



**NO HIGHER NO WIDER  
I-10**

**A COMMUNITY DRIVEN  
DESIGN CONCEPT**

RECONNECT COMMUNITIES

STRENGTHEN CITY TAX BASE

REDUCE NOISE AND AIR POLLUTION

[NOHIGHERNOWIDERI10.COM](http://NOHIGHERNOWIDERI10.COM)

# High Level Impacts of TxDOT's Proposed Plans

Undisclosed  
Budget

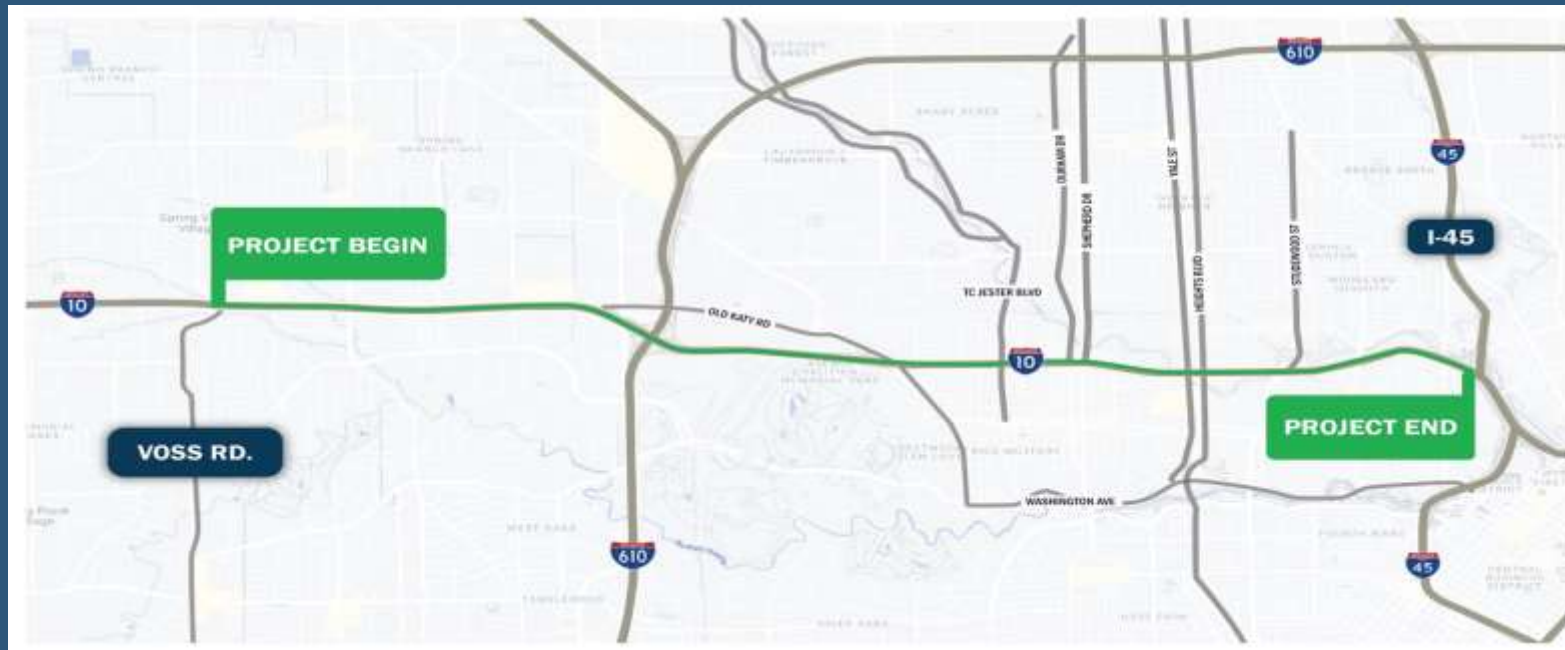
18+ Total Lanes

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”

