

Please tell your representatives that you
Support the Community Grid
Because it enables the community to grow its
economic base in a sustainable healthy way.

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<http://www.i81.opportunities.org>

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Past mistakes should not be repeated.
Syracuse should learn from history.

Historical information:

- <http://syracusesthenandnow.org/Redlining/Redlining.htm>
- <https://www.fastcodesign.com/90155955/the-racist-roots-of-urban-renewal-and-how-it-made-cities-less-equal>
- <https://www.youtube.com/watch?y=odF4GSX1y3c>
- <https://www.theguardian.com/cities/2018/feb/21/roads-nowhere-infrastructure-american-inequality>
- <https://www.theatlantic.com/business/archive/2015/11/syracuse-slums/416892/>

Support the
Community Grid
for the
Common Good

The Community Grid is the only option that:

- includes time & money for Route 481/90 enhancements which will be done before traffic gets diverted onto Route 481
- generates millions of dollars in annual real estate revenue
- reduces traffic bottlenecks at key intersections
- reduces conditions associated with the current high asthma rate in Syracuse

The Community Grid is good for the Community.

Support the Community Grid for the
Common Good



Fiscal responsibility
Inclusive economic development
Planning for the future
Quality of life
Racial equity
Environmental justice

Why support the Community Grid . . .

- Removal of the viaduct removes a barrier between east & west Syracuse
- Property values along the previous viaduct corridor will increase
- City will potentially have acres returned for development & therefore attract investments
- New development will create jobs for the local workforce
- New businesses in the city will create employment opportunities
- Development & employment will increase Syracuse's tax base
- Schools & infrastructure will be better funded with new tax revenue
- Better job opportunities & schools lead to a better quality of life

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Fiscal responsibility

The Community Grid costs \$1.3 billion to build & includes improvements to route 481, while viaduct costs \$1.7 billion & tunnel costs \$3.6 billion. Maintenance for tunnel will be \$10 million more per year than other options, growing to \$20 million more per year by end of its lifespan.

Inclusive economic development

The Community Grid opens up 18.6 acres of land which can potentially be returned to the city for development, while the viaduct & tunnel will each take more acres of land away from the city, including about 20 taxpaying properties.

Planning for the future

The Community Grid provides pedestrian friendly & bikeable streets with more opportunity for mass transportation. It is sustainable infrastructure with no future replacement needed; whereas viaduct & tunnel will have to be replaced after limited lifespan of approximately 50 years. Tunnel also has high energy demands of 24/7 lights, monitors & pumps.

Quality of life

The Community Grid diverts thru-traffic around the city & disperses city traffic thereby reducing concentration & duration of fumes thereby lessening health impacts. A larger viaduct will increase the heat island effect leading to higher concentrations of fumes & a tunnel will concentrate fumes at air exchangers located by adjacent neighborhoods.

Racial equity

The Community Grid mitigates decades of racist policies: redlining, urban renewal, I-81 construction. Whereas, the tunnel & viaduct continue policies that have decimated neighborhoods and systematically caused segregation & poverty in Onondaga County.

Environmental justice

The Community Grid connects opportunities to nearby neighborhoods by removing barriers; whereas viaduct increases barriers and tunnel imposes air exchangers & water treatment plant on neighborhoods already burdened with the Midland Ave. Regional Treatment Facility & Centro Bus Terminal in addition to I-81 bisecting neighborhoods.

Job growth

Each I-81 replacement option will require different skills in construction. The viaduct & tunnel require specialized skills not available in local workforce, whereas the Community Grid creates more jobs for local workforce.

Tax base growth

Currently, Syracuse has a diminished tax base due to 60% of its properties being tax exempt. These include hospitals, universities, and county & state properties which serve the entire region. Removing more properties & land from its tax base is a burden on the city. The Community Grid opens up more land for potential development along with improving property values along the corridor of the present viaduct.

Economic growth

Many cities have experienced economic boons by removing elevated or depressed highways from the city. See several examples at <http://rethink81.org/>
An economic analysis of the potential effects of Community Grid on real estate tax revenue in both city & suburbs is at [http://rethink81.org/ issues/impact-of-i81-options](http://rethink81.org/issues/impact-of-i81-options)

Smooth growth

The Community Grid will add new exit & entrance ramps on Route 690, change some one-way streets to two-way streets & give many route options to choose from. This will allow for smoother traffic patterns & less congestion. It also takes the least amount of time to build, minimizing the effects of noise, dust & vibration on neighborhoods & hospitals.

Sustainable growth

An increase in a city's population density leads to more viable mass transportation. Pedestrian & bicycle friendly streets lead to less per capita car ownership. Demand on local highways may decrease due to proximity of resources & employment. So, although the Community Grid will cause thru traffic to travel 3.4 miles further on Route 481, there may be a net decrease in motor vehicle miles traveled. And a summary of local routes analyzed by the NYSDOT reveals travel times for 32% are unchanged, for 37% are shorter and of the 31% with longer travel times, nearly 3/4 are 2 minutes or less difference and all are 5 minutes or less difference.

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