

# **NHHIP Segments 1 & 2 Facilitation Group Meeting #7**

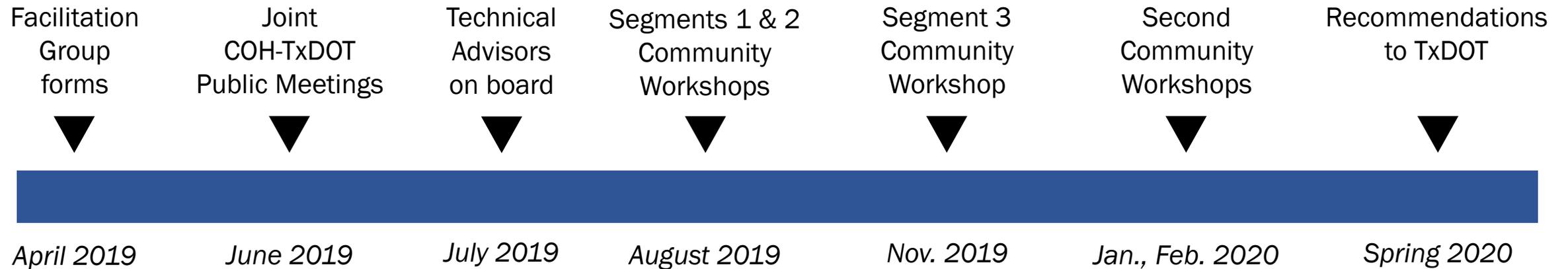
City of Houston Planning and Development Department  
December 19, 2019



# Agenda

- Welcome and Introductions
- Updates on Process and Timeline
- Progress Towards Identifying Alternatives
- Big Questions
- Community Workshops
- Guest Comments

# Facilitation Group Process and Timeline



- Alternatives
- Impacts



Record of Decision

Anticipated Spring 2020

Contract

Facilitation Group

Environmental

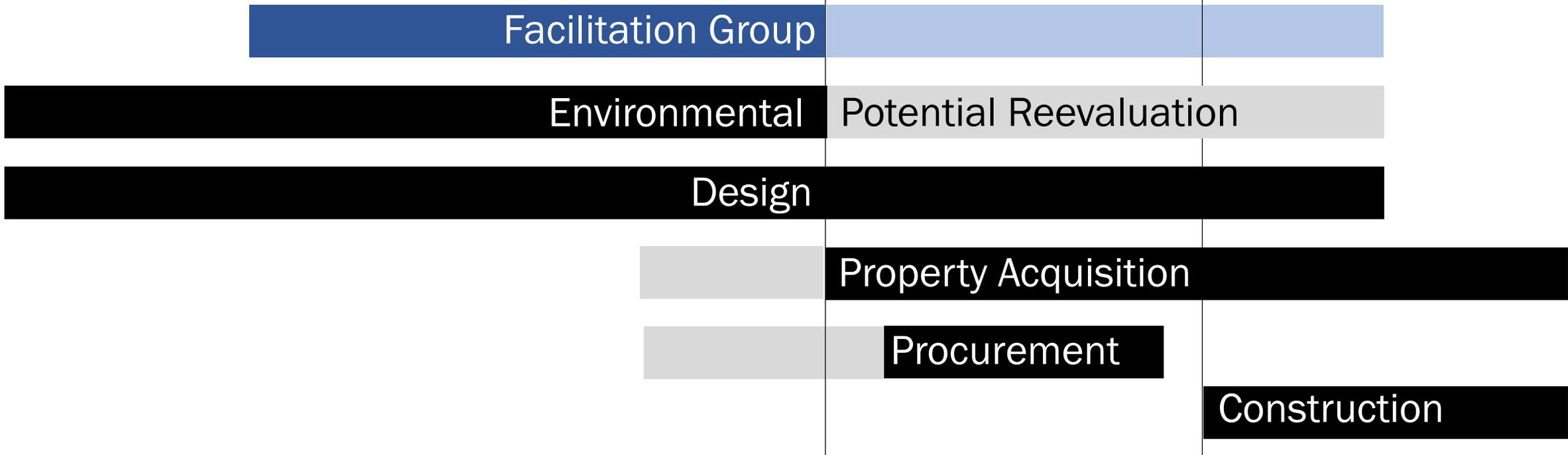
Potential Reevaluation

Design

Property Acquisition

Procurement

Construction



# Alternatives

- Feedback from comments and workshops  
*through November 2019*
- Develop and refine alternative designs  
*ongoing*
- Present for feedback at Community Workshops  
*January 30, February 1 and February 3 2020*
- Synthesize feedback with Facilitation Group and Mayor's Steering Committee  
*February 2020*
- Mayor makes requests to TxDOT  
*early Spring*
- **End goal:** MOU between COH and TxDOT signed before ROD on alternatives to be considered through Reevaluation

# Impacts

- Scoping meetings  
*(November 2013)* → COH letter to TxDOT  
*(December 2013)*
- DEIS release  
*(April 2017)* → COH letter to TxDOT  
*(July 2017)*
- Community Impacts report release  
*(December 2019)* → COH letter to TxDOT  
*(in progress)*
- FEIS release  
*(Spring 2020)* → COH letter to TxDOT  
*(to be completed)*
- **End goal:** all impacts to COH and partners captured in the FEIS

# Big Questions

# **This project is doing 3 different things.**

1. Bring the freeway up to current design standards (all segments)
2. Add capacity (all segments)
3. Realign the freeways around Downtown (Segment 3 only)

...the impacts are due to all three.

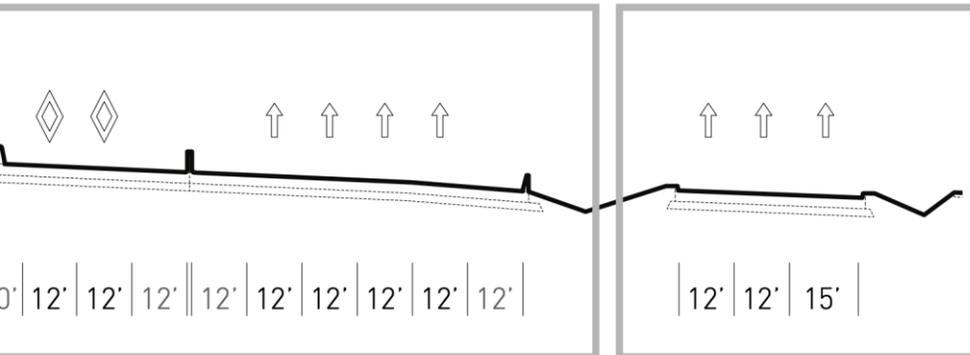
# Frontage roads and freeway lanes have different safety issues.

