



**NO HIGHER NO WIDER
i-10**

**A COMMUNITY DRIVEN
DESIGN CONCEPT**

RECONNECTING COMMUNITIES

IMPROVING TAX REVENUES

MITIGATING FLOODING

NOHIGHERNOWIDERI10.COM

High Level Impacts

Undisclosed
Budget

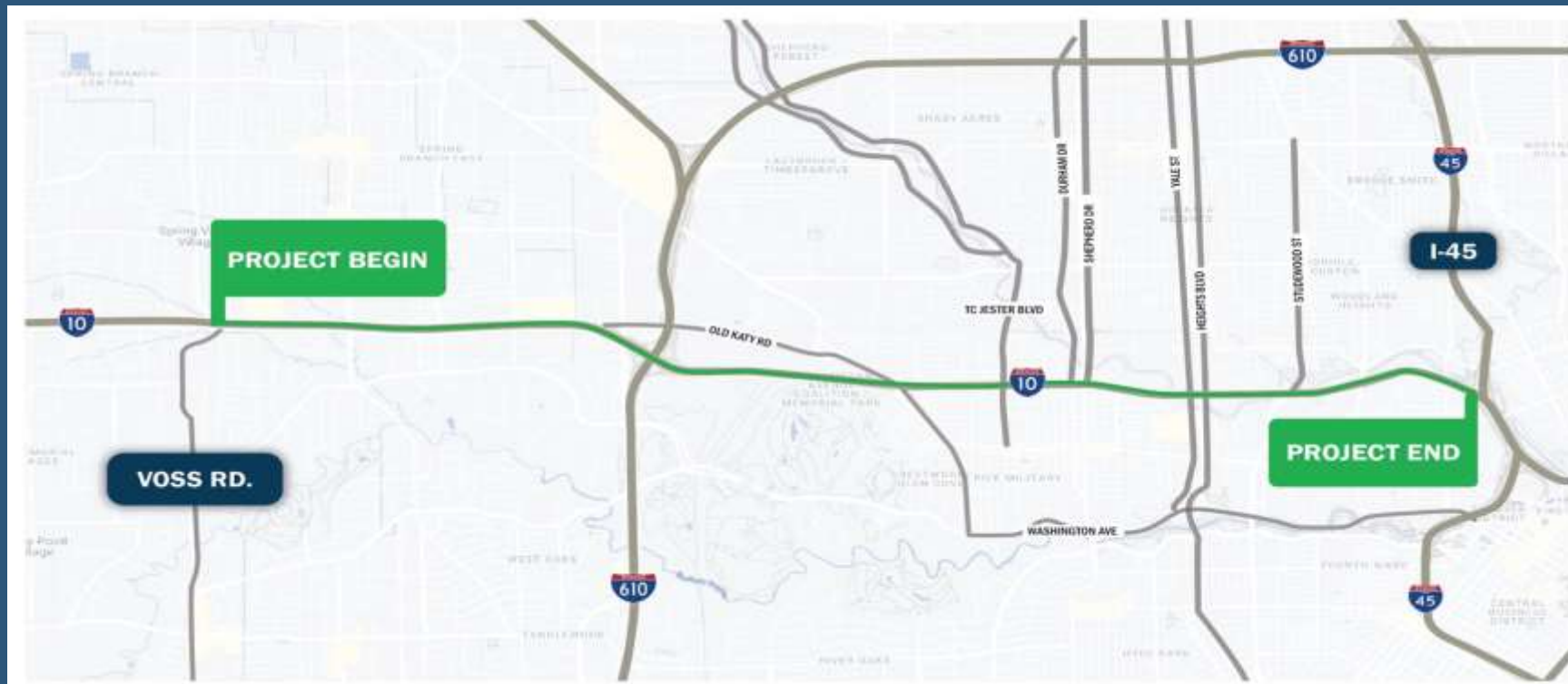
18+ Total Lanes

10+ Years of
Construction

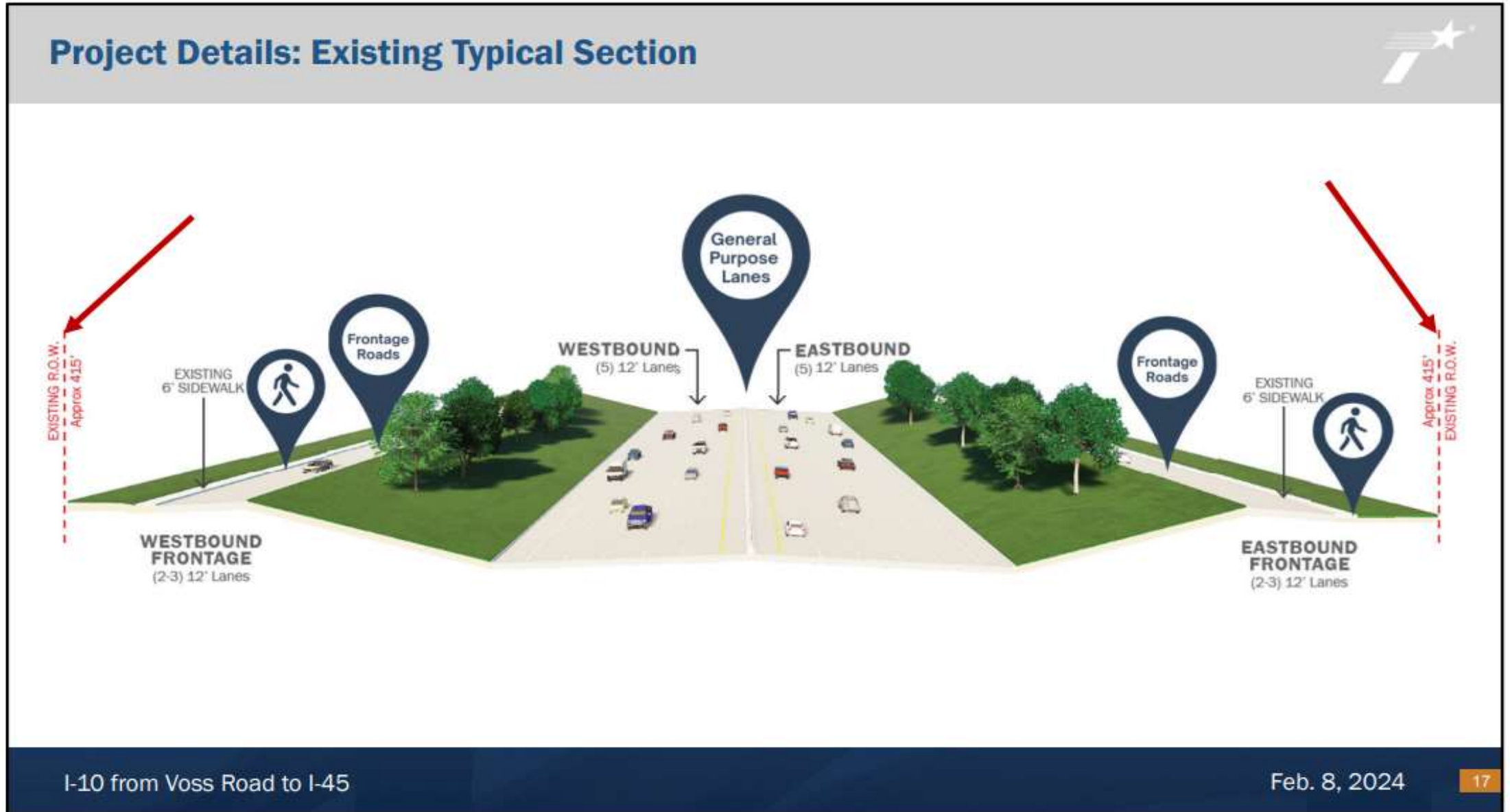
