

RETHINK 81 TO RECLAIM THE CITY AND RECONNECT SYRACUSE

SECTION I
Introduction

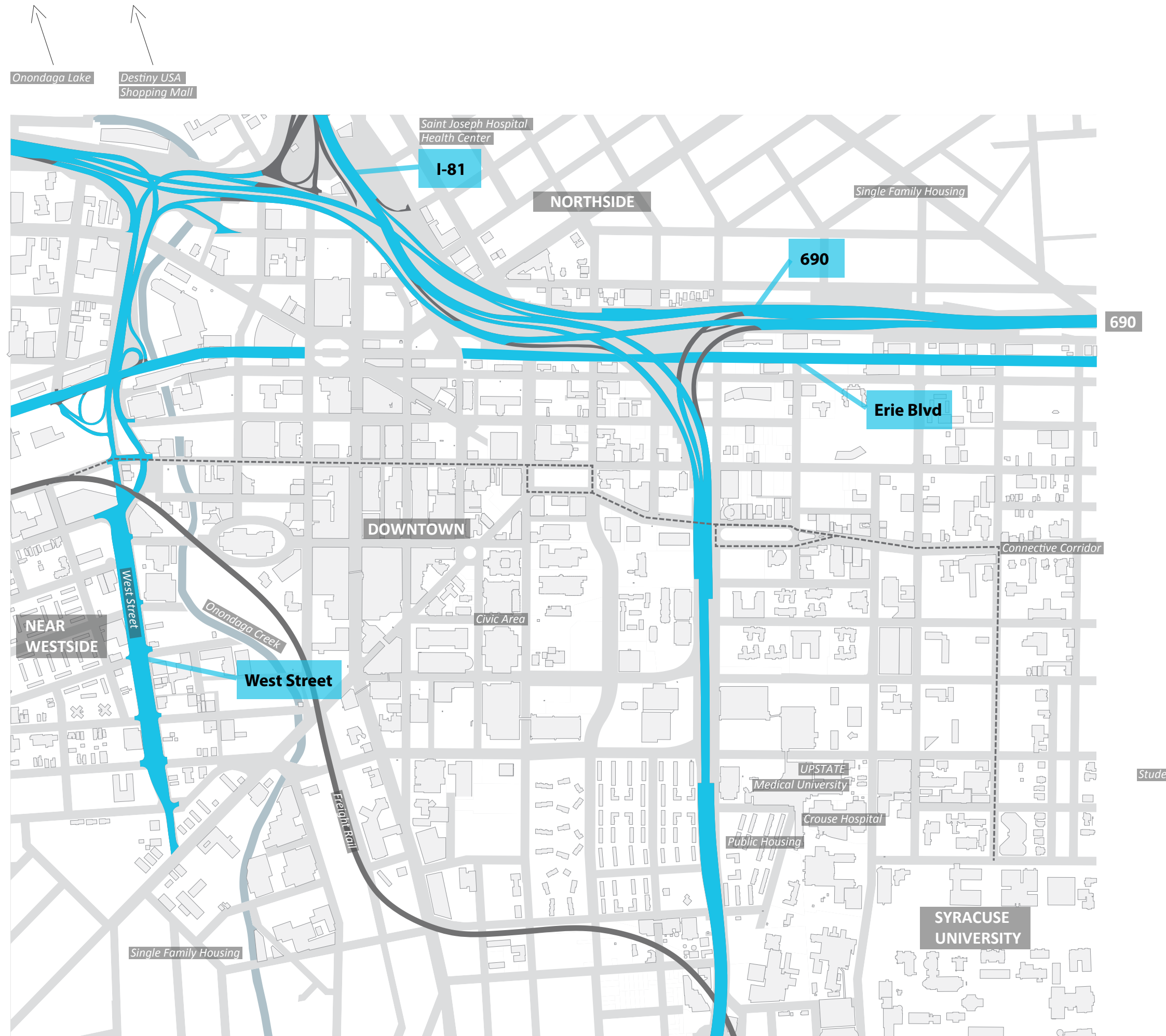
SECTION II
History

SECTION III
Visions

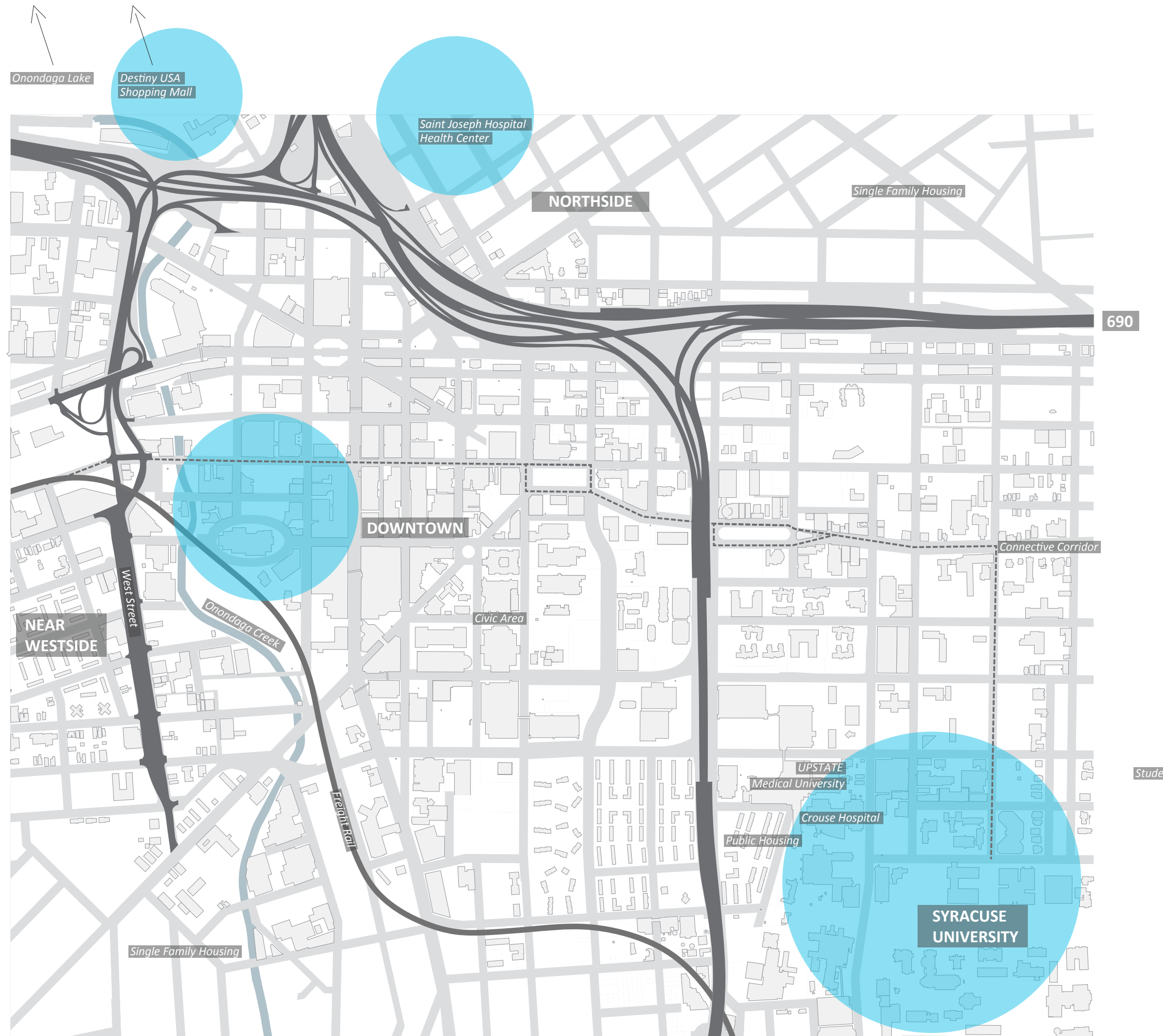
SECTION IV
Questions

**TO PROVOKE A POSITIVE
OUTCOME FOR THE CITY
AND REGION WE AS A
COMMUNITY MUST BE
ASKING THE NYSDOT
THE RIGHT QUESTIONS**

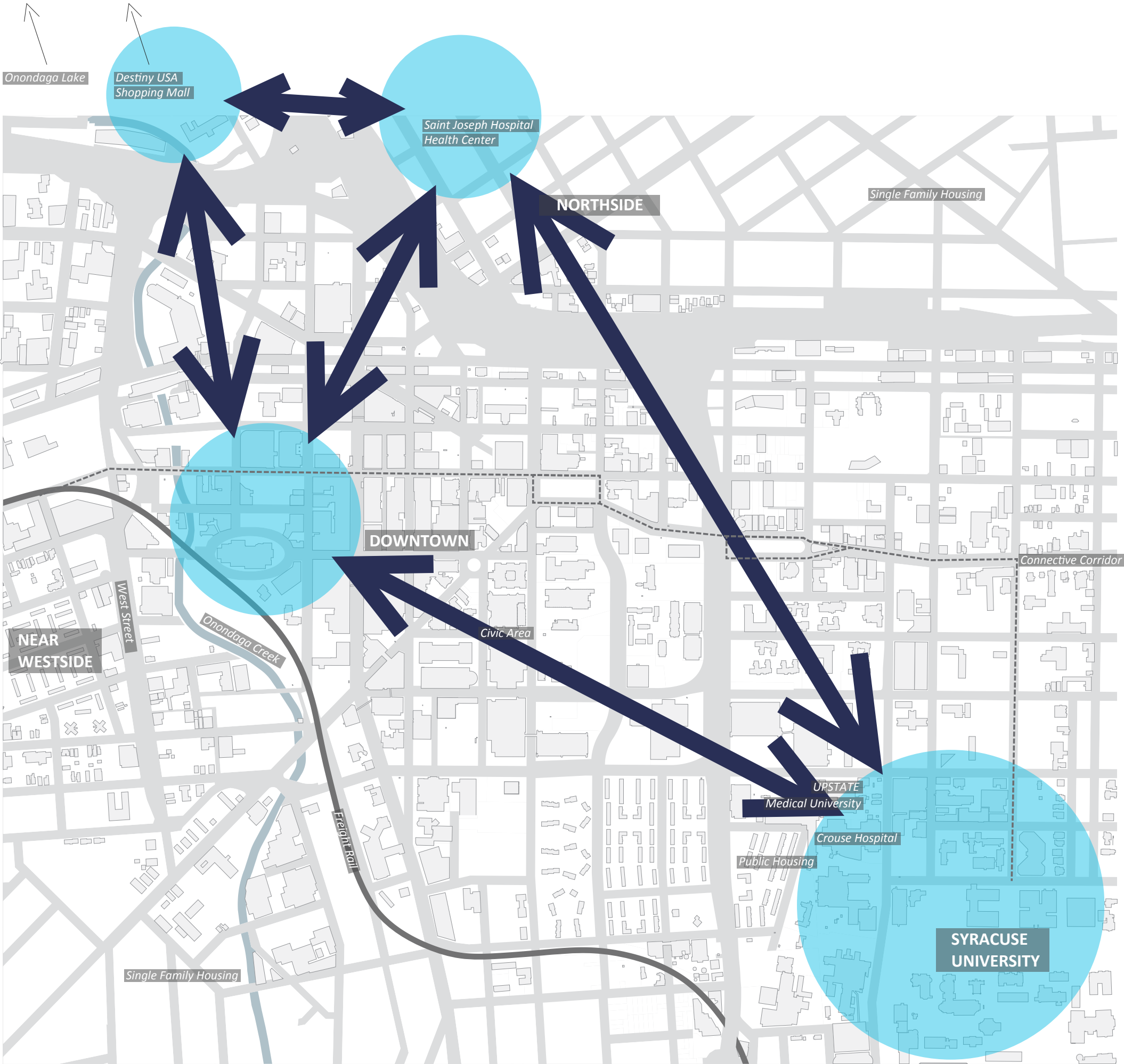
Question:
Where are
the current
barriers in
Syracuse?



Question:
Where are
the most
vibrant areas
in Syracuse?

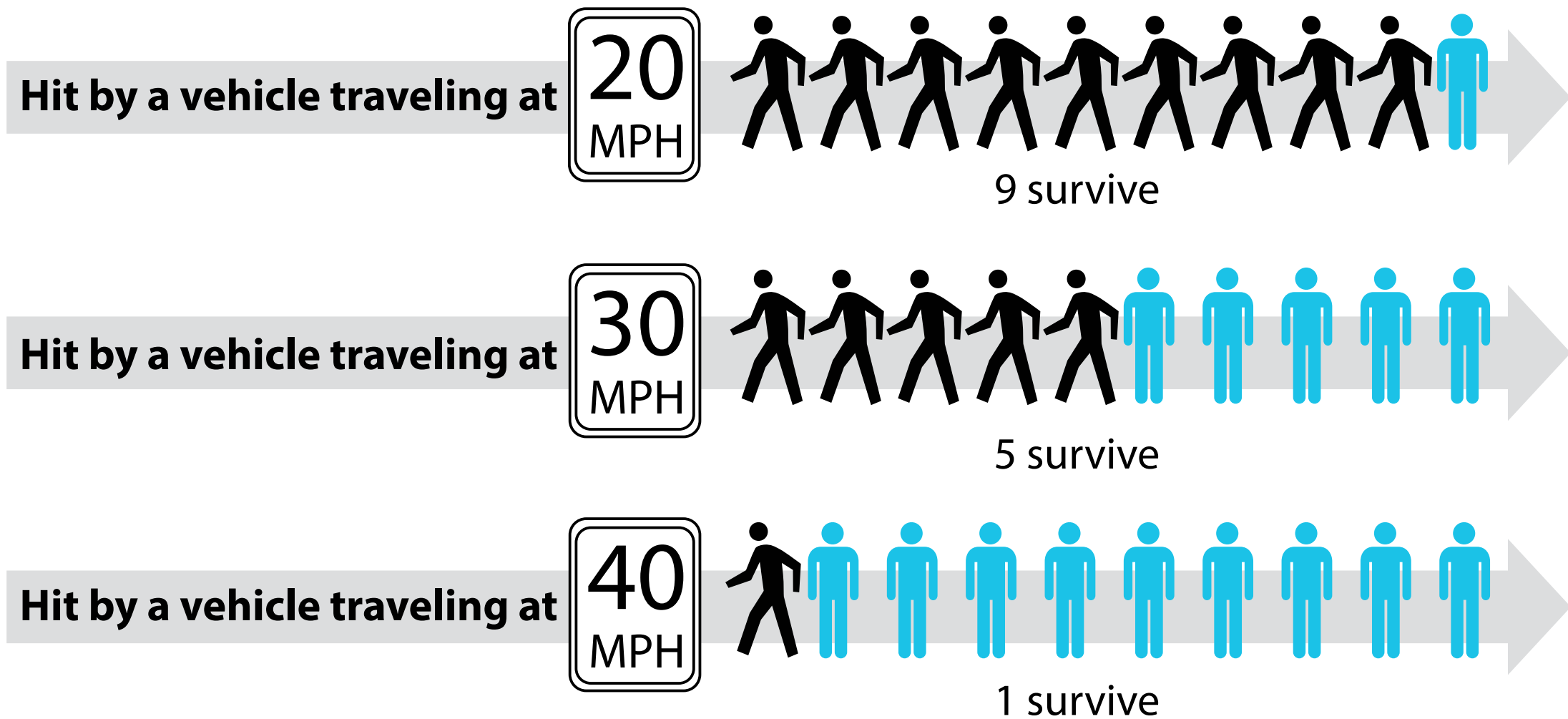


Question:
Can this
project
remove
barriers and
reconnect the
city's vibrant
areas more
effectively?



Question:

What are the criteria to measure success of a major transportation project in our city?

