Transportation Center Seminar Series presents…..

David Levinson
RP Braun CTS Chair in Transportation Engineering
Department of Civil Engineering
University of Minnesota

“The Fall and Rise of the I-35W Mississippi River Bridge”

Thursday – Jan. 21, 2010
4:00 - 5:00 pm
Refreshments available at 3:30 pm

Location:
Transportation Center –Lower level
Northwestern University
Chambers Hall - 600 Foster
Evanston, IL

Abstract: The presentation describes transportation consequences of the collapse and reconstruction of the I-35W Mississippi River Bridge in Minneapolis, Minnesota. After providing background on the case, the presentation proceeds roughly chronologically. Using traffic data we can observe the immediate traffic effects upon collapse of the bridge on August 1, 2007 and throughout the month. The talk turns to bridge reconstruction and the provision of bonuses to contractors. The debate over the adequacy of transportation financing in Minnesota, the politics of taxes and ribbon cuttings arise, connect to both state and Presidential politics. The traffic consequences, and spatial equity, of the bridge reopening and subsequent related changes, are presented, describing our ongoing research with estimates of winners and losers from the transportation changes. The talk concludes with suggestions for both transportation operational strategies, and policy directions for mature networks in an era of constrained resources.

Bio: Dr. David Levinson is an Associate Professor in the Department of Civil Engineering at the University of Minnesota and Director of the Networks, Economics, and Urban Systems (NEXUS) research group. He currently holds the Richard P. Braun/CTS Chair in Transportation. In January 2005 he was awarded the CUTC/ARTBA New Faculty Award. He earned a Ph.D. in Transportation Engineering at the University of California at Berkeley in 1998. His dissertation "On Whom the Toll Falls", argues that local decision making about managing and financing roads will most likely lead to direct road pricing, which will allow the efficient allocation of scarce road resources (and thus reduce congestion). From 1989 to 1994, he worked as a transportation planner, developing integrated transportation and land-use models for Montgomery County, Maryland. Levinson has authored or edited five books and numerous peer reviewed articles. He is the editor of the Journal of Transport and Land Use.