12.5 Acres Seized
for Expansion

80+ homes and
businesses destroyed

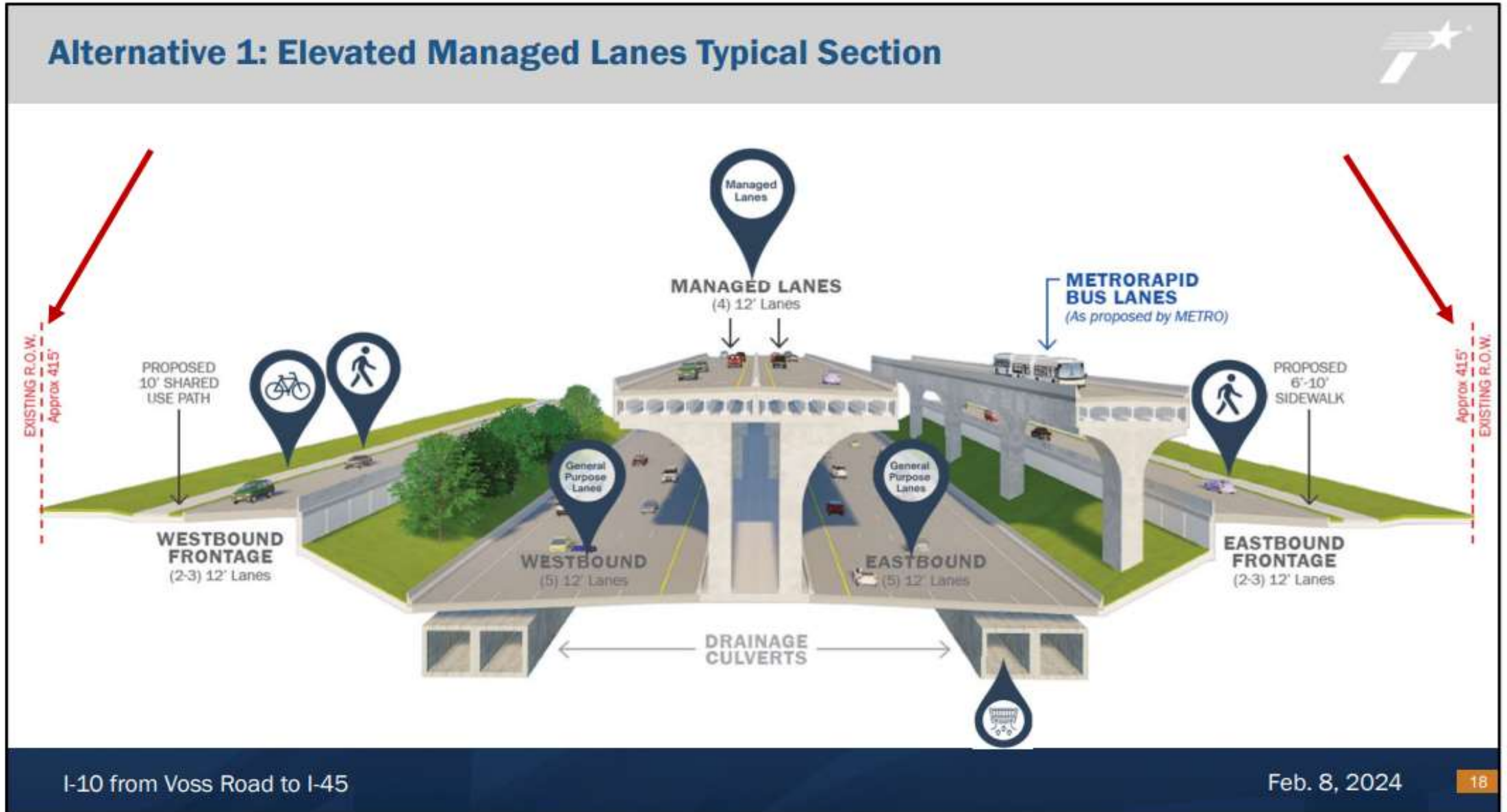
- Voss Rd. east to I-45 Downtown a.k.a “Inner Katy Managed Lanes”
- Heights Blvd east to I-45 Downtown a.k.a. “White Oak Bayou project”



I-10 CORRIDOR AT PRESENT



I-10 INNER KATY MANAGED LANES: TXDOT ALTERNATIVE 1



I-10 INNER KATY MANAGED LANES: TXDOT ALTERNATIVE 2



AN ALTERNATIVE APPROACH



OUR VISION FOR THE I-10 CORRIDOR

A Capped Freeway design between Memorial Park and Patterson

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



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



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.



