

Research Bibliography from the Allendale Neighborhood Learning Community, “Loop-It”

Transportation planning has experimented for over 50 years with cut-through limited access expressways. The original concept of the national interstate system was to connect cities across the country, not cut-through them. The experiment changed the nature of cities. The promises of prosperity and convenience provided by cut-through expressways have proven untrue. Geographic expansion created a dilemma for cities losing population to suburban farmland development facilitated by these expressways. The recapture of population by annexation became a game for developers creating a Ponzi scheme illusion of growth and illusion of wealth for cities. What city leaders did not understand is that the convenience of driving fast to nowhere was creating the infrastructure for extracting local business ownership and providing inadequate new revenue sources to cover long-term costs of low-density geographic expansion. Business ownership has morphed from local to non-resident owned formula businesses that require expressways to subsidize their operations while they eliminate local ownership. Sales tax dependent government officials celebrate and subsidize big boxes, not understanding the importance of locally owned business that is shrinking while subsidizing their demise by paying taxes used to incentivize non-resident owned competition. The geographic dilution of city uniqueness into sameness, isolation, fear and mistrust has created apathy and hopelessness on the part of citizenry.

The cut-through expressway experiment has created cost burdens on every aspect of local governance and city operations. Public school systems chase an ever-outward migrating population by building new edge schools and closing inner-city schools. Increasing school transportation budgets cuts into classroom funding. The illusions of savings by school consolidation into large schools has proved more expensive than maintaining a system of small schools that research shows have more graduates for dollar invested, particularly in inner-city areas challenged by “concentrated disadvantage”.

The shrinking inner-city neighborhood populations are proven to be directly the result of cut-through expressways. Although many business leaders seem determined that more expressways will reverse the deterioration of downtowns, research has linked the beginning of the demise of downtowns to the advent of cut-through expressways. Additionally the increased cost of utilities, police, fire protection, healthcare are all attributable to growth patterns facilitated by cut-through expressways. City infrastructure – roads, pipes (water, sewer, gas), electricity grid, waste and public transportation – are all suffering from neglect primarily induced by the cut-through expressway Ponzi scheme. The bills are coming due. The situation is dire and the wealthiest among us cannot afford to live in cities like Shreveport if citizens paid the actual cost. It is time to roll up your sleeves and mistrust purveyors of conventional wisdom. Recognize old ways are not working well and urban cut-through expressways are part of the old ways. They do not bring prosperity, but austerity.

Our hope is in learning together we can grow our collective creative capacities to change our communities. The path to the future begins with us. We invite you to come join the Allendale Learning Community. We are focused on finding better alternatives to city-killing cut-through expressways. This document contains a

bibliography of articles, research papers, podcasts and videos shared on the Loop-It 49 Facebook Page. This research supports the following neighborhood organization positions:

- **Separate Local business traffic from through traffic** – mixing both categories of traffic creates congestion, pollution and reduction in business activity.
- **A business boulevard is a reasonable alternative for local traffic.** When designed as a “complete street the vibrancy and uniqueness of a community can thrive.
- **Through traffic can use the existing loop without improvements.** Improving expressway standards seems part of the Ponzi scheme of killing cities with cycles of widening expressways to induce congestion requiring guess what? Yes, widening expressway.

Research supporting boulevards as faster, better and cheaper alternatives to cut-through expressways:

[StrongTowns Mission Statement.](#) (3.14.2016 Loop-It post) ...principles for Strong Towns from the web site and great wisdom for Shreveport and Allendale's Learning Community to openly consider...

[These 7 American Cities will compete for \\$40 million to Create Transportation Utopias.](#) March 12, 2016 Alissa Walker article for **GIZMODO** (3.14.2016 Loop-It post) *Well, Shreveport did not make the cut. The boulevard as Smarter49 ICC was a great opportunity to be competitive in this challenge. If only leadership in Shreveport would embrace the future and join Allendale's Learning Community.*

[Ten Reasons for a New American Dream.](#) March 14, 2016 article by Robert Steuteville for **Public Square, A CNU Journal.** (3.14.2016 Loop-It post) *This article provides 10 reasons why a boulevard is the smarter49 ICC for Shreveport.*

Loop-It 49. March 7, 2016 video by Prodigal Son documenting the March 5, 2016 Allendale learning Community information march and rally (3.7.2016 Loop-It post)

[Allendale community stages march, rally to raise awareness about I-49.](#) March 5, 2016 Shreveport Times online report by Lex Talamo. (3.5.2016 Loop-It post)

[Highways to Boulevards – reclaiming urbanism and restoring cities.](#) October 25, 2013 video by the Congress for New Urbanism. *There is a growing movement to removing aging urban highways to restore neighborhoods and revitalize our cities. The Congress for the New Urbanism (CNU) believes that teardowns offer an attractive option for cities struggling with aging highway infrastructure. The strategies are proving themselves in adding value and restoring urban neighborhoods decimated by highway construction.* (2.29.2016 Loop-It post)

[Citizens Hire Firm to Evaluate Highway Department's Work and make Recommendations.](#) February 23, 2016 article by Tim McKuin and Cary Tyson for **MoveArkansas.** (2.24.2016 Loop-It post) *Here is a great example of community leadership supporting local brainpower. Shreveport leaders seem to quash new*

thinking like the Allendale Learning Community advocating the boulevard alternative. Do you think Shreveport leaders might learn from the Little Rock example?

[Claiborne Avenue: Past, Present and Future](#). May 11, 2012 video from **CNU**. ([2.21.2016 Loop-It post](#)) Good short video that shows the economic realities of cut-through expressways and plans to tear down I-10 over Claiborne Avenue in NOLA.

[Moving Beyond the Autobahn: Germany's New Bike Highways](#). February 18, 2016 article by Christian Schwagerl for the Yale Environment 360 and republished on [Resilience](#). ([Loop-It post 2.19.2016](#)) Germany is once again stepping into the future to improve the quality of cities with bike highways, embracing the beauty of complexity that makes for truly great and lasting cities.

[FHWA Safety - Roundabouts and Mini Roundabouts](#). Intersection information relevant to inner-city boulevards ([Loop-It post 2.10.2016](#))

[Rethinking The Urban Freeway – options for Rebuilding, Replacing, Altering or Otherwise Addressing Aging Freeways](#), November 2013 report from **The Mayors Innovation Project** of the **Center on Wisconsin Strategy** (COWS) “Across the country urban freeways are at the end of their design lives and cities are wrestling with the question of how to deal with them. Cities have the opportunity to rethink, remove, or repurpose urban freeway space. Freeway conversion can address environmental and social justice harm and result in significant local economic and social benefits. Converting or removing an urban freeway will need the backing of a wide spectrum of stakeholders to move forward.” ([Loop-It post 2.10.2016](#))

[From Highway to Boulevard](#), February 3, 2016 article by James Kennedy for **Strong Towns** ([Loop-It post 2.4.2016](#)) Our movement from highways to boulevards is growing again. Providence RI is tearing down an old expressway that promised prosperity and delivered misery.

