

Appendix A: Workshop Participant Comments

Station 2: The history of I-81 and its impact

Personal stories/memories related to I-81
When I was in Syracuse for the first time 10 years ago working on Clinton Square, I was struck by how much I-81 divides the city.
I love the view of the city from I-81
I walk under I-81 all the time. It's dirty, dark, and has a lot of traffic.
I am a student and SU and I don't ever go west of I-81
I remember living in Syracuse before I-81 was built. It is so much easier to get through the city now.
When not congested, it makes it very convenient to get to and from the University area. During peak traffic hours, I find it more convenient to use W Genesee St through the city to get to the Hill.
I-81 has been a crucial part of my daily commute. It allows me to get where I want to go fast without having to deal with a lot of traffic (unless there is construction.) On the other hand, the I-81 N/I-690 E interchange is a horrible design. Depending the time of day and if the on ramp light is green, it is designed for congestion and accidents.
I prefer to take the thruway from the eastern suburbs to Liverpool. I used to take I-81, but I don't anymore due to the congestion, all of the intersections on I-81, and the trucks speeding through the area.
I-81 allows me to get from Liverpool to downtown quickly, but I approach it from Liverpool Parkway during rush hour so I can see if it's congested, and if it is I take Salina instead.
African Americans are never considered in the plan anyways.
Widen the bridge and highway. Beautify the whole area, not just the suburbs.
Re-open the Canal so we can Kayak to work!!
I-81 makes it easy to get both to and through downtown, but it can be awkward to navigate where there are exits and merging on ramps and where the speed changes.
I would be concerned that removing 81 would increase traffic congestion downtown and could result in more of a barrier than the existing overhead roads.
I use I-81, usually north from Colvin, nearly daily. To go East on 690 and West on 690 is dangerous in I-81's current form. We live on Roe Ave, 3 blocks east of Comstock. Any proposal that diverts highway traffic to Aid sky Drive and Thurber will destroy our neighborhood.
I never liked the entrances, exits and merging configurations particularly I-690, I-81 and related ramps. IT wouldn't be as bad if drivers heeded the speed limits especially the 45 mph. Drivers are violent and TAILGATE. Laws are not enforced. I will be glad to help beautify and make safe any changes.
Take back the city for people, not cars. Reroute traffic to 481 & I-90 and give us better public transit in the city.
I use 81 to commute to/from work. I was around when 81 was constructed, along with the Onondaga Interchange w/ 690. I feel that it should be improved to include additional lanes/car-pool lanes, better lighting and signage
Tear it down! Bring back the neighborhood.
Makes traveling to work a breeze! I have lived in the University area for over 50 years and 81 has been a blessing to go from one side of the city to the other in little to no time.
I view I-81 as an option to access various parts of Central New York by a more efficient means. On the flip side it is also viewed as a divider to socioeconomical populations.
Living in the far northern suburbs of Syracuse, I-81 has always been a thoroughfare to GER THROUGH Syracuse. It has also inspired me to pursue Landscape Architecture to prevent highways from BYPASSING major cities and their downtowns.
Regarding the comment that I-81 "acts as a barrier"... The damage has already been done. What could you do to prevent the highway from being a barrier now?
The areas under and surrounding the elevated highway are simply depressing zones of under-utilized land.
I am still offended even today regarding the "blighted" city areas of the 40's - 70's. Many beautiful homes were destroyed which couldn't be duplicated elsewhere. IF we change I-81 in any way what will happen to people and their properties 50 years from now?
Having come from Philadelphia, I have always loved I-81 and the convenience to be able to get anywhere in a short amount of time. (Except 81 south to 690 west where connection backs up)
The bridges are a money pit. I have read over the years to fit the bridges and replace the cement because the salt is used in the winters.

<p>I remember driving down Pulaski to Little York for my family reunion where I was young, 12 or 13 years old. My aunt and uncle oohed and aahed about how much easier the trip became.</p>
<p>Unfortunately, I-81 undermined the core of the city, created suburban blight and destroyed the cohesiveness of the city.</p>
<p>Yes, Syracuse is a "20 minute city". I appreciate that, but I would be willing to risk changing that to create a positive change by removing 81 through the city and improving the aesthetics of our city. 81 is very dangerous in a downtown area, especially 81-690 intersections.</p>
<p>I-81 acts as an East-West Reference/point of demarcation</p>
<p>I drive as part of my job and could not imagine route planning without the interstate. However, it seems to be a "divider" within the city - a costly one. Consider a trolley system like downtown Atlanta, Miami, San Francisco and others.</p>
<p>I am not a native New Yorker, and I did not live here when I-81 was constructed. I first lived in New York as the wife of a soldier stationed at Fort Drum. Like many other soldiers and their families, I used I-81 in my travels to and from my hometown. I remember not liking the way I-81 took you essentially through the city with associated congestion and slowing. In my current residency in NY, I originally travelled 481/I-81 for my daily commute to work from Oswego to Syracuse and back, but for a few years now, I instead have used 481/I-690, which I find much more preferable.</p>
<p>I try to avoid I-81 through the city, because I have had one accident and many near misses at the 81-690 interchange.</p>
<p>To me Route 81 has always been 'under construction' in some fashion which greatly impacts my desire to spend time in the city. As well as providing an easy access to items such as Syracuse University events due to restricted parking.</p>
<p>Right now I use I-81 more than I ever did before - I use it to get from Jamesville up to my Mom's place in Liverpool. The convenience is great. But...it is ugly, it divides the city, and makes walking difficult. Pedestrians need to be accommodated and encouraged.</p>
<p>My earliest memories of I-81 were seeing the blinking lights of Syracuse as we crested the hill by the Nation returning from some hockey game/tournament down south. It was a nice feeling, knowing we were just about home. A nice view.</p>
<p>I was a college student '62-66 working with children at the church on E. Genesee St. (15th Ward). I experienced losing my family's home and neighborhood to eminent domain exercised by NYS Fairgrounds Department of Agriculture for parking lot expansion. I felt the I-81 project was wrong on many levels. Have hated the split downtown from the beginning. I learned that this "plan" was in place to renew Baltimore by dividing it down the middle and wiping out the historic Fells Point area. It was stopped in Baltimore - I wish it was stopped in Syracuse and I hope that it will be removed from downtown Syracuse.</p>
<p>I-81 - although it may be functional it is a monstrosity in terms of aesthetics! As a "green city", surely a plan can evolve that will encourage easy walking, biking, enjoying community without the blight of this horrible vision. Bury it - use all creativity to create open and inviting spaces in which community bonds can be strengthened.</p>
<p>I believe I-81 needs to be torn down. But we still need to consider that individuals going through the city don't want it to take forever with lots of red lights. We also have to consider emergency personnel needs. When/if they take I-81 down, the city exposed is not necessarily pretty. There would have to be some incentive to fix the exposed part of the city.</p>
<p>For those wanting to bypass the city, if I-81 is down, the newer routes may have to consider increased traffic around the city.</p>
<p>All in all, I would like I-81 down. I have been in other cities where it has worked well. Let's talk to them.</p>
<p>50 years ago I-81 was planned for an underground road. Let's not make that same mistake now.</p>
<p>I live in Liverpool and use I-81 as my commute route to work. I am employed by the Syracuse City School District as a nurse and have to be able to utilize my car in the event I am sent to another building to give medicine if another building has a nurse out for illness or family emergency. I live about 1 1/2 miles from Carousel Mall so I use the access point where Buckley Rd, Old Liverpool Road and Park St. meet. I could not imagine being told to go north on I-81 to 481 and have to make a wide circle around the city to arrive at a southern part or eastern area of the city. What a waste of time and gasoline! I also travel to church on Sundays in the University area.</p>
<p>I-81 and the other elevated viaducts prevent the "downtown" of Syracuse from expanding in any direction. This prevents the city center from reaching the "critical mass" needed for it to grow into a vibrant urban community.</p>
<p>I-81 encourages sprawl and therefore increases the cost of living in the Syracuse area. It decreases the value of city</p>

<p>property.</p>
<p>I have lived in Syracuse my whole life. I've driven on I-81 twice. Specifically the elevated viaduct through the city is a congested and dangerous place to drive, so I avoid it. The areas under the bridges are very dark uncomfortable places, effectively splitting the city.</p>
<p>I-81 has impacted my life by getting me to and from work at St. J. Hospital. It has been my main route until I've transferred to other satellites. It is my main route to see my mother at Loretto.</p>
<p>My personal history with I-81 was it was my first interstate road that I learned to drive on, not during rush hour, but those early times learning to drive. Sadly, I'm too young to remember the construction of I-81.</p>
<p>I'm from about 45 minutes north of Syracuse. Driving into and through Syracuse on I-81 was how I first experienced the city. I now live in Syracuse and from the perspective of being below the elevated part of the highway, it does create a barrier through the city. Regardless of what is done with this part of 81 the connection underneath, especially for pedestrians, could be significantly improved. Also, driving south on 81 into the city when you can first see the southern hills gives a strong sense of identify for where you are.</p>
<p>While I feel for those who travel into Syracuse from suburbs and other places, and I recognize the need to accommodate them in a reasonable way, citizens of Syracuse have not, in many ways, been well-served by I-81 as it cuts through the city. I work at Dr. King Elementary School, where the highway is ever present: the view, the noise, the smell (at times); the difficulties of accessing it from there; the challenges of walking and bicycling in that area. I live in the University neighborhood, so I frequently use the city section of I-81. It isn't very user-friendly, though. It seems to better serve those who come from other areas.</p>
<p>There really isn't a viable alternative for efficiently traveling north and south through Syracuse - many of us got a lot of first-hand knowledge of that with recent closures of sections due to repairs or adjacent crumbling buildings - but there must be some way to take this opportunity to re-do I-81 so that it serves those who live here as well as those who drive to and through here.</p>
<p>I would like to know the following:</p> <ol style="list-style-type: none"> 1) If moved, where will I-81 go and in order to put it in what must be destroyed such as homes, communities, businesses, farmland or untouched landscape that will be gone if it is moved? 2) I kind of like the idea of I-81 being moved because we can reclaim the land it has taken, reduce the amount of air pollution in Syracuse and reduce the amount of water run off into our lake. But what other benefits will we have that will be longer lasting and help our city? 3) Will the solution be long lasting and environmentally safe so that it will need less of a change like it does now? 4) Will this create jobs in Syracuse and will it be able to permit jobs for decades to come? 5) Our communities are split with I-81. Will the removal of it cause problems for our city?
<p>The cement used on 81 was engineered by New York State engineers. It was a poor grade well below standard grades, way below top grades. I worked at the cement plant in Jamesville as did my father.</p>
<p>I am now a toolmaker. The grade of the steel used is also at cheaper grades, which costs less up front but more in the end.</p>
<p>In our city I-81 has cut off a valuable connection with key parts of the city. The elevated corridor through the city is not vital and detracts more than it adds.</p>
<p>I-81 is not a barrier whatsoever. While there is no doubt that the road needs much attention and/or replacement, to simply remove it would negatively impact other areas of the community. If rerouted via the existing I-481, existing interchanges (5+92, Jamesville Rd. etc.) would have to be greatly modified. North and south of the city interchanges would need expensive and time consuming taking of land for the new interchanges. It would be best to replace the structure with a series of prefabricated cement segments that not only serve as a vital link for transportation, but serve as a corridor of open space with multiple uses.</p>
<p>I used I-81 to get back and forth to school in MD and when I lived there after college. The road was my enemy in PA, but the view of the city that unfolds before you just as you come around the bend at the Onondaga Nation Territory will always be special to me - it meant I was home. Still I am not a fan of how it splits the city.</p>
<p>Living south of the city, I-81 is EXTREMELY important to me and my family whether it is visiting in-laws on</p>

<p>Buckley Rd., shopping at Carousel Mall, catching a plane, going to Upstate Medical Hospital (just had a stroke) or going to a game at the Dome, 81 is important. If 81 were interrupted or routed around on 481, the time and cost of visiting anything in the city, north of the city or east, e.g. Erie Blvd. would be much worse. Commuting to an office in downtown Syracuse would be a nightmare - it may result in businesses relocating from downtown to 481 East. I also have a problem picturing 40,000 cars driving through So. Salina and No. Salina Streets. Route 81 - as currently routed is the best route.</p>
<p>My memory is riding with my parents and Grandfather from the greater B'ville area near Thruway Exit 39 on the new 690 E. through the city to Dewiltt when it first opened in around 1969.</p>
<p>I wish there was a right-of-way reserved by NYS for a western outer belt from 690/695 south to Rt. 81 to avoid entering the city. This would have eliminated much traffic from the 690/81 interchange that currently exists.</p>
<p>I-81 is a very important roadway for our city. I am not opposed to changes, but 2-3 lanes of unrestricted traffic at high speeds MUST be a requirement with any re-design. Removal of this will cause gridlock and chaos and eliminate a great resource this community has.</p>
<p>Many other communities thrive with elevated viaducts. Take St. Petersburg, Florida. The elevated highways divide wealthy from the wealthy. This "divide" argument doesn't necessarily exist just because of the highway.</p>
<p>Keep an elevated highway, or recessed version like I-75 in Detroit and countless other cities.</p>
<p>When I was 12 my family moved to Syracuse around 1964. My dad worked on I-81. He would drive us down to see the piles and piles of debris that used to be people's homes. At the time, Salina Street and Warren Street had stores like K-mart, Grants, Woolworths, Day Brothers and many more retail. After they opened I-81 the city of Syracuse became a virtual ghost town for retail. 81 has been a barrier between the east and west part of the city.</p>
<p>I'm barely old enough to remember the days before the viaduct was completed. Your presentation said it was 1969, but I would have guessed 1967. I've also heard stories about how things were in the 1950s. They said the congestion was phenomenal. A few weeks ago (late April, 2011) I-81 was flooded, and it took a very long time to go north on Salina Street. I also remember the congestion from the mid 1980s while it was being repaired. It seems to me that bridges need to be replaced, not simply torn down. "People who forget the past are condemned to repeat it."</p>
<p>I'm also surprised that I haven't heard comparisons to York, Pennsylvania, [I-83 vs. Business loop 83 (George St.)]. There are some similarities there.</p>
<p>I live just north of the city and work on the south side of the city. I-81 has saved me countless DAYS of commute time. I chose my home based on its proximity to I-81 and I-90.</p>
<p>We should continue to repair I-81. It is quicker and easier to get from Point A to Point B. When I moved here from Florida, I grew up on Cedar Street and Forman Ave. I was there when urban renewal began. Before 81 was built there was a second jail in Syracuse. We needed to get to Erie Blvd. It seemed to take longer. We were glad when the highway was built. It was easier to get in and out of the city. Hospitals were easy to get to. Upstate Medical Hospital used to house the Health Department and was called Memorial Hospital. Visitors also find it easy to get to many locations and the Thruway to get to Syracuse. We'd be lost without it.</p>
<p>The existing stretch of I-81 between 690 and 481 at the south end is a very poorly designed stretch of road that even more poorly serves those who actually live in the path. A highway through a city should well serve the population affected by it, and the segment does not. It doesn't even serve the Hill area well.</p>
<p>I studied the history and my published paper on it was cited by the OCL study. It is available for download at http://www.acknight.com/15thWard Thesis.pdf</p>
<p>If a city segment is desired to replace the span, a suggested better route, at ground or partially depressed, would better serve the area shunting away along the Ontrack track span or earlier, swinging over to and using the West Street arterial to eventually connect fully around Franklin Square/Solar St. Challenges exist, but such a route would be less divisive and have room for more useful and appropriate interchanges.</p>
<p>I-81 going through city of Syracuse has divided the main thoroughfare into 2 parts - "Haves" and "Have Nots". On one side you see boarded homes and on the other side green lawns and beautiful homes.</p>
<p>Traffic from Canada coming down on I-81 and wanting to go down south to B'ton; Scranton, etc. should not have to go through I-81 S. in and around the city. This creates traffic jams and lots of accidents because of multiple exits and entries.</p>

<p>I-81 traffic from Exit 29 (Drivers Village; Market Place Mall) should be connected to present 481 South and this 481 South should be renamed as I-81 South. The present I-81 from there to downtown should become Syracuse Parkway or similar name and terminate around downtown Syracuse area. People who have business in and around Syracuse will come. Through traffic will go on present 481 South and connect to I-81 south near "Loretto". This will take care of people who travel from north and south.</p>
<p>People from east and west will use present I-690 which connects to present 481 South (future I-81 South).</p>
<p>These are simple solutions and will save millions of \$. Those who suggest building underground I-81 South are not realistic. Ask people in Boston, Mass. Their underground interstate supposed to cost \$600 million ultimately cost them \$6 billion!!! Federal, state, county, and city governments all broke!</p>
<p>After demolition of I-81 flyover, all that space on the ground can be developed with beautiful parks, walkways, and restaurants, boutique shops that can become a showpiece for city of Syracuse.</p>
<p>81 is completely essential to maintaining a working city. Loss of quick travel from north to south Syracuse will drastically increase commute times and destroy what I love most - ease of navigation. I feel as though opponents either have a vast personal vendetta or have never been to a real major city. People won't move into the city. They'll move to another completely. No one wants to drive an hour to work. Myself included.</p>
<p>I-81 is important because of its location near the hospitals. I am a resident of the city and have many relatives in the north country. They use the hospitals here and use I-81 to get there faster.</p>
<p>For me, I-81 takes away the "life" of the city. When I look at it, I don't want to get out of my car, and it keeps me from really "seeing" the city for all it could be. Instead, for me, Syracuse is a HIGHWAY with a city (or cities) stuck in around it.</p>
<p>It seems to me that the I-481 interchanges will need major improvements if the viaduct is to be torn down. I would also like to see an all-interstate path that does NOT touch the city of Syracuse. As I understand it, certain nuclear shipments are not allowed within city limits. (My information is decades old.)</p>
<p>My history on I-81: well personally I think that the interstate wasn't a good idea of urban renewal because it displaced many families, businesses and homes. The city may have needed to be renewed but the government or city should have put it somewhere else. Now that the highway is here it should be fixed and left the same.</p>
<p>Those versed in history will also realize that the former Erie Canal itself was a BARRIER. Since wastewater treatment did not exist as it does today, it was essentially an open sewer that needed a series of bridges to cross. Most of these bridges were known to malfunction and impacted emergency crews. This is why Syracuse has so many firehouses. Now those structures are no longer needed and have been converted over to other uses if they were not demolished.</p>
<p>The same can be said about the proposed boulevard idea. Additional maintenance at a higher cost would not solve the problem, but only promote it.</p>
<p>A tunnel is ludicrous at best since ground water is relatively shallow because most of the city is built on former wetlands. Expensive pumps would be needed to keep groundwater, snow, and rain out of the area. A facility reminiscent of the pump facilities in New Orleans would be necessary. In a time when taxes are causing issues for all, one must consider the question of how to you pay for that?</p>
<p>How would changes to I-81 affect 690?</p>
<p>If I81 is taken down my commute would increase by at least 15 minutes each way. Mass transit is not an option.</p>
<p>I did not live in Syracuse during the construction of Rte. 81. I use Rte. 81 on a regular basis and find it is very valuable in my commuting time from point A to point B saving time and gas consumption. When the road is closed for weather or accident conditions, the amount of traffic that is forced upon the city streets is over bearing and produces a literal log jam of cars and trucks, including 18-wheelers. Our city streets are not designed for all this traffic; let alone any emergency vehicles that must get to their destinations. Fix the tings that need to be fixed and leave it the way it is.</p>
<p>I have only lived in Syracuse for 13 years. I use I-81 almost everyday to go to work. Our family uses it frequently to watch SU sporting events, and for other entertainment on the weekends. We also shop routinely at the regional market, and use 81 to access the market. The most important factor about 81 to my family is that it provides a quick and direct access to hospitals and health care.</p>

