

HIGHWAY INFLUENCES ON REGIONAL DEVELOPMENT

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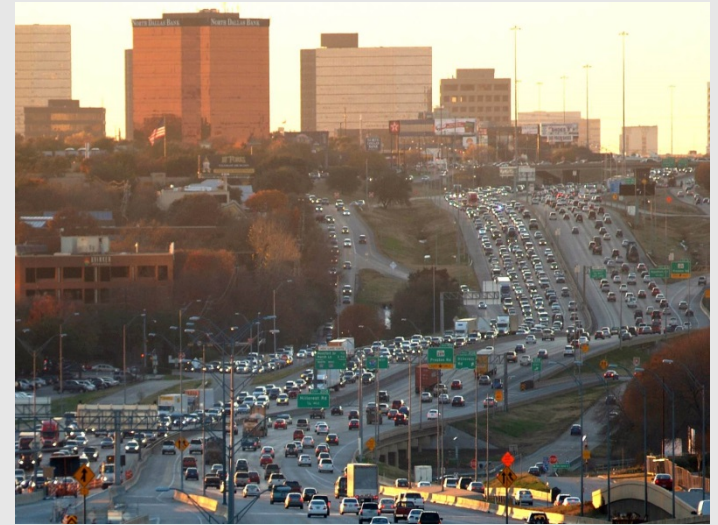


Highways and Redevelopment

Central Expressway



LBJ Freeway



What is Dallas CityMAP?

Process championed by Commissioner Victor Vandergriff.
Build a unique multidisciplinary team.
Begin by listening to stakeholders first in one on one sessions.

