I have EVER heard when it comes to transportation in New York State. If Syracuse wants it, then THEY should pay for it and not get one dime of money from Albany.
- The balance of 81 is going to be a challenge no matter how much planning goes into this new project. The elevated roads do need to go. The thought of wasted money to improve something as large as this makes me wonder how much time, effort, energy and over all tax payers dollars are going to be wasted for a improvement that we, the residents of Syracuse, will have no say in.
- The "most important", "least important" questions were really not fair..... they were ALL important. Not one question should have been in the "least important" category.
- Thanks for the survey. We need more \*safe\* walkable areas. We need sidewalks/bikepaths in suburban areas that connect to places that people actually want to go. Downtown is a prime destination, but it's nearly impossible and certainly foolhardy to get there in anything but a vehicle. Tearing down I-81 and re-routing that high-speed through traffic to what is now I-481 will improve life tremendously. The "radiator" of streets we have now might need a bit of improving, but generally it will be able to handle the traffic actually heading to downtown and around the city. Think about the closing of Erie Boulevard through Clinton Square. The ice rink is a big improvement and everybody still gets around. Closing I-81 will probably bring similar complaints, but every will still get around. I believe that it will actually improve commuting -- no merge-or-die interchanges, no long waits at entrance and exit ramps, no back-ups on what should be a high-speed highway. The footprint of I-81, turned into a well-designed boulevard, could be one of the turning points for our community. It's not a silver bullet for growth, but it's a step. Thanks.
- Thanks for offering this method of soliciting public feedback.
- Thanks for involving the public in helping to determine our future travels.
- Thanks for involving the community. I hope we get it right and whatever is decided meets our needs 10 years from now and beyond. I've really found the urban areas of I-81 to be one of the ugliest aspects of living and working CNY.

- Thanks
- Thank you!
- Thank you for raising this issue in a timely manner. Previous NYDOT solutions have been less than ideal. DAL
- Thank you for providing this outlet for community response.
- Thank you for providing the opportunity for both online survey and the open-house walk-in type forums. I think if you were able to set-up the information in Carousel Mall and had more frequent sessions that were spread out of a longer period of time, you might be able to gather quite a bit more information and feedback from the community.
- Thank you for making this a public forum. I do not believe the state DOT was as open when the highway first went through the city. Buy in from the community is half the battle. Best Wishes
- Thank you for holding a transparent process and please consider the voices of the people of the community above all else. The efforts toward transparency and citizen participation in these types of projects only make our community healthier, stronger, and sustainable. Thank you!
- thank you
- Take it down! in the name of improved city life, a better urban landscape, and continued rebirth of the downtown. And especially in the name of sustainability (we market ourselves as a sustainable community but do not subscribe to a sustainable lifestyle)
- Take it down Take it down Take it down Take it down Take it down Take it down Take it down Take it down Take it down Take it down Take it down Take it down
- Take down I-81 and work on urban revitalization programs. There is a need for a better transportation system. Buses need to have more regular routes and expanded to other locations.
- Syracuse is a beautiful city, with strong roots and values. Cars and congestion have taken away from the city. I think it is time to give the city life again, for future generations. Boston was given life again, San Francisco was given life again, all by moving major traffic arteries. Let Syracuse be a winner in terms of beautifying the city.
- Syracuse can be beautiful again. I'll show up with a hammer. Thank you for keeping on this issue. Remember how gorgeous James street was with all the old Elm trees?
- Surface Boulevard or buried highway like I-95 in Boston and Philadelphia.
- Something needs to be done. I have been driving on 1-81 for years and I think it is a mess in Syracuse. The city needs all the help it can get to make it better for all of its citizens. The city needs a major facelift.
- Some of the survey questions area bit confusing, and so I just wanted to clarify. I would prefer greater focus on improving public transportation and walking routes throughout Syracuse as well as a safe and reliable route of transportation to greater Syracuse. Doing so would improve the local economy! And while I understand that the section of 81 being addressed will largely affect both downtown and the University area, it will also affect other parts of the city that I feel are being left out of this focus. For example, I don't have much need for more bus routes that go downtown or to the hill, rather I would like to see more routes going places other than downtown.