<p>I would be concerned about losing 81 as it would effect my commute to the office, the time traveling to our favorite entertainment and shopping locations, and our ability to receive timely healthcare.</p>
<p>I live a mile east of it on one side and work a few block west of it on the other. I drive or walk under it daily. It strikes me that its absence would add tremendously to the appearance of our city.</p> <p>Recently I had the opportunity to drive on the cross-city throughway under the river in Santiago, Chile. What a marvelous idea and amazing way to integrate speed of transportation along with maintaining city green-space above. Entrance and exit to the tunnel is marked by electronic meter readers (like EZ-Pass) that are paying for the project.</p> <p>Let's make an investment in the future of high-speed transportation and developing additional green-space for our city!</p>
<p>I was born and raised in a suburb of Buffalo, NY. I first encountered Rt 81 as I traveled back and forth to SUNY Delhi in the mid 70's. To reach Syracuse meant we were half way home. Yet I was always drawn to the beauty of the hills south of this city. Eventually I chose to make Central New York my home. One of the things I really appreciate about the Syracuse area is how easy it is to get around. Rts 81 and 690 make this possible. I chuckle to myself when people whine about "traffic jams". Who ever said the 20-minute city hit the nail on the head. I don't think getting people off 81 and making them drive through the city will make them want to stay in the city. More likely they will want to avoid it. One of my favorite vistas of the city occurs on Rt 81 as you travel from the south into the city. There is a moment when you round the bend and the whole city unfolds before your eyes. Onondaga Lake, the Towers, the church spires; all seem to say "Welcome Home!" It is really a pretty sight, especially at dusk. I understand the concerns of the people who live near 81 and those in the University area, but lets not throw out the baby with the bathwater.</p>
<p>I-81 was a factor in my decision to accept a job with Syracuse University in 1998. I had been teaching (and received tenure) at the University of Virginia. I had become increasingly dispirited by the long travel times between Charlottesville VA and important destinations to the north, including most importantly Charlottesville Airport. The distance between the University of Virginia and that airport is about the same as the distance between Syracuse University and Syracuse Airport. Yet in Charlottesville, the travel time up US Route 29 was typically as much as 1 hour during "rush hour" traffic, from 4-6:30 p.m., a major time of departure for flights I needed to take. I ended up missing a number of flights there simply due to traffic. In Syracuse, by contrast, the travel time for the 10-mile drive from my workplace to the airport is rarely more than 20 minutes, even at rush hour. One time early during my time in Syracuse (before the airport slowdowns due to 9/11), I can remember getting on an on-time 6 p.m. flight after having left Syracuse University--late due to some demanding meetings--at about 5:35, on a weekday! I can remember whispering a small prayer of thanks for I-81 as I eased into my seat.</p>
<p>I remember the protests and court battles by people in the 15 the ward trying to save not only their neighborhood, but also the strong Italian culture that bonded them together. The city and the governor succeeded in demolishing and dividing the northside in half to make way for I-81. Your narrative points out that since the project was completed, there have been several important buildings added to that area. It fails to say that those buildings were not part of the original plans for the 15th ward. Only the right-of-way for I-81 was the center of the construction plan. Those new buildings existed only was wishful drawings at city hall. There was no funding available for any of those buildings in 1963-1966.</p> <p>When the plans for I-81 were proposed, we were told that this would be a "boon" to the city, because Syracuse would be the only city in the path of the road that would have exits allowing easy access to the Syracuse business district. No other city, Watertown, Binghamton et.al would have such an advantage. This was the "way of the future" for Syracuse; the end to all our problems.</p> <p>Now, our solution has become the problem. Once again, the decision will be made, plans implemented and projects completed. Someone will cut a ribbon and convince us that we have done the right thing, again, for now. And my grandchildren will say, "What fools did that?"</p>
<p>I-81 facilitates my ease for getting places. I am a student and drive to school everyday. If there were bike paths, more frequent bus stops, or a light rail option, I would not drive to school. My problem is that my degree has me working many hours and it is not always safe or alternate transportation is not available during certain hours. I do not need I-81, but use it all the time.</p>
<p>I use I-81 everyday. I appreciate it for getting me where I need to be in a timely manner. It allows for me to get in,</p>

<p>out, and around the city quickly.</p>
<p>I was not here for I-81 construction, but I'm sure it was a very exciting and very troubling time.</p>
<p>I'm a relative newcomer to Syracuse, and my introduction to the city was driving down I-81 from the airport. Since moving here, I've spent quite a bit of time driving to and from points south, so I've become quite familiar with the southern entrance to the city on I-81 as well. Coming into the city from either direction, you have a similar experience - it looks very scenic from a distance, and then you have to stop looking at the city and pay attention to the ratty, crumbling, skinny road and all the trash along it. First impressions are important, and currently, it's a mixed bag.</p>
<p>When I moved to Syracuse in 1993 - into the city - I was still commuting via the airport on a regular basis. I mostly used I-81 to get out of the city (8-11 min only) to the airport. Now I work in the city and only use I-81 about once a month - usually to go eat at China Road in Mattydale. For me the highway is superfluous within the city - but important to get to cities north and south</p>
<p>The "How does I-81 Impact You?" sign contains biased language. Every item, except one is presented as fact. However, the work "perceived" precedes the statement that I-81 is a barrier that divides the city.</p>
<p>Working at Upstate the total removal of I-81 will result in massive congestion and delayed medical responses</p>
<p>When I first came to ESF as a freshman, I drove on this highway to get my first glimpse over the trees and houses to my new school and home.</p>
<p>When an accident happens now it jams up Rt 81 N, 81 S, 690 & 81 for miles. Translate that to the city streets and traffic jams would lock up the city of Syracuse</p>
<p>I-81, while providing access to thru the city is an unfortunate eyesore and it impacts my life in that it diminishes the image of my home community.</p>
<p>I-81 is a convenience for many but at a huge cost. It truly divides the city and neighborhoods. Another factor is it discourages pedestrians and bikers from having safe access. I hope a solution is possible that meets as many needs as possible</p>
<p>There is little merit in being a "20 minute city" if that city is not healthy and vibrant. Plenty of small towns are effectively "20-minute cities" too, but that does not mean they are desirable places to live.</p>
<p>We moved to Syracuse in 1969, and we've lived in the Valley section of the city just "under" 81 ever since. We love the convenience of being able to hop on 81 and be downtown in 10 minutes. Between 81 & 690, its possible to get almost anywhere in town in 15 or 20 minutes. However, the aesthetics of these roads are non-existent. There is very little of the beautiful landscaping that we have seen entering other cities, and the trash is a big eyesore. Looking at this is not what I want for either visitors or transients traveling through my city - not to mention for residents.</p>
<p>I am from out of town and use I-81 as a way to get back and forth to school. I find it more of a hindrance than help within the city. I do not remember the construction of the highway, but know the current road construction is more harmful and problematic to the flow of city traffic. The city is a dividing line in the city that creates and ruins entire sections of this wonderful city. Without the highway life would still continue, just as it existed prior to the highway's creation.</p>
<p>I first became exposed to I-81 while studying at Syracuse University. At this time I perceived the highway as a barrier to the connection to downtown from campus. Not only is the highway nearing the end of it's useful life it is a physical barrier to making Syracuse a more walkable city (along with the on & off ramps that surround it). 690 and 481 would prove completely capable of diverting through traffic around the city that would open up, with the removal of I-81 downtown, an opportunity for expanded economic development within the city. The valuable space 81 downtown currently occupies could be used as public space, a park, shopping boulevard, etc. The model of what other cities have done to remove highways and reconnect their downtowns proves the possibility.</p>
<p>I am an ESF student and when my window is open the hmm of traffic on I-81 is the background noise. The acoustic impact of I-81 is widely distributed around the city. I walk under one of the overpasses/raised sections every morning and it is the least pleasant aspect of my pedestrian experience. I stand on Almond St. in a cold, shaded place with the noise of all the traffic on Almond St. echoing back from I-81's under structure and the whine of I-81's traffic above.</p>
<p>The highways could have ramps fingering & dispersing traffic to the city through the city grid. 481 and 690 could be used to divert thru-traffic around the city.</p>
<p>I live in Hawley Green and go to SUNY ESF. I walk or bike to school everyday. Underneath the highway is dark, loud, and typically littered with shards of glass and dead mice. I love walking and biking but I hate passing though this.</p>
<p>It's ugly, dangerous, try getting onto I-81 from Harrison St. on-ramp, crossing over traffic. Barrier to downtown.</p>

In other cities: While in San Francisco, Calif. I was stuck in the rush hour traffic from the downtown area (off the Embarkadero) as it approached the elevated connector to the highway. It required uniform traffic officers to maintain control.
It's not clear that being a "20 minute" city is a good thing in and of itself. Its downside includes sprawl and sense of emotional distance from neighborhoods between point A and point B.
I am not really sure how it impacts me, but I know that I drive on 81 every day. Whatever the decision is, we need to remember that it not only impacts our generation, but our children's children's generation.
I travel on Rte 81 South of Syracuse once a month. Nowhere is Rte 81 as ugly as in Syracuse. For through traffic, use of 481 around downtown would work fine. Make traffic in Syracuse ground level for citizens who live here.
The highway system in Syracuse is a source of convenience & easy movement for me in Syracuse. However, as a student & environmentally conscious citizen, they are a pain also. I try to walk & bike whenever possible in Syracuse. The highways near my home make me nervous as a pedestrian having to walk under them-especially when it gets dark. I feel unsafe often beneath them & they are an aesthetic scar in the city.
Invest in mass transit as the solution, please! For a region that pretends to emphasize sustainability and "green" living, there is far too much reliance on driving automobiles and our government invests far too many resources in the accommodation of drivers. Remove the viaduct and restore Almond Street as a city street-an 'urban boulevard' will perpetuate the same problems that exist today: high automobile speeds, difficulty crossing for pedestrians; and a wide barrier between the Hill and downtown. Successful American cities are not divided by boulevards. There is a reason for this...
I've lived in Syracuse almost 2 years now. I live in Hawley Green and work at SU. My walking route to work puts me in contact with I-81 & I-690 daily. Its great to be able to walk but its not a pretty walk. I would like it if there was a better aesthetic along the highway that is attractive to pedestrian traffic underneath. In Vietnam where many people walk there are murals along the sides of highways that make them more attractive & pleasing to walk near.
The idea that 81 divides the city is ridiculous. Every day I see pedestrians walking the E/W streets under the elevated. There is a natural formation that divides, yes: a ridge that tapers off approximately at Adams, 81 follows the ridge, but is not the divider. If you find a place where you can see the overall view, 81 is actually quite graceful. Are there ugly places? Of course, but these are maintenance issues and/or failure to plan beautification around and under the highway and definitely failure to pick up trash (to say nothing about those tossing the trash!)
I remember watching the construction of the viaduct through the windows of my Dentist as a small boy. His offices were in the converted Smith typewriter bldg., which is now demolished. When I was an adult the zone under the viaduct always appeared forbidding and dangerous because it was dark, a field of parked cars, and no people!
1) Intra-state traffic and trucks will be "dumped" onto city streets. A) Hard to control and direct non-city traffic onto Rt 481 North South of city. B) Same for traffic going south. 2) Signage alone will not prevent high traffic from taking "the shortcut" through the downtown Syracuse area. State police would have to monitor. 3) High traffic count peak commuter hours in the morning and afternoon would be log jammed at the viaduct area.
When collecting opinions about whether the I81 strip feels like a barrier, you should be asking responders "Have you ever walked the area between Syr. Stage and the Everson?" Have you surveyed the medical students at Upstate who are living around Harrison St. and risking their lives walking from the hospital to their housing? It's both ugly and dangerous to pedestrians. If it stays-MUCH needs to be done to address these issues-and not just on paper for some day like the plantings on the plans carried out but never completed. In China I saw places where they beautify highways with Planters full of flowers! We can't match China?!
One traffic crash on 81 south of Adams St caused a three-hour traffic jam between Adams and Brighton exit.
The ramp from 81 NB to 690 EB is very tricky to navigate [eliminate it!] The ramp from 690 EB to 81 SB is also tricky because of sight lines. [Eliminate that also!] Replacing the viaduct with a boulevard would improve the area. Consider a new path along the Ontrack ROW to connect with 81 near Carousel Mall. Add ramps to and from 690 at University.
I moved to Syracuse from Puerto Rico about to years ago to go to grad school. I don't have a car, so I rely on public transportation to get around the city. Many of the bus routes I take do not go on I-81, however the few times that I do travel on it or around it I don't like it very much. I never feel safe crossing under the viaduct on foot and the air quality in that area is awful. I also dislike very much the strong divisor line it creates, with the visual quality of the sides of Syracuse it creates being very shocking and sad.
I walk to work, and while I'm new to Syracuse in the past 6 years, I've always wished that I-81 was lowered and people didn't fly past the city. While I travel to see family in Tully frequently, I wouldn't mind it taking another 5 to 10 minutes to get there.
I am too young to remember any construction but as a 30-year-old citizen of the Central New York region, I have a

great amount of experience with 81. I am very passionate about the issues and discussions that have come from this forum. I am not one of the young who ache to get away, but instead, I am the one who wants to see this city grow, prosper, and keep all of the things that make it great. I hope to discuss the negatives I perceive, the positives, and ultimately what I would like to see for the future. I will probably ramble for a bit but I appreciate you taking the time to review one man's thoughts.

Starting with the bad news- I think Syracuse has a significant eye sore quality to most of the stretch 81 runs through heading south, after Cicero, any stretch of 81 does not do us any favors for those traveling through. So while I agree that a new solution should be devised, I wonder if tourism aesthetics should not be considered as well. I do not find many other issues with the highway. The constant turning some gripe about, is nothing but complaining. Its not the 90-degree turn that Cleveland has for I90. The construction is a pain but when salt is used for months at a time, anything with concrete would suffer.

My positives are simple- 81 allows access to the entire region. It makes Syracuse a 20-minute city and I really love that. It is the reason I go to SU games, the reason I go downtown for drinks, the reason I go up to Cicero, Mattydale, or even 7th North. It's the reason I left Liverpool after spending my childhood there. Spending 10 or 15 minutes trying to drive from Morgan Rd to get to 81 is annoying and caused me to realize where the future changes would need to be made.

So if a rerouting project were to happen, perhaps include Liverpool in some type of direct contact, either with a major reroute, or a small off shoot. Hell, float a road down the middle of the lake.

That suggestion was a bit extreme but my only hope is that 81 and the access it brings can still remain. I believe it increases tourism, certainly encourages me to stop off at points that I otherwise would never access. I do not believe it creates a divide. The lack of money on the other side of the bridge in "the ward" has nothing to do with the bridge, it has to do with the city not having an abundance of high-money areas. There isn't enough big money or job growth to spur business. It is amazing that the city has remained as vibrant as it has. If Syracuse were a major manufacturing city as it were, or the green job city it wants to be, then the argument could be made however that is not the case at this time. Not to mention, that area is riddled with lower income citizens and big money rarely goes there unless a big tourism attraction is nearby or routed through (see Chicago, around the basketball stadium).

So that is my rant. Syracuse needs 81. Snow removal expenses would be cut with a tunnel, rerouting should consider the ever escaping suburban neighborhoods, and any kind of concrete (bridge pillars) would suffer the salty fate so perhaps new materials. Maybe see what kind of new age green technologies are out there to put Syracuse on the map.

I don't remember anything about I-81's construction. It was already here when I arrived as a freshman at SU in 1974. However, I definitely appreciated the fact that the Adams Street exit put me pretty close to campus whenever I came back from New Jersey.

I never perceived of 81 as being a barrier to me getting downtown. Of course, back then there were actually reasons to go downtown, and getting to Downtown Syracuse from SU was a much shorter walk than getting to Downtown Newark from East Orange. I just checked, and it's 3.5 miles or just over an hour to walk from the house I grew up in to the stores in Downtown Newark. On the other hand, it's just a little over a mile, and just under 30 minutes to walk from Brewster-Boland to Downtown Syracuse. What barrier?

Besides, I grew up in a town with a set of elevated commuter rail tracks going through it, and while I did see that as the line of demarcation between one side of town and the other, it was never a barrier that I couldn't get through. If it was a barrier at all, it was a very porous one. As a result, I never saw I-81 as being a barrier at all, and was surprised when I heard people bring it up.

The impact I-81 has had on my life is that over the past 37 years it's enabled me to get from one side of town to the other with relative ease. Many people lose sight of the fact that it's not just long-distance drivers who use I-81, but people who actually live in Syracuse, who appreciate not having to be on the grid of Stop signs and traffic lights when they're trying to get from The Valley to The North Side.

I am a small business owner who relies on my proximity to the city and route 81. 81 provides convenient access to various parts of the city. My father and I have doctors whose offices are in the city. St. Joseph's emergency rooms is quickly accessible off of 81. I have been there with family members several times. As it is I am 10 minutes from

any business inside the city that I use.
I was born in 67 so I do not remember the city without 81.
I use I-81 to get to the medical centers from Ithaca (via Cortland)
It's kind of an awful road, but there are no serious alternatives.
It would be just fine for me personally for the expressway to end at the I-481 junction, with the I-81 signage continuing on I-481; a boulevard would actually be easier for access to the medical centers.
It would be better to restore passenger service from Cortland to Syracuse with a Medical Center stop. :-)
It allows rapid access to downtown and the hospitals
My family has had farmland in the Town of Salina since the early 1940's, well before the construction of I-81 and the New York State Thruway. The area around 7th Nth St and Buckley Rd was much different then; mostly farmland and small houses on quiet streets. Our grandfather planted rhubarb and asparagus to start and eventually added corn, tomatoes, peppers and more. Emmi's Farm Market is well known for having the best sweet corn in Central New York!
Much has changed over the years, and our family has changed with the times. Instead of relying primarily on selling corn and tomatoes at a roadside stand (which we actually still do), we own and operate 4 hotels that serve out-of-town guests, a majority of which use I-81 to arrive at our doorstep. It is because of I-81 that these hotels, restaurants and gas stations were built in this area. Removing it, or redirecting 81 away from us will have a catastrophic impact on our businesses, and the 250 people that we employ.