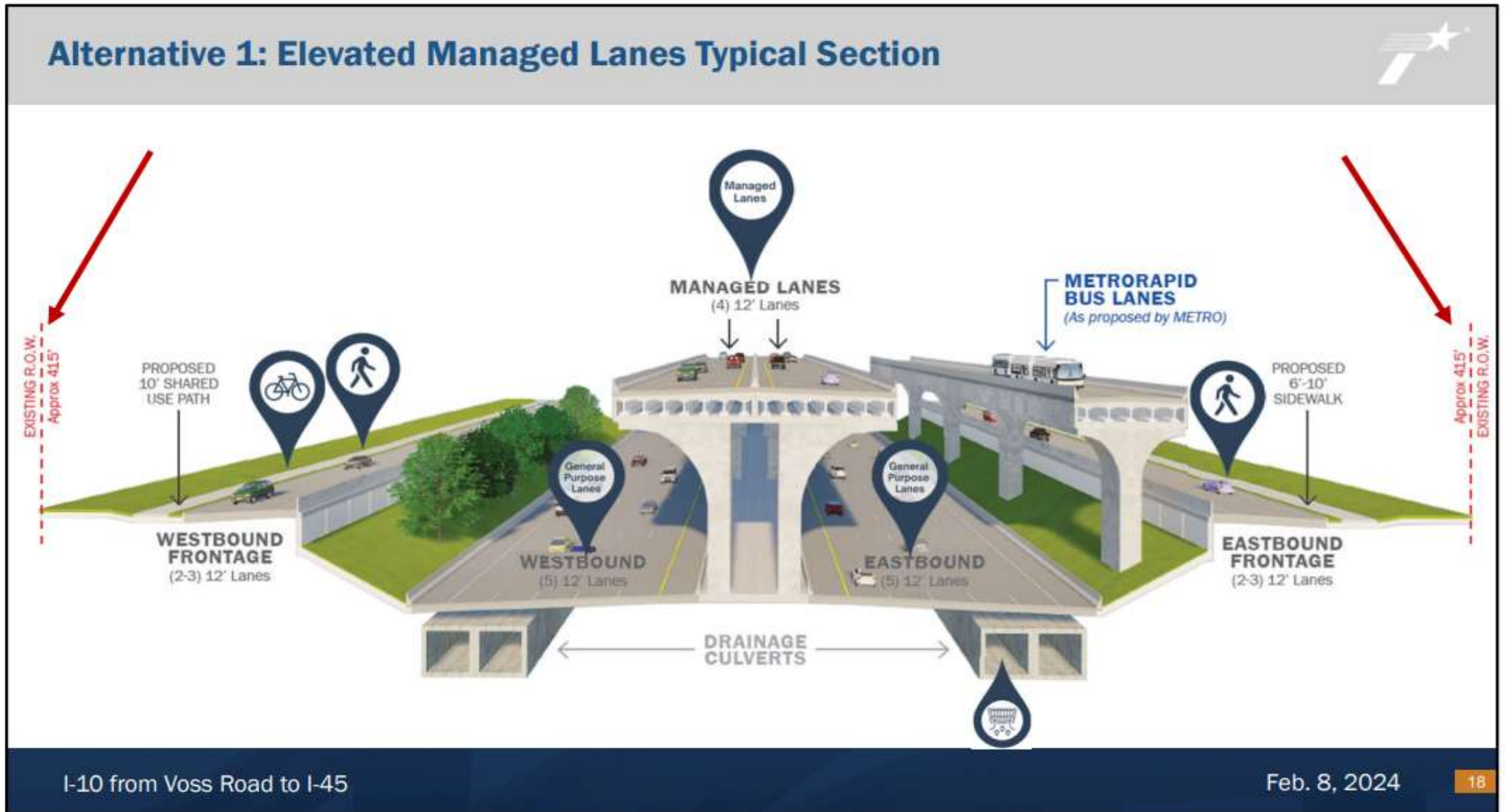


# I-10 CORRIDOR AT PRESENT

## Project Details: Existing Typical Section

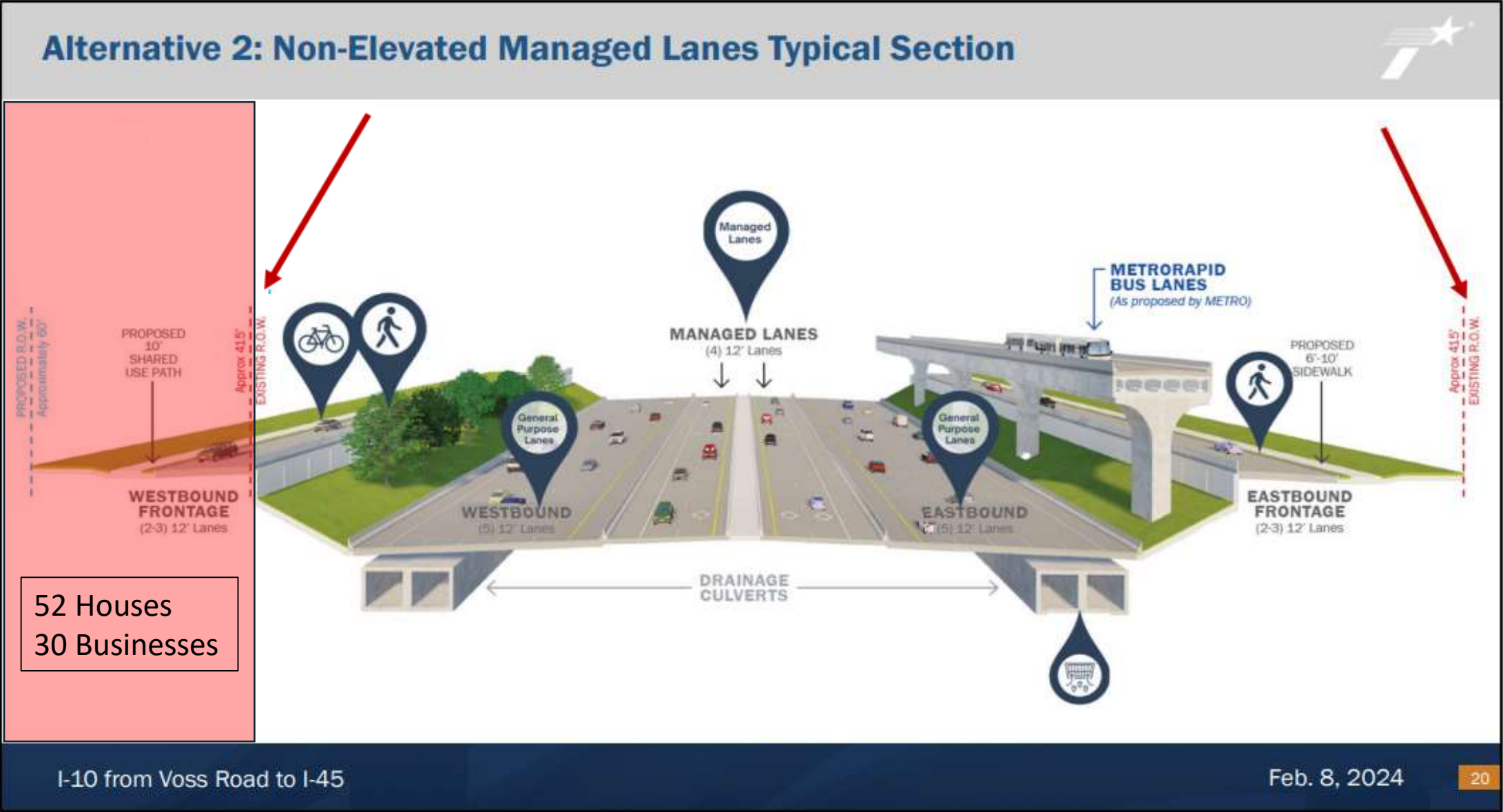


# I-10 INNER KATY MANAGED LANES: TXDOT ALTERNATIVE 1





# I-10 INNER KATY MANAGED LANES: TXDOT ALTERNATIVE 2



# WHAT LAND WOULD TXDOT SEIZE?

