



# Smart Growth America

Improving lives by improving communities

FBCI Form-Based  
Codes Institute

**LOCUS**  
Responsible Real Estate  
Developers & Investors

National Complete  
Streets Coalition

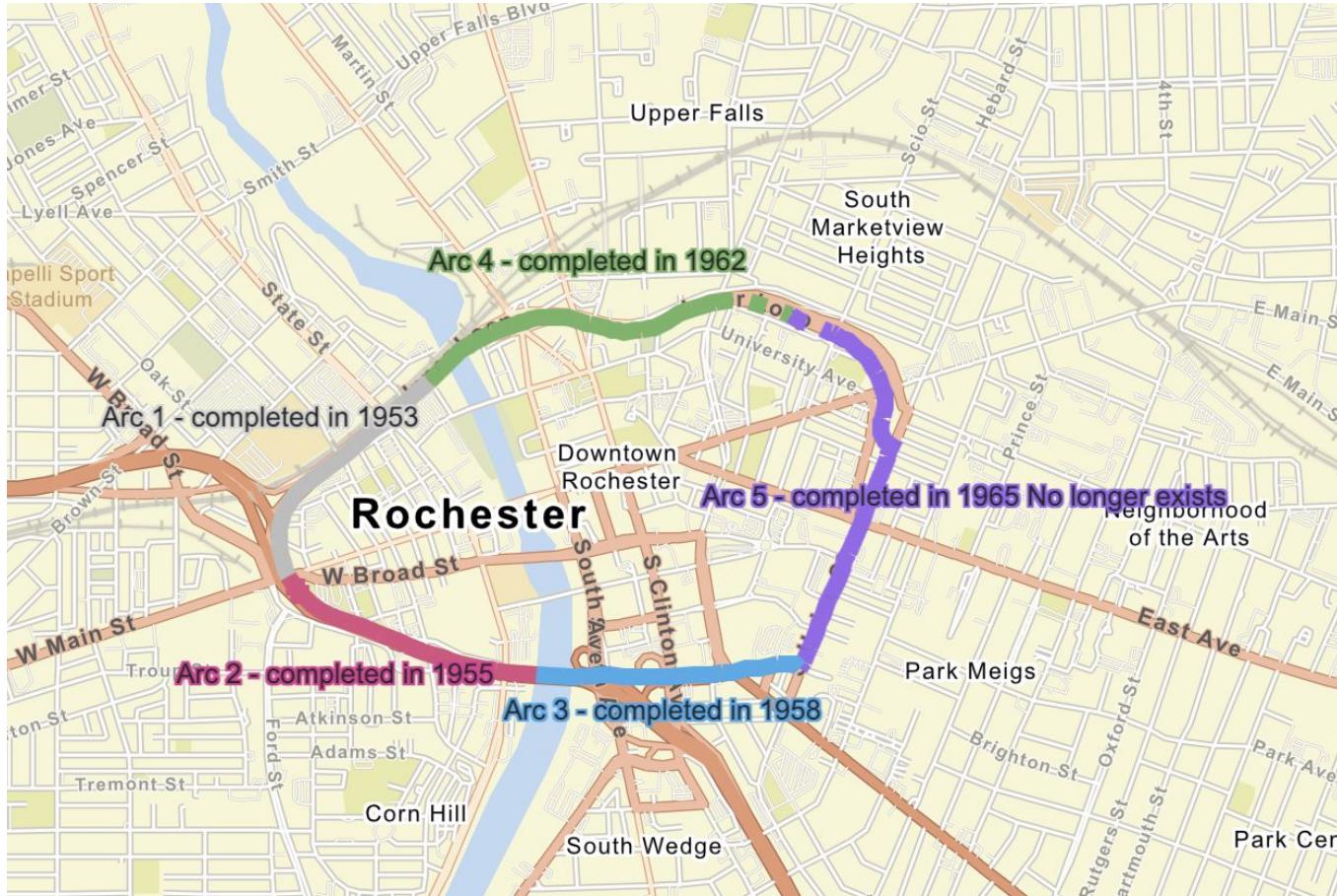
SSTI State  
Smart Transportation  
Initiative

