

The logo is a circular emblem divided horizontally. The top half shows a stylized landscape with several dark green coniferous trees of varying heights on a light green hill, with a few small dark clouds in the background. The bottom half shows a dark green road with a white dashed center line, flanked by two large, stylized green leaves that frame the road.

**NO HIGHER NO WIDER
I-10**

A COMMUNITY DRIVEN DESIGN CONCEPT

RECONNECT COMMUNITIES

STRENGTHEN CITY TAX BASE

REDUCE NOISE AND AIR POLLUTION

NOHIGHERNOWIDERI10.COM

High Level Impacts of TxDOT's Proposed Plans

Undisclosed
Budget

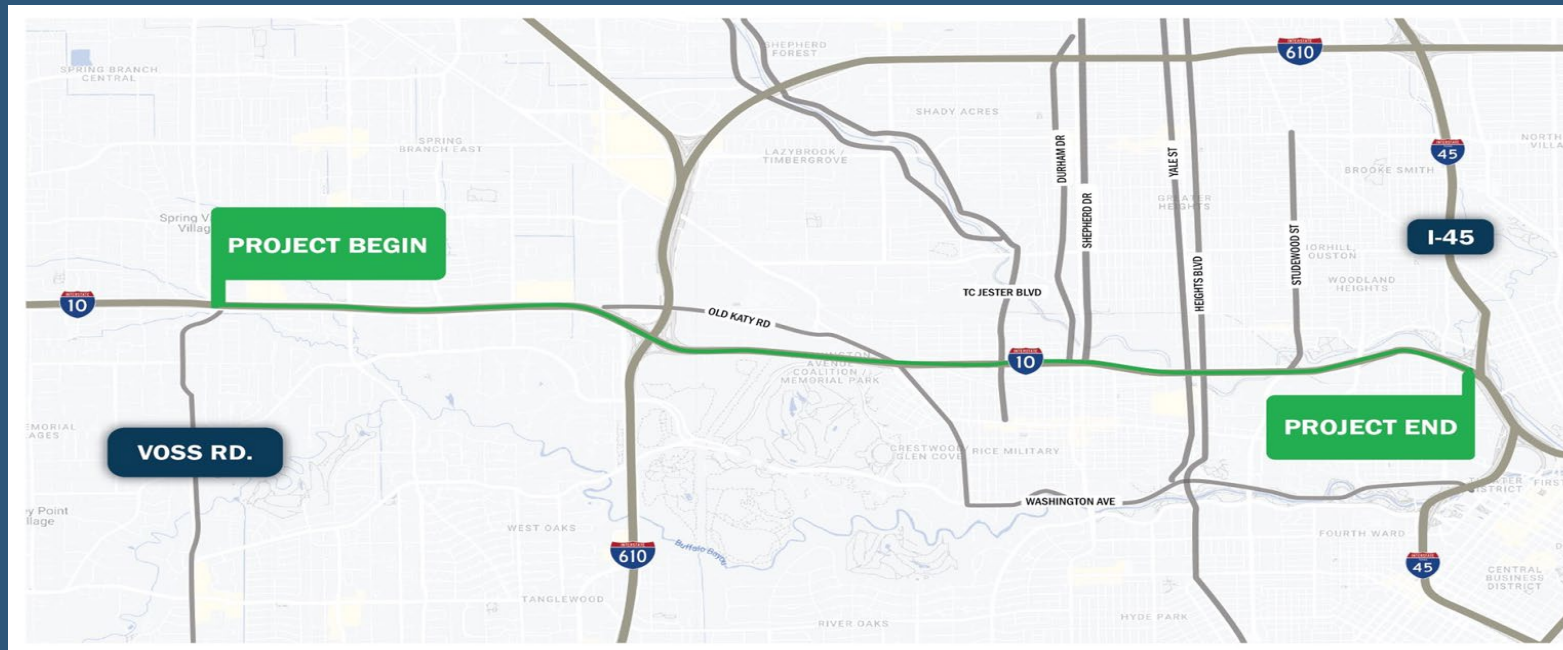
18+ Total Lanes

10+ Years of
Construction

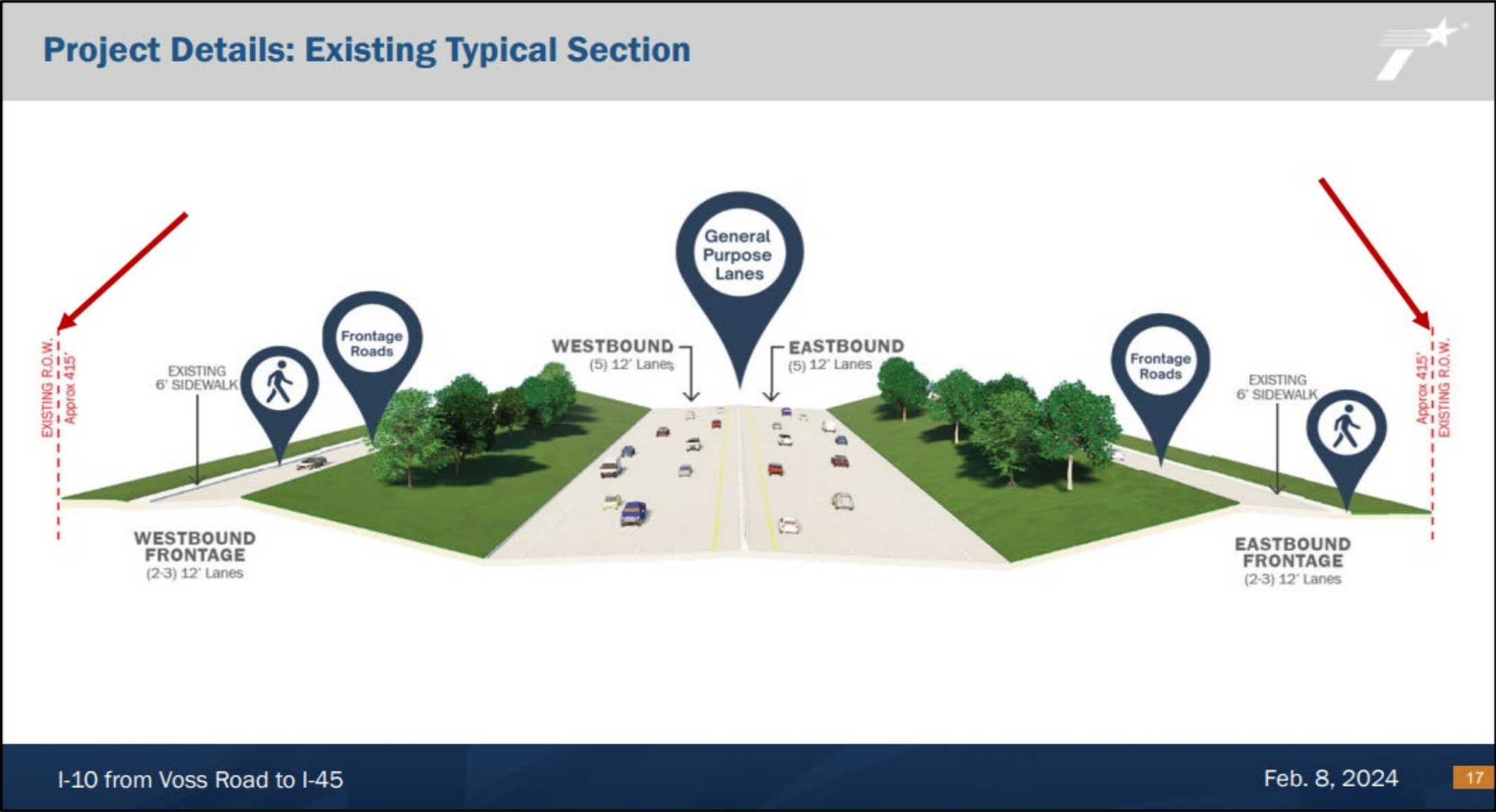
12.5 Acres Seized
for Expansion

80+ homes and
businesses destroyed

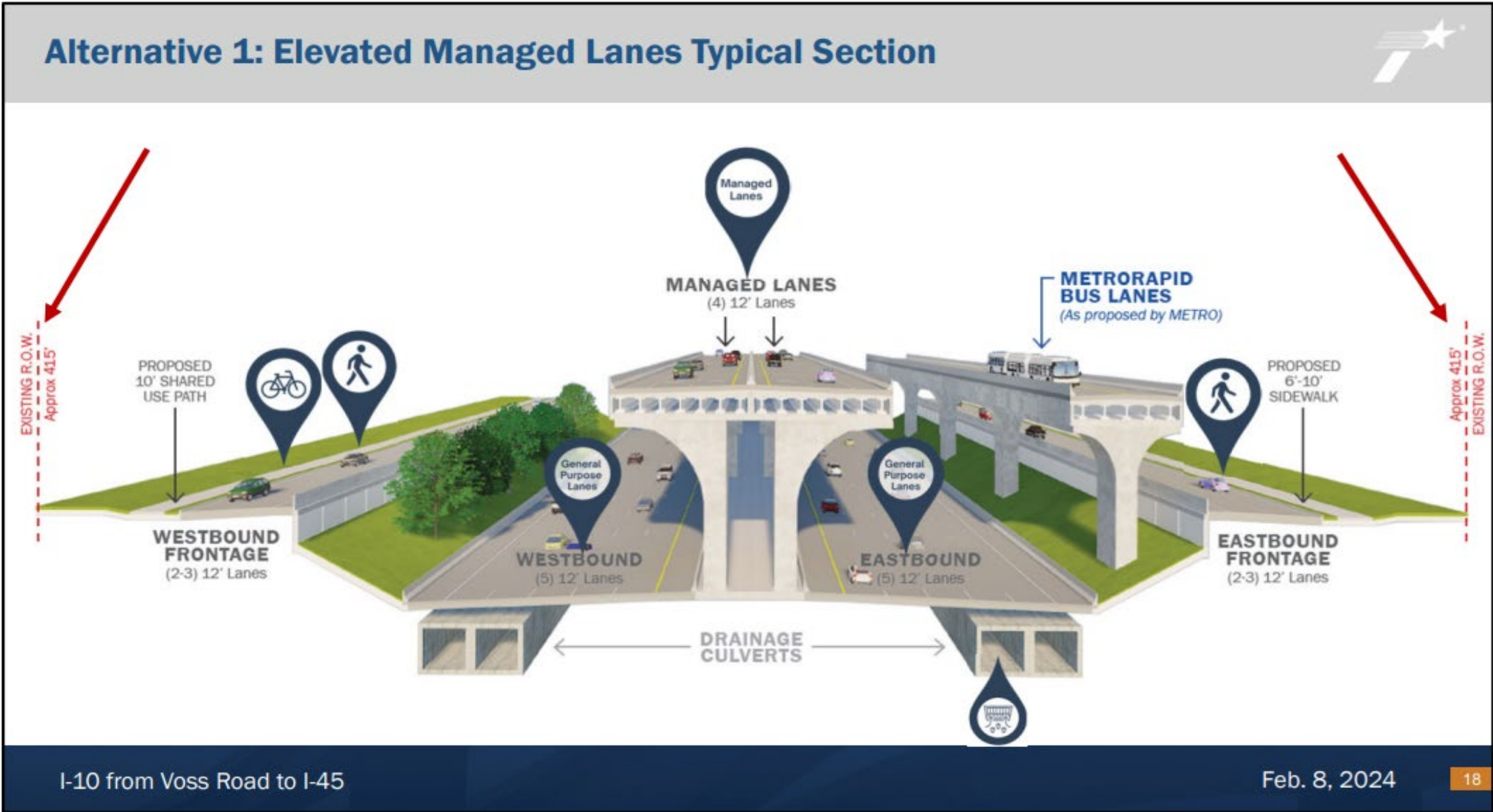
- Voss Rd. east to I-45 Downtown a.k.a “Inner Katy Managed Lanes”
- Heights Blvd east to I-45 Downtown a.k.a. “White Oak Bayou project”