Station 3: Deficiencies and needs

Approximate Location		Deficiency
Latitude	Longitude	
43.04267266487462	-76.14229202270508	Traffic back up in the morning here
43.04185718274509	-76.1423134803772	There was a multi car accident here on 5/1
43.04800439627647	-76.1424207687378	This can be scary because of traffic weaving
43.047267390419755	-76.14278554916382	No way to get off the I-81 viaduct exits if coming from I-690 west bound
43.050630887688094	-76.14460945129395	Very little space to merge
43.14489831138278	-76.12478256225586	To get back on I-81 from Route 11 you have to come back down to Bear Rd. and merge first on 481
43.04118257225243	-76.14243149757385	Traffic. Traffic. Traffic. Narrow lanes, no shoulders.
43.065689619027076	-76.16258025169373	Next to impossible to safely merge into traffic from this on ramp.
43.06578367711267	-76.16185069084167	Way too narrow and right up on the retaining wall
43.00941729870572	-76.18709564208984	I use I-81 often to quickly travel to the airport, northern suburbs, I-90, and I-690.
43.04966654719143	-76.14284992218018	I-690 interchange is congested, in a tight spot, and depending on the time of day and if the on ramp light is green, it is difficult to switch lanes.
43.05551501330484	-76.15430563688278	This merge is difficult. I prefer to take the Clinton exit and double back toward Franklin.
43.04982335155646	-76.14418029785156	Very dangerous. I have had one accident and many near misses.
43.03953613581782	-76.0909652709961	81 allows me a much quicker commute from my south side

		home to north side employment
43.051422733182015	-76.14864349365234	Parking lot floods
43.04276675826898	-76.14342927932739	Oncenter events need better way. Signing to expressway - what lane to be in approaching 81
43.05433914524682	-76.05491638183594	Traffic counts for 481 to 690?
43.054590012924784	-76.05989456176758	Need to include 481 and more of 690
43.00973111275245	-76.13345146179199	Brighton ave. and I-81 North on ramp area make bike riding very difficult between Dewitt and Lafayette to Syracuse
43.05433914524682	-76.15246295928955	Difficulty getting onto Salina St. when there is an incident on I-81
43.01820348594956	-76.18331909179688	Loop 481 around Syracuse - I-481 becomes at-grade roadway
43.04731443361136	-76.14486694335938	No good parallel rout to I-81 viaduct
43.0420453718909	-76.14143371582031	Dangerous and unsightly pedestrian experience from University Hill to downtown Syracuse. I-81 is a black hole.
43.05308479146335	-76.15001678466797	Only a limited access highway would prevent gridlock. Most events and employment are from one concentrated area
43.047816225410216	-76.14297866821289	Could our taxes afford the potential repairs?
43.04787894909645	-76.1488151550293	Will more people want to move downtown if 81 comes down? How many?
43.054150993814886	-76.12203598022461	Teall Ave to 690 W NB left is a nightmare! Need better signal timing
43.04141807249334	-76.1433219909668	I drive, live and walk near I-81. I say tear it down and make a neighborhood again.
43.05088961060759	-76.1433219909668	The 690 and 81 interchange needs to be more accessible
43.04875707396903	-76.15233421325684	Coordinate traffic signals on Salina Street to help move traffic faster
43.05383740681216	-76.15199089050293	No I-81 SB connection to I690 WB
43.14433468958596	-76.1239242553711	Bear st. EXPRESSWAY to I-81 NB needed
43.05321022799622	-76.15113258361816	Congestion and confusion when heading south on I-81 and trying to merge onto 690. Need better signage in this area
43.046248112409266	-76.1586856842041	West Street - Congestion, signals - not a good option to access downtown
43.04574630778262	-76.14263534545898	Walking under I-81 is a hazard - even with pedestrian lights
43.050325122830735	-76.14357948303223	Eliminate I690 WB to I81 SB ramp
43.042735393820244	-76.14267826080322	Need more lanes at Adam St. exit - I-81 SB. Like that I-81 delivers traffic to center of downtown
43.04982335155646	-76.14370822906494	Merging on this area is also dangerous. Needs wider land from 690E to 81S
43.04969790809652	-76.14297866821289	Widen for safety = more ruination of urban quality
43.063463796760956	-76.17507934570312	81S to 690W and 690E to 81N should not be via Hiawatha Blvd
43.07318272212215	-76.17027282714844	One very dangerous spot - getting on 81N from Carousel Mall. You go right out into traffic - very dangerous
43.05139137315888	-76.14529609680176	Make a safe, useful connection from I81 to I690 in both directions. Keep I81 in same form whether elevated or underground to allow to work, church without having to go the "scenic block by block stop lights" on city streets
43.02221961002038	-76.06315612792969	Divert large trucks unless they have local deliveries to stores, hospitals, etc. Keep I81 in same form for those who must commute to work, school, emergency vehicles, etc.
43.04254720679098	-76.14280700683594	I think I-81 should be torn down and turned into a boulevard. I think the highway divides the city and if taken down it can bring growth and improvement to our city

43.03501925228261	-76.14280700683594	I like the San Francisco model best - cost effective, looks good, functional
43.03476830455953	-76.14246368408203	Agreed but we are unlikely to have a major earthquake to take down the errors of the past
43.00590247184338	-76.13285064697266	Want to have an accident? Just try getting off I81N onto 481N
43.00527480302554	-76.13336563110352	Go slower!
43.045181772671	-76.15413665771484	There is a train that runs through town - use it more
43.028243303567116	-76.1410903930664	Use public transportation. Restrict vehicular travel. Divert the trucks unless they have deliveries in immediate downtown area. The put the roadway on the ground
43.041543532885974	-76.14297866821289	Please take into consideration that snow needs to be plowed somewhere! Or else heat the pavement.
43.041292611844185	-76.14297866821289	I think I-81 should be torn down. It should be made into a blvd. This would spark a new investment and make it less of an eye sore.
43.14489831138278	-76.12443923950195	Substandard on-ramps make it difficult to get on Bear Street.
43.09051620444409	-76.16623878479004	On ramps need more acceleration distance when entering 81S - north of the city
43.039661600058714	-76.14933013916016	We need better mass transit/public transportation options
43.10399092988393	-76.20391845703125	I used 81 to go south to PA/MD from Liverpool. I would have gladly planned for a slight-moderate delay in my travel time to go through downtown at-grade. 81 to the city should be for north/south residents to make trips, not as a cut-through
43.05506038705493	-76.15156173706055	Whenever Pearl Street ramp is closed, traffic in North Side is a mess! Too many changed intersections and short lights
43.0577257723099	-76.15310668945312	81N near Butternut is dangerous with all the merging going on near the on ramps
43.04464859585084	-76.14246368408203	Should be 3 lanes through downtown; re-engineer 690E to 81S interchange and 81N to 690E/Harrison on ramp interchange
43.0466244631854	-76.14267826080322	The bridge are just not adequate for the traffic. Need at least 4-5 lanes in each direction
43.04160626298608	-76.15250587463379	I wish our regional leadership could find a way to build a commuter rail or streetcar system. Centro has a stigma. Think Metro-North
43.04709489840856	-76.13877296447754	I prefer to drive or bus between sides of I-81 because it is threatening. I walk everywhere downtown
43.044146778139876	-76.14263534545898	I-81 is a barrier to access for people with disabilities. Dangerous to cross underneath
43.039881161862965	-76.14229202270508	Poorly serves all Hill traffic
43.039222474093144	-76.14688396453857	We need a rail system
43.07653696119239	-76.16915702819824	Students have no easy access to long-distance transit hubs: Amtrak, greyhound, airport
43.04618538705541	-76.1422061920166	When I travel on Almond St., I think of our neighbors who live in the shadow of I81. It seems like death. The on/off ramps were not well planned around University. We need to develop better public transportation
43.0391283752631	-76.1424207687378	We so need to have a safe, quick way to travel through the downtown area
43.05603248215754	-76.15345001220703	I-81 allows suburbanites to avoid the city and bypass its streets
43.05136001311966	-76.14645481109619	I-81 need to be widened to decrease congestion. Not torn down
43.051422733182015	-76.14705562591553	The entrance ramp from 690E onto 81S is dreadful - very unsafe
43.05126593290588	-76.14611148834229	690E to 81S merge is unsafe (and packed at AM rush hour)
43.04260993586486	-76.14070415496826	Adams Street provides no "presence" for SUNY Upstate. The

		current traffic patterns make it appear as a "drive past" location
43.03658765230203	-76.14254951477051	Build a tunnel
43.04430359661551	-76.14261388778686	Two lanes needed for exiting onto Adams/Harrison from the south.
43.0471576228324	-76.14252805709839	Rapid transit - efficient and comfortable is badly needed.
43.04676559413118	-76.14248514175415	Police (with camera aid) need to enforce the speed limits - result in fewer accidents, less deterioration caused by large trucks.
43.04427223295244	-76.15068197250366	Pedestrians walking in street in bike lanes.
43.046436288085964	-76.14516735076904	Pedestrian friendly walkways and bike paths would reduce traffic volume on thru roads.
43.05136001311966	-76.14611148834228	Can we get from 690 to 81 North?
43.04634220031976	-76.14263534545898	Viaduct needs to be wider.
43.05136001311966	-76.1456823348999	Dangerous intersection onto I-81 from 690 heading east. Nearly been hit many times.
43.046279475062136	-76.14259243011474	It is ugly and an embarrassment to our city!
43.04753396802847	-76.14250659942627	The elevated I-81 is deterring the development of a living and walking city.
43.047283071487634	-76.14254951477051	Definitely divides the city.
43.0471576228324	-76.14246368408203	I-81 is a barrier and an eyesore. The elevated highways diminish the overall aesthetics of the city. This effects not only residents but repels newcomers and potential new businesses as well.
43.03639944641622	-76.05740547180176	Exit from I-481 N @ E Genesee is SO badly designed. Any more traffic exiting there is asking for disaster.
43.04355086427659	-76.14280700683594	Do you live here? Rerouting I-81 would produce more noise and emissions. Watch the value of your house drop. Please think holistically.
43.0419199125245	-76.1433219909668	Any change to I-81 that would reduce or limit easy, quick access to our business, Dunk
43.0202743327286	-76.14083290100097	The whole 81/Brighton Avenue access is really difficult. If you are not familiar with the area, you are lost!
43.03282342491138	-76.14259243011474	Need off ramp/on ramp between Brighton and Adams.
43.04929021507978	-76.1431074142456	Need off ramp/on ramp between Adams and Carousel.
43.04674991293101	-76.14263534545898	Eliminate off ramps right downtown?
43.046279475062136	-76.14259243011474	Extra miles to restore the aesthetics in the center of this Green City.
43.04499359314596	-76.14246368408203	Mend the divide between the Hill and downtown hill.
43.05145409318915	-76.1447811126709	People do not yield when entering the freeway.
43.039849795939034	-76.14237785339355	Awkward to walk downtown from SU and ESF under 81 across Almond.
43.04718898502027	-76.14274263381958	When driving north and south on I-81 in downtown only one exit south and one exit north - discouraging people from entering downtown.
43.04271971158983	-76.1423134803772	Hostile to pedestrians. Scary for drivers when you see a pedestrian.
43.03625829162308	-76.13750696182251	I live by Manley Field House and work on Lodi St. It takes me 7 minutes to get to work because of I-81. I can get to Armory Square, the hospitals, Teall
43.04700081165256	-76.14269971847534	The noise and unnatural structures (bridges, fences, piers, concrete walls) do a great deal of damage to an old cityscape. Smaller streets in a grid system fit downtown better. Everyone will need to just slow down and enjoy Syracuse.

43.04472700449736	-76.14246368408203	It seems the city is missing an opportunity to create another beautiful area! I would prefer seeing 81 buried or driving a few.
43.04891388065912	-76.1431074142456	Morning rush back up from Harrison St./690 E/81 S causes through traffic lane on 690 E to halt. Public transportation very lacking when compared to other cities.
43.05725541862451	-76.15323543548584	Please notice an interchange that never became the Rt. 690 extension. State Bridge Department is here. Open this interchange (no trucks) so cars can get on and off here from Butternut Drive. This would give one more options in the eastern suburbs.
43.046310837698954	-76.14267826080322	I grew up between State and Adams, Cedar and Forman Ave. Family members are nurses at Hutchings. Needs to be more than one ramp. There is a lot of congestion for people trying to get to the highway. For cars and pedestrians.
43.04449177825712	-76.1427640914917	I have an issue with people not yielding correctly at they come up Harrison St. ramp to get onto 81. I think there has to be a larger yield sign earlier on the ramp.
43.04881979669318	-76.14486694335937	I believe that roundabouts should be used. You can decorate and use for green tech, rainwater, snow, etc.
43.04938429832417	-76.14606857299804	Rotaries! Rotaries!
43.04950974242551	-76.14297866821289	In general, there should be an option for walking or safe walking/crossing at exits/entrance ramps.
43.04888251935318	-76.1458969116211	This area is a major accident area - no stop sign or lights.
43.04674991293101	-76.14254951477051	Lengthen/widen on ramps to I-81 Please!! It is like Russian roulette.
43.046436288085964	-76.14263534545898	We should include a major change of requirement for NYS drivers license. It does not include any highway expectations i.e. speed, merging, etc.
43.04963518627033	-76.14778518676758	Coordinate signals.
43.046310837698954	-76.14263534545898	Off peak hours when have driven on this at 40-45 MPH, some people fly by faster at 60-65 MPH.
43.04731234331408	-76.14254951477051	Left turn going west to south off E Genesee under 81 has a dangerous traffic light often ignored by turning traffic.
43.041039599265154	-76.14254951477051	On ramp from under 81 heading S is not clearly marked. Lanes leading up to it are quite perilous.
43.03624208506849	-76.14194869995117	Restore OnTrack train service, to help accommodate transportation needs between SU and downtown. But make the obvious sensible improvements needed: 1) Build a heated shelter at the SU stop; 2) run service more frequently, at least every 20 min, and later at night when SU students most likely need public transit to/from Armory Square, i.e. from 5 p.m. until 2:30 a.m. minimally
43.054590012924784	-76.15447998046875	No highway connection to 81N when traveling east on 690. Causes traffic problems on Hiawatha Blvd.
43.033764503405315	-76.14212036132812	Elevated highway looks ugly, is noisy, divides the city in half (SU vs. downtown), and is not pedestrian or bike friendly.
43.02247060905245	-76.1404037475586	Service Businesses do not want to locate near the highway be cause of its undesirable appearance and noise.
43.037277735611376	-76.14246368408203	When this project was first announced, I was on the side of tearing down I-81 to fix the neighborhood divides. Now I am leaning towards an investment into the communities and repairing I-81. It is important to the city. To get to the other side of the city is not difficult without I-81. You can easily pass through underneath. Other forms of transportation need to be

		enhanced. Bicycle education for all. Walking paths. These are all infrastructure elements too. We just have not invested in them like other cities.
43.04480541304368	-76.14280700683594	Traffic speed - especially over the viaduct section of I-81 and on I-690 on both sides of the I-81 interchange. Way to fast - difficult to merge, make lane changes
43.03752867307246	-76.12873077392578	I live in the greater University neighborhood. Issues: 1 - the highway separates the Hill from downtown. 2 - It is unsightly and the area around it give the city a desolate, unattractive image. These conditions must change.
43.04355086427659	-76.13937377929688	I-81 does not cut off the university from downtown. Where does that idea come from?
43.0504505650079	-76.14323616027832	81 N exits for 690E and 690W are hard to understand and use
43.047251709347876	-76.14263534545898	Walking near or underneath the viaduct is dangerous - divides my home from downtown.
43.05252032389052	-76.1506175994873	Highway on 81S converges from 3 to 2 lanes abruptly as 690W ramp enters
43.05154817311432	-76.14757061004639	Interchange: I-690 E to 81 S - very difficult and dangerous merge with traffic coming south on 81
43.04674991293101	-76.14263534545898	I frequently use the portion of I-81 that runs above Almond Street. The area surrounding the Almond Street on ramp, 690E/690W interchanges is always congested/busy and makes me nervous
43.04449177825712	-76.14233493804932	The traffic at Harrison and Almond is intimidating for pedestrians and generally a terrible walking experience
43.04615402435445	-76.14224910736084	Need to address the walk-ability and safety of Almond Street
43.05189313160519	-76.14941596984863	I-81 serves as a "City Wall" cutting off downtown from James Street
43.05938765976944	-76.14143371582031	Difficult for "Near-North Side" development to spread through highway to downtown
43.04787894909645	-76.1424207687378	Bad intersection of 2 ramps on converging to 81N.
43.051422733182015	-76.14701271057129	Very bad interchange from 690E to 81 S
43.03781097648953	-76.13551139831543	Walking from the SU Hill to downtown is an unpleasant experience
43.046499013183265	-76.14280700683594	Taking a lunchtime walk around the area is noisy and smelly
43.044429051107365	-76.14254951477051	Trying to get on I-81 at Harrison on ramp while others are crossing over to 690E or W is a nightmare
43.04295494462479	-76.14254951477051	More visually appealing
43.0443663238935	-76.14181995391846	Harrison Street underpass - danger for docs and students
43.045840396462786	-76.14224910736084	The sidewalk (under the highway) never gets shoveled in the winter. It forces pedestrians to walk in the middle of the road with fast moving traffic
43.04950974242551	-76.14336490631104	Left-hand entrance ramps are dangerous
43.0515168131553	-76.14546775817871	No connection to/from 81N and 690W
43.04878843533912	-76.15898609161377	West
43.051610892984236	-76.14426612854004	Connect 690E to 81N
43.035583880907474	-76.14284992218018	Highway works very well
43.0423590191845	-76.14250659942627	Not underground
43.15435385765929	-76.11122131347656	Not easy to get anywhere from the north to the city and points west
43.17526357830838	-76.12100601196289	Need bike route between town of Cicero and town of Salina
43.06101814708566	-76.15628242492676	A dip in the road (somewhere around Spencer Street on 81N) gets very icy in winter

43.006655665959244	-76.13336563110352	Improve interchange so more people use 481
43.07239899494576	-76.08924865722656	Need county-wide integrated school district to prevent the flight of privileged classes to the suburbs and reduce transport needs
43.034203668430614	-76.14400863647461	Elevated highway and walls have destroyed this neighborhood (south side). See Leon Street
43.010668362181434	-76.146240234375	Need SW bypass route
43.06637545688096	-76.17782592773438	A lakeshore connection between 81 and 690 is needed.
43.045804852888175	-76.22486114501953	Extend Route five bypass to connect with 81 south of the city.
42.999370218798475	-76.21009826660156	Enrollment increases at OCC have put more traffic on local roads.
42.9584284386222	-76.18881225585938	A truck route is needed from 81 to 90 around the city.
43.0440485060451	-76.13542556762695	Pedestrian safety issues should be addressed, such as: crosswalks, sidewalks, safety lighting. Also air quality needs to be improved.
43.034011273732226	-76.14246368408203	The section of I-81 near the Adams-Harrison exits features a horrifying streetscape underneath the elevated highway -- deterrent to pedestrians and not very safe for cars, either.
43.04849921299436	-76.2245464255102	Completion of beltway loop will ease very heavy congestion on 173, will divert traffic from 81 north at Nedrow
43.06179505185868	-76.1699581076391	Direct connection between 690 west and 81 north
43.007963272857964	-76.13526105706114	Complete 481 loop along 173 to Fairmount
43.14466868895211	-76.13047599093989	Bear St. expressway to John Glenn needed
43.140410068466636	-76.20875357883051	Continue John Glenn expressway to 481
43.09289799954859	-76.16426467895508	This is a major connector area for interstate travelers changing from 81 to I-90.
43.05233216687839	-76.14933013916015	In this combined traffic area, the merge handling is not adequate, resulting in a slower speed limit and safety issues. Also there is no northbound I81 interchange from I690 eastbound. How are these issues to be addressed?