- Some I-81 Challenge information I've received is clearly biased to support the removal of I-81 downtown. This is not proper in an effort that is designed to collect information from the public rather than steer it.
- SAVE 81!!! We all use it and need it.
- Route 81 is a convenient way for me to commute. Ask someone old enough to remember the gridlock in Syracuse in the 1950's and 1960's.
- right now, we need DOT to be proactive in assisting the hospitals and SU to solve the current traffic congestion problem AND to keep this issue in the forefront as planning for 81 continues.
- REMOVE 81 bridges and convert 481 into 81.
- reltoolman@aol.com
- Please keep RT 81 in SYR! Thanks!
- Please keep politics and any special interest individuals or other interest out of final decision and please give the people what they ask for
- Please keep I-81. It is one of the best factors that make the Syracuse region livable and easy to access all the various business and cultural components of the region.
- Please forward my concerns regarding the traffic light to the appropriate office. Thank you.
- Please don't waste this once in a lifetime opportunity for the Syracuse community.
- please dont consider any plain or old fashioned ideas. syracuse is a green city and has the potential to become an atlanta-type college town. i think thats fun and that would make me stay. syracuse region has everything the rest of the country has except for strong and vibrant people calling the shots. please be creative and symbolic to syracuse and try to make it one of a kind just for us in this region.
- Please do not take down I-81, it is not the answer to bringing back downtown or neighborhood growth. Thank you.
- Please demolish the I-81 overpass from 481 (in the south) to at least 690 (in the north) and replace it with a mixed-use friendly boulevard. Additionally, consider extending the boulevard past the "Little Italy" area so that Pearl St, which is experiencing a resurgence, can benefit from a less segregated streetscape.
- Please consider the cost of maintaining the elevated highways in this area. Road maintenance is always present but the elevated portion tends to appear to require more intense maintenance because of weather and road treatment issues in winter. It is also unsightly.
- Please consider central city businesses (and business owners) as valid as community organizations are in I81 Challenge participation The impact to commerce and professional business located in the city is a key element in the future success of this initiative.
- Please bypass I-81 along the I-481 corridor and restore the original city street grid in the downtown area (without the expressway-style arterials that Harrison and Adams currently function as). The arterials, one-way streets, and the truncated Madison, Cedar, East Jefferson, and East Washington Streets cause more congestion in the center city than removing I-81 possibly could.
- Please announce this site on television.

- Personally, I don't care if I have to take another way to get to other parts of the city due to construction on 81, but a way has to be found for people to get to work on time. Employers only have so much tolerance for "I was stuck in traffic", and people shouldn't have to get up an hour earlier just to get to work on time.
- Participating is a good thing!
- Our infrastructure is important in so many ways, convenience and useability are issues to be addressed, but i feel people, especially now with the sprawling trends of the population, will think that safety is a more important issue.
- Not that I mind, but this survey takes more than 10 minutes.
- Noise is a major issue! It is so loud and the noise never ends. And it seriously deters the area immediately surrounding i81 from becoming desirable.
- nice website design
- MORE TRANSPARENCY IN THE PLANNING PROCESS!
- Many of the people that actually live IN the city of Syracuse probably do not have access to this survey, given I only found out about it from word of mouth and make an effort to be involved in the community. What is being done to ensure that this is actually a representative population, especially of those LIVING in the immediate City of Syracuse?
- Lowering the highway ( tunnel )should be considered as an option if connectivity is the goal. Diversion to I-481 isnt the answer.
- List of options in questionnaire is somewhat biased.
- Let's do it!
- Lets do it the right way this time, that is the challenge, take the time, but lets do it right. Take for example Onondaga Lake, the bike path needs to be completed around that lake ASAP, and tied into Downtown for seamless, biking, walking and running travel. It will make this city vibrant and more attractive to young people. Lets be smarter than we were at the turn of the century, when we polluted that lake and treated it like a garbage dump,,,,,and we built an eyesore of a roadway through our city, regardless of how convenient it is! Lets be a leader and take control of our future! The world is not going to end tomorrow, lets invest in the future of Syracuse and that concrete of a wall surrounding our mall is not the start!!!!
- Let get it right this time and explore all suggestions with an opened mind
- Learn from the mistakes of 50 years ago in looking at highway and mass transit needs going forward.
- Keep parents that need to drive their children to and from daycare on a daily basis in mind when making decisions, designs, etc.
- Just to re-emphasize: Do NOT use 481 or a lowered stop-and-go 81 thru Syracuse. Either put I81 below ground where necessary or, if you plant to do this on the cheap, reinforce the current raised portions. Quick and easy access for commuters, through-travelers, commercial entities and emergency vehicles should be the top priorities.
- just to clarify - im all for improving sidewalks before creating bike lanes

