

Urban Challenge Conference, 1965-66

DEAN OF ENGG.
AC 12



INSTITUTE SECRETARY
FOR FOUNDATIONS

DEAN OF ENGINEERING

DATE AUG 23 1965

REF. TO _____

FILE _____

CAMBRIDGE, MASSACHUSETTS 02139

Memorandum to: Dean William W. Seifert
From: Mr. David J. Tobin
Subject: Student Conference, "The Urban Challenge"
Date: August 20, 1965

Confirming our discussion today, I am attaching a copy of the student-prepared prospectus "The Urban Challenge" which describes the plans for the April, 1966 Conference. I am passing along to the student chairman, David Mundel, by a copy of this memorandum, your expression of interest and willingness to discuss the plans further directly with him. In view of your immediate schedule commitments, I will advise him to seek an appointment with you after September 15.

*40:30 am
Sept 28
Tuesday*

Thank you for your help.

David J. Tobin

DJT:mds
Enclosure

cc: Mr. David S. Mundel
14 Overlook Road
White Plains, New York

THE URBAN CHALLENGE

M.I.T. Inter-Collegiate Conference

April 13-16, 1966

- A Prospectus -

THE URBAN CHALLENGE - M.I.T. INTERCOLLEGIATE CONFERENCE

Abstract

The field of urban problems has been traditionally discussed in the academic world from the social, economic, political, or technical standpoint. The "Urban Challenge" is an attempt to change this "or" to "and." It will thus serve as a creator of guidelines within which the future solvers of urban problems will aim their efforts. The challenges of urban society are increasing with the population expansion coupled with the growing inadequacies and age of American cities.

The student committee is presently seeking financial support for the "Urban Challenge." The estimated deficit for the conference is \$18,090.

The urban setting is potentially the area of man's environment in which he may create the philosophers' "Good Society." It is on this belief and the knowledge that the present college generation will be faced with an even more complex set of urban problems that this request for participation in the "Urban Challenge" is based.

The Challenge:

The problems of urban (and metropolitan) areas are probably the greatest challenges that face the American Society in the second half of the twentieth century. These problems demand solution as 80% of the American population will live in urban environments by the end of this century. This population expansion comes at a time when a majority of American cities are reaching middle, if not old, age. This aging is physical, but it is also social, accompanied by economic and political obsolescence. The solution of these problems thus calls for an interdisciplinary task force.

Among the problems of the core city and its environs is the housing of its people. The housing market has traditionally been a sellers market and the impoverished have traditionally been relegated to the left-over housing which is anything but clean, decent, safe or sanitary. Public housing was initially set up to correct this situation but the prime concern for the physical precluded successful rehousing in social terms. In this brief (and incomplete) summary of the problem of urban housing, the need for an interdisciplinary approach for successful solution is all too evident. All other attempts at a solution have failed for they neglected at least one facet of the complex social system which any urban problem exhibits.

The problems of urban renewal (which include both housing and economic redirection for the city) and of transportation which affect the social and economic ecology of the metropolitan area are also demanding solution. They too present complex pictures to the problem solver. The problems of the core city-suburb, city-state, and city-federal relationships also have significant implications on the success of the solution of the cities' problems.

What will be the results of the efforts to solve these and other problems of the urban environment? The city has traditionally been the

political stepchild of the state and the state has been both unwilling and unable to aid the city in its search for solutions. Does this mean that increased federal effort and subsequent independence of the city from the state will result? Will the core city be strangled into subservience by the suburban ring which prevents it from solving its problems which are actually regional in scope? Or will the establishment of true regional metropolitan planning lead to metropolitan government and thus facilitate the problems' solution? It is thus seen that solution of the city's problems will not only insure the adequate housing of all or ease of access to the workplace, it will create a changed city for clearly the present structure is unable to provide the society that its inhabitants demand.

Many students of the problems of the city say that there are no urban problems. They say that there are only problems of the American society and population. This may be the case, but with 60% of the American public living in metropolitan areas, the city is clearly the locus in which these problems should be attacked.

It is with this view of the problem and the knowledge that its ultimate solution rests in the hands of the young men and women in colleges and universities that the "Urban Challenge" is formulated.

The Aims:

It is within the framework of the interdisciplinary (political, economic, planning, engineering, etc.) challenge which the issues of urban life present, that the guidelines of the conference's aims are set forth. The conference will present this approach in the speakers who will come from various fields including government, universities, and private industry. The delegates themselves will represent the various disciplines and the seminar discussion groups will contain a mixture of backgrounds. It is through this fostering of interdisciplinary discussion and cooperation on a common problem that the unique capabilities of a conference are realized. This initiation of an overall systems approach to the urban problem is sorely lacking in the traditional academic training and thus the need for the conference is paramount.

The conference will also serve as an informing and exciting medium to the student participants. There is little opportunity to hear and question the type of speakers we will present in the normal academic career. The stimuli of such experts and of setting aside four days of almost total concentration on a single field should not be underestimated. Student conferences have traditionally dealt with foreign affairs or federal policy as has national concern. In parallel with increasing national concern with urban problems a student concern should be encouraged.

But in the title lies the overriding aim of the conference. The challenge of urban problems is their necessity of solution coupled with their difficulty of solution. By presenting speakers of differing views and backgrounds and by attempting to reach some agreement within the mixed seminar groups the difficulty of solution will be illustrated. In this fostered

disagreement lies a mode of exciting the delegates about the field.

The aims of the conference are thus to challenge the delegates to devote themselves to seeking solutions to the various urban problems and to help them in realizing the framework within which the solutions must be sought.

Format of Conference:

The conference will take place in three basic forms: Plenary sessions, Discussion groups and Field tours.

The Plenary Sessions will be speaker or panel presentations by experts in the major sub-topics. They will^{be}/open to both the conferees and the M.I.T. and general publics in order that maximum benefit can be received by the community. The quality of the speakers is easily evidenced by the suggested list of speakers following each sub-topic outline. These sessions will all take place in Kresge auditorium and two of the four speaker sessions will take place in the evening hours.

The Discussion Groups will follow the topic outline established by the plenary sessions. These will be small student groups (12-15) with a mixture of academic backgrounds in each group. These seminar-like meetings will be led by an M.I.T. student and a faculty member (or Boston Redevelopment Authority personnel) will act as a resource person. The student leader will be trained by the program planning members of the conference committee but the emphasis will be on participation rather than on a formally structured discussion. The fifth plenary session will endeavor to recap the various discussion group opinions for the entire conference and for this purpose a student recorder will be at all sessions.

The membership in a discussion group will be stable throughout the conference as a means of developing participation both within and outside the formal discussion group meetings.

The Field Tours will be bus tours of various renewal projects within the Boston area. These would include brief presentations by project staff members to further acquaint the delegates with the "doers" in the field of

urban renewal. The Boston Redevelopment Authority has been extremely responsive to student requests and inquiries in the past and the massive effort that is going on in the greater Boston area makes it an ideal "lecture-demonstration" facility.

The Urban Challenge

- Outlines of Subtopics -

These outlines are brief suggestions of the topics to be discussed in the Plenary and Seminar Sessions of the conference. They are by no means definite and will serve only to structure the "Urban Challenge."

Subtopic I

Urban Renewal

I. Why the City needs uplift

- A) Economic decline of the city
- B) Physical decay
- C) Deterioration of the housing facilities

II. Need for Total Plan

- A) Facets can not be attacked separately
- B) Public vs. private involvement
- C) Historical approaches

III. Planning for Social Change

- A) Results of past practices
- B) New strategies - community organization, etc.
- C) What are desired ends

Subtopic II

Transportation

- I. History of intracity and commuter transportation
 - A) Modes of transportation and their effects on the city
 - B) Legislation which affected and will affect the way in which people travel (availability of funds - NDHA restrictions)
 - C) Present state of intracity transportation in American & problems
 - 1. The "old cities" with rapid transit
 - 2. The "new cities" such as LA
- II. The need for a balanced transportation system
 - A) Highway improvements as the transportation solution
 - 1. Effectiveness and convenience
 - 2. Cost
 - 3. Land use by highways and parking facilities
 - B) Mass transit systems
 - 1. Effectiveness and convenience
 - 2. Cost
 - 3. Methods of making attractive to consumer
 - C) The "Balanced System"
 - 1. Rush hour solution
 - 2. Non-rush hour convenience
- III. The politics and economics of urban transportation
 - A) National and state level - the cities' slice of the transportation dollar
 - 1. Present and past
 - 2. Future trends of investment
 - B) The need for metropolitan area cooperation - the political problems
 - C) The economic effects of improved rapid transit
 - 1. On the central city
 - 2. On the suburbs
 - 3. Distribution of jobs
- IV. Sociological implications of transportation policy
 - A) Ribbons of concrete as boundaries of ghettos
 - B) Land utilization
 - C) Population distribution and density
- V. High speed intercity ground transport
 - A) Desirability
 - B) Social implications
 - C) Authority and responsibility for operation

Subtopic III

The Future

I. Realities

A) Metropolis

1. The flight of the middle class into the suburbs
2. Satelites and core: symbiosis or parasitism?
3. Realities of the competing suburbs (own industry, etc.)

B) City and State

1. Financial needs of core and suburbs
2. Home rule vs. social equity in the metropolis
3. Metropolitan government, the state as initiator?