Station 6: Case Studies of Urban Freeways

Reconstruct the highway: The Marquette Interchange in Milwaukee, WI	
Likes	Dislikes
I like the artwork and other design elements that were used	Still just a big mass of concrete
Probably help congestion/unsafe conditions	The Syracuse highway would not be put where it is now if it was being proposed today. I do not see how this section of I-81 improves the city. Don't rebuild something because of some past flawed idea.
One of the important things I liked about this case was that the interchange was redesigned to better traffic flow. That is one of the major things I think that need to be considered in redesigning I-81.	Won't solve any problems other than traffic congestion
It would be helpful to graphically overlay and equivalent up-to-date interchange over the existing I-81/690 interchange	I would hate to walk or bike underneath this!
Great - keeps critical functionality	Do not like barrier at all
Replace viaduct and make it more attractive	Don't like the barrier effect
Confronts the idea that highways are generally not very	Still a barrier

attractive	
It works! Re-build to today's standards	From the air is an ugly spaghetti junction. SYR is a smaller city; get creative! Noise.
This works because traffic patterns remained the same but safer with upgrade	As Billy would say "It's HUGE Syracuse"
Public art included!	Keeps up the barrier; high cost solution to local traffic issue
Community involvement	Continuation of elevated highway
Safe interchange	It maintains the wall and barrier that exists currently, and doesn't show any wisdom and interest in community and neighborhood development
Nothing	The large footprint
I think I-81 should be repaired.	If there is ever a structure that 'divides' a city I think this is a very good example. You have such a large area where the interchange is that offers no value and creates a large possibility for bums.
Best choice for efficiency and fuel.	Not clear as to what the "reconstruction" involved so I can't offer pro or con comments.
Well, it does allow for traffic flow.	Reconstructing won't change anything, even if wider you are messing with neighborhoods.
Like the attractive ways of making the interstate appealing from below/non-drivers.	Doesn't remove the "barrier" that I-81 creates.
Consider more that just traffic flow models/#s - can't bury it, so make it look better.	It keeps the community split up and fails to address major congestion problems around the University and Medical Center.
Moves cars. Keeps off streets for pedestrian traffic.	Is it going to continue to have the same problem of structure?
Need raised highway for traffic flow on "Interstate Highway".	Maintains "barrier" in city. Cost more to rebuild. Cost more to maintain. Excessive speeds in area. New structure would have to be larger to meet new standards.
Design flaw I-81 to 690 from Harrison St. Dangerous to navigate. Also need a connector from I-81 north of Carousel to 690 west at end of lake.	We are missing an opportunity to IMPROVE our community and overall quality of life.
I don't have all day to sit in traffic.	Traffic moves too fast through the city.
OK, but we need more green infrastructure to collect run off and reduce the flow into Onondaga Lake.	Don't like. In order to remake I-81-690 intersection. Too many buildings would have to come down. If intersection is not expanded, some hazards remain.
I think a more elevated choice would be attractive.	I don't like this because I can't see where oversized vehicles can travel and not get stuck under the highway or some bridges.
Out of town visitors to my family often comment: It is so awesome driving to Syracuse because the highway goes right through the city. It's exciting to see the buildings lit up. It's close to your house.	Still leave a poor urban environment.
It's tall - similar to more modern designs out west. If it is really tall, it can "divide the community" less, but still be effective.	"Pleasing design" only to someone who designs highways.
Gets rid of the eyesore of the I-81 highway and makes the community more attractive.	Eliminates/shuts off traffic from city - bad for improving city economy.
Raise it higher and make it look elegant!	Painting steel different colors doesn't solve any problems
Makes commuting through city easier.	What was land use beneath the interchange? Was it perceived to split the city as it does here?
More attractive. Retains existing 81 - interstate travel.	Doesn't seem like it would have any impacts aside from highway safety.

I-81 works where it is. Update it and let it be.	It becomes safer for the community. It costs more to keep the highway up. Costs less to just tear it down and create a Blvd.
I like this because it keeps the highway intact and allows for sunlight to get in.	This design would STILL facilitate separation/division that the current design does. It is inhumane.
It is convenient. Our highways enable me to get anywhere in the greater Syracuse area within 15 minutes.	Not completely applicable to Syracuse since this only involves an interchange and not the complete arterial.
Rebuild what we have, three lanes though	It left the dividing highway dividing the city Major alterations not considered
Yes, the cheapest and best solution for north, south, and interchange. It is an interstate for through traffic. Its purpose - keep it.	Retaining, or even increasing, the dependence on traffic based on internal combustion engines. Therefore, continued problems with downtown pollution from transportation.
It is more attractive It included community involvement	In Syracuse, retaining an un-covered highway means retaining a big snow removal problem during winter. Covering the highway--either elevated or underground will result in a huge savings during winter, and a great reduction in the hazards of accumulated snow and ice, as well as slow-moving plows and salt trucks during rush hour.
Openness to the idea that a highway itself can be beautiful. I have seen some incredibly beautiful flyovers and interchanges, in California among other places. This reconstructed interchange appears to me to be an esthetic enhancement. Minimal impacts on other parts of the city. In Syracuse, a reconstructed viaduct would have the advantage of not requiring additional building demolitions, or other disruptions of the rest of the city and surroundings (at least after a limited period of disruptive construction)	Can't think of one thing nice to say
The highway interchange was improved, not removed. Through the use of new technology, the interchange looks more pleasing and is safer than it was before.	Still unsightly, divisive, not pedestrian friendly. Where is the "new idea" here?
Could be visually attractive - Like the concept of public art and other visual amenities but start with picking up existing trash on existing road.	Still a psychological barrier
This I like. It would be the least disruptive to construct and continue the first class access to the hospitals, etc.	Does not change anything. Poor use of tax dollars. Duplicates existing I-481. More maintenance \$\$
This is definitely a new idea - the height makes the area below usable and walkable	Catering to motorist has gotten us into this mess. Healthy cities do not allow themselves to be chopped up for the benefit of suburban automobile commuters
"Don't throw out the baby with the bathwater". Tweak the present pattern to improve small problems (e.g. crossover from I-81 N to I-690E)	Still keeps traffic flowing thru city - pollution - speed.
Aesthetic design focus	It uses up valuable urban space and is visually awful. It still divides the city.
Probably the best for us	No! This is not addressing all of the problems 81 causes.
Brand new of same thing! Makes it better and keeps its best aspects	This solution compounds the problem with both physical division and unsightly design
I like this because would keep I-81 flowing north to	The use of this type of bridge would mean city streets

south - much better visual aspect	would never get plowed - workers would have to spend all their time trying to plow this spider.
The stack would provide for easier flowing traffic at high speeds	It doesn't solve any problems for pedestrians, and it's still ugly
From the parking lot across the street this plan seemed like an attractive structural element. Not offensive at all	The highway is still unsightly
Keeps traffic moving for univ & downtown.	Divides the city, ugly
	Not a great solution - still allows a huge intrusion into the city skyline - celebrates cars not people
	Why? Huge opportunity lost
	The design still is blight on the downtown. Replacing a 1 out of 10 with a 2 is technically more attractive but it is still ugly.
	Reconstructing the viaduct to the new highway standards would mean potential demolition of more buildings downtown to smooth out curves
	The would only replace what we have without improving the city's aesthetics and environment
	Do not like. No new ideas! Just a rebuild
	This solution only appears to address cars/traffic - consideration for pedestrians appears minimal, weak or non-existent
	Lacks greenspace

Bury the highway: The 'Big Dig' in Boston, MA	
Likes	Dislikes
I like the new parks that were created and that the elevated highway is gone	How much it cost
It would allow for both the highway and an attractive upper road.	It probably would be most expensive. But may be a good investment.
Gets rid of the viaduct, through traffic can be routed underground and out of view. Probably makes the journey through the city quicker for through traffic.	If not done properly, can make getting the 81/481 interchange south of the city to the city a nightmare of stoplights. If traffic booms suddenly, the underground portions will be very difficult and expensive to expand.
The integration of the public space with the surface streets and the way they mask the access routes into and out of the tunnels.	Takes a while to build, and is costly
Makes way for development on top of the tunnel	Too expensive
We should investigate a below-grade roadway to replace elevated I-81	Sky sharks makes more sense
	Too expensive Flooding? Existing cross streets would limit the amount of space that would open up
Aesthetically nicer than depressing it	
Barrier down	
Neighborhoods benefit	
City living benefits	Unnecessary expense
It would be cool	Too expensive. I-81 just flooded last week. How could a tunnel be a solution?

Completely erase barrier	
Encourage SU students to shop/eat/spend downtown	
I like that it includes investment in public transit	This would make everyone happy except the people who have to pay for it
Connectivity	
Good urban design	Street-level light rail/trolley with public green spaces would be better
Pedestrian accommodations	Too expensive for Syracuse
Improved urban connection and more walkable in spots	Too much money
Driving through is much easier	Big Dig is over budget, over schedule, leaks water, dropped ceiling panel killed someone
Enhanced urban environment	
Park space and connectivity	High costs. Overkill for us, only 2760 vehicles per day drive through CNY and I-81
Open space with greater degree of connectivity	High costs for Syracuse and Onondaga County
Cleans up the area. Makes the city more presentable	There would be better ways to spend the money in Syracuse, especially given low numbers
Aesthetics	Maintains and possibly increases local traffic accessing the interstate, creating a less attractive and safe pedestrian experience.
The use of green space is good.	Could it be made affordable?
	Green = how much money?
	Will contracts let out of control unions?
Syracuse needs a signature project. Underground is very contemporary - bringing a dynamic Syracuse needs.	With Boston's Big Dig, unions practically controlled the project, thus a major contributor to HUGE cost overrun and delays.
Love the incorporation of planned green space into design. In any scenario the raised or buried footprint of the highway cannot be left as dead space or just parking lots.	
	Expense, lack of access
Yes it is expensive. But, it works. Could also be adapted in future to accommodate a high-speed rail. This idea/concept was used in Philadelphia and is incredibly successful. You don't notice walking over a highway.	Actually having driven in it I don't find it to be an "attractive" alternative. With the congestion of cars in that area, you might as well have left the highways. And again - given typical construction projects - this appears to never end. I still drive through major construction areas, and by the time it was completed it was STILL heavily under capacity required. Cost over-runs due to 'political connections' is unacceptable. People in Syracuse think Congel is bad - never met a Boston politician and Union person.
Very cool idea. Possibility for green space and improved urban environment while keeping commuters happy.	Great idea in theory, especially if it could provide opportunity for additional transport infrastructure in the future. But, is this economically feasible, and will flooding issues plague the highway?
Just visited here - area is very walkable and attractive. Would also ease snow removal issues. Cost can be prohibitive.	Burying it would be great from above ground but underground is not an enticing way to travel.
Roads replaced by parks, sidewalks, and amenities.	Is this economically feasible? How much extra time to construct?

Placing the now elevated section below grade would be great for that area. However the I-81/690 interchange would have to go. Recent rain would also show potential problems.	A little complex and expensive for this area?
Hide traffic - make the city more people friendly.	I don't like the tunnel design - not appealing to commuters and visitors stuck underground. Also, too expensive.
Like the idea of removing the interstate and putting underground and reconnecting neighborhoods.	This can't be practical or cost effective to accomplish given the local population.
This is a once in a lifetime opportunity. Putting the highway underground is expensive, but offers the most flexibility for connecting the city; alternative mass transit and green space	Too much groundwater in Syracuse to bury the highway.
We need to create attractive alternatives to people driving into the city so alternative transportation options is a key element of the solution.	You will run into groundwater handling problems.
I like the tunnel concept IF it could be done at reasonable cost and learn from "Big Dig" failures.	Winter snow and spring flood risk. Access points? Cost!!!
Bury the highway. We still need it but we need to put the city neighborhoods back together.	Syracuse has too much water to bury the highway.
Income from tourism, development services and industry.	Cost/access.
Estimate costs more accurately now that you have a case study to reference. Then only bury key segments to save cost and to strategically unify communities. Unifying the city can bring unlimited amount of income with more welcoming layout.	Cost of highway burial (economic and ecological).
Awesome idea. The Big Dig is great.	I don't like the idea of being underground. It seems like it wouldn't be the best solution for this geography/climate either.
Like the idea of opening up downtown to more pedestrian and bike traffic.	This idea will be too expensive. This will cause too many taxes to be taken from the community and will cause retaliation from the community and also cause a huge debt in money to Syracuse.
Put it under. Open up the area above to a more pleasing view.	\$ - Syracuse doesn't have the volume to warrant burying the highway.
I like the depressed highway. Let's say money is no object for the time being. Then, this option lets the interstate or high-speed traffic to get out of the way. The streets are at ground level that resumes normal interaction between downtown and University area. Now bring in the financing part and see how much are you willing to compromise.	Not practical. Costs too much \$\$.
It dramatically improved aesthetics It brought investment and redevelopment It created a fluid space between downtown and adjacent areas	Helluva expensive (you could do so much more with that money).
The requirement for snow and ice removal during the winter would be gone, making this segment of highway much safer. This is clearly the best option, with regards to removal of barriers. A surface boulevard with green space is	Not feasible with the water table. Will flood and ice up. Poor air quality.

exactly what this part of Syracuse needs.	
The parkway part of this design looks like a good solution	Certainly a great idea, but the cost both in construction and business loss during 10 years of construction was staggering and not in the cards for this time and place.
Great for reconnecting neighborhoods	While this is very appealing aesthetically, the infrastructure needed would be cost prohibitive.
This is my preferred option. A good portion of I-81 border the fastest growing portion of Syracuse - Univ Hill. Previously undesirable land will become some of the highest priced in the county.	Tip O'Neil does not represent Syracuse/Onondaga County like he did with \$15 billion for the Big Dig.
I like the use of public space - any way to use existing structure to do something comparable to NYC Highline?	Costs too much.
Lessons can be learned from Boston. Boston is not Syracuse. Still allows access and through traffic. Less unsightly	Burying highway costs too much and the homeless will try to seek shelter down there in winter.
Love it! Most expensive but awesome! Syracuse could have Central Park/mixed use area	My experience - it will leak, rock salt will destroy.
A good design. Would need adequate connects with city streets	\$
Most attractive idea for pedestrian connection. Can really stitch parts of the city together. Syracuse needs this	Drainage problems. Difficulty in getting to accidents. Terrorist target.
Interesting. Seems like a good idea if viable in Syracuse	I hate the idea of the cost!
Reconnect the city. Pleasing to the eye. Still allows access to/from city streets	We'll never get the funding to do this...dream on.
This is a great solution - particularly what happens on the surface - the parkway is great. Good for pedestrians, city image, environment	Will leak and be unsafe in our climate. Definitely no.
This is a good idea if costs can be kept under control	Cost
Nicer area to visit, more attractive - my preferred option	Water seepage would become a new maintenance problem. Paying for this is a big question. Even if the localities were required to pay only a tiny portion of the cost (say, 1%), 1% of 5 billion dollars is 50 million. That's a lot of local taxes. Trying to pay for it by turning it into a toll road would remove any advantages. Still encourages dependence on internal-combustion engines. Getting stuck in this tunnel during a traffic backup would result in the inhalation of a lot of fumes and particulate pollution.
Opportunity for pedestrian friendly area (e.g.: parks, sidewalks unobstructed by traffic). And beautification effect	This project cost much more than was anticipated and there were many problems in the design. It took much longer than it should have because of the unanticipated problems and they had water in the tunnels. I don't know if these problems were ever corrected. Making the area look nice is a great idea, but we still have to deal with getting traffic through the city in a safe manner.
Great solution. Probably too expensive though	The underground highway piece seems expensive and unrealistic for this area
Improved connectivity between neighborhoods	I like it, however, the cost makes it seem not feasible for Syracuse
It reactivated the surrounding neighborhoods	See Cohn's Ph.D. thesis at SU - wasn't this rejected because of water table/ geology issues the first time

	around? Or has the engineering improves so much that this is viable?
It keeps the convenience for motorists, while making travel easier on foot or by bike, and improves appearance	Incredibly expensive
Best possible solution - quieter, pedestrian friendly, visually appealing. Expensive, but bigger bang for \$	\$\$\$\$
Was a nightmare while under construction, but the results are now working well. Probably the most expensive option, but I think I like it the best	Too expensive, it will flood, duplication existing I-481
Bury the North and South thru traffic lanes between Colvin Street and north of downtown to reduce traffic volume and excessive speed of vehicles whose only intent is to get through Syracuse as quickly as possible.	Making the connection to I-690 would be very difficult
It move traffic, makes traveling faster, and opens space	Need redevelopment to make this work. We need to grow economy first.
Like to see a hybrid of this in place of the viaduct - interspersed tunnel and open, depressed highway - improves aesthetics with green areas.	Flooding in Syracuse would make a below ground tunnel not possible.
	Too expensive
	Great choice but financially not feasible
	Digging is not going to happen. Too expensive. Shelve the idea.
	This is very expensive
	Terrible idea! Extremely expensive. Then there's flooding, etc., etc., etc.
	Way too expensive - spend \$ on improving public transit - monorail? Electric? Rail service from the burbs?
	Very dangerous idea: fire (accident), expense to build, flooding (underground).
	Seems viable for through traffic only. Difficult interchanges locally.
	Water table in downtown Syracuse is too high
	A ridiculous expenditure for superfluous freeway. Aim to reduce automobile use by investing in transit. A tunnel will just invite more induced congestion.
	Makes city seem more crowded.

Depress the highway: Fort Washington Way in Cincinnati, OH	
Likes	Dislikes
The highway takes up less space than before and has better pedestrian access to the riverfront	The highway still seems like a barrier
Gets rid of the viaduct.	Still separates the Hill from Downtown, but could put more bridges over a depressed 81.
The fact that it probably would cost less money to maintain the depressed portion. Green spaces were included in the design of the bridges that connected the streets.	The number of bridges needed to connect the roads over the highway.
Terminate I-81 to city streets. Through traffic to I-481	Would have to build and maintain bridges. The northern section just had to upgrade the existing bridges and it made traffic a nightmare.
Still provides thru-traffic, allows for stronger pedestrian crossings	Philadelphia has this (near the Delaware River). It cuts all tourism off from Old City to the waterfront. Noisy.

Getting rid of the ugly structure and reclaiming the neighborhood.	Bridges=expensive maintenance
Nice alternative	Still depresses the value of the corridor and discourages investment.
OK with below-grade roadway	Still a major barrier between downtown and hospitals and university
You could let commercial interests build over the highway like they have done over 90 in Newton, MA	Still a barrier
Plan encourages walking, and, I hope, with adequate safety, traffic signals, etc.	Safety a concern with drop. Environmental impacts on Syracuse's groundwater.
Cost would be low	Water buildup Will be very dirty
Sufficient room for pedestrian traffic	Snow removal?
Lessens the barrier	Who is going to pump out water and at what cost?
Encourages foot traffic from SU to downtown	Operation
Leaves room for parks and green space with art diverting traffic around the city	Look at closing last week.
Attention to restoring connectivity	Still divides I don't see any walkers in the photos
May be less expensive than buried. Like the idea of taking down the barrier. Pedestrian-friendly	What happens if you depress a highway in a swamp?
I like the connective corridors	Shares the need for expansion of footprint, thus degrading the neighborhood further
Blue is pretty	Do not want barrier
Should improve aesthetics	I'm familiar with 2 similar depressed highways in Twin Cities. It's still very noisy and spews exhaust into the air.
I think this offers the best scenario.	Greater barrier and could it accommodate traffic?
A nice compromise from the expense of the tunnel.	Not comparable enough
Seems ok. Minneapolis has this. It's not bad, but doesn't make a good edge.	Snow removal Water table
I like this - accessible, walkable, still effective for travel at high speeds.	Lack of access, still a barrier, replacing bridges with other bridges (expense)
Better option than elevated or buried. More cost effective and less of a visual barrier.	But if you reduce exits then the current exit/onramp system needs a major improvement. I like the idea of streets crossing over the highway areas, but as some have pointed out - IF this town ever grows, you have limited ability to expand - Look at the Route 31 section under Route 81 at Cicero exit. Once again - all the government individuals watched as housing development after development STILL goes up in Cicero and that section of Route 31 is a disaster.
Better connections between both sides of the highway.	What will be done with the snow?
Potential to bring city together with creative landscaping. Flooding/runoff issues?	
Good compromise.	Will run into groundwater handling problems.
Like inclusion of public space.	Not that different from a raised highway. Looks like a

	concrete river.
Shows some continuity with northern I-81 section through downtown. Pedestrian walkways would be street level and concentrated making them safer. Less of a visual barrier.	Seems like too many existing things would have to be removed.
Shows continuity with northern I-81 section through downtown. Pedestrian walkways would be street level and concentrated making them safer. Less of a visual barrier.	Pollution!
Like inclusion of public space.	Divides city even more than other concepts.
Like inclusion of public space.	Although right-of-ways are not affected, depressing the highway would be very expensive because cross-streets will also require new bridges built.
I like this to remove visual barriers between Ed/Med and downtown. But snow removal and runoff control are major issues.	\$\$, pumps, flooding.
Gives the option of building a park above the freeway. See I-5 in Seattle and I-95 in Philadelphia for more examples.	\$\$, pumps, flooding
Could put bridges across for streets, bikes, walkways and parking pads.	Although right-of-ways are not affected, depressing the highway would be very expensive because cross-streets will also require new bridges built.
Good compromise between current design and The Big Dig concept. If streetscape above/around the highway was well vegetated with a proper tree canopy and walkable human scaled infrastructure, I think this design could work REALLY WELL.	Although right-of-ways are not affected, depressing the highway would be very expensive because cross-streets will also require new bridges built.
Seems like the best compromise - accidents are a concern but no change/ different from other option.	Snow removal could be difficult.
It can help with the water runoff into Onondaga Lake and adds beauty to our city.	Still assumes a high-speed road needs to pass through the city. Doesn't seem to be the case.
I think it should be lower.	Not enough access to city - no exits. Not much difference from what exists, just lower.
Seems to have improved city /waterfront separation	Too much like current set up.
I like the use of reclaimed area. Also redesign of connecting streets	This doesn't solve the problem of separating neighborhoods - better to stay with an improved viaduct.
Highway corridor less visual - reduces visual impact of highway. Reduces costs of high-maintenance elevated roadways. Should reduce ambient noise levels in areas adjacent to the highway corridor	What happens when we have a lot of rain - it will flood.
This is the best solution of all if costs can be contained. Rapid access to/from downtown is maintained. Visual impact is reduced. Noise is contained. Increased safety - cars can't fall off	Better access for people to "jump in" or drive off the road into - drunks. Flooding after heavy rains and tons of snow - where will it go?
If the current cross streets were preserved, the bridges were of similar design to the new bridges (Butternut), and green space was included, this could be an option	What are construction costs? Still takes land that could be developed. Green space.
Yes! Hybrid design of depressed highway for few blocks and tunnel under blocks for green areas above	Depressing it could make the disconnection worse between the Hill and downtown.
Visually! Aesthetically! And still moves traffic	Just like the Cross Bronx Expressway - No, no, no!
Connection to Riverfront development	Not practical - doesn't remove the barrier that I-81 creates.
The potential of making direct connections over the highway to the waterfront	Snow?
Yes - keep traffic moving through city but with	What happens where there's an accident down there?