## freeway

regional  
high speed  
no pedestrians  
no bikes  
no intersections

## feeder

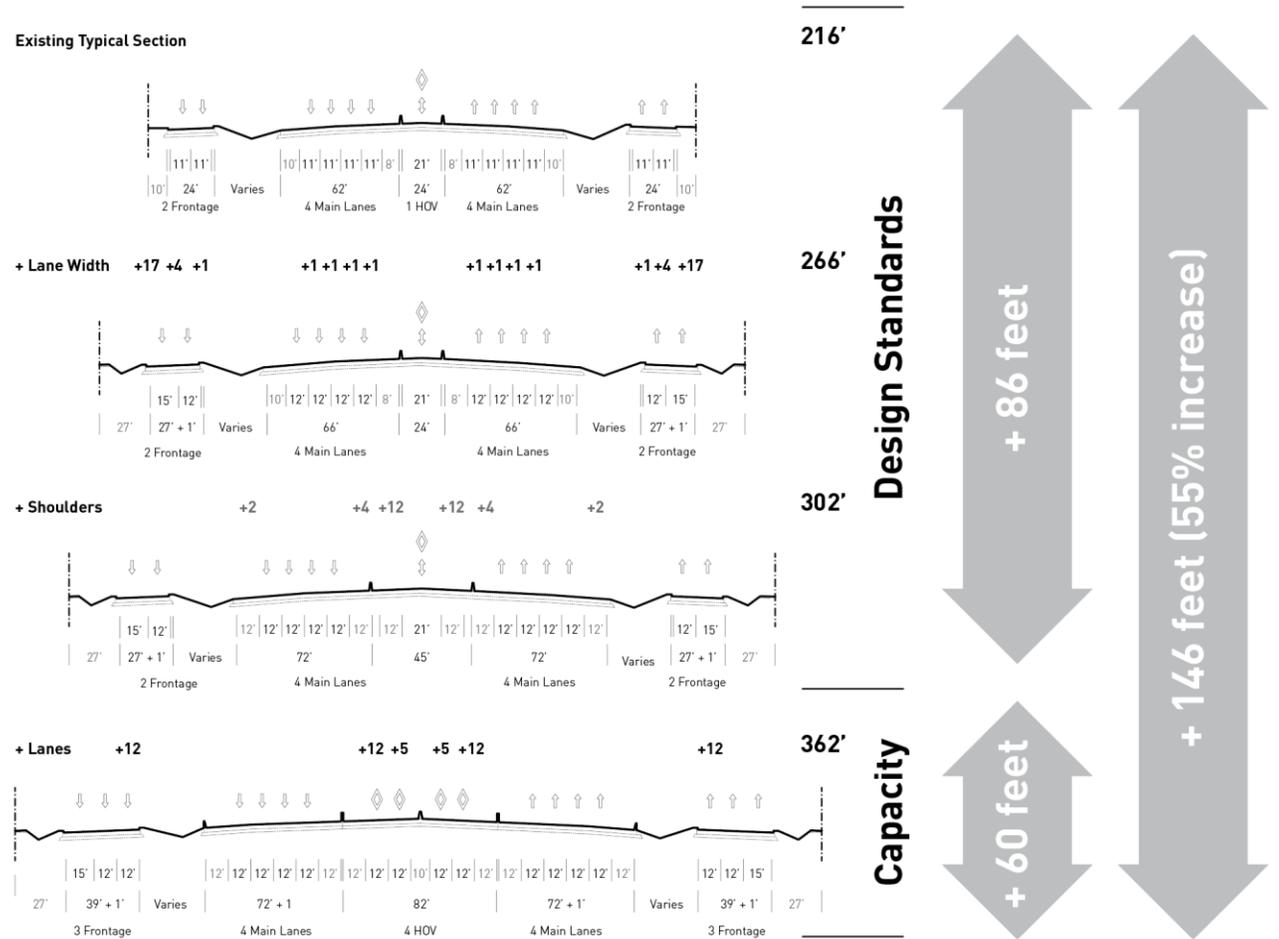
neighborhood  
low speed  
pedestrians  
bikes  
intersections



12' lanes  
12' shoulders  
clear space

10' or 11' lanes  
no shoulders  
shared ped/bike path  
street trees  
safe intersections

# TxDOT can bring the freeway up to design standards without adding capacity, but not in the current footprint.



# Are the design standards critical?

## Lane width

(on freeways, 12 foot lane = 5% fewer fatal crashes than 11 ft lane)

## Outside shoulders

(on freeways, 12 ft shoulder = 18% fewer fatal crashes than 10 ft shoulder)

## Inside shoulder

(on freeways, 10 ft shoulder – 24% fewer fatal crashes than 2 ft shoulder)

## Curve radii

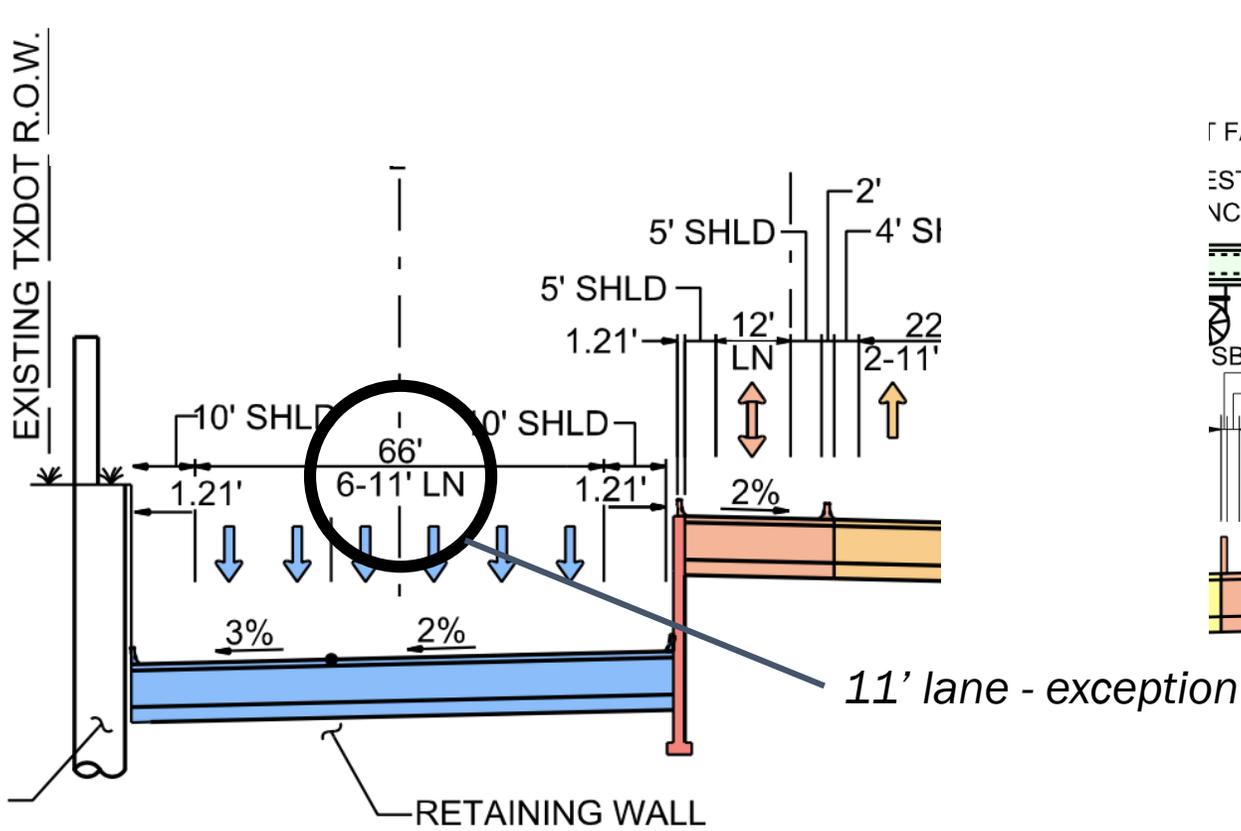
(2% of fatal freeway crashes are at junctions)