C) City and Federal government

1. A department of Urban Affairs?
2. Federal vs. local initiative in social planning

D) The Public Authority

1. The needs it fulfills
2. Methods of operation
3. Implications of efficiency orientation
4. The public authority as an acceptable interim or permanent substitute for metropolitan government

E) Megalopolis

1. Megalopolis--myth or reality?
2. Patterns of conurbation: Los Angeles and Boston
3. Inter-metropolitan gravitation - short circuiting geography

II. The Future Metropolis - Utopias

A) Historical development (presentation)

B) Planners of Utopias

1. Howard
2. Le Corbusier
3. Jane Jacobs
4. The Goodmans
5. Mumford

C) The morality of planning

1. Planning in a democracy
2. Planning for what?
3. The necessity of a Gestalt approach

D) The City in Civilization

1. The meaning of "City"
2. The urban experience and Western Man
3. The future city and future society

INTERCOLLEGIATE CONFERENCE

BUDGET

(Based on 150 delegates)

*6-7 M.I.T. + Recorders + Group books
12-14
+ committee 10-12
Other Schools - 2 from each school across country.*

EXPENSES

Meals	\$ 3,720
600 lunches @ \$2 = \$1,200	
630 dinners @ \$4 = 2,520	
Travel Allowance	7,000
Based on Conference paying all transportation in excess of \$30	
Rooming - 125 delegates, 3 nights	1,500
Buses for tours	120
Speakers (7)	2,800
Honorarium, travel, expenses	
Stenotype - (for major sessions)	250
Insurance	100
Printing & Publications	3,000
Postage	250
Phone	250
Clerical assistance	600
Miscellaneous	<u>600</u>
Total expenses	\$ 20,190

INCOME

Registration 140 non M.I.T. delegates @ \$15	<u>\$ 2,100</u>
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Expected Deficit \$ 18,090

Appendix to Budget

- Meals - The budget for meals includes feeding of student and faculty leaders in addition to the conferees (150). All meals except the Friday night dinner will probably be at the MIT Student Center. The Friday night dinner may be at the Faculty Club. Breakfasts will be responsibility of delegates themselves.
- Travel allowance - This budget is based on the Conference paying all Travel expenses to and from Boston which are greater than \$30. It is based upon a preliminary designation of delegate cross-section. The reason for this expense is to make it equally possible for delegates from all over the nation to attend. In order to obtain the necessary regional distribution this expense is justified.
- Rooming - This expense is based on rooming 125 delegates in a Boston Hotel or in M.I.T. dormitories and fraternities. The other 25 delegates will be from Boston area schools and probably will not demand housing.
- Speakers - This budget includes funds for honoraria up to \$500 and all travel and rooming expenses for the speakers. The size of the honoraria is necessary if the speeches are major contributions in the field.
- Printing & Publications - This budget includes funds for a final transcript in addition to the pre-conference publicity material.

TIME SCHEDULE

"THE URBAN CHALLENGE"

Wednesday, April 6

9:00 - 2:15 Registration and Housing
2:30 - 2:50 Welcome and Introductory Remarks
3:00 - 5:30 First Plenary Session: Panel Discussions
6:30 - 7:15 Dinner
7:30 - 10:00 Discussion Groups: Urban Renewal
10:15 - 11:30 Informal Reception

Thursday, April 7

9:00 - 11:45 Discussion Groups: Urban Renewal
12:00 - 12:45 Luncheon
1:00 - 2:15 Second Plenary Session: Address
2:30 - 5:30 Discussion Groups: Transportation
6:30 - 7:15 Dinner
7:30 - 9:30 Third Plenary Session: Panel Discussion
9:45 - 11:00 Informal Reception

Friday, April 8

9:00 - 11:45 Discussion Groups: Megalopolis
12:00 - 12:45 Luncheon
1:00 - 6:00 Discussion Groups: General
Institute Tours
Tours of BRA Projects
7:30 - 9:30 Fourth Plenary Session: Banquet Address
10:00 - 12:00 Reception

Saturday, April 9

9:00 - 12:00 Fifth Plenary Session: Panel Discussion
12:15 - 1:00 Luncheon
1:30 - Departure

Usefulness To and Of M.I.T.:

The benefit of the conference to the M.I.T. community is much greater than that to the school's delegates alone. More than fifty M.I.T. students will be intimately involved in the planning and running of the conference. The M.I.T. community will be invited to attend all plenary sessions and therefore the benefit of the conference's ability to attract top calibre speakers will accrue to the entire community.

M.I.T. represents the ideal community for the initiating of such an interdisciplinary approach in urban affairs. As witnessed in M.I.T.'s involvement in Project Transport, members of different departments are already taking part in this type of discussion. The departments in this one project include Planning, Political Science, Economics, Management and Mechanical & Civil Engineering. The departments of M.I.T. which have possible connection in urban affairs are individually strong in their respective fields and their group efforts at an interdisciplinary approach is even stronger. M.I.T.'s faculty and involvement will be a source of information and aid in securing outside assistance and speakers.

Usefulness of Boston:

With the election of Mayor John Collins in 1959, Boston commenced one of the nation's largest programs of Urban Renewal. This program is commercial - in the Downtown and Prudential Projects; Governmental - in the Government Center Project and Residential - in the Washington Park and Charlestown Projects. In Boston urban renewal is not only large in scale and variation, it is also large in controversy. With the nations largest planning staff, the Boston Redevelopment Authority has attempted a massive effort to halt the decline

of this historical city.

The challenge of the urban environment is not as strong nor is it being attacked as strongly in almost any other American city. Through field trips to the various Boston projects - both the good and the bad - the "Urban Challenge" will use the city as a laboratory. The cooperation of the BRA has been promised and its extensive and highly skilled staff will provide the conferees with the viewpoint of the "Doers" in the field of Urban Renewal.

STUDENT COMMITTEE

Chairman: David S. Mundel

Physico (Senior)

Program Planning:

William Pecora - coordinator

Eco. - Sr

Terry Vander Werff - coordinator

ME - Sr

John Burchardt - urban renewal

Michael Leavitt - urban renewal

John Hoffmeister - transportation

ME - Sr

Arnie Kramer - transportation

EE - Sr

Arlee Reno - transportation

Eco. - Sr

Norman Fainstein - megalopolis - metropolis

Stanley Feder - megalopolis - metropolis

Physical Arrangements:

James Kirtley

Alan Steinman

James Sweeney

Publications & Public Relations:

Jurgen Hahn

Arthur Warshaw

FACULTY COMMITTEE

Dr. Frank C. Colcord

Mr. Ralph Conant

Prof. Bernard Frieden

Prof. Roland Greeley

Dean Howard Johnson

General James McCormack

Mr. Walter Milne

Dean Kenneth Wadleigh

Prof. Robert S. Wood

Dear Dean Seifert

This is the same letter that
was sent to Nelson. I think it
contains all information you need
about the conference

Jack Elder

8 November 1965

Mr. John C. Kohl
Assistant Administrator - Transportation
Housing and Home Finance Administration
Office of Transportation
Washington, D.C. 20410

DEAN OF ENGINEERING

DATE DEC 15 1965

REF. TO _____

FILE *Urban Challenge*

Dear Mr. Kohl:

On behalf of the M.I.T. Intercollegiate Conference Committee, I would like to invite you to participate in a conference entitled The Urban Challenge to be held at M.I.T. April 13-16, 1966.

We are assembling a group for the transportation panel who, while they will surely disagree on a solution, can effectively grapple with the difficulties of defining and dealing with the apparent inability of present transportation systems to cope with existing and prospected demands. Hopefully, the differing backgrounds of the members will lead to a fresh perspective on the problem.

We would be very pleased if you could take part in this transportation panel and as many of the other sections of the conference as you desire. The panel on transportation has been scheduled for Thursday, 14 April at 1 p.m. It will last for two hours and will be primarily free debate and discussion among panel members. You may make very brief introductory remarks if you wish. A transcript of the conference will be published in book form at a later date.

Briefly stated, the aim of this meeting will be to approach urban problems from an interdisciplinary framework. Too often, discussions have been handicapped by a solely social, political, economic, or technical outlook. The conference will present speakers who come from government, universities, and private industry. The delegates, college students drawn from universities all over the country, will also represent diversified backgrounds and a mixture of disciplines. In the context of this setting, we hope to stimulate a useful exchange of ideas between participants and delegates.

Any expenses which you may incur in attending will, of course, be assumed by the conference.

Mr. Kohl
2.

If you could inform me as soon as possible whether or not you will be able to attend, I will be most grateful.

Thank you for your consideration.

Sincerely yours,

David S. Mundel
Chairman

DSM:tvw
Enc.

THE "URBAN CHALLENGE"

An Intercollegiate Conference

MIT

April 13-16, 1966

It has become almost trite to observe that the challenges of urban society are increasing with the population expansion coupled with the growing inadequacies and age of the world's cities. We feel the traditional approaches to solutions in this field must be complemented through the adoption of new techniques. The field of urban problems has been traditionally discussed in the academic world from the social, economic, political, or technical standpoint. The "Urban Challenge" is one of several attempts to change this "or" to "and." We hope the conference will stimulate student interest and serve as a creator of guidelines within which the future solvers of urban problems will formulate their efforts.