[The Road to Opportunity – Anthony Foxx, Secretary of the U.S. Department of Transportation](#) A January 2016 video of Secretary Fox address describing the Opportunities Challenge to transform transportation planning. ([Loop-It post 2.1.2016](#))

[Houston Mayor Calls for “Paradigm Shift” Away From Highway Widening](#). January 29, 2016 by [Angie Schmitt](#) for **StreetsBlog USA** Newly elected Houston Mayor Sylvester Turner gave a remarkable speech yesterday in Austin [[PDF](#)], calling on the state to change its transportation priorities and stop pouring billions into widening highways. ([Loop-It post 1.30.2016](#))

[With a Year Left, U.S. Transportation Secretary Sets New Goals](#). January 26, 2016 article by Daniel Vock for **Governing The States and Localities**. Foxx added two more items that resonate with him personally to his packed agenda. First, he wants to tear down -- or at least improve -- transportation infrastructure that isolates communities. Second, he wants to find a way for cities to get federal transportation money directly, rather than have it flow almost exclusively through states. If successful, Foxx would reverse decades of policy. ([Loop-It post 1.29.2016](#))

[Despite proposed I-49 route, Allendale residents push for community revitalization](#). January 21, 2015 story by Alanna Quillen for KTBS channel 3...instead of the interstate cutting through their neighborhood, Wiley and her neighbors have an idea to turn that path into an economic boulevard. The boulevard would start at I-49 and I-20 at Murphy Street, running along Pete Harris and north Market Street. ([Loop-It post 1.23.2016](#))

[LR City Board to consider urging highway department to broaden I-30 options](#), by [Max Brantley](#) January 09, 2016, *Arkansas Times* article discussing boulevard alternative. ([Loop-It 49 post 1.19.2016](#))

[Boulevard proposed for I-30 in downtown Little Rock](#), By [Noel Oman](#) , Arkansas Online (*Arkansas Democrat Gazette*), January 18, 2016 ([Loop-It 49 post 1.19.2016](#))

[Interstate 49: To Build or Not to Build](#), by Jennifer Hill, published in *Heliopolis*, an online magazine, 1.11.2016 ([Loop-It 49 posted 1.11.2016](#))

[The Smart Math of Mixed-Use Development](#), by Joseph Minicozzi, January 23, 2013 article posted on *Planetizen* ([Loop-It post 12.4.2015](#)) *Are cities across the country acting negligently in ignoring the property tax implications of different development types? Joseph Minicozzi thinks so, and he's done the math to prove it.*

[Dawn of a New Dallas](#), April 29, 2015 video by the *Coalition for a New Dallas Action*, *It's time to reunite our city, and tear down I-345. Join the Coalition for a New Dallas. coalitionforanewdallas.org.. "The value was never in the highways, but in the places and the people and the neighborhoods below it..."* ([Loop-It49 post 11.23.2015](#))

[One of America's Most Auto-Centric Cities Ditches the Car](#) – Indianapolis has transformed itself into a walkable bicycling metropolis—and if you still need a car, there's an electric option. Article by Melanie Haiken for *"takepart"*, October 28, 2015 ([Loop-It49 post 11.18.2015](#))

[Oakland moving in right direction with idea to replace I-980](#), By [John King](#), November 14, 2015 article published in the *San Francisco Chronicle* ([Loop-It49 post 11.15.2015](#))

Loop-It meeting report by John Perkins ([Loop-It post 11.11.2015](#))

Another milestone for Allendale. Celebrate the progress with our neighbors. Post by Willie Bradford ([Loop-It49 post 10.29.2015](#))

[How The Decline Of Cars Is Changing Cities For The Better](#)...Dense downtowns, public transit and walkable streets attract young residents and have economic, environmental and health benefits. October 16, 2015 article by National Reporter Kate Abbey-Lambertz for the *Huffington Post*. ([Loop-It49 post 10.22.2015](#))

[City of Glass – American Cities can take away a lot from Vancouver](#) – a walkable, bikeable chic community with more friendly people than freeways. October 2015 article in *American Way* by Eric Celeste ([Loop-It49 post 10.16.2015](#))

[The Interplay Between Entrepreneurship and Urbanism](#) article published on Strong Towns web site and Resilience, October 14, 2015 ([Loop-It49 post 10.4.2015](#))

[The Best Ways to Get to Work, According to Science](#), Gizmodo article by [Kelsey Campbell-Dollaghan](#) ([Loop-It 49post 10.14.2015](#))

[Why 500 Strangers Stopped Traffic to Eat Dinner on an Ohio Freeway](#). October 8, 2015 Article by [Aarian Marshall](#) for *Good* online magazine ([Loop-It post 10.14.2015](#))

A business boulevard for local traffic allows local business to engage the economic benefits of a road, preferably a "complete street". The economic comparisons in the "Loop-It" position handout below describe the real opportunity for Shreveport's move to a prosperous future. ([Loop-It post 10.3.2015](#))

[How Cities Can Shape Transportation Technology For The Greater Good](#). By Gabe Klein as guest on *The Dianne Rehm Show* & Blog ([Loop-It49 post 10.1.2015](#)) *"Cities are at the most critical juncture in our lifetimes right now, and have a huge opportunity ahead of them — if they make good choices. That opportunity lies in two spheres. The first: Undo a half century of terrible planning decisions around one mode, the automobile, and remake our streets in favor of people, so they can safely walk, bike, play and live as close as possible to fundamental services and their work. The second: embracing technology as well as new business and operating models to more efficiently use the infrastructure and systems we already have and to better serve the public and its future."*

[John Norquist: It's Time to Tear Down Houston's Pierce Elevated](#), by Ryan Holeywell for a September 23, 2015 article posted on *The Urban Edge, The Kinder Institute for Urban Research*. ([Loop-It49 post 9.27.2015](#))

[Why We Must Tear Down I-345. People are clamoring to move to an urban neighborhood, but an elevated highway stands in their way.](#) May 2014 article in *D Magazine* by Zac Crain. ([Loop-It49 post 9.14.2015](#)) *Tearing down I-345 will allow 27,000 people to enjoy an urban neighborhood adjacent to downtown. Downtowns thrive when neighborhoods around downtown and connected to downtown thrive.*