## On/off-ramp geometry

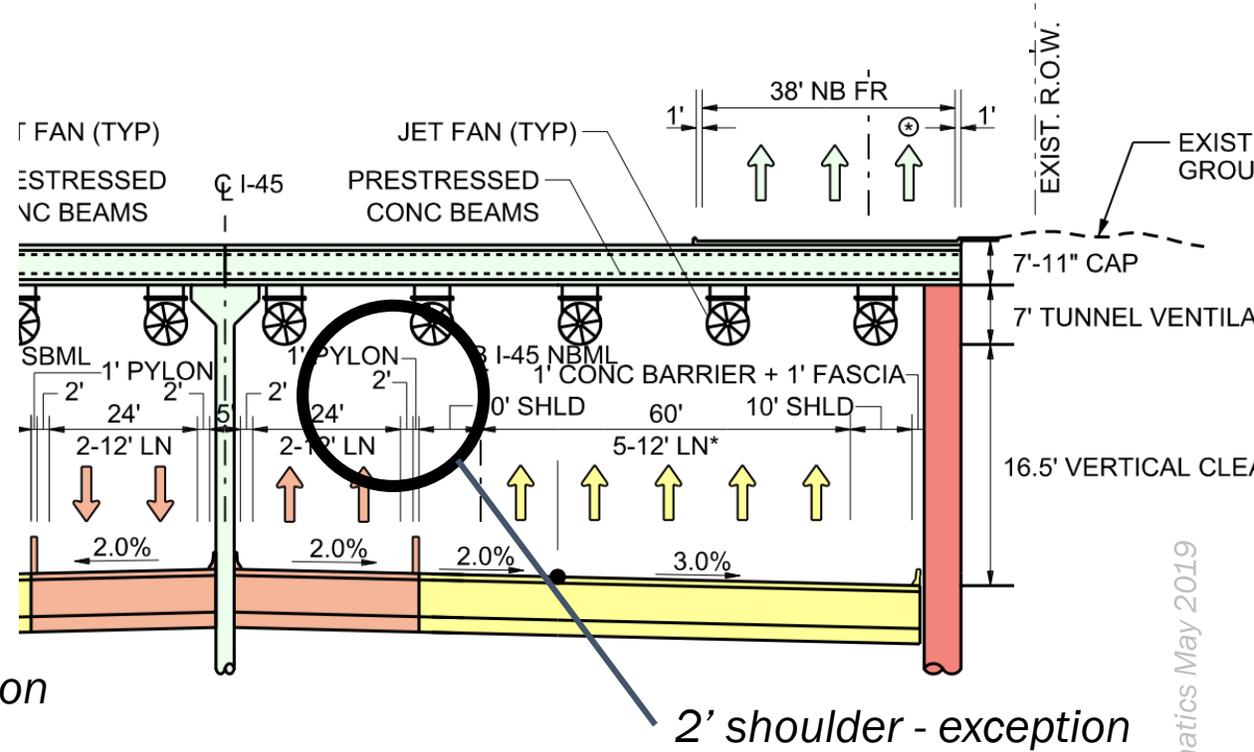
(lane change/merge crashes are 0.5% of fatal crashes)

...but a wider freeway can increase crashes on surface streets.

