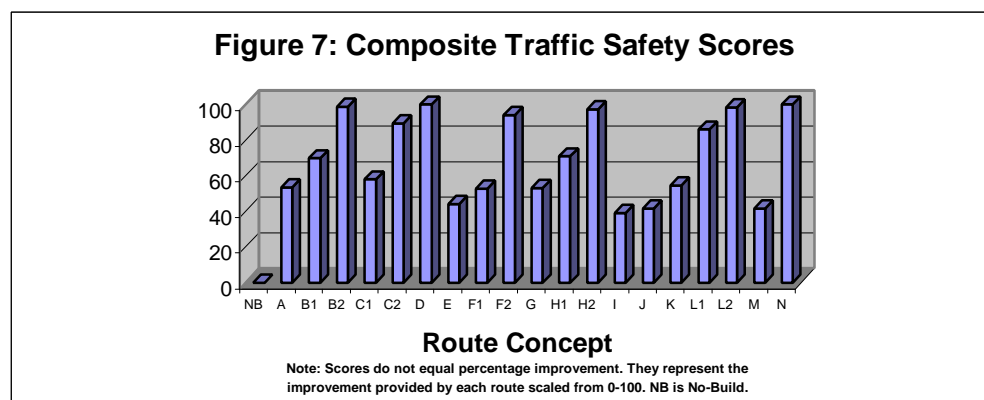




## 4. Traffic Safety

The draft Purpose and Need demonstrated that there are areas of rural Southwestern Indiana that experience significantly higher serious crash rates than rural Indiana as a whole. Accordingly, the improvement of traffic safety was adopted as a goal of I-69. While traffic safety is understood to be a legitimate need, it is not deemed to be of a magnitude to warrant designation as a core objective.

The expected improvement in the frequency of fatal, injury, and “property damage only” (PDO) accidents comprise this family of performance measures. In this analysis, the composite score is the average of the reduction in the scores of each type of accident. (The next group of performance measures weights the three types of crashes based on their seriousness using monetary value as the weighting scheme.)



As depicted in Figure 7, seven route concepts cluster together with scores in the 90s and high 80s. In descending order, these top performers are: “D”, “N”, “B-2”, “L-2”, “H-2”, “F-2”, C-2”, and “L-1”. Following these alternatives, there is a significant drop in scores.

## B. Economic Development Performance Measures

### 1. Monetary Cost Reductions

One of the findings of the draft Purpose and Need is that Southern Indiana businesses are at a competitive disadvantage due to the relatively high costs associated with the remoteness of the region. Accordingly, a goal of I-69 is to assist businesses and households by reducing their transportation-related costs.

Most major surface transportation projects have a direct effect on the economy that goes beyond the costs of construction and maintenance. This economic impact is the result of (1) time saved, (2) changes in vehicle operating costs, and (3) reductions in traffic accidents. However, not all of the value of these “user benefits” translates into a direct economic impact. For example, while time saved for a recreation trip has a real value, it is not the same as time-saved for work-related traffic that is



“on-the-clock” costing businesses actual cash. Similarly, the value of “pain and suffering” resulting from a traffic accident (as real as it is for the people involved) may not translate into value that finds its way into the economy.

Monetary cost reductions are that subset of highway user benefits that reduce actual costs or increase savings. These have “real money value” which is fed directly into the economy. Note that these dollars are distinct from indirect or induced economic impacts. In the case of the three components comprising this family of performance measures, their dollar value has been added rather than averaged.

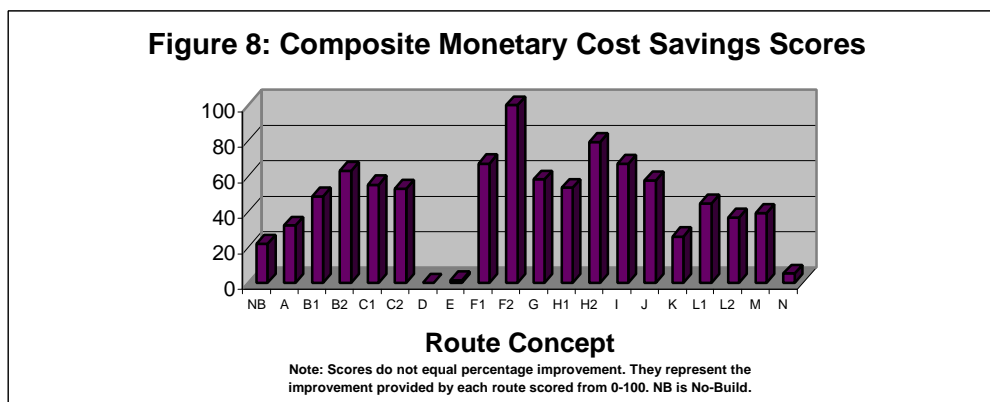


Figure 8 shows the composite scores associated with monetary cost reductions. On this family of performance measures, one alternative stands out above the rest: “F-2”. The next best is “H-2” with a significantly lower score of 79.