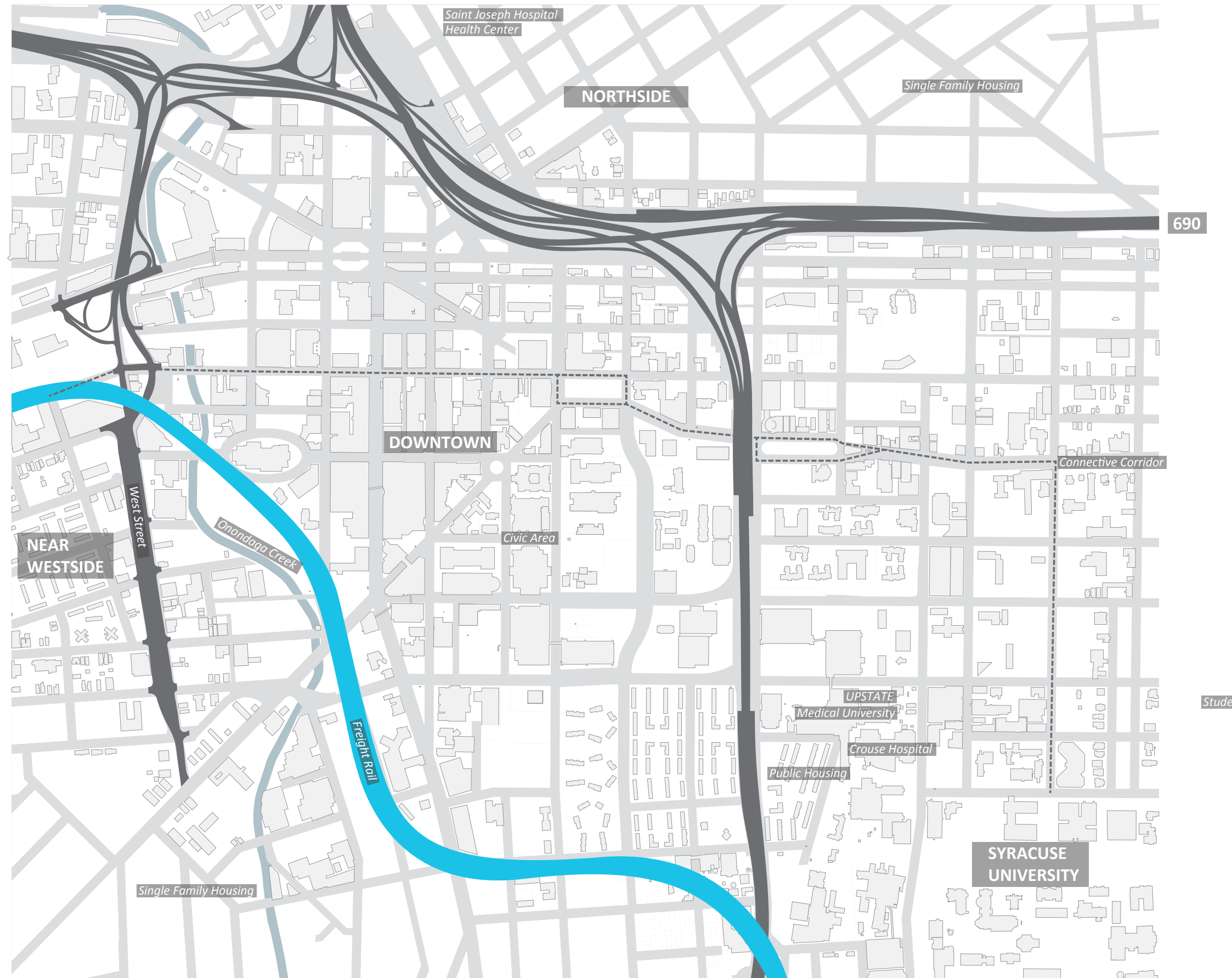


A SUCCESSFUL TRANSPORTATION
LEVEL OF SERVICE OF A, B, OR C MAY
BE INCOMPATIBLE WITH HEALTHY
NEIGHBORHOODS, PROSPEROUS
BUSINESS SECTORS, AND SAFE STREETS.

Question:

Is it possible
to have
BOTH high
connectivity
and good
urbanism?

REACTIVATE DORMANT INFRASTRUCTURE SUCH AS LIGHT RAIL



Question:
Is it possible
to have
BOTH high
connectivity
and good
urbanism?

MAKE EXISTING HIGH DENSITY STREETS MORE WALKABLE

West St, Syracuse



VS

Octavia Blvd, San Francisco



Chronicle / Katy Raddatz

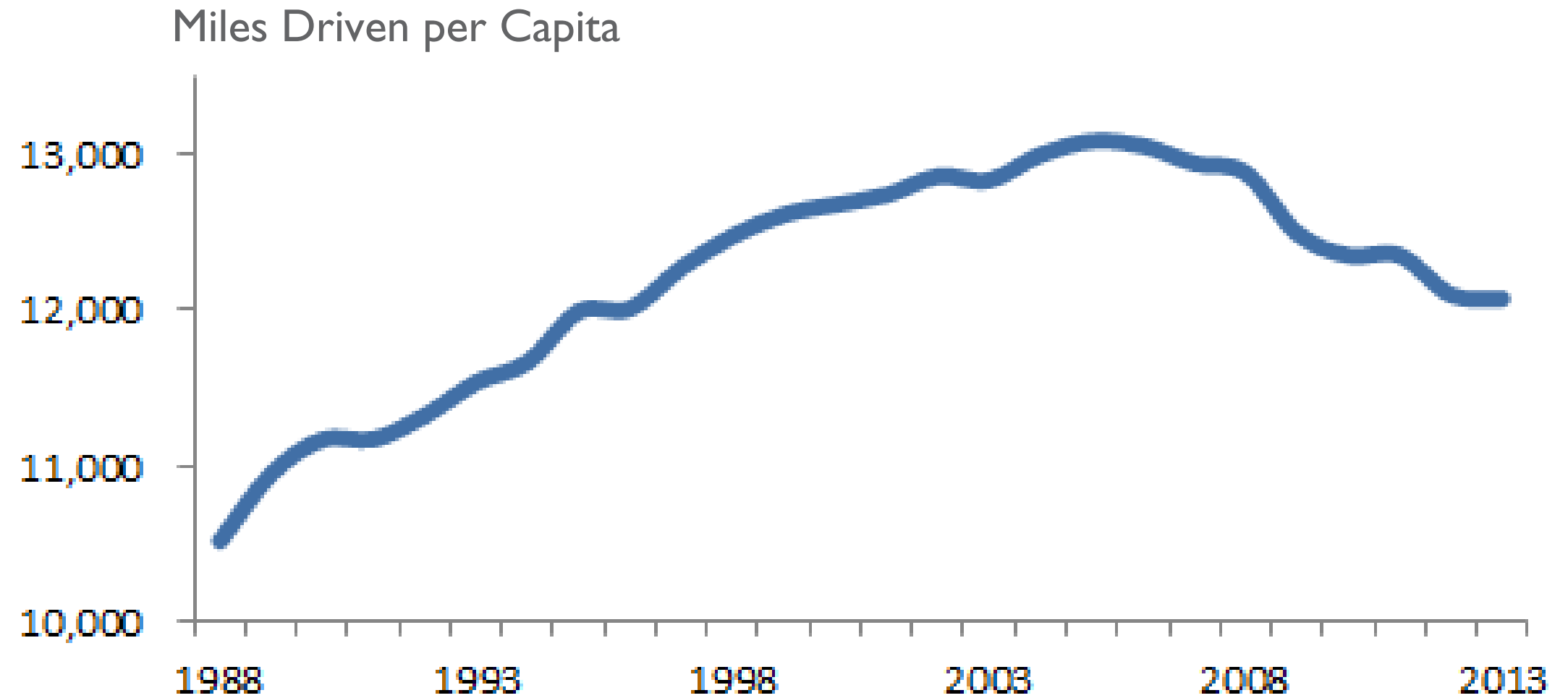
ALL OF THE OPTIONS PROPOSED
IN THE SMTTC/ DOT PLANNING
STUDY **ASSUMED** THE TRAFFIC
DEMAND ON THE SINGLE ARTERY
OF 81 WILL BE THE SAME OR
HIGHER IN THE FUTURE.

AN URBAN ROAD IN SYRACUSE
SHOULD NOT BE 175 FEET WIDE.
HOW CAN WE REDUCE DEMAND
TO INSURE THAT THE SOLUTION
IS SMALLER AND APPROPRIATE
TO THE SCALE OF OUR CITY?

Question:

Will the consulting team take into consideration future trends such as decreased miles driven, new technologies, and future development patterns, in addition to current traffic counts?

THE US DRIVING BUST 1988-2013

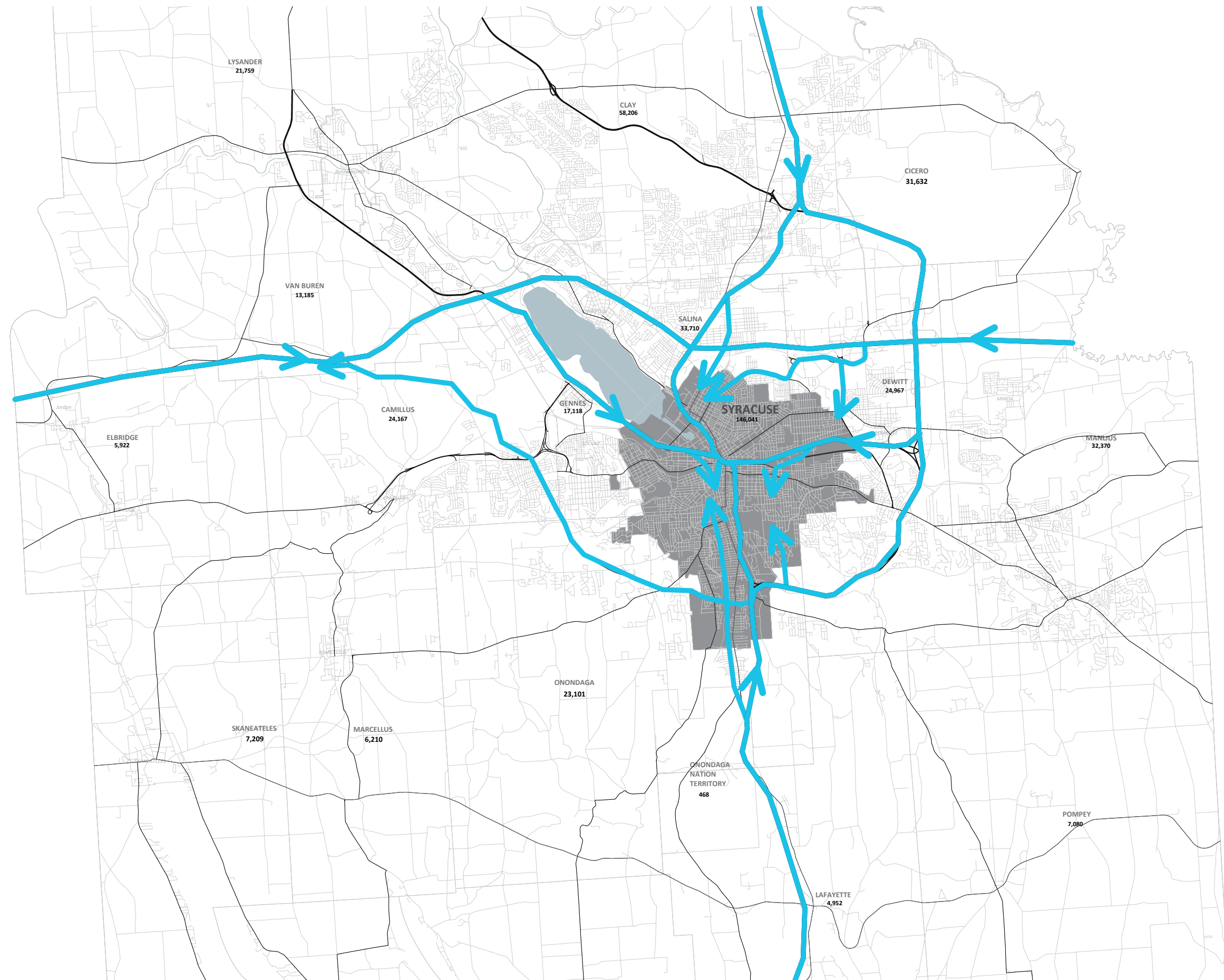


Source: U.S. Department of Transportation

Question:

CREATE MORE EFFICIENT ROUTES INTO AND THROUGH THE CITY TO
DISPERSE TRAFFIC REGIONALLY

What are ways
the entire
transit system
can be modified
to reduce the
traffic demand
on 81 through
the City?



Question:

What are ways the entire transit system can be modified to reduce the traffic demand on 81?

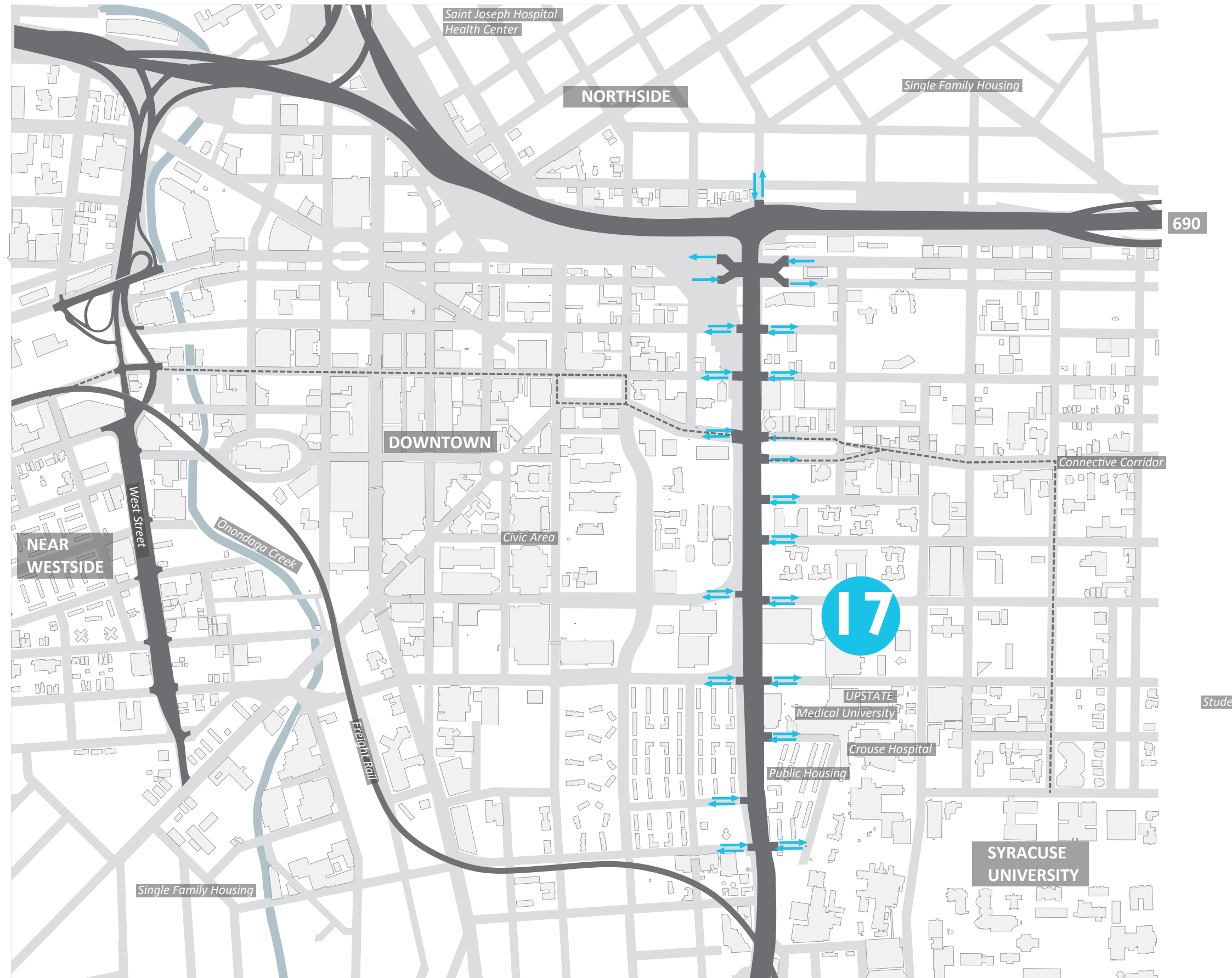
CURRENTLY THERE ARE ONLY 2 EXIT POINTS INTO THE CITY



Question:

What are ways
the entire
transit system
can be modified
to reduce the
traffic demand
on 81?