# Should TxDOT get exceptions to design standards?



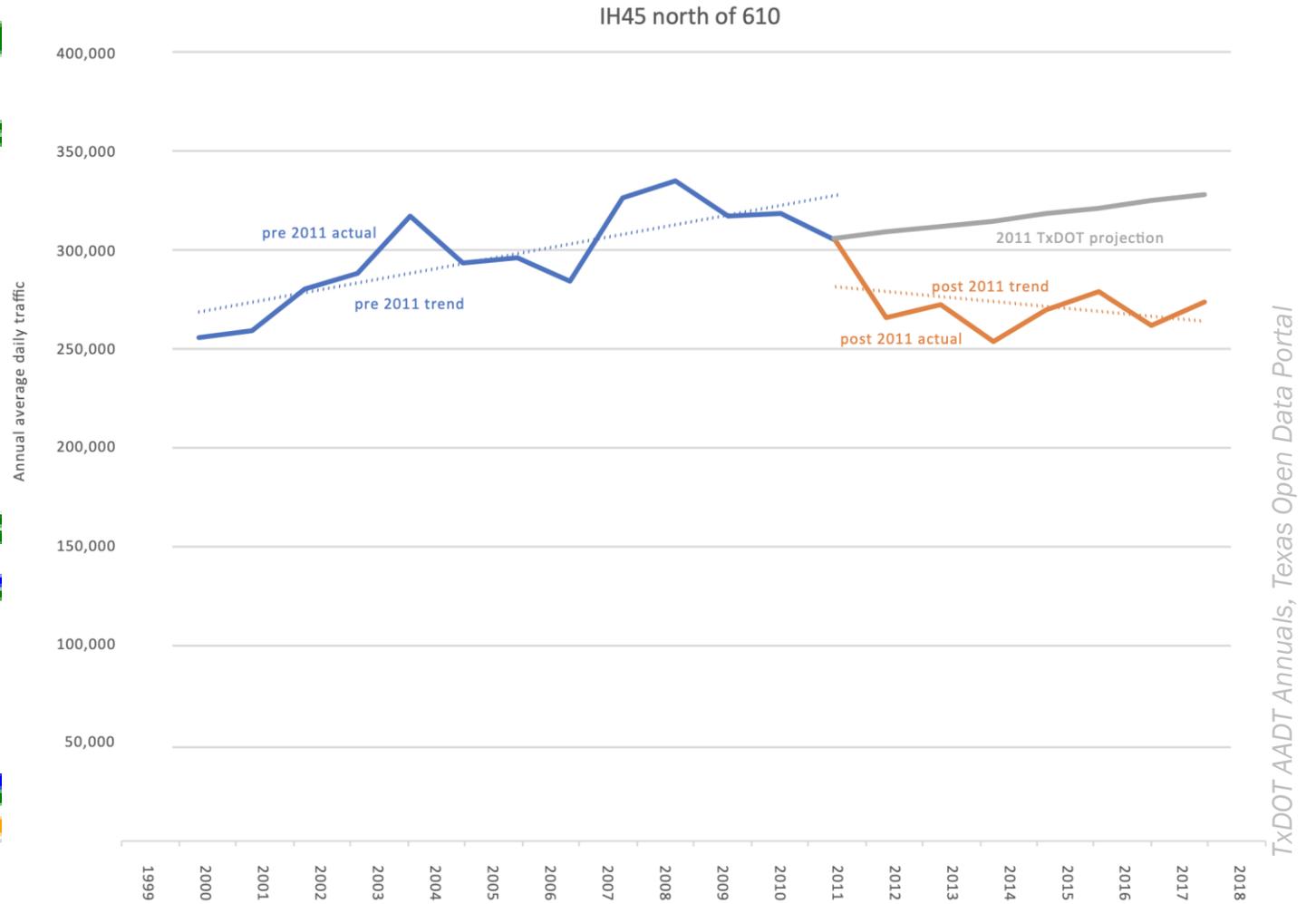
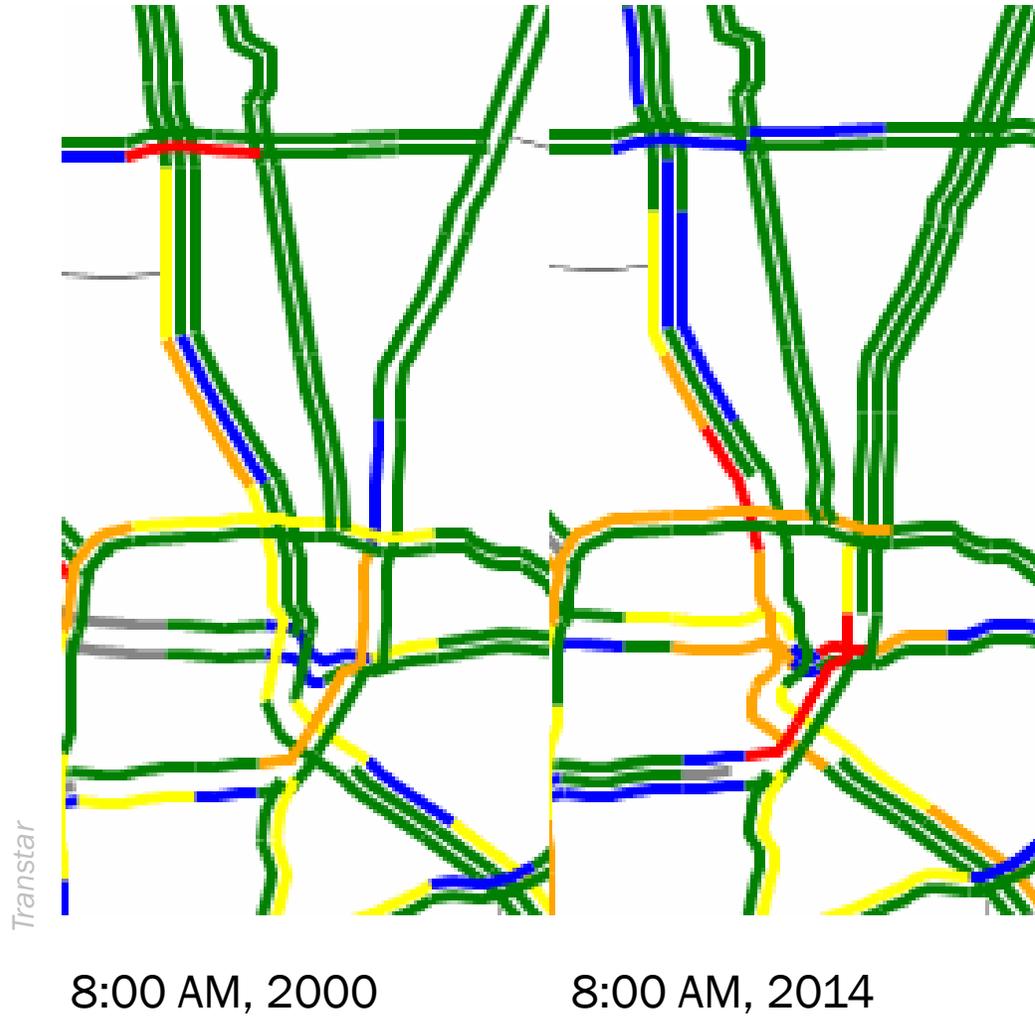
IH69 NEAR MONTROSE



IH45 NEAR NORTH MAIN

# Discussion...

# Should TxDOT add capacity?



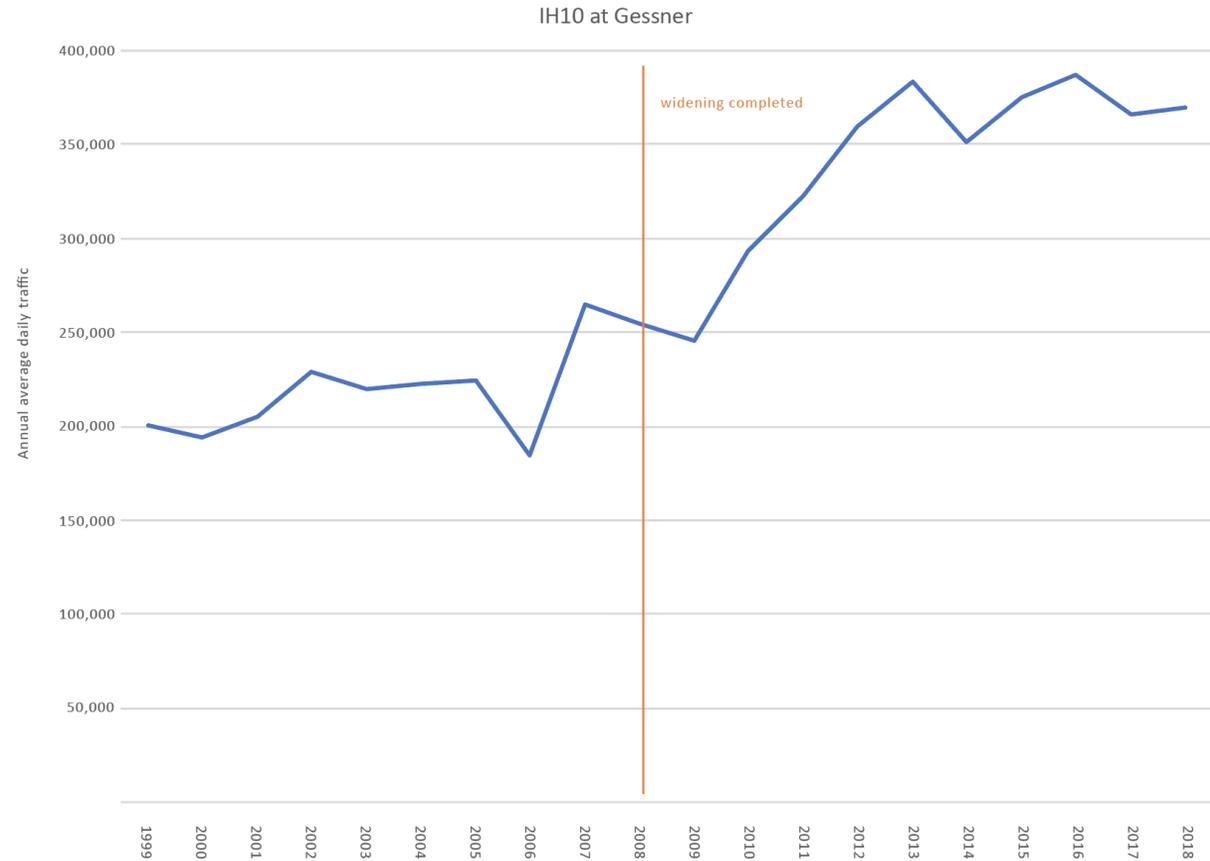
# Traffic capacity won't necessarily decrease congestion.

