



James V. Breuer, Chair
Merike L. Treier, Executive Director

September 2, 2014

Ms. Joan McDonald
Commissioner
New York State Department of Transportation
50 Wolf Road
Albany, NY 12232

Mr. Mark Frechette
Director
New York State Department of Transportation
I-81 Viaduct Project
333 E. Washington Street
Syracuse, NY 13202

Dear Commissioner McDonald and Mr. Frechette,

The Downtown Committee of Syracuse, Inc. is a private, not-for-profit, professional downtown management organization, representing all property owners and tenants within the central business district. Our mission is to encourage Downtown Syracuse's revitalization and as the steward of the Downtown Special Assessment District, we undertake programs to improve downtown's image, strengthen its economic base, increase its attractiveness, and assure that it's clean, safe, and accessible. Our boundaries are I-690 to the north; I-81 to the east; Adams Street to the south; and Onondaga Creek to the west.

We play an active role on the Economic Development and Sustainability Working Groups with both staff and Board Members participating in each. We value the work that NYSDOT has undertaken to date, as well as the opportunities provided to engage the public. We also appreciate the continual release of information, which is key to ensuring that this process is transparent, and that the community has the tools it needs to make an informed, intelligent choice.

We have reviewed the Final Scoping Document that was released on June 26th and have attended the public meetings that have been held on the topic of I-81. We would like to provide the following comments for inclusion in the public record:

Downtown Committee of Syracuse Evaluation

At the start of the process, the Downtown Committee identified a series of goals which are critical to ensuring Downtown's revitalization and measured each proposed alternative against

these goals. We have attached these goals, along with an evaluation of each of the alternatives to this document as Appendix A.

By measuring our goals against the information presented to date, **the Downtown Committee of Syracuse has determined that the Street Level alternatives provide the greatest opportunity to support Downtown's continued revitalization because of the opportunities for increased connections between neighborhoods, increased tax revenue and new development that a Street Level alternative provides.** However, while SL-1, SL-2, and SL-3 provide a good starting point, we do not believe that these are the final design answers and we support NYSDOT's process to conduct further evaluation, engineering and design work for the alternatives identified, as will take place in the EIS process. Further, we wish to state that building a new or wider viaduct is not the answer and would be detrimental to our community by continuing to serve as a barrier between neighborhoods, creating more dead space, removing more properties from the tax base, and lowering property values of areas adjacent to an elevated structure.

We are in the midst of an urban renaissance in our center city, which is also the area directly surrounding the I-81 project area. Development investments underway total more than \$1.4 billion. Therefore, we believe it critical for NYSDOT to foster continued growth in these rapidly growing neighborhoods and develop a solution that improves the center city and avoids demolition and property takings, restores connections to neighborhoods - both to each other and to our suburban partners - that will not lead to dead-ending of streets and street closures, encourages pedestrian mobility, and most importantly, provides an opportunity through aesthetics and design to encourage economic growth and the return of urban properties to our tax base.

We support NYSDOT's removal of the Tunnel and Depressed Highway proposals, the Western Bypass, and the Salt City Circuit from further analysis. We believe these alternatives do not further the goals we've articulated for a future transit system. Specifically, many of them do not meet key criteria of building connections to neighborhoods, given their requirement to sever or dead-end several streets and/or demolish properties to provide land area that accommodates a wider roadway. Nor would they encourage further land development that would generate more revenue for this community given the disruptive nature of cutting off roadways.

Appendix A provides a visual that demonstrates how each alternative proposed by NYSDOT aligns with our criteria. The following sections outline our review, comments, and recommendations related to our criteria:

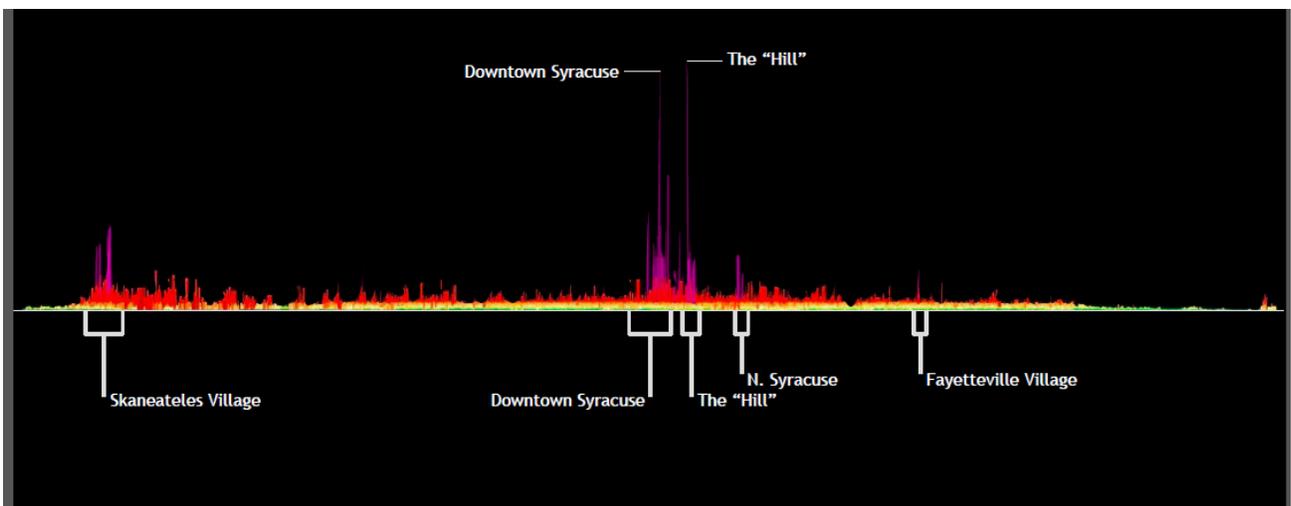
I. Restore Connections to neighborhoods - Eliminate visual and physical barriers

We are pleased that NYSDOT has identified local travel needs, connectivity, and access to key destinations among the items to be addressed during this process. We urge NYSDOT to place a high value on the accessibility needs of the local population and ensure that these needs are paramount to decisions that will be made on the future of I-81. We would like to see an

improved utilization of the entire city street grid and traffic light synchronization to encourage more efficient movement of cars. Our community needs to design a transportation system (including considerations for cars, mass transit, bike and pedestrian access) that meet the needs of our population and reflects a growing desire to both live and work in a walkable, urban environment, but also with an eye to the future transportation trends.

- We request that NYSDOT review and share with the community information on traffic counts for the local street grid to determine capacity, and improvements that can be made to the existing system to more efficiently handle traffic.
- We ask that NYSDOT propose ways to disperse traffic onto multiple routes and not look to a one road solution to manage traffic as part of this process.
- We ask that NYSDOT help us to understand how it came to the determination of numbers of lanes needed for the SL alternatives.

With 27,000 workers who travel into Downtown Syracuse daily, we are the employment hub of the region. Neighboring University Hill houses the region's largest employers. The current viaduct structure creates a visible and psychological barrier that impedes development adjacent to this roadway. As evidenced by the valuation model below based on 2013 real property data from Onondaga County, on an assessed value per acre basis, property values decrease the closer a property is located to the viaduct. Downtown Syracuse and University Hill are the two peaks shown on this map. The valley between represents the path of I-81. It is evident that the values decrease the closer a property is to the highway on both the eastern and western sides of the highway. We share this with you to provide context as to the negative impact the elevated highway has on our tax base.



This is a side profile of Onondaga County that demonstrates assessed value per acre. The highest valued real estate is located in Downtown Syracuse and University Hill. The valley between the two peaks represents the path of the 81 corridor.

We understand that NYSDOT is exploring two ways to connect the elevated I-81/I-690 interchange to the SL alternatives and that elevating Erie Blvd may be a solution to achieving that goal.

- We ask NYDOT to further study and share information about potential dead ending of streets as the Downtown Committee's preference would be to leave the street grid in place as much as possible.
- We ask that NYSDOT review design opportunities to connect the SL alternatives to I-690 using existing on-ramp locations such as Teall Avenue, to avoid dead-ending of existing through streets.