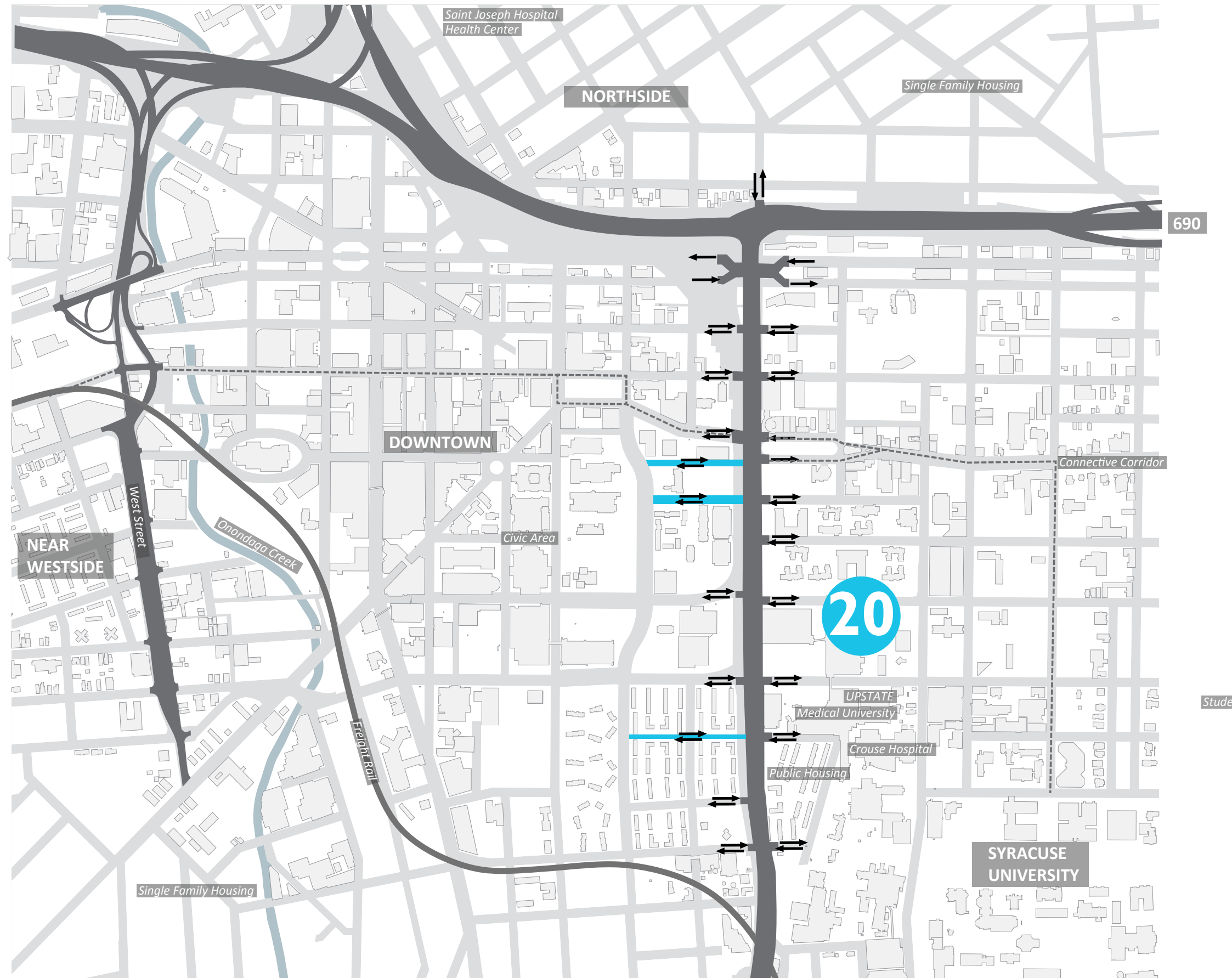
IF THERE IS A BOULEVARD THERE ARE MANY MORE
POINTS OF TRAFFIC DISPERSION INTO THE CITY



Question:

What are ways
the entire
transit system
can be modified
to reduce the
traffic demand
on 81?

IF HISTORIC BLOCKS ARE REESTABLISHED THERE ARE
EVEN MORE NEW ROUTES THROUGH THE CITY



Question:

What are ways
the entire
transit system
can be modified
to reduce the
traffic demand
on 81?

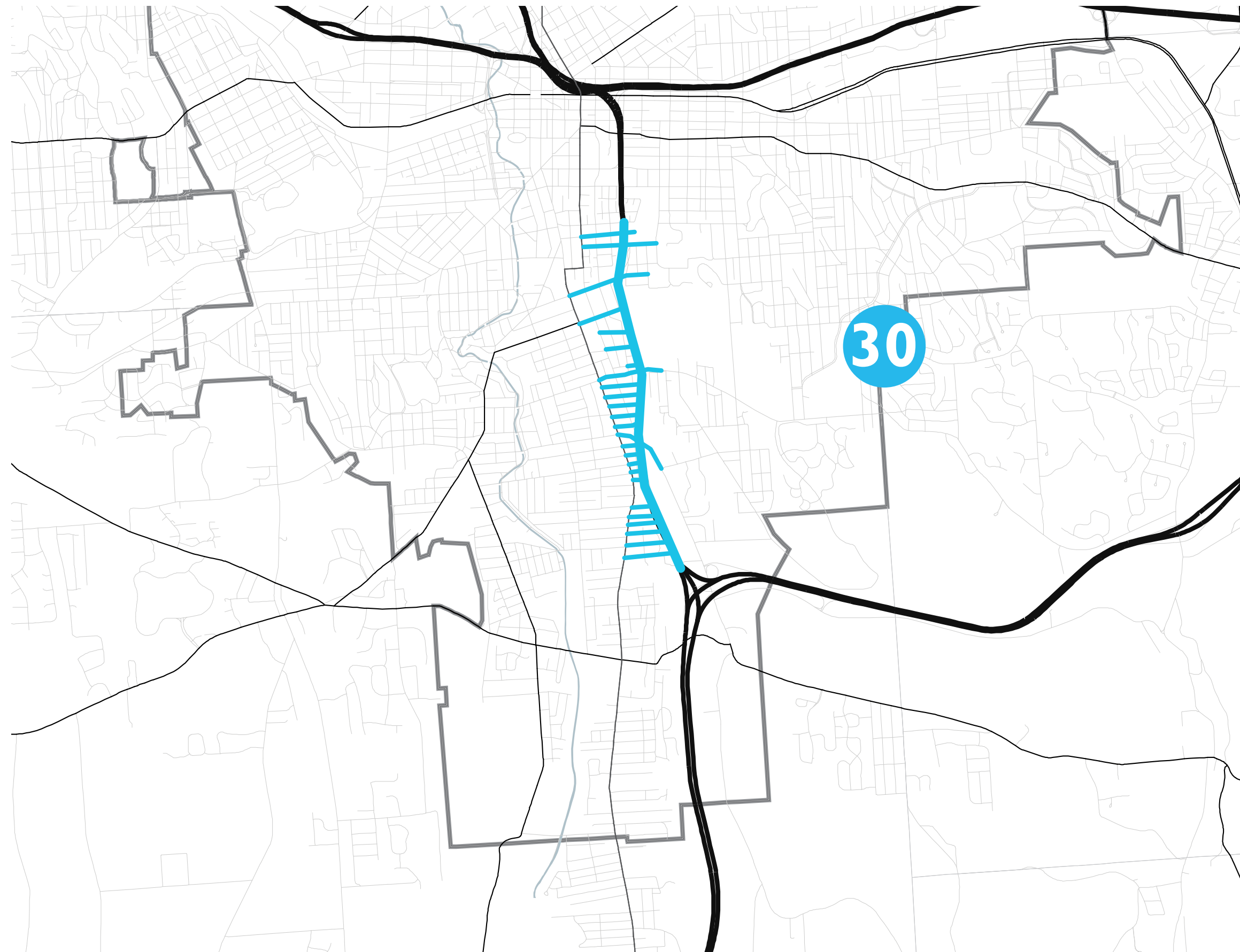
RECONNECT STREETS THAT I-81 HISTORICALLY BIASECTED
BETWEEN DOWNTOWN AND I-481



Question:

What are ways
the entire
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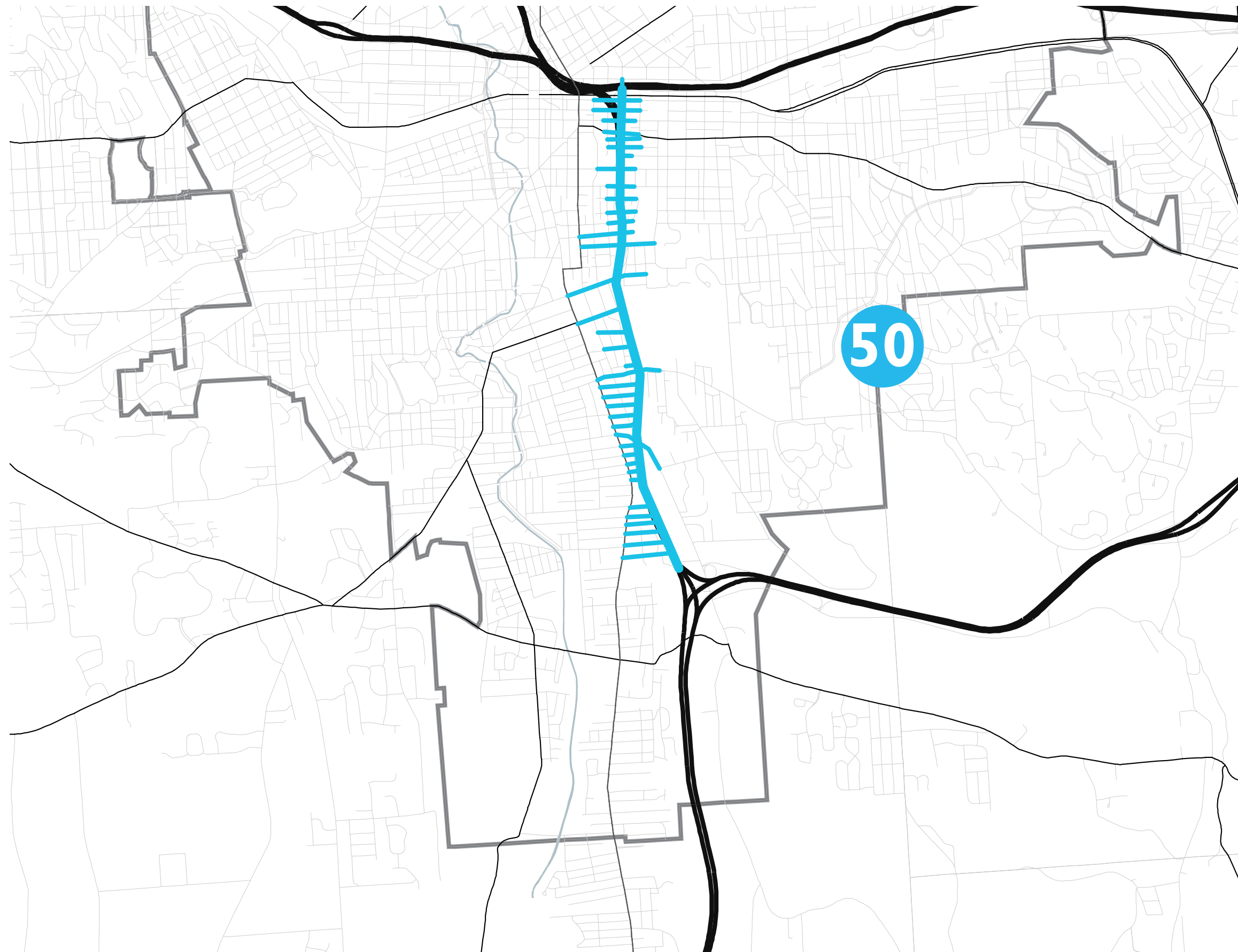
RECONNECT STREETS THAT I-81 HISTORICALLY BIASECTED
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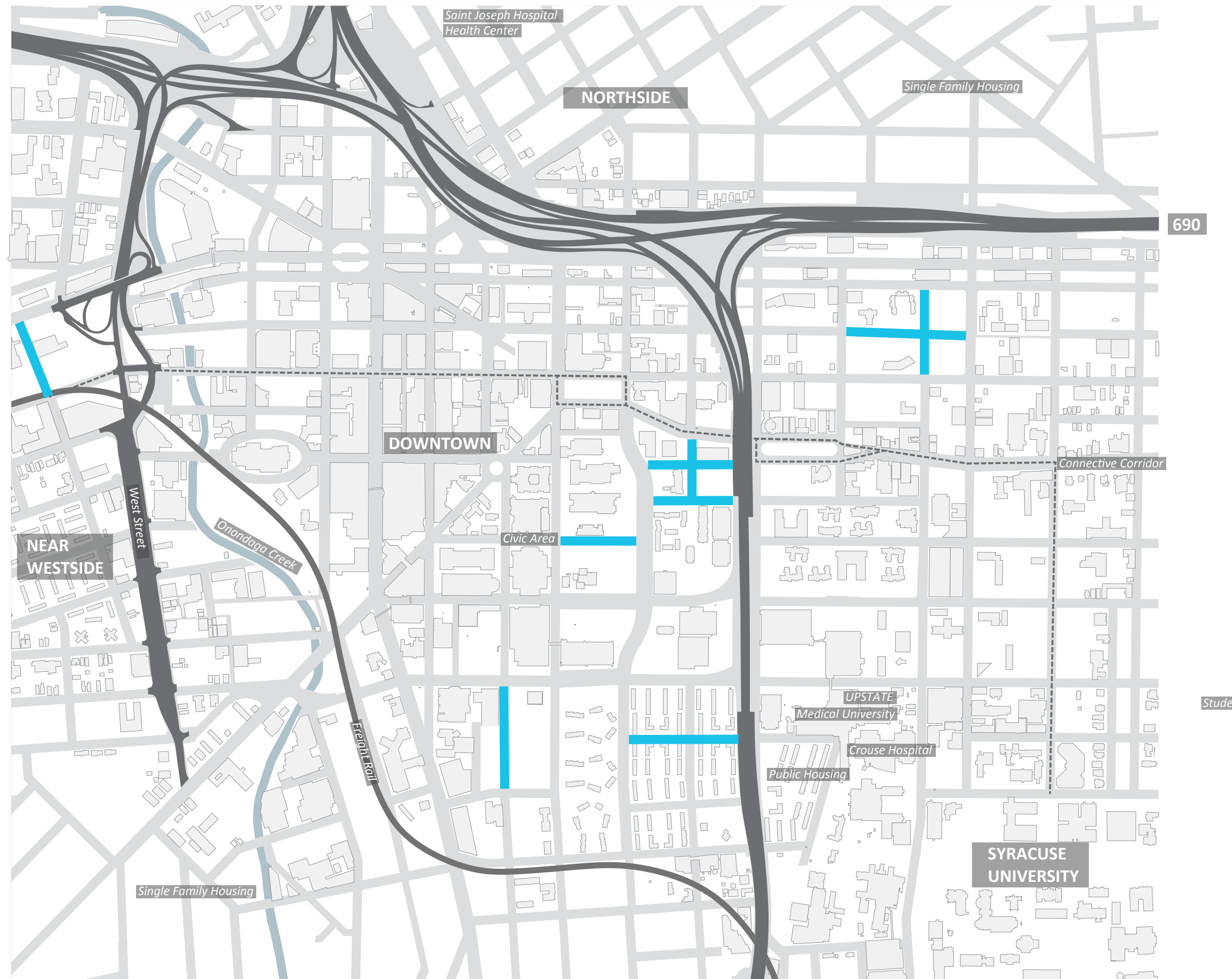
COMBINING NEW DOWNTOWN DISPERSION WITH NEW
SOUTHERN DISPERSION STRENGTHENS THE GRID WITH
NUMEROUS NEW CONNECTIONS



Question:

What are the improvements that can be made to the street grid to make it operate more efficiently?