CityObservatory 12/16/2015, Houston Chronicle 10/12/12

## Katy Freeway:

Travel times decrease 20% with widening

Travel times increase 30% since then



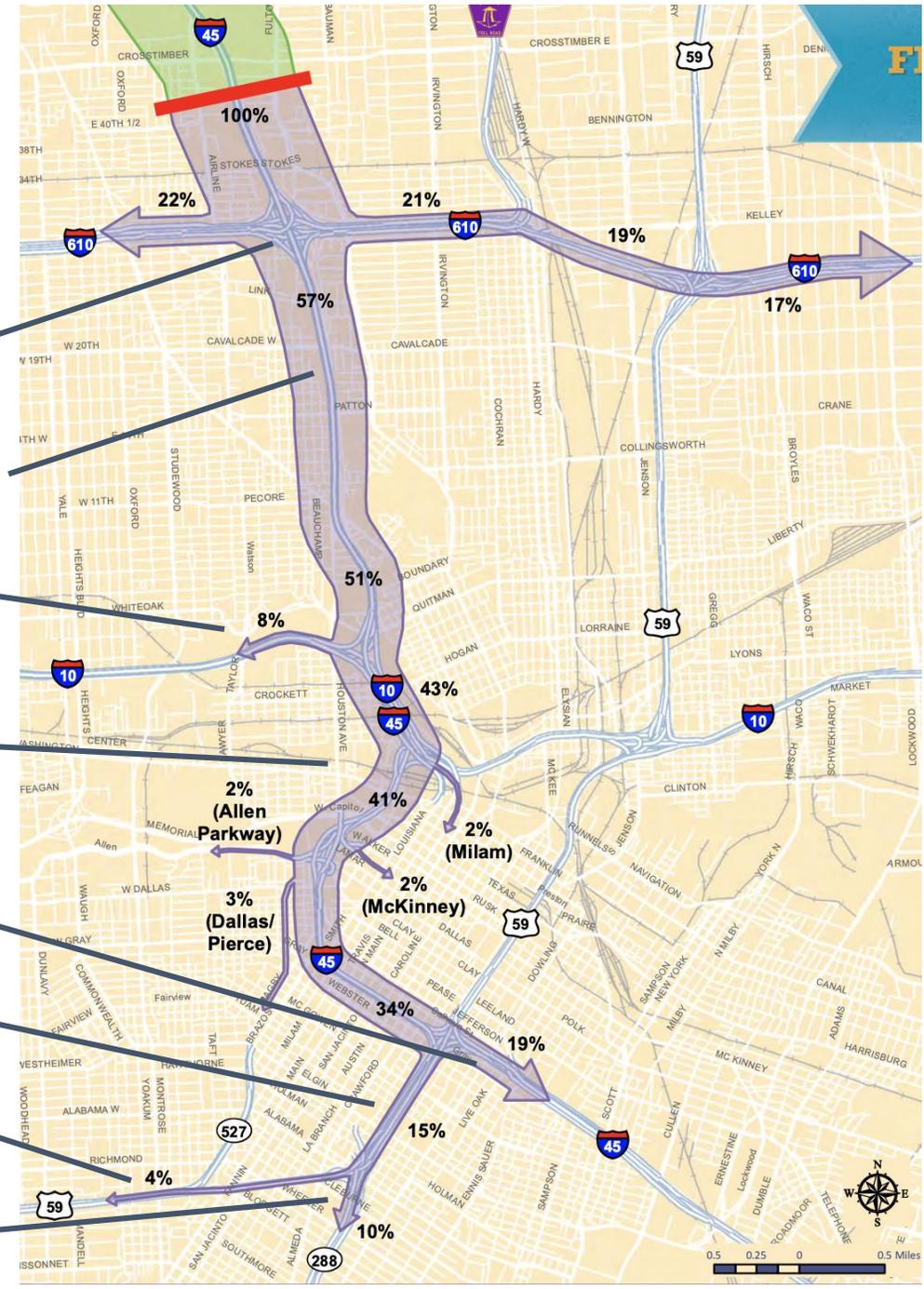
## We can increase capacity through transit.

- Freeway lane with single occupant vehicles: 2,000 people/hr
- Busway, articulated bus every 30 sec: 14,400 people/hr
- Light rail, 4 car train every 2.5 min: 21,600 people/hr