The conference is being planned by a committee of Massachusetts Institute of Technology graduate and undergraduate students with the advice of faculty members from the Institute and the Joint Center for Urban Studies of MIT and Harvard. The format of the conference will include both major speeches and seminar discussions of transportation, urban renewal, the future metropolis, and the federal role in the solution of metropolitan problems. There will also be tours of urban redevelopment projects in the Greater Boston area.

The delegates to the conference will come from over 100 colleges and universities in the United States and Canada. They will represent all of the disciplines involved in the solution of urban issues, and the seminar groups will be arranged to include representatives from each field within each seminar.

This conference is strongly correlated with the Institute's continuing effort to initiate interdisciplinary research in the physical and biological sciences, engineering, and management. Through this conference, the students of MIT support the Institute's efforts to extend the development of interdisciplinary approaches to the issues of the social sciences.

The proposed budget deficit ^{more than 29,000} (after registration fees) for this program amounts to slightly ~~in excess of~~ \$18,000. The present goal of the committee is to fund this deficit through matching funds from the Institute and outside sources.

11-17-65

02139

Rm 3-246

November 18, 1965

Mr. Robert A. Maes, President
Independence Foundation
2500 Philadelphia National Bank Building
Philadelphia 7, Pennsylvania

Dear Bob:

I am pleased to submit to you the attached statement about a collegiate conference the M.I.T. students wish to schedule during April of 1966 and for which they need financial support. The statement describes the general goals of the conference. I would like to add that the conference will be managed and monitored wholly by our student government*. As in the past, I am sure all of us will be very proud of the results.

The budget which the boys have prepared, and which I think is quite realistic, makes me want to ask whether you think you can help us to the extent of \$25,000.

Sincerely yours,

Gordon S. Brown, Dean
School of Engineering

GSB:mep

bc:Dr. Stratton
Dean Wadleigh

*Except for a Faculty Advisory Committee of which I am a member.

THE "URBAN CHALLENGE"
An Intercollegiate Conference

MIT

April 13-16, 1966

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The proposed budget for this program amounts to slightly more than \$20,000.

683 for info
↑
COPY

December 6, 1965

Mr. Walter S. Douglas
Partner
Parsons, Brinckerhoff, Quade and Douglas
165 Broadway
New York, New York

DEAN OF ENGINEERING

DATE DEC 7 1965

REF. TO _____

FILE Urban Challenge

Dear Mr. Douglas:

I am writing to you on the suggestion of Dean William W. Seifert of the School of Engineering. Plans are underway for the "Urban Challenge"--an Intercollegiate Conference to be held at M. I. T. in April, 1966. I am enclosing a prospectus describing the Conference's format and goals which I believe may be of interest to your firm.

The "Urban Challenge" is a student-managed program; arrangements are the responsibility of a Student Committee. David Mundel, a senior at M. I. T., majoring in physics and political science, is Chairman. The Committee is advised by a faculty group from the Institute and from the Joint Center for Urban Studies of M. I. T. and Harvard. The basic idea of the Conference is to foster an interdisciplinary approach to the solution of problems facing our metropolitan areas. The student delegates will come from M. I. T. and from many other universities and colleges across the United States. These will be students majoring in various disciplines within these institutions.

The budget for the Conference is slightly more than \$18,000. A detail of the budget categories and their explanation is included in the prospectus. Our hope is that it might be possible for you to assist us in funding a part of these expenses, thereby joining with the Institute and others in the support of a program which may have far-reaching effects in giving visibility to the problems and to the opportunities in urban renewal, city planning, transportation, political science, economics, and other related areas.

Mr. Walter S. Douglas

-2-

December 6, 1965

If it is appropriate, we would be glad to provide additional details, or to arrange to meet with you in New York at your convenience.

Sincerely yours,

David J. Tobin

DJT:mds
Enclosure

bcc: Mr. V. A. Fulmer
Dean W. W. Seifert ✓
Dean K. R. Wadleigh
Mr. D. S. Mundel
Development Office

STATUS OF SPEAKERS

12 - 9 - 65

Main Speaker

Vice President Hubert H. Humphrey - invitation out

Urban Renewal (Panel)

John T. Howard (MIT) - accepted
Edward J. Logue (BRA) - accepted
Herbert Gans (Center for Urban Education, N.Y.) - declined
James Q. Wilson (Joint Center) - accepted
Nathan Glazer (U. of Cal., Berkeley) - invitation out
Louis Sauer (city planner, Phil.) - accepted

Transportation (Panel)

Gen. Rush Lincoln (MBTA) - accepted
Senator Claiborne Pell (R.I.) - declined
John R. Meyer (Harvard) - accepted
Senator Williams (N.J.) - invitation out
Lyle Fitch (Inst. of Public Admin., N.Y.) - accepted
John C. ~~Kelli~~^{Kohl} (Dept. of Housing and Urban Dev.) - accepted

Shef Lang

Future Metropolis (2 speakers)

Lewis Mumford (N.Y.) - declined
Paul Goodman (N.Y.) - declined
~~Martin Meyerson (Calif.) - invitation out~~
Mrs. Jane Jacobs (N.Y.) - invitation out

Burchard.

Call Burchard re

Rm 3-246

December 21, 1965

Mr. Robert A. Maes, President
Independence Foundation
2500 Philadelphia National Bank Building
Philadelphia 7, Pennsylvania

Dear Bob:

As you no doubt surmised, I was disappointed at the news you had to give me when I telephoned last week regarding the student conference on "The Urban Challenge," but I understand your difficulties. Nevertheless, I am enclosing for your information a publicity brochure which has been prepared on the activity.

We have told the students the Institute will underwrite the conference from Institute General funds. Following your suggestion, I have indicated to Dr. Stratton that you will keep my request on file in the hope that your cash account will be sufficiently bulky at the time of your January or February meeting with your Board to give us some assistance.

With best wishes for a pleasant Christmas and a Happy New Year!

Sincerely yours,

Gordon S. Brown, Dean
School of Engineering

GSB:mep

From the Office of Public Relations
Massachusetts Institute of Technology
Cambridge, Massachusetts 02139
Tel: UN 4-6900, Ext. 2701

Urban Challenge

FOR IMMEDIATE RELEASE

WWS

DEAN OF ENGINEERING
MAR 15 1966
Ref. to _____
File _____

Nearly 200 student delegates from 96 colleges and universities will take part in an interdisciplinary conference on "The Urban Challenge" at the Massachusetts Institute of Technology April 13-16.

Professor Robert C. Wood, head of M.I.T.'s Department of Political Science, and on leave from M.I.T. as undersecretary of the newly formed Department of Housing and Urban Development in Washington, will speak at the opening of the conference.

Plans for the intercollegiate conference, which was organized by students at M.I.T., were announced by David S. Mundel from White Plains, N.Y., who is chairman of the conference committee and a physics student at M.I.T.

"By the end of this century, 80 per cent of the American population will live in an urban environment," Mundel said.

"The dilemmas of the urban environment have traditionally been discussed in the academic world from the social, economic, political or technical standpoint. 'The Urban Challenge' is an attempt to change this 'or' to 'and,' "

The purpose of the conference, he said, is to bring together students planning careers in each of the disciplines that interact in the field of urban affairs.

Delegates will come from such fields as architecture, city planning, economics, political science, sociology and many of the fields of engineering. They will come from all sections of the country.

Students who take part in the conference will hear panel discussions on transportation, urban renewal and the future of the metropolis by leading authorities from related

fields in government, education and industry.

After each of the panel discussions, delegates will gather in small seminar groups to discuss the issues raised by the panelists. Groups will be arranged so that each has a mixture of academic backgrounds.

Delegates will wind up the conference with a bus tour of urban renewal projects and sub-standard neighborhoods in the Boston area.

The 10 panelists are all eminent in the field of urban problems.

Dr. Robert A. Nelson is director of the Department of Commerce Office of High-Speed Ground Transportation. Maj. General Rush B. Lincoln, Jr., is general manager of the Massachusetts Bay Transportation Authority. Professor James Q. Wilson is director of the M. I. T.-Harvard Joint Center for Urban Studies. Professor John T. Howard is head of M. I. T.'s Department of City and Regional Planning.

John C. Kohl is an assistant administrator in the Housing and Home Finance Agency, a member of the Tri-State Transportation Committee for New York, New Jersey and Connecticut and a member of the President's Policy Advisory Committee on transportation problems in the District of Columbia. Edward J. Logue is administrator of the Boston Redevelopment Authority. Dr. Lyle C. Fitch is president of the Institute of Public Administration of New York.

Louis Sauer is associate professor of Architecture at the University of Pennsylvania and recently completed the master plan for an 80-acre residential development in the new town of Reston, Va. Dr. Leonard J. Fein is assistant professor in M. I. T.'s Department of Political Science and chairman of the Research Advisory Council of the Massachusetts Commission Against Discrimination. Dr. John F. Kain is assistant professor of Economics at Harvard and a member of the M. I. T.-Harvard Joint Center for Urban Studies.

March 21, 1966

Dear Faculty Member:

I would like to invite you to attend The Urban Challenge, an intercollegiate conference at M.I.T. on April 13-16, 1966.