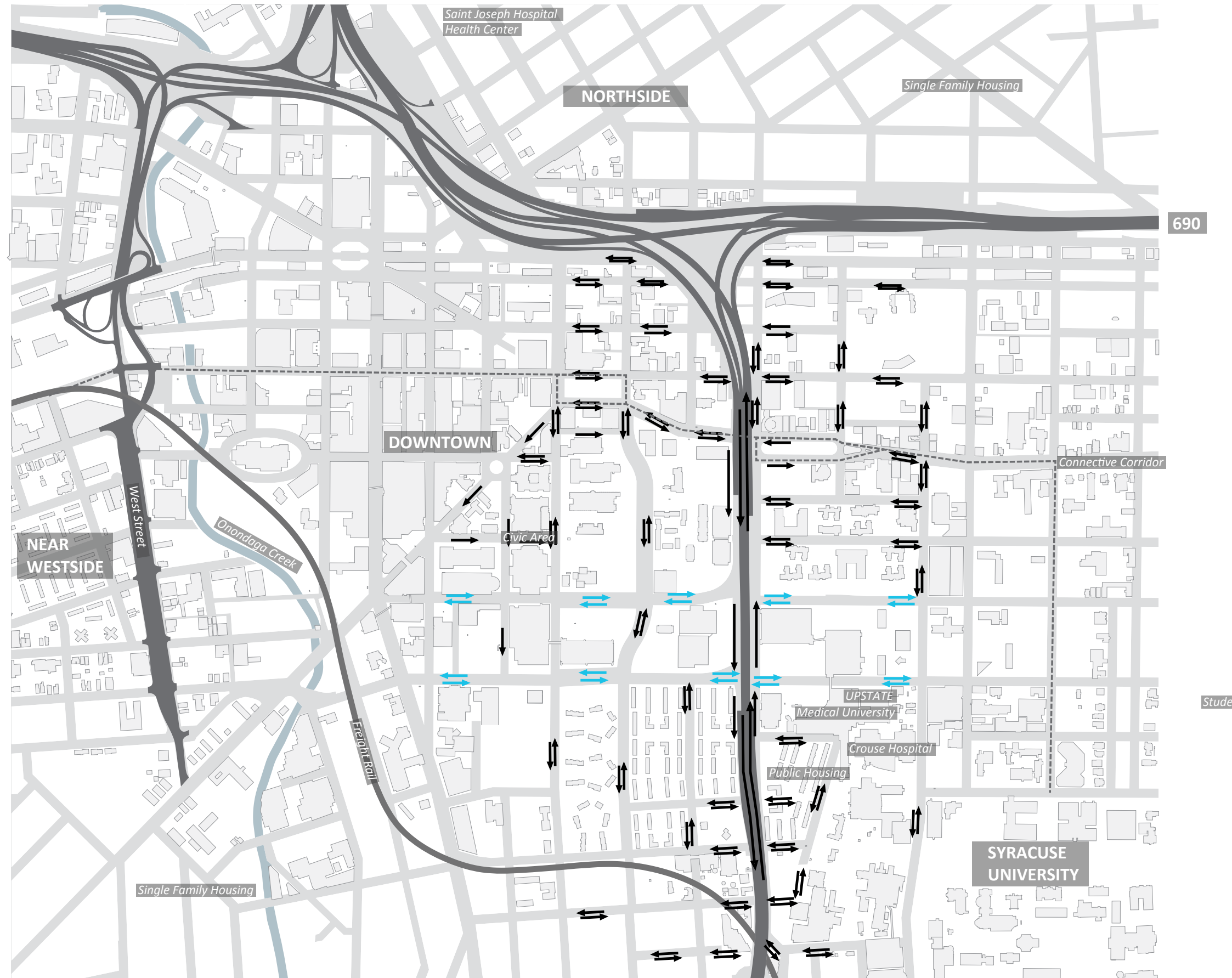
REESTABLISH HISTORIC BLOCKS THROUGHOUT THE CITY



Question:

What are the improvements that can be made to the street grid to make it operate more efficiently?

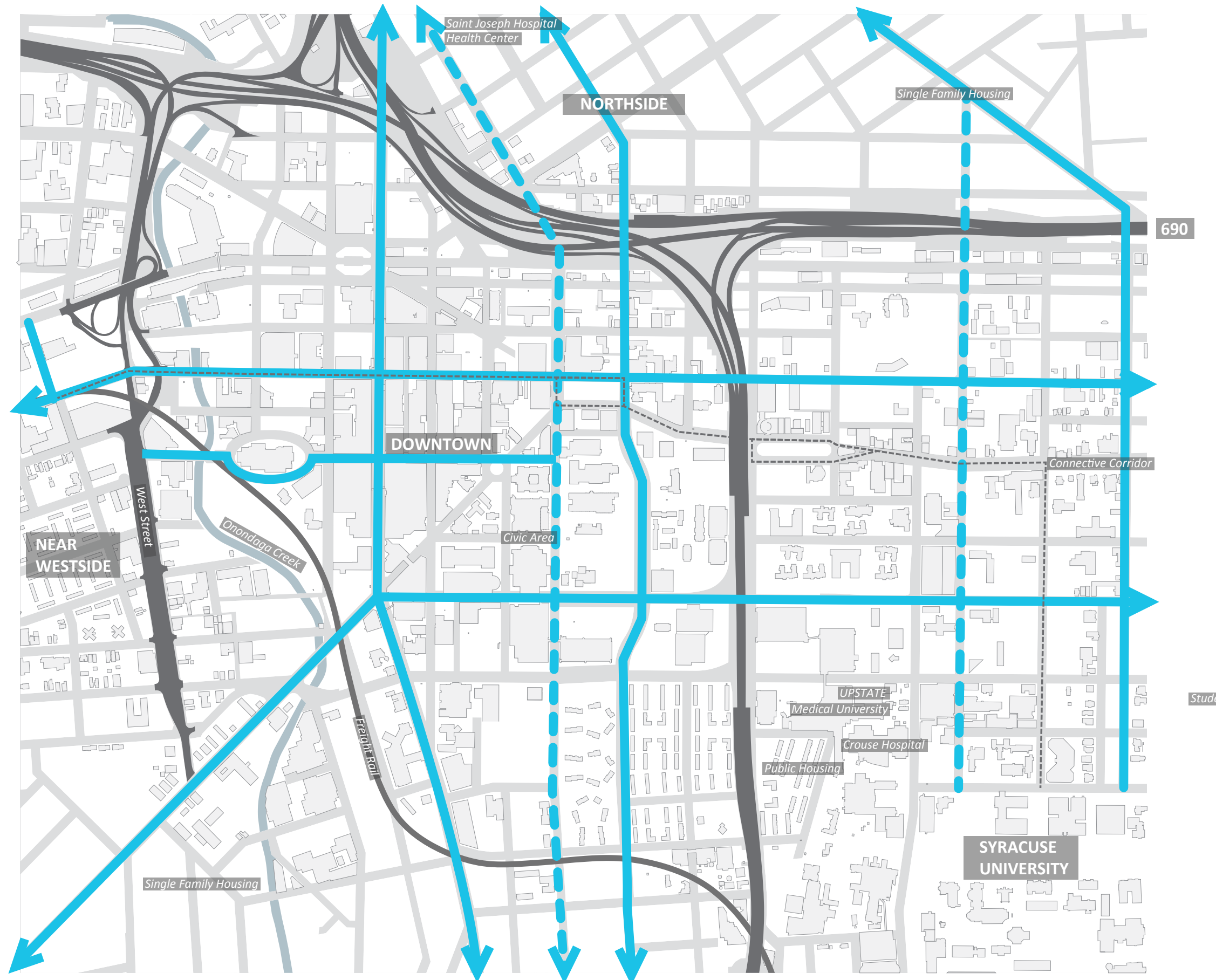
CONVERT ONE WAY STREETS TO TWO WAY



Question:

What are the improvements that can be made to the street grid to make it operate more efficiently?

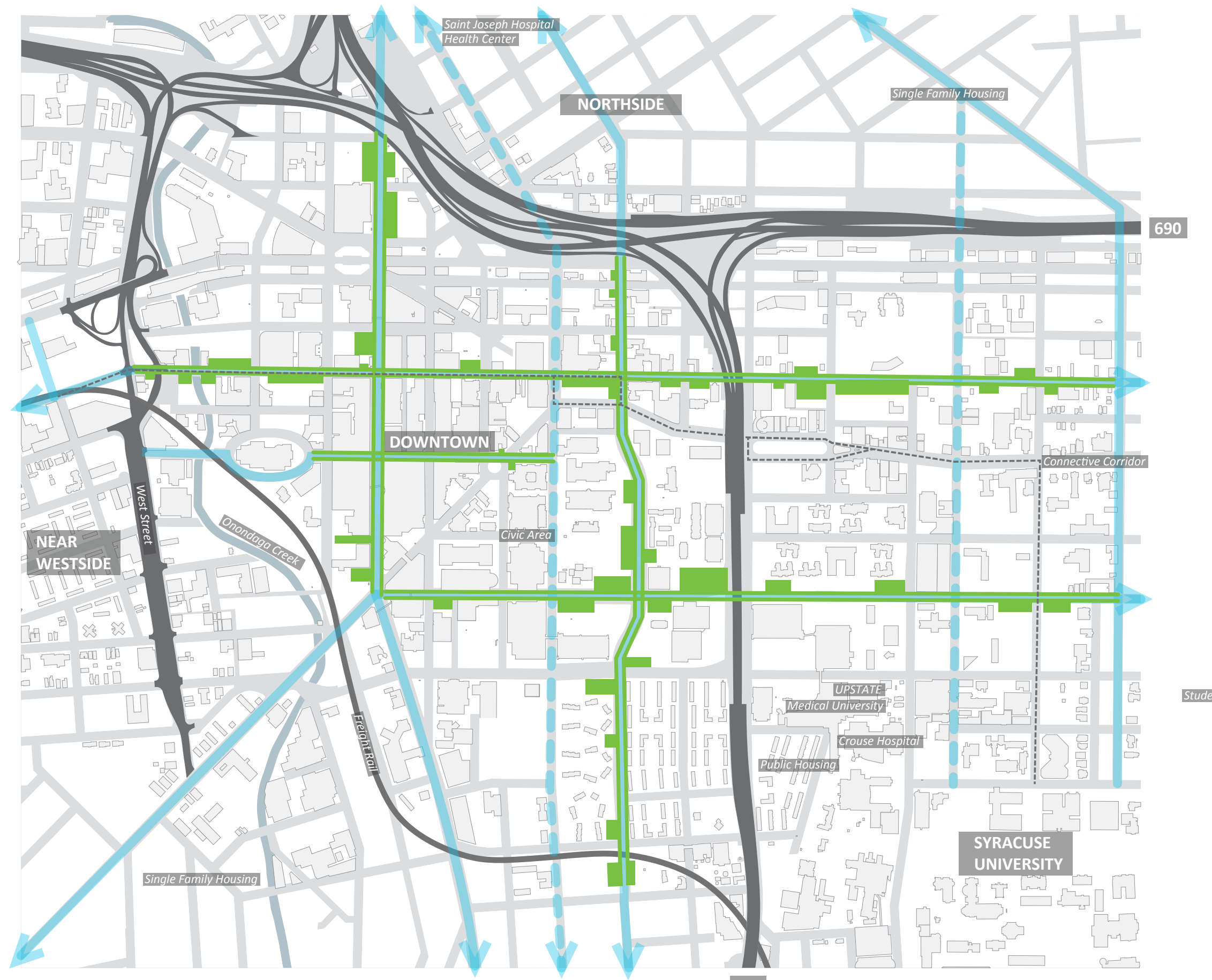
DESIGNATE THROUGH STREETS FOR INTENSIVE MULTIMODAL IMPROVEMENTS



Question:

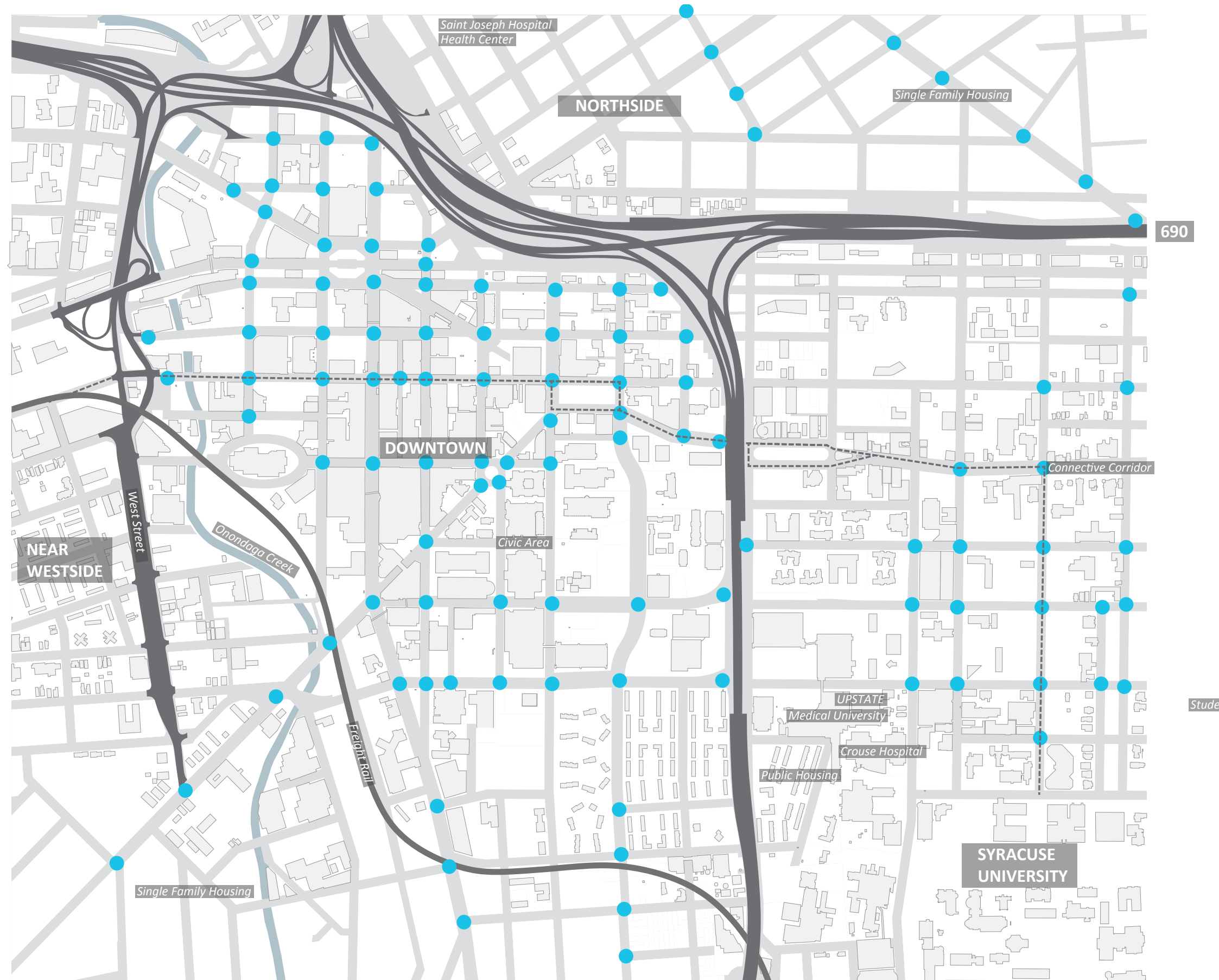
Is it possible
to have
BOTH high
connectivity
and good
urbanism?