greenery, visual aesthetics	
Better than the current configuration! Maybe not the best	Safety issues - throwing things from bridge.
	Drainage problems. Still takes up same amount of land. Costs.
	Slow down traffic - efficiency. We need 3 raised lanes north and south.
	I don't see how this improved transit issues in the city.
	It should be thinner for less traffic.
	I think it should be changed.
	WE could use a new sewage system.
	The cost is huge and we have all our sewage system to think about and how long will there be an enormous hole in the ground.
	This area is too residential and the two sides are too connected by services for this type of highway. Doing so would greatly increase the possibility of pedestrian/automobile accidents and deaths.
	Still looks like a scar
	Would still create a barrier. An open below-grade highway would make snow and ice removal extremely difficult. Problems with flooding would be just as bad as with a tunnel, but without the advantages of reduced snow-removal costs.
	This is an engineer's solution to a large-scale problem. There is a severe lack of a human scale approach. It meets traffic requirements but, in my opinion, does little to improve the day-to-day life of citizens.
	Flooding at Harrison & Almond
	Splits city more, not less
	Pedestrian crossing
	Doesn't address the issue of pedestrian safety. Still a barrier. Detracts from development nearby.
	Snow removal?
	Makes the highway limited in regards to accessibility
	Do not like the method this solution is delivered with.
	Still not a good pedestrian environment
	Still need more trees
	Keeps the same problem, just different form. Duplicates existing 481
	Doesn't enhance downtown
	Doesn't really improve connections between city proper & waterfront - missed opportunity. Doesn't look/work different overall.
	Still acts as a barrier between SU Hill & downtown. Noise and air pollution are not reduced.
	Seems designed to ease thru traffic - nothing to do with the 81 solution.
	This is a solution designed for thru traffic - which is only 10% and which can use 81
	Precipitation issues. More bridges needed.

	Doesn't solve division problem. How remove snow?
	Better than now, but still creates a barrier, and doesn't offer options to beautify the area.
	Looks like they just made more surface parking for stadiums
	Part of this plan includes elimination of entrances/exits which I don't think works for our section of 81 - especially around Adams Street
	Would feel like crossing a rail yard - very uncomfortable
	An alternative, but not a very good one. Still lots of traffic & noise.
	Divides the city. Does not work on the north side (inner harbor still unknown).
	Flooding

Relocate the highway: I-195 "I-Way" in Providence, RI	
Likes	Dislikes
I like how this opened up new space in downtown Providence	Loss of industrial space in the city
Gets rid of the viaduct	Completely getting rid of 81/rerouting on to 481 will make getting from the interchange south of the city to say SU or Carousel next to impossible.
The fact that the highway was relocated not too far from its former location and commuters still had access to the downtown area and I-95.	No seemingly quick alternative route. All traffic must use 1 route.
Opened land for development. Removed a barrier. Visually more attractive.	Almost all traffic is local, there would be too much local congestion.
The project allowed the city to reconnect parts of the downtown grid.	So whose neighborhood would be demolished?
Reconnects the urban grid and increased development in the core.	Did you try to drive through Syracuse last year when 81 was shut down? Impossible!
Opened up valuable redevelopment. Continued to carry thru-traffic.	Would cause problems somewhere else.
Using the street grid to minimize traffic congestion	May move problem from one area to another.
Not bad. Investigate commercial or empty land downtown. I don't think 81 should remain elevated, though.	Large-scale expensive boondoggle.
Should open up development in the viaduct area and further downtown improvements to lifestyle to businesses.	Doesn't seem to make sense in our case.
Makes sense. Syracuse could benefit from this plan.	Where would one relocate I-81? One wants people who work at SU, Upstate + those going to events to disperse rapidly.
Highway relocation enabled attractive urban core development.	Where would the highway go?
Reclaiming downtown	Moving the problem somewhere else
Not much	Creates a MAJOR divide to waterfront area. I've driven this area, and while the construction is still a mess - it's almost completely cut off any direct business access to waterfront areas.
Seems like a decent solution looking at cost.	Got a major auto transportation route out of the downtown.
Efficient for travel.	Unlike Providence, we don't have an area to "relocate"

	to,
Would work well if similar industrial sector existed; would allow revitalization of current 81 area.	May have worked in "industrial" neighborhood, but in Syracuse you'd be condemning homes to get this done.
Unites downtown and the University without slowing commuters.	Syracuse does not have an old industrial north/south corridor within reasonable distance to downtown area.
Move it! We do not need an excess of highways running through our neighborhoods. This would allow for redevelopment and connection from University Hill. Downtown has a lot to offer. 81 breaks the connection from the \$\$ to the businesses. Additionally, this would open opportunity for space for high-speed rail.	NIMBY
This one seems like it would go well with High Speed Rail planning.	This would kill what is left of the Syracuse business economy. Bad idea to divert traffic away from city.
Opens up downtown	
removes the 'scar'	What happens to view of water from farther upriver?
Thru traffic would be diverted away from the downtown corridor. Much improved downtown environment in terms of noise, air quality and aesthetics. Reconnect downtown with Medical and SU complexes	Difficult to find alternative location that wouldn't drastically affect existing neighborhoods.
I like that it too the highway out of downtown	Okay, but seems highly dependent on specifics of where the relocation route would be.
I like that it removed the highway from the urban center	I don't like this because most of the I-81 traffic is trying to reach Syracuse, so why divert it?
This solution sounds a little crazy but seems to have been quite successful - minimal disruption, reconnecting city	\$\$, Right-of-way.
It attempts to face the urban areas and city toward each other	No viable alternative through city.
Would remove separation between I-81 (n/s of 690). Better flow	Economic and social disruption. Cost would make this impractical.
More similar to Syracuse - probably would work	Much more disruptive to city. Way too costly.
	Where could I-81 be relocated to? Across the foot of the lake and send spurs to 690 East and West? I think it would raise havoc with emergency vehicles going to hospitals. Carousel Mall is close to the lake - where else could I-81 be placed?
	Where would you relocate to? Are we creating more urban blight?
	Our businesses are far too established to relocate.
	\$\$\$, Where? Eminent domain \$\$\$. Rebuild at present site 3 lanes.
	Relocating the highway is a problem because we would have to destroy or disturb communities or untouched land and redirect the traffic that may bring more problems.
	Relocation of the highway would delay the arrival and departing time of people from downtown.
	What "industrial corridor" would we re-route this through?
	Our local geography limits the options. I81 comes up from the south through a natural glacial valley that doesn't end unit it reaches Syracuse. Hopping outside that glacial valley re to the next one to the east or west

	<p>requires a large diversion</p> <p>"Diverting" traffic does not give anywhere near as good access to downtown businesses, Syracuse University, ESF, and Upstate Medical School, associated hospitals. It could not replace the most prevalent current use of I-81, which is access to/from downtown Syracuse.</p> <p>The only alternative corridor that I can see giving somewhat similar functionality is up through Midland Avenue to West St. West St. is an "industrial corridor", yes. But Midland Ave. is not. Are we going to rip down another minority neighborhood, in the name of "progress??"</p>
	481 doesn't go anywhere
	Relocating would just relocate the barrier
	Was relocated to Providence's greatest natural resource - the waterfront. I wonder what the alternatives were.
	Just use 481
	Not a complete solution - it moves a symptom somewhere else.
	Relocation would only put you farther from convenience
	Blocks off a different section of the waterfront instead. 690 and 81 create a barrier to Onondaga Lake's waterfront (its shore can be important physical and visual amenity resource (even with water pollution).
	Not a solution. Shifts existing problem. Duplicates existing I-481
	We need to bring people to our center. We are not LA.
	It cuts off water front from the city
	Where would it go?

Remove the highway: Central Freeway in San Francisco, CA	
Likes	Dislikes
Got rid of an ugly elevated highway	More traffic congestion on local streets
That the area went from being a depressed looking elevated highway to an attractive boulevard. Without the Elevated highway the area between the University hill and downtown would not be so disjointed.	In Syracuse's case, this would make it pretty but make traffic a nightmare.
Beautifies the area.	The design might be confusing for some.
Since the video explained that this highway wasn't a major highway, the neighbored benefited more from having better traffic flow on the city streets. The design of the streets allowed for slow and fast moving traffic.	Huge congestion problems - Octavia Boulevard is bright red on Google traffic right now
Reduced speed and more pleasing to see and easier to envision crossing on foot. Perhaps encourage traffic on other parallel roads within the city, like Salina	Like original idea better. However due to the fact that the San Francisco original highway was a spur and not used for through traffic - concerned about traffic flow
Would look a lot nicer, and the viaduct would be gone	I grew up in Tully. I would have never gone to Liverpool or the northside of the city if I needed to take 481 to get there.
Creates the opportunity for a renewed neighborhood. If paired with improvements in public transit, the street grid could possibly handle the traffic	I think this is a bad idea. I don't think the surface roads can handle traffic. For example, last week with the rain, it too 2x a long
Not bad. Not as good as sunken highway	Could still have large amounts of traffic congestion

It provides a pedestrian and bicycle friendly environment	Not practical. Need to commute through Syracuse - not around but into.
I like this, but only if the City did not have to assume fiscal responsibility for another high volume street	Where would one get the space for the parkway? Tear down Upstate Medical Center?
Looks and acts urban. Still functions despite tear down	Difficult to walk across many lanes of traffic
Better for walking	This does not move high volumes of traffic at a reasonable speed
There needs to be a plan for developing the area along the boulevard so that it is more than parking lots	It will create too much traffic in neighborhoods
I think this is a good option. People will adjust if you do it. Green space, trees add value	Too much volume to absorb. More gas used diverting around the city using I-481. More pedestrians trying to cross-busy streets. How many people currently walk across Erie Boulevard.
Win-win. Helps more people and cars. Helps the neighborhood	Again - WEATHER! We have this little thing called LAKE EFFECT SNOW that needs to be considered. Not acceptable that it's carrying 1/2 of the volume it replaced. If you severely reduce the cross traffic somehow, that would be a good start - but WHERE do you start that reduction. And again - how long would this take - you need faster construction seasons not a 10-year plan.
Embraces vehicle access & pedestrian traffic head on. Similar to Barcelona's avenues	Why not upgrade the transit system. Repair I-81 and leave it as is.
Beautiful alternative. Much study needed for connecting streets	To commute from rural (south of the city) to downtown/Liverpool my commute would drastically increase.
This could work well if rotaries are integrated into the street layout	Discourages travellers from going downtown. Causes increase in gas consumption and travel times. Removes alternative route as it only leaves 481.
Elevated walkways, maybe covered but open for crossing boulevards	Will not meet our needs for N, S, E, W.
City friendly	This sucks during rush hour, or lunchtime. But it does look nice.
I like this because the highway is gone	It already takes twice as long to get to work during heavy traffic as it does off-peak. Removing the highway will make it even longer....:(
Great idea. Boulevard designed for good entry/exits with pedestrian walkovers - would help tie communities together	With the majority of I-81 traffic "passing through" this would slow travel and add to congestion. This is a commuter's nightmare.
This is beautiful! I've walked along this and it is very welcoming. It even has plazas and public art	A boulevard will never be capable of carrying the traffic volume without rerouting a large portion (say 50%) around on I-481.
I like the idea of at grade. Downtown Syracuse can use a beautification	Urban boulevards often have too much traffic, therefore, congestion is bad. Especially at intersections with signals. If you go with a Blvd., use roundabouts.
I like the idea of cable cars	Not sustainable. More stop and go. Fuel.
I like the Octavia Boulevard idea. It opens parks, access to more lanes for traffic, and access to communities and neighborhoods and for them	Will kill downtown.
Promotion of pedestrian and bicycle friendly environment	Not sure why, but it feels wrong.

Lowest cost, new development opportunities, reconnecting neighborhoods	I've been here. This town is snarled with traffic and congestion. Keeping the highway must be a priority.
Nice use of mixed traffic	We need to keep the highway for access to the city to not overburden other access ways to the city such as route 690 and city streets.
1 - Cost to demolish structure is same no matter what. 2 - Cost to maintain road is much cheaper 3 - Doesn't divide city 4 - Still provides access to downtown/University.	Removal of the highway would limit the access to downtown.
Aesthetic enhancements. New areas for redevelopment.	Very bad idea - downtown would be a nightmare.
The San Francisco model looks like the most cost effective and practical for Syracuse. Aesthetically good too.	Challenges related to traffic flow.
Removing the highway is good, turning into a boulevard is good. My question is though roundabouts or stop lights at major intersections.	How many intersections to allow access vs. long lengths of 1 way traffic. How far apart are stoplights? I don't want the scenic route on the way to work with a ton of stoplights.
Viaduct splits downtown from #1 and #2 economic engines of Syracuse and Central New York - Eds and Meds.	If I-81 is taken down, the neighborhoods around the I-81/690 area intersects will now have to take the congestion and pollution of commuters trying to get to downtown/SU area. The traffic volume and winter will destroy the roads.
Loved this change when I lived in San Francisco - made a whole neighborhood safer, actually improved my commute (on this exact route) and has led to tons of new businesses.	One of the alternatives to auto commuting that this would force people to think about is moving away from the area entirely. The Embarcadero Freeway was not a mixed-use freeway; it only carried local traffic, and not any through traffic (e.g. to the Golden Gate Bridge). San Francisco also already had a much more extensive grid of high-volume surface boulevards, along with plenty of mass transit alternatives I am very familiar with the Bay Area because I got my Ph.D. in Berkeley. Removing I81 would be much more devastating to the Syracuse economy than removing the Embarcadero Freeway was to San Francisco's vibrant economy. Like Manhattan, San Francisco benefits from a unique geographical location that almost guarantees a successful city there.
I like this because a lot of harm was done to Syracuse when Rt. 81 was built. With smart people, acting in a responsible way, a lot of this damage can be repaired.	A boulevard is too similar to a freeway. Six lanes of surface traffic down Almond Street? No thanks. West of real estate, restricts walkability. Were this suggestion to include a four-lane Almond Street (like State), it would be much more attractive.
Increase the flow of traffic into the Syracuse area, but limit and excess "tax burdens" on taxpayers. Remove the highway and increase the priorities that residents want: cleaner more sufficient downtown and Syracuse area. Invent ways to "connect" the SU campus and the downtown area better.	Sure-fire way to convert downtown into a 24-hour traffic jam
This is great! Free up the public and relocate through traffic to 481.	Severe congestion, especially with no thru traffic
It seems best for this area (climate, with a traffic load	Calling people "idiots" does not work to convince

that mostly is not just passing through).	people your idea is the right idea
I like it - if other paths are developed to help disperse traffic to destinations - right size surface streets and coordinate traffic control to speed flow.	Only an idiot who does not depend on the road could think that removal is viable
How about increase the public transportation so people will move away from bringing their cars and use public transportation.	Fact: We have to keep traffic on I-81 flowing non stop, north-south
Restrict vehicular traffic. Use bikes and public transportation. Open up 4+ lanes through N-S, E-W.	I-81 allows access to all parts of Syracuse quickly. It's an asset. Connects the city more than divides it.
Right sized for Syracuse and needs for suburban x-pat needs to jobs and typical commerce. Only around 12% is through traffic. Still need western bypass for 81 N/S.	My main interest is what possibly could be done with traffic if the viaduct was removed and not replaced. Is there any reasonable solution to the "dumping" of lots of cars onto Almond Street?
Just been there - it works. Least cost. Improved traffic flow.	The "two 81s" (n/s of 690) would cause a nasty left turn from north to get to university
Really like this idea - let local traffic through but discourage passer throughs. Incorporates more of a small town feel.	Not crazy about high volume of cars & trucks on surface streets
Slow moving boulevard with lots of nature. Yes!	Not comparable - a spur does not do the same thing as an interstate. We need the quick access and egress to/from the city. 81 connects the city.
Brings traffic to more appropriate speeds. Allows for better mix of transportation modes. Less construction and maintenance costs.	I think it should not be totally removed but a Blvd. would be nice
This is good because it could accommodate existing through traffic and open up the city for all to enjoy. It also looks better than other solutions.	A step backwards. Cuse becomes smaller town
Removing the highway would be a great option as long as we can provide convenient alternative transit: better bus system or rail system.	Not relevant to Syracuse
I think this will work! I-481 seems adequate to absorb through traffic. Opportunity for significant redevelopment of downtown. Aesthetic gateway to city.	This solution will not accommodate easily 100K cars daily - nightmare
I like the boulevard concept with a parkway in the middle like Park Ave. in NYC.	
Aesthetics. May not increase gas consumption seeing as it takes so long to get through viaduct stretch at times now. Encourages people to stop if not just driving over everything like we do now.	
Encourage bicycling (when it isn't snowing). Only small % of traffic is through traffic - can use 481 and 690.	
Carries potential to spur economic development. Cost seems feasible. Would require additional maintenance of 481 (?) Allows alternative transport development.	
Must have multiple pedestrian bridges.	
I think this may possibly work.	
Better chance of a "complete street".	
Might work for portions of I-81 but not the entire length or all exits.	
Bikes - Yes!	
Will revitalize downtown. Cars currently breeze through the city without stopping. This would offer opportunity for people to slow down. Take/experience that which downtown has to offer. 481 is an alternative to those who would like to move quickly. Also, when	

cars are obsolete, this infrastructure will easily translate into another kind of transport (i.e. train).	
Could be most aesthetically pleasing. Green Space. Would need to limit # of intersections to keep traffic flowing. Improving transit could cut # of cars further. Think parkways in NYC and NJ. Probably my favorite idea.	
Consider pedestrian, bike-friendly bridges over the Blvd. Perhaps "burying" some of the major cross streets (like E. Genesee). Will open development opportunities (as well as green space) for raising apartments and offices. If you can find anyone who wants to build in Syracuse.	
We have 481 to allow traffic to avoid the Blvd. We could restore some urban fabric and free up developable property next to Blvd. It would make city more human and pedestrian/bike friendly.	
Removes the great separation aesthetically pleasing cost effective	
Would certainly force people to think about alternatives to auto commuting.	
In LA we use Lincoln Blvd from airport to Santa Monica instead of the freeway - much better for in city destinations - not good for long distance commutes through city	
Yah, finally a non-car dominant solution	
If it stays, it must be made bigger and wider because the design/accident rate is unacceptable - Bigger is not a solution	
A boulevard could function as well as the highway	
I like the idea of a high traffic road that also includes bike lanes, sidewalks, and trees	
Remove center part of I-81 - replace with improved public transit - monorail? Supposedly urban mobility project - most successful. Find alternative for 81 N&S bound to exit new boulevard like San Fran?	
This eliminates a visual blight on our community. Replace the viaduct with an on-ground boulevard	
I like this idea! Bicycle, pedestrian friendly is key. Divert non-city traffic to I-481	
Eliminates continuing maintenance burden. Makes best use of existing I-481	
Reduces the distance between the city and people using it	
I like this because it keeps route open, but slows speed, so those going thru city can use 481	
I like this - put park & ride at Brighton Ave with light rail every 10 minutes - free with parking validation	
We need to think of the aesthetic	
The Embarcadero is a tremendous asset to San Francisco. I could see similar benefits to Syracuse. Building a "complete street" would attract runners and bikers (which are two growing groups) and spur	

developments catering to them	
This is by far the most effective solution for our city	
More attractive. Saves money on construction that can be used for beautification. Don't let 690 join 81. Route traffic on a rebuilt West Street/Adams street	
As a former resident of an adjacent neighborhood, this project greatly improved quality of life without sacrificing convenience	
Great solution - like Boston - the "surface" solution of a parkway is a win-win - great visual improvement, plus for environment, pedestrians	
Provides a more cost-effective solution to our problem and seems to scale more closely to the size of Syracuse. Provides ped and bicycle access - very important.	
I liked this because it concentrates the through traffic in the central sections, has slower secondary traffic and bike lanes along the edges - better pedestrian interface	
81 Business would allow for easier access to all streets and would encourage bypass usage	
This is more appealing. Would driving be annoying?	
People were forced to accept alternative routes when the earthquake closed the highway. How could you find a way/what is the best way to get Syracusan's comfortable with alternative routes to I-81 before its alternative?	
This is the best solution! Decreased traffic, increased walkability	
Only idea that makes sense	
This addresses the major negative aspects of the highway. Still, much work to figure out how to efficiently route traffic to their destination	
This is definitely what we should do! I'm from Long Island, and think that Syracuse "traffic" is a joke - we don't have any!!!	

