

# Interstate 81: We should object to concepts that destroy viable urban properties (Your letters)



Construction of Interstate 81 along Almond Street in the 1960s, looking south from downtown Syracuse. Crouse Hospital's clock tower can be seen in the distance. The Clover Club, a jazz club, is the one-story building at top left. (*Onondaga Historical Association*)

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By [Your Letters](#)

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## THE FUTURE OF INTERSTATE 81

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To the Editor:

Recent articles in The Post-Standard state that [ReThink 81](#) is concerned that the New York State Department of Transportation is considering revising the present location of Interstate 81 within Syracuse. Yet Mark Frechette, the I-81 project manager, said that this concept might not be enacted. I hope not.

The 15th Ward was decimated by eminent domain to create right-of-ways for I-81. At that time, urban renewal and slum clearance was popular, but the damage was not envisioned. The cash awards for removing buildings, businesses and residences in most cases exceeded the values of property, thus churning an enormous amounts of cash that resulted in new suburban developments. However, in recent years, urbanization has become more popular than suburban sprawl because the cost to construct suburban infrastructure and to maintain roads, pipes, sewage plants, etc., is more expensive and energy consuming than urbanization. Suburban development adds to fuel consumption and construction operations contributing to damaging climate change.

In these times of austerity, New Yorkers should object to concepts that destroy viable urban properties, displace urban jobs, waste taxpayer money on eminent domain awards and dissipate urban bus services. Elected officials should impede destructive planning concepts that would extend the right-of way for I-81 beyond its existing boundaries, regardless of any standards that the engineers in the DOT might desire. There are many roads with similar curves, etc., which do not present safety hazards.

*Allen Kosoff*  
Syracuse