TEXAS SPUR 366 / KLYDE WARREN PARK DALLAS, TX

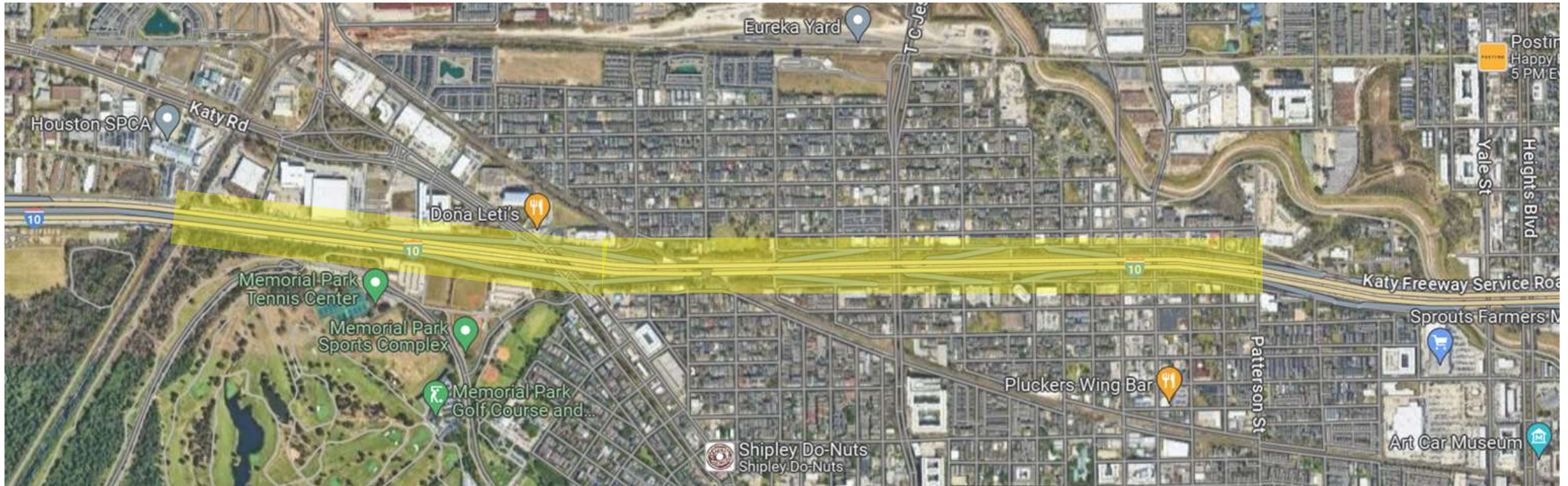
Opened in 2012, Klyde Warren Park is a 5.2 acre urban park connecting the Dallas Arts District to nearby areas.

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).



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,



EFFECTS ON CITY REVENUE (AND HOW HIGHWAYS BANKRUPT CITIES)



I-10's consumes 204 acres of land just within our super neighborhood

A typical Rice Military lot pays taxes = \$4.8 million per acre (just the land, not including the house!)

This land, valued at \$857,000,000 based on typical Rice Military Land Values, could add 3,000 to 18,000 housing units, generating:

- Approx. \$20,000,000 per year of lost property taxes on land alone
- Approx \$40,000,000-\$100,000,000+ per year lost property taxes on developed property

This is the direct financial effect of freeway area but ignores the secondary effect on *adjacent* property value. Elevated freeways have an even more significant impact on adjacent property values, land use, and lost tax revenue

FUN FACT: WHAT DOES IT GENERATE IN GAS TAX REVENUE?

250,000 vehicles per day

The segment is approx. 5 miles from 610 to I-45

Assuming 25 mpg average (this averages across personal vehicles and freight/trucks)

20 cents/gallon State +Federal Gas Tax in Texas

The annual tax revenue generated by this stretch is...**\$3.6 million**



For the 1/4 the cost of the Inner Katy BRT, you could build...

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 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