Station 6a - Visions for the future of I-81

Visions and ideas for the future of I-81	
I think we should replace the viaduct with an urban boulevard - from Adams Street to Pearl Street. I think this would benefit the region by making downtown Syracuse more attractive and encourage economic development.	
I am very much in the camp of people who do not want to see the road rebuilt as an elevated highway. I grew up in Lafayette and have now lived in Syracuse for 10 years. I use 81 daily but I do not like how it splits the city with an ugly wall of concrete. I am all for the options of burying it or removing it (divert traffic to 481). I don't know where you would rebuild a replacement highway because no one wants a highway in their back yard. I cannot believe that when this interstate was being drawn up there was not more outcry from the community. In place of the highway I would be fine with a boulevard type street with some more green spaces. I believe there can also be improvements to the on ramps and off ramps to the other sections of the highway that will draw people away from only getting on 81 at University and Adams St. I mainly want people to think of the improving the community as a whole and not make it all about the commuters coming into the city or it taking a few more minutes of travel time. The city is split and I think everyone sees that. The next step is to do something to fix it.	
Future traffic will use a street level boulevard or parkway instead of the viaduct. Use synchronized or adaptive traffic signals to smooth traffic and make commute times predictable. Make bus stops that are covered, minimally heated, with signs announcing predicted times to the next buses (or cell phone messages like CTA has), handicapped accessible, and level with the entry of the buses to make transit more appealing. Coordinate with the new bus center downtown; give buses and HOV priority lanes or traffic light control to encourage ride sharing and transit use.	

The only input I have has nothing to do with I-81. It has to do with everything else. I have noted a considerable amount of lack of planning during construction projects between the State DOT and the County, Town and City DOT's. If you are going to close off a major road for construction you cannot have construction on the alternative roads at the same time!!!! Let's not be stupid, people have to get to work. You can't fix 81 till everything else is fixed and usable 100%. If your shutting down 81 you need to make sure all other avenues in and out of the city are open. I'm not talking just Salina Street. I'm talking 690, 481, rt5, rt 173, Erie Blvd etc....

Given the case studies shown and having lived through the Tunnel projects in Boston, I would suggest that depressing the Interstate would be a good mix of removing a visual and virtual wall in the city and keeping a major roadway as viable. Removing an interstate altogether in Syracuse would mean building additional roadways to allow western suburbs access to the southern areas of the city and also would create tremendous inconvenience and maybe worse for folks living in the eastern areas of the city getting to downtown areas to the south.

Through traffic could definitely go around the city via I-481, but what if you are coming from the east, there is no way to easily get onto I-81. This has been a problem for some time.

A depressed highway with pedestrian bridges to help link the sides of the city would be an option I would get behind. Be sure there is extra trees and landscaping to allow additional greenspace. This would be similar to the parts of the Massachusetts Thruway in downtown Boston that are depressed, which allows buildings to be built over the top and airrights sold or leased.

No matter the options I would prefer a raised highway taken down to help link the sides of the city.

Since it is such a small percentage of traffic traveling I-81 that is only passing through, re-routing the I-81 traffic to 481 or 690 would seem to solve very little. I personally do not like the idea of burying the highway, nor does it seem like it would generally be the most feasible alternative. Therefore, it seems the answer would be to either rebuild an improved elevated route, or turn to a ground level urban boulevard, whichever would be the less expensive.

Start with where people from the south are going when they come into the City. They go to

- SU south campus
- SU main campus
- Upstate
- Downtown east side
- Down town central
- Downtown west side/armory square/franklin square
- Turn 481 into 81. Eliminate existing 81 from around 481/Brighton to 690

Think of a feather.

On what is now 81 northbound at Brighton go down to ground level. Make an easy connection to S. Salina St. with no 90-degree turns. Off of South Salina as you approach downtown feather to west st; feather to a two way S. Clinton St; feather to a two way S. Warren ST.; as you pass the residential area, feather to Castle St on the south side of Campus and for the VA hospital and Crouse; what's left continues on Almond St. to E. Adams with minimal traffic. Synchronize traffic signals inbound in morning; outbound at night.

The idea is to distribute traffic to as many streets as possible to reduce the overload on any one street. This would bring new traffic and new life to the near south side.

From the north you already have exits to the west side and Salina St. perhaps cut through the parking lots to State ST.

Remove both 81 and 690 bridge sections and replace with surface streets; add lane/corridor along main E-W, N-S for light rail; add surface parking at points E, W, N, and S at the edges of the city with access to light rail and perhaps some retail development at each point; designate through traffic routes for connections to E, W, N and S routes.

Keep I-81 the way it is. Make repairs. Make it look prettier, but KEEP IT!!!!!!!!!!!!!!!!!!!!!!!!!!!!

Before considering any changes to the elevated portion of Route 81, you must increase the on/off ramp access to the Route 481 interchanges north and south of the city. Also, Route 481 needs to be a 3-lane highway at a minimum to route any traffic around the city.

Traffic from Route 690 heading east into the city should exit on an area such as West Street to eliminate the Route 690

<p>East to Route 81 South connection. The Route 81 exit at Harrison/Adams is much too close to the Route 690 East merge, and the cause of too many close-call accidents.</p>
<p>There also needs to be a way for Route 690 East bound traffic to connect to Route 81 North with an on-ramp type solution.</p>
<p>DestiNY has made the possibility of a major re-design of the area, yet no political figure wants to be associated with it. While in return we appear to be given every property we can over to Syracuse University and the Hospitals. We need a more business / recreation friendly city to attract new business and increase the recreation ability to draw in people from outside the central NY area.</p>
<p>I understand the decisions to be made are not simple and some relocation may need to happen. But we rely on those in charge to be making a decision that has ALL areas under consideration and will not be held back by public opinion, or those well connected individuals. This needs to generate business investment in the area. Allow a greater opportunity for our natural resources such as Onondaga Lake. And easier connection between our Transportation Center and areas of entertainment, and hotel accommodations.</p>
<p>Community needs efficient ways to get to the largest employers in the area around 81 exit 17.</p>
<p>Community also needs better public transportation-</p>
<p>It is very important not to once again disrupt a neighborhood for rt 81.</p>
<p>Therefore, I think, even though it will be expensive, a tunnel with exit and entrance for the hospital/university area would be good. Perhaps a small fee for use would be helpful in off setting cost. It should be publicly owned, not some privately owned or public-private partnership, with agreements in lieu of taxes like the Carousel or the MDA.</p>
<p>It would be great to convert the elevated areas to a supervised and policed public park- but if we have to choose given limited finances would rather see us take care of the parks we have- than create an additional park to maintain. Do not sell the elevated portion to one more private developer who promises vision, jobs, etc. or to a private-public partnership, in the vein of the old MDA. Do not build more down town condos on it. We cannot fill the ones we have. Do not build hotel space or convention space- we do not need more.</p>
<p>I would not mind a small surcharge on taxes for this project.</p>
<p>Please do not follow the Connective Corridor example of cutting down healthy mature trees to put in other trees that fit their vision- instead of adjusting their vision to utilize the available resources, including trees.</p>
<p>Thank you for making a way to do this on-line.</p>
<p>Eliminate the viaduct section south of 690 and have similar arrangement to Cincinnati with both a road a little above grade and most of the same bridge over or under. Create a new arterial to service SH and hospitals from where the viaduct starts in the south. Would keep traffic moving and have easier maintenance</p>
<p>I think the existing bridge system in the viaduct corridor should be rebuilt as a 3 lanes wide Interstate system in each direction. Also, the E. Adams exit going north should be widened to 2 lanes. I think the construction project should be done on a 24 hr., 7 day a week basis to shorten the construction timetable as much as possible. Also, the project should be built with a project labor agreement (PLA) to provide sufficient manpower.</p>
<p>Build a second level starting around Caltrop Ave and continuing beyond downtown. The purpose of the second tier would be for thru-traffic. That would provide less congestion during rush hour and Dome events. This perhaps could straddle between both north and southbound lanes. This would reduce emissions from idling cars. It could also help emergency vehicles get to their destination in a timelier manor.</p>
<p>Create a surface boulevard and recreate the original street grid to increase mobility. Numerous streets surrounding Almond Street have been truncated or made one-way, and could assist in handling more traffic. Would lead to increased mobility</p>
<p>I know the viaduct section is the principle target, but the section north (to Butternut) should also be reconstructed. The sharp curves are not up to code. Leave at least 1 lane of the highway elevated. Rework it into a very long park with a bike trail. The model for this is the re-purposed elevated railway (The El) in New York City. Dump traffic off 81 in the Carousel area. In the south, Colvin St makes sense. Both areas would require significant traffic redesigns. The new designated section with parkland, like trails, food stands, etc. could become a major recreation attraction.</p>

<p>How about a "Rt 81 Run" for runners, bike races. People might be able to bike to work, events, etc. instead of taking a car. Ice skating trail in winter, venue for events</p>
<p>Tear down the viaduct and in the area that is torn down, replace with shrubs, benches, and flowers. Would eliminate air pollution</p>
<p>Maintain the elevated highway but widen the deck surface sufficiently to meet today's standards. Add acoustic panels to the under-deck and 5' high sidewalls. Include a facade to cover the steel or concrete support structure to improve the appearance to city pedestrians. This maintains a functional highway with some upgrades/improvements. The appearance will be improved and traffic will be much quieter. Significantly less costly compared to relocating the arterial.</p>
<p>Build a light rail through the city with stops along the way. Examples: "people movers" in Miami and Detroit. This would reduce congestion, reduce car traffic, and improve air quality.</p>
<p>My idea doesn't directly address the I-81 issue, but it has to do with multi-modes of transportation, specifically walking and bicycle riding. Erie Blvd has a lot of potential for walking and bicycle riding use, because it is a major East-West thoroughfare and, of course, because it is predominantly flat. While some areas have decent, even good, sidewalks for pedestrians, many parts do not. Even more, though, are the intersections, such as at Seeley/Midler. While there are businesses on all 4 corners, there isn't a pedestrian light and it is quite challenging to cross. Thompson is almost impossible. Then there is the snow, which, of course, is a challenge throughout the city. But here's a shout-out to Aldi's (Westmorland/Pearl) who plow their sidewalk! When I ride my bicycle on Erie Blvd, I usually ride on the sidewalk because there is no room on the car lanes, but it is tedious, and of course, pretty much impossible when it snows. We need better accommodations for walkers and bicycles on Erie Blvd, as well as in other parts of the city - some of which I have seen addressed here. This would benefit those who currently walk and or bicycle - some out of choice and some out of necessity - and encourage those who would like to do so. Others would see a safe, viable alternative to driving. Businesses that are easily passed by in a motor vehicle would be of more interest to walkers and bicyclers, who pay more attention to the surroundings of their journey. While there are many more examples of multi-modal, forward thinking cities, at least for transportation, I look to Portland, OR, Amsterdam, and Copenhagen.</p>
<p>81 isn't the problem. It's elevated and not in the way. Keep it that way. The terrible roads and traffic under 81 is the problem. Can you make the Adams St. exit/entrances farther south and reduce traffic on Almond/Adams/Harrison? Even make a nice park under 81. Make an exit near Castle St for downtown access.</p>
<p>Eliminate 690E to 81S merge. Bring 690 Bear St. exit to force traffic looking for Rt 81 to exit here. Add N & S on/off ramp to 81 at Bear St. That eliminates the 81S Harrison exit merge mess.</p>
<p>Make I-81 street level through the city. Create bike and walking lanes. Improve public transportation. Use 481 as a bypass around the city. This reduces dependence on cars and beautifies the city.</p>
<p>Reroute the interstates around the city. Create a green space area combined with area that encourages biking, parks, etc. There can also be small business development. Make it easier to walk in the city. Would lead to less traffic, would increase the use of public transportation, less noise and air pollution - encourage healthier lifestyles downtown with parks, walking trails and bike paths. Imagine biking through the city to the Mall or Onondaga Lake Park. May create more interest in downtown.</p>
<p>Take the viaduct down to street level to reconnect Univ/Med center with downtown and make the city more livable.</p>
<p>I see an 81 Blvd like Erie Blvd. You would unite the neighborhoods, go green in the center median. Widen the sidewalks and add a bike trail. Cut back on the stoplights and use roundabouts like in Saratoga Springs, NY (?). Go green, unite or develop neighborhoods, try to get more people to move back into the city.</p>
<p>I would start the Blvd near Carousel Mall. This would allow mall outsiders to access and open Syracuse to its beauty. I would have it end near Brighton Ave. This would open the south side and hopefully keep the city unity intact. This would also allow easy access for emergency vehicles to and from the Corretto complex to the major hospitals in the city. When you get near Nedro, I-81 can pick up the traffic created from the suburbs and through traffic. It opens the city. Easy to clean up after Syracuse snow storms, and the city gets a little greener.</p>
<p>Bring the elevated park from 690 to the train tracks down to street level with traffic lights at key intersections. Most traffic seems to go to the city center. This still would. As the current elevated section ages, the cost to maintain the bridges will escalate.</p>
<p>1 - Stop N81 at Adams to feed area. Build boulevard to handle traffic. 2 - Pick up N81 at Willow street as was 1st done. 3 - Green space/not shadows in area of current viaduct. 4 - Better use of public transportation - especially Dome traffic. 5 - would need to improve/increase access to downtown/university from I-690.</p>
<p>This would remove "sight" barrier for city - improves look of the city. Reduce cost of maintenance. Opens up land for development or increase green space.</p>

1 - Remove Rt 81 as an expressway in the City of Syracuse. 2 - Install a slower street at grade with proper interface with existing streets. 3 - Upgrade existing streets and intersections. 4 - Use good design criteria for redevelopment of the newly found real estate (tax base).

Benefits: 1 - People using this new grid system will enjoy Syracuse more. Noise will be more in keeping with a city environment. 3 - The cityscape will be much better looking. 4 - People who use Rt 81 to get to Syracuse now do not see much of the city and do not spend much money when they come. They will be much more likely to discover places they did not know about when using rt 81.

Create a highway around the west side of the city and extend 481 to complete the circle around the city, and connect back to I-81 north of the city. This would provide east and west channels for I-81 thru traffic and dilute the volume of I-81 traffic through the city.

Take down the elevated viaduct section throughout the city and put I-81 at ground level, or depressed from ground level (not underground). Use overpasses, making I-81 a wide boulevard with controlled traffic E-W crossroads. If this would result in losing I-81 as an official highway through town so be it, convenient access to the downtown area would be available and connect with the 481 through routes at the north and south intersections.

The intersection of the downtown stretch of I-81 and 690 requires careful consideration of safety issues that now exist - chiefly the entry to 81 at the Harrison St sites. They are real and present hazards. Perhaps 690, especially elevated sections, will be unnecessary. Ground level boulevards would be preferable.

Other questions/observations about the I-81 challenge:

I-81 is presently perceived as a dividing line, separating educational institutions from the downtown area. How will that change if I-81 is removed?

What is the future of public housing near I-81? Will that become another urban renewal 15th Ward issue? Can public housing remain downtown?

There is speculation that removal of I-81 and clearance of housing will encourage the expansion of Upstate Medical Center and/or Syracuse University in the created vacuum. We need to consider a diversity of interests. Housing should be part of the mix.

690 as Blvd, 81 depressed. Move interchanges outside of downtown. Need 481 connection to west.

I really like the viaduct where it joins 690. I'd like to see preserved and made into public space for farmers markets and summer festivals. The part that separates the University from the west side should be dropped to grade and made into a boulevard.

Benefits: When you look towards downtown from the University, you can almost imagine a continuous urban fabric. But as you walk that way you realize there is nothing there. Dropping this section would create an opportunity to fill in some of the holes.

My idea is that they should keep it because there was a lot of money spent on this project and it would be just a waste of time if they take it down. It benefits it because a lot of time and patience went into this and if they take it down the city wouldn't be called the 20 min city anymore

See already existing student plans for removal/reuse of I-81 over downtown (SU and ESF designs).

Student designs from SU and ESF already exist, let's not lose them. They illustrated multiple recreational and business plans after the removal/disabling and restructuring of I-81.

Linking the university neighborhoods with a vibrant downtown. Recreational shopping opportunities for tourists and locals. Revenue-generating activities (restaurants and shops).

Even though a small (surprise) % of vehicles pass through 81 through the city, the viaduct still splits the city and creates lots of negatives: safety, noise, pollution, and un-neighborly vibes. Removing the viaduct and rerouting traffic around 481 would improve opportunity for Syracuse and ultimately the region.