WHERE ARE THE PARK AND RECREATION OPPORTUNITIES ALONG
THESE POTENTIALLY ENHANCED STREETS?



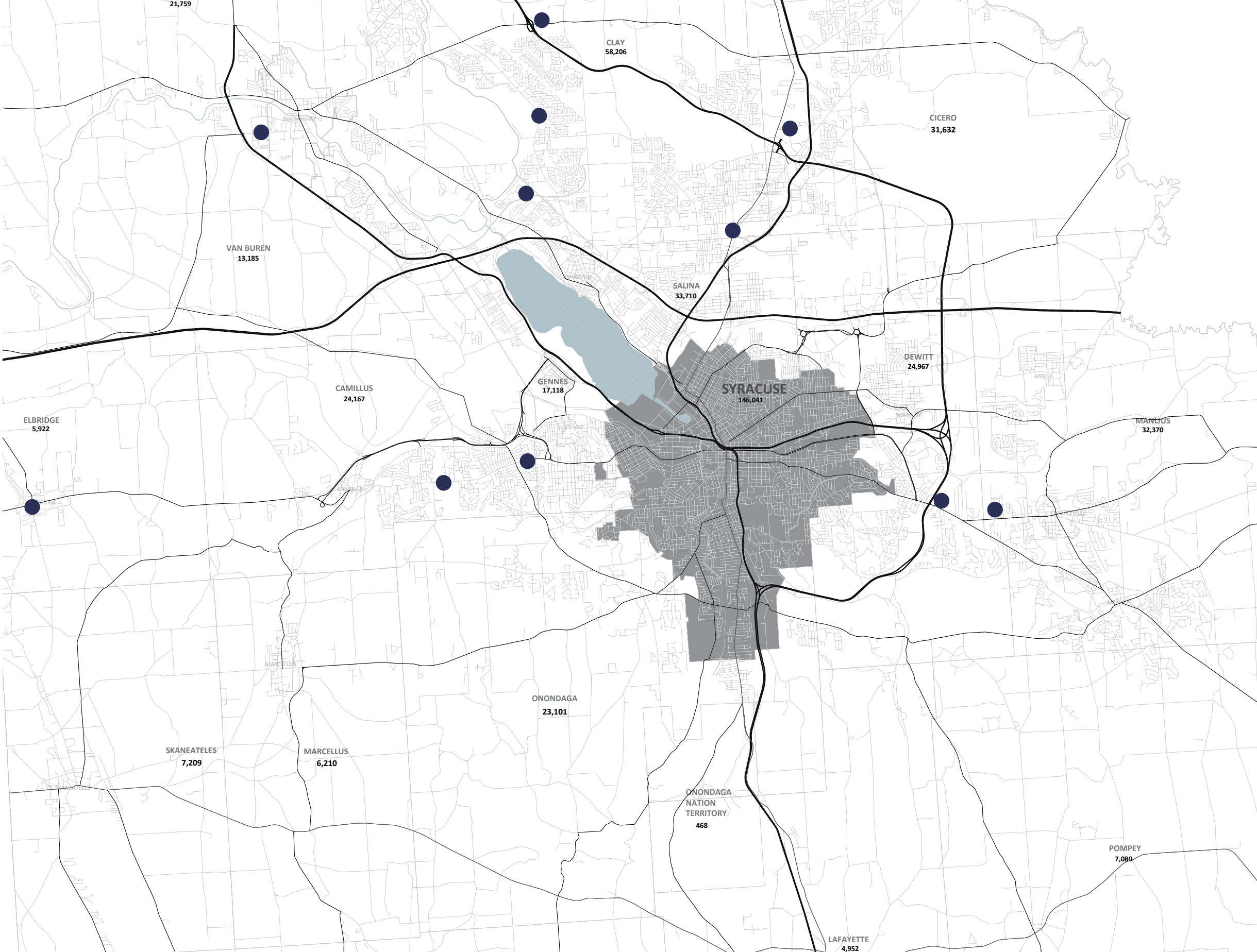
Question:

Can incorporating
synchronized
signalization
enhance traffic
flow and pedestrian
safety?



Question:
Is it possible
to enhance
regional mass
transit options
to encourage
ridership?

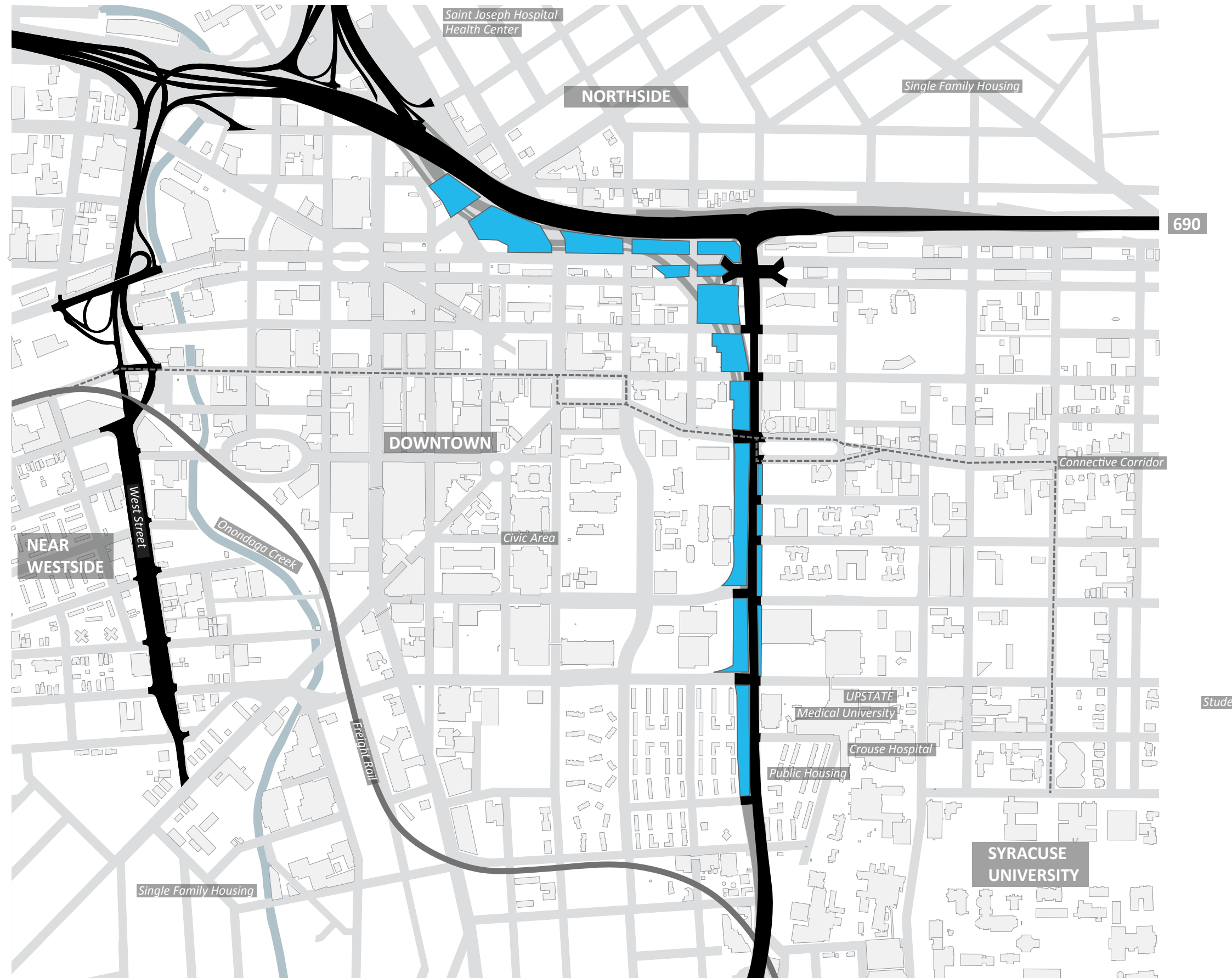
ENHANCE AND MAKE MORE ATTRACTIVE EXISTING OFF SITE
SHUTTLES INTO THE CITY (PARK AND RIDE)



Question:

If there is less demand on a single road solution can a boulevard have a smaller footprint than the current or future highway? What happens to the new available land?

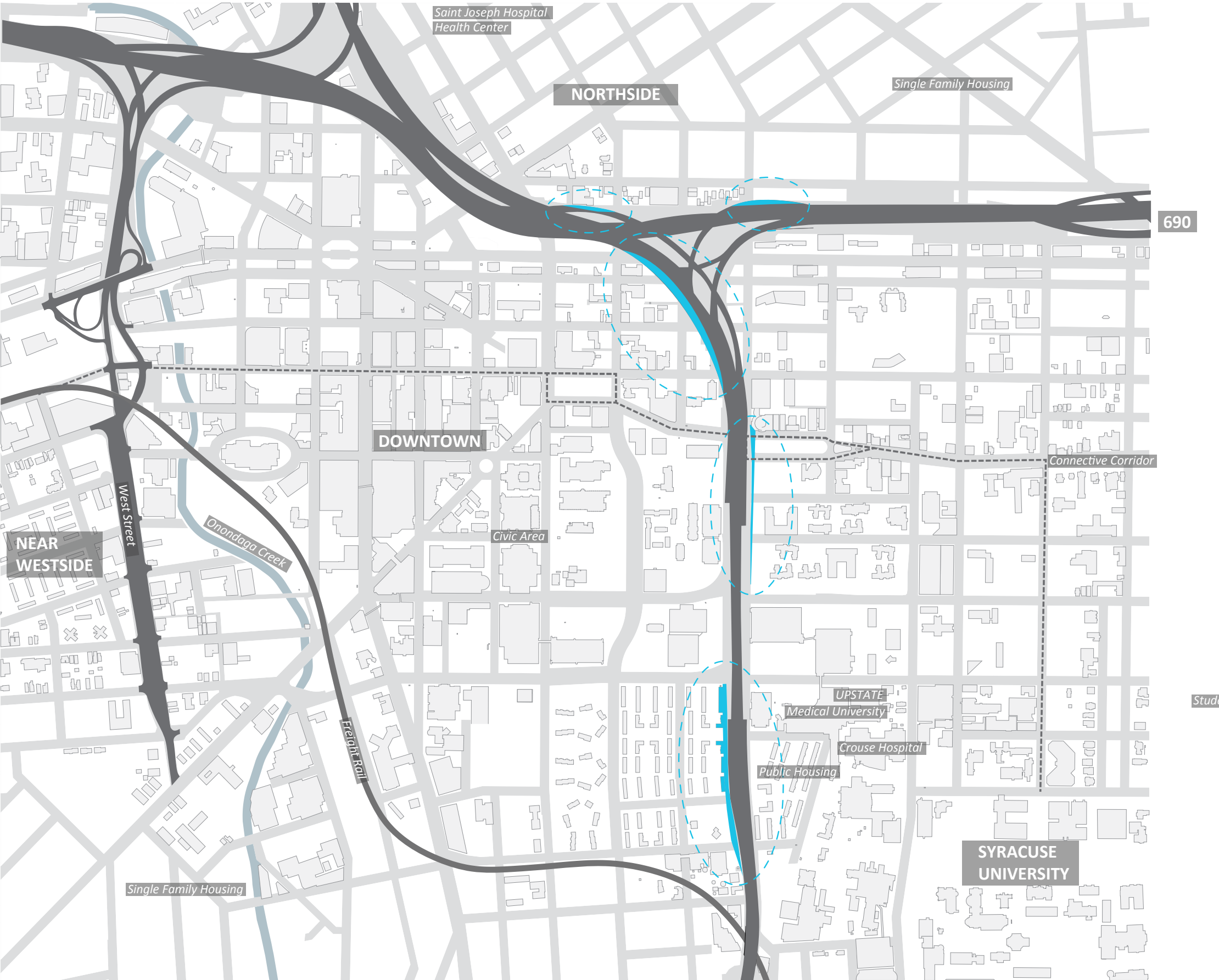
NEW DEVELOPABLE LAND WITH A NARROWER STREET FOOTPRINT



Question:

POSSIBLE LAND AT RISK TO EMINENT DOMAIN

If the highway is rebuilt to current DOT standards how much land is at risk and where?

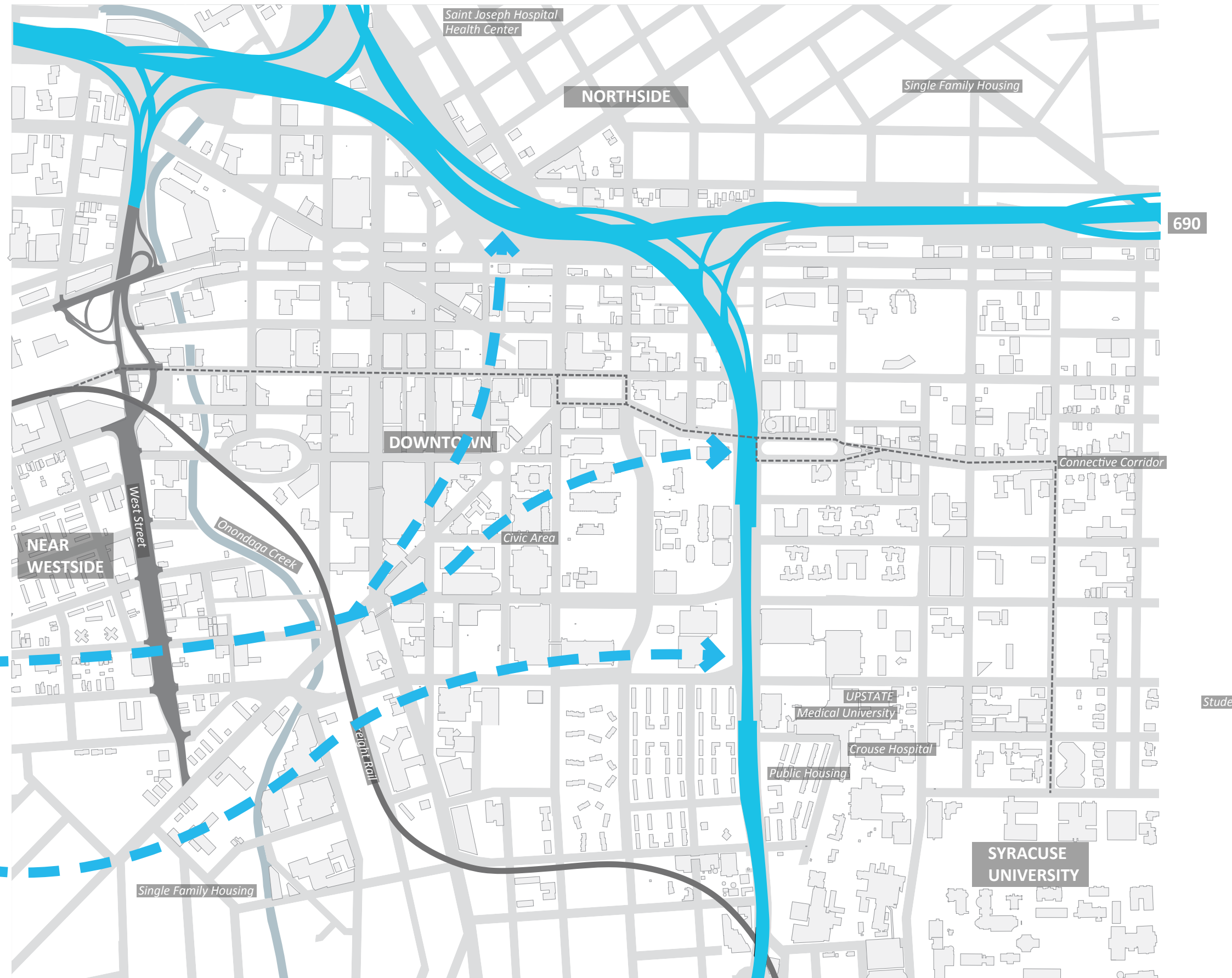


Can those effects be clearly identified?