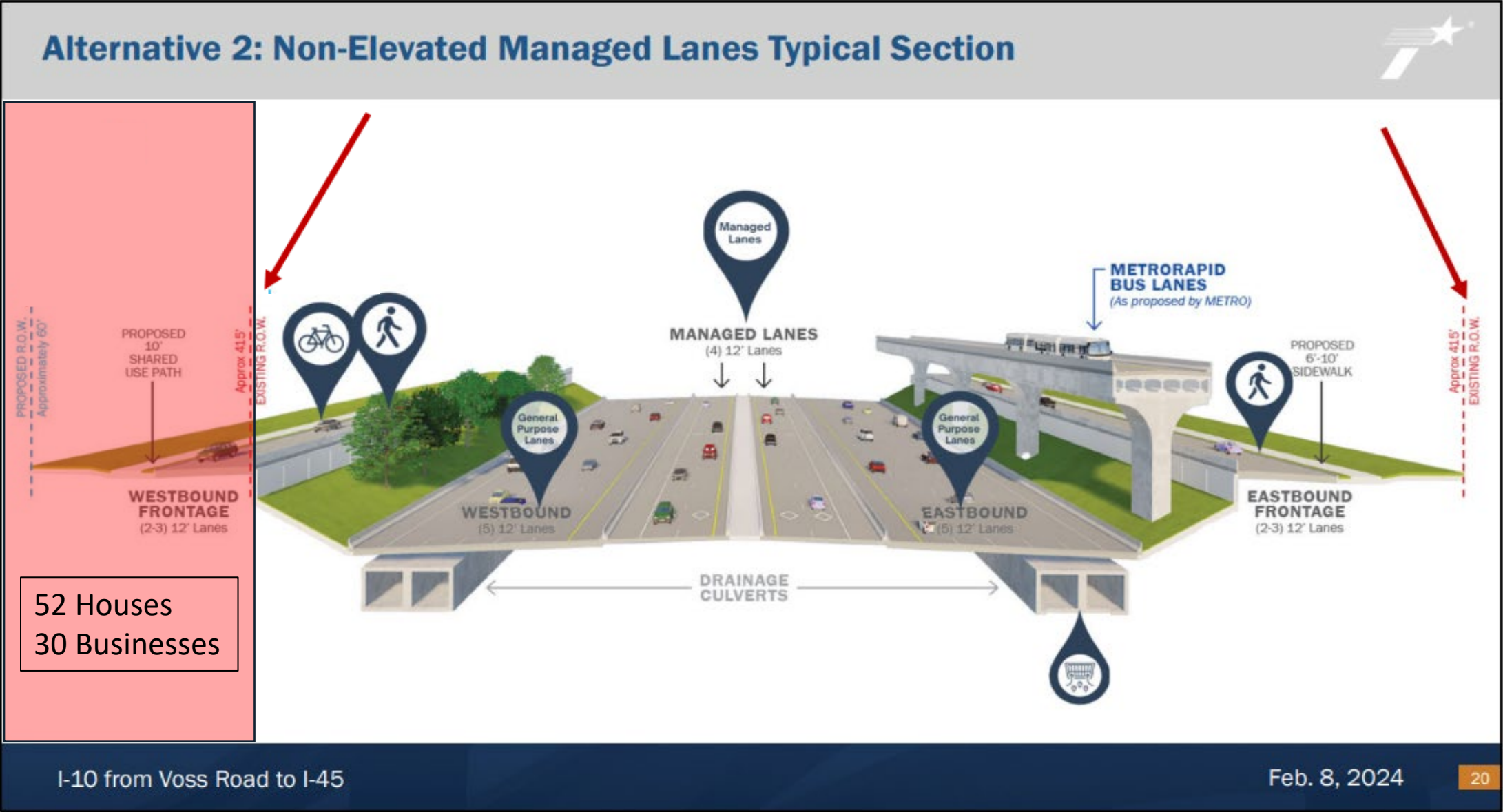
I-10 CORRIDOR AT PRESENT



I-10 INNER KATY MANAGED LANES: TXDOT ALTERNATIVE 1



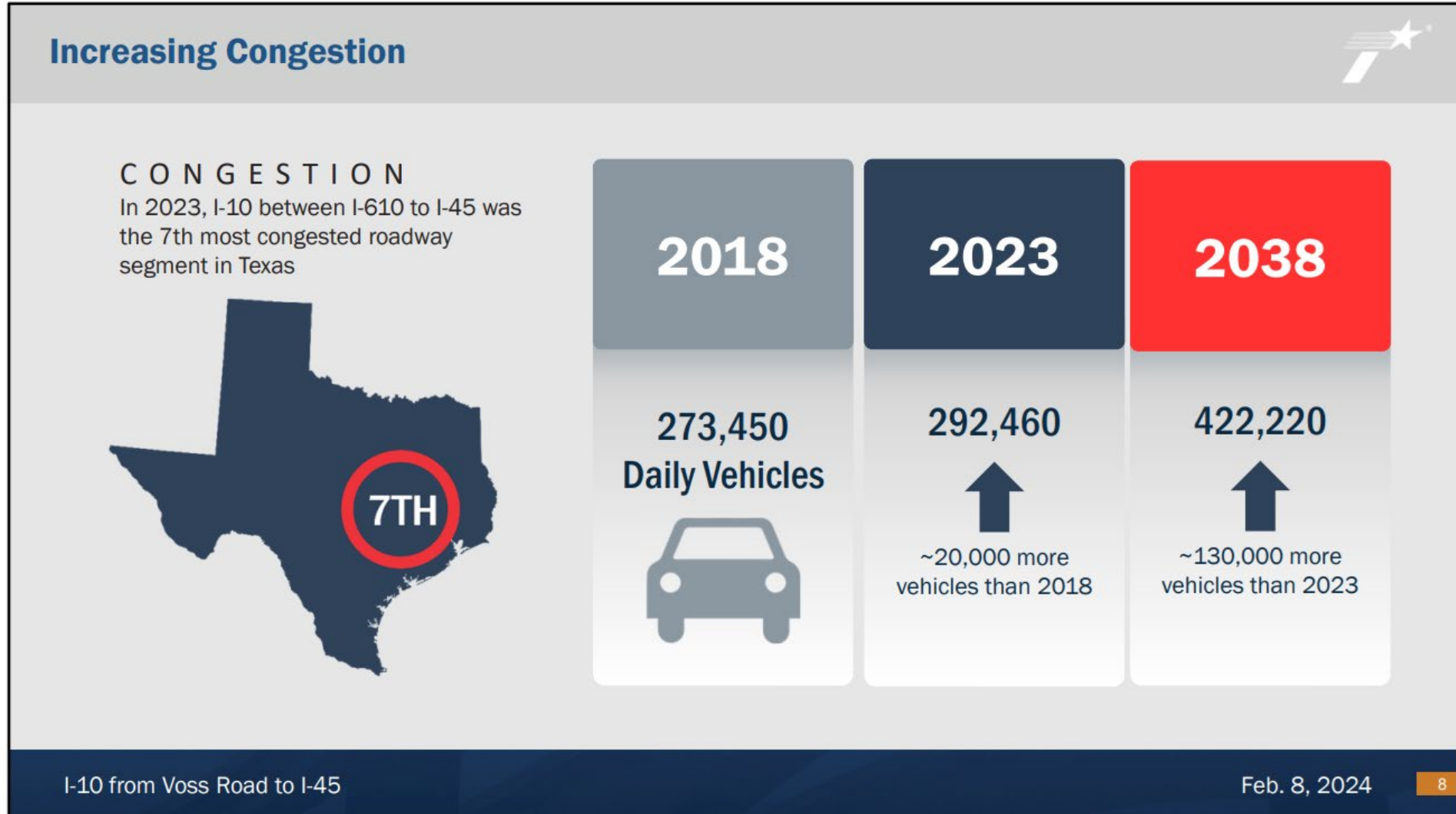
I-10 INNER KATY MANAGED LANES: TXDOT ALTERNATIVE 2



WHAT LAND WOULD TXDOT SEIZE?



CONGESTION “ESTIMATES”



The Problem with DOT Projections

This chart shows 3 separate projections, made in 1996, 2002, and 2011 by the Washington State DOT. Each time, WSDOT predicted a continued growth in traffic demand.

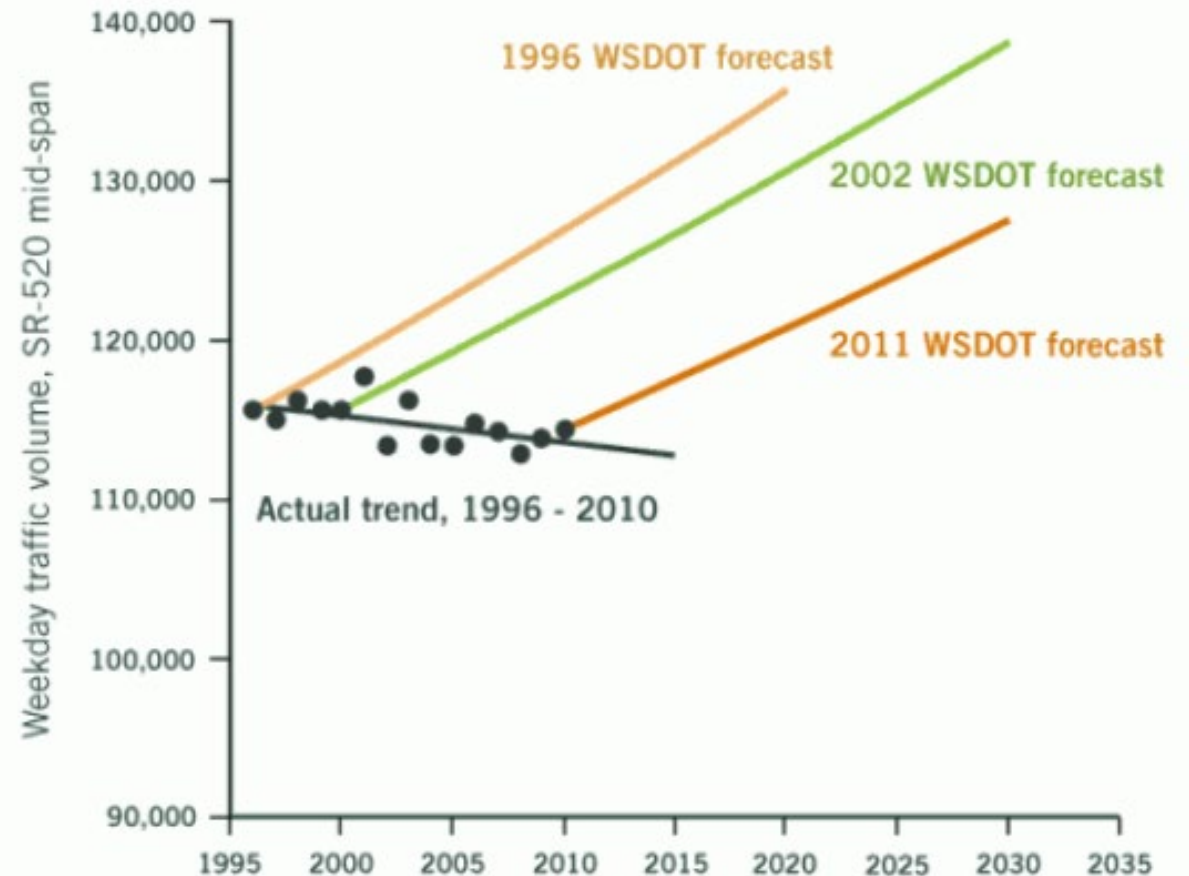
Residents fought against the expansion, successfully, and traffic volume (black line) DECREASED in each subsequent period.