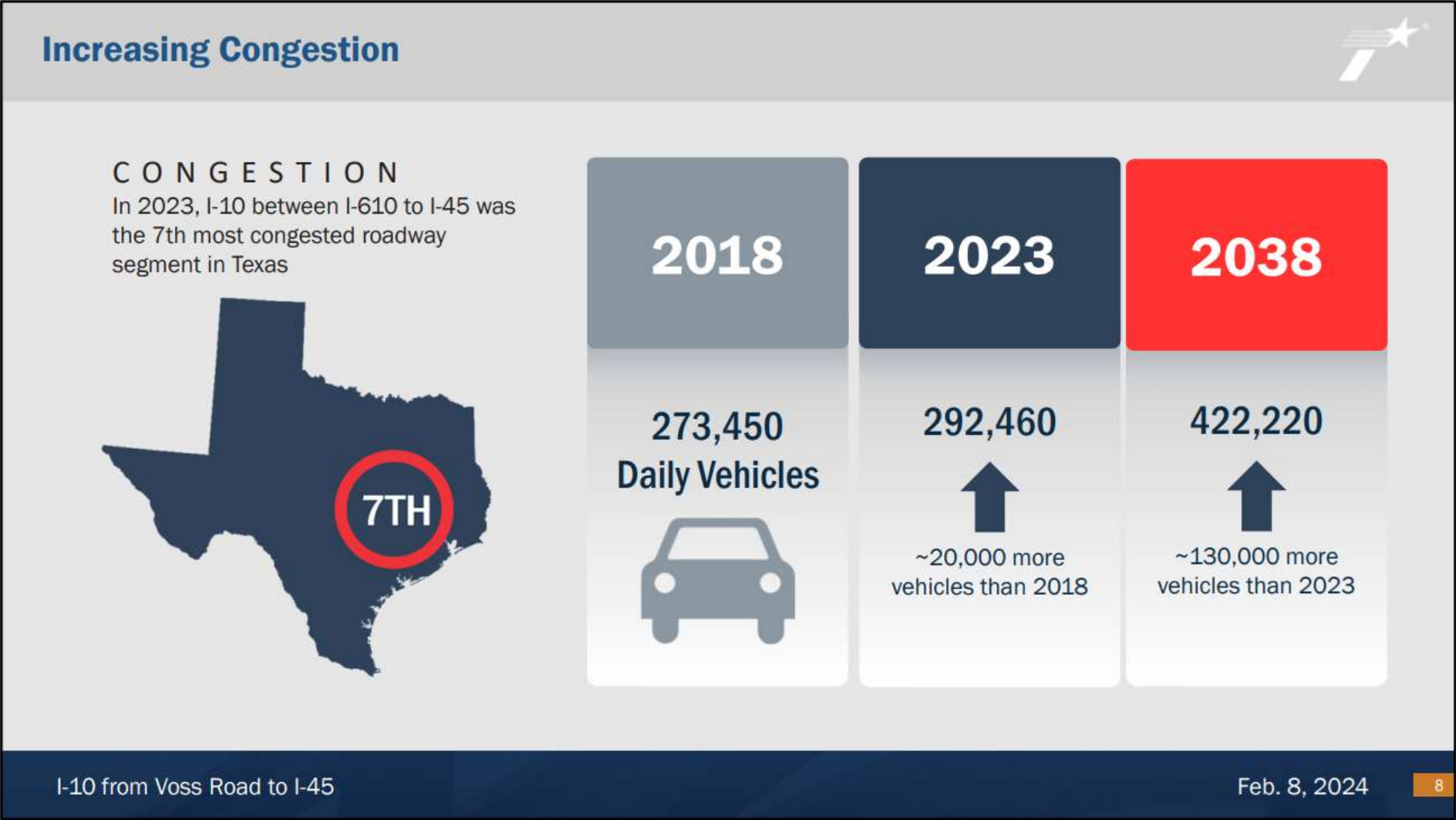




# But what about the Traffic?



# CONGESTION “ESTIMATES”





# The Problem with DOT Projections

This chart shows 3 separate projections, made in 1996, 2002, and 2011 by the Washington State DOT.