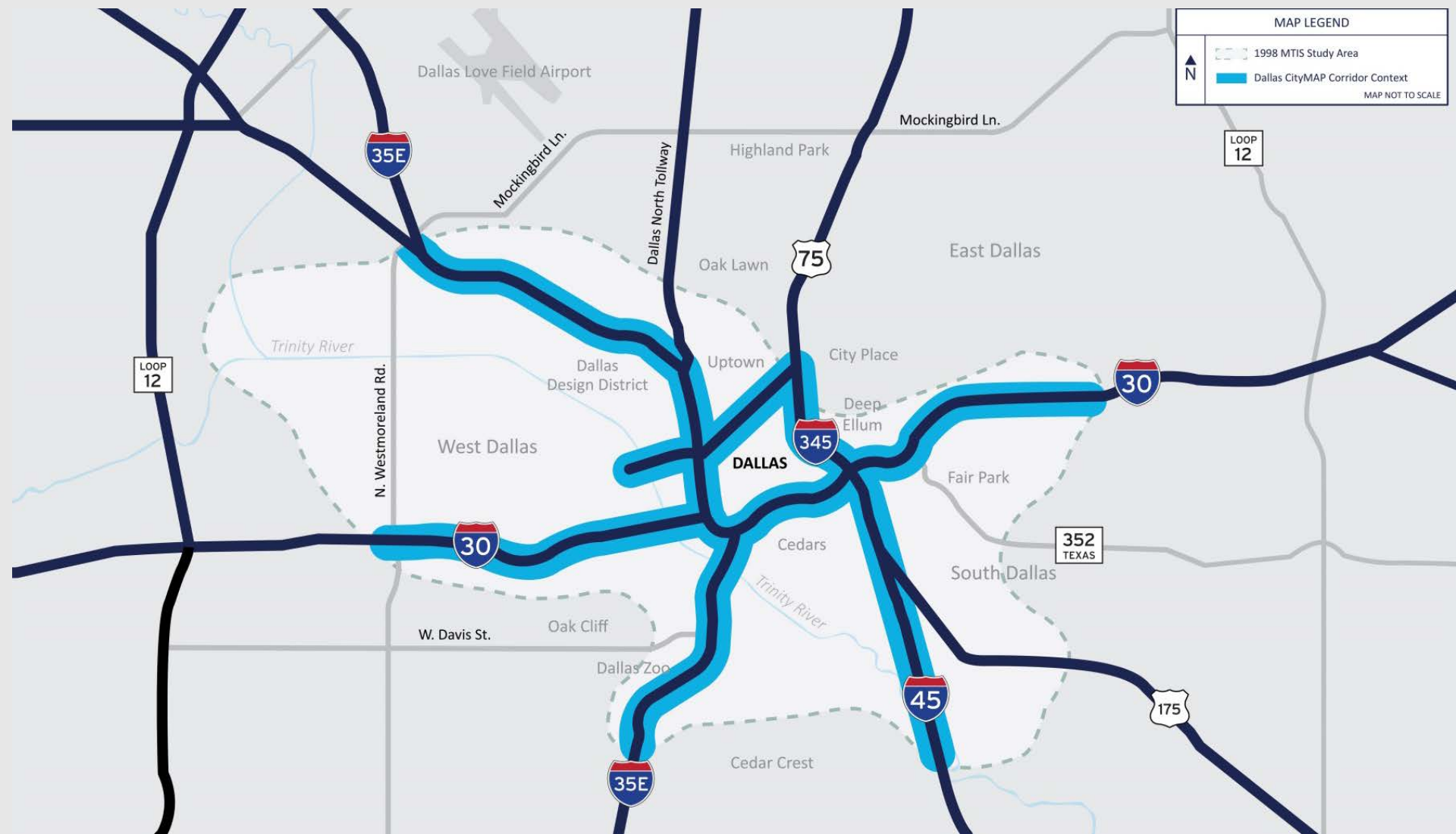


The City Center Master Assessment Process (CityMAP) is a collaborative effort to gather stakeholder and public input to help guide the future of Dallas' major downtown highways and improve mobility, livability, connectivity and economic vitality.

Background – I-345 Study



CityMAP Study Corridors



Where We Begin



we listened to
200 + PEOPLE

for more than
150 HOURS

during **80 + SESSIONS** with stakeholders and **3 PUBLIC WORKSHOPS**



concerning more than
30 MILES
of urban freeway corridors
and **42 SQUARE MILES**
of Dallas' urban core