Transportation  
for America

## Portland Leviathan | June 20, 2024



# Rochester Inner Loop





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# Rochester Inner Loop





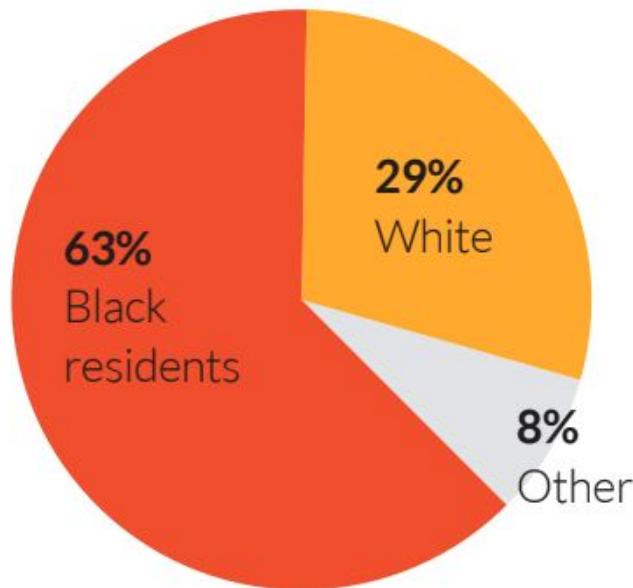
# Quantifying the history: DC and Atlanta





# Washington, D.C. Built: I-395/695

At least 4,700 people displaced



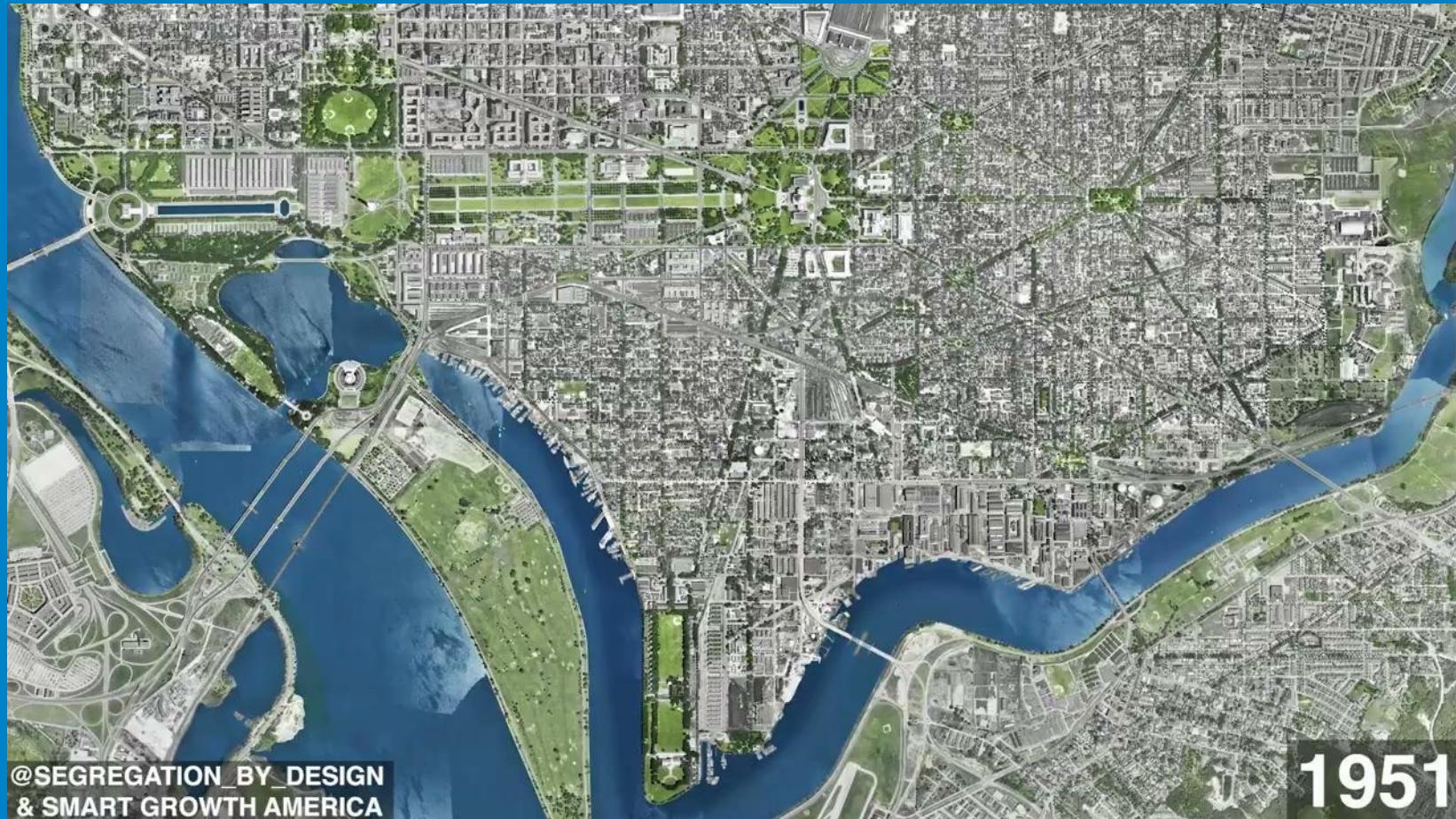
**311 acres and \$3.3 billion in taxable land**