Can those effects be clearly identified?



If rebuilt, can recreational, economic development and connectivity opportunities for underside be considered?

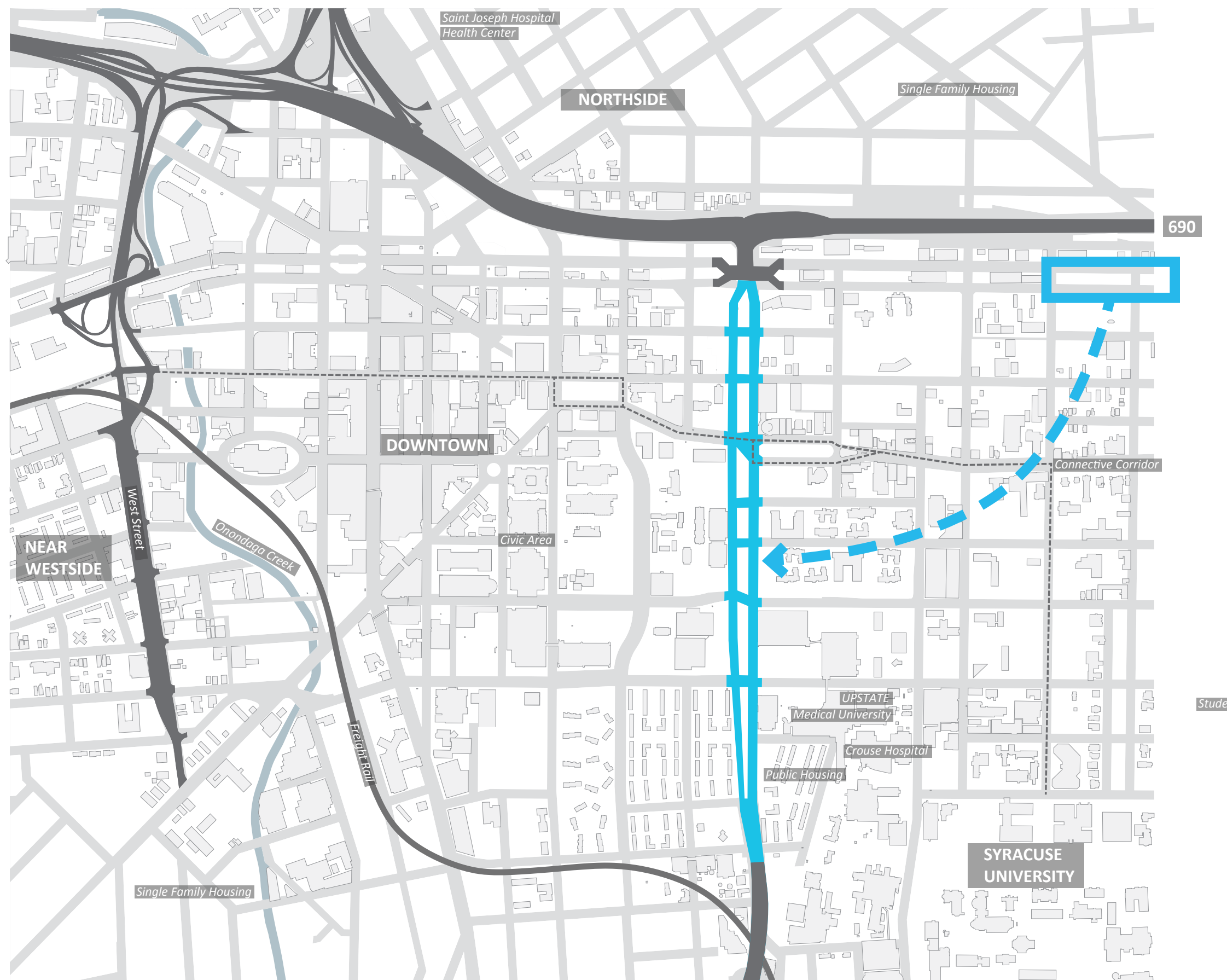


Question:

If a boulevard is built according to current design loads how does that street width compare to current undesirable “boulevards” in the city?

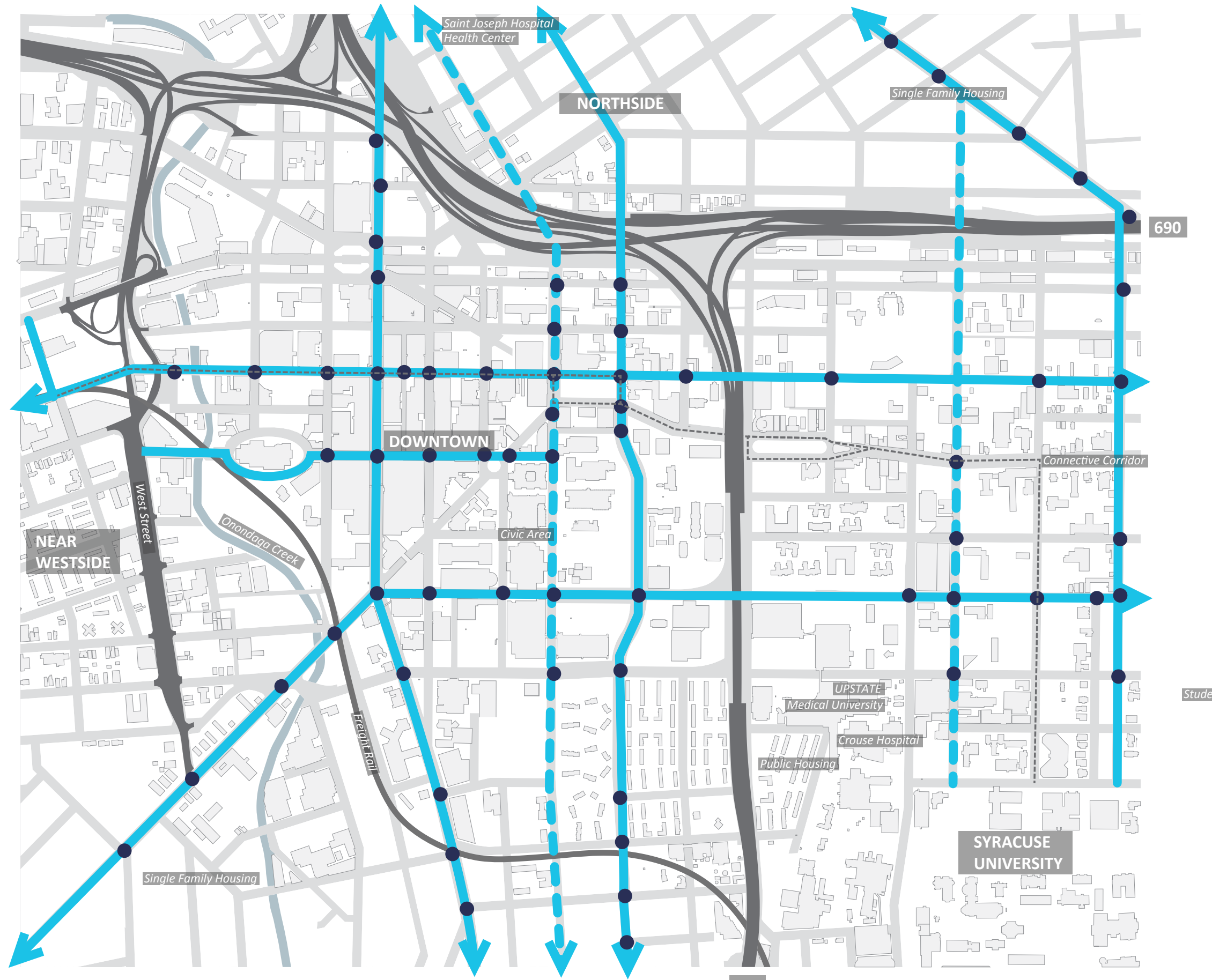


PLACING ERIE BOULEVARD FOOTPRINT ON ALMOND ST AND 81



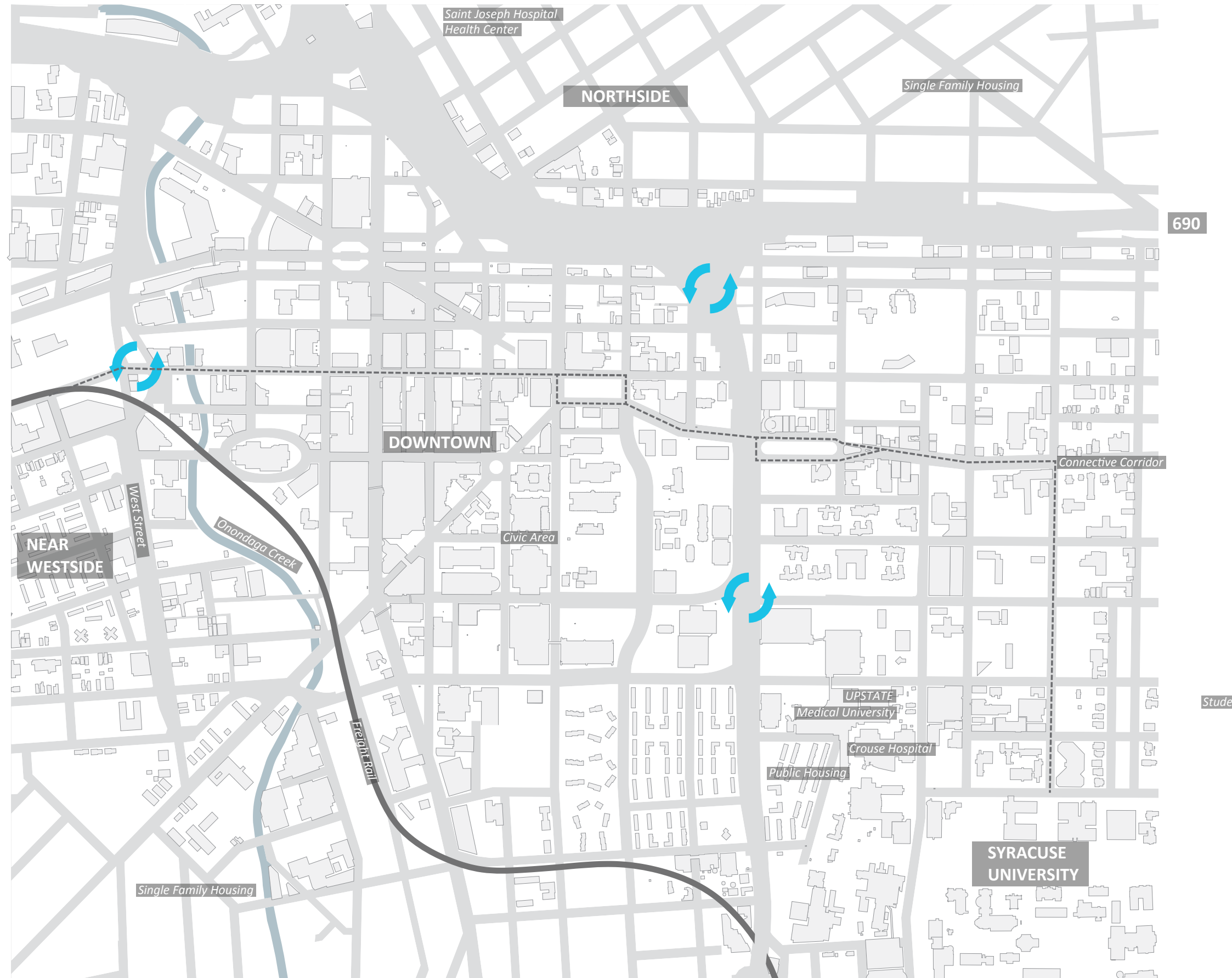
Question:

What are the efficient transportation options that could work in Syracuse? (Reverse flow lanes for events, real time signal timing, camera monitoring, etc)



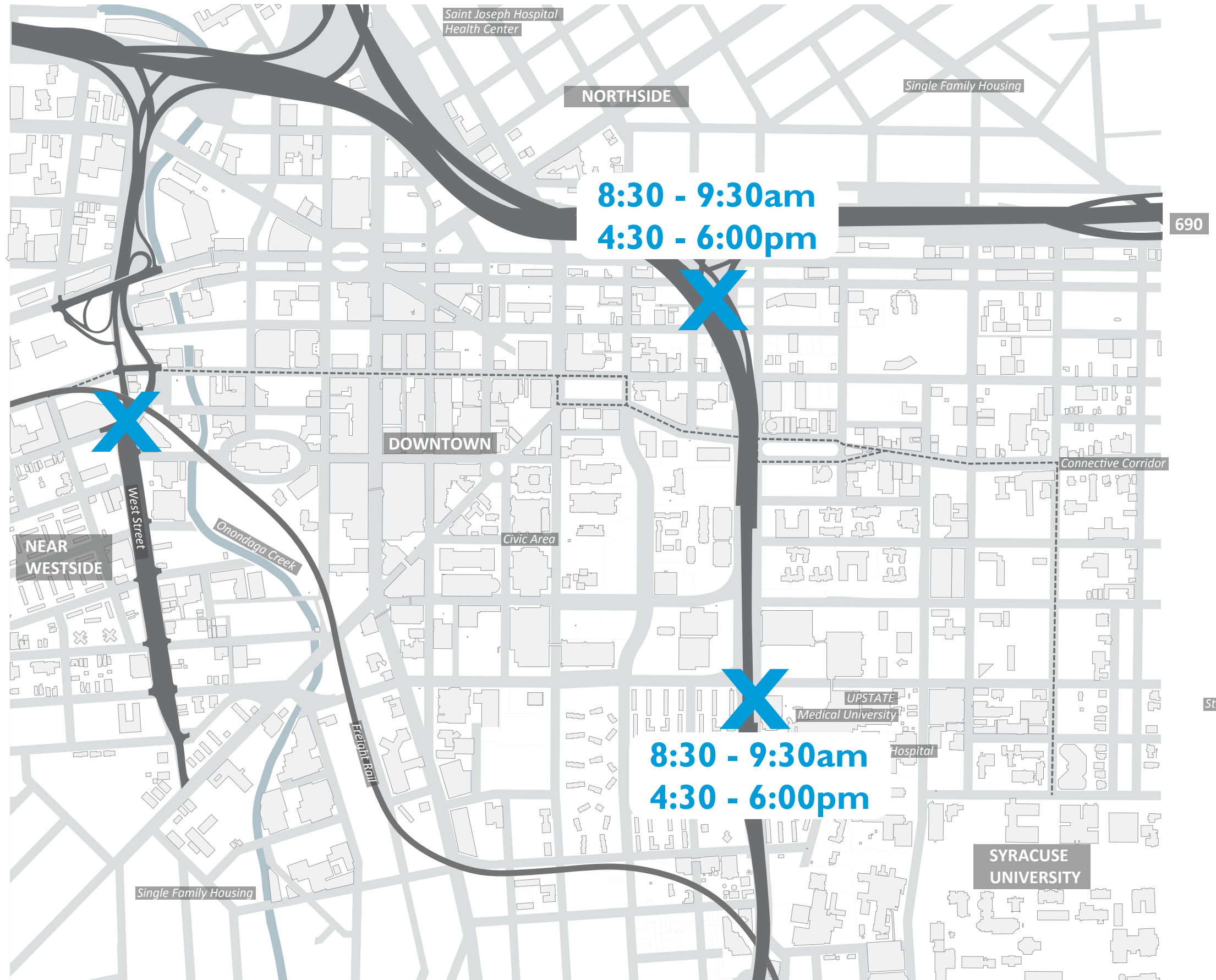
Question:

What is the feasibility for implementing roundabouts to disperse traffic at key decision points (Almond at Adams, West at Fayette, and Almond at 690)?



