

List of recent articles on induced traffic and designing safer roads

June 1, 2022

Induced traffic

Article	Excerpt
The Science Is Clear: More Highways Equals More Traffic. Why Are DOTs Still Ignoring It? Angie Schmit Jun 21, 2017 USA Streetsblog.org	<p>Basically, if you build highway lanes, more drivers will come. And yet, transportation agencies rarely account for this effect when planning road projects.</p> <p>...In a recent paper published by the Transportation Research Record, author Ronald Milam and his research team reviewed the various studies documenting the induced demand effect....However, highway planners are failing to incorporate this effect into their models. Milam told Streetsblog that “it is rare to find an induced travel analysis in most transportation infrastructure design or environmental impact analysis.” That means transportation agencies are green-lighting money for highway expansions that are destined to become congested again only a short time later.</p> <p>https://usa.streetsblog.org/2017/06/21/the-science-is-clear-more-highways-equals-more-traffic-why-are-dots-still-ignoring-it/</p> <p>https://arktimes.com/arkansas-blog/2015/10/30/wider-roads-dont-solve-traffic-congestion</p>
Wider roads don’t solve traffic congestion.” Max Brantley <i>Arkansas Times</i> . October 30, 2015.	<p>The fundamental law of road congestion: New roads will create new drivers, resulting in the intensity of traffic staying the same.</p>
The Congestion Con: Expanding highways and building more roads actually makes traffic worse. Patrick Sisson Mar 6, 2020. Curbed.com	<p>More roads, more expenses, more congestion: a new report argues America’s transit policy gridlock is costing us billions of dollars, says a new report by Smart Growth America.</p> <p>https://archive.curbed.com/2020/3/6/21166655/highway-traffic-congestion-induced-demand</p>
Traffic can cause delays, frustration, but can be sign of thriving areas. Ryan Marshall rmarshall@newspost.com Dec 2, 2018. <i>Frederick News-Post</i>	<p>“Despite the headaches it can cause for businesses, commuters, and residents, traffic is something of a necessary evil for any thriving community, according to experts in transportation and development.</p> <p>“A certain amount of traffic and congestion are signs of a healthy urban area, said Jeff Lindley, Chief Technical Officer of the Institute of Transportation Engineers. Lindley said that while planners and local governments can manage and lessen the impacts of congestion, eliminating it is unlikely.</p> <p>“While some congestion is a sign of vitality, what drives people crazy is when traffic backups are unpredictable, Lindley said. If congestion is predictable, in certain areas or at certain times, people have a much better time coping with it, he said.”</p>

https://www.fredericknewspost.com/news/politics_and_government/planning/traffic-can-cause-delays-frustration-but-can-be-sign-of/article_6052e7c6-5cd8-5f6c-ae19-ac553e04ab28.html

Opinion: Easing traffic in Virginia means thinking beyond roads.

Douglas Stewart.
Washington Post

May 10, 2019.

“Fundamentally, our transportation problems are a result of shortsighted land-use decisions that have separated housing, jobs and services. New transportation projects can actually make our problems with congestion and mobility worse if they simply focus on expanding road capacity. Bigger and wider roads lead to more driving and development, and fill up within a few years, leaving people even farther from jobs and services.”

https://www.washingtonpost.com/opinions/local-opinions/easing-traffic-in-virginia-means-thinking-beyond-roads/2019/05/10/a627dfc6-6b58-11e9-be3a-33217240a539_story.html?fbclid=IwAR2YhnUEHtxts45sMVxPkVqvmIBx_Z_MLQU TAX1PFvSjByYw1pw2pTFZPLw

Report: Pandemic has reshaped Northern Virginia's commute for years to come.

Jared Foretek
Inside NoVA
Aug 18, 2020.

The pandemic is likely to impact commuting across the region for years to come, according to a new analysis from the Northern Virginia Transportation Authority. Its results paint a different picture than existed just months ago.

Conducted by infrastructure engineering firm AECOM, the analysis predicts far lower vehicle miles traveled across the region in 2025 than would have otherwise occurred and, as a result, fewer traffic delays for the area’s commuters. It also projects much lower transit ridership, which could create problems for the region’s transit providers.

https://www.insidenova.com/news/transportation/prince_william/report-pandemic-has-reshaped-northern-virginias-commute-for-years-to-come/article_3b00d51a-e157-11ea-b432-97a463864eab.html#utm_source=insidenova.com&utm_campaign=%2Fnewsletters%2Finsidenova-top-stories%2F%3F-dc%3D1597766914&utm_medium=email&utm_content=headline

Safety

Traffic Fatalities In Region Continue Despite Vision Zero Goals.

Jordan Pascale,
WAMU

December 21, 2018

<https://wamu.org/story/18/12/21/region-sees-uptick-in-traffic-fatalities-despite-vision-zero-goals/>

South Bend, Indiana, demonstration project: Neighborhood traffic calming.

[Smart Growth America](http://SmartGrowthAmerica.org)
June 12, 2018

To address recurring, dangerous speeding problems on neighborhood streets, the City of South Bend launched a demonstration project to test out traffic-calming tools they had never used before including traffic circles, chicanes, and bump outs. They worked closely with the local community...

<https://smartgrowthamerica.org/south-bend-in-demonstration-project-neighborhood-traffic-calming/>

How rural traffic roundabouts can save lives

Caroline Wolfe

<https://www.newsobserver.com/opinion/article215243700.html#storylink=cpy>

August 3, 2018.
*Raleigh (NC) News &
Observer*

**Orlando, Florida,
demonstration
project: Curry Ford
Road.**

“The Orlando metropolitan region has long had notoriously dangerous roadways, especially for people walking.”