Every projection inevitably predicts growing traffic volumes and congestion

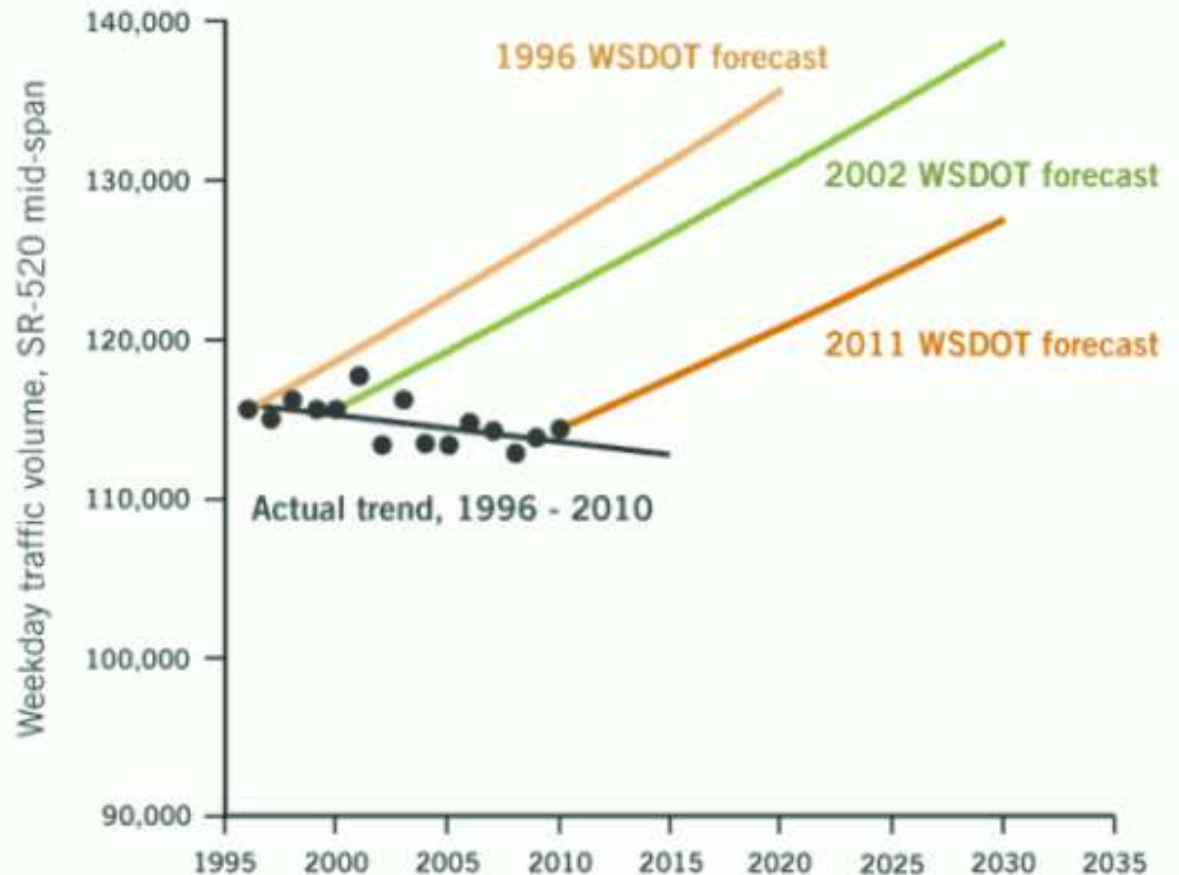
But residents fought against the expansion, successfully, and actual volumes (shown in black) DECREASED in future years

STILL, each new WsDOT project continued to predict growth in traffic volumes

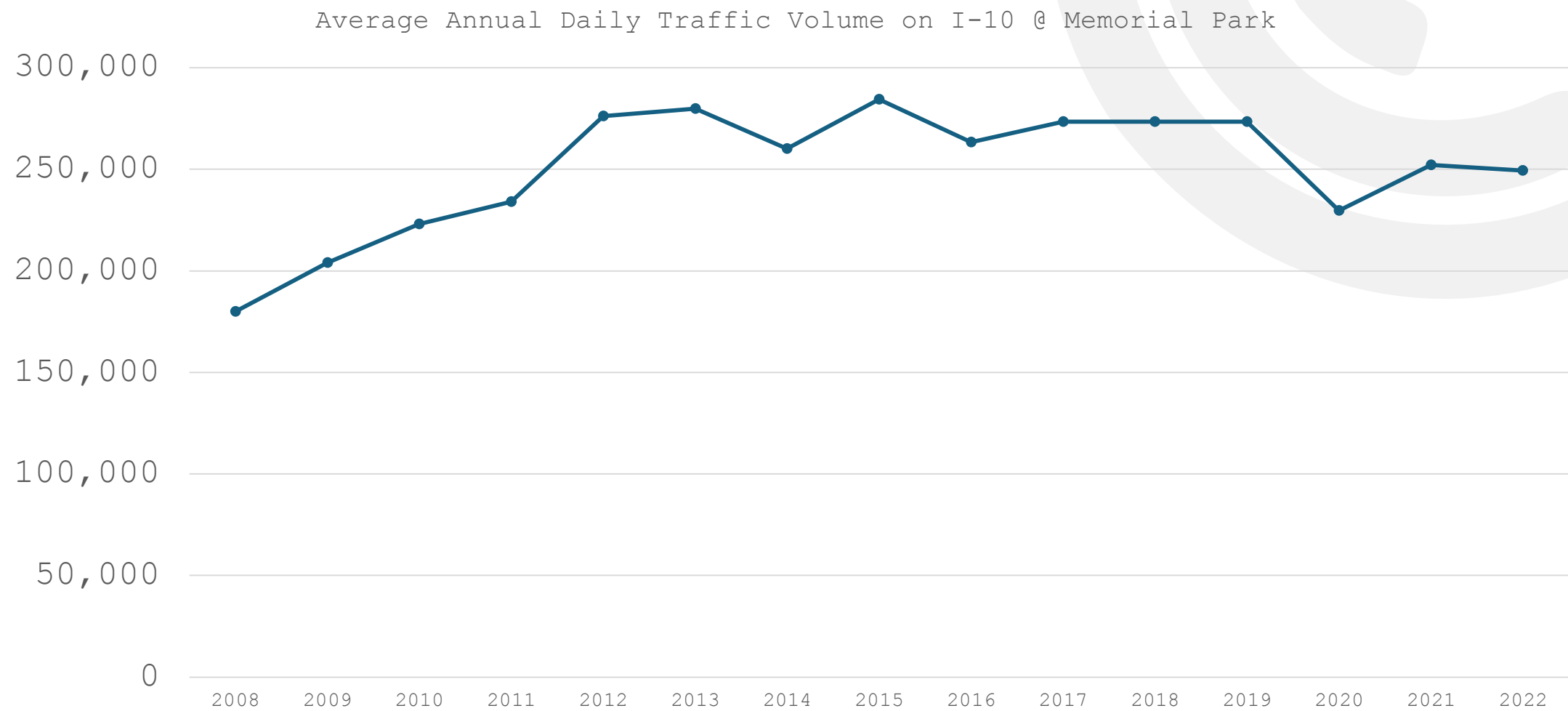
*"It's difficult to get a man to understand something when his salary depends on him not understanding it"*