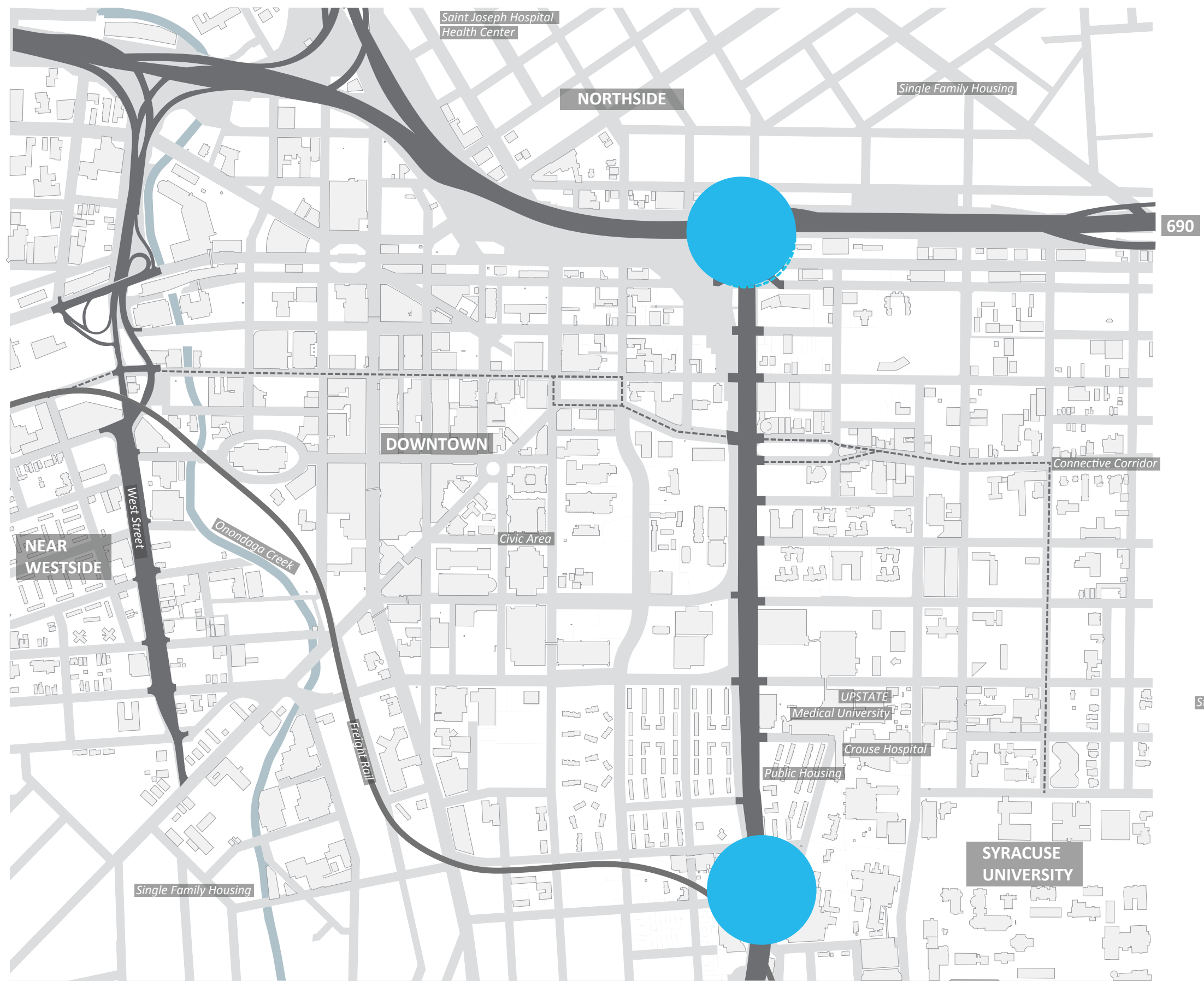
Question:

What are the methods and benefits to incent or disincentivize NYS Thruway, I-81, 481 truck traffic on certain routes or at certain times of day?



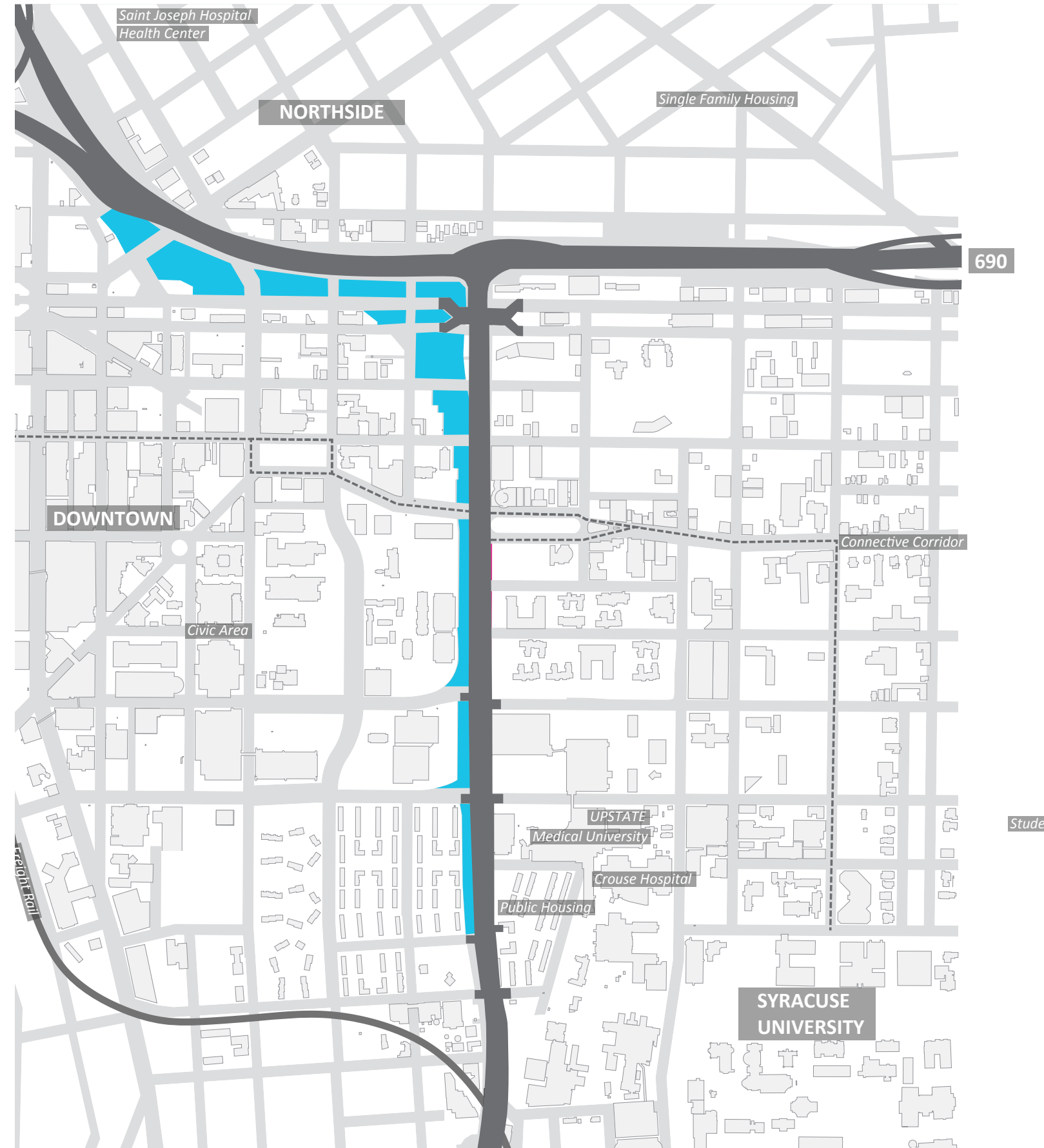
Question:

What are the strategies to reduce traffic speed as the highway ramps down to a boulevard?

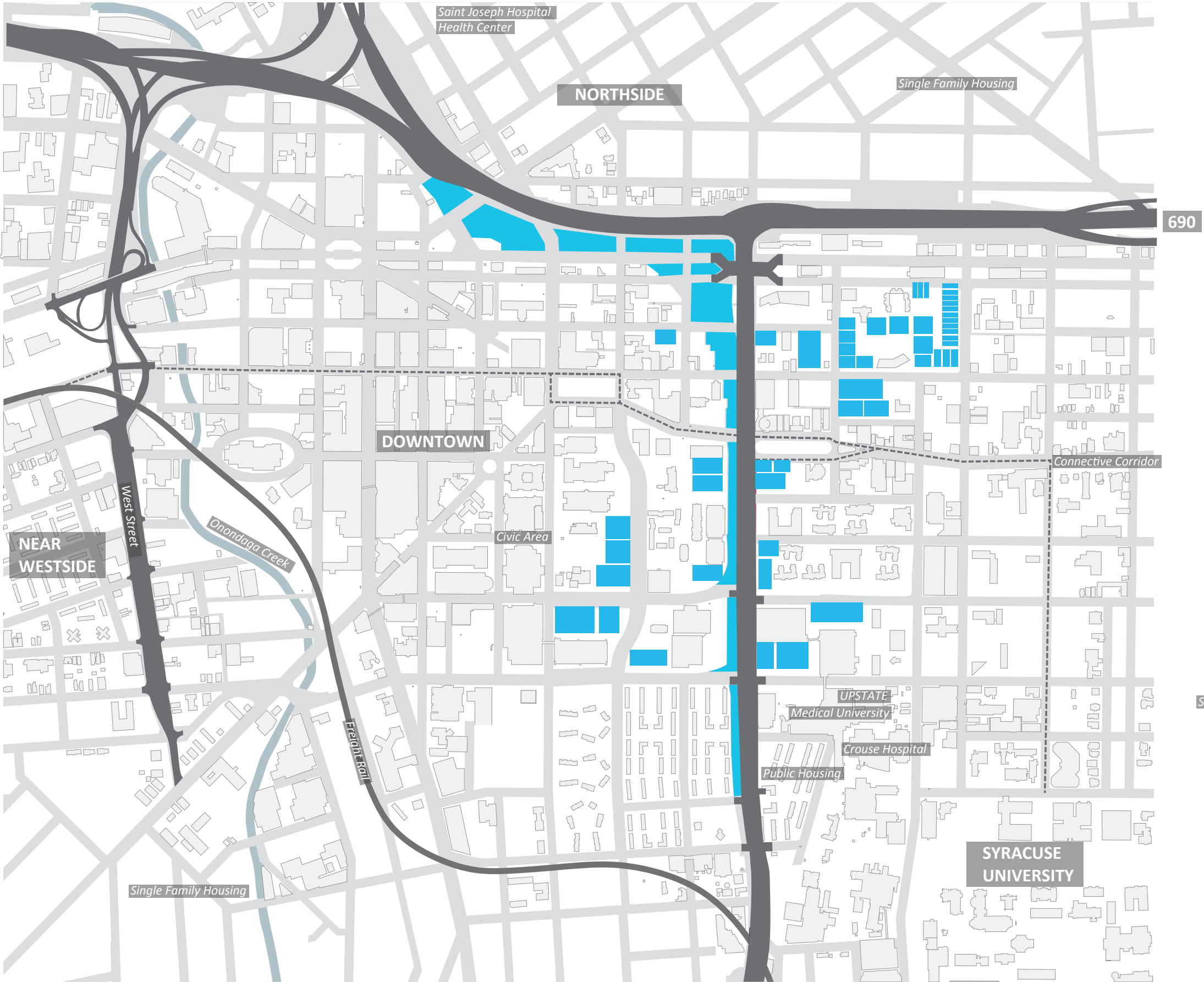
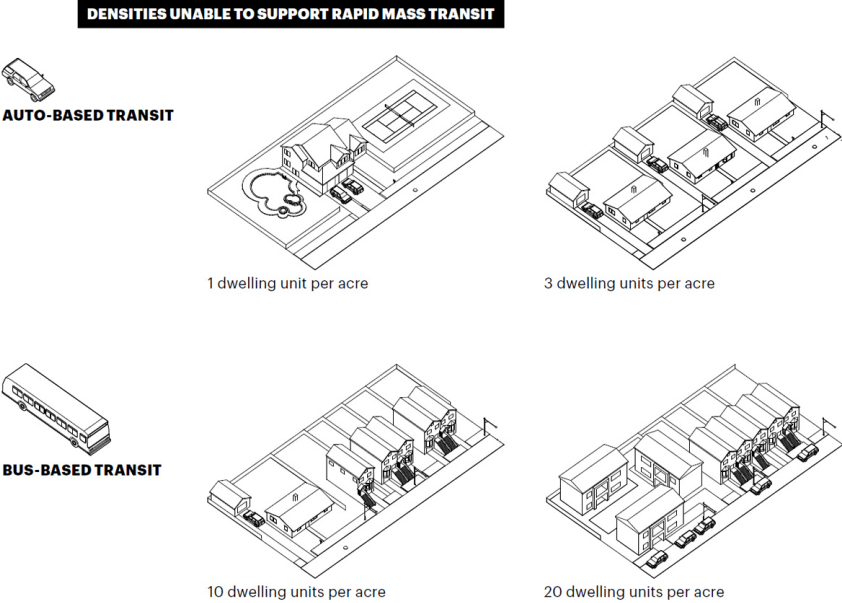


Question:

Can the project team coordinate with the City to create an overlay zoning district to ensure proper, dense development for public/reclaimed land?