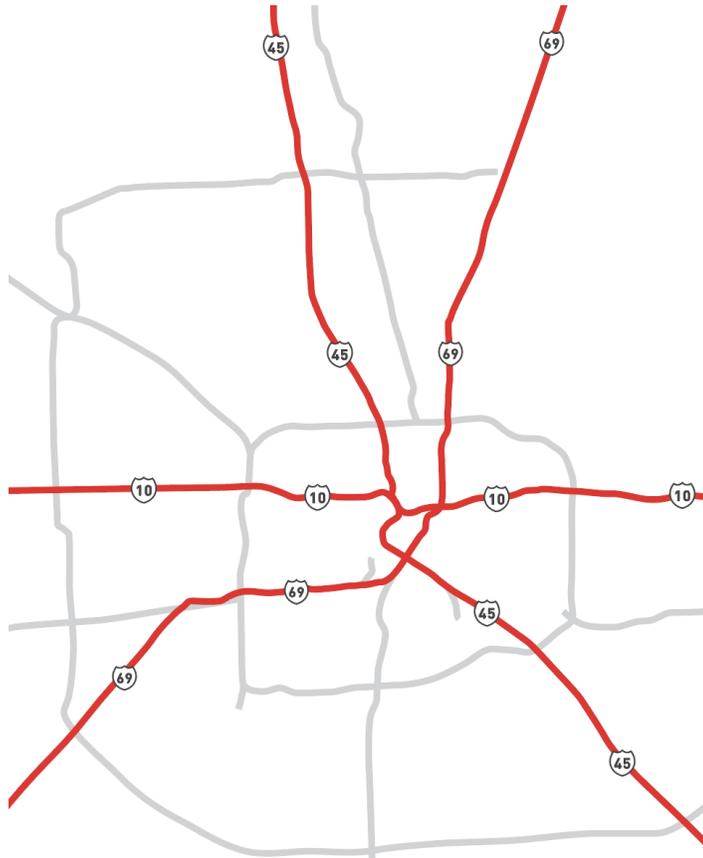
# CAPACITY

## Most of the traffic on IH45 is not going Downtown.

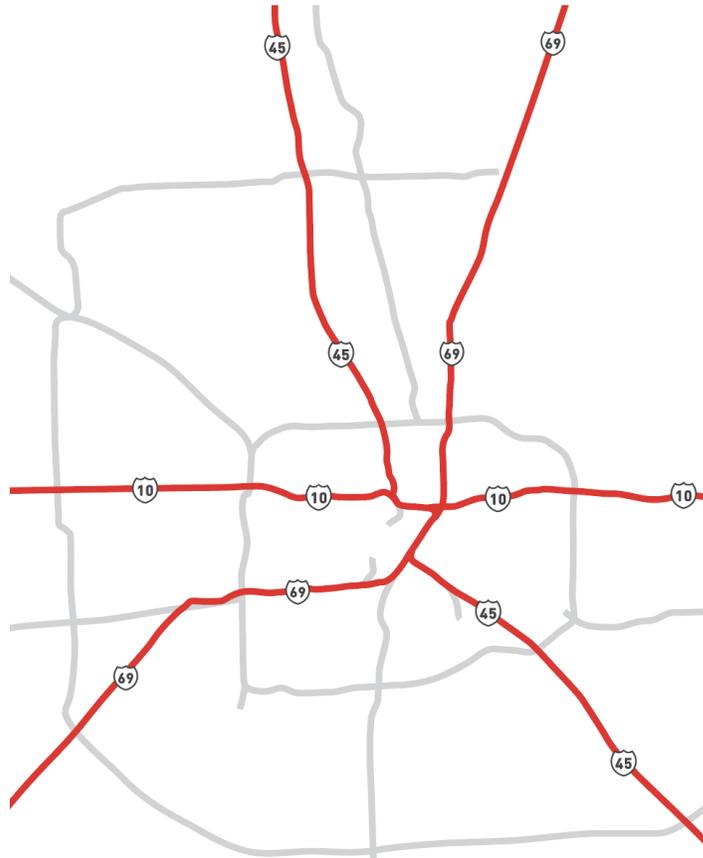
- 43% to 610
- 6% to North Side / Heights exits
- 8% to 10
- 9% to Downtown/Midtown exits
- 2% (Allen Parkway)
- 3% (Dallas/Pierce)
- 19% to 45
- 1% to 3<sup>rd</sup> Ward / Museum District exits
- 4% to 59
- 10% to 288



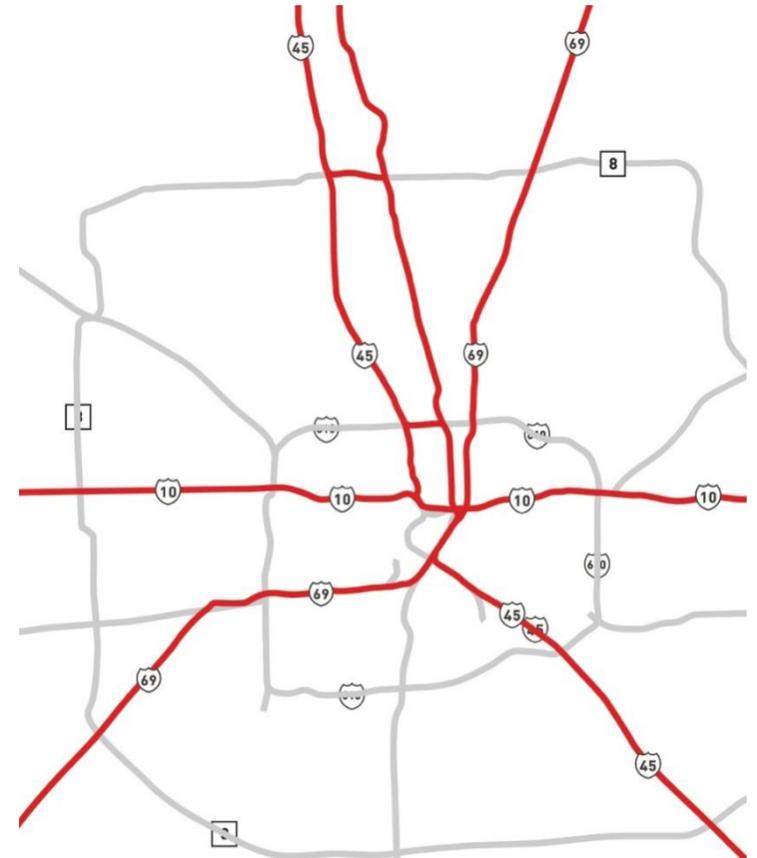
# Can the Hardy Toll Road take some of the IH45 traffic?