[Freeways: Wrong Infrastructure Choice For Cities](#) By John Norquist, September 22, 2015. Article for *Rice Kinder Institute for Urban Research*. ([Loop-It post 9.13.2015](#))

[Dear Milwaukee, Learn from the Mistakes You didn't Make.](#) September 10, 2015 article by Nathaniel Hood for Strong Towns

[The Life and Death of Urban Highways](#) by EMBARQ and Institute for Transportation and Development Policy (ITDP), March 2012. *"Cities exist for people; freeways exist for moving [VEHICLES](#). Cities are centers of culture and commerce that rely on attracting private [INVESTMENT](#). Massive public spending on freeways in the last century reduced the capacity of cities to connect people and support culture and commerce. While the following report is about urban highways, more importantly, it is about cities and people. It is about community vision and the leadership required in the twenty-first century to overcome the demolition, dislocation, and disconnection of neighborhoods caused by freeways in cities."* ([Loop-It49 post 9.7.2015](#))

[How Cities Can Shape Transportation Technology For The Greater Good](#) By Gabe Klein posted September 2, 2015 on the *Diane Rehm Show* Blog ([Loop-It post 9.3.2015](#))

[Environmental Outlook: How To Build Smarter Transportation And More Livable Cities](#), September 2, 2015 podcast hosted by Tamara Keith with guests ([Loop-It post 9.3.2015](#)):

- **Gabe Klein** former transportation head for the cities of Chicago and Washington, D.C.; author of the forthcoming [BOOK](#), "Start-Up City: Inspiring Private and Public Entrepreneurship, Getting Projects Done, and Having Fun"
- **Sam Schwartz** author of "Street Smart: the Rise of Cities and the Fall of [CARS](#)"; former chief engineer for the New York City Department of Transportation; head of Sam Schwartz Engineering.
- **Tim Lomax** chief research engineer at the Texas Transportation Institute, Texas A&M [UNIVERSITY](#)

[Plugging the Leaks](#) by the new Economics Foundation, 2008 ([Loop-It post 8.19.2015](#)) *Growing an economy for the future is the pathway to prosperity for successful 21st century communities. Building inner-city expressways accelerates the leaking economy that began in Shreveport when I-20 cut the heart of the city.*

[Transportation 2040 Plan: A transportation vision for the City of Vancouver](#) by City of Vancouver ([Loop-It post 8.11.2015](#)) *Want some real inspiration for how cities thrive without urban freeways bleeding the life out of community? Vancouver somehow avoided the temptation of suicide by highways to become one of the most livable and sustainable cities on the planet.*

[Highways to Boulevards: IH 35 Austin – cut and cap of IH 35](#) 3 minute video ([Loop-It post 8.10.2015](#))

[Should Austin Bury I-35? Proposal to Reconnect City Gets New Look \(Update\)](#) by Hady Mawajdeh & Laura Rice for [KUT.org](#), June 20, 2013 ([Loop-It post 8.10.2015](#))

[TEDxPhilly - Diana Lind - On dismantling urban highways in cities](#) uploaded December 20, 2011. *Diana Lind poses a challenge: let's re-imagine the future of urban transportation and tear-down highways that cut through our cities. Lind's talk discusses how forward-thinking cities have dismantled highway infrastructure -- building vibrant public spaces in the face of car culture. In the case of the aging Interstate 95 in Philadelphia, Lind asks planners to consider redesigning the imposing three mile stretch of I-95 that separates the city from the Delaware River waterfront.* ([Loop-It post 8.10.2015](#))

[Akron Sets Out to Dismantle a Giant Road](#) by Angie Schmitt. Article for Streetsblog USA, February 3, 2014. *"Some places just talk about prioritizing transit and walking over highway construction. But Akron, Ohio, is putting its money where its mouth is."*

[Claiborne Avenue: Past, Present and Future](#). 2013 video by CNU. *The Congress for the New Urbanism (CNU) supports the conversion of New Orleans' Claiborne Overpass/Interstate 10 (I-10) into a revitalized North Claiborne Avenue. A possible highway-to-boulevard conversion will reconnect the Tremé/ Lafitte and Tulane/Gravier neighborhoods to the rest of New Orleans, bring people and businesses back to the street, increase opportunities for community investment and economic development, and promote healthier living conditions...This video explores the history of Claiborne Avenue, its present condition, and re-imagines a different future for the corridor.* ([Loop-It post 8.9.2015](#))

[Planners push to tear out elevated I-10 over Claiborne](#). July 11, 2009 Article by Lois Elie for The Times Picayune. *Now, shifting national trends and looming maintenance expenses have experts talking about the possibility of removing the Claiborne Expressway from the Pontchartrain Expressway to Elysian Fields Avenue.* ([Loop-It post 8.9.2015](#))

[Freeway removal](#). Wikipedia. *Freeway removal is a public policy of urban planning policy to demolish freeways and create mixed-use urban areas, parks, residential, commercial, or other land uses. Such highway removal is often part of a policy to promote smart growth, transit-oriented development, walkable and bicycle-friendly cities. In some cases freeways are retained as less intrusive and expansive boulevards, retained as freeways within tunnels beneath a city, or relocated through less densely-developed areas.* ([Loop-It post 8.7.2015](#))

[6 Freeway Removals That Changed Their Cities Forever](#) by [Alissa Walker](#), published 3.26.2014 in Gizmodo ([Loop-It post 12.6.2015](#)) and ([Loop-It post 8.7.2015](#)) *Undoing the damage of decades of dividing and destroying cities with expressways slicing through the hearts of cities is hard work. It begins with a new understanding that what we have been doing has not worked.*

[How Seattle Is Reclaiming Its Waterfront From an Elevated Urban Highway](#) by Eric Jaffe for Citylab June 30, 2015. ([Loop-It post 7.10.2015](#)) *Seattle joins the trend with plans to tear down elevated expressways as a*

strategy to renew parts of cities that deteriorated in the shadows of what some mistakenly consider economic development

[Terri Thrash comments at June 10,2015 Loop-It Neighborhood Organization executive committee meeting with 8 transportation officials from FHWA/La, LaDOT & NLCOG](#) (Loop-It post 7.9.2015)

[Loop-It holds forum for Shreveport city council candidates, discuss inner city connector](#) KTBS channel 3 report October 9, 2014. *Loop-It proposes a connecting the existing portion of I-49 with North Market to create a business boulevard. All four candidates were invited to tonight's forum.* ([Loop-It post 10.10.2014](#))