Sampling of Stakeholder Input

Strengthen **NEIGHBORHOOD CONNECTIONS**

Improve **LIVABILITY** and **QUALITY OF LIFE** within urban core

Provide **TRANSPORTATION, COMMUNITY AND DEVELOPMENT** linkages of all scales

Allow **NEIGHBORHOOD PATTERNS TO EVOLVE**

Integration of **HIGHWAYS AND COMPLETE STREETS**

Expand **MOBILITY** options and relieve **TRAFFIC CONGESTION**

Coordinate with **OTHER INFRASTRUCTURE PROJECTS**

Promote **ECONOMIC DEVELOPMENT** opportunities

Protect **CULTURAL AND HISTORIC RESOURCES**

Bring back the **MIDDLE CLASS** to the urban core

Help **IMPROVE URBAN SCHOOLS**

Public Workshop at the Dallas African American Museum



Public Workshop at the Dallas Regional Chamber

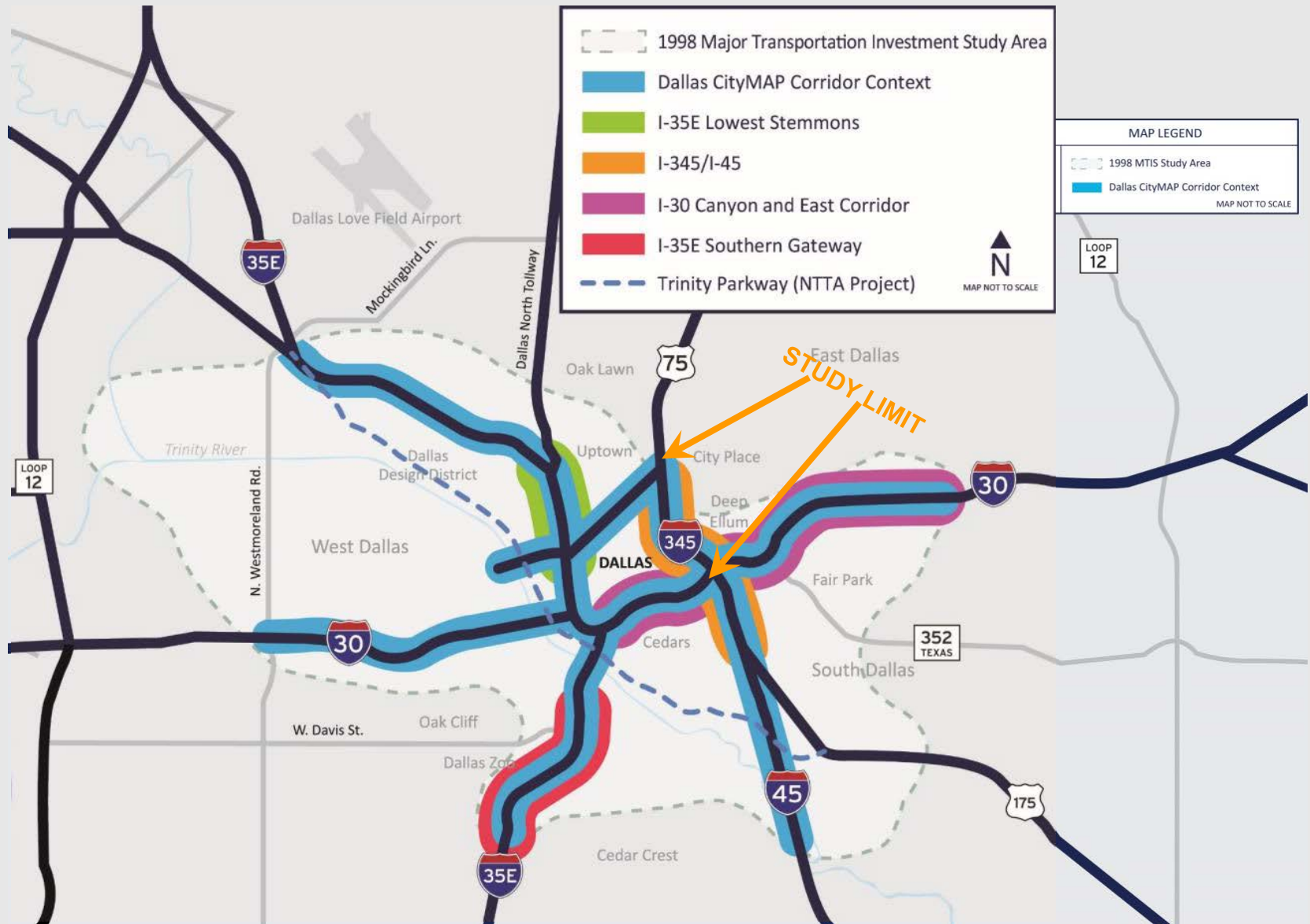


Factors Created from Stakeholder Input

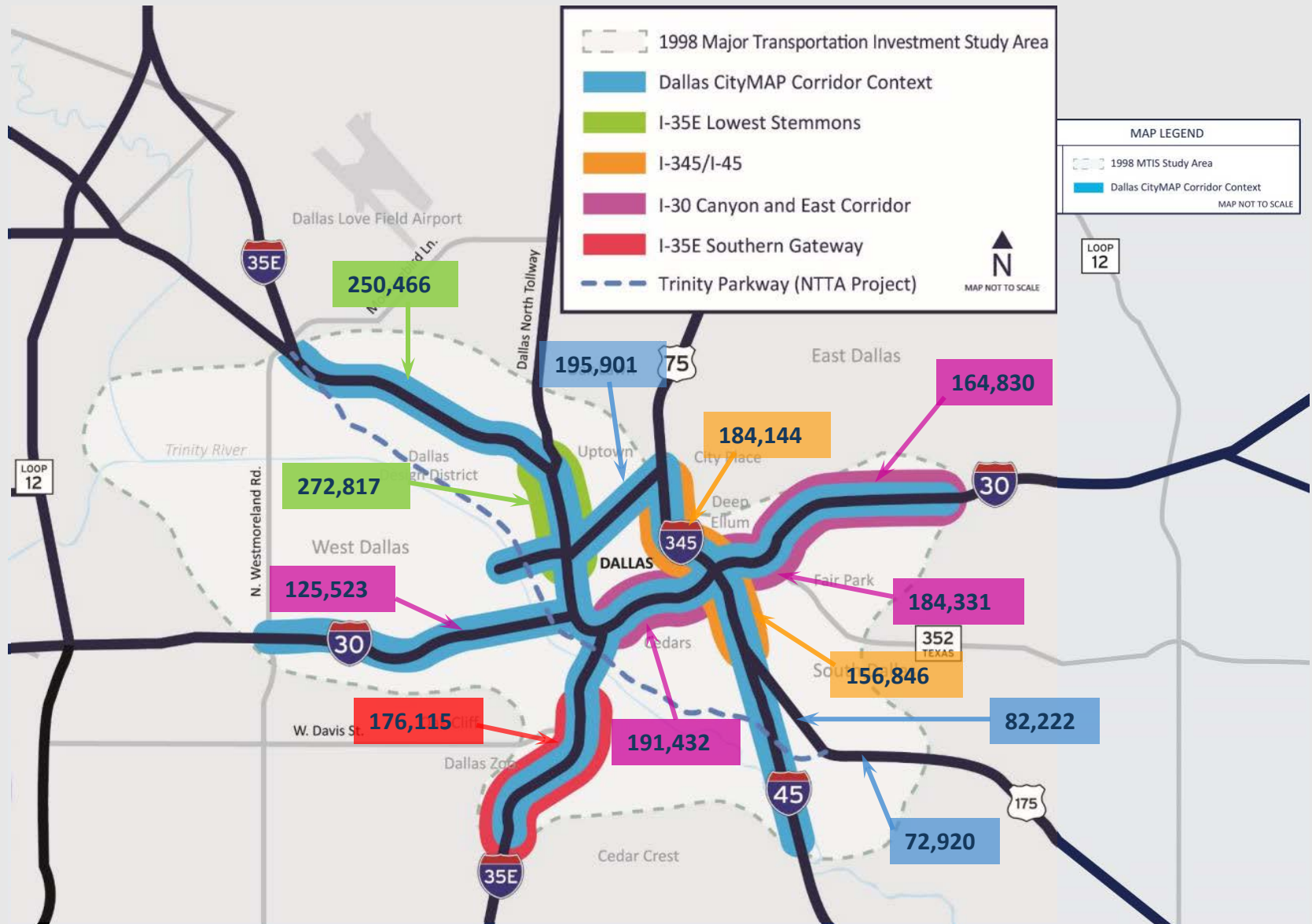
Factors evaluated for each scenario:

- **Mobility**
- **Connectivity**
- **Economic Development and Resulting Tax Base**
- **Infrastructure Capital Cost (Highways and Local Streets)**
- **Facility Development & Construction Duration**
- **New Sidewalks/Trails**
- **Parks and Open Space Quantity**
- **Visual Impacts**