Still WSDOT projections continued to predict increasing traffic volume and congestion to justify further widening.

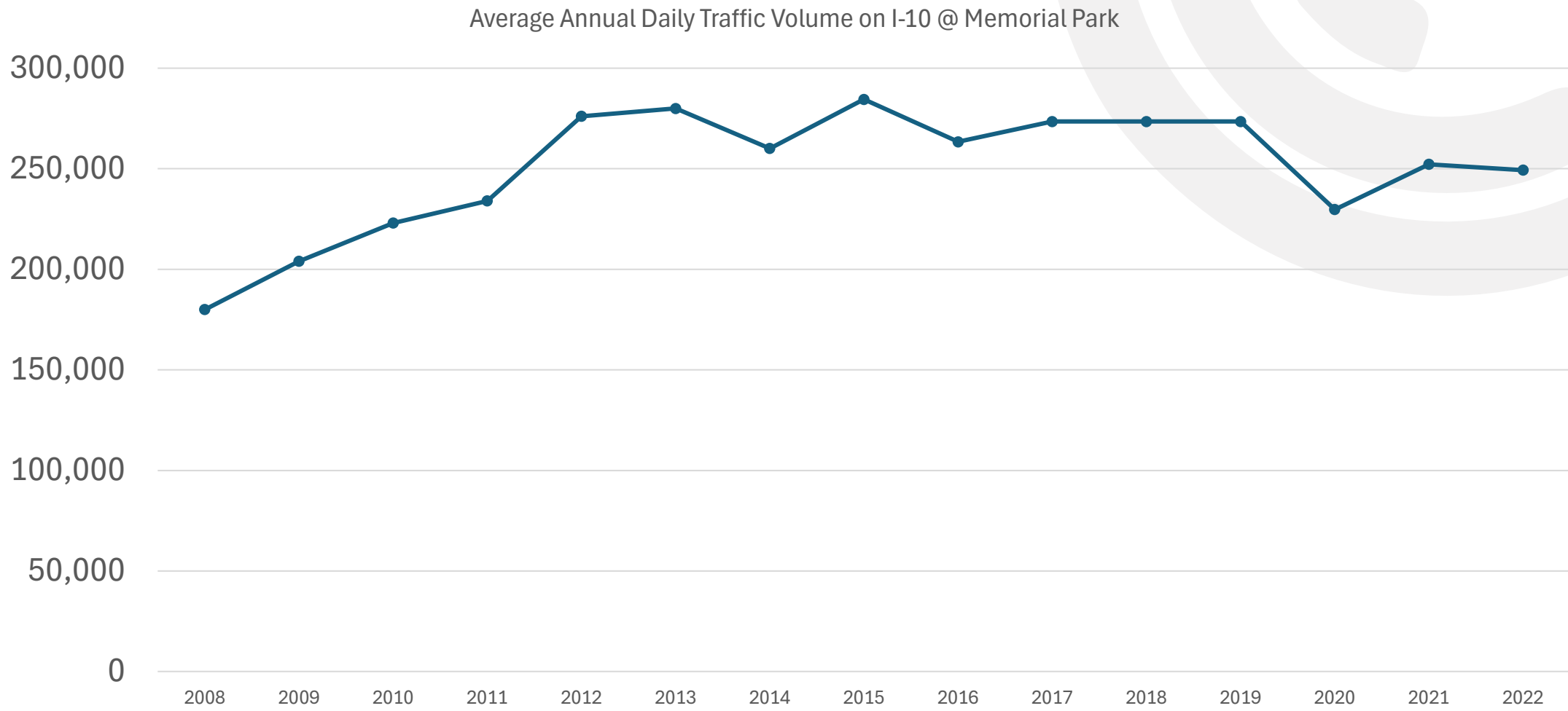
"It's difficult to get a man to understand something when his salary depends on him not understanding it"

Should we trust WSDOT Traffic Projections?

Actual weekday traffic on SR-520 vs. WSDOT forecasts.



Average Annual Daily Traffic Volume on I-10 @ Memorial Park



<https://www.txdot.gov/data-maps/traffic-count-maps.html>

INDUCED DEMAND 101

Congestion itself acts as a deterrent to more vehicles miles traveled.

Drivers make short term decisions (commuting off-peak, avoiding trip times, alternate routes, carpooling) and long-term decisions (where they live, where they work) decisions to avoid congestion and long commutes.

Relieving congestion causes people to make different choices, so traffic returns as more cars pile in to the roadways, and eventually, congestion returns to previous levels, until it gets bad enough that people start changing their behavior again.

California's DOT Admits That More Roads Mean More Traffic

Take it from Caltrans: If you build highways, drivers will come.