[Allendale Residents Stand Their Ground – members of the community share their stories to support alternate plan for Interstate 49](#) **The Forum** June 25- July 8, 2014, cover and pages 16-21 feature article ([Loop-It post 6.24.2014](#))

[Building “Better Blocks”](#) *Here is a post on [The Better Block](#), [The Better Block Approach to Urban Planning](#), that compares the old hierarchical way of planning to a new way that engages the community in an empowering manner that informs citizens and grows their capacity. This organization is an example of a relational strategy that guides open networks to align their assets and innovate.* ([Loop-It post 10.2.2013](#))

[Stories from Allendale.](#) *The world seems to be in the process of awakening to the destructive nature of these expensive and destructive entitlement roadways that are a root cause for the unsustainable patterns of growth that are experienced by cities, like Shreveport, that seem unwilling to embrace the prosperity of smarter growth.*([Loop-It post 10.2.2013](#))

[Students envision a new I-49 connector](#) September 23, 2013 **KTBS channel 3** report on Highways to Boulevards Charrette to explore boulevard alternative to the cut-through expressway promoted by NLCOG. *A group of Louisiana Tech students recently pulled an all-nighter, brainstorming a new plan for the I-49 connector, which will cut directly through a large portion of Shreveport's old residential areas such as Allendale. It's part of a project for class, but they've planned something radically new that promises the city more than just a new stretch of highway. They've designed a new plan that brings travelers together with the community and 21 century infrastructure to Shreveport.* ([Loop-It post 9.24.2013](#))

[Rochester REMOVING the Inner Loop Highway to Revitalize Downtown](#) *“The project will convert the 8-12 lanes of expressway and frontage roads into a single two-lane street, with parking, a separated bicycle track and sidewalks...This project will remove this barrier to downtown revitalization and will enable residents to walk safely and conveniently on an appropriately-scaled city street.”* ([Loop-It post 9.17.2013](#))

[Louisiana Tech Architecture Students demonstrated amazing creativity and knowledge during the 28 hour Highways to Boulevards Charrette. A local panel discussion kicked off the event with great insight about Shreveport, Allendale and Agurs. The outcome of their work filled the gallery wall of Minicine.](#) ([Loop-It post 9.15.2013](#))

[Exploring the Alternative – Highways to Boulevards Charrette](#) *On September 13, 2013 Architecture Students from Louisiana Tech University will meet on Texas Avenue in Shreveport, Louisiana for a 2-day Charrette. Students will look at an alternative to a limited-access-elevated-expressway proposal promoted by the local MPO.* ([Loop-It post 9.3.2013](#))

[A New Dallas – Removing Elevated IH345 Downtown](#) *A proposal to tear down a 40 year old elevated limited-access freeway in downtown Dallas joins the growing list of communities that are awakening to the*

unsustainable negative impacts inner-city expressways have imposed on cities around the world. ([Loop-It post 7.23.2013](#))

[Allendale neighborhood residents are organizing to redirect efforts of local transportation planners and political interests to destroy their neighborhood with a proposed inner city limited access expressway named I-49 Inner-City Connector. The LOOP IT proposal that is shown on maps in the attached documents is: \(1\) Through Traffic - Loop through traffic using existing Highway 3132 and I-220 at no cost. \(2\) Local Traffic - Invest in a ground level business boulevard by upgrading existing Market Street \(US Highway 71\) and connecting to I-49 South. \(\[Loop-It post 7.18.2013\]\(#\)\)](#)

Research revealing the actual negative impacts of cut-through expressways...

...including flaws in transportation planning standards / models used to predict demand, forecast economic impacts and measure environmental consequences:

[Paved with Good Intentions: Fiscal Policies, Freeways and the 20th Century American City.](#) Article in the Fall 2009 Issue of **Access Magazine** by professors Jeffery Brown, Eric Morris and Brian Taylor. "Fifty years later, many planners and urbanists are still asking Eisenhower's question: Why did the United States, unlike every other developed country, choose to mass-produce freeways in cities?" ([3.18.2016 Loop-It post](#))

[The US is about to waste \\$305 billion on Roads We Don't Need.](#) December 12, 2015 article by Alissa Walker for **GIZMODO**. ([3.14.2016 Loop-It post](#)) *We cannot afford to keep expanding a road system we cannot afford to maintain. The highway entitlement mindset of local MPO's and state DOT's political leadership is stuck in believing in a failed approach - prosperity through big mega highway projects. Change is hard when you resist seeing reality.*

[The Complete Case against highway widening in Detroit.](#) March 1, 2016 article by Angie Schmidt for Streetsblog USA. ([3.4.2016 Loop-It post](#)) *Now local government is standing up to a Michigan DOT that wants to spend billions widening cut-through freeways through a city that shrunk from 2 million to 750,000. The promised economic prosperity freeways did not deliver prosperity. Instead, the failed experiment was used as evacuation routes to leave Detroit. Leadership in Detroit is now working to move the DOT planned bad investment billions for unwanted widening of cut-through freeways to good investments in renewing the city.*

[12 of America's Biggest Highway Boondoggles.](#) January 20, 2016 article by Eric jaffe for **U.S. PIRG – the federation of state PIRGs**. ([3.3.2016 Loop-It post](#)) *We simply cannot afford to subsidize an infrastructure building system that produces such high levels of waste and an illusion of wealth.*

[Boodoggle.](#) 2016 documentary video by Guffran Rostom's Crew at the University of South Florida. A planned I-275 urban freeway project will destroy historic neighborhoods in Florida. ([2.24.2016 Loop-It post](#)) *It is the same story everywhere, the powerful vs. the poor.*

[State of the Municipal Infrastructure.](#) February 2016 report by **City of Shreveport Department of Engineering and Environmental Services** ([2.23.2016 Loop-It post](#)) *The bills are coming due as we face realities of the outward growth illusion of wealth Ponzi scheme facilitated by inner-city cut-through expressways.*

[Is it possible to build a new urban interstate without destroying a city?](#) February 22, 2016 article by Eric Jaffe for **CityLab**. *"Many of these hopes seem out of touch with the times. Experts now widely agree that highway expansion is not a long-term solution for congestion...And there's plenty of evidence that roads no longer lead to jobs as inexorably as they did before the age of mature highway networks, declining driving patterns, and digital communication."* ([2.22.2016 Loop-It post](#))