I-345 Scenarios Development

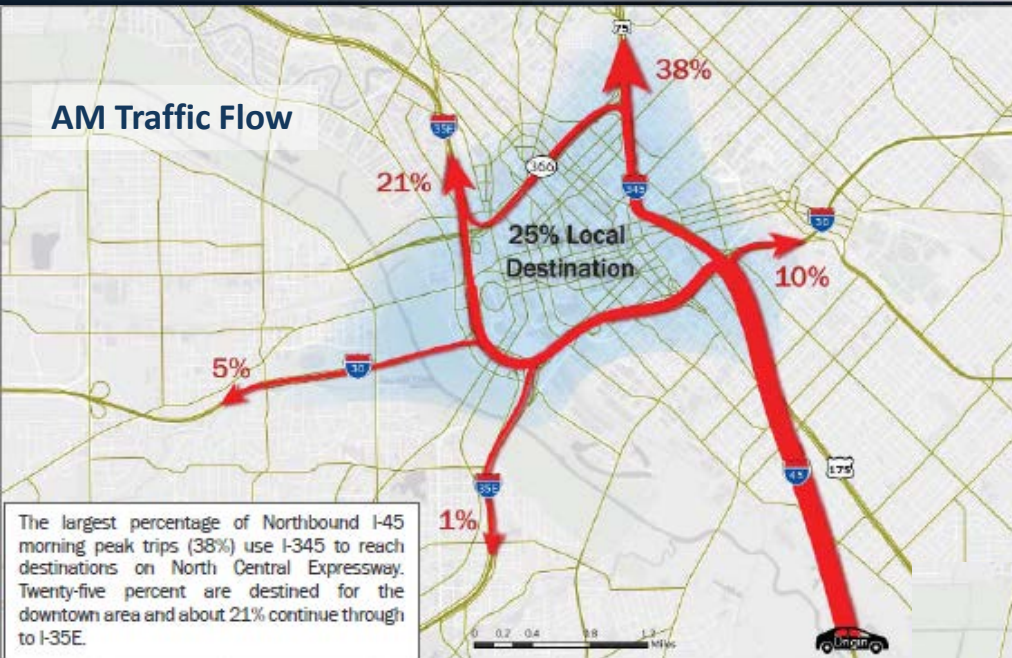


Study Corridors Existing Average Daily Traffic (TxDOT 2015)



I-345/I-45 Observed Travel Patterns – Downtown Trip Survey

AM Traffic Flow



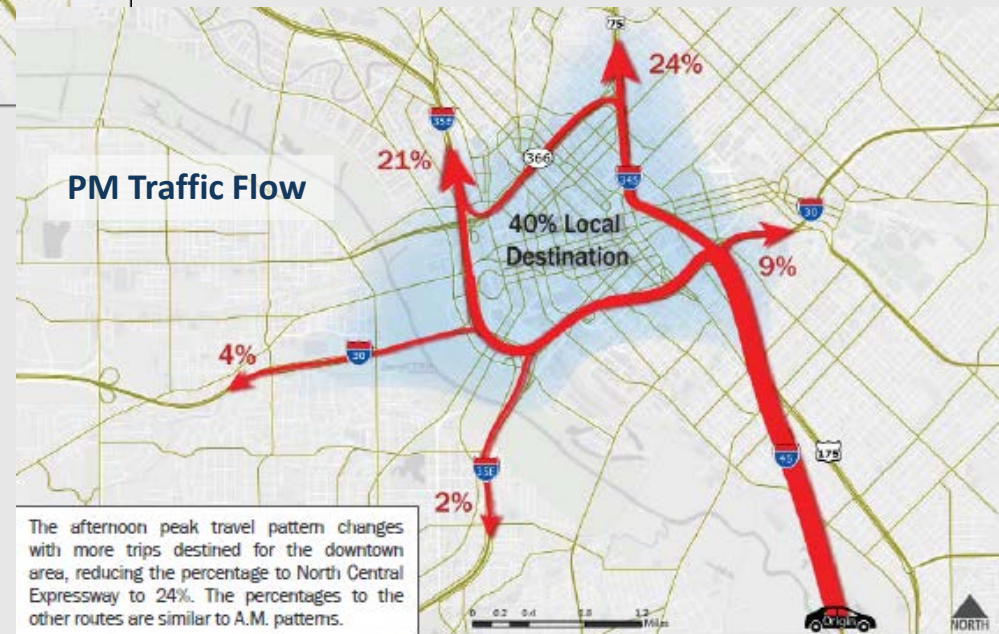
AM Traffic

- 38% of I-45 northbound traffic use I-345 to reach destinations on US 75.
- 25% of I-45 northbound traffic are destined for the downtown area
- 21% of I-45 northbound traffic continue through to I-35E