- it seems like a lot of the questions surrounded the University area. There are a lot of poor people in the area who I hope are being questioned as their access to the internet may not be as readily available to them as the professionals and students at the University
- It is refreshing to see a public interest issue being opened to the public for comment and insight. For the people who use this opportunity to express their thoughts, it is a blessing. When people are allowed to take part in making the decisions that will affect us, they take more responsibility and pride in the environment.
- It is nice to see that you are looking for input from the public sector.
- In my opinion the best solution would be one that separates through traffic from traffic entering and leaving downtown.
- In addition to improving bike paths and sidewalks, it's very important to make sure those areas are plowed in the winter. There is a real problem and danger with pedestrians (and people taking the bus) needing to walk in the streets.
- Improvement is certainly needed at the Harrison on-ramp.
- I'm a market research specialist and a management scientist, and creating a wide boulevard with intersecting streets may be something worth considering but then you have New York City gridlock vs. Syracuse accessibility? Public opinion strongly favors tearing down the viaduct, which if you go that way, means a whole host of other problems. I wish you well because politically one solution is most expedient. Put me on the Municipal Liason Committee or the Community Liason Committee. You're facing a tough call here.
- I'll wait for media news of further surveys to participate.
- If the propose dorioject make sit more difficult to get into and through the city, businesses and the downtown area will suffer.
- I'd love to see a survey that asks questions about what life would be like if we had a boulevard instead of I-81 in our city.
- I81 helps the Central New York region to function with the City of Syracuse as its hub. We need to find a way to also let it become a part of its beauty and a gateway to not only Syracuse University, but Downtown / Oncenter / Everson , Armory Square, Franklin Square / MOST , Little Italy, Tipperary Hill/Burnet Park(Gifford)Zoo, and the many attractions the city has to offer. People traveling I481 don't get to appreciate that there is a City Center of Central New York.
- I-81 has been a Challenge in the City of Syracuse for a long time. It is a divider of the City and the University. The question is; will we every be able to get the difference groups to agree that something need to be done with I-81. (????)
- I-81 backs up the traffic by the hospital. Improving that area would be a big benefit.
- I-481 should completely encircle the city as a true loop/bypass to provide adequate highway access to the west side of the county. Although the numbering would be inaccurate, who'd care? The same could be said for I-690. However, 690 should at least be extended to rejoin the thruway in Canastota and provide a spur to Cazenovia to alleviate traffic on 92 thru DeWitt and Manlius.
- I481 should be renamed I 81 immediately with the downtown of I81 being renamed. Taking down the downtown segment of I81 from Brighton downtown should be a high priority.

- I would love it if one could take the 690 W exit onto I-81 South and be able to take exit 18 off from I-81 South onto Almond Street
- I would like to see I-81 diverted around downtown Syracuse, and the existing path converted to a low speed boulevard with access to the local streets. In all my travels I have rarely encountered a worse planned path for a highway, the twists and turns on the existing highway and the poor locations of the on-ramps and their tendency to throw merging traffic suddenly next to the traffic flowing along is dangerous when drivers suddenly swerve and cut in front of faster traffic. I think the through traffic flow of 81 should move to 481, northerly traffic would not be slowed that much, downtown traffic can easily access 690, and airport traffic could still travel from 90 to 481 by retaining that portion of the highway north of 7th by the thruway.
- I would like to see a depressed highway with expanded capacity, or repair and minor upgrading of existing structures.
- I would be utterly insane to remove the old bridges...we need to spend the money and fix them as is so that people can commute to work, deliver goods with ease to the downtown, university area, ambulance and emergency vehicles can go directly to the hospitals instead of stop and go, people can pass through on a trip instead of being frustrated in a city they don't know or want to be in.. Making people get off to go through Downtown Syracuse WILL NOT make them stop at restaurants or gas stations or little shops if it wasn't on their itinerary already. You can't force people to buy in Syracuse if they don't want too. We spend billions of dollars fighting everyone else wars, so why can't we rebuild our bridges here in Syracuse.
- I wish we knew what future transportation is going to look like, so that the whole system can be considered. The possibilities of high speed rail, airlines, and continued suburban sprawl are factors. That big eyesore over Almond St needs to go, underground would be great if it wasn't so expensive, but some kind of a boulevard through there might be the way to go. Other agencies are looking at the air pollution aspects, so that shouldn't be the primary consideration. Don't forget to remind non-Syracuse natives working on the project of the snow removal operations!
- I was interested the underground tunnel option that was proposed last year. if more information on option could be made available....
- I took the survey as I used to live in Syracuse but re-located because of a job. I still visit very frequently and care about the region. There didn't seem to be many questions tailored to infrequent yet concerned users like myself and that could be improved.
- I think this the areas 2 largest employers (SU and Upstate) should make their employees aware of this survey. I also think someone should come and spend a week from 3-4:30 at the corner of Crouse & Harrison Streets and C-D road and Harrison Streets and see how long it takes to get onto the entrance of 81N. Sometimes takes up to 45 minutes.
- I think the DOT should consider taking up President Obama's plan of a high speed mono rail system. A mono rail system going around and thru downtown Syracuse would create jobs, lessen pollution and traffic congestion, cutback on car emmissions with less people driving their cars which would safe on gas. If I could take a train or monorail to work, I would. I live in the suburbs and the bus system does not work for me.