Jeff Turner / Flickr

By Eric Jaffe

November 11, 2015 at 4:00 PM CST

INDUCED DEMAND 101

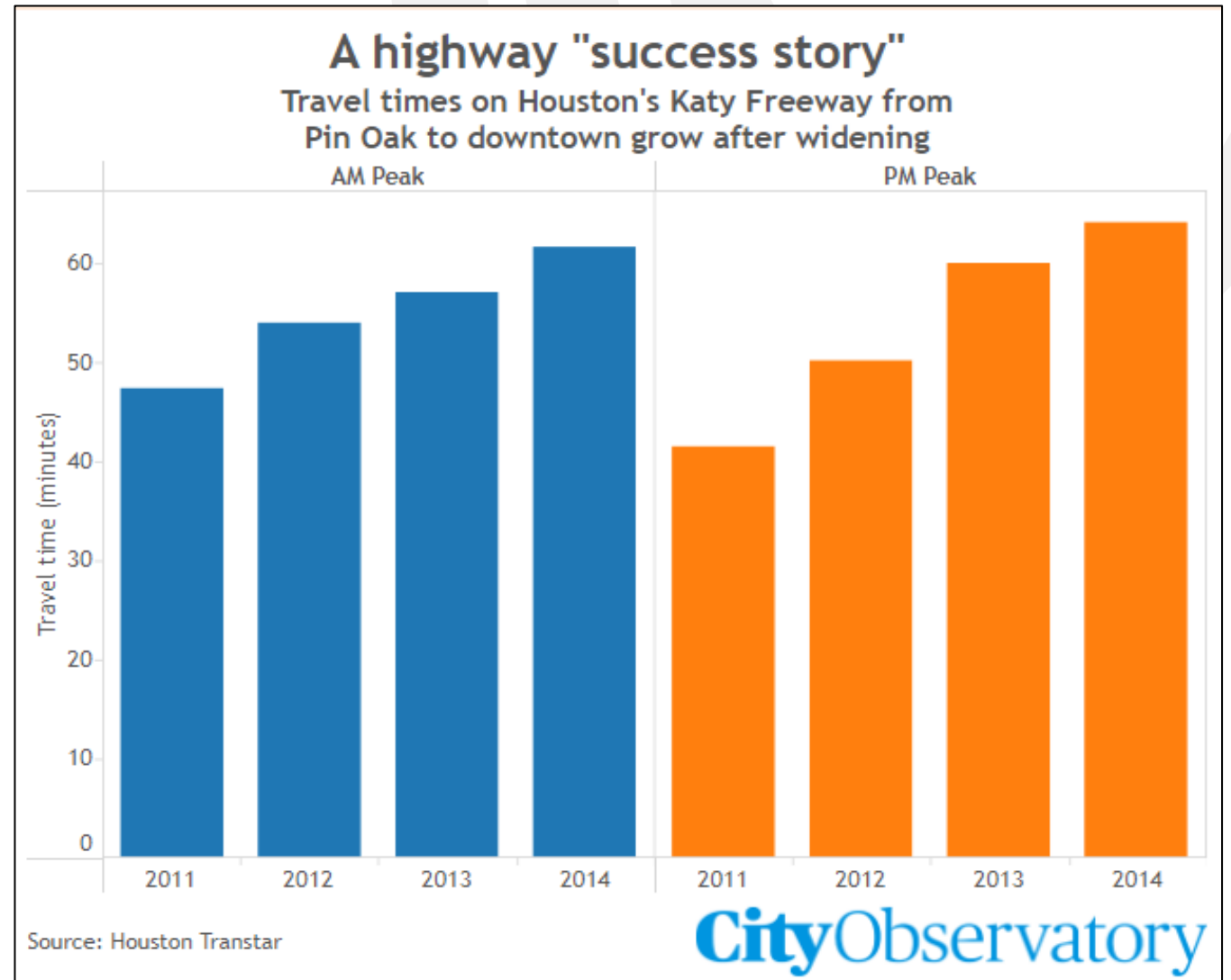
Sadly, the I-10 corridor in Houston is now considered the poster child for Induced Demand

Following the last expansion of I-10, traffic volumes immediately jumped following the reopening. Over the next 4 years, morning commute times increased 30 percent, and afternoon commutes by 55 percent.

After 4 years, travel times took longer than they did before the \$2.8 billion expansion project.

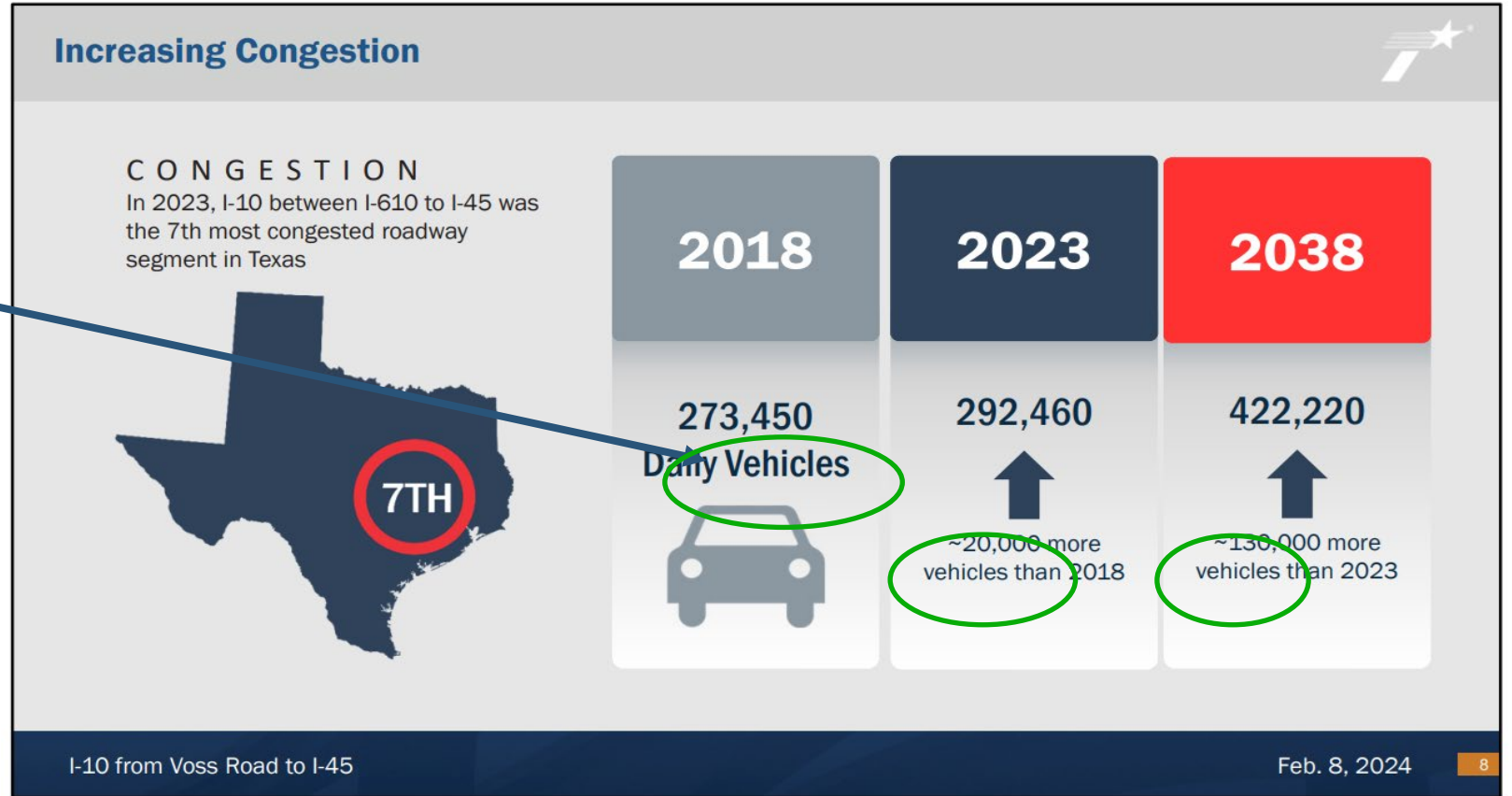
TxDOT is selling the current expansion plans based on congestion relief and traffic models.

We shouldn't fall for it again...again



TxDOT weights vehicles, not people, equally

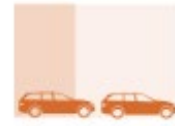
Notice what they're measuring?



NACTO (National Association of City Transportation Officials) recommends using *person* throughput as a primary measure.

If your goal is moving more people, then the addition of an HOV and Bus lane would more than compensate for the loss of a general purpose lane.