NEXT STEPS

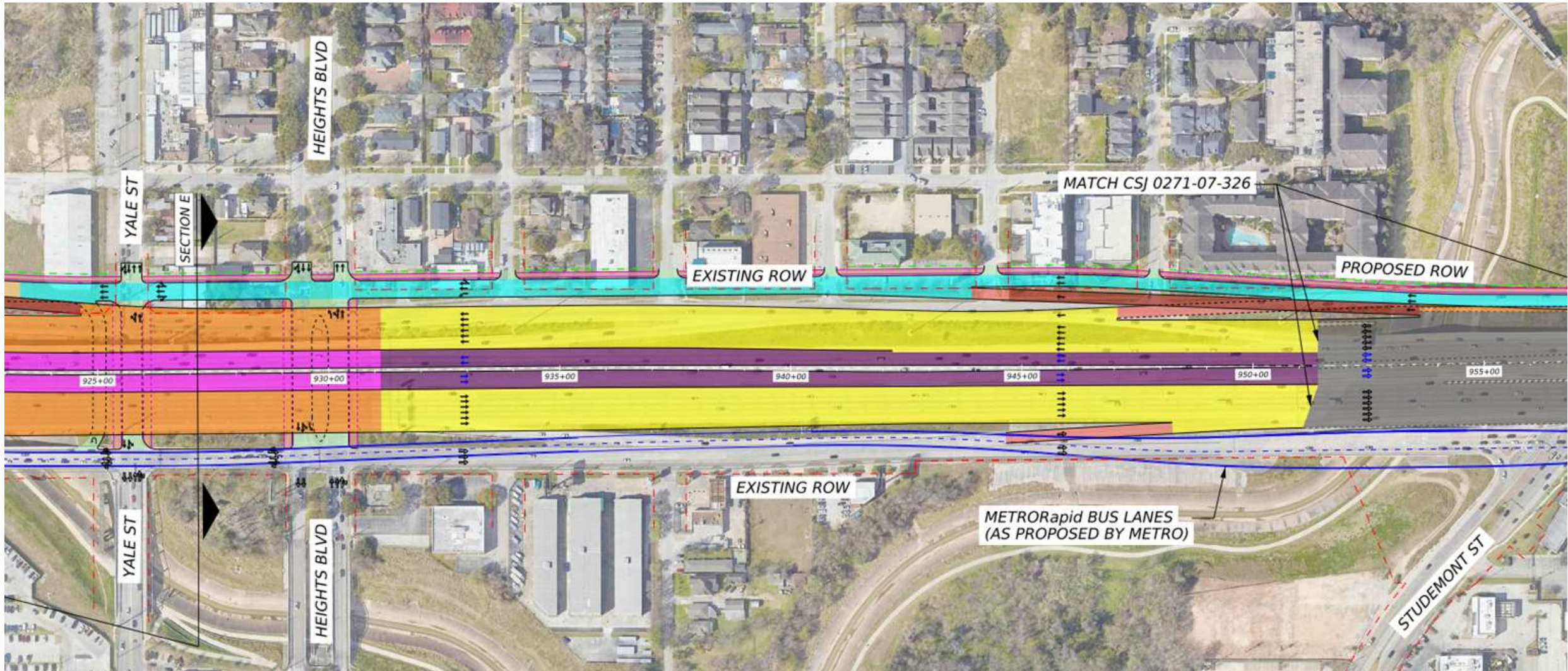
- Sign Me:
 - <https://chng.it/YxL4GRjjLB>
 - <https://actionnetwork.org/petitions/create-white-oak-bayou-park>
- Send letter to TxDOT before February 26th
- Check out our website at www.nohighernowideri10.com

APPENDIX

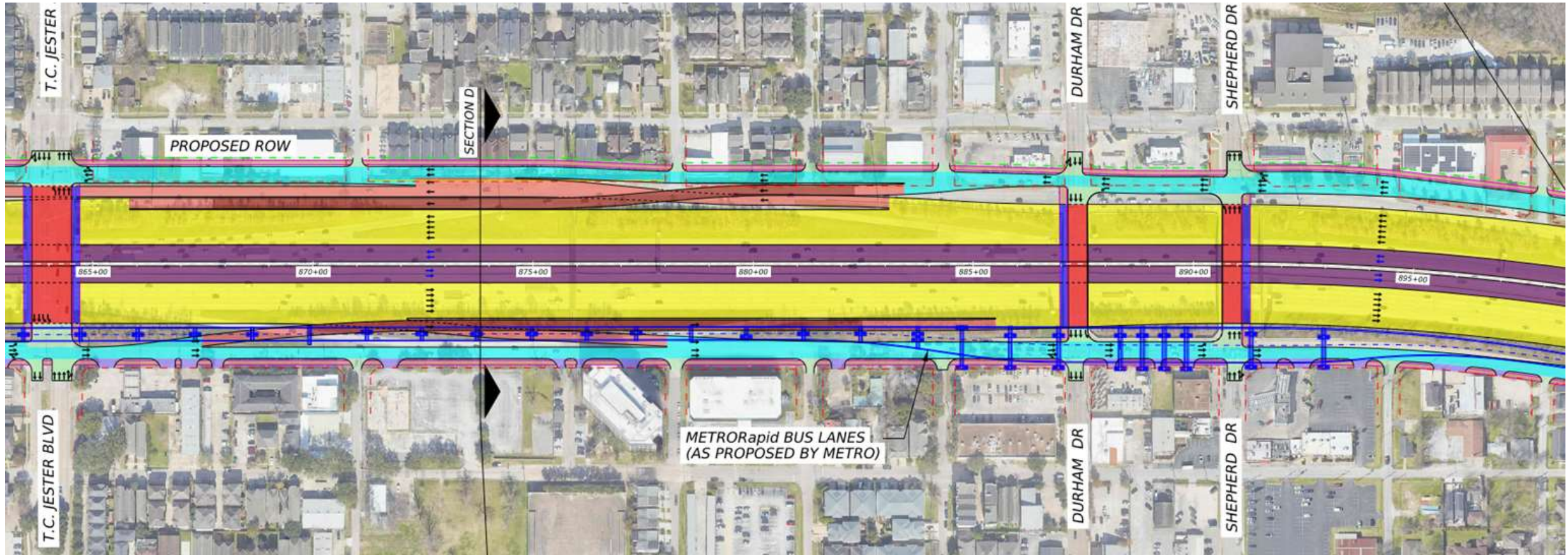
WHAT LAND WOULD TXDOT SEIZE?