- I think the city community would prefer the boulevard concept (south of 690) with through traffic, especially heavy trucks with their noise and pollution, rerouted to 481 and even the non elevated portion from downtown to 481 converted to 30 mph and reconnected to city streets. It still would service university and hospital access only it might add 2-3 minutes to their travel time. You need to be upfront about the consequences of total rebuilding 81 with the land acquisition required and maybe condemnation, the construction time frame when there will be major traffic disruption for a year or two. No real decision to rebuild 81 completely can be done until that information is available so your surveys are not worth much until you are ready to present the realistic consequences. Rerouting through traffic to 481 would relieve much of the sever congestion that you now show downtown and maybe just doing that and a boulevard concept would be an outstanding solution. And MUCH cheaper with a federal government that is almost broke. Civic groups already support this solution. So why don't you folks accept that inevitability and get on the bandwagon and become heros? We'll support you in the fight with the trucking industry. Taylor you next survey to support this solution.
- I think Syracuse has done a horendous job with addressing the problems posed by traffic and visitors. It is way too easy to end up quite a ways from your intended destination. The biggest problem I see is the difficulty getting people in this area to let go of the "historic" value of our run-down buildings. We're too often stuck placating the nay-sayers that very little real progress is ever made. Oh, and the hub model used by Centro prevents them from being a viable option for new customers. There is no way I want to go through the downtown hub location everytime I ride the bus. We need multiple hubs with routes that run circular around the region in addition to the in/out routes to hub in the city. I understand a 200 year old city has serious city planning challenges. So many younger cities have been able to take advantage of better knowledge about traffic. It would be great to see Syracuse achive an urban renewal/revival in the process of "catching up" with other cities.
- I think it very important for interested, thoughtful individuals to have as much access/input as organizations. Organizations do not always reflect the opinions of their own constituents. D. Blair 247-2057
- I think have I-81 go underground is the most ridiculous idea ever.
- I reiterate - I-481 around the city for thru traffic. Rebuilt I-81 thru city becomes local boulevard, limited access for commuters, shoppers. Frequent cross over/under to reunite west to east city while keeping greenspace as a north to south linear park. This is a once in a generation opportunity.
- I really think leaving the highway as is will be best for the community . Add bike and pedestrian bridges or tunnels would solve much of the problems
- I really enjoy that you want input from those who use 81 on a normal basis, but live outside the city. Thank you!
- I really hope that Route 81 is not eliminated thru the Syracuse Downtown area. I feel that would be a huge mistake...
- I look forward to the development of this project. Thanks for including the public in this very inclusive and transparent way.