CURRENT ROUTING

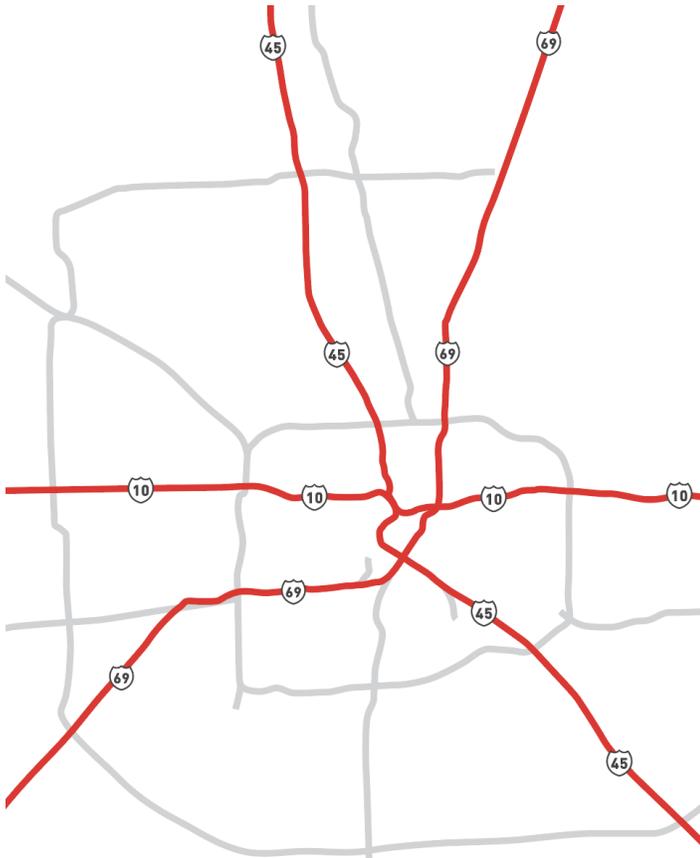


TXDOT PROPOSED

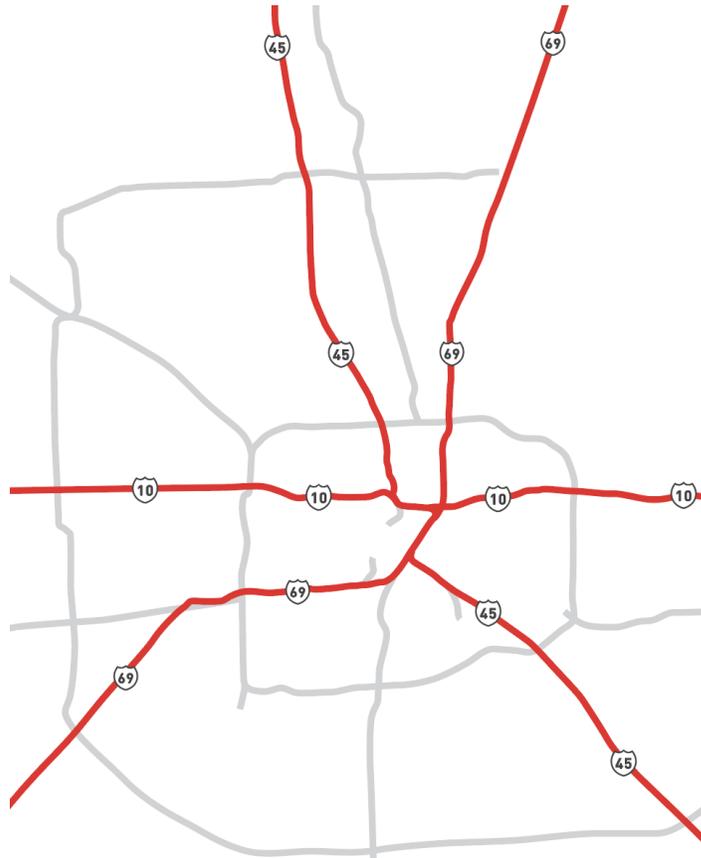


ALTERNATIVE

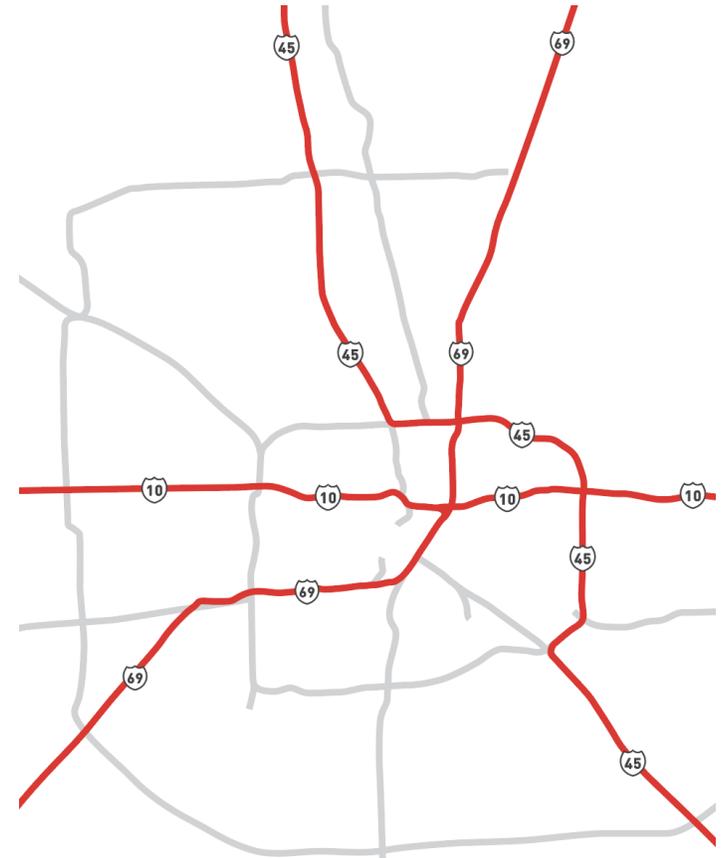
# Does IH45 need to go through the center of Houston?