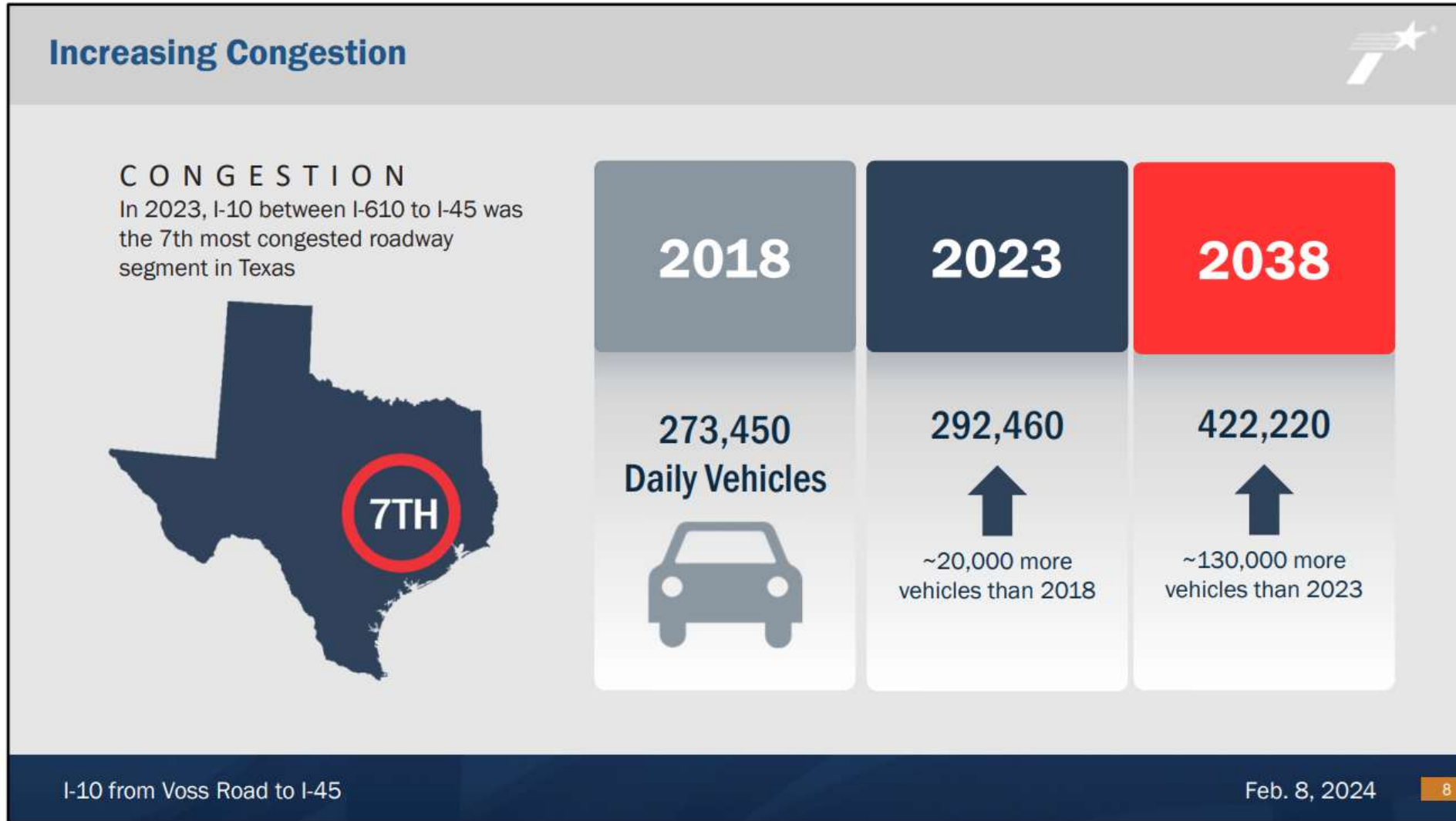
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WHAT LAND WOULD TXDOT SEIZE?