- I know this project will be long, costly, inconvenient and difficult. But the current configuration of I-81 is terrible! It cuts the city in two. I would prefer to see the section from Brighton Ave included in the underground portion to restore those neighborhoods as well.
- I hope you have many more of these. Next set of questions should be the same set but Not having I81 in the city
- I hope to see changes in the sidewalks to improve accessibility for individuals with disabilities.
- I hope the elevated sections of I-81 are not taken down - this is how we get above the congestion now and travel easily to our jobs, shopping, and other events. If the highway is removed, I think I would visit the city less for non-work events.
- I hope that either the survey is improved or the workshop sessions are better organized, because I don't think this survey was necessarily an accurate representation of my views. I think the priority for the project overall should be to increase the economic vitality of the area overall, which is strongly tied to increasing the economic and cultural vitality of downtown. Central to doing those two things is having an efficient and accessible transportation system, fostering greater connectivity between the University and downtown, and beautifying the city. Having better transit service and improving nonauto transportation is also key to accomplishing these things, so it is all a matter of priority and how you accomplish the overall goal of greater economic development in the region.
- I have lived in Liverpool for the last 41 years. Thirteen of those years I used I-81 and 690 to reach my employer in Dewitt. For some 21 years I was employed in the City in 9 different locations with I-81 making that an easy tour for each different employer. I thoroughly enjoy living in the Greater Syracuse Area having access to the many arts events, sporting events, etc. on a year round basis. So I-81 is very important to me. In addition to local travel, I have had need to travel to various locations downstate, PA, and further south for family trips and for military duty. I arrived here in 1966 just as I-81 and 690 were being completed over the City, even walking the connecting ramp from EB690 onto I-81S just north of the Adams St. off ramp, one Sunday afternoon before it was opened for traffic. Memories! Thanks for undertaking this complicated task in good time and for including all of us most effected by any decisions that will be made concerning access to the City.
- I guess I grew up in the community before 81 was there. But it HAS been there since I learned to drive. Having to detour
- I feel that an option for a tunnel system with a dedicated 'large vehicle' lane (trucks, buses, etc...) would be a great option. In addition a commuter rail system could be built where the existing I-81 highway runs...
- I feel confident that the final solutions will benefit the community and stakeholders.
- I don't understand why this project must wait until 2017. Close the downtown stretch immediately. I was a business owner downtown for almost 20 years next to I-81. I lived there too. I closed and moved because of the I-81 situation and that was 20 years ago. We knew it was a problem then. Now we are supposed to be thankful that Syracuse is finally doing something?

- I don't think you can undo what is done. Now you have to maintain it. Improve people moving between the hospitals, the hill, and downtown if that is a need. We've grown up with this and around this I-81. We cannot give anything back, it would be a waste of money to try.
- I bike commute from my home address and Onondaga hill and its hard and not very safe with the way the road is today. Thank you
- I believe that the current problem of downtown being cut off from downtown has less to do with the elevated highway than with the monolithic institutional buildings, associated parking lots, and occasional lack of sidewalks. There are several blocks between the hill and downtown that have no pedestrian interest, and the only walkways are along extremely busy streets.
- I believe that eliminating the Overhead spans of Rt81 in the downtown area will cripple local travel and clog neighborhood Streets with Service and Supply Vehicles searching for new roads and streets to make their deliveries! On another note, the overhead spans have always Showcased our Downtown to Travelers with Panoramic Views on Both sides in ways a travel Brochure could never do!
- I AM SURE THERE ARE MANY VEHICLES (TRAFFIC COUNTS) THAT USE I-81 THRU THE CITY OF SYRACUSE. WITH THE PRICE OF GAS NEVER TO DECREASE,IT WOULD BE WISE TO LOOK AT THE COSTS OF THAT ISSUES (PROJECTED), VS ALSO COST OF STAGE CONSTRUCTION BUILDING A NEW VIADUCT...WITH A NEW & IMPROVED DESIGN FOR YEARS TO COME...., THANK YOU
- I am interested in a more beautiful city with preserving the ease of commuting as much as can be preserved.
- I am excited to see this initiative begin to take shape--i hope we can be bold in our thinking regarding I-81 and the possibilities (and challenges) ahead. I'd like to also have a committee set up to figure out what to do with the abomination called Destiny--our mall now looks like a prison and it should also be torn down along with the highway!
- I am already on the e-mail list. That is how I got this invite to answer.
- How about using West Street as one of two major north-south thoroughfares through the city, and sending through traffic around the city on Rt. 481? It would be great to re-establish Oakwood Ave between historic Oakwood cemetery with historic downtown Syracuse.
- History shows that "slums" and low-income housing commonly shows up near highways. Do away with the "I81 division" and utilize I481 more.
- his servay was written based on moving 81 not on making the city bigger or better. It seems to be based on what su wants not what the city needs.
- Good luck!
- good information at the workshop - unfortunate that participation is not broader. have you considered a similar event at the area malls or community centers where there is a lot of existing community traffic?
- Getting people's input this way is a good thing.
- Gather information from other States that have gone through similar situations.
- Faster speed limit
- Encouraging a cycling culture in Syracuse could reduce traffic congestion and instill a sense of community. Currently, biking in Syracuse is scary due to the lack of bike lanes, poor

maintenance of roads (encountering pot holes in a car is inconvenient, on a bike they're dangerous), lack of bike awareness from motorists and lack of bike racks. I would love to bike to downtown and the University from my house in Hawley-Green, but I do not feel safe doing it and there is often no place to secure my bike when I arrive at my destination. I know there are many like-minded individuals in my area- some who brave the roads already and others who would be likely to bike instead of drive to dinner, shopping or work if Syracuse became more cyclist-friendly.

