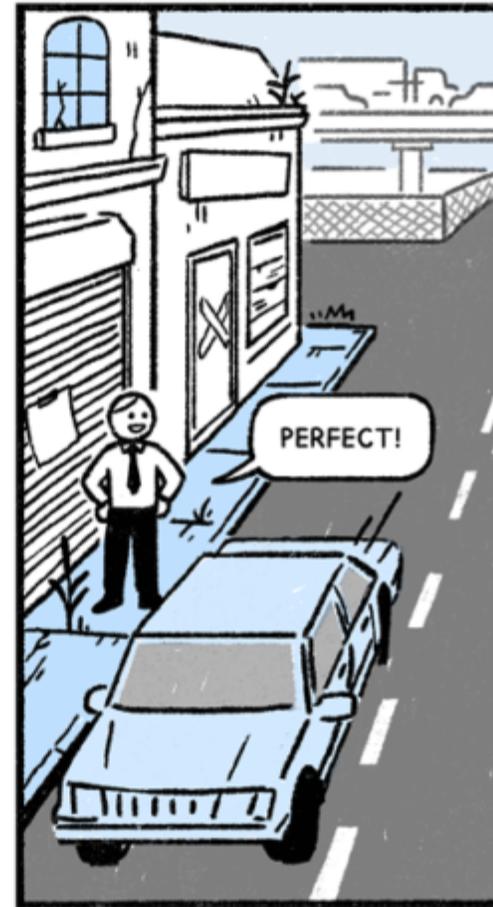


Our options for blockage are evenworse than the issue

Our services for blockage are evenworse than the issue

For years, transport firms have actually been attempting to “solve” blockage by increasing roadway capability, even when doing so can eliminate or divide neighborhoods, damage regional companies, and make streets more hazardous. Our most current animation reveals how our “cures” for blockage are typically evenworse than the issue.

While every transport company (including USDOT in their brand-new roadway security technique) will inform you that security is constantly the most significant top priority, you can see what the genuine top priority is by following the cash. It's generally the very same objective: **reducing blockage**. Our newest animation in our continuous series reveals simply how shortsighted and insolvent our existing technique to blockage is:



BY JEA

Illustration produced for T4America by visual artist Jean Wei. IG/@weisanboo

Follow the cash or tear at the joints a bit on numerous expected “safety” tasks and you’ll rapidly discover that lowering blockage is frequently the genuine factortoconsider.

While the Texas Department of Transportation is definitely on one specific end of the spectrum, this story from this week highlights simply how deeply they thinkabout decreasing blockage their most crucial charge. In this case, TxDOT moved a city street from state control to the City of San Antonio years ago, which is now deep underway on a job (supported by 70 percent of citizens!) to boost the worth of the passage and make the street moresecure by slowing traffic and lowering the number of travel lanes. The job will “allow for safeguarded bike lanes, larger pathways for pedestrians, and the planting of shade trees,” according to the San Antonio Report.

So how did TxDOT respond to those prepares, after a doubtful legal relocation this week to take control of the street and put it back under state control? (Bold and italics ours.)

This action is required as a outcome of regional propositions to transform the existing 3 lanes to 2 lanes in each instructions and eliminate turn lanes along SL368 ***These regional propositions would outcome in a substantial boost in blockage.*** TxDOT stays focused on methods to decline blockage and will work with the City and other regional stakeholders to establish options for SL 368 that serve to preserve the existing 3 lanes in each instructions ***while resolving the movement and security requires of all users.***

Safety is still essential, you see. TxDOT is still devoted to attending to the “mobility and security requires of all users,” as long as it doesn’t interfere with having as numerous car lanes as possible. Safety is okay, so long as it is additive. But if it interferes with their capability to address blockage, security takes a back seat, every time. And so they are trying to stop the city’s prepares by taking this roadway to keep the regional federal government from following through on citizens and taxpayer wants by focusing on security and producing an efficient, important location rather.

Residents and leaders of having a hard time cities or areas will likewise inform you that the just thing even worse than blockage is no blockage. Denuded, downtown and near-downtown streets in these kinds of locations are show A. They are broad, primarily empty, simple to speed on, awful to walk on, and absence efficient financial activity along numerous of them. What mayors of those locations wouldn’t offer for some blockage—a indication that a lot of individuals desire to be there. Congestion is both a indication of financial performance and possibly counterintuitively one of the couple of things keeping more individuals from passing away on streets that are created for much greater speeds:

Hmmm, deaths follow VMT so long as VMT doesn’t fall adequate to eliminate traffic blockage. Once blockage is gone, deaths go method up. <https://t.co/WGinHxaB7g>
pic.twitter.com/Mj00T69hKZ

— Beth Osborne (@BethOsborneT4A) March 8, 2021

And as we’ve narrated greatly in The Congestion Con and our work on caused travel need, efforts to resolve blockage with more lanes and more capability are both exceptionally pricey and never ever bring the guaranteed outcomes. But even worse, blockage decrease is offered as a method to advantage the economy, yet blockage is too frequently resolved by eliminating the regional economy.



Do you have a story like this one from Texas to share? We'd love to hear your stories about tries to "solve" blockage that annihilated a location, made a passage even less safe, or went entirely versus regional desires.

Please share this animation on social media! Download it to your phone or computersystem ("right click, conserve as..." from this link and upload to Facebook, Twitter or the channel of your picking. You can link back to this post with it if you like: <https://t4america.org/2022/01/31/our-solutions-for-congestion-are-worse/>

Source: [Our services for blockage are evenworse than the issue.](#)