CONGESTION ESTIMATES



WHAT ABOUT EAST OF HEIGHTS BLVD?

- We acknowledge that getting the freeway out of the floodplain makes sense. While it's not ideal for are 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



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



INDUCED DEMAND 101

In congested systems, the principal constraint to more driving is congestion. Congestion adds additional vehicle miles traveled

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

Relieving congestion causes people to make different choices, so traffic returns as more cars pile in to the roadway

California's DOT Admits That More Roads Mean More Traffic

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

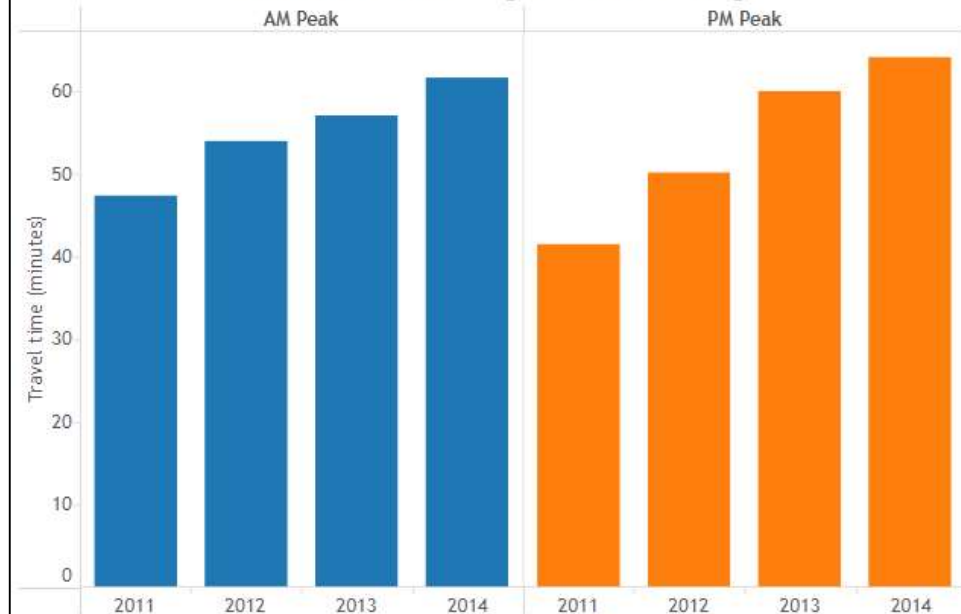


Jeff Turner / Flickr

By Eric Jaffe
November 11, 2015 at 4:00 PM CST

A highway "success story"

Travel times on Houston's Katy Freeway from Pin Oak to downtown grow after widening



Source: Houston Transtar

CityObservatory

OUR VISION FOR THE I-10 CORRIDOR:

Alternative with 5 main lanes and 1 managed lane



WASHINGTON AVENUE RIDERSHIP EXPERIENCE UPGRADES

Proposed Upgrade	Estimated Cost
At-Grade BRT: 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	\$5 Million @ \$10 per sqft sidewalk estimated construction cost, 6 ft x 15 miles of sidewalk
Safe Pedestrian Crossings: Build 50+ landscaped crossing islands along the length of Wash Ave. for:	\$1.5 million @ \$25,000 per traffic island, includes premium level landscaping
Street Safety Upgrades: 1000+ Bollards, 50+ 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	\$1.5 Million @ \$300 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> Street signs, brick pavers, sign toppers, street art, benches, lighting, etc.	\$15 Million goes a long way