[State officials say no to I-30 as boulevard.](#) February 22, 2016 article by Noel Oman for **Arkansas Online**. ([2.21.2016 Loop-It post](#)) *Highway officials are stuck in old formulas and measures that justify the destruction of cities and continue the fantasy economics of solving congestion with more congestion. How do we encourage the growing number of communities that are pushing back against the failed conventional wisdom of the highway machine. Tom Fennell is leading the movement for change to long term thinking (i.e., boulevard as inner-city connector) in Little Rock.*

[The unbearable costs of sprawl.](#) A policy paper by **Sprawl Retrofit Initiative of the Congress for New Urbanism**. *"Today, the voices of "business as usual" continue to sing an old song. The sprawling suburbs are the American dream; the American way of life is "non-negotiable;" we can go back to the vision of the 1950s and 1960s, and all glide around effortlessly in gleaming automobiles, in a drive-through utopia. Our economy, too, can go back to what it was. We now see that illusion for what it was, and we are now facing the unbearable costs."* ([Loop-It post 2.21.2016](#))

[Louisiana Department of Transportation and Development.](#) ([Loop-It post 2.18.2016](#)) *Let's hope that the new La. Transportation Secretary is sharing the directions announced by U.S. Transportation Secretary Foxx several weeks ago when he announced priorities for tearing down cut-through expressways and the move to fund alternatives, like boulevards, that are proving ROI as smarter, faster and cheaper than old ways pushed by those around the table.*

[State Job Creation Strategies Often Off Base.](#) February 3, 2016 article by Mazerov and Leachman for **Center on Budget and Policy Priorities**. ([Loop-It post 2.16.2016](#)) *Almost 90% of job growth in Louisiana comes from startups and local small business. Cut-through expressways are infrastructure for non-resident owned big business that is shedding jobs.*

[Moving Beyond the Automobile: Highway Removal.](#) A 2011 **Streetfilms** video...*"cities are pursuing highway removals more intentionally, as a way to reclaim city space for housing, parks, and economic development. CNU has designated ten "Freeways without Futures" here in North America, and in this video, you'll hear about the benefits of tearing down the Alaskan Way Viaduct in Seattle, the Sheridan Expressway in the Bronx, the Skyway and Route 5 in Buffalo, and the Claiborne Expressway in New Orleans."* ([Loop-It post 2.11.2016](#)) *Short and compelling video to support a boulevard and tear down the myth of prosperity through concrete.*

[John Norquist – City Building and Economic Development](#), March 10, 2011 IHMC lecture video. ([Loop-It post 2.9.2016](#)) *"Cities are complex places...it's time to stop investing in mega projects [like cut-through expressways] that devalue cities."*

[History and cultural impact of the interstate Highway System](#), Article posted 2011 on **Landscape Change Program of The University of Vermont**. ([Loop-It post 2.9.2016](#)) *Good article describing the history and realities of the US interstate system. This University of Vermont article reinforces evidence of the destructive nature of cut-through interstates as nothing more than an experiment that changed community growth based on conservative investing to an illusion of wealth.*

[Should America Stop Building New Highways](#), June 11, 2015 article by Alan Ehrenhalt for “**Future Structure**” describing the work of **Strong Towns** and **Charles Marohn** to transform transportation planning and reveal true results of the cut-through expressway experiment. The article also references [TEDx1000Lakes – Chuck Marohn – The important difference between a road and a street](#). (Loop-It post [2.2.2016](#)) “At a time when half of Washington is batting around numbers that purport to reveal how much money Congress should spend to save the nation’s troubled transportation system, Marohn is suggesting the simplest number of all: zero.”

[Struggling to Survive](#), February 1, 2016 Shreveport Times article by Lex Talamo ([Loop-It post 2.1.2016](#)) *1000 Friends of Allendale, our Business Boulevard proposal, faster to complete, cheaper to build, about 1/10 the total cost of the Inner City Connector (ICC), and better not just for the Shreveport business community, but for Janay in this Times article who gets her children off to school in the morning and then walks four blocks to her part time job at Burger King. Why is it better?*

[Strong Towns January 27, 2016 podcast with Kevin Blanchard, Former Public Works Director of Lafayette, La.](#) ([Loop-It post 1.29.2016](#)) “We have allowed the engineering profession to give us our main direction for planning...there is more to life than how fast we get from A to B...there is a lot more to life than that.” Quote from Kevin Blanchard in the linked podcast.

[DOTD needs to answer questions about I-49 connector before asking them](#) by [Claire Taylor](#), January 26, 2016 for **The Advertiser** ([Loop-It post 1.25.2016](#)) “In my opinion, that exercise was a massive fail.” This quote is from writer Claire Taylor in the linked article from the Advocate where she describes a similar I-49 inner-city process being conducted in Lafayette by the highway machine. It is revealing that so many want to trust those officials that conduct these meetings only to leave feeling manipulated and abused by a check-the-box process designed to discourage dissent or meaningful open conversation.

[No New Roads – Spend Less, Get More](#). **Strong Towns** campaign to stop unnecessary and unaffordable spending on highways and roads. Featured videos podcasts and articles. *We’ve built more auto-infrastructure than we are willing to pay to maintain. Most of these investments have no positive financial return. We can do so much better with a different approach. Before America spends more on transportation, we must modernize our transportation finance system to get better returns on our investments.* ([Loop-It post 1.23.2016](#))

[Allendale neighborhood group is for the better, faster, cheaper alternative](#) (Loop-It post 1.23.2016) response to editorial in the Shreveport Times, [Business Community needs to support I-49 Expansion by Patrick Harrison](#), January 22, 2016

[Increasing Highway Capacity Unlikely to Relieve Traffic Congestion](#), by [Susan Handy](#), Department of Environmental Science and Policy, University of California, Davis; policy brief for the National Center for Sustainable Transportation, October, 2015 ([Loop-It 49 post 1.20.2016](#))

[Curbside Chats – A candid talk about America’s cities, towns and neighborhoods](#), pdf book by StrongTowns.org, published 2011. “What we have found is that the underlying financing mechanisms of the “suburban era”—our post-World War II **pattern of development**—operate like a classic **Ponzi scheme**, with ever-increasing rates of growth required to sustain long-term liabilities.” ([Loop-It49 post 1.16.2016](#))

[Coalition for a New Dallas. It’s time for a change. Are you in? FAQ](#) web site concerning proposed expressway removal in Dallas. ([Loop-It 49 post 1.16.2016](#))