CURRENT ROUTING

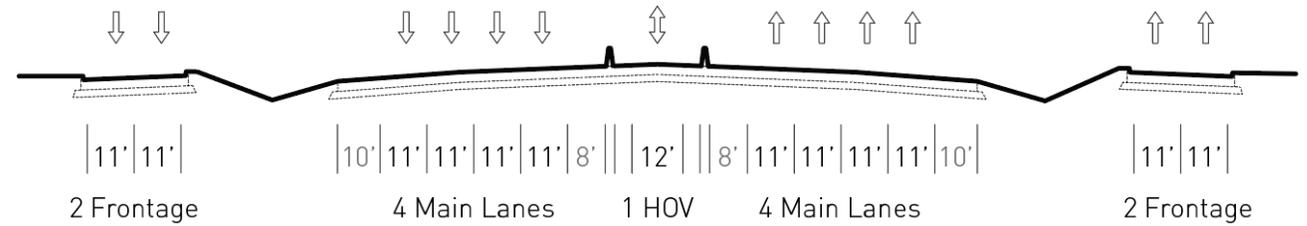


TXDOT PROPOSED

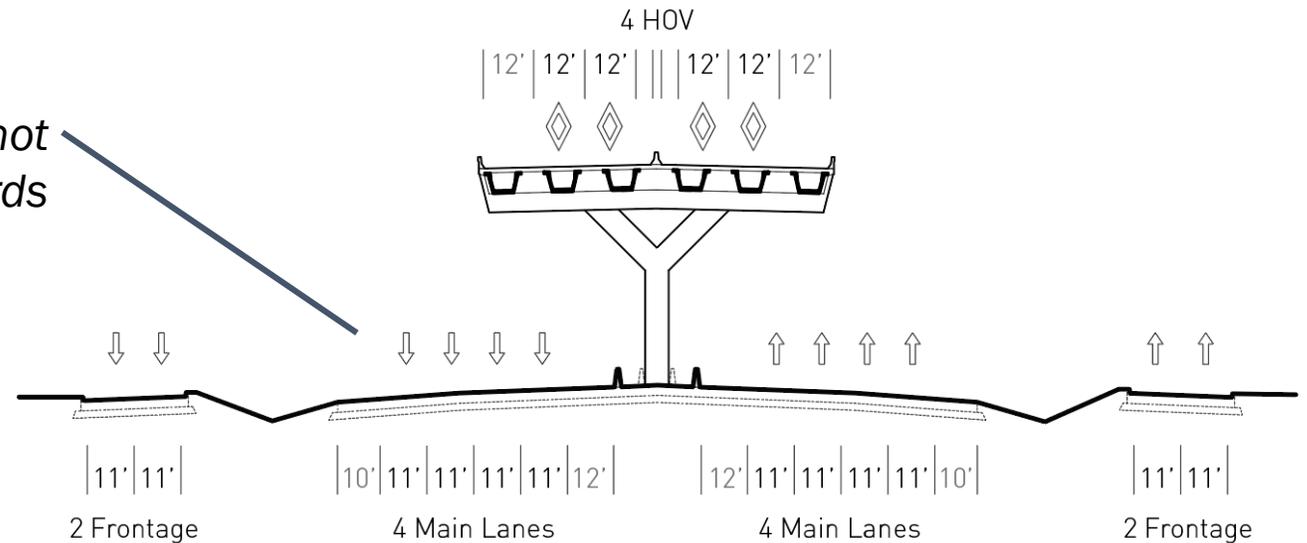


ALTERNATIVE

# We can build 2-way managed lanes without rebuilding the freeway.



*Note: existing freeway does not meet design standards*

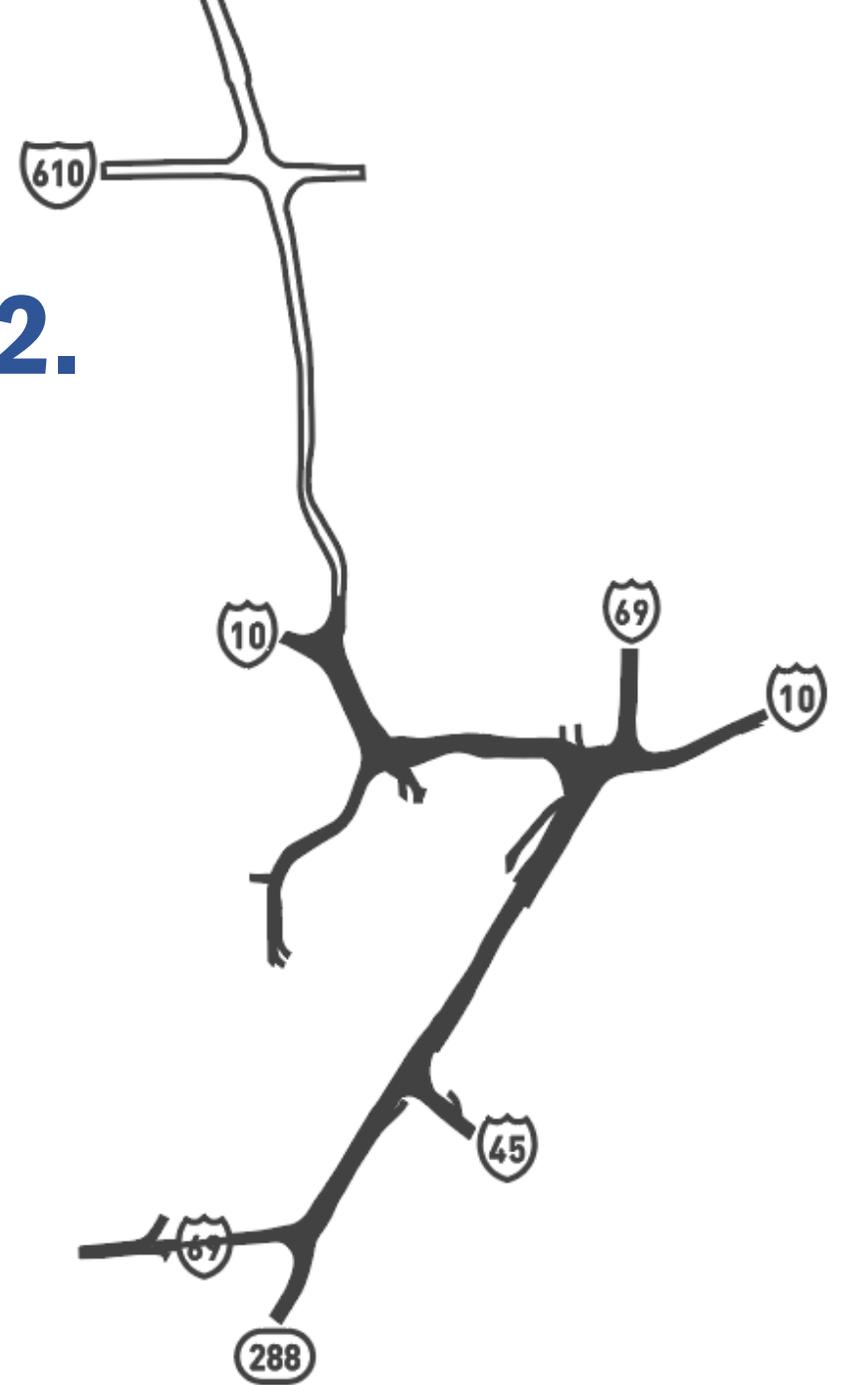


CAPACITY

# Discussion....

SEGMENT 3

**The realignments of Segment 3 are not dependent on Segments 1 and 2.**



SEGMENT 3

# Discussion...

# Historically, highways have had negative impacts on low income, minority communities for the benefits of others.



# We can't eliminate negative impacts on neighborhoods simply by refining the freeway design.

Table ES-1: Summary of Impacts of the Reasonable Alternatives in Segment 1

Alternative 4 (Proposed Recommended)	Alternative 5	Alternative 7
<b>Land Use</b>		
<ul style="list-style-type: none"> <li>- Acquisition of 212 acres of land: commercial land use on west side of I-45; commercial, residential, and industrial land uses on east side</li> <li>- Commercial development and planned industrial park in proposed right-of-way</li> </ul>	<ul style="list-style-type: none"> <li>- Acquisition of 239 acres of land: commercial and residential land uses on east side of I-45; greatest impact to industrial land use in comparison to the other alternatives</li> <li>- Portion of the Adath Israel Cemetery (classified as open space land use) is located in proposed right-of-way</li> </ul>	<ul style="list-style-type: none"> <li>- Acquisition of 120 acres of land: commercial and residential land uses on east and west side of I-45</li> <li>- Portion of commercial development and planned industrial park in proposed right-of-way</li> </ul>
<b>Community Resources</b>		
<ul style="list-style-type: none"> <li>- Displacement of 3 places of worship and 2 schools/universities</li> <li>- Displacement of medical care facilities</li> </ul>	<ul style="list-style-type: none"> <li>- Displacement of 5 places of worship and 3 schools/universities</li> <li>- Displacement of medical care facilities, shopping centers, and grocery stores</li> </ul>	<ul style="list-style-type: none"> <li>- Displacement of 3 places of worship and 1 school/university</li> </ul>
<b>Displacements</b>		
<ul style="list-style-type: none"> <li>- 58 Single-family residences</li> <li>- 160 Multi-family residential units*</li> </ul>	<ul style="list-style-type: none"> <li>- 72 Single-family residences</li> <li>- 97 Multi-family residential units*</li> </ul>	<ul style="list-style-type: none"> <li>- 37 Single-family residences</li> <li>- 76 Multi-family residential units*</li> </ul>

## Environmental Justice

- All alternatives would cause disproportionate high and adverse impacts to minority or low-income populations

<ul style="list-style-type: none"> <li>- \$193,000 residential property tax loss</li> <li>- \$6.0 million business property tax loss</li> <li>- \$298,000 other property tax loss</li> <li>- \$118.1 million in potential sales tax loss due to displacement of businesses</li> <li>- Loss of property tax revenue for 30 parcels within limited-purpose annexation area</li> </ul>	<ul style="list-style-type: none"> <li>- \$266,000 residential property tax loss</li> <li>- \$12.9 million business property tax loss</li> <li>- \$247,000 other property tax loss</li> <li>- \$142.4 million of potential sales tax loss due to displacement of businesses</li> <li>- Loss of property tax revenue for 3 parcels within limited purpose annexation area</li> </ul>	<ul style="list-style-type: none"> <li>- \$138,000 residential property tax loss</li> <li>- \$7.4 million business property tax loss</li> <li>- \$179,000 other property tax loss</li> <li>- \$149 million of potential sales tax loss due to displacement of businesses</li> <li>- Loss of property tax revenue for 30 parcels within limited purpose annexation area</li> </ul>
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**Do you commit to making this project a net positive for everyone?**

# Should this project mitigate its own impacts, or also the impacts of the original highway?



# Discussion...

# Upcoming Community Workshops

- Present alternatives to public at Community Workshops:
  - Thursday, January 30 from 6-8 p.m.  
Emancipation Community Center
  - Saturday, February 1 from 10 a.m.-12 p.m.  
Aldine Ninth Grade School
  - Monday, February 2 from 6-8 p.m.  
Harris County Department of Education