II. **Create the Opportunity to transform the current land area into a vibrant, new neighborhood**

To facilitate this goal, we urge the City/County Planning Agency to encourage zoning/planning for the appropriate scale development. This includes allowance for dense, mixed commercial and residential uses, installation of sidewalks, and other amenities that will support further tourism and residential growth.

As part of this process, NYSDOT and the FHWA should identify ways in which it can support the municipality in providing long-term maintenance support of this area, which will help it to thrive.

We ask NYSDOT to review and take into consideration the CNY Regional Economic Development Council's (CNY REDC) Strategic Plan, which is the structure that New York State created for regions to identify goals and priorities for how public funds are spent. Among the top three priorities outlined the CNY REDC plan to guide our regional actions and investments was to *Revitalize our Urban Cores and Main Streets*.

The current path of I-81 has done significant harm to the urban core. We do not support any plan which will do more damage to our neighborhood fabric. We believe there are significant opportunities for NYSDOT to transform our urban center in to a vibrant, accessible location. In fact, a recent housing market analysis conducted by RMS Strategies, Inc. has determined that downtown residential housing is at capacity (99.7% occupancy) and there is a current demand for 900+ more units, illustrating the demand that exists to live in our burgeoning neighborhood. Urban redevelopment is key to our region's continued growth. Therefore, it's critical that NYSDOT avoid alternatives that will destroy more of our urban fabric.

We urge NYSDOT to design a complete transportation system to allow for uses that attract, encourage and promote pedestrian activity and walkability, fostering neighborhood growth. Mass transit opportunities currently appear to be absent from the materials that have been released. The SL alternatives allow for infill developments and vibrant corridors by freeing up land for the types of mixed-use developments that are so successfully revitalizing our urban core.

- We ask that NYSDOT undertake a competitive analysis of the land values adjacent to the current path of I-81 and compare these values to other communities who have removed elevated structures from their communities to determine the impact of removal of an overhead structure, similar to this viaduct, on the tax base of a community.

III. **Create Transportation Alternatives**

We look to NYSDOT to ensure this process results in improved access to downtown from University Hill and other neighborhoods through multiple access/egress opportunities. NYSDOT has stated that in all street-level alternatives, the goal would be to maximize use of the existing street grid, which the Downtown Committee feels is critical to improving existing conditions.

- We request NYSDOT look at multiple points of access to University Hill from roadways such as I-481, Teall Ave, Colvin Street and street-grid options.
- We request NYSDOT ensure that the final solution is designed in such a way as to allow opportunity for efficient mass transit and bicycle options. The amount of commuters relying on cars for their sole means of transportation is decreasing. We ask NYSDOT to look at national trends of distances traveled per licensed driver, per vehicle, and per household to determine if this number is increasing or decreasing. A recent study by Michael Sivak of the University of Michigan Transportation Research Institute examined driving trends in the U.S. from 1984 to 2011 and has published a report detailing that those figures have plummeted since 2004. NYSDOT needs to look ahead to the future and not design alternatives solely for today's mode of travel.
- We request NYSDOT ensure a comprehensive vehicular wayfinding signage program results from this this project.
- We ask that NYSDOT look at larger dispersion model, utilizing more of the City's street grid and not just the 1 to 3 streets identified in the SL-1, SL-2 and SL-3 alternatives. It is critical that NYSDOT view this area from a citywide approach and strive to improve multiple routes in the City's street grid to encourage better traffic flow. This cannot be a one-road solution.
- We ask NYSDOT provide a regional traffic analysis and master plan to address through-traffic needs for this corridor, incentives for waste haulers to remain on the interstate which we know to be a concern of suburban communities, and emergency access routing from I-690 to the hospitals. Included with that should be coordination with Syracuse University for a new campus entrance off I-481 and other dispersion techniques to alleviate congestion at Adams Street.
- We ask that NYSDOT undertake further investigation on regional dispersion strategies to maximize use of our transportation system.