The M.I.T. Conference Committee is sponsoring the Conference to introduce a fresh approach to the problems of urban affairs and to promote nation-wide and especially M.I.T. interest in urban problems. The dilemmas of the urban environment have been discussed traditionally in the academic world from the social, economic, political, or technical standpoint. The Urban Challenge is an attempt to change this "or" to "and."

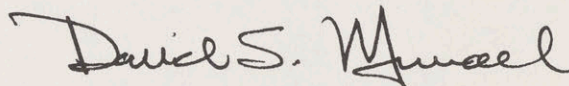
The Conference will be attended by nearly 200 delegates representing 96 colleges and universities across the nation. These students are drawn from the fields of architecture, city planning, economics, engineering, political science, and sociology.

The Urban Challenge has been divided for the purpose of discussion into three broad areas: transportation, urban renewal, and the future metropolis. Discussion will take place in two forms. There will be plenary sessions open to the general public where experts will deliver speeches and take part in panel discussions. After each of the plenary sessions, delegates will gather in small seminar groups to discuss the issues raised by the panelists.

The speakers are all eminent in the field of urban problems. A list of the speakers is given in the enclosed Interim Program. The latest additions to the program are F. Bradford Morse, member of the House of Representatives of the United States, Wolf von Eckhardt, Architecture Editor of the Washington Post, and Joseph Leiper, Chief Transportation Planner of the New York City Department of City Planning. Joseph Leiper will replace Lyle Fitch on the program.

If you have any questions about the Conference please call our office, 868-0044.

Sincerely yours,



David S. Mundel
Chairman, Conference Committee

ba/DSM

Enclosure

From the Office of Public Relations
Massachusetts Institute of Technology
Cambridge, Massachusetts 02139
Tel: UN 4-6900, Ext. 2703

FOR IMMEDIATE RELEASE

DEAN OF ENGINEERING

APR 13 1966

Ref. to _____

File _____

A group of panelists will explore the problems of Cambridge Neighborhood Four in the final session of an intercollegiate conference on "The Urban Challenge" being held this week at the Massachusetts Institute of Technology.

The panel discussion, which will be held Saturday at 9 a.m. in Kresge Auditorium, is one of four that will take place during the four-day conference beginning on Wednesday afternoon and continuing through Saturday. Others will be on urban renewal, transportation, and the future metropolis.

The panel will include two long-time residents of Neighborhood Four, Mrs. Ruth Fahy of 525 Washington Elms who is editor of the "Towne-Elms Echo" and John Gairachty of 90 Washington Elms who is vice president of the Roberts School P. T. A.

The panel will be moderated by Dr. Frank C. Colcord, Jr., special assistant to the chairman of the M. I. T. Corporation. Also taking part will be Dr. Constance Williams, an associate planner on the Cambridge Planning Board, and Mrs. Elsa Baldwin, director of the Cambridge Neighborhood House.

Neighborhood Four is one of 13 official neighborhoods established in 1953 by the Cambridge City Planning Board in an effort to divide the city into suitable planning units.

The area known as Neighborhood Four extends roughly from Massachusetts Avenue north to Hampshire Street and from Central Square east to the Boston & Albany railroad tracks.

This area has been particularly hard hit by the problems facing many changing urban residential communities -- declining population, rising rents, scarcity of low and middle income housing. For this reason many Cambridge organizations have focused their attentions on the problem of stabilizing the residential character of the neighborhood. It is

Neighborhood Four -- 2

one of the areas where M.I.T. students and faculty have been most active in volunteer efforts.

Neighborhood Four was the subject of a planning course taught last fall by Dr. Bernard J. Frieden, an associate professor of city planning at M.I.T. The course objective was to seek ways of stabilizing the neighborhood for the benefit of its residents.

Because the area had been studied so extensively, the "New York Times" used it to illustrate a recent article (Feb. 27) on the possible uses of President Johnson's proposed Demonstration Cities Program.

Neighborhood Four was considered especially suitable for a case study in the Urban Challenge conference because of its proximity to M.I.T., the wide availability of information on the area and the fact that so many M.I.T. students and faculty are intimately acquainted with its problems.

The nearly 200 delegates from 96 colleges and universities who attend the conference will also hear major talks by Professor Robert C. Wood, undersecretary of the new federal Department of Housing and Urban Development (on leave from M.I.T. where he is head of the Department of Political Science), and U.S. Rep. F. Bradford Morse (R.-Mass.). Professor Wood will speak at the opening of the conference Wednesday at 1:30 p.m. following opening remarks by Dr. Julius A. Stratton, President of M.I.T. Representative Morse will deliver the keynote address Friday at 8:30 p.m.

Professor John T. Howard, head of M.I.T.'s Department of City and Regional Planning will moderate the first panel discussion on urban renewal Wednesday at 3:30 p.m. Other panelists on urban renewal: Edward J. Logue, administrator of the Boston Redevelopment Authority; Louis Sauer, associate professor of architecture at the University of Pennsylvania; and Professor James Q. Wilson, director of the M.I.T.-Harvard Joint Center for Urban Studies.

The second panel discussion on transportation, Thursday at 1 p.m., will be

Neighborhood Four -- 3

moderated by Maj. Gen. Rush B. Lincoln, Jr., general manager of the Massachusetts Bay Transportation Authority. Taking part in this discussion will be John C. Kohl, assistant administrator in the federal Housing and Home Finance Agency; Robert A. Nelson, director of the Department of Commerce Office of High-Speed Ground Transportation; Joseph Leiper, chief transportation planner for the city of New York; and Dr. John F. Kain, assistant professor of economics at Harvard and a member of the M.I.T.-Harvard Joint Center for Urban Studies.

The third panel discussion on the future metropolis, Thursday at 7:30 p.m., will involve a discussion by Wolf von Eckhardt, architecture editor for the "Washington Post" and Dr. Leonard J. Fein, assistant professor in M.I.T.'s Department of Political Science and chairman of the Research Advisory Council of the Massachusetts Commission Against Discrimination.

Following the panel discussions, which will be open to the public, students will gather in smaller seminar groups for a discussion of the panel topics. A mixture of academic backgrounds will be included in each seminar group to preserve the interdisciplinary flavor of the conference.

Friday, delegates to the conference will take bus tours of urban renewal projects and sub-standard neighborhoods in the Boston area.

SPEAKER ~~SCHEDULE~~ FOR THE URBAN CHALLENGE

Wednesday, April 13

Opening of Conference by President Stratton

First Plenary Session: Panel Discussion on Urban Renewal

John T. Howard, MIT, moderator

Edward J. Logue, B.R.A.

Louis Sauer, Philadelphia Architect

James Q. Wilson, Joint Center for Urban Affairs

Thursday, April 14

Second Plenary Session: Panel Discussion on Transportation

General Rush B. Lincoln, Jr., MBTA, moderator

John F. Kain, Harvard

Lyle C. Fitch, Institute of Public Administration

John C. Kohl, American Transit Association

Robert A. Nelson, Office of High-Speed Ground Transportation

Third Plenary Session: The Future Metropolis

Leonard J. Fein, MIT

Friday, April 15

Fourth Plenary Session: Keynote Address

Saturday, April 16

Fifth Plenary Session

From the Office of Public Relations
Massachusetts Institute of Technology
Cambridge, Massachusetts 02139
Telephone: UN 4-6900, Ext. 2703

FOR IMMEDIATE RELEASE

DEAN OF ENGINEERING	
APR 4 1966	
Ref. to	_____
File	_____

U.S. Rep. F. Bradford Morse (R, Mass.) will be keynote speaker for the inter-collegiate conference on "The Urban Challenge" to be held at the Massachusetts Institute of Technology April 13-16.

Opening speakers for the conference will be M.I.T. President Julius A. Stratton and Professor Robert C. Wood, undersecretary of the newly formed Department of Housing and Urban Development (on leave from M.I.T. where he heads their Department of Political Science).

Nearly 200 delegates from 96 colleges and universities will take part in the interdisciplinary conference. Delegates will come from such fields as architecture, city planning, economics, political science, sociology and engineering.

Panel discussions on three separate days will deal with the broad areas of transportation, urban renewal and the future metropolis. All eleven panelists are eminent authorities in the field of urban problems.

Taking part in the first panel discussion on urban renewal (April 13) will be Professor John T. Howard, head of M.I.T.'s Department of City and Regional Planning; Edward J. Logue, administrator of the Boston Redevelopment Authority; Louis Sauer, associate professor of architecture at the University of Pennsylvania; and Professor James Q. Wilson, director of the M.I.T.-Harvard Joint Center for Urban Studies.

Panelists in the second session on transportation (April 14) will be Maj. Gen. Rush B. Lincoln, Jr., general manager of the Massachusetts Bay Transportation Authority;

-more-

Conference/M.I.T.--2

John C. Kohl, assistant administrator in the Housing and Home Finance Agency in Washington; Robert A. Nelson, director of the Department of Commerce Office of High-Speed Ground Transportation; Joseph Leiper, chief transportation planner for the city of New York; and Dr. John F. Kain, assistant professor of economics at Harvard and a member of the M.I.T.-Harvard Joint Center for Urban Studies .

Participants in the third panel discussion on the future metropolis will be Wolf von Eckhardt, architecture editor for the Washington Post, and Dr. Leonard J. Fein, assistant professor in M.I.T.'s Department of Political Science and chairman of the Research Advisory Council of the Massachusetts Commission Against Discrimination .