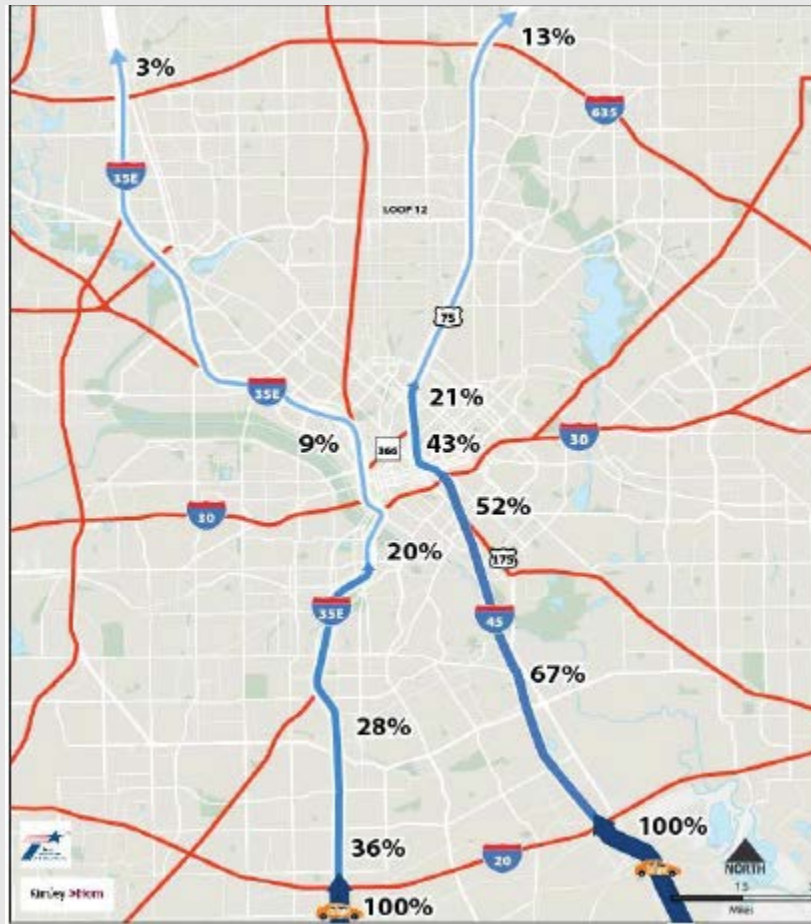
PM Traffic

- 24% of I-45 northbound traffic use I-345 to reach destinations on US 75.
- 40% of I-45 northbound traffic are destined for the downtown area
- 21% of I-45 northbound traffic continue through to I-35E

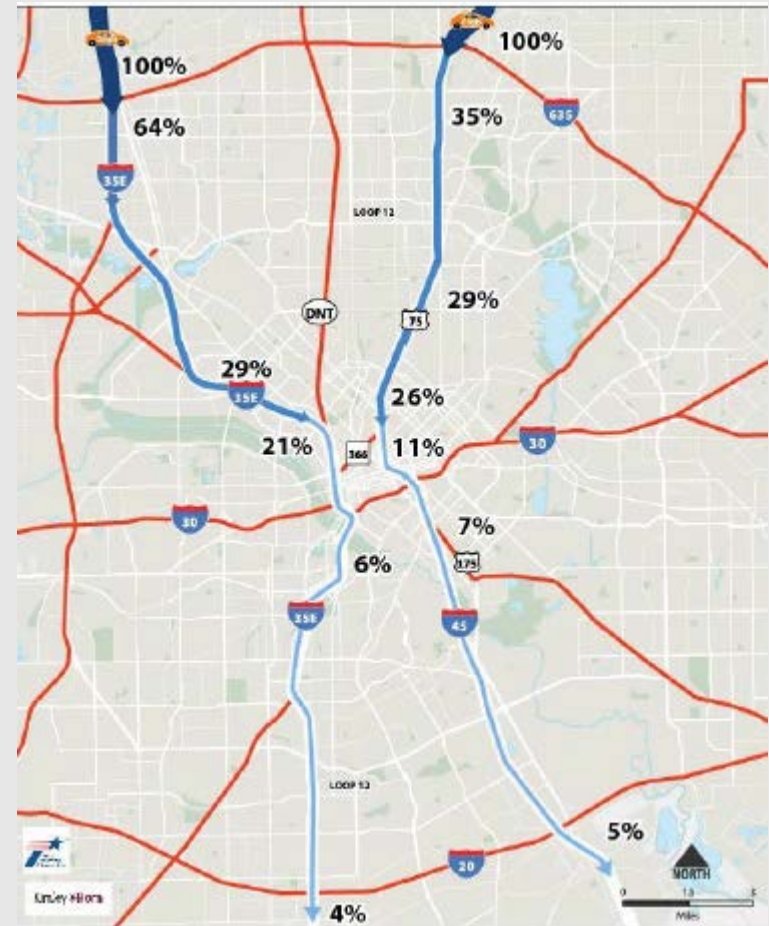
PM Traffic Flow



I-345/I-45 Observed Travel Pattern – Through Trip Survey



I-45/I-345: Of the northbound vehicles on I-45, 67% remain north of Loop 12. Past Woodall Rodgers, the % dropped to 21%, and north of I-635 the through trip % was 13%