## 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



# 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

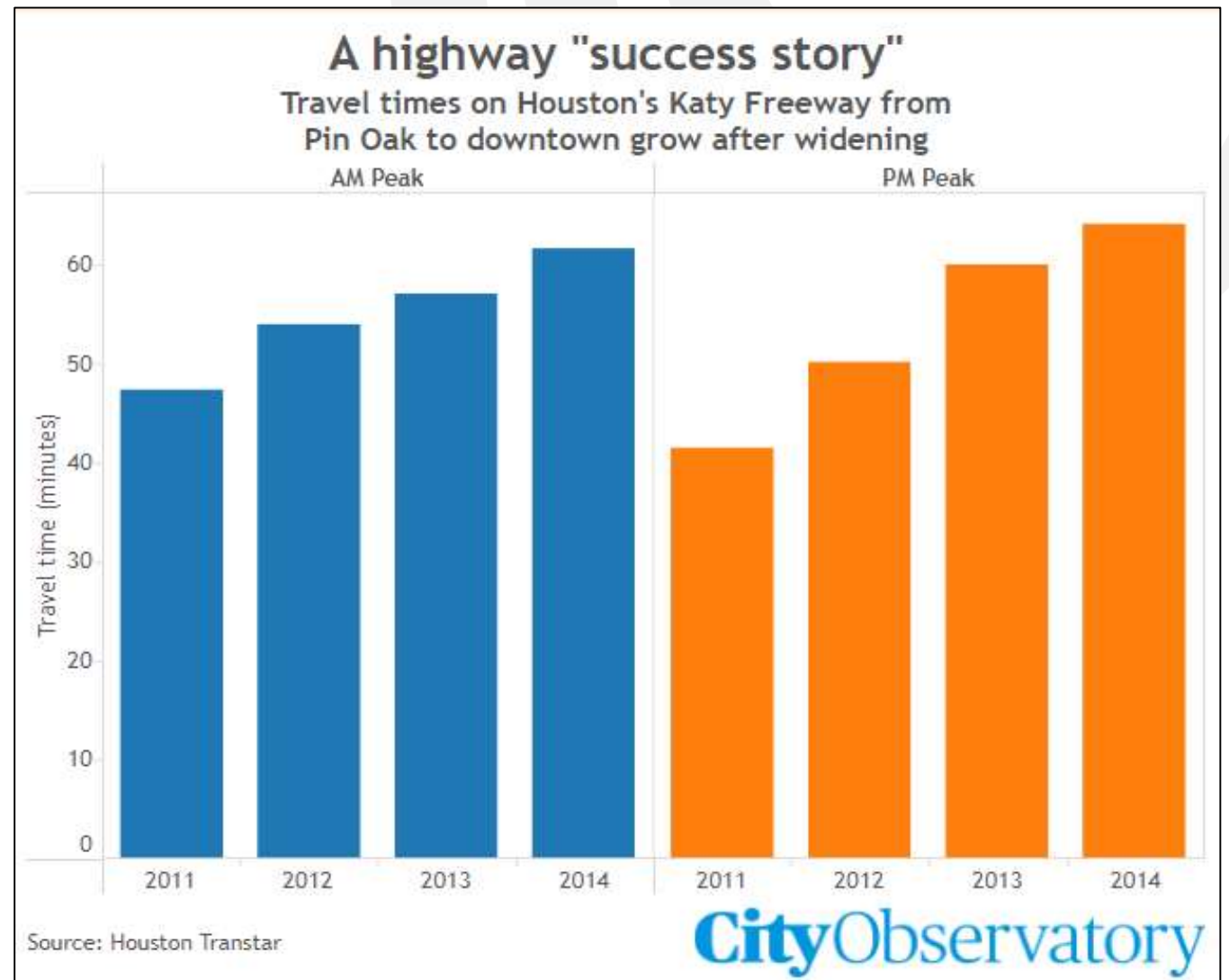
Sadly, the I-10 corridor in Houston is now considered the poster child for Induced Demand

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.