[**Conversation with an Engineer**](#), Strong Towns.org video, uploaded on Dec 4, 2010. A resident has a conversation with a project engineer about the proposed improvements to her street. ([Loop-It49 post 1.15.2016](#))

[**Bumpy Roads Ahead: America's roughest rides and strategies to make our roads smoother**](#), 2015 report by the National Transportation Research Group. "36 percent of the major roads and highways in Shreveport are in poor condition, the report says." ([Loop-It49 post 1.14.2016](#))

[**Ed Morriosn Facebook post commentary concerning Shreveport**](#) after reading article in Heliopolis about I-49 inner-city connector. ([Loop-It49 post 1.12.2016](#))

[**Lafayette**](#), post by Charles Marohn on the StrongTowns.org web site, May 11, 2015. Report of ongoing evaluation to look at the actual cost of growth patterns in Lafayette ([Loop-It49 post 1.11.2016](#))

[**The One Chart That Explains All Your Traffic Woes - When we build more roads, we invite more cars**](#), by [Eric Jaffe](#), published by Citilab, March 2, 2015 ([Loop-It post 1.3.2016](#))

[**California's DOT Admits That More Roads Mean More Traffic - Take it from Caltrans: If you build highways, drivers will come**](#), by [Eric Jaffe](#), published by Citilab November 11, 2015

[**Why Would You Have a Highway Run Through a City?**](#) That's what a growing number of cities are asking themselves -- Syracuse being the latest that may tear down its elevated urban expressway. by [Daniel C. Vock](#), July 2014 issue of Governing Magazine, online article post. ([Loop-It 49 post 1.2.2016](#))

[**10 Tired Traffic Myths That Didn't Get a Rest in 2015 -For one thing, the next lane over is not actually moving faster**](#) by [Eric Jaffe](#), posted on Citilab 12.31.2015 ([Loop-It49 post 1.2.2016](#))

[**America's Infrastructure Crisis Is Really a Maintenance Crisis - Here's what we can do about it**](#), by [Eric Jaffe](#) for Citilab, February 12, 2015 ([Loop-It post 1.1.2016](#))

Where are the city planners, sociologist, community development specialists, community investment strategists and others that organize local ownership development investments? ([Loop-It 49 post 12.24.2015](#))

[**Eight New Homes to be Built in Northwest Louisiana, Thanks to \\$55K Grant**](#), article by the Federal Home Loan Bank of Dallas 12.21.2015, describes new Fuller Center homes in Allendale ([Loop-It 49 post 12.22.2015](#))

[**Destination or Cut-through?**](#) 12.20.2015 reposted from 1000Friends of Allendale.

[**ADC: I-26 Connector**](#), video published on Dec 15, 2015 by the Asheville Design Center. "Unsure where to start on the I-26 Connector? Folks from the Asheville Design Center give background on the project." ([Loop-It49 post 1.16.2015](#))

[**Productive Growth - #4 in the Strong Towns Curbside Chat Video Series**](#), video by StrongTowns.org published 6.18.2015

[**The Illusion of Wealth - #3 in the Strong Towns Curbside Chat Video Series**](#) by [Strong Towns](#) June 18, 2015 ([Loop-It49 post 12.12.2015](#))

Could Shreveport or Lafayette step up to this opportunity challenge to be innovative? ([Loop-It 49 post 12.11.2015](#))

["Downtown thrived when Allendale was thriving."](#) (Loop-It49 post)

Cut-through expressways support the big box economy. ([loop-It 49 post 12.11.2015](#))

[The Interstate and Cities: Highways, Housing and the Freeway Revolt](#), by Raymnd A. Mohl, University of Alabama Birmingham, Department of History. Research Report for Poverty and Race Research Action Council, 2002. ([Loop-It post 12.12.2015](#)) *"In retrospect, it now seems apparent that public officials and policy makers, especially at the state and local level, used expressway construction to destroy low-income and especially black neighborhoods in an effort to reshape the physical and racial landscapes of the postwar American city."*

"Highways don't belong in cities. Period. Europe didn't do it. America did. And our cities have paid the price." - John Norquist ([Loop-It post 12.11.2015](#))

Strong Towns podcast. 1000 Friends of Wisconsin Lawsuit discussions. *"Is someone putting their thumb on the scale in the expressway planning process"*. [1kfriends.org](#) sued the Wisconsin DOT claiming the data and conclusions in the highway planning process are flawed. The judge agreed. ([Loop-It post 12.9.2015](#))

[Shreveport growth by asphalt?](#) By Lani Duke. December 7, 2015 article in metro Leader Newspaper ([Loop-It post 12.8.2015](#)) *"Too much emphasis on connecting our cities with the world does minimal good if metropolitan areas have little to offer the world when it arrives on their doorsteps."*

[Can You be an Engineer and Speak Out for Reform?](#) By Charles Marohn, published on StrongTowns.org web site, December 7, 2015 ([Loop-It post 12.7.2015](#))

The purpose of this Facebook Page is the "Allendale Learning Community" that seeks better alternatives to limited access cut-through expressways that have failed our cities and our country in stunningly destructive ways. ([Loop-It post 12.5.2015](#))

[What are the Motivations behind the NLCOG I-49 Connector?](#) By Kim Mitchell, January 14, 2013 post on Agile Planning Infrastructure web blog. ([Loop-It post 12.5.2015](#))

[What is a safe distance to live or work near high auto emission roads?](#) May 28, 2015 by [Bill Adams](#), San Diego UrbDeZine web site ([Loop-It post 12.4.2015](#)) *"High Toxicity Zone 300 – 500 feet; Elevated Toxicity Zone 1,000 – 1,500 feet... of major highways...Auto Emission Air Pollution as a Social Justice Issue"*

[THE CASE AGAINST URBAN CORRIDORS THAT ACT LIKE HIGH-SPEED HIGHWAYS](#) by PlusUrbia design, November 10, 2015 article on *CEO's for Cities* web site ([Loop-It49 post 12.3.2015](#))

[Property owner questions eminent domain offer](#), by Richard Montgomery, September 10, 2015 online Greenbaypressgazette.com ([Loop-It49 post November 28, 2015](#))

[How Elevated Highways Have Hurt the City of Dallas – for all of the talk about the Texas miracle, there has been one big loser: Dallas](#), by Coalition for a New Dallas web site ([Loop-It49 post 11.23.2015](#))

[Build a Better 49](#) web site share ([Loop-It49 post 11.22.2015](#)) *A young professionals (under 40) group in Lafayette has formed a new non-profit, 705, to work for better alternatives to the promoted 5 mile, \$1 billion, cut-through expressway*

[Measuring Sprawl 2014](#), report by *Smart Growth America*. ([Loop-It49 post 11.21.2015](#)) *Shreveport's "sprawl index" is 72.3 which ranks 194 out of 221 cities in the 2014 Smart Growth America index of sprawl.*

The cities who rank high on this list are places that sprawl less and consequently have more positive outcomes than those lower on the list.