<https://smartgrowthamerica.org/orlando-fl-demonstration-project-curry-ford-road/>

[Smart Growth America](#)
June 12, 2018

**The Case for
Roundabouts: What
the Research Shows.**

Study of 10 Northern Virginia intersections shows the substantial reduction in crashes and injuries could have been achieved had they been converted to roundabouts.

<http://sp.design.transportation.org/Documents/Ferguson.Roundabouts.pdf>

Susan Ferguson, Ph.D.
Annual Meeting
AASHTO
Subcommittee on
Design. Insurance
Institute for Highway
Safety.

June 14, 2006.

**We Need a Sea
Change in How We
Think About Roads
and Streets.**

“Virtually nothing Strong Towns has done or said in ten years has inspired as much anger or controversy as the times we have argued that the engineering profession, for designing and building unsafe streets, deserves a share of the blame for the statistically inevitable tragedies that occur on those streets.”

<https://www.strongtowns.org/journal/2019/3/12/we-need-a-sea-change-in-how-we-think-about-roads-and-streets>

Charles Marohn,
StrongTowns.org
March 12, 2019.

Scenic Byway Planning

**Maryland Scenic
Byways Strategic
Plan: Moving
Forward Toward
Sustainability.**

“Maryland’s scenic byways program has evolved over the last twenty-four years since the first scenic routes map was published by the State Highway Administration (SHA) in 1988. These scenic and historic roadways have become so much more than just a line on a map—they provide experiences.

Maryland State
Highway
Administration.

“Maryland’s Scenic Byways program helps communities along these routes enhance their quality of life and pride in their communities. The program adds significantly to the visitor experience by identifying and promoting, as well as encouraging responsible management and preservation of the State’s most scenic, cultural and historic roads along with their surrounding resources.”

<https://www.roads.maryland.gov/OED/MSBP.pdf>

**Stop trying to solve
traffic and start
building great places.**

“Our congested commutes are the result of decisions that stretch back decades, to when Americans began to build their communities around cars. Today, the ways in which we plan and invest in transportation continue to contribute to problems like congestion, lack of [accessible](#) and [affordable](#) transportation options, and a [sprawling, unsafe, and ecologically destructive](#) built environment.

Lara Fishbane, Joseph
W. Kane, Adie Tomer.
Brookings Institution
March 20, 2019.

“Behind many of these challenges lies a measure familiar to transportation planners and engineers: “level of service,” or LOS. This seemingly innocuous statistic, however, is one of the biggest reasons we’re literally and figuratively stuck in traffic—and it signals a need for a new way to guide our future plans and investments.”

Visualize 2045: Seven Transportation Initiatives for a Better Future.

Metropolitan
Washington Council of
Governments
Transportation
Planning Board
January 6, 2018

The TPB noted that these ideas, if funded and enacted, would have the potential to significantly improve the region's transportation system performance compared to current plans and programs.

The seven initiatives are:

- Bring Jobs and Housing Closer Together
- Expand Bus Rapid Transit Regionwide
- Move More People on Metrorail
- Provide More Telecommuting and Other Options for Commuting
- Expand Express Highway Network
- Improve Walk and Bike Access to Transit
- Complete the National Capital Trail

[https://www.mwcog.org/assets/1/6/2018 Aspirational Initiatives Brochure.pdf](https://www.mwcog.org/assets/1/6/2018_Aspirational_Initiatives_Brochure.pdf)

TPB News: Here are three projects that got started through the Transportation Land-use Connections program.

Metropolitan
Washington Council of
Governments
Transportation
Planning Board
Feb 12, 2019

The TPB's Transportation Land-Use Connections (TLC) Program began in 2006 and has since provided services to local jurisdictions to identify creative, forward-thinking, and sustainable projects. The program aims to create more vibrant communities, promote development close to transit, revitalize existing communities, and improve the overall quality of life.

<https://www.mwcog.org/newsroom/2019/02/26/here-are-3-projects-that-got-started-through-the-transportation-land-use-connections-program/>

Prince George's County, Maryland. Rural Villages Study & Scenic Byway Corridor

"The purpose of the Rural Villages Study and the Croom and Aquasco Roads Scenic Byway Plan, formally known as the Prince George's County Star-Spangled Banner Scenic Byway Corridor Management Plan is to preserve and enhance rural communities in southeastern Prince George's County. The study identifies implementing partnerships, funding strategies, and regulatory changes necessary to meet policy goals developed through issue analysis and community involvement."

<https://www.pgparcs.com/660/Rural-Villages-Study-Scenic-Byway-Corrid>

Transportation/Land Use Planning

How Much Sprawl Costs America: More than \$1 trillion, according to a new report.

[Tanvi Misra](#)
March 24, 2015.
Bloomberg CityLab

"Sprawl costs America over \$1 trillion a year, according to a [new report](#) by [LSE Cities](#) and the [Victoria Transport Policy Institute](#), because it can increase per capita land consumption up to 80 percent and car use by up to 60 percent. Together these outcomes create social costs that amount to \$626 billion a year for people living in sprawling areas and \$400 billion for those outside of them, the report estimates.

"The report argues that sprawl-related land consumption displaces economically-beneficial agricultural lands, and therefore, reduces local agriculture-based business activity. Because people are spread out, governments spend more money to construct longer roads, as well as sewage and power lines, to make sure all residents are covered."

<https://www.bloomberg.com/news/articles/2015-03-24/a-new-report-says-sprawl-costs-america-1-trillion-a-year>