IV. Consider Design Aesthetics

The historic architecture in Downtown Syracuse is iconic and strongly contributes to our community's identity. New construction, both in Downtown Syracuse and on University Hill, has created innovative, unique landmarks that complement the existing historic urban fabric. Aesthetic creativity must be prioritized along with functionality to ensure that a transportation solution is created that reflects the community's soul. A basic design that is unspecific to our architectural assets will not suffice.

- We request NYSDOT challenge their consulting team to produce designs that prioritize aesthetics. Aesthetics are important to future of our community and this should be explored in more detail as part of the working group process.

V. Project Cost

National trends show a reverse of suburban sprawl and a focus on urban development, sustainability, and walkable communities closer to public transportation. NYS and federal funds should be spent on sustainable solutions for the future and reflect the current trends of in-migration to cities. While NYSDOT has identified Project Cost in its presentations, there has not been any information shared of ongoing maintenance costs associated with each alternative that has been recommended to move forward for further review. This is a critical issue for our community.

- We ask that NYSDOT share maintenance cost information with the community so that we understand how much a street level versus a viaduct alternative will require of our community in ongoing maintenance costs, and this cost needs to be projected over the lifespan of the roadway (lifecycle costs).
- We ask that NYSDOT undertake financial modeling to ensure that an unsustainable financial situation is not created as a result of this project. Maintenance is key, and while NYSDOT and the FHWA will provide the upfront costs, NYSDOT needs to tell us if NY State can commit the resources to repair an elevated roadway over the next 75 years, which, at the end of its useful life, will require an even larger investment than what would be needed today.
- Minimize Demolition – NYSDOT needs to consider the effect of demolishing buildings and seizing properties on Syracuse's tax base by undertaking an analysis of its impacts on Syracuse and Onondaga County. Syracuse needs more tax-paying properties to create an economically sustainable future and more wealth for the community. Based on the renderings put forward by NYSDOT at the June 26th scoping meeting, a rough estimate provided by the organization "Rethink 81" estimates that viaduct option V-2 has the potential to remove \$3.3 million, annually, from our tax base.
 - We request that NYSDOT provide more specific information about demolition of buildings and effect on tax base with the various solutions proposed.

VI. Generate New Tax Revenue for the City/County and Ensure Long-term Sustainability

In 2014, the Downtown Committee engaged a firm to take a closer look at what Downtown Syracuse returns to the community via property and sales taxes. We found that it is a significant revenue generator: on a value per acre basis, Downtown Syracuse makes up nearly 2% of the City's taxable land, yet it produces nearly 10% of the City's tax revenue. Downtown is also part of the County, so it pays Onondaga County property taxes. On a county-wide basis, downtown consumes 0.1% of the land area, yet it produces 1% of the property taxes. This is a ten times ratio of potency. Or, another way to think about it: one employee doing the work of 10 people, from a tax productivity standpoint. This provides incredible returns to the community.

With the Street Level alternatives, the opportunity exists to create a roadway that encourages the types of mixed-use developments that have so successfully spurred downtown's revitalization. The SL alternatives would remove a visible and physical barrier between University Hill and Downtown and free up tax-exempt land for development opportunities. NYSDOT has stated that a street-level option could present opportunities for revenue due to the increased land available for development.

- We request that NYSDOT focus on opportunities to improve our tax base, generate revenue, and generate long-term wealth for Syracuse, such as the opportunities for infill development presented by the SL alternatives. As analyzed by "Rethink 81," the SL opportunities presented could add more than seven acres of land for redevelopment, increasing property taxes, sales taxes, employment and residential opportunities.
 - We request that NYSDOT undertake an analysis to determine how much land the various alternatives will return or take away from the tax rolls.
 - We request that NYSDOT review and share information from case studies to compare land use/development patterns adjacent to SL alternatives such as has been presented to date, as well as land use/development patterns adjacent to elevated highways.

NYSDOT has referred to local jobs associated with projects such as I-81 and referenced labor opportunities, as well as businesses needed for supplies and transportation once the project begins.

- While temporary jobs are part of the discussion, we request that NYSDOT look beyond the 'project' phase and prioritize long-term community impacts –permanent jobs and residents for new buildings in areas that can be rebuilt. We need a solution that will ensure long-term positive impacts for our community, and is not solely focused on the construction period.