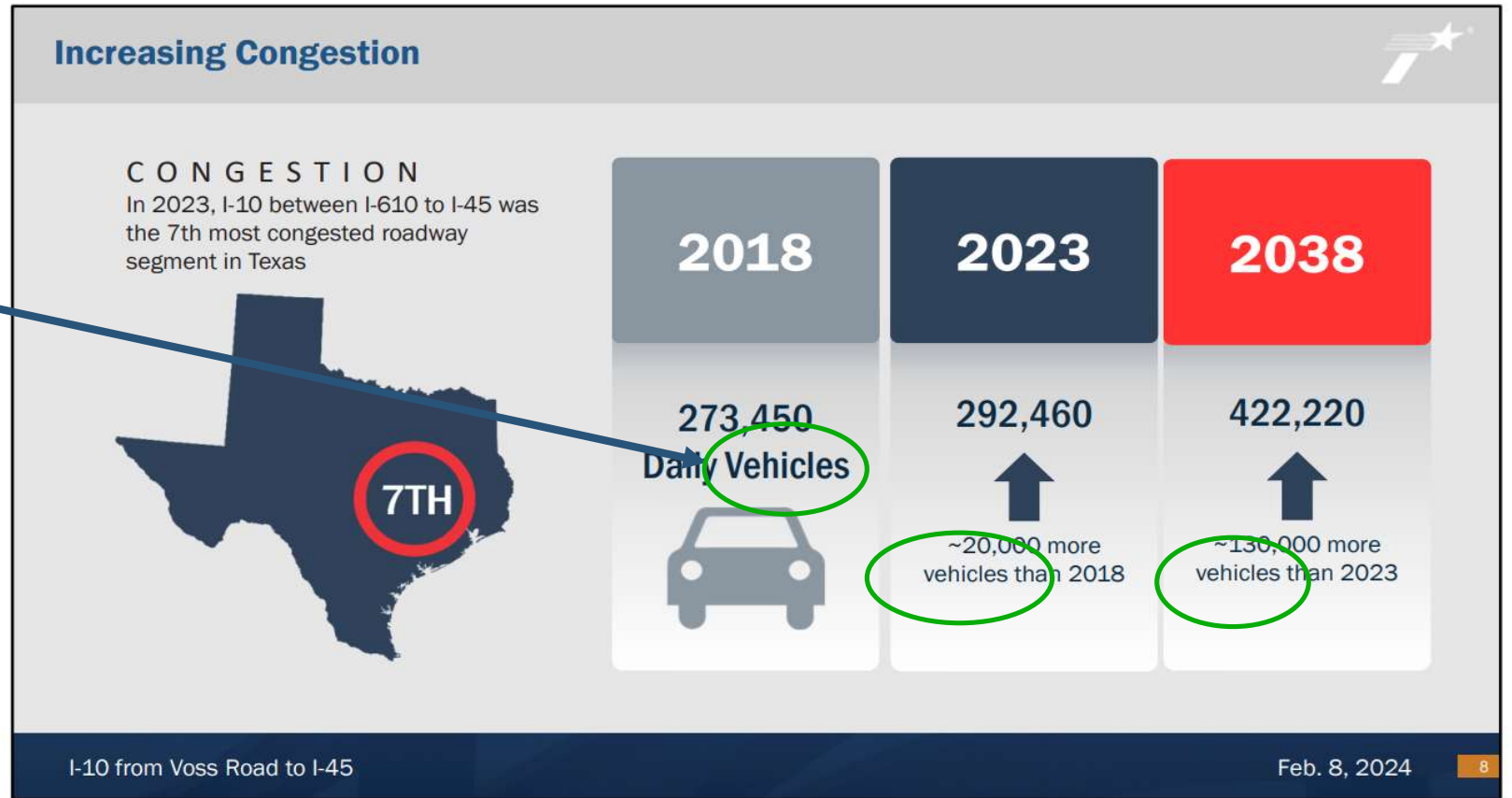
TxDOT is selling the current expansion plans based on congestion relief and traffic models.

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



# TxDOT weights vehicles, not people, equally

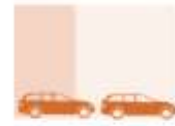
Notice what they're measuring?



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

If your goal is moving more people, which of these options would you optimize around?

All of TxDOTs projected demand can be met within the existing footprint using the right prioritization of space



PRIVATE MOTOR VEHICLES  
600–1,600/HR



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



TWO-WAY PROTECTED BIKEWAY  
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DEDICATED TRANSIT LANES  
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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 Super Neighborhood 22 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).

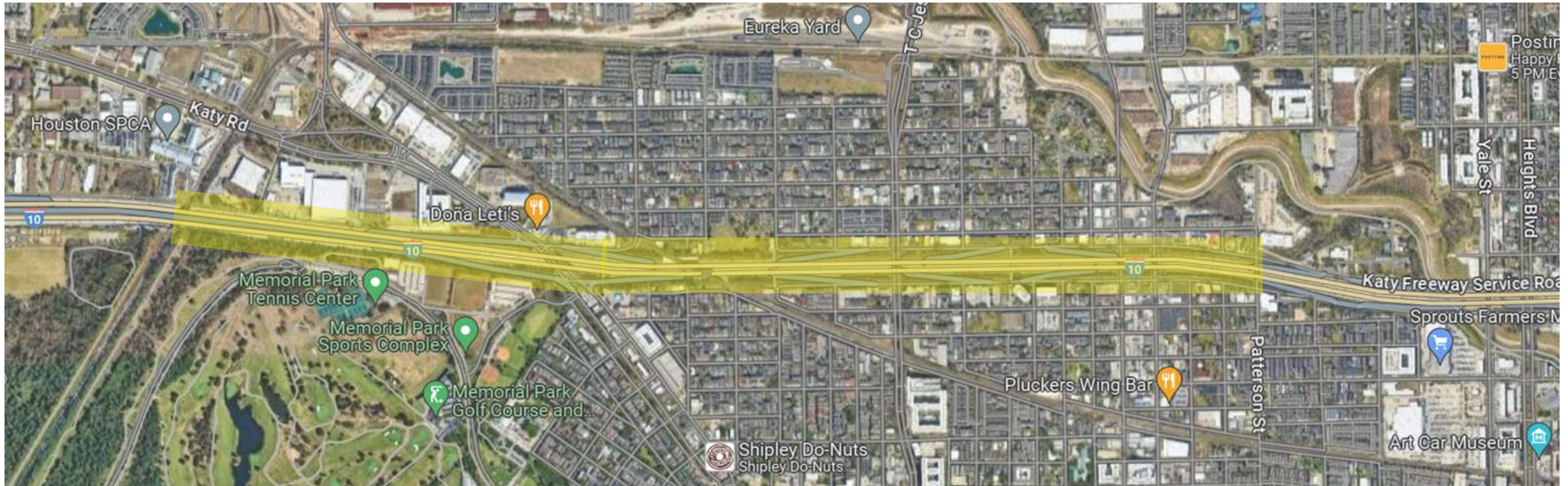
Klyde Warren hosts yoga, concerts, dance lessons, outdoor events, and much much more...





# 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?

NoHigherNoWider supports high quality transit and METRO.