**\$1.4 billion in lost home value**

**\$7.6 million in lost property taxes per year**

**1,500 commercial buildings**

**1,400 occupied housing units**



@SEGREGATION\_BY DESIGN  
& SMART GROWTH AMERICA

1951

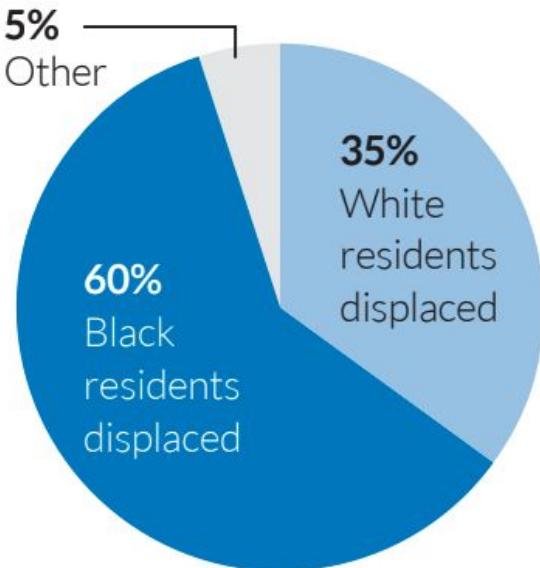


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# Washington, D.C. Unbuilt: I-66/95/70

At least **18,000** residents  
would have been displaced



**\$6.8 billion** in taxable land value

**\$6.6 billion** in lost property value

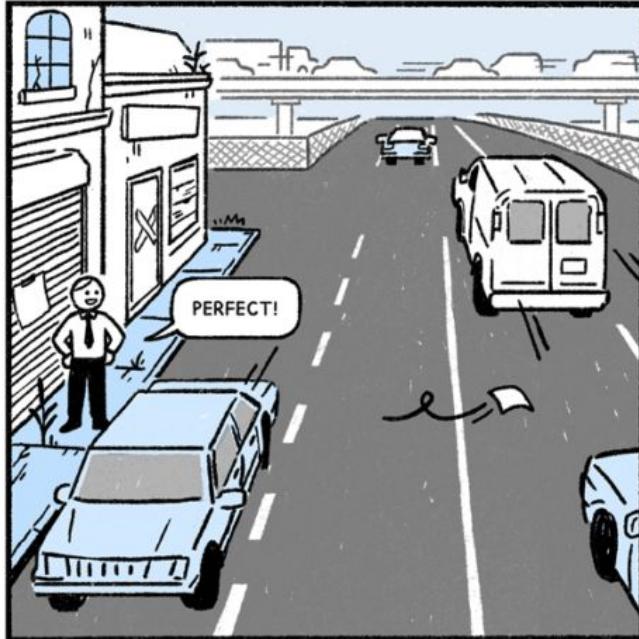
**\$35 million** in lost property taxes per year

**6,300** homes

**\$601,000** in average home equity

Today, there are:

- Over **17,500** residents
- Just over **9,300** homes



BY JEAN WEI FOR  Transportation  
for America



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# Levels of Service

## FREE FLOW

Low volumes and no delays.