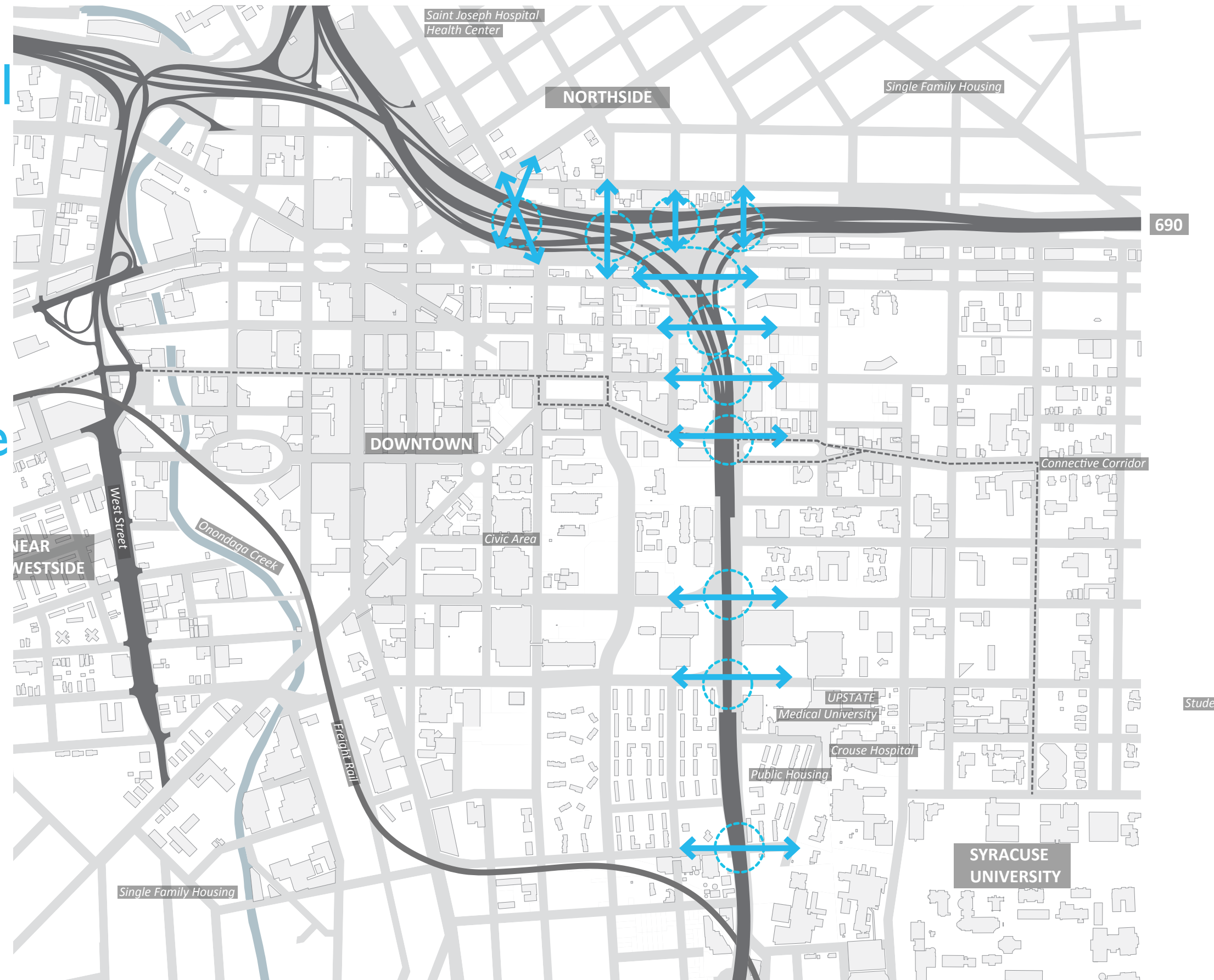


Question:
Can we allow
for new densities
necessary for
improved public
transportation in
the zoning code?



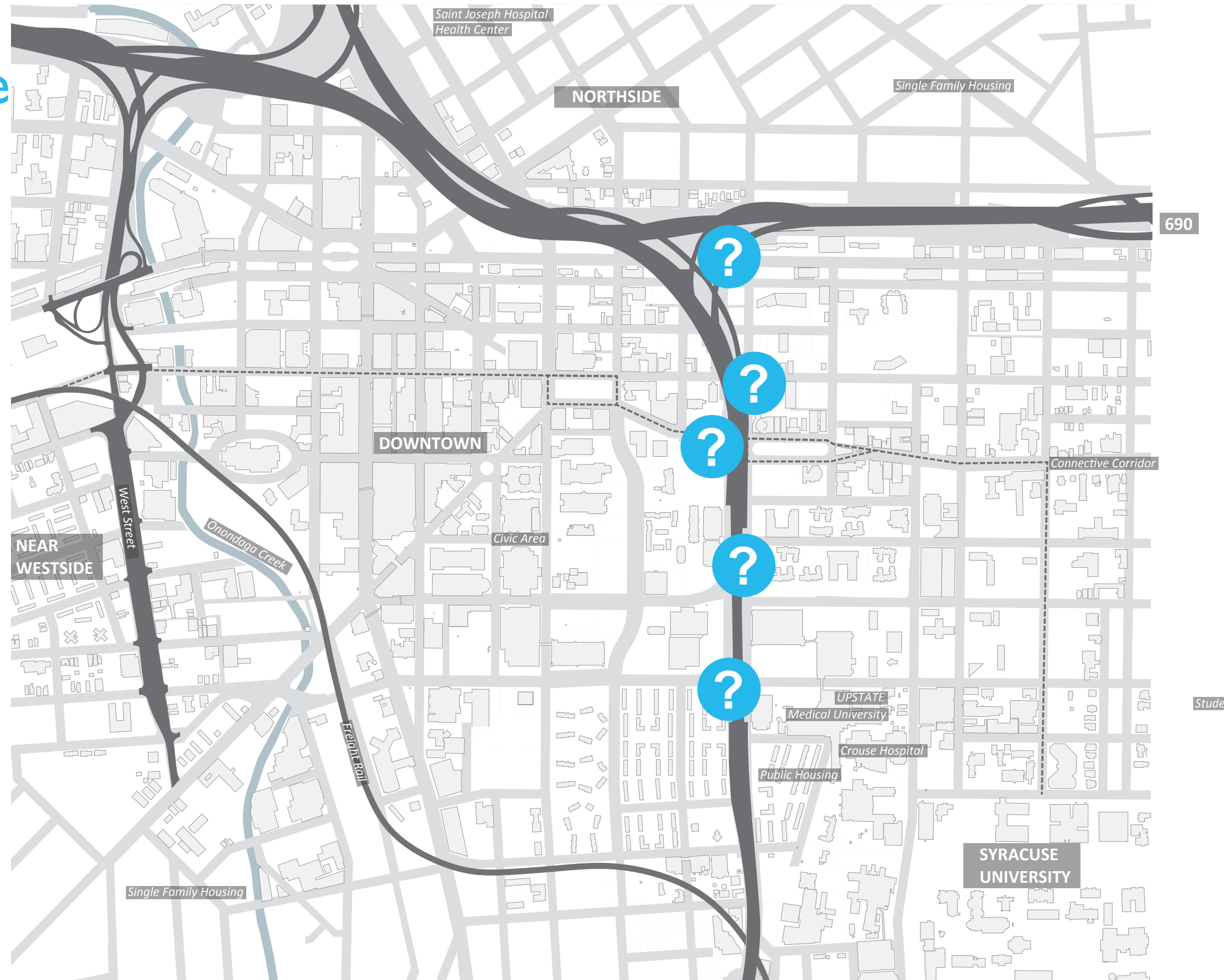
Question:

Can the team document and model the pedestrian experience for Pioneer Homes residents, students and others who have to cross every day for every option?



Question:

What are specific elements to enhance the streetscape and pedestrian experience? (locations and ideas for benches, bus shelters, vegetation, paving, cross walks, etc.)



Question:

Can the NYSDOT investigate precedents for partially depressed highways, i.e. Fall River, MA, Columbus, OH Cincinnati, OH, etc and quantify their benefit to the city?



Fall River , Ma



Columbus, Oh



Cincinnati, Oh

Question:

Can there be an interim plan during construction to not diminish quality of life for residents?



Studen

Question:

Would temporary closures and reroutings be useful to gain real world data about viable alternate routes?

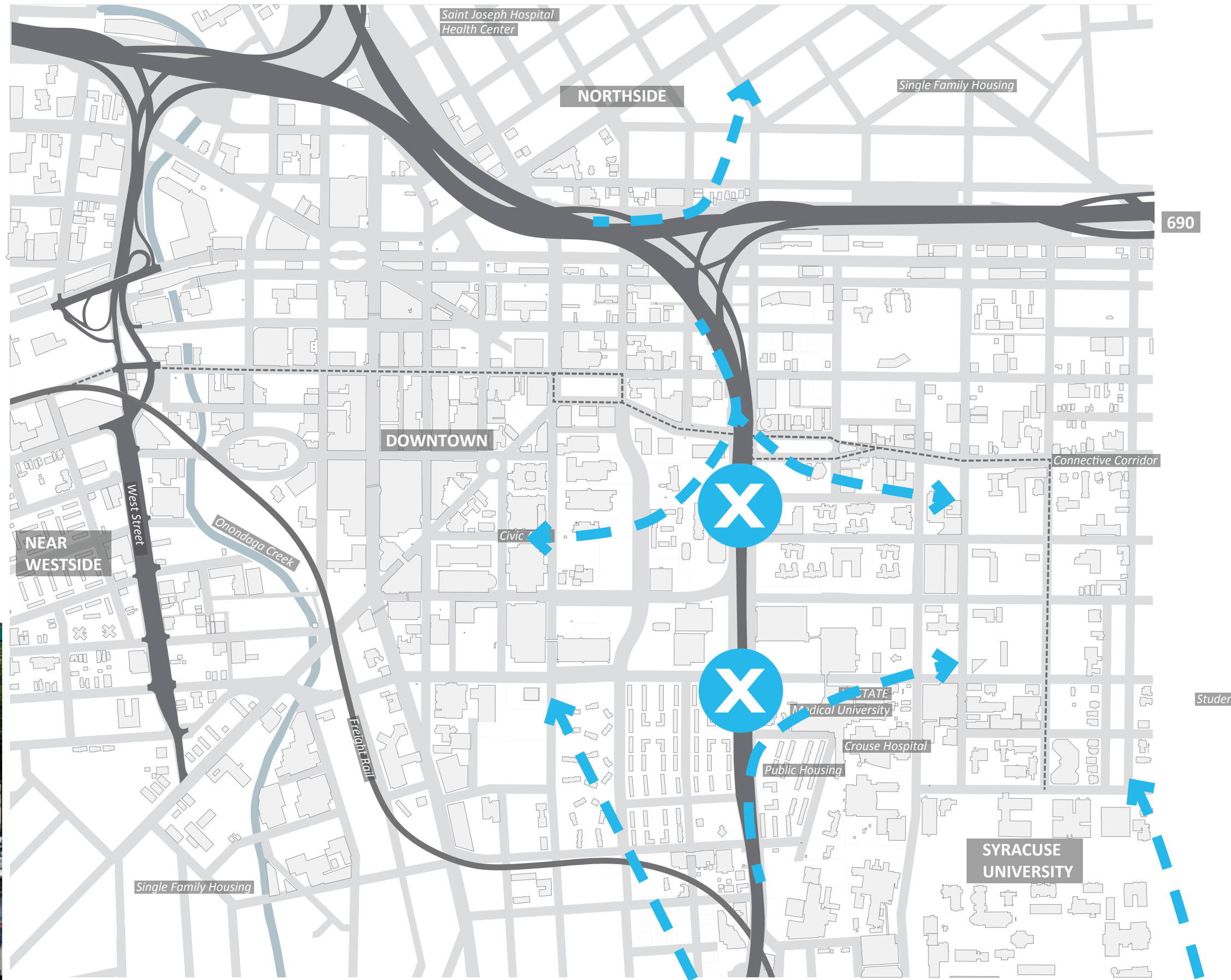


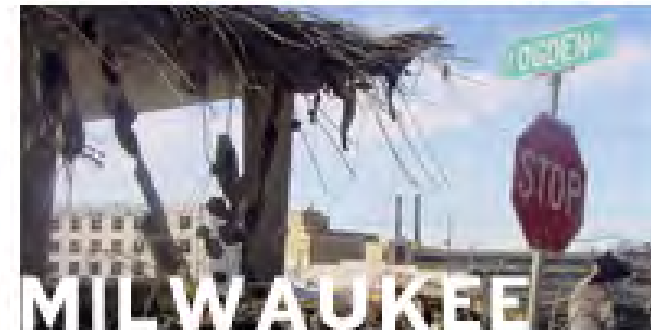


Image by: He Shi courtesy of the Connective Corridor

THE PUBLIC CAN VOICE
THEIR OPINIONS ON HOW
SYRACUSE SHOULD LOOK
AND FUNCTION

LEARN Cnu.org/highways

Model Cities



San Francisco



Freeways Without Futures

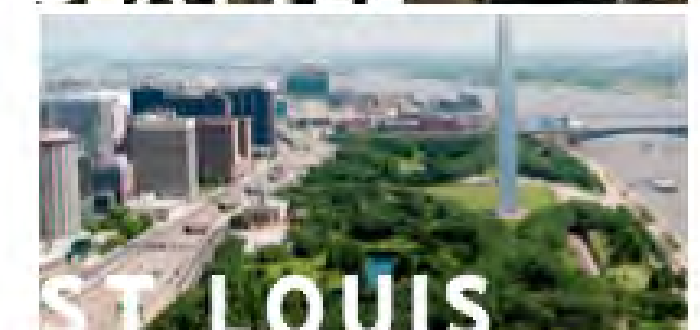
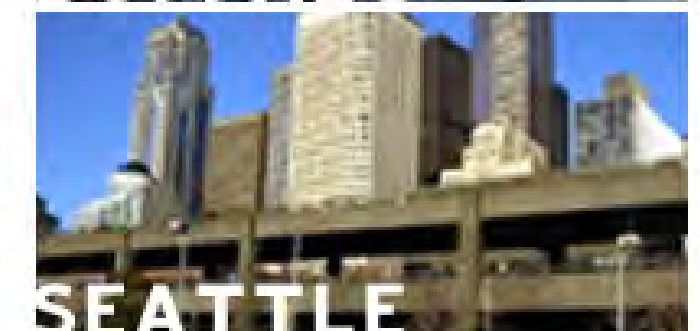
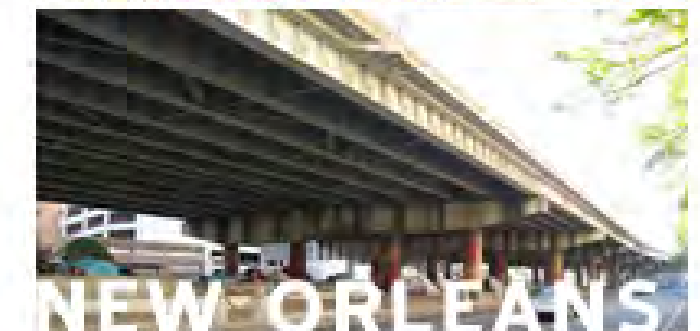
Video Contest Winners

2012

2010

2008

CNU Campaigns



SPEAK UP

Send email to:

I81Opportunities@dot.ny.gov

Address:

NYSDOT Region 3

I-81 Viaduct Project

333 E. Washington Street

Syracuse, NY 13202

Telephone:

1-855-I81-TALK (855-481-8255)

JOIN IN

<https://www.dot.ny.gov/i81opportunities>

NO-BUILD ALTERNATIVE

Federal and state regulations require the evaluation of a No-build Alternative in an EIS. The No-build is the baseline against which the potential benefits and impacts of the other alternatives will be compared. The No-build Alternative assumes no improvements to the viaduct other than maintenance.

REHABILITATION ALTERNATIVE

The Rehabilitation Alternative would involve a long-term program to bring the viaduct to a state of good repair.

ABOVE-GRADE/RECONSTRUCTION ALTERNATIVE

The reconstruction alternative would remove and replace the I-81 viaduct, or elevated highway, in downtown Syracuse with a new above-grade highway, that would include modern design features

AT-GRADE/SURFACE ALTERNATIVE

The at-grade alternative considers the conversion to a surface-level roadway and would replace the viaduct in downtown Syracuse.

BELOW-GRADE/TUNNEL ALTERNATIVE

The below-grade/ tunnel alternative would remove the viaduct and replace it with an underground roadway; a surface street above the tunnel would be constructed to serve local traffic.

BELOW-GRADE/DEPRESSED HIGHWAY ALTERNATIVE

The below-grade/depressed highway alternative would remove the viaduct and replace it with an uncovered, below-grade (lower than street level) highway. Local streets would pass over the depressed highway on bridges.

OFFER StreetMix.NET

SUGGESTIONS



LEARN FROM OUR PAST

RETHINK WHATS POSSIBLE

ASK THE RIGHT QUESTIONS

RECONNECT SYRACUSE

Produced by UPSTATE: A Center for Design, Research and Real Estate at the Syracuse University School of Architecture

Credits and Acknowledgements:

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Special Thanks to Chancellor Nancy Cantor, Syracuse University
Onondaga Citizens League
Centerstate CEO
Syracuse Metropolitan Transportation Council
City of Syracuse
American Institute of Architects, New York State Chapter
Congress for New Urbanism
Onondaga Historical Society
Peter Park
American Assembly
Grant Foster

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