[How to Decimate a City - Syracuse thought that by building a giant highway in the middle of town it could become an economic powerhouse. Instead, it got a bad bout of white flight and the worst slum problem in America.](#) Article by Alana Semuels for *The Atlantic*, November 20, 2015 ([Loop-It49 post 11.20.2015](#)) *"What Syracuse needs, more than anything else, is a way to knit back together a region torn asunder by the construction of an urban highway and the outmigration that followed...a group of planners and residents called Rethink 81 are urging the region to think more imaginatively about planning decisions that will have a long-term effect on the community. I-81 should never have been built, they say, and the city should not make a similar mistake again. We believe that too much of the city was sacrificed to make way for I-81 in the 1960s," the group says, in a proposal. "I-81 is known to locals as the "Berlin Wall" of Syracuse.*

[Neighborhood group fights Interstate 30 plan](#), by [Max Brantley](#), November 04, 2015 Arkansas Times ([Loop-It post 11.18.2015](#)) *"Reports from private meetings with highway officials have, to date, provided scant evidence that the highway department has a bigger picture than moving more freeway traffic faster...The whole project shows a singular lack of big-picture concern for — not just moving traffic — but neighborhood consequences and means of transportation other than the car."*

[Final Environmental Impact Statement 04 – Alternatives Section for I-49 North of Shreveport](#), ([Loop-It post 11.13.2015](#)) *Traffic studies conducted during the 1995 Feasibility Study determined that carrying traffic on I-220 west and then south on the inner loop (LA 3132) is viable without having to provide a direct connection from I-220 to the junction of I-49 and I-20. If the I-220 to I-20 connection were to be considered in the future, a separate environmental analysis and document would be developed.*

[California's DOT Admits That More Roads Mean More Traffic](#) -Take it from Caltrans: If you build highways, drivers will come. By [ERIC JAFFE](#), November 11, 2015 post on *Citylab* ([Loop-It post 11.12.2015](#)) *"Never mind that it's unclear whether major highway projects actually provide an economic boost (many of the supposed new benefits are simply a relocation of existing business activity). Congestion relief itself is a dubious claim when it comes to road expansions. Transportation experts have repeatedly found that building new roads inevitably encourages more people to drive, which in turn negates any congestion savings—a phenomenon known as "induced demand.""*

[Highways gutted American cities. So why did they build them?](#) By [Joseph Stromberg](#), May 14, 2015 article posted on Vox Energy & Environment ([Loop-It49 post 10.29.2015](#))

[GROW AMERICA: Louisiana](#). *Estimated FY 2016 Federal Highway and Transit Apportionment*. Post on the US Department of Transportation web site ([Loop-It49 post 10.14.2015](#))

[The Five Ways Engineers Deflect Criticism](#), by Charles Marohn, October 5, 2015 article for *StrongTowns.org*. *1. You don't have a valid opinion if you're not an Engineer, 2. There isn't enough money to do what should be done, 3. We can't eliminate all risks, 4. It is politicians that are to blame. Engineers just follow orders, 5. This really is a matter for law enforcement, not engineering.*([Loop-It49 post 10.9.2015](#))

[Rondo neighborhood gets apologies for I-94](#). Article and video story by Allen Costantini for *KARE* channel 11 serving Minneapolis & St. Paul Minnesota ([Loop-It49 post 10.9.2015](#)) *Does anyone remember life in Shreveport's Crosstown and Blue Goose neighborhoods before I-20 wiped out the vibrant and historic neighborhoods?* <https://www.flickr.com/.../hotdonu.../5483050266/in/photostream/>

[TRAFFIC FORECAST FOLLIES - The US DOT refuses to learn from recent travel trends](#). Clark Williams-Derry December 23, 2013 article posted on the Sightline Institute web site. "As the [State Smart Transportation Initiative](#) at the University of Wisconsin points out, the US Department of Transportation has been making the virtually identical [vehicle travel forecasts for well over a decade](#). All of those forecasts project rapid and incessant growth in vehicle travel for as far as the eye can see. Meanwhile, actual traffic volumes have flattened out, and may actually be falling." ([Loop-It49 post 10.3.2015](#))

[Induced Traffic Demand](#). By Jeff Speck ([Loop-It49 post 10.2.2015](#)) *Understand Induced Demand and flaws in traffic engineering modeling? It is difficult for conventional highway gang wisdom to recognize the cliff it is about to fall from until it is too late. Here is a short paper by Jeff Speck <http://www.jeffspeck.com/>. Jeff is an urban planner who recognizes the time has come to change the way we plan and invest cities.*

[I-49 Connector planners in Lafayette try 'thinking beyond the pavement'](#). September 26, 2015 article by Richard Burgess for **The Advocate** online. ([Loop-It post 9.27.2015](#)) *Seems Lafayette is also concerned about the potential damage an elevated expressway could cause to their city. Seems a similar mindset exists that makes seeing the realities of the damage difficult for planners committed to the same old ways of "death by expressways". It is encouraging that FHWA has initiated a new program, "Thinking Beyond the Pavement with Context Sensitive Design"*

[The Exit Ramp Economy](#). Can anyone show photos of a Shreveport exit ramp that can justify anything economically positive? Here are some photos at the Hollywood / Piermont exit from I-49 inner-city south. This is typical of the exit ramp economy. Outward growth is induced by these expensive land consuming expressways. Induced demand from expressways is now considered to have negative economic effects on cities. ([Loop-It post 9.7.2015](#))

[Would You Pay \\$876 to Cut 6 Minutes Off Your Commute?](#) by [James Warden](#) on August 27, 2015 for **Streets MN**. ([Loop-It post 8.27.2015](#)) *Who would think that drivers through Shreveport are stuck an average of 27 hours per year? Expressways are planned around the concept of build it and they will come.*

[Redesigning Detroit: Mayor Mike Duggan's blueprint unveiled](#) by Bill McGraw, The Center for Michigan, published in **Bridge Magazine**, August 18, 2015 ([Loop-It post 8.27.2015](#)) *Cities that face the challenges of a shrinking population are pioneering solutions that more cities will face as the subsidies that created an expressway dependency unravel.* Also see [Shrinking Cities](#) at **Planetizen**.