Representative Morse will speak on Friday, April 15.

After each panel session, delegates will gather in smaller seminar groups for discussion . Each group will include a mixture of academic backgrounds .

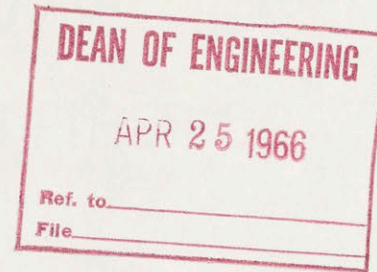
Delegates will wind up the four-day conference with bus tours of urban renewal projects and sub-standard neighborhoods in the Boston area .

-END-

April 1, 1966

Urban Challenge.

Handwritten scribbles and initials in red ink.



April 21, 1966

Dean Gordon S. Brown
Room 3-246
M.I.T.

Dear Dean Brown:

On behalf of the entire student committee, I would like to thank you for your assistance with "The Urban Challenge." Without your suggestions as to programs format and speakers, I am sure that the conference would not have succeeded as well as it did.

I would especially like to thank you for your aid in getting financial assistance for the Conference.

I will forward a copy of the Conference transcript to you as soon as it is available.

Sincerely,

Handwritten signature of David S. Mundel in black ink.

David S. Mundel
Chairman

DSM/hsa

The Urban Challenge Arrangements (Sweeney)

Lodging:

Somerset Hotel: \$4.00 / night-person

Food:

Student Center for luncheons and dinners.
Breakfast is left up to the delegates
Sala de Puerto Rico Reserved for meals

Delegate Selection:

Letters mailed on January 4. Will include invitation
in letter and a brochure on conference.

Letters will be sent to:

Dean of Student Affairs (or equivalent)
Head of invited departments
President of Student Body

Schools and departments chosen (see attached list)

Note: This is open to change by advice of faculty

Question: How do we get names of officials
listed above?

Transportation of distant delegates:

Subsidy of plane transportation (tourist class)
expenses of over \$30 -- tentative on getting
enough funds to cover this.

Registration of delegates:

Deadline for schools : March 1

Registration fee enclosed: \$15/ person

Guests:

Faculty Committee

Conference Committee

Political Figures from Boston and vicinity

Institute Community (to plenary sessions)

Departments to be invited to "The Urban Challenge"

M.E. C.E. C.P. E. P.S. G. Soc. Arch Mgt. Eng.

	M.E.	C.E.	C.P.	E.	P.S.	G. Soc.	Arch	Mgt.	Eng.
1. American University					1	1			
2. Amherst				2					
3. Antioch				1			1		
4. Barnard						1	1		
5. Bennington							2		
6. Boston Collere				2			2		
7. Boston University						2	2		
8. Bowdin				1		1			
9. Brandeis					2				
10. Brigham Young				1			1		
11. Brown				1	1				
12. Bryn Mawr							2		
13. Bucknell				1			1		
14. Caltech	2								
15. Carleton						2			
16. Carnegie Tech.	2								
17. CCNY							1		1
18. Columbia		1			1				
19. Cornell					2				
20. Conn. College				1			1		
21. Cooper Union		1						1	
22. Dartmouth			2						
23. Douglass					2				
24. Duke					1		1		
25. George Washington						1	1		
26. Georgetown						2			
27. Georgia Tech.	1	1							
28. Grinnel				2					
29. Hamilton						2			
30. Harvard *									
31. Jackson						1	1		
32. Johns Hopkins		1		1					
33. Kenyon				1	1				
34. Lafayette				1		1			
35. Lehigh						2			
36. M.I.T. *									
37. Middlebury				2					
38. McGill				1				1	
39. Mt. Holyoke					1		1		
40. Northeastern	2	2							
41. Northwestern		2							
42. Notre Dame				1				1	
43. New York Univ.									2
44. Oberlin				1	1				
45. Ohio State		1			1				
46. Pembroke				1	1				
47. Pomona					2				
48. Princeton	1				1				
49. Purdue		2							
50. Queens College				1			1		
51. Radcliffe *									
52. Reed				1	1				
53. Rensselaer	1	1							

M.E. C.E. C.P. E. P.S. G. Soc. Arch Mgt Eng.

	M.E.	C.E.	C.P.	E.	P.S.	G.	Soc.	Arch	Mgt	Eng.
54. R.I. School of Design								2		
55. Rice	1	1								
56. Rutgers			2							
57. Sarah Lawrence							2			
58. Simmons						2	2			
59. Skidmore						1	1			
60. Smith					1		1			
61. Stanford	1			1						
62. Swarthmore				1	1					
63. Syracuse					2					
64. Temple				2						
65. Trinity						2				
66. Tufts						2	2			
67. Tulane							1	1		
68. Union				1			1			
69. Air Force Acad.						1				1
70. Army						1				1
71. Navy						1				1
72. U. of Buffalo							1			1
73. Perklely	1			1						
74. UCLA						1	1			
75. U. of Chicago				2						
76. U. of Illinois			2							
77. U. of Mass.			2							
78. U. of Michigan	1		1							
79. U. of Minnesota		1			1					
80. U. of Penn.	1	1								
81. U. of Pittsburgh	1				1					
82. U. of Rochester	1				1					
83. U. of So. Calif.	1	1								
84. U. of Texas		1			1					
85. U. of Vermont	1	1								
86. U. of Virginia	1	1								
87. U. of Washington	1	1								
88. U. of Wisconsin	1				1					
89. Vanderbilt					1		1			
90. Vassar							2			
91. Wellesley					2	2				
92. Wesleyan				1		1				
93. Wheaton							2			
94. William and Mary				1			1			
95. Williams				1	1					
96. Yale				1	1					

* All applicable departments at Harvard (and Radcliffe) and M.I.T.
M.E. = Mechanical Engineering; C.E. = Civil Engineering; C.P. = City Planning; E. = Economics; P.S. = Political Science; G. = Government; Soc. = Sociology; Arch. = Architecture; Mgt. = Management; Eng. = Engineering

Total: 21 20 9 35 33 29 36 6 2 4

Program

Wednesday, 13 April

- 9 a.m.-2:15 p.m. Registration and housing
- 2:30 p.m. Opening of the conference
- 3:00 p.m. First Plenary Session: panel on Urban Renewal*
- 6:30 p.m. Dinner
- 7:30 p.m. Discussion groups on Urban Renewal
- 10:15 p.m. Informal reception for delegates to the conference

Thursday, 14 April

- 9 a.m. Discussion groups on Urban Renewal (continued)
- 12 noon Luncheon
- 1 p.m. Second Plenary Session: panel on Transportation*
- 3:15 p.m. Discussion groups on Transportation
- 6:30 p.m. Dinner
- 7:30 p.m. Third Plenary Session: panel on The Future Metropolis*
- 9:45 p.m. Informal reception for delegates to the conference

Friday, 15 April

- 9 a.m. Discussion groups on The Future Metropolis
- 12 noon Luncheon
- 1:15 p.m. General discussion groups and tours of the Boston area
- 6:30 p.m. Conference Banquet
- 8:30 p.m. Fourth Plenary Session: Keynote Address*
- 9:30 p.m. Informal reception for delegates to the conference

Saturday, 16 April

- 9 a.m. Fifth Plenary Session: Conference Summary*
- 12:15 p.m. Luncheon
- 1:30 p.m. Adjournment of the conference

*Sessions are open to the general public

BREAKDOWN OF RESPONSIBILITY

Terry VanderWerff

Speakers
Experts for discussion group resource people
Faculty backup for above
Work on Tech Review articles with Hahn

Bill Pecora

Discussion group leaders
Bus tour (Burkhardt)
Assignment of schools to discussion groups
Delegate preparation and background brochure

Jim Sweeney

Housing
Meals
Selection of schools and delegates
Registration of delegates

Juergen Hahn

Obtain resource library
Articles to magazines
Edit book after conference (Tomanek)
Brochures, posters, Flyers
All other publicity

STUDENT COMMITTEE

Chairman: David S. Mundel, Sigma Alpha Mu #20 35 Queensbury St. 266-5593

Program Planning:

William Pecora- coordinator, Alpha Tau Omega, #12, 24 Haviland 267-1591
Terry Vanderwerff- coordinator, Beta Theta Pi, 536-3874
Jon Burkhardt- urban renewal, #6, 31 Brainerd, 734-6266
Michael Oliver- urban renewal, Lambda Chi Alpha, x3617
John Hoffmeister- transportation, Burton 343a, x3261
Arnold Kramer- transportation, Baker 235, x3161 864-8949
Arlee Reno- transportation, Burton 432a, x3294
Norman Fainstein- megalopolis, #7, 353 Mass. Ave., 868-4387
Jack Elder- transportation, Beta Theta Pi, x3204
Stanley Feder- metropolis, #7, 353 Mass. Ave., 868-4387

Physical Arrangements:

James Kirtley- Chi Phi, 247-8355
Alan Steinman- Sigma Alpha Mu, 247-9528
James Sweeney- Chi Phi, 247-8355

Publications & Public Relations:

Juergen Hahn- Phi Delta Theta, x3206
Gerald Tominek- Beta Theta Pi, x3204 262-2393
Joseph Steuert- Phi Delta Theta, x3206
Henry Baker- Phi Delta Theta, x3206
Dave Swedlow- 76 Egmont, Brookline, 232-2352

Faculty Committee:

Dr. Frank C. Colcord 10-205 x3863, e53-448 x6130
Mr. Ralph Conant 66 Church St., Weston, Mass. 864-7320
Prof. Bernard Frieden 7-336B x4423, x4406, 868-6502
Prof. Roland Greeley 3-108 x4791 862-0129
Dean Howard Johnson E52-474 x7150
General James McCormack 3-203 x4966 227-8262
Mr. Walter Milne 3-207 x5911 643-3746
Dean Kenneth Wadleigh 7-133 x4861 484-6837
Prof. Robert S. Wood E53-421 x5261 259-9701
Carroll Wilson E52-480B x5223
Dean Gordon Brown 3-246 x4864
Emily Wick 16-215A x3729, 56-307 x6791

Note: If there are any additions or changes, please contact Juergen Hahn.