VII. Property Takings

It's critical that NYSDOT minimize the number of properties taken as a result of this project. The Downtown Committee's sole mission is downtown's revitalization - demolishing buildings for the creation of a wider roadway is counter-productive to the re-densification work

underway. With more than \$356 million in investment downtown now, seizing and demolishing properties in an area of the community that is driving significant investment that benefits the rest of the community does nothing but economically hurt Onondaga County in the long-run.

- We ask that NYSDOT make public the list of affected properties for all of the alternatives proposed.
- We ask that NYSDOT provide tax information on all affected properties so that the community can understand the opportunity cost associated with each alternative.
- When considering alternatives for the future of I-81, NYSDOT needs to consider the impact of the design on our building stock.
 - Additional buildings should not be demolished as it decreases revenue generation opportunities for our community. The fiscal health of the region depends on the vitality of Downtown Syracuse.

VIII. Construction

We ask that NYSDOT be more definitive in sharing construction timelines and processes associated with the proposed alternatives. In order to cause minimal traffic and financial disruption for businesses in the area, NYSDOT needs to minimize the construction period by implementing a phased approach.

- We request more detailed analysis of a construction phasing approach. Information shared by NYSDOT to date states that the Street Level Alternatives offer the most attractive strategy in this regard as construction can start while the viaduct is still standing. Additionally, work can be done to I-481 and the street grid to prepare for the increases in traffic volume.

According to NYSDOT, if a street-level alternative was chosen, work to I-481 would be completed first, most likely over a summer. Construction on a street-level alternative would be able to start sooner than a bridge alternative because construction on a new viaduct would be more intensive. This aligns with the Downtown Committee's goals of minimizing negative impacts to businesses.

NYSDOT has also stated that studies estimate 60,000 vehicles use the viaduct daily and, of those, 10% are through traffic, so only 10% would need to use I-481 to continue north during construction. NYSDOT has estimated that detour routes would be set up during construction and that I-690 would be a major detour area. NYSDOT studies indicate that I-481 has the available capacity to handle additional traffic.

- This will be a disruptive time for the community. It's critical that NYSDOT implement a mitigation strategy to support businesses through this transition. We ask that the NYS assigned Working Groups provide recommendations as to the contents of a mitigation plan.

Conclusion

It is imperative that the transportation solution selected provides opportunities for increased tax revenue, opportunities for new development, and opportunities for better connectivity between Downtown Syracuse and University Hill, the County's most valuable land from a property tax generation standpoint. The health of our entire community, not just Downtown Syracuse, depends on this.

We appreciate NYSDOT's consideration of our comments, and we look forward to continuing to work with NYSDOT in the next phase of planning to bring about transformational change in our community.

Sincerely,

A handwritten signature in blue ink that reads "Merike Treier". The signature is written in a cursive, flowing style.

Merike Treier
Executive Director

Cc: Jonathan D. McDade, Federal Highway Administration
Downtown Committee Board of Directors

Enc.