All of TxDOTs projected demand can be met within the existing footprint



PRIVATE MOTOR VEHICLES
600–1,600/HR



MIXED TRAFFIC WITH FREQUENT BUSES
1,000–2,800/HR



TWO-WAY PROTECTED BIKEWAY
7,500/HR



DEDICATED TRANSIT LANES
4,000–8,000/HR



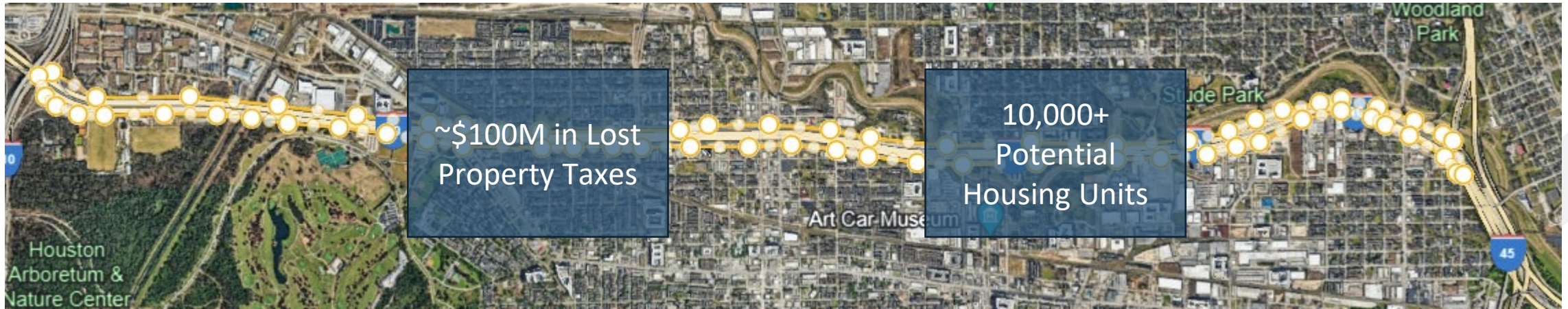
SIDEWALK
9,000/HR



ON-STREET TRANSITWAY, BUS OR RAIL
10,000–25,000/HR

The capacity of a single 10-foot lane (or equivalent width) by mode at peak conditions with normal operations.

Economic Opportunity Cost: Houston's Lost Tax Revenue



I-10's consumes 204 acres of land just in SN22 with land valued at \$4.8 million per acre (Rice Military proxy)

Total Land Value \$857,000,000.

- **\$20,000,000 per year** of lost potential property taxes (land value only)
- **\$40,000,000-\$100,000,000+** per year lost property taxes (assuming typical development)

This is the direct financial effect of freeway area but ignores the secondary effect on *adjacent* property value.

FUN FACT: WHAT DOES THIS STRETCH OF I-10 GENERATE IN GAS TAX REVENUE?

Assumptions:

- 250,000 vehicles per day
- The segment is approx. 5 miles from 610 to I-45
- 25 mpg average fuel economy (this averages across personal vehicles and freight/trucks)
- 20 cents/gallon State + Federal Gas Tax in Texas

Est. Gas Tax Revenue:... \$3.6 million per year

**That's a *tiny* fraction its economic potential, and
ALMOST ALL that money goes back to the Federal
and State DOT, not to Houston**



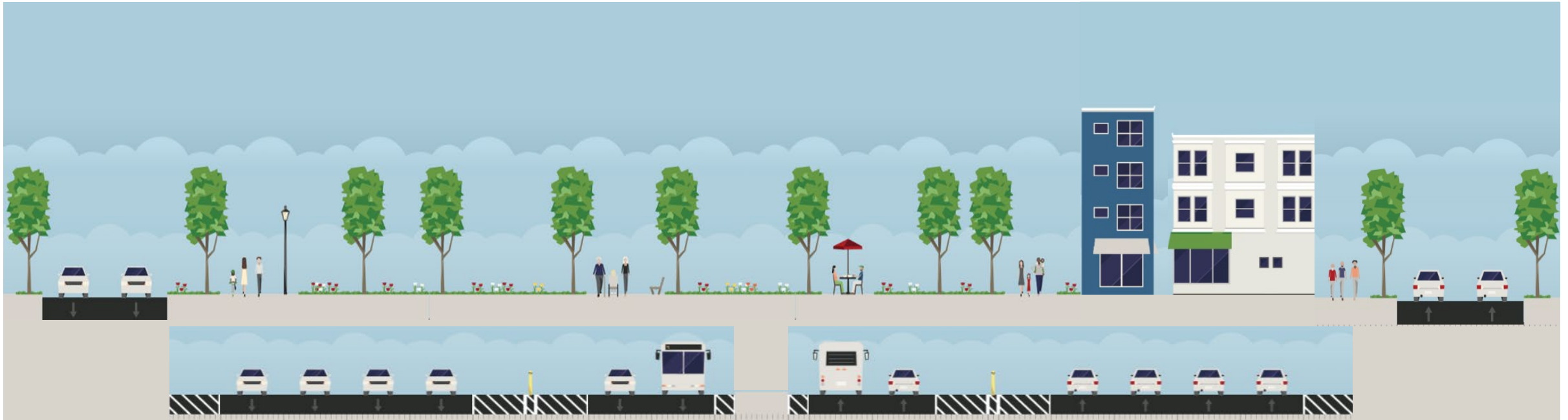
AN ALTERNATIVE APPROACH



OUR VISION FOR THE I-10 CORRIDOR

A Capped Freeway design between Memorial Park and Patterson, the section of I-10 which is already below grade.

- Space for parks, retail, or residences
- Fits within existing footprint (no seized properties)
- Reconnects neighborhoods across I-10
- Limits noise and particulate pollution in nearby neighborhoods



AUBREY DAVIS PARK MERCER ISLAND, WA

WsDOT constructed a below grade highway with freeway lids, or “caps”, to minimize disturbance to the residential area.

It was turned in a park space and named for Mayor Aubrey Davis who lobbied for the freeway caps and the creation of a park.

The park provides greenspace for local residents, enhanced connectivity, and dramatically reduced noise levels.



I-670 FREEWAY @ UNION STATION COLUMBUS, OH

This is a freeway??



I-670 FREEWAY @ UNION STATION COLUMBUS, OH

Nope, it's *above* a freeway

The Cap at Union Station is a \$7.8 million, 25,500-square-foot retail development reconnecting downtown Columbus, Ohio with the Short North arts and entertainment district.

Retail and Restaurants atop the cap pay leases that are 25-35% MORE than nearby locations, this is now considered a destination



TEXAS SPUR 366 / KLYDE WARREN PARK DALLAS, TX

Opened in 2012, Klyde Warren Park is a 5.2 acre urban park connecting the Dallas Arts District to nearby areas.

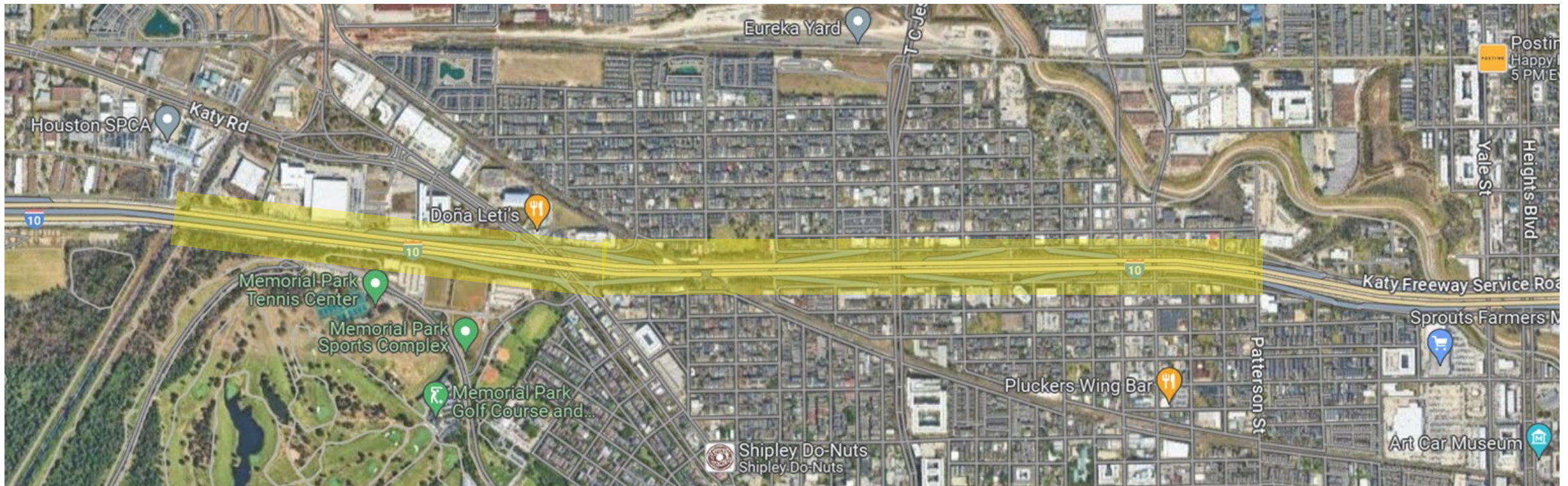
TxDOT facilitated a (partially) capped design, while the \$10 million park improvements were paid for by private funds by Billionaire Kelcy Warren (and named for his son).