- Don't wait 7 years to start fixing some on the traffic issues. Some reworking traffic patterns to allow higher volume traffic to flow from Townsend to 690E (reducing the backups to 81N at Adams), would literally save me 50 HOURS A YEAR waiting in traffic just trying to get out of downtown in the evening commute.
- Disappointed in the amount of time, energy and resource being spent on this effort to the detriment of much of the region.
- dig or build a tunnel, I think 690 separates the city more than this stretch of 81
- Did the survey do some samples before finalizing the questions? Some of them seem to contain conflicts which make them useless. Does anyone test them with a face to face survey, rather than electronically.
- continue 81 as a high speed highway through downtown- but with out trucks as in a parkway
- Cities like baltimore and washington that terminate major interstate highways in the city center are much nicer to visit and navigate than the current I-81 corridor through the downtown Syracuse area. That said, the regional and state economy is suffering greatly and any additional taxes to fund a project will certainly hasten the exodus from New York to other less taxed states with more economic opportunity.
- Challenge: We need only look around us to recognize some colossal planning mistakes and disasters from our past. If you can keep the parochialism and politics out of the I-81 Challenge from A-Z, the entire Syracuse metropolitan area will be much better off. Thank you for reaching out to our community and soliciting our feedback.
- Bypass highway traffic to 481 and turn 81 through the city into a ground-level (or semi-below ground, if you're feeling really fancy) blvd. Reconnect the University Hill region with downtown, and make transit between the two safer/easier.
- Bus fares should be based on route taken, i'd be willing to pay up to \$3-4 each way to take a bus from North Syracuse to downtown, if busses ran later.
- Based on the survey questions it appears that the focus is on the portal between the University area and downtown. Although this is important, I believe the stretch of 81 through Franklin/Salina Street Exits (coming from the north), should also be considered for pedestrian/cyclist friendly improvements. Also, I think a major emphasis should be placed on cyclist commuters and bike path connectivity as much as can be incorporated into rebuild plans.
- Based on my initial research and review of current data, the viaduct should be replaced with a grade level boulevard. This would require new southern and northern interchanges and possible lane expansion on 481. Downtown viability and growth is paramount for overall region stability and growth. Other cities have demonstrated that a grade level boulevard is viable

especially given the traffic data for Syracuse. There are not that many cars driving through the city. The traffic uses 81 to exit downtown exits.

- As a student I found it much more convenient to drive to places like Wegmans or the mall, than when I had to take the bus to them. However I would like to be more environmentally friendly, and would take the bus more often if its service improved (and I didn't have to wait over an hour for the bus after the mall closed).
- Any steps to revitalize downtown Syracuse is critically important to me. Strive for a pedestrian friendly environment.
- Allowing comments and input such as this is wise and appreciated. Thank You.
- Add the extra lanes to 690 and 481 before you let the 81 closure project.
- 81 is terribly ugly, and it has chopped the city in half, which I believe keeps Syracuse stuck in the sad, rust-belt state that it has been in for a long time now. Syracuse has a beautiful lake and some of the wonderful old architecture is still down there, hidden under the highway overpasses. What this city could look like if it had a defined, walkable city center, instead of that ugly highway that runs through and over it!
- 5 more minutes during commute should not be an issue and will not negatively effect the region. The appearance of downtown and its connectivity with the hill is the crucial component
- This is THE single most dumb ass idea I've heard in a long long time. Ask yourself this, as a child growing up do you ever remember your parents complaining about how bad traffic & congestion was on RT 81 in downtown Syracuse, I sure don't. Unbelievable, I mean, it's only worked fine for 50 YEARS so lets tear it down. Why must "you people" futz with something that isn't broken. If you think Syracuse has traffic issues I'd urge you to visit other cities like Boston, Los Angeles, etc. Residents in those cities measure their travel time in "hours per mile" not "total minutes" like we do here. Ya'll need a different hobby.
- Pleae widen the high way and keep it elevated.
- let 481 handle thru traffic and heavy tractor trailers.....keep 81 thru downtown as is, fix it to only handle local lightweight trucks, so repairs are cheaper