PARTICIPANTS

Acceptances

John Howard, MIT
Robert Meyer, Harvard
John Kain, Harvard
Rush B. Lincoln, MBTA
Edward Logue, BRA

Outstanding

John Kohl, HHFA
Lyle Pitch, Institute for Public Studies (?)
Martin Myerson, Berkeley
Nathan Glazer
James Wilson, Harvard
Hubert Humphrey
? Sauer, planner for Philadelphia

(?) from MUNDEL'S MEMOIR BY PITCHER .

Dean Wadleigh,

I hope this will be helpful in our mutual efforts to remove this last remaining stumbling block.

I am including a full copy of the prospectus in case you desire further information when I am briefly unavailable.

Thank you for your continuing effort.

David

David

I can usually be reached at Ext 3863
(Dr. Colcord's office) during the school
day.

INTERCOLLEGIATE CONFERENCE

BUDGET

(Based on 150 delegates)

EXPENSES

Meals	\$ 3,720
600 lunches @ \$2 = \$1,200	
630 dinners @ \$4 = 2,520	
Travel Allowance	7,000
Based on Conference paying all transportation in excess of \$30	
Rooming - 125 delegates, 3 nights	1,500
Buses for tours	120
Speakers (7)	2,800
Honorarium, travel, expenses	
Stenotype - (for major sessions)	250
Insurance	100
Printing & Publications	3,000
Postage	250
Phone	250
Clerical assistance	600
Miscellaneous	<u>600</u>
Total expenses	\$ 20,190

INCOME

Registration 140 non M.I.T. delegates @ \$15	<u>\$ 2,100</u>
Expected Deficit	\$ 18,090


The Urban Challenge



The intercollegiate conference on "The Urban Challenge" will provide an opportunity for students representing many disciplines and schools and all sections of the country to focus on what many men have called the greatest domestic problem of our day. Great changes are occurring in our cities, and vast problems are confronting our present and future leaders.

We at M.I.T. believe that it is within the ability of modern technology to meet "the urban challenge." The question is can we find the enlightened leadership to direct and to utilize our technological prowess to humanize, to beautify, and to make economically viable our great urban centers? This conference can help to point the way.

J. A. Stratton
President
Massachusetts Institute of Technology

A red graphic element consisting of a curved shape at the top and a horizontal bar below it, located in the bottom right corner of the page.

The Urban Challenge

An intercollegiate conference emphasizing interdisciplinary approaches to urban problems: social, political, economic, and technical.

April 13, 14, 15, 16, 1966
Massachusetts Institute of Technology
Cambridge, Massachusetts



The Challenge

The problems of urban and metropolitan areas are probably the greatest challenges that face American society in the second half of the twentieth century. Eighty per cent of the American people will live in urban environments by the end of this century, and this population expansion comes at a time when most American cities are reaching middle — if not old — age. This aging is physical, but it is also social, accompanied by economic and political obsolescence. The solution of urban problems is thus critical, and it will require a broad, interdisciplinary effort.

The dilemmas of the urban environment have traditionally been discussed in the academic world from the social, economic, political, or technical standpoint. "The Urban Challenge" is an intercollegiate conference based upon an attempt to change this "or" to "and" and upon the need to involve undergraduates in the effort to understand and solve metropolitan problems.

The conference will be attended by students from all the disciplines which interact in the field of urban affairs. These include architecture, city planning, economics, many fields of engineering, political science, and sociology. The conference will also be attended by professionals in each of the fields who will work with the students in their joint attempt to understand the urban challenge.

The Response

The conference will focus around three of the most pressing issues in the field of urban affairs: urban renewal, transportation, and the future of the metropolitan environment. Each of these foci will be discussed by a panel of experts, each of whom is working on the specific problem from a different point of view, coming from federal and municipal governments and from the academic and professional communities. Following these plenary sessions the delegates will meet in smaller seminar groups to discuss issues presented by the panel. These seminars will be arranged so that delegates from each of the represented disciplines will be at each seminar. In addition to these program highlights, there will be tours to many parts of the Boston metropolitan area, including many renewal projects. These tours will include presentations by members of the project staffs of the Boston Redevelopment Authority.

Registration

The registration deadline for delegates is March 1, 1966. Please complete the enclosed registration form as early as possible and mail it to:

The Urban Challenge
Room W20-401
Massachusetts Institute of Technology
Cambridge, Massachusetts, 02139



Program

Wednesday, 13 April

- 9 a.m.-2:15 p.m. Registration and housing
2:30 p.m. Opening of the conference
3:00 p.m. First Plenary Session: panel on Urban Renewal*
6:30 p.m. Dinner
7:30 p.m. Discussion groups on Urban Renewal
10:15 p.m. Informal reception for delegates to the conference

Thursday, 14 April

- 9 a.m. Discussion groups on Urban Renewal (continued)
12 noon Luncheon
1 p.m. Second Plenary Session: panel on Transportation*
3:15 p.m. Discussion groups on Transportation
6:30 p.m. Dinner
7:30 p.m. Third Plenary Session: panel on The Future Metropolis*
9:45 p.m. Informal reception for delegates to the conference

Friday, 15 April

- 9 a.m. Discussion groups on The Future Metropolis
12 noon Luncheon
1:15 p.m. General discussion groups and tours of the Boston area
6:30 p.m. Conference Banquet
8:30 p.m. Fourth Plenary Session: Keynote Address*
9:30 p.m. Informal reception for delegates to the conference