Klyde Warren hosts yoga, concerts, dance lessons, outdoor events, and much much more...



OUR VISION FOR THE I-10 CORRIDOR

Where could the cap be? Below-grade segments from Memorial Park to Patterson St are natural candidates for caps/lids, and are the areas where caps could have the biggest opportunities to reconnect neighborhoods



What about the Inner Katy BRT?

TxDOT changes to I-10 have already increased projected cost of the Inner Katy BRT (~\$200 million increase, now estimated \$600-700 million). It seems likely that changing to a Freeway Cap design would require that the Inner Katy BRT design be revisited. We strongly feel that the benefits a capped freeway brings to the community justifies this effort.

No Higher No Wider I-10 supports high-quality transit, and would be eager to engage with TxDOT and METRO to incorporate transit into the redesign. This could include several positive potential outcomes, like:

- Integrating the Inner Katy BRT into a capped design, if feasible
- Preserving some features of the IKBRT, like P&R Express Service and Uptown-to-Downtown via NWTC, within the footprint of the capped freeway design (e.g. dedicated bus lane)
- Shifting some features, like local stations and route connections, to be served by upgrading local routes.

NEXT STEPS

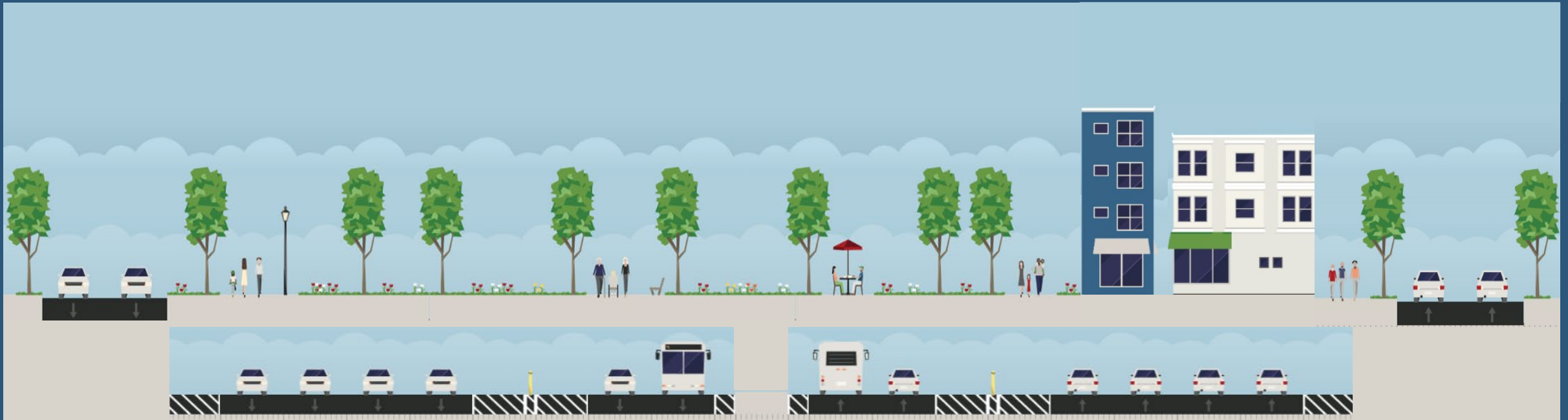
- Please sign the following petitions:
 - <https://chng.it/YxL4GRjjLB> - (Capped Freeway for I-1)
 - <https://actionnetwork.org/petitions/create-white-oak-bayou-park>
(Save White Oak Bayou a.k.a. Segment 1)
- Letters are due TxDOT before April 1st for the Inner Katy Managed Lanes (a.k.a Segment 2) portion
- Check out and share our website at www.nohighernowideri10.com
- For copies of comment letters and letters of support, please reach out to us at nohighernowideri10@gmail.com
- We plan to formally reach out to TxDOT following the closure of that comment period to propose first steps for exploring this concept

FUN VIDEOS / REFERENCES

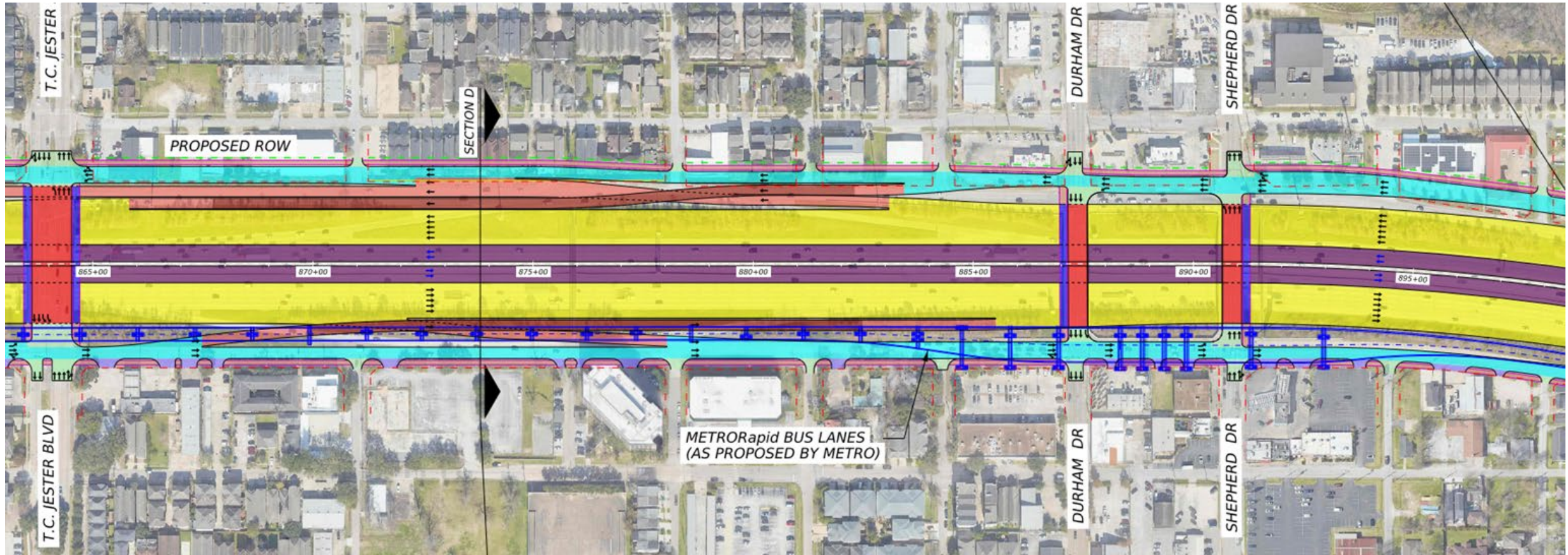
[CITY NERD - Freeway Lids / Caps / Decks](#)

