



Land Use Planning and Transportation Committee at the SustainCNY Coalition

Compact, walkable¹, bikeable, transit²-oriented communities with interconnected street networks^{3,4} reduce land use per capita⁵, transportation-related carbon emissions, heating/cooling loads in adjoining structures⁶, embodied energy of public infrastructure construction per capita, and environmentally-damaging infrastructure maintenance burdens. These places also improve equitable access without a car⁷, fiscal solvency⁸, social connectedness⁹, and much more.

Central New York is on the cusp of growth and change. Micron, climate change, and other socioeconomic factors are driving this shift. Let's plan for the kind of growth we want to see. Large-scale planning efforts must get things right before the pace of new development rises, since many forms of damaging and counterproductive growth can be difficult to retrofit into sustainable, productive, healthy, happy places later on.

Join our committee at the SustainCNY Coalition to guide the future of land use planning and transportation in Central New York, organized by the Syracuse Urbanism Collective. You can reach us at contact@syracuseurbanism.org

¹ <https://www.cnu.org/publicsquare/2021/08/31/ten-environmental-benefits-walkable-places>

² <https://tnmt.com/infographics/carbon-emissions-by-transport-type/>

³ https://www.researchgate.net/figure/Comparison-of-straight-line-and-network-walking-distances-at-a-neighborhood-scale-The_fig1_318717035

⁴ <https://www.cnu.org/publicsquare/2019/11/15/texas-city-adopts-street-grid-and-code>

⁵ <https://risecollaborative.com/rise/nb2-sprawl-damaging-buffalo-suburbs>

⁶ <https://archplanbaltimore.blogspot.com/2014/01/the-energy-footprint-of-apartments.html>

⁷ <https://www.strongtowns.org/journal/2017/10/3/why-walkability-is-not-a-luxury>

⁸ <https://www.strongtowns.org/journal/2017/1/9/the-real-reason-your-city-has-no-money>

⁹ <https://today.ucsd.edu/story/walkable-neighborhoods-help-adults-socialize-increase-community>