LOS  
**A**



## STABLE FLOW

Speeds restricted by travel conditions, minor delays.

LOS  
**B**



## STABLE FLOW

Speeds and maneuverability closely controlled because of higher volumes.

LOS  
**C**



## STABLE FLOW

Speeds considerably affected by change in operation conditions. High density traffic restricts maneuverability; volume near capacity.

LOS  
**D**



## UNSTABLE FLOW

Low speeds; considerable delay; volume at or slightly over capacity.

LOS  
**E**



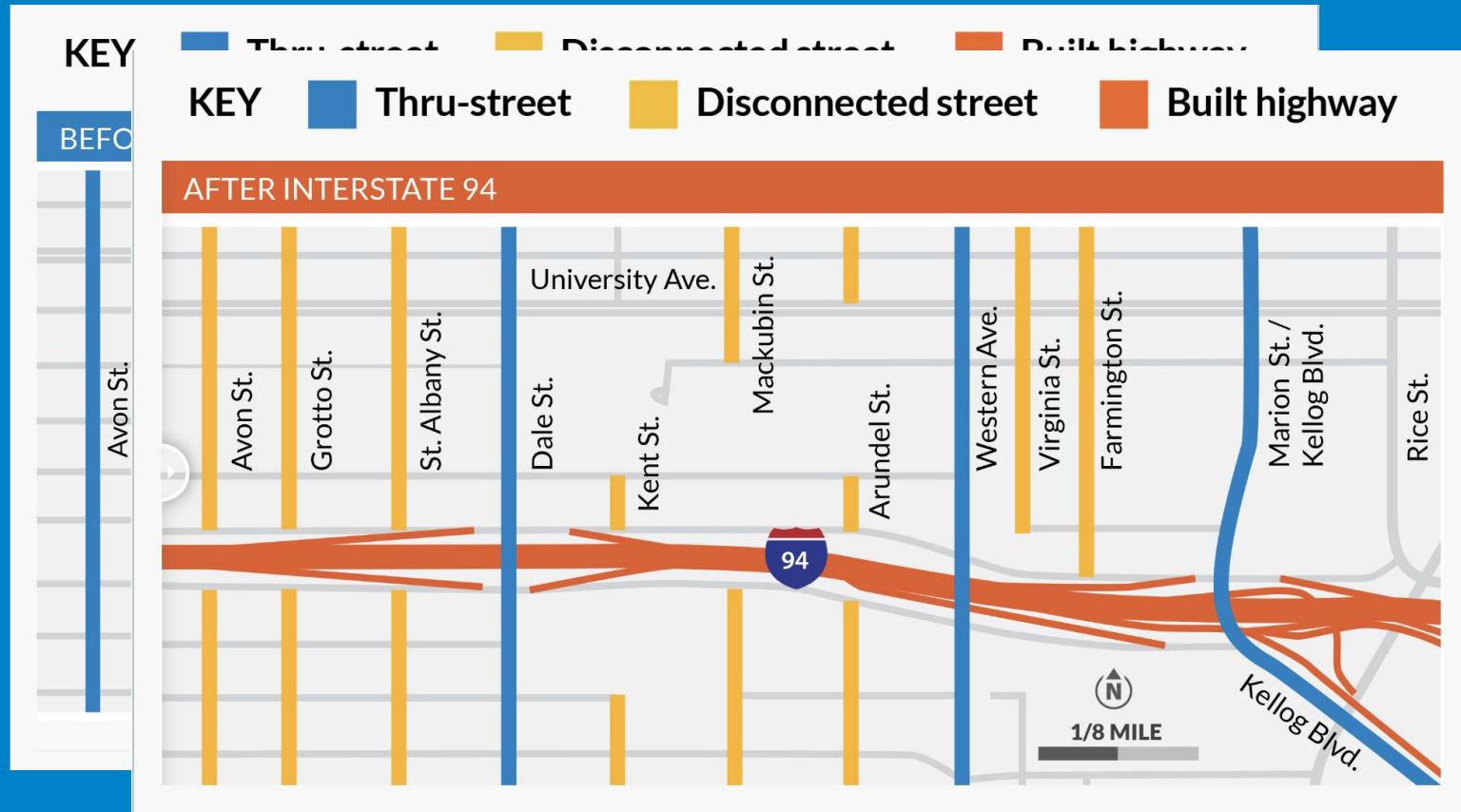
## FORCED FLOW

Very low speeds; volumes exceed capacity; long delays with stop-and-go traffic.