Appendix A

GOALS FOR THE FUTURE OF THE INTERSTATE 81 VIADUCT

INTERSTATE 81 PROJECT ALTERNATIVES

Key: RED = Does not align Yellow = Appears to align, need more info Green = Does align Regular text = taken from NYSDOT report <i>Italic text</i> - question	Cost			Number of Properties Taken	Length of Construction	Restore Connections to neighborhoods	81 Corridor to be a vibrant, new neighborhood		Create Transportation Alternatives by ensuring this will not be a one-road solution					Generate New Tax Revenue for the City/County			Facilitate growth of major employers by allowing ease of access, and offering vibrant communities for employees, residents & visitors	Consider Design Aesthetics	Notes
	Construction	Eminent Domain/Legal	Ongoing Maintenance				Eliminate visual and physical barriers	Encourage zoning/planning for the appropriate scale development	Allow for uses that attract, encourage and promote pedestrian activity and walkability that fosters neighborhood growth	Improve Access to Hill	Allow for more access /egress opportunities to roadways	Allow for efficient mass transit opportunities	Enhance vehicular way-finding signage	Improve street grid to encourage better traffic flow	Increase land development potential	Activate more downtown acreage			
No Build Alternative																			
V-1: Rehabilitation	\$800M	n/a																	
V-2: New Viaduct	\$1.438B	Prelim property acquisition costs included in \$1.438		30-40		16' wider than existing viaduct		Enhancements may include Color to define pedestrian and bike areas, bollards, traffic islands, bumpouts to make ped crossing easier	Teall Ave interchange being considered as an alternate	NYS DOT to look at ways to enhance local connections to streets	Coordinate with Centro on improvements that could enhance Centro's alternatives.		Local street improvements would include exploration/considerations for pedestrian and bicycle safety and connectivity.					DOT would look to use diff structure types and lighting	Estimated 30-40 buildings would be taken.
V-3: New Viaduct Substantial Design Improvements	\$1.423B	Prelim property acquisition costs included in \$1.423		25% fewer than V-2.				Enhancements may include Color to define pedestrian and bike areas, bollards, traffic islands, bumpouts to make ped crossing easier	Madison St dead ends – no access to Almond										V3 tighten curves, reduces real estate takings by 25% compared to V2.
V-4: New Viaduct Considerable Design Improvements	\$1.419B	Prelim property acquisition costs included in \$1.419B		40% fewer than V-2				Enhancements may include Color to define pedestrian and bike areas, bollards, traffic islands, bumpouts to make ped crossing easier	Madison St dead ends – no access to Almond										Variation of V3. (tighter curves). Speeds down to 50 mph. Property takings 40% less than V2.

GOALS FOR THE FUTURE OF THE INTERSTATE 81 VIADUCT

Key: RED = Does not align Yellow = Appears to align, need more info Green = Does align Regular text = taken from NYSDOT report <i>Italic text</i> - question	Cost			Number of Properties Taken	Length of Construction	Restore Connections to neighborhoods	81 Corridor to be a vibrant, new neighborhood		Create Transportation Alternatives by ensuring this will not be a one-road solution				Generate New Tax Revenue for the City/County			Facilitate growth of major employers by allowing ease of access, and offering vibrant communities for employees, residents & visitors	Consider Design Aesthetics	Notes
	Construction	Eminent Domain/Legal	Ongoing Maintenance				Eliminate visual and physical barriers	Encourage zoning/planning for the appropriate scale development	Allow for uses that attract, encourage and promote pedestrian activity and walkability that fosters neighborhood growth	Improve Access to Hill	Allow for more access /egress opportunities to roadways	Allow for efficient mass transit opportunities	Enhance vehicular way-finding signage	Improve street grid to encourage better traffic flow	Increase land development potential			
SL-1: Boulevard	\$1.047B	The estimated cost includes demolition of the viaduct and preliminary property acquisition costs.		5-10		Initial NYSDOT traffic studies indicate 6 lanes needed to maintain an efficient flow between neighborhoods. <i>What is data source?</i>	Color to define pedestrian and bike areas, bollards, traffic islands, bumpouts to make pedestrian crossing easier			Work with Centro to enhance Centro's initiatives in project limits.		Boulevard would end around Erie Blvd. median barrier on Water St prevents East West access. But can access Water St. McBride Closed between Water and Burnet				Sufficient space to allow for vehicles, bikes, pedestrians, wide park-like medians, other improvements		Viaduct replaced with Boulevard along Almond St. All SL options could require some property acquisition but fewer than new viaduct solutions All SL options require enhancements to 481
SL-2: Both Streets are one-way	\$1.067B	The estimated cost includes demolition of the viaduct and preliminary property acquisition costs.		5-10			Bike and pedestrian facilities to improve connectivity between multi-use paths within the project limits. Color to define pedestrian and bike areas, bollards, traffic islands, bumpouts to make pedestrian crossing easier	Because Almond would be fewer than 6 lanes, crosswalks would be shortened.	Almond (headed north) connects to 690. Traffic dispersed though city. <i>Will there be improvements to these streets?</i>	Work with Centro to enhance Centro's initiatives in project limits.		Changes would be made to some of the North South paired streets identified. <i>Street grid will be utilized but what kind of improvements would NYSDOT make to rest of city grid?</i>				Sufficient space to allow for vehicles, bikes, pedestrians, wide park-like medians, other improvements		Use of Almond Street (one way) and a combination of one or more local roads