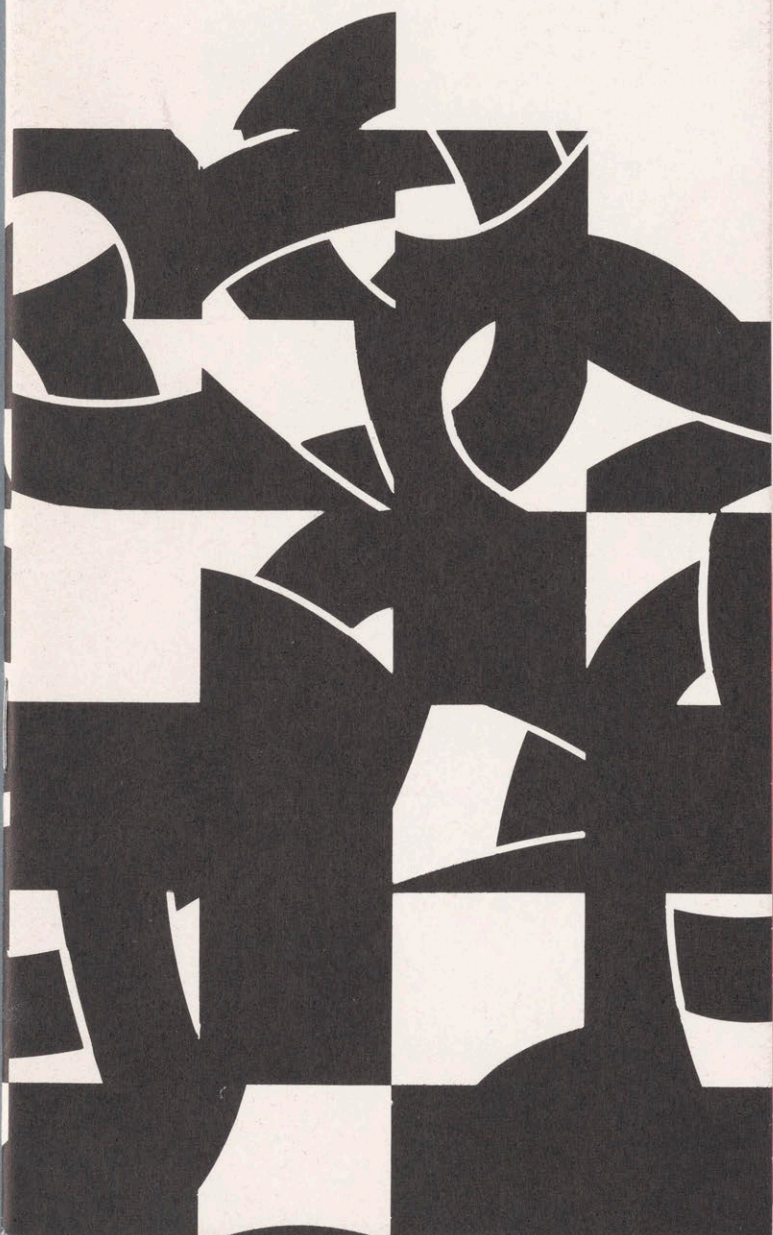
Saturday, 16 April

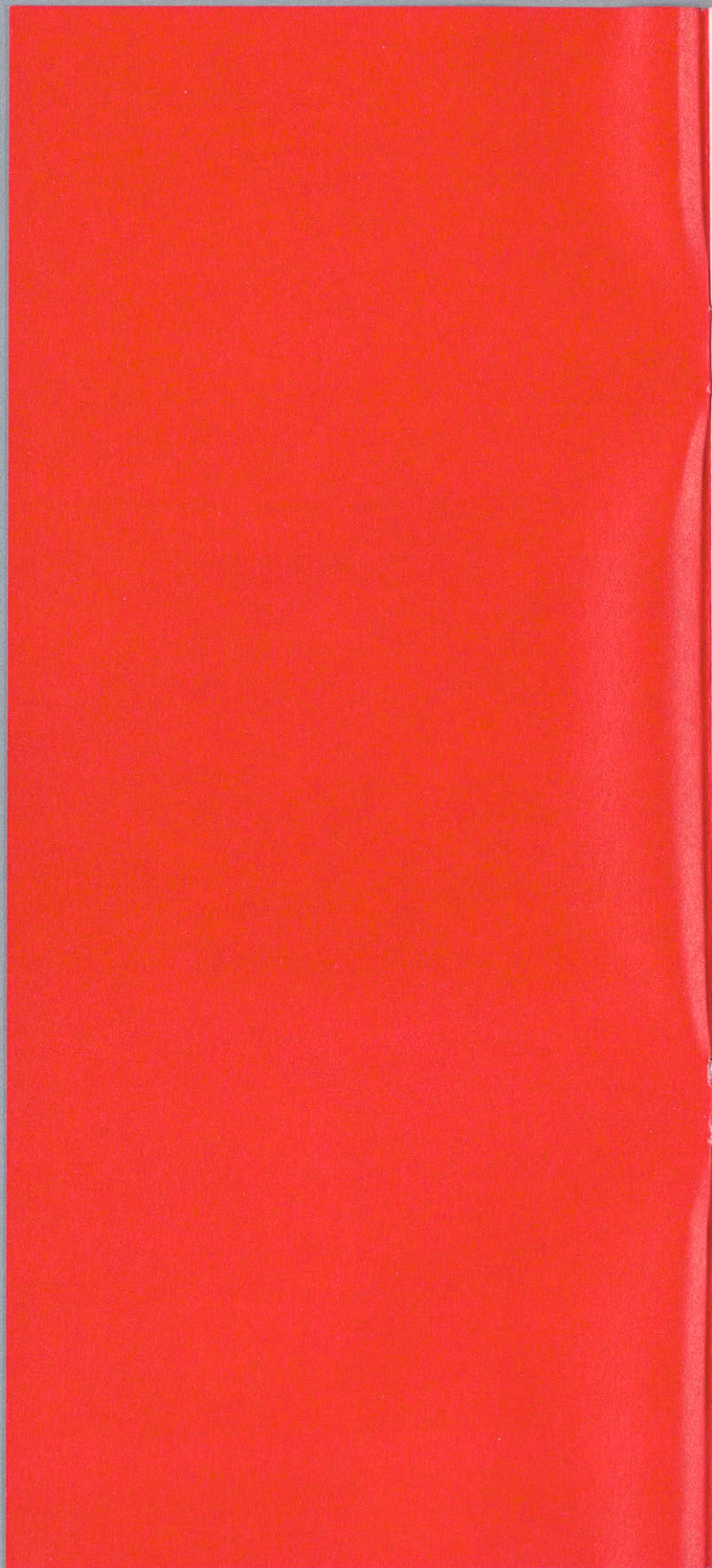
- 9 a.m. Fifth Plenary Session: Conference Summary*
12:15 p.m. Luncheon
1:30 p.m. Adjournment of the conference

*Sessions are open to the general public



The Urban Challenge





The Urban Challenge

An intercollegiate conference emphasizing interdisciplinary approaches to urban problems: social, political, economic, and technical

April 13 through 16, 1966
Massachusetts Institute of Technology
Cambridge, Massachusetts

Wednesday, April 13

1:30 p.m.

Opening Session

Kresge Auditorium

Welcome

Dr. Julius A. Stratton,
President of M.I.T.

Address

Dr. Robert C. Wood,
Under Secretary of the U.S. Department of
Housing and Urban Development (Head of
the Department of Political Science,
M.I.T., on leave).

3:30 p.m.

First Plenary Session

Kresge Auditorium

Urban Renewal

Moderator

John T. Howard,
Head of the Department of City and
Regional Planning, M.I.T.

Panel

Edward J. Logue,
Administrator, Boston Redevelopment
Authority.

Louis Sauer,

Architect (Philadelphia); Associate Pro-
fessor of Architecture, University of Penn-
sylvania.

Dr. James Q. Wilson,

Director of the Joint Center for Urban
Studies of Harvard University and M.I.T.;
Associate Professor of Government, Har-
vard University.

6:30 p.m. Dinner for Conference delegates
Sala de Puerto Rico, M.I.T. Student
Center.

7:30 p.m. Discussion groups on urban renewal.

10:15 p.m. Informal reception for Conference
delegates.

Thursday, April 14

9 a.m. Discussion groups on urban renewal
(continued).

12 noon Luncheon for Conference delegates,
Sala de Puerto Rico.

1 p.m. **Second Plenary Session**
Kresge Auditorium

Transportation

Moderator
Rush B. Lincoln,
General Manager of the Massachusetts
Bay Transportation Authority.

Panel
Dr. John F. Kain,
Assistant Professor of Economics, Har-
vard University.

John C. Kohl,
Executive Vice President of the American
Transit Association.

Joseph McC. Leiper,
Director of Transportation Planning, De-
partment of City Planning, City of New
York.

Robert A. Nelson,
Director of the U.S. Office of High Speed
Ground Transportation.

3:15 p.m. Discussion groups on transportation.

6:30 p.m. Dinner for Conference delegates,
Sala de Puerto Rico.

7:30 p.m.

Third Plenary Session

Kresge Auditorium

The Future Metropolis

Addresses

Dr. Leonard J. Fein,
Assistant Professor of Political Science,
M.I.T.

Wolf Von Eckardt,
Critic; Architecture Editor, The Wash-
ington *Post*.

9:45 p.m.

Informal reception for Conference dele-
gates.

Friday, April 15

- 9 a.m.** Discussion groups on the future metropolis.
- 12 noon** Luncheon for Conference delegates, Sala de Puerto Rico.
- 1:15 p.m.** Tours of the Greater Boston area for Conference delegates.
- 6:30 p.m.** Conference Banquet for delegates, Sala de Puerto Rico.
- 8:30 p.m.** **Fourth Plenary Session**
Kresge Auditorium
- Keynote Address**
- The Honorable F. Bradford Morse,
U.S. House of Representatives.
- 10 p.m.** Informal reception for Conference delegates.

Saturday, April 16

9 a.m. **Fifth Plenary Session**
Kresge Auditorium

**Cambridge Neighborhood IV: A Case
Study of The Urban Challenge**

Moderator
Dr. Frank C. Colcord, Jr.,
Special Assistant to the Chairman of the
Corporation, M.I.T.

Panel
Mrs. Elsa Baldwin,
Director of the Cambridge Neighborhood
House.

Mrs. Ruth Fahy,
Editor of the Towne-Elms Echo.

John M. Gairachty,
Vice President of the Roberts School
Parent-Teacher Association.

Dr. Constance Williams,
Associate Planner, Cambridge Planning
Board.

12:15 p.m. Luncheon for Conference delegates,
Sala de Puerto Rico.

Summary and Conference adjournment.

Speakers



Mrs. Elsa Baldwin is a Cambridge sociologist who has applied her professional knowledge to help her own city improve the lot of its underprivileged children. She studied psychology at Wellesley, did research in social work at Columbia, and studied for a Master's degree in sociology at Clark University before making her home in Cambridge, where she is Director of the Cambridge Neighborhood House and a member of the Massachusetts Committee on Children and Youth. She describes her professional interests as community planning and applied social science.



Dr. Frank C. Colcord is Special Assistant to the Chairman of the Corporation, instructor in political science, and Senior Tutor at Senior House, an undergraduate dormitory at M.I.T. His work with the Chairman of the Corporation concerns M.I.T.'s relationships with Cambridge and related state and metropolitan activities. Dr. Colcord came to M.I.T. for graduate study in 1959 and earned his doctorate in 1964 in M.I.T.'s Department of Economics and Social Science; he had previously been associated for several years with federal international programs and the Bureau of the Budget.



Mrs. Ruth Fahy has lived in Neighborhood IV for 14 years, and she has been active in many community projects: editor of the Towne-Elms Echo, housing project bulletin; volunteer at the Cambridge Neighborhood House (11 years' service); Girl Scout committee member; and tutoring and planning board activities. She is the mother of three children.