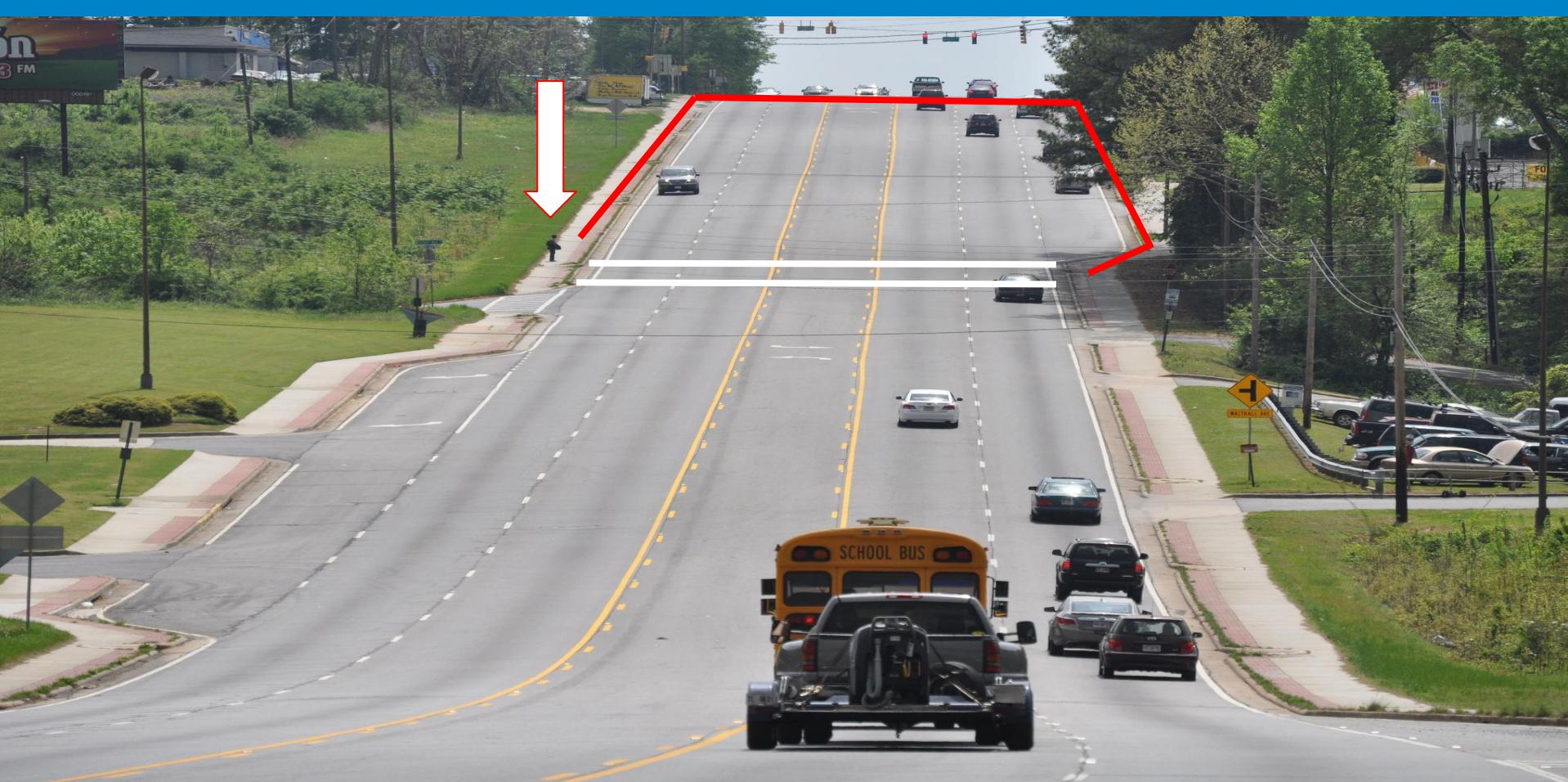
LOS  
**F**



# Value of Time



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2 miles  
driven



25 miles  
driven



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# Failure to measure induced demand

## Induced demand

How highway expansion actually creates more traffic



Government invests millions in expanding the highway to “alleviate” congestion.



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# Forgiving street design for drivers