[Metro areas with the fastest-shriving economies](#) by Alexander Hess, Michael Sauter & Thomas Frolich, February 21, 2014 article in **WallSt.com** (photo of Shreveport leads article) ([Loop-It post 8.11.2015](#)) *Has the highway cut-through strategy contributed to Shreveport becoming a shrinking city? The answer will come by learning from other cities.*

[Shrinking Cities in the United States](#) by Wikipedia ([Loop-It post 8.11.2015](#))

[Did Highways Cause Suburbanization?](#) Brown university Research paper by economist Nathaniel Baum-Snow. "Between 1950 and 1990, the aggregate population of central cities in the United States declined by 17 percent despite population growth of 72 percent in metropolitan areas as a whole. This paper assesses the extent to which the construction of new limited access highways has contributed to central city population decline. Using planned portions of the interstate highway system as a source of exogenous variation, empirical estimates indicate that one new highway passing through a central city reduces its population by about 18 percent. Estimates imply that aggregate central city population would have grown by about 8 percent had the interstate highway system not been built." ([Loop-It post 8.9.2015](#))

[**Nola tearing down the elevated I-10 over Claiborne?**](#) July 24,2009 article by Randy Simes for UrbanCincy. *Tearing down a major interstate highway through the heart of a major metropolitan area sounds crazy right? Wrong. Past case studies have shown that this has been done in places like San Francisco, Milwaukee and Portland, and has resulted in higher qualities of life and with little to no harm caused to driving times.* ([Loop-It post 8.9.2015](#))

[**Observation Deck: How Tearing Up Highways Could Make Better Cities**](#) YouTube video published on Dec 27, 2012. *I'm thinking about what could happen if we tear up some of those ribbons of roads and start over again. We might end up with better cities.*

[**Houston's Urban Interstate Debate: Transform, or Tear Down?**](#) May 7, 2015 article by Eric Jaffe for Citylab ([Loop-It post July 30, 2015](#))

[**Kyle Shelton: Death of the Urban Expressway?**](#) YouTube video. Published on Jun 17, 2015 *During the post-WWII period, urban expressways were a vital link from the suburbs to a city's downtown core. Now they are crumbling, and in need of major repair. As Toronto decides the fate of the Gardiner Expressway, similar debates are happening in other cities, including across the United States. The Agenda asks, what lessons can Toronto learn from other cities?*

[**How to Fix Our Interstates, Hint: Not with more asphalt.**](#) By [Reihan Salam](#). July 29,2015 article for **Slate**. ([Loop-It post July 30,2015](#)) *This is a good article to describe the impacts of expressways cutting through cities.*

[**What Other Cities Learned Despite years of roadblocks and opposition, these five tore down highways and reaped the rewards.**](#) BY PETER SIMEK for D MAGAZINE MAY 2014([Loop-It post July 27,2015](#)). *Here is an article from "D" [Dallas] Magazine that describes 5 case studies of cities that have removed destructive expressways to witness traffic congestion evaporate and value return to parts of the cities that were destroyed by destructive expressways cutting the heart of cities.*

[**Louisiana money leaders want firms to adjust the state's ratings from negative to stable to boost bond sales for I-49 expansion near Lafayette**](#) by Mark Ballard. July 21, 2015 article for **The Advocate**. ([Loop-It post July 22, 2015](#)) *Seems officials at both ends of the state have plans for using the state Unclaimed Property Fund to pay for bond debt for I-49. What do you think will receive priority, the over \$3 billion need to construct I-49 south of Lafayette to NOLA, or \$500 million for 3.5 miles of redundant destructive expressway proposed by NLCOG for Shreveport?*

[**How railroads, highways and other man made lines racially divide American Cities.**](#) July 16, 2015 article by Emily Badger and Darla Cameron for the **Washington Post**. *Shreveport Louisiana is one of the cities featured in this article* ([Loop-It post 7.17.2015](#))

[**Compelling Evidence That Wider Lanes Make City Streets More Dangerous.**](#) May 27,2015 article by [Angie Schmitt](#) for **StreetsBlog**. *The "forgiving highway" approach to traffic engineering holds that wider is safer when it comes to street design. After decades of adherence to these standards, American cities are now criss-crossed by streets with 12-foot wide lanes. As Walkable City author Jeff Speck [argued in CityLab last year](#), this is actually terrible for public safety and the pedestrian environment. A [new study](#) reinforces the argument that cities need to reconsider lane widths and redesign streets accordingly.* ([Loop-It post May 28, 2015](#))

[Would the I-49 connector revitalize Allendale?](#) April 12, 2015 article [Alexandria Burris](#) for the Shreveport Times ([Loop-It post April 13, 2015](#)) *How can those entrusted to lead transportation planning and economic development not understand the reality of inner city expressways? In this Times article a New Orleans Architect and a former Milwaukee Mayor are reaching out to community leadership attempting to help Shreveport see the truth and avoid learning the hard way.*

[Inner-city residents gain momentum in blocking expressway](#) *The judge found the Environmental Impact Statement (EIS) deficient in 3 areas: (1) Failure to consider social and economic effects associated with expanding highway capacity while transit declines, (2) Failure to consider effects on air quality, (3) Failure to consider growth inducing effects.* ([Loop-It post 3.19.2015](#))

[What are the Motivations behind the NLCOG I-49 Connector?](#) *After a phone conversation 1.28.13 with state FHWA representatives Robert Mahoney and Charles Harkless I followed up with the email below. I have not received a response and the question bolded in the email still deserves an answer. Who is behind promoting this destructive project after the community twice turned it down?* ([Loop-It post 2.13.2015](#))

[The Interstate Service Plaza – A Stepchild of Travel Architecture](#) *Although he does not weigh in on the issue of US interstates cutting through cities against the wisdom of designers like Robert Geddes, who envisioned the US system in the 1940's, he does provide important insights concerning the poor land use and development patterns that work at cross purposes to the purpose of the US interstate system, rapid travel between cities.* ([Loop-It post 2.25.2014](#))

[Discovering the Cost of Sprawl – American Parking Requirements.](#) *An August 30, 2013 post on [SSTI](#) by Eric Sundquist shares a parking requirements study for US cities and finds that requirements are adding costs to housing and retail purchases. Much of this overabundance of surface parking lots is the result of zoning criteria that fuels outward low-density growth patterns and shifts costs to citizens that elect alternative transportation options. Here is a link to the post, [American Parking Requirements: Massive \(Mostly\), Arbitrary, and Costly.](#)* ([Loop-It post 9.3.2013](#))