GOALS FOR THE FUTURE OF THE INTERSTATE 81 VIADUCT

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	Construction	Eminent Domain/Legal	Ongoing Maintenance				Eliminate visual and physical barriers	Encourage zoning/planning for the appropriate scale development	Allow for uses that attract, encourage and promote pedestrian activity and walkability that fosters neighborhood growth	Improve Access to Hill	Allow for more access /egress opportunities to roadways	Allow for efficient mass transit opportunities	Enhance vehicular way-finding signage	Improve street grid to encourage better traffic flow	Increase land development potential	Activate more downtown acreage			
SL-3: Both Streets are two-way	\$1.067B	The estimated cost includes demolition of the viaduct and preliminary property acquisition costs.		5-10				Bike and pedestrian facilities to improve connectivity between multi-use paths within the project limits. Color to define pedestrian and bike areas, bollards, traffic islands, bumpouts to make pedestrian crossing easier		Traffic dispersed though city	Work with Centro to enhance Centro's initiatives in project limits.		Changes would be made to some of the North South paired streets identified. <i>Street grid will be utilized but what kind of improvements would NYSDOT make to rest of city grid?</i>				Sufficient space to allow for vehicles, bikes, pedestrians, wide park-like medians, other improvements		Use of Almond Street (2 way) and a combination of one or more local roads
T-1: Almond Street Tunnel (MLK East to Butternut – 2 miles)	\$2.651B			Multiple streets	Cut-and-cover			5 dead-end streets						Potential to improve near Harrison St, will damage near 690	Potential to improve near Harrison St, will damage near 690	Potential to improve near Harrison St, will damage near 690	Cuts roadways off		Dead ending streets near 690.
T-2: Almond Street Tunnel (MLK East to E. Genesee – 1 mile)	\$1.761B			Multiple streets	Cut-and-cover			5 dead-end streets						Potential to improve near Harrison St, will damage near 690	Potential to improve near Harrison St, will damage near 690	Potential to improve near Harrison St, will damage near 690	Cuts roadways off		
T-3: Townsend Street Tunnel	\$2.643B			Substantial															Would require multiple property acquisitions

GOALS FOR THE FUTURE OF THE INTERSTATE 81 VIADUCT

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	Construction	Eminent Domain/Legal	Ongoing Maintenance				Eliminate visual and physical barriers	Encourage zoning/planning for the appropriate scale development	Allow for uses that attract, encourage and promote pedestrian activity and walkability that fosters neighborhood growth	Improve Access to Hill	Allow for more access /egress opportunities to roadways	Allow for efficient mass transit opportunities	Enhance vehicular way-finding signage	Improve street grid to encourage better traffic flow	Increase land development potential	Activate more downtown acreage			
T-4: Tunnel on Eastern Alignment (81' Below Syracuse)	\$3.298B			Substantial			Existing corridor area could benefit	Existing corridor area could benefit – opportunity to enhance Almond St corridor		Only interchanges would be with 481, 690 and the former 81 at Bear St									Would require multiple property acquisitions near Lincoln Hill
DH-1: Depressed Highway (Adams to Butternut)	\$1.751B									Would sever Fayette, Washington, Water, Willow, McBride Streets									Several overpasses at key locations would be built, but otherwise open to top. <i>What are the key locations?</i>
DH-2: Depressed Highway (Adams to East Genesee)	\$1.503B									Would sever Fayette, Washington, Water, Willow, McBride Streets									Several overpasses at key locations would be built, but otherwise open to top. <i>What are the key locations?</i>
O-1: Western Bypass	\$2.446B			More than 100 buildings															
O-2: West Street	\$1.326B			70-90 buildings		Cut off from NWS, but improved access to Hill		Cuts off from NWS, but improved access to Hill											No real detail presented with boulevard and West St. impacts