

## OCL *Rethinking I-81* Study

Steering Committee Meeting Minutes

University College

Feb 25, 2009

Present: Joe Ash, Rebecca Livengood, Chris Capella-Peters, Bill Egloff, Steve Kearney, Karen Kitney, Tony Malavenda, Sarah McIlvain, Clyde Ohl, Donna O'Mahoney Rohde, Steve Schroeder, Sandra Barrett, Rachel Pollack, Jessi Lyons, Marcie Sonneborn

### **Meeting Topics: Report Recommendations; Transportation Trends presentation; ESF Project**

Jessi Lyons, a student in last semester's design studio who is currently working with Emanuel Carter and Doug Sutherland on report graphics, presented a graphic of the boulevard option. Display of development possibilities, suggested land use patterns around boulevard option. Graphics will be included in the report to help people visualize, as illustrative of the possibilities, not as a land use plan proposed by OCL. Timeline: two weeks to finish up illustrations and text.

Presentation by Marcie Sonneborn: Urban Areas and Transportation –Cities of the Future. "Future Studies" aims to understand and cope with the long term forces of change.

Topics covered included: Technical innovations; Environmental issues; Economic developments; Demographic patterns and other trend changes.

- Visions of the Future from our Past: Advertisement from Firestone, high speed transportation systems (elevated highways); Jetsons.
- Predictions from times past make us aware that it is difficult to "predict."
- Technology Revolution Underway: Rate of Technology Change growing exponentially. (nanotechnology, increased longevity, etc.)
- Old mobility and New mobility: Need to look at conditions under which our transportation policies were developed. (Thinking about the 21<sup>st</sup> century, some cities not well served, our rural areas are likewise suffering; rural to urban movement; high speed rail could link nanotechnology centers in Ithaca with Syracuse.
- What we need right now are not fuel efficient cars but fuel efficient cities; failures of exurbanization process.
- Aesthetics: Is this a place we love to be? This is a question that must be asked in order to attract residents; Youth (younger generations) look at environments that way.
- The New Mobility Agenda: Act on air quality and public health; Improve mobility for all, not just people with cars; Make the city beautiful; Encourage economic vitality; Make the city better for those who live outside; Reinforce regional solidarity.

- Climate Driven Change: Chief goal to cut traffic (personal vehicles) ; great deal we can do in relatively little time.
- Tighten time frame for action, create a 2-5 year vision and leadership can take on real problems.
- Reduce traffic radically.
- Extend the range and quality of new mobility services.
- Pick winners, choose successful policies and services.
- Full speed ahead with new technologies
- Broaden ownership, engage whole city, bring in those who don't want to be brought in.
- The female metric, women are the metric of the new mobility focusing on women as a way to look at systems.
- Partnerships bring in those who have solved the problem before.
- Bottom line, not to be anti car; cars have their place
- Every city should have mobility philosophy/Intelligent Vehicle Transportation System: Can improve safety, reduce congestion and enhance mobility.
- Issues in Tunnels: air quality, number of accidents.
- [www.knowledge.newmobility.org](http://www.knowledge.newmobility.org)
- Rethinking car as Freedom and Mobility: Change based on cell phone and internet "mobility." (ages 12-18); Using technology rather than roads; Blended environments, placed based employment mixed with online function.
- Dinosaur: Auto and Oil Industries-- How will innovation occur here?
- Auto companies vulnerable: Integration of computer and auto technology? New Vehicle Technologies; smaller lighter vehicles in 40-50 year time frame; new materials, panels from biodegradable plastic. Panels made using nanotechnology : Self repairing technologies, safety override (car identifying driver fault/safety issue and car taking over control.)
- New features nanoscale enables us to achieve include cars that are lighter, cheaper, more flexible, more durable, harder surface, self-healing materials, 100 percent recyclable, more conductive, etc.
- [www.azonano.com](http://www.azonano.com) (site shows eight pages of companies having nanotech .)
- Collision Avoidance Systems; Sixth Sense Technologies (falling asleep while driving) lane departure warning systems, skid avoidance.
- Convergence of IT with transportation: Pay as you go insurance; Pay as you go cars, such as zip cars, fractional ownership of cars.
- Trends show shift back toward public or mass transport.
- A Vision for 2012—Planning for Extraordinary Change by John L. Petersen (important book).

Discussion: Criteria/Recommendations; revised table of contents

At the next meeting we will begin to discuss suggested criteria/report recommendations. We need to control the number of criteria and might be best to create categories of criteria. Starting out trying to look at the broader strokes, outline. Idea is to get a picture of the whole.

Comments:

- Suggestion for categories: Physical Impacts, social impacts, economic impacts; environmental impacts.
- Consider Emanuel Carter's "Goals" as presented at last meeting.
- Key in any discussion is to get across that "something" has to happen to I-81. There will be a cost one way or other. There is a need and opportunity to do something with this part of the city of Syracuse, to provide institutional growth and economic development. The graphic offers examples of what it could look like, but it is not an exact version.
- We want the community to consider this option and these goals as they engage in the larger discussion.
- It would be useful to be able to say "If I-81 weren't here, would add "this much" to the tax base, all these things would be possible if 81 wasn't here.
- Have a focus group of all institutional heads; have outside reviewers preview the report.
- We are really saying that the transportation problem can't be viewed in isolation; it needs to be viewed as part of larger scheme (part of community goals)
- Need to look at neighborhood impact, city impact, regional impacts, impacts on all the different areas; shouldn't try to come up with a solution.
- Traffic on I-481 not considered, so we must be careful of presupposing.
- Need to make clear the opportunity, the tremendous potential.
- Early on this group took advocacy position, saying it is beneficial to numerous groups if I-81 no longer existed in current form. This is about one set of interests. It was decided what we could do is articulate the value of one alternative.