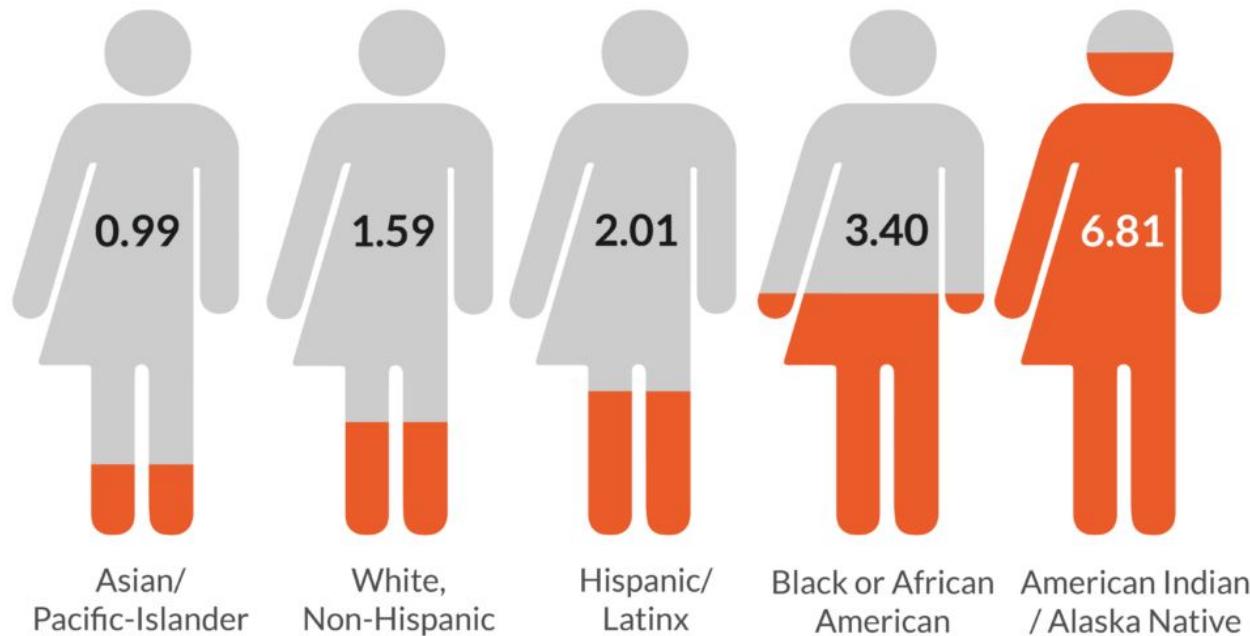


Aurora Avenue, one of the deadliest roads in Seattle



# “Forgiving” street design for drivers

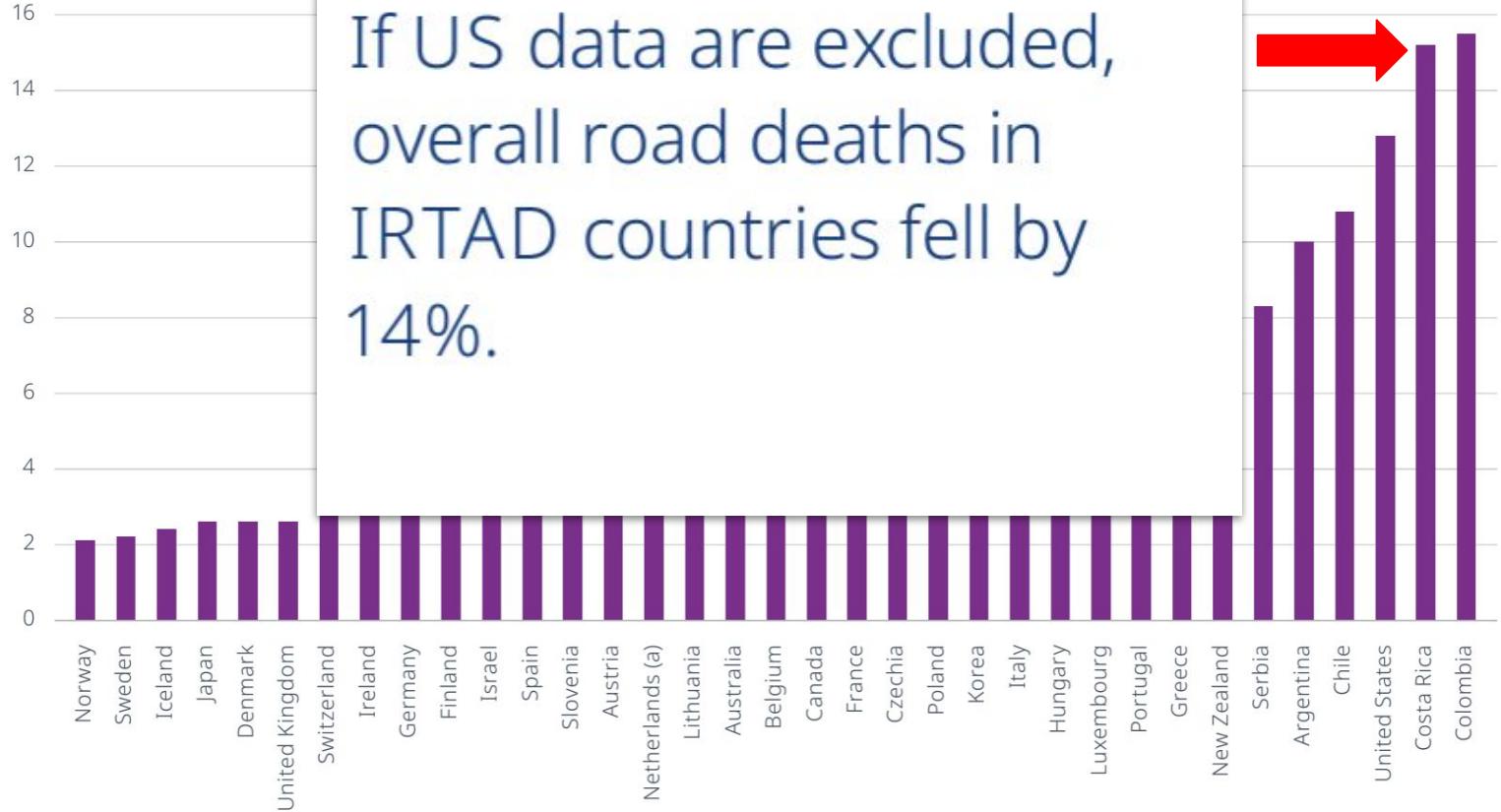
Pedestrian deaths per 100,000 by race & ethnicity (2018-2022)



Source: National Highway Traffic Safety Administration.  
(2024). Fatality Analysis Reporting System.



Figure 6:

**Road fatalities per 100 000 inhabitants, 2022**

**This cycle comes  
with heavy costs:  
Deprioritizing equitable  
access, while elevating  
roadway danger and  
exposure to pollution.**



Car-oriented communities leave millions stranded.

Our roads are deadly, especially for those outside a car.

Growing traffic, more pollution, and poor health outcomes.

Failure to supply walkable, transit-rich communities, increasing the cost and excluding many.

Focus on expansion draws money and attention away from repair.

**BUT it feels like it should work!**



National Complete  
Streets Coalition

# DANGEROUS BY DESIGN

## 2024