[NOT JUST BIKES - Induced Demand](#)

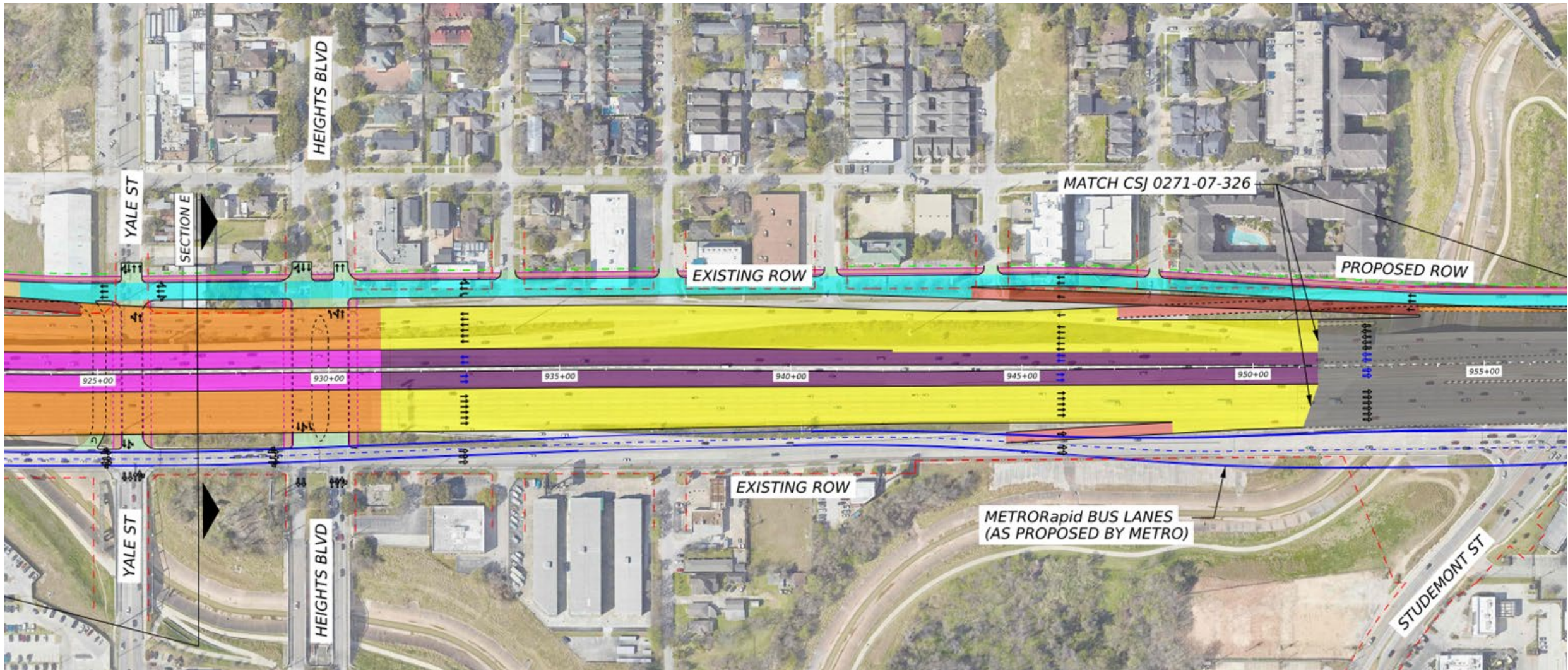
APPENDIX

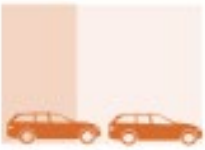


WHAT LAND WOULD TXDOT SEIZE?



WHAT LAND WOULD TXDOT SEIZE?





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600–1,600/HR



MIXED TRAFFIC WITH FREQUENT BUSES

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The capacity of a single 10-foot lane (or equivalent width) by mode at peak conditions with normal operations.



Concept 1: Wash Ave alternative to IKBRT at 1/4 the cost

Proposed Upgrade	Estimated Cost
At-Grade BRT on Wash Ave: Build dedicated lane, center-running BRT (compatible with a future Light Rail expansion), an alignment that would be far closer to residential and retail locations, generating higher ridership	\$100 Million
Sidewalks: Rebuild every sidewalk on Wash corridor and major connecting streets	\$10 Million
Safe Pedestrian Crossings: Build 50+ landscaped crossing islands	\$2 million
Street Safety Upgrades: Install 1000+ Bollards, 100+ bulb-outs/curb-extensions on connecting intersections, lane-narrowing, 100+ speed cushions	\$10 Million
Street Trees: Plant 5000+ mature (8'-10') street trees	\$2 Million
Free Rides: 30 free transit rides for every resident in SN22	\$2 Million
Power Lines: Bury overhead powerlines along Wash Ave.	\$20 Million
Aesthetic Upgrades: <u>Neighborhood signage, brick pavers, sign toppers, street art, benches, lighting/fixture upgrades, etc.</u>	\$20 Million

Transit Alt Concept 1: Wash Ave Transit Corridor 1/4 the IKBRT cost

Proposed Upgrade	Estimated Cost
At-Grade Center Running Dedicated Bus Lane: Stops can be designed to accommodate future LRT	\$50-100 million for stations, barriers, and paint when using existing lane ROW
Sidewalks: Full rebuild of every sidewalk along Wash Ave. and major connecting streets	\$10 Million @ \$10 per sqft sidewalk estimated construction cost, 6 ft x 30 miles of sidewalk
Safe Pedestrian Crossings: Build 50+ landscaped crossing islands along the length of Wash Ave. for:	\$2 million @ \$40,000 per traffic island, includes premium level landscaping and enhanced crossings
Street Safety Upgrades: 1000+ Bollards, 100+ bulb-outs/curb-extensions on side streets, lane-narrowing, 100+ speed cushions)	\$10 Million (includes everything described to the left...plus \$6.5 million for more)
Street Trees: Plant 5000+ street trees along Washington Ave sidewalks and medians for shade, comfort, and beautification	\$2 Million @ \$400 per mature tree (8-10 ft tall) from TreesforHouston.org
Free Rides: Build momentum by giving 30 free transit rides to every resident in 77007, to get people using the new transitway	\$1.5 Million @ 30 free rides (\$1.25 per fare) for each of our ~40,000 residents
Power Lines: Bury overhead powerlines along the entire corridor	\$15 Million @ \$5 million/mile
<u>Aesthetic Upgrades:</u> <u>Street signs, brick pavers, sign toppers, street art, benches, lighting, etc.</u>	\$15 Million goes a long way

WHAT ABOUT EAST OF HEIGHTS BLVD?

- We acknowledge that getting the freeway out of the floodplain makes sense. While it's not ideal for residents, we could be on board...

IF:

- TxDOT lowers the elevation of the main lanes to the minimum viable height
- Agrees to contribute the remaining Taylor Woods toward city park space, galvanizing the remaining woodland area against future expansion
- Plant trees as proposed to eventually provide blockage of freeway area
- Shared Use Path as proposed
- Environmental Mitigations
- Additional amenities, etc



3 THINGS TO KNOW ABOUT HIGHWAYS

1. Highway widening fails to deliver the promised congestion relief, and increases air & noise pollution
2. Congestion is solvable, and we have the solutions that are best for Houston
3. I-10 has already harmed our neighborhood connectivity, but it can be repaired, and TxDOT must do that for us



OUR VISION FOR THE I-10 CORRIDOR:

Alternative with 5 main lanes and 1 managed lane