We recognize that changing I-10 to a capped freeway design would likely impact the design of the Inner Katy BRT, as these two projects share considerable footprint and right-of-way, and would require additional effort by METRO staff. TxDOT changes to I-10 have already substantially increased projected cost of the Inner Katy BRT (~\$200 million increase)

We believe that the benefits of a capped design to the community justifies this effort, and No Higher No Wider I-10 is eager to engage with TxDOT and METRO to support integrating the IKBRT functionality into the capped freeway design.

Additionally, we believe that to re-imagining I-10 as a capped freeway could yield further optimizations, potential cost savings, and ridership improvements, as the benefits of a capped freeway for walkability, connectivity, and placemaking would be benefit transit riders and ridership.



# NEXT STEPS – Comment Period Deadline April 1st

- Comments are Due to TxDOT by April 1st
  - Please send comments to TxDOT saying you support our design vision
    - Email to [HOU-PIOwebmail@txdot.gov](mailto:HOU-PIOwebmail@txdot.gov)
    - Address to: TxDOT Houston District,
    - Attn: Advanced Project Development Director
    - Project Reference: CSJ: 0271-07-327 I-10 Inner Katy Managed Lanes Project (Voss Road to I-45)
  - We will also provide sample comment letters on our website
    - Visit [www.nohighernowideri10.com](http://www.nohighernowideri10.com) for sample letters
    - We encourage you to be specific and state your reasons for support in your own words
    - If you have any questions, you can reach out to us at [nohighernowideri10@gmail.com](mailto:nohighernowideri10@gmail.com)
- Please mention “No Higher No Wider I-10” in your response letter
- Explain to TxDOT **why** you feel a capped design needs to be explored
- We also encourage you to restate that you do not support TxDOT Design Alternatives 1 (higher) and 2 (wider) based on what you have learned

## NEXT STEPS – April through June

- We plan to continue our community engagement efforts, and we want your help in reaching out to the community:
  - Presenting at Civic Clubs and Local Organizations
    - Please email us at [nohighernowideri10@gmail.com](mailto:nohighernowideri10@gmail.com) if you'd like us to speak at your club or organization
  - Door knocking and flyers at public events
    - If you know of a good local opportunity, please email us
  - Please spread the word, and share out website and petition
    - Petition can be found at our website

## NEXT STEPS – Contact TxDOT

- When we've reached a critical mass of support from the community and elected officials, we plan to reach out to TxDOT to request and engagement:
  - We will present the capped design vision which is supported by the community
  - Discuss design trade-offs to enable transit, HOV capacity, and general-purpose lanes into a capped design
  - Request Super Neighborhood Representation at engagements as a pathway towards community involvement, so get involved!
    - We will continue to listen, engage, present, and request feedback directly from the community to facilitate public input

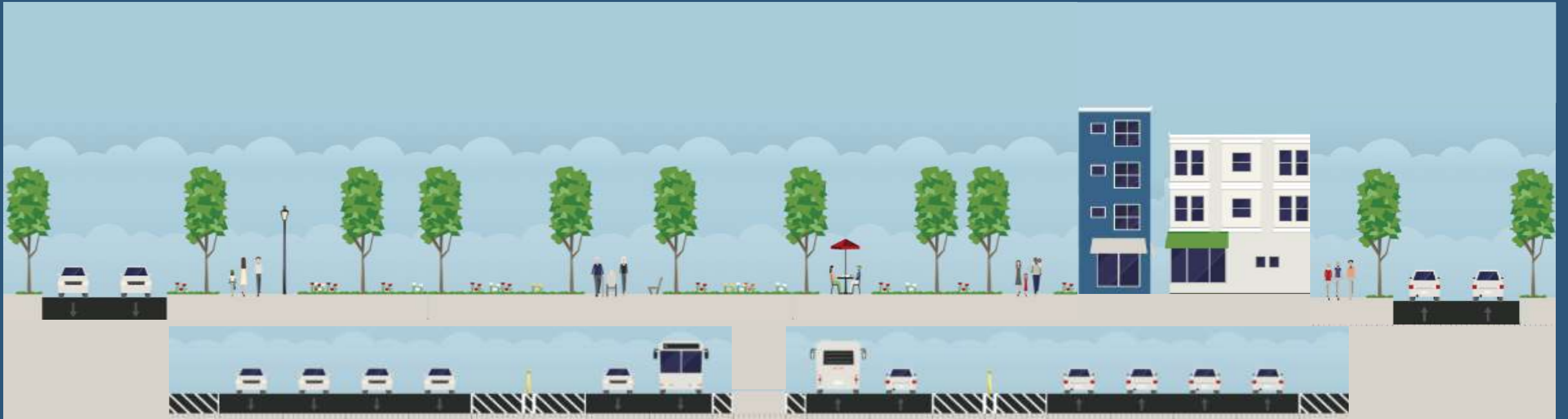
# Next Steps – Grow the Team

- We welcome ANYONE who wants to get involved, you're welcome to join our effort
- We are looking for anyone with skills and connections that can help with:
  - Community Outreach
  - Webpage Design and Content Creation
  - Social Media
  - Civil Engineering / Transportation Infrastructure Experience
  - Multi-Millionaires or Billionaires who want to their name on a park