A specialist in political theory, comparative political behavior, and minority discrimination, **Dr. Leonard J. Fein** is the editor of *American Democracy: Essays on Image and Realities* and the author of *Politics in Israel*. He is Chairman of the Research Advisory Council of the Massachusetts Commission Against Discrimination, Vice President of the Brookline (Massachusetts) Civil Rights Committee, and a member of the National Commission on Jewish Affairs of the American Jewish Congress; and he served on Governor Peabody's Special Commission to Examine the Operations of the Massachusetts Commission Against Discrimination. Dr. Fein studied at the University of Chicago and, under fellowships and grants of the Social Science Research Council, at Michigan State University.



John M. Gairachty, the father of six children, is a life-long resident of Neighborhood IV; he is employed as a laborer in the Cambridge Public Works Department. His interests are education, housing, and social action. In the past year he has been appointed to the Board of the Cambridge Neighborhood House, the Cambridge Economics Opportunity Committee, the Cambridge Community Services, and the Advisory Council of the Cambridge Civic Association; he is Vice President of the Roberts School P.T.A.



Professor John T. Howard has been Head of the M.I.T. Department of City and Regional Planning since 1957, and he has been a member of the M.I.T. faculty since 1949. Previously, following study at Antioch College, Yale University, and M.I.T., Professor Howard served as Research Assistant for the New England Regional Planning Commission, City Planner for the Regional Association of Cleveland, and Planning Director of the Cleveland City Planning Commission. His association with Professor Frederick J. Adams began during Professor Howard's student days, when Professor Adams was Head of the Department at M.I.T., and culminated in the formation in 1949 of the firm of Adams, Howard and Greeley (since 1964, Adams, Howard, and Oppermann). As a consultant, Professor Howard has worked with planning activities in Baltimore, Boston, Hartford, Providence, Washington, Los Angeles, Cleveland, Los Alamos, Portland (Maine), the San Francisco Bay area, and many smaller cities and towns. He was President of the American Institute of Planners from 1952 to 1954 and holds the Yale Medal for Distinction in the Arts (1959).



As a consultant to the White House Panel on Civilian Technology, Professor **John F. Kain** was co-author of the report, *Technology and Urban Transportation*; and he is co-author with two Harvard University colleagues of *The Urban Transportation Problem*; and he has written other papers on the influence of the automobile on employment patterns and urban development, the distribution of urban employment, and the economics of metropolitan development. Before coming to Harvard, Professor Kain studied at Bowling Green State University and the University of California (Berkeley) and worked on research at the RAND Corporation and the London School of Economics. He is a member of the Joint Center for Urban Studies of Harvard and M.I.T.



John C. Kohl joined the American Transit Association early this year after five years' service as Assistant Administrator for Transportation of the Housing and Home Finance Agency. Previously he had been a member of the University of Michigan faculty for 15 years, where he had been Director of the University's Transportation Institute and a member of the Department of Civil Engineering engaged in teaching, research, and consulting assignments in the transportation field; the latter included service on various national, state, and local transportation and regulatory committees. Mr. Kohl studied at Oberlin College and the University of Michigan; he is a registered professional engineer, and his previous experience includes service in engineering design and construction for several midwestern industrial firms and on the faculty of Carnegie Institute of Technology.

Joseph McC. Leiper was Project Coordinator of the New York City Metropolitan Rapid Transit Survey before assuming his present post in the New York Department of City Planning. His other professional experience includes work with the City of Philadelphia's Urban Traffic and Transportation Board, the Hudson and Manhattan Railroad, and the Port of New York Authority. Mr. Leiper has served as consultant to the Regional Plan Association and the New York State — New York City Fiscal Relations Committee; he was graduated from the Yale University School of Engineering in 1949.



Rush B. Lincoln, General Manager of the Massachusetts Bay Transportation Authority, was one of the first military officers assigned to the Transportation Corps when it was created by the U.S. Army in 1942; previously he had served in various assignments for the Corps of Engineers following graduation from West Point and M.I.T. General Lincoln's assignments in the Transportation Corps included Deputy Chief of the Planning Division, Senior Transportation Planner and staff officer at SHAPE, Commandant of the Transportation School, head of the Transportation Training Command, and Deputy Chief and Chief of the Corps. From 1963 until his retirement from active military service (with the rank of Major General) when he assumed his present post in Boston, General Lincoln was Commander of the Defense Traffic Management Services.



As Administrator of the Boston Redevelopment Authority, **Edward J. Logue** is responsible for Boston's broad urban renewal program which involves one-third of the land area and one-half of the population of the city. The program includes the planning and execution of three large residential rehabilitation projects, three major downtown projects involving commercial and government areas, and a downtown neighborhood rehabilitation project. Mr. Logue came to Boston after six years as head of the Development Program for New Haven, Connecticut, which has been described by Robert C. Weaver as the city "coming closest to our dream of a slumless city." Previously Mr. Logue had served on the staff of Chester Bowles when the latter was Governor of Connecticut and then Ambassador to India and to Nepal; he is a native of Philadelphia and a graduate of Yale and the Yale Law School.



F. Bradford Morse, who represents Massachusetts' Fifth District in the House of Representatives, first went to Washington as an attorney for the Senate Committee on the Armed Services in 1953 and one year later became Executive Secretary to Senator Leverett Saltonstall. Congressman Morse was Deputy Administrator of Veterans Affairs when he was first elected to the House of Representatives in 1960 on the Republican ticket; his district includes Lawrence, Andover, Lowell, and a number of smaller Middlesex County suburban towns. A graduate of Boston University Law School, he holds an honorary degree from Lowell Technological Institute and is a member of the American Bar Association.



Dr. Robert A. Nelson's specialty is rail transportation; before assuming his present position he served as Director of Transportation Research and Manager of the Northeast Corridor Transportation Project of the U.S. Department of Commerce (1964-65), Professor of Transportation at the University of Washington (1955-65), and Assistant Professor of Economics at Boston University (1947-55). He is a member of the White House Task Force on Transportation Policy, has been consultant to a number of transportation companies and government bodies, and has written monographs and articles on common carrier transportation. Dr. Nelson holds degrees from Clark University (1941 and 1954) and Boston University (1946).



Louis Sauer has professional experience ranging from urban planning to the design of multiple and single housing units. He has been a design consultant to the Redevelopment Authority of the City of Philadelphia, for whom his Morton Urban Renewal Project was exhibited in the United States Pavilion of the New York World's Fair; is currently architectural and planning consultant to the Department of Planning and Renewal in Camden, New Jersey; for the Montgomery County Planning Commission he is designing the Conshohocken, Pennsylvania, Central Business District Plan; he has completed the master plan for eighty acres of residential development in the new town of Reston, Virginia; and he is presently designing 320 town houses and apartments for the Reston site. Mr. Sauer studied at the Institute of Design of Illinois Institute of Technology and the University of Pennsylvania. He has been a visiting lecturer at M.I.T., visiting critic at Yale University, and a member of the faculty at Drexel Institute of Technology.



Dr. Julius A. Stratton is to retire from M.I.T.'s presidency in June, 1966, after seven years of distinguished service during which the Institute has grown in breadth and stature. Before becoming Chancellor in 1956, Dr. Stratton served on the M.I.T. faculty in electrical engineering and physics, and he was the first Director of the Research Laboratory of Electronics, M.I.T.'s first interdepartmental laboratory. At the request of the student body, the building housing the Institute's new Student Center was named in Dr. Stratton's honor this fall in tribute to his continuing concern for improving the environment for student life and activities at M.I.T.



Wolf Von Eckardt is the author of *The Washington Post's* regular weekly column, "Cityscape." He is an honorary member of the American Institute of Architects, on whose staff he has previously served, and he has recently held a Ford Foundation grant to visit new towns and city planning developments in Europe. Mr. Von Eckardt's publications include *The Challenge of Megalopolis*, a popular presentation of the original study by Jean Gottmann, and *Eric Mendelsohn* in the *Masters of World Architecture* series. He is currently working on a book which he describes as "an appraisal of architecture and city planning today," to be published under the title, *A Place to Live*.



Before joining the Cambridge Planning Board in 1964, **Dr. Constance Williams** was Director of the Special Services Department of the Women's Educational and Industrial Union in Boston, where her special interest was the development of housing for the elderly. She had previously been associated with the U.S. Department of Labor in the fields of industrial relations, employment, and prices. She holds degrees from Vassar, the University of Chicago (Ph.D., economics), and M.I.T., where she studied in the Department of City and Regional Planning.



Professor James Q. Wilson has written extensively on planning and urban problems, especially in relation to political activity in large American cities. His thesis for the Ph.D. degree from the University of Chicago (1959) was on the Negro leadership in the city of Chicago, and he has since written widely respected studies of politics and minority groups in relation to city planning and urban affairs. Professor Wilson came to Harvard University in 1961 following service on the political science faculty of the University of Chicago; since 1963 he has been Associate Professor of Government in the Graduate School of Public Administration at Harvard and Director of the Joint Center for Urban Studies of Harvard and M.I.T.



Dr. Robert C. Wood, an articulate authority on urban affairs, is on leave as Professor and Head of the Department of Political Science at M.I.T. while serving as Under Secretary of the U.S. Department of Housing and Urban Development. Dr. Wood came to M.I.T. from Harvard in 1957; one year later, when a Political Science Section was established within the Department of Economics and Social Science, Dr. Wood was one of the leaders in forming an active and innovative graduate program; eight years later he became the first Head of the Department of Political Science. His research and writings have concentrated on social, economic, and political aspects of urban organization and development.

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