I believe demolishing 81 in favor of an Erie Blvd. type roadway is about the most asinine government waste of money project I have ever heard. It will increase commute times for all area residents, create huge traffic jams when there are dome events or other downtown events. The deconstruction alone will create huge inconveniences for area resident for

<p>the 2-3 years it will take to come to completion.</p> <p>To blame 81 for the economic problems of this metropolitan area, calling it an "economic barrier" is something someone who has lost touch with "economic reality" would say. Anyone who has lived here for any length of time knows Central NY is a depressed area because of all the blue collar job loss we've experienced over the last 20 years. City, county, state, and federal politicians have pumped millions of dollars into this area in an attempt to revitalize the region to no avail. We need good paying jobs for the non-college educated residents, not more headaches on getting around town.</p> <p>Lastly, stop dumping salt on the elevated section. Salt is the worst thing in the world for concrete, and when sections are to be refurbished, stainless steel re-rod and other precautions related to our winters should be incorporated into the repairs.</p>
<p>Tear down I-81 through the city (and elevated I690, too). Invest in convenient mass transit to reduce car traffic (e.g. elevated PRT, especially for the 62,000 commuters). Put a first class public park - a Central Park for Syracuse - in the reclaimed land. Mixed use (residential commercial, retail) development around the park. Emphasize pedestrian, bike, mass transit. Discourage cars. Just enough streets for emergency vehicles.</p> <p>Benefits: Makes central city center of region - reduces sprawl. Saves money for people - mass transit is cheaper than personal cars. Increases city tax base. Cleaner air, lower greenhouse gases. Economic development and new jobs on prime real estate.</p>
<p>Double deck - SB and NB on different levels to allow for widening. Maintaining 81 will keep through traffic that benefits the region economically. Trucking industry.</p>
<p>We are in favor of depressing the highway. We encourage the use of the West St corridor, which is already a divided highway and has access to I-690. If you remove highway to bring traffic into downtown which should increase the economical structure to the city. This would also change the travel pattern and should consider noise barrier where traffic would increase on I-481 that does affect the residential areas where the DBA is already above acceptable levels.</p>
<p>Have more than one ramp within the city to leave for the outskirts of the city. Have one for those going to the Thruway, heavier traffic to get to jobs or businesses - Basically if there is emergencies that stop fire, police, ambulances to get where they need to get, for accidents, etc. instead of neighborhoods. Because of it being such a populated area, because of congestion. Would lead to less long traffic jams. Emergencies handled faster. Eliminating going through heavily populated areas. Instead of traffic from the University slowing traffic, people will be able to leave Syracuse to go on the highway home, with limited congestion.</p>
<p>Tearing down I-81 would be a mistake.</p> <p>People reminisce about life in the 15th Ward prior to construction of the elevated road, but removing it can't guarantee resurrection of the old neighborhood. University Hospital owns most of the old 15th Ward, and will continue to expand their facilities not rebuild a neighborhood.</p>
<p>I prefer a tunnel, with exits as existing due to current heavy usage. Surface streets no the answer due to congestion.</p>
<p>As a "green city" we need to keep that as a priority!! Bury 81, use the space at the center/Almond Street to create an aesthetically pleasing public space to include easy walking, biking, planting and perhaps small businesses. This idea will draw more people downtown - there are still many in suburbs who are reluctant to come to Syracuse (fear? inconvenience, lack of awareness?) Light rail or other transit is essential for areas like Clay, N. Syracuse, etc.</p>
<p>I would prefer to see the viaduct removed and 81 traffic relocated to 481. However, the figures that show that only 6% or 12% of 81 traffic doesn't stop in Syracuse suggest that this creates major traffic problems in downtown Syracuse. How much of 81 traffic goes to the University Hill area?</p>
<p>The major concerns with the viaduct are safety and that it cuts the city into two sections. Redesigning the viaduct to meet standards and improve safety as to be VERY expensive.</p>
<p>Repair and construct what we have now. Our present system is practical: we can drive anywhere in the greater Syracuse area in 15 minutes! Hop on the highway and get there fast!</p>
<p>It would make the older viaduct area safe and keep the existing highways as they are. They are not "broken." Please don't "fix" them. They work now and our population is decreasing!</p>
<p>Raise the bridges high! It looks majestic, modern, and high-tech. It would open up the corridor and allow green areas and foot traffic. More bike and foot traffic from the hill; better image for those passing through; better air quality</p>

<p>below.</p>
<p>Reroute most through traffic off of I81. Make an attractive boulevard through downtown Syracuse. Improve mass transit - perhaps a small rail system. This would: eliminate barrier between Eastside/University Hill area and downtown, enhance economic development opportunities downtown, simple rail system might improve access of employees to Hill and downtown and Dome traffic</p>
<p>Replace 81 with prefab cement viaduct that is well lit and can be used for multiple purposes. Please see Mission Creek North project in San Francisco. It shows that multiple uses such as recreation, transportation, green space, and comfortable housing can co-exist in the same locations. Bridges are a form of art if done right.</p>
<p>Cost-effective, multiple uses, does not move the problem somewhere else, can provide open and greener space than initially thought, uses existing right of way, reduce negative impacts to existing structures.</p>
<p>Re-designate I-481 at I-81. Tear down the viaduct. Design boulevard into Syracuse and design plenty of options for taking other streets to spread our traffic. Keep Interstate connection to downtown from the north. allow rebuilding/reuse of "new" downtown land where I-81 formerly ran (see Onondaga Citizen League report). Build sidewalks, bike paths and plenty of pedestrian friendly areas. Link parks between downtown, neighborhoods, Onondaga Lake, Carousel, etc. Keep enough right of way for possible trolley system to supplement transportation in the decades to come.</p>
<p>Economic development opportunities at each end of downtown. Removes psychological barriers between SU/medical complex to downtown. Disperses traffic instead of piling it up at on and off ramps. Provides slight encouragement for walking, biking between The Hill, nearby neighborhoods and downtown. Prepares for a day when gasoline cost too much and urban living/density are crucial.</p>
<p>Keep the current I-81 right of way through Syracuse, but make major improvements to the infrastructure (i.e. additional lanes, carpool (HOV) lanes, fewer exits and entrance ramps, less curves, etc.) Improve signage/lighting, too. Safety, too, needs to be improved. More use of informational signs (i.e. LED updates)</p>
<p>Tear down the viaduct and make it an urban boulevard. I think this should extend southward to, the portion that isn't elevated, Brighton Ave. Doing so will spur additional re-development like that which is occurring in Armory Square and Little Italy. But be warned an urban boulevard WILL NOT work unless every traffic light that controls the boulevard is synchronized, in addition to all the streets that insect it, or the entire city for that matter. The added benefit of light synchronization is that it: (1) Forces motorists to obey the speed limit or they will get clipped by red lights (2) Conserves fuel! The urban boulevard must also be pedestrian and bike friendly</p>
<p>Having a pedestrian friendly area where the current viaduct is would improve the viability of the city in terms of potential development, aesthetics quality of life - each feeding on the improvement of the other. Ideally this would be by means of an underground highway with limited access. A second best option would be the boulevard. Cities throughout the world have been successful with both. Notably, all the major cities in Switzerland have pushed for the boulevard option. Their very positive, investment friendly, environmentally sensitive perspective has long been that highways don't belong in cities. Kudos.</p>
<p>Thanks for the efforts here!</p>
<p>You could get rid of I-81 through Syracuse only if you provide efficient, reliable, 24/7 mass transit along the same corridor,</p> <p>as well as massively increase the amount of parking available at the north and south ends of the corridor. this would be expensive, but probably less so than a "Syracuse Big Dig". The best mass transit I can envision would be to provide separate northbound and southbound rails along the existing OnTrack train corridor, and extend that corridor to the airport (at least, if not all the way up to I4481 interchange). If you built covered, heated rail stations with a spacing of 400 yards or so, and ran trains with a frequency of no more than 20 minutes (10 minutes at rush hours), you could probably convince a large number of users of I81 to park at the north-south termini and then use the trains to carry them the rest of the way. This could additionally provide improved intracity transportation between many of the most important destinations: Syracuse University, Armory Square, downtown, Carousel Center, Regional Transportation Center, and the Airport. Intensive use of this rail corridor could take the pressure off the use of surface streets, thereby reducing the traffic w along them, mitigating the increase in surface-road traffic resulting from loss of the Viaduct</p>
<p>Although it was a mistake to erect the highway without public input, it is invaluable to the community. I feel bad for those who lost their homes and neighborhoods back then, but removing the highway is not going to bring them back. There will be a terrific cost to the truckers who use the highway daily in transporting their goods north/south through</p>

the city. It's easy for us to say "just use 481", but that adds quite a few miles to their routes, which adds to their transportation time and gas cost. Removing the highway would also add to the traffic congestion in the center of the city area, near Upstate University Hospital and the downtown businesses.

I would like to see improvements to the interchange so that there are not so many lanes crisscrossing each other, both on the highway itself and below it. It is very dangerous. I would like to see some of our local artists, whether it be from grade schools, high schools or independents create artwork on and around the support beams. Plantings around the area would make it easier on the eyes, also.

The interstate will never be beautiful; it is, after all, a highway, but it has a very important function and we cannot afford to give it up. Remember -- the reason the highway was built was to ease the flow of traffic from north to south and south to north through the city. That need has not gone away.

We offer the following as a conceptual ideas that would require detailed analysis.

1. Disconnect Route 81 and Route 690. Keep 690 above ground through the City.
2. Use 81 to 481 going North and South for thru traffic and trucks.
3. To downtown and University Hill area, ramp Route 81 down to surface level at Almond Street to a boulevard extending from Butternut Street to Colvin Street. Boulevard would include, bike lanes, sidewalks, trees, lighting etc.
2. Create boulevards with limited intersections out of underutilized existing arterials i.e. West Street, Clinton St., Townsend St. and Erie Blvd for additional north/south traffic.
3. Provide access to adjacent neighborhoods from blvds. using jug handles located at limited points along blvds.
4. From downtown going east use Erie. Blvd to McBride St. to 690
5. From East to downtown use Townsend Street from 690.
6. From west both directions use West Street to downtown or University Hill.
7. From north to downtown exit Rt. 81 at Clinton/Franklin/West Street.
8. Long term: work with University to create a new interchange from 481 to University Hill Area.

The San Francisco model is the best. If we are to become more of an "Emerald City" we need to increase walkability and biking capabilities along our downtown.

Tearing down the highway offers upstate, SU & other business entities to expand past the "Great Divider."

There is a really interesting Landscape Arch. thesis on 1-10 in Baton Rouge out of LSU. It deals with a similar issue but assumes that the interstate REMAINS. It is elevated in this section but completely re-envisioned what happens UNDER the viaduct-a farmer's market, shops, kiosks, and community gathering places. It takes a space that is currently filled with garbage and gators and makes it into something that could be a community asset. Could something like this be done here?

I am very skeptical about the "eyesore"/wall justification for getting rid of I-81 in current form- as if it will be a panacea for fixing Syracuse's woes. Taking down I-81 does not undo the damage created by the 1930's redlining or Rockefeller's 1960's build-up of state social infrastructure e.g. Hutchings and Upstate expansion. My vision is one that makes I-81 "smart" in ways like how London has made its roadways smart via micro-chipping the road, cars, access, thus decreasing the space actually needed for the road- more can be given over to greenways and beautified and transformed into a community asset that...

a) still allows metropolitan-wide participation with the whole and access

b) draws the four perceived quadrants (westside, eastside, etc.) together in new interests and beneficial ways (via the space where Almond now is. It begins with micro-chipping and limiting access to that road diverting thru traffic to I-481 a la London, and taking the unneeded lanes and making them into parkland. It is a solution that I think

<p>suburbanites could buy into, instead of feeling like they will be shut out of this process. My take of the suburban mentality on this is that this I-81 Challenge thing is pointy headed latte liberals from SU changing up on conservative suburbanites. They must be convinced that this is not simply a shift in who will be negatively impacted from black people (as happened in the 1960s) to white people (perhaps in the 2010s). There is got to be a solution that has positive impacts for all!</p>
<p>Bury or remove highway so it no longer acts as a divider.</p>
<p>Way to connect Univ. to city and open up the space to the public & local small business.</p>
<p>Fix it. Should have been sealed and protected. Don't tear it down.</p>
<p>Vital Transportation Link.</p>
<p>Tear down the viaduct; use 481 as a bypass.</p>
<p>Make downtown walkable; use livability concepts. Tie in medical Hospitals & University. Boulevard with "green" center medians for traffic calming and use this project as an opportunity to enhance the mall & Regional Transportation Center. It is "seedy" on Park Street and needs to be walkable and safe.</p>
<p>1) Best Solution-Bury it, but probably too expensive.</p>
<p>2) Keep it, but improve IT supports Univ/Hosp and downtown rebirth.</p>
<p>3) Also finish 481 around the city</p>
<p>Eliminate! Public space can be above roads-similar to Highline in NYC (over West Side) could include bike lanes on elevated "Highline."</p>
<p>More public space, environmentally friendly, divert thru traffic to 481.</p>
<p>The Route 81 overpass through the city should be turned into a public park, the "81 Connective Corridor Parkway". No vehicular traffic would be allowed on the connective corridor. During the spring/summer/fall months the roadbed would be used for biking (only non motorized), jogging, walking, roller skating and other such activities. Lanes painted on the roadbed in various colors would designate the type of activity. At each end of the Parkway (and at several points along the route) the north bound lanes would have a crossover (turn around) to the southbound lanes. This would allow for a "continuous loop of park". The current entrance/exit ramps would be blocked to vehicular traffic (using very large concrete planters) and these ramps would be used for pedestrian access to the park.</p>
<p>In the winter months (when there is snow on the ground) no plowing, salting, sanding, or other snow removal would be allowed. The connective corridor could then be used for cross-country skiing, snowshoe hiking, etc. (no snowmobiles or other motorized vehicles).</p>
<p>This connective corridor park would eventually be linked to other parks in the city and, in particular, to the Onondaga Lake area. By linking the north end of this connective corridor to the Onondaga Lake area (and it's proposed pathway around the lake) the city would truly have a "connecting" corridor rather than a "dividing" roadway. The connective corridor could easily be linked to the downtown area, and Syracuse University. This corridor would eventually be linked (via street level walking and biking paths) to other Syracuse parks (Burnet and Thornton, in particular).</p>
<p>Once the road traffic, snow plowing, salting and sanding are stopped and repairs made to areas that are currently damaged the elevated roadbed would last for many decades with a minimum amount of maintenance. Maintenance that would be done would include a monthly (weekly?) street cleaning (vehicle) to keep the parkway bed free of blown in or carried in debris.</p>
<p>Syracuse could conduct contests, which would be open to the public (worldwide), to propose suggestions on how to decorate/paint/sculpt (make more attractive) the supporting structure of the parkway. Each support pillar could be awarded to a different individual (or group). Some pillars could be decorated on a permanent basis, such as turning the pillars into a sculpture/statue (done without altering the structural integrity of the support). Other pillars could be awarded on a periodic basis to individuals or groups as a way to keep the park up-to-date artistically. Other pillars could be designated as "green" pillars and ivy or other types of vines would be grown on those pillars.</p>
<p>A group of 10 city residents (from the area of the city that the park runs through) would form the core membership of a committee that judges each entrant's proposal (with guidance from the staff of the Everson Museum). The volunteers</p>

would be assigned for a two year period with 5 of them leaving the position each year and being replaced with another 5). The staff of the Everson would be responsible for helping the committee judge the artistic merit of the submissions and for maintaining artistic continuity of the park structure and for awarding the prizes. All city residents would be allowed to vote on the top 10 entrants (selected by the committee) to determine the prizewinners. The prizes would be non-monetary and consist of plaques with the winners' names permanently posted on the parkway.

To help make the support structure of the parkway more attractive the city would conduct contests for garden clubs, garden nurseries, businesses, etc. to submit plans for how to make the structure "fit" with the concept of "park like grounds". Tall trees could be planted at ground level that would help mask the support structure. Areas for flowerbeds, shrubbery, etc. could be designated at ground level (in particular at parking lot areas). Non-monetary prizes would be awarded to those whose plans are determined to be the best and most naturally sustainable landscaping. The concrete planters that block vehicle traffic on the entrance/exit ramps could also be "awarded" to local industries or groups to maintain (again with public recognition of the best displays and plaques with company names posted on the containers). The various Syracuse area garden clubs would be asked to provide volunteers who judge the merit and sustainability of the "mini" gardens.

As in many other parks, vendors would be available to provide certain services to park users (food, water, souvenirs) along the length of the park. The city would issue a limited number of licenses for various vendors (to be determined by a volunteer committee composed of local residents) to be allowed to set up "stands" on the road (or entrance/exit ramps) at specific spots designated for each vendor. Licenses would be issued for a limited length of time (to be determined by the committee). The vendors' "stands" would need to meet certain size and appearance standards set by the city. Fees for the licenses would be used to help pay for some of the park maintenance. Items sold by the vendors would need to be approved by the committee (to maintain appropriate family oriented material).

Parking, for those arriving by motorized vehicles, would be in the same locations (under the road way) that are currently used for parking and would be the only areas of the park that would be plowed and salted (if needed). Thus, parking would not be in just one location. A fee for parking (amount to be determined by the committee and the city comptroller) would be charged but no fee would be charged for entrance into the park. The parking fee would be used solely to help maintain the parking lots and park.

A few police officers on bicycles and a few strategically placed surveillance cameras would allow the police department to monitor safety in the park.

This park would be unique to Syracuse and perhaps the only one of its kind in the world. Once the park is connected to the Onondaga Lake Park area it could be the site of many city, state, national and international sporting events, including running, biking, cross-country skiing, and roller skating events. The view of the city from the elevated parkway is very attractive. The events held at this park would showcase the city. Real estate that overlooks and borders the park would become desirable, adding to the attractiveness of the city and increasing property values the length of the park.

This proposal would eliminate the deconstruction costs that would be required to put the current elevated road at ground level. A new beltway around the city would be constructed to carry current Route 81 traffic. This beltway could use the current Route 481 belt on the city's southeast side and a new road (to complete the beltway) beginning on the south side to the west and around the city to the north reconnecting to Route 81 north of the city.

Although I have lived in the Finger Lakes for several years now I am a Syracuse native born and raised in the Valley (Corcoran '79). I often return to town for various reasons and view Syracuse as a more progressive city in terms of downtown revitalization than its sister city Rochester. The key to continued growth for any city is its ability to attract people and give them a reason to live downtown. The Armory District and building reusage for condos are two good examples of this. In my opinion, the demolition of the I-81 corridor will assist in these efforts. Yes, commerce would be affected but use of 481 would not adversely affect the bottom line of transportation costs. Secondly, this would entice individuals to come downtown in situations where they may not have done so otherwise. Third, it eliminates a neighborhood barrier. And finally, the demolition of the corridor would pave the way for a public transportation project. I would envision some sort of tram or rail system connecting the Armory District with the University. This would ease congestion for University sporting events and bolster the downtown economy. This would also entice business and residential projects to be established along this corridor. Just a thought. Respectfully submitted, Scott Anderson

Underground road, greenspace on surface, similar to Boston

The bridge works, so keep it. Improve the design, widen the highway and do something about the terrible design of the onramps and interchanges. That is what cause the downtown congestion.

Any solution that involves placing traffic light/lights in the middle of an interstate highway seems to me ill advised and I frankly can't see how the department of transportation would allow for it. Any concept of lowering the highway to street level is going to require multiple traffic lights if we keep anything like our current street configuration. This has the potential to create monumental traffic jams. Picture how a single lane closure on 81 cascades into traffic jams that stretch for miles and imagine a dead stop every few minutes for 3 or 4 traffic lights. Absolutely untenable. You would have to change the name from interstate to parking lot. Rerouting to 481 may solve some of the through traffic issues but it doesn't help for people who live in or close to the city. I work on the North Side and live in the Valley area on the far south end of the city. Only about 5 miles distance. At rush hour I am home in 15 minutes on 81 or 30 minutes over surface streets. Transit time is double and I can assure you that, on those occasions when I have to use surface streets, I feel absolutely no desire to visit local shops and restaurants along the way. Nor will any traveler unlucky enough to miss the 481 interchange and find themselves at a traffic light on an interstate.

The argument has been made again and again that 81 separates SU from the city. I have never understood this. It is the street underneath that causes the separation. If 81 is lowered to street level, it will then separate the hill from the city.

Fix the bridges and make them prettier. Give serious thought to redesigning the exit/onramp designs, allowing multiple points of access. Perhaps make slight course adjustments to improve the interchange alignments, particularly at the bottleneck where the Almond street onramp merges with 690 E, W and 81 traffic. If the highway must be lowered to street level, do not place traffic lights. Instead build a series of East west overpasses for Adams, Harrison, and Genesee etc. These can have bike lanes and sidewalks. This would allow unimpeded traffic flow on the interstate and it would allow people to pass into the downtown area without having an oppressive bridge over their heads. It might even be pleasant, if the Syracuse Weather allows us any time outside.