# APPENDIX

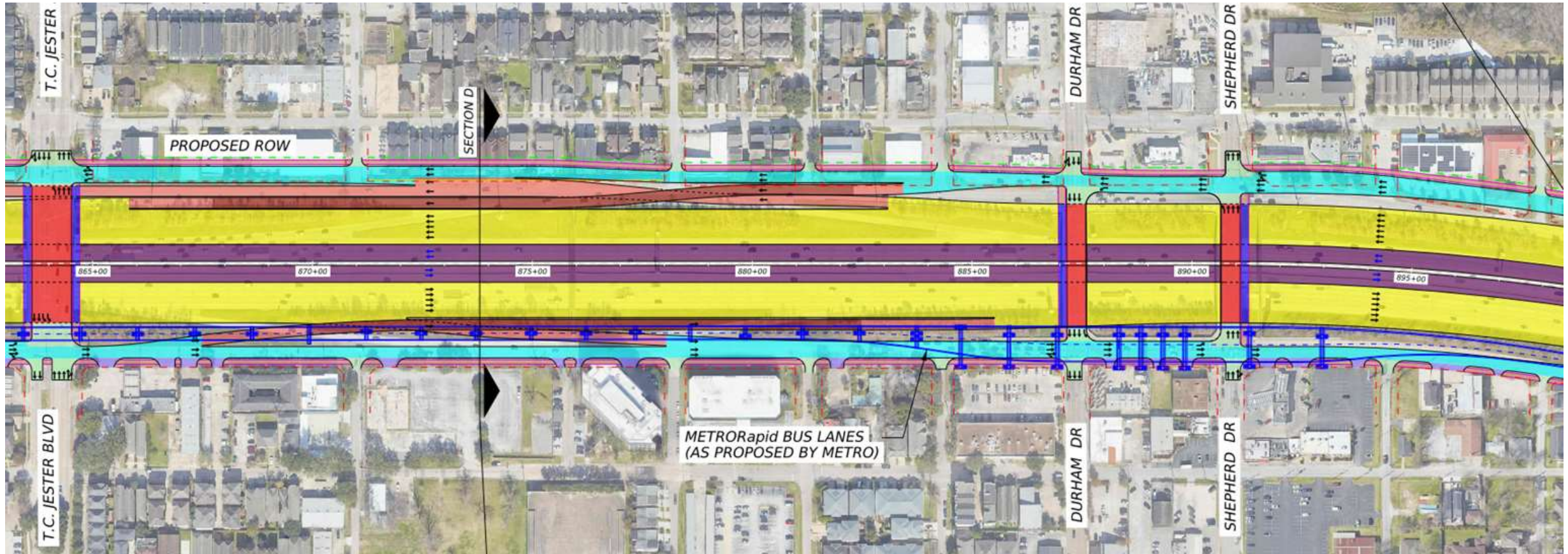


# FUN VIDEOS / REFERENCES

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

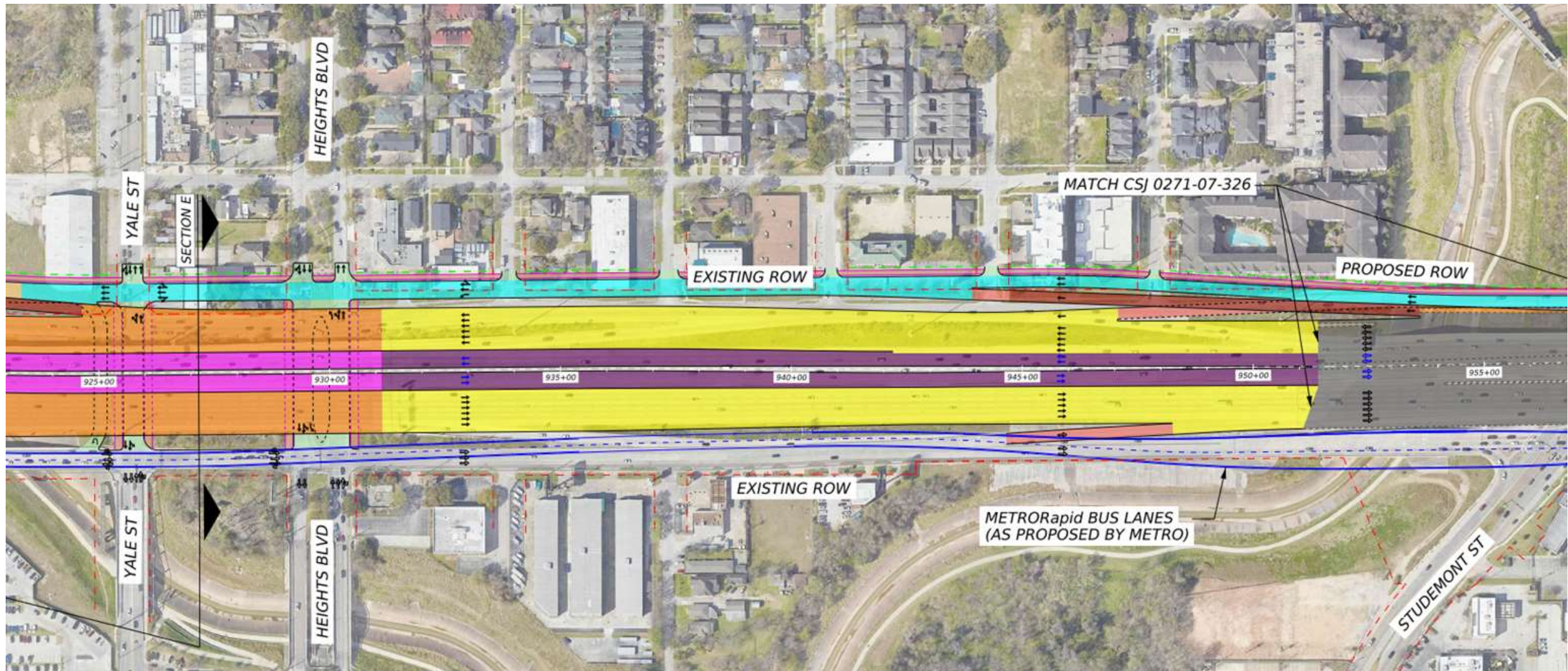
[NOT JUST BIKES - Induced Demand](#)

# WHAT LAND WOULD TXDOT SEIZE?





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PRIVATE MOTOR VEHICLES  
600–1,600/HR



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



TWO-WAY PROTECTED BIKEWAY  
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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.

## 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