It will be noted that in this case the No-Build alternative does *not* have the lowest score. This is a result of the fact that increased speeds associated with new highways usually result in increased vehicle-operating costs; this is especially true for automobiles, though often not for trucks. The net effect of the combined monetary cost reductions for Route Concepts “D”, “E” and “N” is not a savings at all, but rather a cost. Accordingly, on the basis of this group of performance measures, it would be better to do nothing than to build “D”, “E”, or “N”.

## **2. Business Accessibility**

Just as southwestern Indiana residents experience poor accessibility, the same observation can be made regarding the area’s businesses. Southwest Indiana businesses must compete with businesses that have far better access to available labor pools and supplier markets. The Council for Urban Economic Development’s (CUED) study conducted as part of the Purpose and Need phase of this Tier 1 EIS cited anecdotal evidence as well as statistical data from economic development literature attesting to the importance of highway access to business success.



Two performance measures are used to assess the potential improvement of alternative route concepts to business accessibility. These are: (1) the percentage improvement in accessibility to labor and consumer markets, and; (2) the percentage improvement in accessibility to buyer and supplier markets. Accessibility to labor and consumer markets is measured as the percentage change in the population reachable within a half-hour drive of key locations in the I-69 Study Area; a half-hour is viewed as a reasonable commuting time. Similarly, accessibility to buyer and supplier markets is measured in terms of the increase in employment within a 3-hour drive time. The composite score for business accessibility is based on the average scores for these two performance measures.

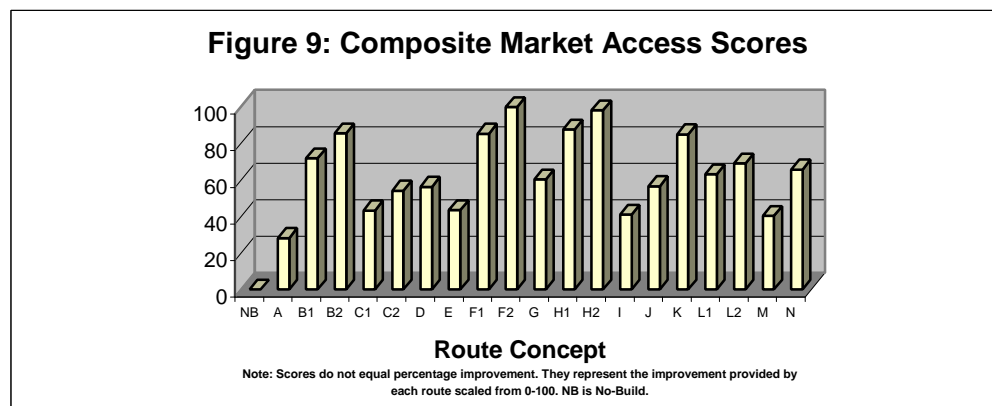


Figure 9 depicts the composite business accessibility scores. As the bar chart suggests, Route Concepts “F-2” and “H-2” are the two high performers with scores above 98. Following these two, there are five routes with composite scores in the 80s. In descending order, these are: “H-1”, “B-2”, “F-1”, and “K”. Following this group, there is a significant drop in scores.

### 3. Long-Term Economic Growth

The Purpose and Need statement reported on long-term, historic trends in percentage employment growth in southwestern Indiana (excluding the Indianapolis MSA) and Indiana as a whole. These growth trends were compared with the United States for the same time period. The trend analysis showed that both the State, as a whole, and southwestern Indiana lagged far behind the nation. Furthermore, additional research has shown that the highest-growth industries in the U.S. are significantly underrepresented in Indiana and the Study Area.<sup>1</sup> Similarly, effective buying income and per-capita personal income have traditionally been lower in the Study Area than the rest of Indiana.<sup>2</sup>

This family of economic growth performance measures is comprised of employment, income, and sales variables. Employment measures consider forecasted net change in employment and

<sup>1</sup> Task Report 3.4: Regional Economic Needs Analysis, Bernardin, Lochmueller & Associates, Inc., September 2001.

<sup>2</sup> This analysis excludes the Indianapolis MSA from both the Study Area and the “rest of the state” since Indianapolis is an economic region in itself and its inclusion would distort the statistics for either area due to its sheer size.