And if you really want to improve downtown business, do something about providing affordable, convenient, parking.

Obviously there will be some kind of road through this area. Whether the same old highway is rebuilt, or a boulevard or tunnel is put in place, the entire length should be topped with piezoelectric panels. Imagine having a stretch of highway that supplied electricity for its own streetlights. As long as you are putting a road down, put one down that generates electricity.

I would like to see I81 come down and a restoration of a street or a walkway that may or may not involve cars moving north/south. I am not in favor of some Erie Blvd 4 lane mess. Perhaps start a development plan for a commons like Ithaca or Boulder. North/South through traffic can happen on I481 with the spurs leading into the city on I690 and I81 as drop off points to get to the city, not through it. Make the new ends of I81 on the South and North sides into parking lots and have a light rail or bus route taking them into the commons area. The same goes for I680.

I believe that with the right incentives of cooperation between the university, hospitals, and downtown, and building and zoning standards that are geared toward energy efficiency, aesthetics, ease of personal mobility without a car, and the middle area will develop into quite a nice place to let businesses thrive while increasing our quality of life stature in Syracuse.

Let's try to attract young professionals to the area. Let's face it, the manufacturing of hard goods sector is done with an going to the Chinese. But we can foster our community of intelligence and the professional services that are borne out of that. We make this place nice, and give the population a good way to travel, cheap and efficient access to the train station and the airport, and we are all set. The tech sector is ripe for this. Things will pop of all over the middle area wanting to attract people from both sides.

One of the positives of living in Central NY is the relative ease one can move though the area in an automobile. Making 81 into a boulevard would be a disaster. Traffic would be slowed considerably. The net effect would be to isolate more people than building a viaduct ever did. If you wanted to rebuild I81 closer to the ground that would be OK, as long as the limited access aspect and 45-55 mph speed of the highway was preserved. Putting 81 underground seems prohibitively expensive. If we kept it exactly as it is now, this would not be a bad thing. In any event, we badly need a fast moving north-south artery. Eliminating or diluting that would be madness.

I think the simplest, most cost effective, and even most overall effective would be to tear down the viaduct, making necessary, minor changes as needed to the Adams St. intersection, and then wait and see how the traffic responds.

There's no way to predict what will be the preferred traffic pattern without the viaduct; building something right away increases the chance you'll just be throwing away money. Waiting a couple years would give you time to observe how people will respond.

People, traffic patterns will respond, will reroute themselves to what works best. At that point you will be able to continue the upgrade. You will know where enhancements can best be applied for what are now the actual traffic flows. I can imagine this costing two-thirds the amount of rebuilding the viaduct and in the end giving us a more satisfactory result.

Station 7: Goals and Objectives

Draft goal: Improve public safety
Fewer accidents
Reduce the number of on and off ramps
Removing I-81 improve public safety. Design for pedestrian use.
Redesign on-ramps for better safety and easier navigation
A lot of DWIs occur on I-81 and I-690. Install cameras etc to detect these before they cause an accident
Accident rates for cars, bikes, pedestrians
Less vehicle accidents. Easier access for individuals using non-vehicle modes of transport
Fix potholes. Use sand, not salt, on roads.
Should focus on protecting speedy access for emergency vehicles (example, ambulance going to the hospital)
Improve 690E to 81S interchange, route away from Adams Street exit.
Immediate -- not 5 years! Add working streetlights and crosswalks on Almond Street.
Mechanism needs to be in place to force landowners to plow/shovel sidewalks so people can walk from bus stop at Salina to offices (Erie Blvd. Fayette for example).
Make bike lanes, wide sidewalks and safe crossings
Ban cars!
Driver awareness of pedestrians and cyclists. Training of cyclists in urban cycling. Lower the speed limit
Be able to walk and bike without worry of being killed
How about pedestrian bridges near hospital?
Make a pedestrian-safe and bike-safe environment, and eliminate bizarre, confusing, and accident-prone road designs (which the section of I-81 inside I-481 has many of). This can only really be tested after construction, but attention to modern best practices should help.
Crossing underneath the overpasses of I81 and I690 are scary, and uninviting, not to mention dangerous from just the traffic, and the garbage and broken glass that piles up underneath them. People (who do walk) would rather drive than walk through that mess.

Draft goal: Enhance the Transportation Network
Time from N,S,E,W points on edges of city into downtown, time for through traffic to and from same points
Improve Centro service to level of 1950s. The cost of adding service should be paid for with public money. When and if the public responds, the added ridership would be self sustaining
Enhance the local transportation network - use this project as an opportunity to reclaim & enhance the city street systems, the city pedestrian environment, and alternative modes of travel
We really need to step up our public transportation and ways around the city and the hill. Bike paths, pleasant safe places to walk, that are maintained in the winter would be great. Open to all kinds of ideas here.
More connectivity. Access, not speed
We need much better bus service. How about routes that start and end without going downtown?

Must easily address how to go on 81 N from west (Rt. 5)
This should be used as an opportunity to consider a workable regional commuter transit system. Centro is stigmatized, justly or not. But we all know our continued reliance on automobiles is unsustainable.
More transit options
Maintain it!
Easier to use bus routes, possible train solutions between locations. Easier parking
Repair potholes.
We need 50--55 MPH thru the City.
Use this opportunity to develop a regional workable commuter transport system to get cars off the road, reduce gas consumption, and save the world!
We need a light rail system.
Western bypass highway.
This is not important if this means fix the viaduct.
Total transportation planning (not just 81): -Use less salt. -Fix potholes. -Synchronize lights. -Light rail.
Substantial public "rental" program for bikes, scooters, small cars, etc.
Rail. There's more than enough road in Syracuse, and not enough rail.
Be able to navigate easily between N, S, W, E
Make it possible to connect from the airport or the train to the Eds and Meds downtown via public transport
Reduce susceptibility to flooding and effects of power loss
Mass transit!
Promote alternative transportation modes (bike, walk) within downtown

Draft goal: Enhance Region-Wide Mobility
Inter-urban train service
Improve access from western areas of metropolitan area
I81 shouldn't be a route to go through the city. People are so upset when they have to go an extra 3 miles. When I go to Cicero I take 481, because it's about the same time, I can travel fast, and yeah, it's extra miles, but so what.
Keep I-81 flowing non-stop north to south
Keep Syracuse a "20 minute" city
Interconnected system of transportation allowing individuals that use services in the city alternatives to their auto
Rail. That's the future of longer-distance mobility, with gas prices only going up.
Could walkable options based on travel time to CBD or University Hill/hospitals from various points in metro area
Incorporate a Maglev along Route 90 corridor.
Improve Centro -- It needs to transport people from Cortland and Madison County into Syracuse. Commuters aren't all from Onondaga County.
Bikes, bikes, bikes!!!
Pass state legislation allowing/forcing NYSDOT to fund bus systems to operate across county lines. Now DOT is very reluctant to fund such.
This project should be a showcase to highlight the City (it needs it) by balancing green space and improving quality of life with maintenance of traffic.
Intermodal connections with transit and rail.
Protect current (speedy) access to hospitals.
Faster speed limit. More cops patrolling.
Easy, quick access to key destinations. Make transportation through city easy.

Use 481 to go around city or pay to use tunnel
--

Draft goal: Maintain or Improve Economic Opportunities
Whatever you decide, employ more minorities
More traffic on city streets = more customers for businesses
I'll second this: more traffic on city streets = more customers for businesses. Design for that to happen when you tear down I-81
More small business downtown. More medium size businesses downtown. More green businesses downtown
New openness with 81 barrier removed will encourage new development
New development opportunities along through streets and at city edge nodes
Bring people through the city at a reasonable speed
Get cars going past businesses and stopping at them rather than rushing through on an expressway. Make walk-in traffic possible and attractive.
Use transportation to promote development downtown
Bring suburban population back to the city
Easier access for companies to invest and develop their business ideas and expand within the area
Consider economic development possibilities that strengthen the city core, which is also the regional core
Downtown and the hill don't mix because of the daunting, scary, travel underneath. If it were gone, and replaced with walkable space, retail places, such as restaurants, and stores would develop.
Use any land made available downtown through diversion to I-481 to promote economic development downtown (i.e. Class A office space).
If Route 81 is removed in Syracuse and the existing grid system is improved, more real estate will be available. The "newly released" real estate can be used for stores, hotels, houses, etc. Possibly some parks. Transportation will be a little slower to the benefit of Central New York.
Keep transportation costs in and around the region as low as possible.

Draft goal: Preserve or Enhance Environmental Health
Find and implement sustainable sources of energy. Let's go green
Use the redesign of 81 as a catalyst for sustainable development and design
Create energy efficient (LEED) and water conserving low-income housing
Seek out more partners - SU? SUNY Env? Habitat for Humanity? C.O.E Housing visions?
Improve air quality along I-81
Reduce noise pollution! The subconscious stress caused by noise pollution has serious health impacts on urban residents
Enhanced green-space and air quality
Pollution monitoring - monitors throughout city
This could be redesigned to be a unique model of environmental health. With the use of green strategies for air and water filtering. i.e. green swales on a large scale?
Less gas cars, more walking, biking, electric buses, and rail
Create construction in a non-polluting design
See above.
Rethinking urban canopy, green space, whole landscape in overall challenge
Consider reducing asthma impacts, currently high in the central city and south side
Reduce urban heat island effect
Be green! Offer light transit to outlying areas!
Build it with green in mind.
New environmental law: Plant 2 trees for every registered car in Onondaga county

Draft goal: Support Community Quality of Life
Must make sure that surrounding communities DO NOT deteriorate
Equally important to structural change is integration. If we do not include the impoverished and uneducated into this entire process it will inevitably fail.
Promote walking, bicycling, urban mass transit and green space (parks in I-81 area)
Regenerating loop: small businesses - sidewalks - walkable communities - more people to shop and an attractive street level
Integrate I-81 and housing issues
Create sustainable urban agro-friendly, bike/pedestrian friendly housing
Re-envision, recreate those awful projects
Enhance current area - repave streets (Almond Street). Put in street trees to beautify areas under I-81. Create parks and put in lighting
Make this place walkable and a place I actually want to walk around
Providing an attractive pedestrian zone to the city is extremely vital for making Syracuse a competitive, vibrant city in the 21st Century
It will be a nicer place, instead of an industrial wasteland.
Promote infill of downtown vacant spaces. Promote urban village (residential development and supporting services)
The project could improve regional quality of life by reclaiming a lost portion of urban land, creating an iconic component to the physical and mental image of our community
Not have I-81 as a divider
Decrease car trips, increase bike/pedestrian trips
This is largely subsumed in the other goals.
Make the highway more attractive and less of a barrier
Sidewalks, benches, bike lanes, maybe winter skating lane?
Don't just build a basic design. Use out of the box methods of making it look more appealing to the area - instead of just a big concrete wall.
This should not be all about the University and nonsense about being cut off from downtown. There's no barbed wire across sidewalks!
Redevelop the "bricks" into a park -- so poor people don't have to live so close to an asthma causing main highway!
Improve connectivity within city. Better environment for walking and biking.
Make it easier to cross Almond St. while walking to the Hospital District.
Develop a dynamic/green/fresh region.
Positively impact city environment and schools.
If bridges are built, can they be made more attractive, like the ones in Maryland?
Protect and enhance Pioneer Homes and other residential areas, including any residential development that replaces viaduct.
Make sure that public housing is not negatively affected -- avoid another 15th Ward issue.
People oriented spaces - not designing without considering pedestrians and landscape design
Need to reduce barrier between "the Hill" and downtown.

Draft goal: Exercise Fiscal Responsibility
Solutions with lower long-term maintenance (no viaducts or tunnels).
Do not raise property taxes
Cost effective: 1) Designate 481 as new I-81 - improve 481/81 interchanges north of the city. 2) Terminate existing 81 into City (I-81 south and I-81 north) like Octavia boulevard case study option
Do a cost-benefit analysis on anything before building it. Favor reuse of existing grade separations, and avoid building new grade separations unless it's really really valuable.
Share costs - Use EZPass to pay for state of the art tunnel and green-space that can adequately sustain our climate

conditions. If we want this kind of easy high-speed access, we should share the cost.
How does water get pumped out of a tunnel or depressed roadway in a reliable manner during severe weather events? Air quality in a tunnel? Trash in a depressed cut?
Use highly trained construction inspectors and hold contractors firmly accountable.
Minimize operating costs
Well, we have to do that. However, with the amount of money we have given to that mall, I can hardly say that we are fiscally responsible.
Stop wasting money on unused infrastructure, like the 2 Mattydale bridges over the thruway.
This does not come from any additional taxpayer fees
Cost of construction and o and m
My main concern is the lack of institutional capacity to achieve a solution (i.e., archaic local governments).

Draft goal: Share Burdens & Benefits
I don't know what you mean by this. No matter what we do, it's all shared, except for the people at the top. There really are nothing but benefits for the city. The people in the suburbs might complain, but they develop their own properties, like tearing down the Fayetteville mall and putting up a parking lot. Funny, when I hear "plaza" I think of something like in Italy where people walk on the plaza, not where people park their car walk to one store, get back in their car, and drive to another spot in the "plaza" and go to another store.
How about a commuter tax on all who work in Syracuse?
Government cuts their spending and does NOT keep increasing taxes on individuals.
Lets become a national model of how to do this right
Deep historical costs that need to be addressed
Use EZPass to pay for state of the art tunnel and green-space that can adequately sustain our climate conditions. If we want this kind of easy high-speed access, we should share the cost.
Solution needs to connect poor to city and resources, not isolate as they are now.
Whatever is done should not be done on back of poor and minority communities again.
Don't repeat what happened with the 15th Ward
Make this an asset to the community. Move the highway out, bring pedestrians and businesses in.

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Missing Goals
"Don't repeat the mistakes of the past". Sort of a dumb goal, but unfortunately an important one.
"Hanging Gardens of Syracuse." Also, great as a park in winter.
A thoroughfare replacement would be very detrimental to outer commercial stock much more than thru traffic and lost mobility
A very important decision for the community. Keep a level head in your decisions
Aesthetics -- I agree!
Aesthetics! Form follows function.
Avoid the "Robert Moses" style of thinking

Build a system that is more convenient and cheaper for users than cars. 62,000 commuters on mass transit.
Can you leave space in the plan for whatever transport/infrastructure need will come along next, like the lake water-cooling plan?
Is there a way to minimize the impact of lake effect snow on the safety and commuting time on the solution (automated deicing, use of waste heat from the steam plant to help clear sidewalks, covered walking routes
Central Park where I81 is now.
Committee members should travel to other cities to see how they did it. (Not just case studies) It is important to see citizens using the paths/roads/transportation and the parks or businesses near the transportation. I recommend visits
Considering both together?
Creating a streetscape that is aesthetically pleasing and functional.
Develop a highway design that will not fall apart due to our climate conditions and salt damage
Dome game traffic.
During the job-creation phase, employ more minorities - especially African Americans
Encourage public transportation and bicycling.
Enhance local mobility (within city: 481-690)
Expand and or develop light rail. Begin a good dialogue with CSX, Finger Lakes Railway & NYS&W to utilize the lightly used rail lines that enter city limits from suburbs -- like Baltimore, MD and others. Many commuters to...
Financial metrics are not being presented. In order to educate the public this must be considered. Life cycle cost analysis must be presented for various modes of transportation.
Good mobility, no gridlock. An elevated highway can be attractive
How does HSL development impact these decisions? Are there benefits to ...
How does this connect to the sustainability plan?
If they build it they will nurture, protect and grow with it
If you remove I-81 bridges, etc. -- have a special lane for emergency vehicles to get to hospitals fast.
Improve city living opportunities
Improve quality of life
Integrate the future of I-81 with a comprehensive city/regional development plan
Investigate: 1) West Virginia Univ "people mover" (old technology, but can be updated?). 2) Maglev (usually for large high speed but do they have a small, light option?)
Keep pedestrians in mind for all solutions
Listen to the neighborhood, SU and Medical Complex leaders, and those most effected. Don't listen to suburban "scare mongers" who think new ideas will hurt commute.
Look at what other orgs/planning committees have done (such as the Schuylkill River Dev. Corp in Philadelphia).
Maintain care for family issues.
Mixed use auto/trucks and dedicated bus lanes and light rail
Need more case studies. The 5 used were not enough. 2 of the 5 make no sense do not transition to Syracuse
Need to expand effect area of alternatives and major land uses (50 yrs.)
Need to take a look at negative impacts on surrounding communities and businesses for all options being considered. Cannot let surrounding communities deteriorate
Not all voices are equal in this scenario.
While sensitivity to suburban users is important, it is critical to weigh responses in direct relationship to the stake at hand. In other words, if my only concern is getting to work easily, there is minimal investment, and moving work closer to me is often the result. Those who live in the immediate area will ultimately determine the attractiveness of whatever project is affected.
Stated otherwise, if I live out on the golf course, my concern with the upkeep and quality of life downtown is limited to daylight, weekday hours. And if it deteriorates too much, I can move my office out of the city. If I live in the city, I am invested in the whole of what happens and will work to prevent deterioration.

<p>Onondaga County's biggest problem is haphazard, ugly suburban sprawl. Not one more 3,000 square foot home on an acre of land should be allowed to be built in Manlius, Lysander, or Skaneateles. High-density city and inner suburbs -- Dewitt, Geddes, and Salina -- should be encouraged. Plenty of empty areas in these locations. Then improve mass transit.</p>
<p>Opening a route from Rt 81 in Nedrow to the west to the Thruway</p>
<p>Promote a serious dialogue that addresses urban viability and suburban living</p>
<p>Promote sustainable land development patterns... infill versus sprawl.</p>
<p>Public transit as a "solution" Electric train with park & ride - Like DC area.</p>
<p>Redevelop the south side of Syracuse by feathering traffic through old commercial corridors</p>
<p>Replace 81 with a safe, modern, aesthetically pleasing facility. Don't waste my tax \$\$ on some boondoggle that causes more problems.</p>
<p>Safe access for people with disabilities at ground level!</p>
<p>Study Goal: Emergency vehicle activity on 81. Protect, or need better, access to hospitals.</p>
<p>Study medical accessibility - downtown hospitals</p>
<p>Syracuse snow, how routes will be affected, NYS Fair.</p>
<p>The access that I-81 gave before is still usable at the end of this project.</p>
<p>The age of cars has to transition into something sustainable. Regional commuter mass transit.</p>
<p>The community needs to challenge itself to act with vision and long-term regional planning vibrancy; short-term, suburban-focused or interstate-only plans will not serve anyone well in 30 years.</p>
<p>There should be a holistic approach to planning the future of the city and surrounding areas, not in fragments</p>
<p>THINK ABOUT Residents! Not noise, traffic, or other miniscule things.</p>
<p>We need a system that is more "weather friendly". Isn't there a reasonable system that prevents road surfaces from freezing, and haven't we developed any road surface technology that can withstand the winter conditions in the area. I laugh at how they are redeveloping the NYS Thruway West of the city with Concrete surfaces, and then you take Route 390 South of Rochester which is all concrete and they have more of that road under construction than the Thruway itself.</p>
<p>We seem to resurface a road and then spend the next 20 years repatching it every year. Causing more and more road construction with more and more delays of traffic</p>
<p>What about emergencies to the hospital?</p>
<p>What should be done with the area to either side (several blocks) of Almond Blvd once the 81 viaduct come down? People need to think about that</p>
<p>What will be impact on other interstate exists? i.e., Teale and 690 (example of No planning!)</p>
<p>You don't need a billion dollar plan to make positive fixes today! Repair streetlights and paint crosswalks. Enforce the laws!</p>