



BUILD INDIANA COUNCIL

Infrastructure Media Summary

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URBAN DESIGN: It's our turn to reconsider necessity of urban freeways

Indianapolis Business Journal
Tom Gallagher
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As hard as it is to fathom life without them now, urban freeways are relatively new. Consider that the last section of Interstate 465 was completed in 1970; I-65/I-70 through downtown wouldn't open for another six years. Yet, in less than a generation, few developments have had such a big effect on the economic and social life of our city. To the extent the interstate system has achieved the high-minded ideals of personal mobility and opportunity, it has come at a high price. In urban settings, highways are dividers. They separate our neighborhoods physically and socially. With hindsight, we know them to be disruptive, if not altogether destructive, of traditional and historic urban fabric and downtown economic value. Now that existing highway infrastructure is reaching the end of its safe and useful life, cities are confronting some tough questions. Most poignantly, they're facing the prospect of spending billions of dollars on transportation networks in the very near future. Is highway repair, reconfiguration and expansion a worthwhile investment that promises returns or only more of the same? There are cities across the nation and the world that are answering that question with "no," and the results are hard to ignore. First, several studies now exist that demonstrate highway congestion is not a problem we can build our way out of. The most notable of these was published in 2009 by economists Gilles Duranton and Matthew Turner while they were with the University of Toronto. They investigated the relationship between the number of lanes and vehicle-kilometers traveled on metropolitan-area highways throughout the United States from 1983 to 2003. What they found was that "the extension of most major roads is met with a proportional increase in traffic." In other words, "new roads create new drivers, resulting in the intensity of traffic remaining the same." Borrowing a term from economics, they cite "induced demand" as an explanation for the phenomenon. Like building a larger closet is apt to increase spending to fill it up again, we all have likely experienced a congested highway soon after the addition of lanes. <https://www.ibj.com/articles/67666-urban-design-its-our-turn-to-reconsider-necessity-of-urban-freeways>

County gets federal grant for C.R. 56

The Star
Mark Murdock
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AUBURN - Ben Parker brought lots of smiles with him to a special meeting of the DeKalb County commissioners Thursday. The county highway superintendent presented news from the Indiana Department of Transportation that the county has been awarded an 80-20 federal matching grant to reconstruct C.R. 56 from C.R. 17 to C.R. 327. The county was awarded \$2,079,979 in Federal Highway Administration funds, which includes construction costs and inspection. Parker said he

later learned the county has been awarded engineering costs as well as money for land acquisition. The funds will available for fiscal 2022 (July 1, 2022 to June 30, 2023). "As of now, we are funded, and it looks very good," Parker said. Parker said about \$240 million had been requested by various agencies across the state, and only about \$80 million was awarded. Parker thanked the commissioners and County Attorney Jim McCanna for helping to coordinate efforts to apply for the grant. Parker also credited the assistance of Northeastern Indiana Regional Coordinating Council Executive Director Dan Avery as a major factor in the success. The county will be able to rebuild a heavily used road vital to the entire region. The 1.6-mile stretch of road handles 4,200 vehicles a day, about 5 percent of which are semis or heavy trucks. The road is breaking down in spots due to soil issues, and it travels through a peat bog just before it intersects with C.R. 327. The road serves as an emergency detour for Interstate 69.
http://www.kpcnews.com/news/latest/eveningstar/article_b0a81b0a-da7e-57c4-be6c-9b4e7402d79e.html

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