I-45/I-345: Of the southbound vehicles on US 75, 29% remained south of Loop 12. South of Downtown Dallas, the % dropped to 7% and south of I-20 the through trip % was 5%

Existing 345



I-345 Modify Scenario (Removing Ramps to Elm, Main and Commerce)



I-345 Modify Scenario Potential



I-345 Modify Scenario Potential



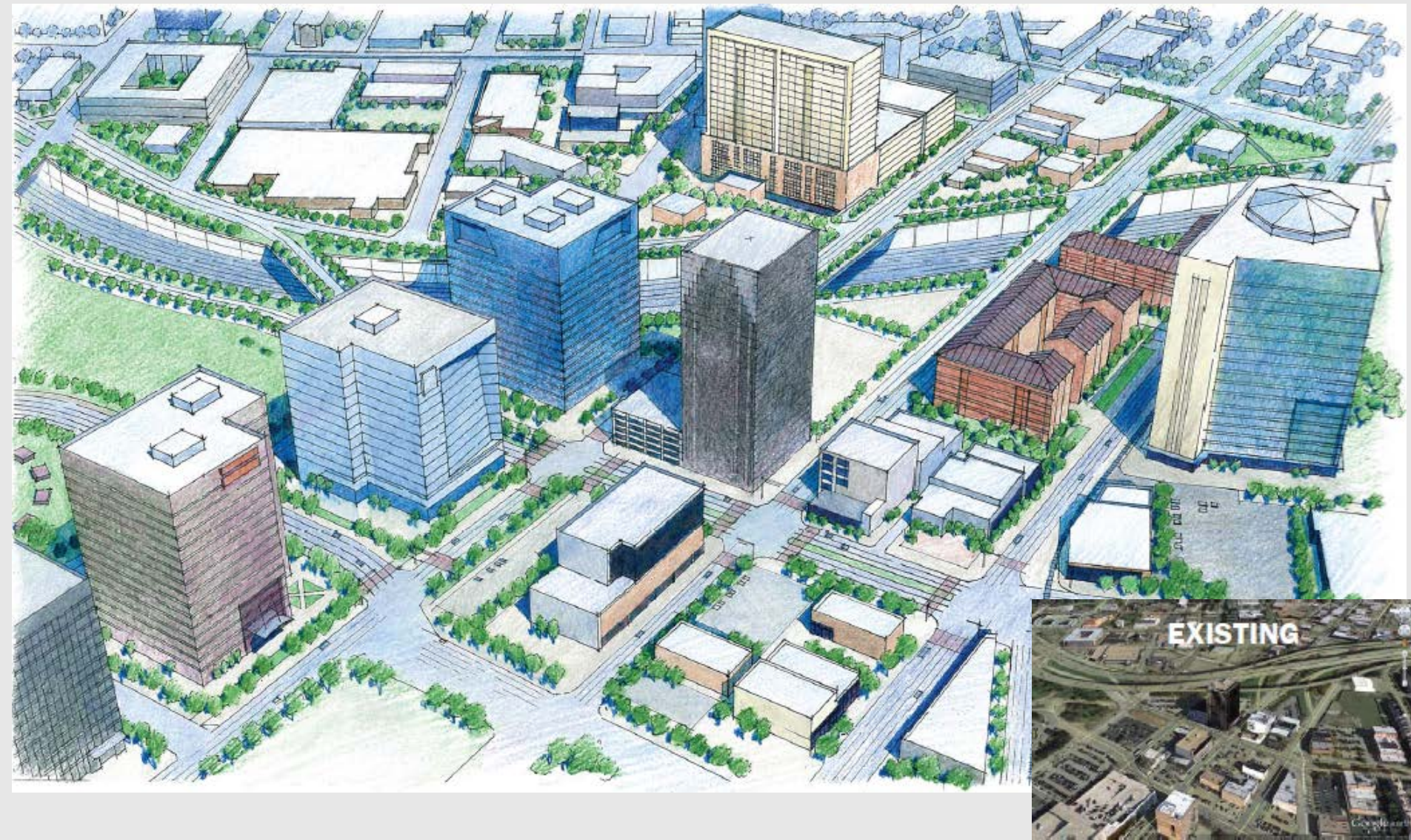
I-345 Below Grade Scenario



I-345 Below Grade Scenario Potential



I-345 Below Grade Scenario Potential



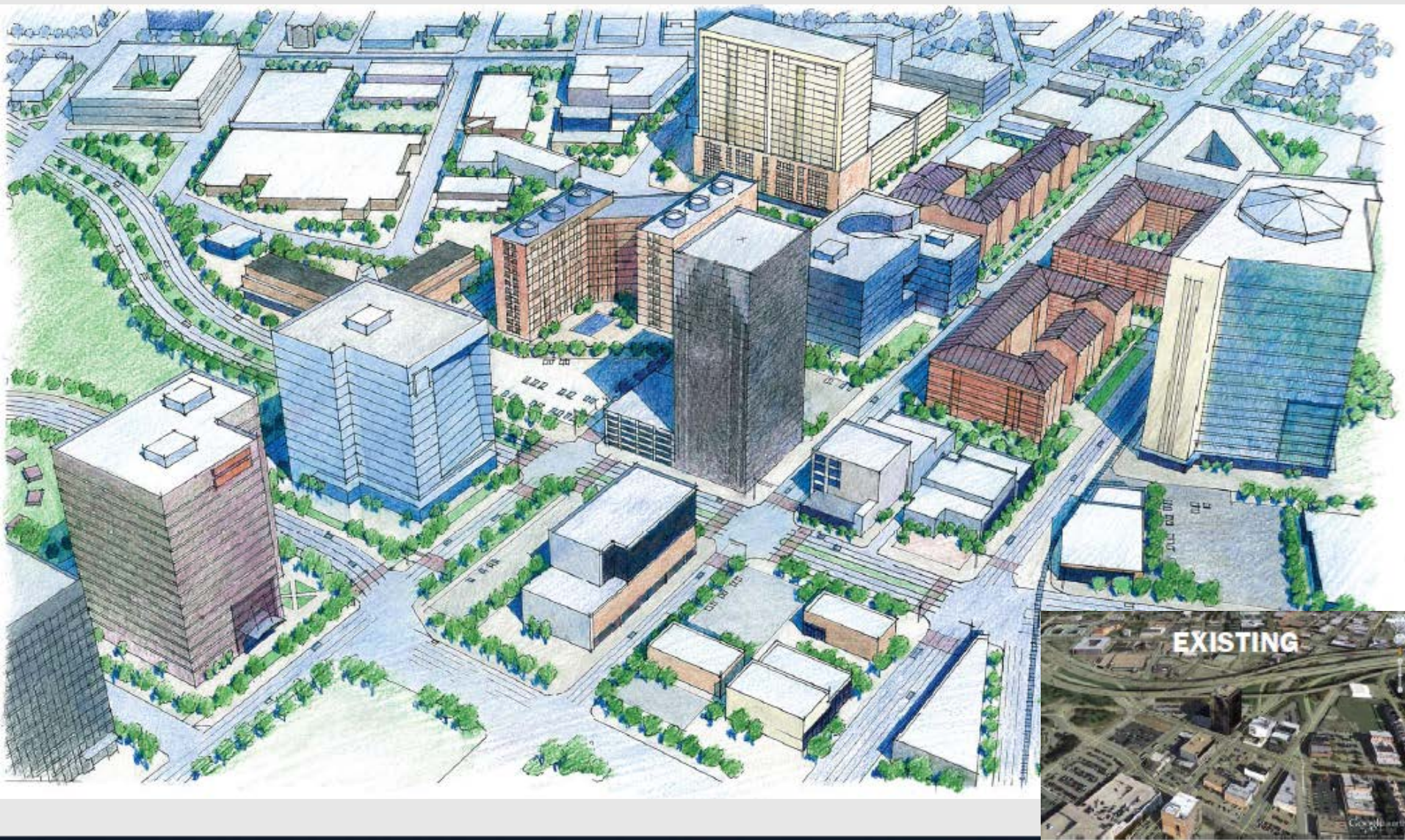
I-345 Remove Scenario



I-345 Remove Scenario Potential



I-345 Remove Scenario Potential



I-345 Scenarios Economic Projection Comparison (2015-2045)

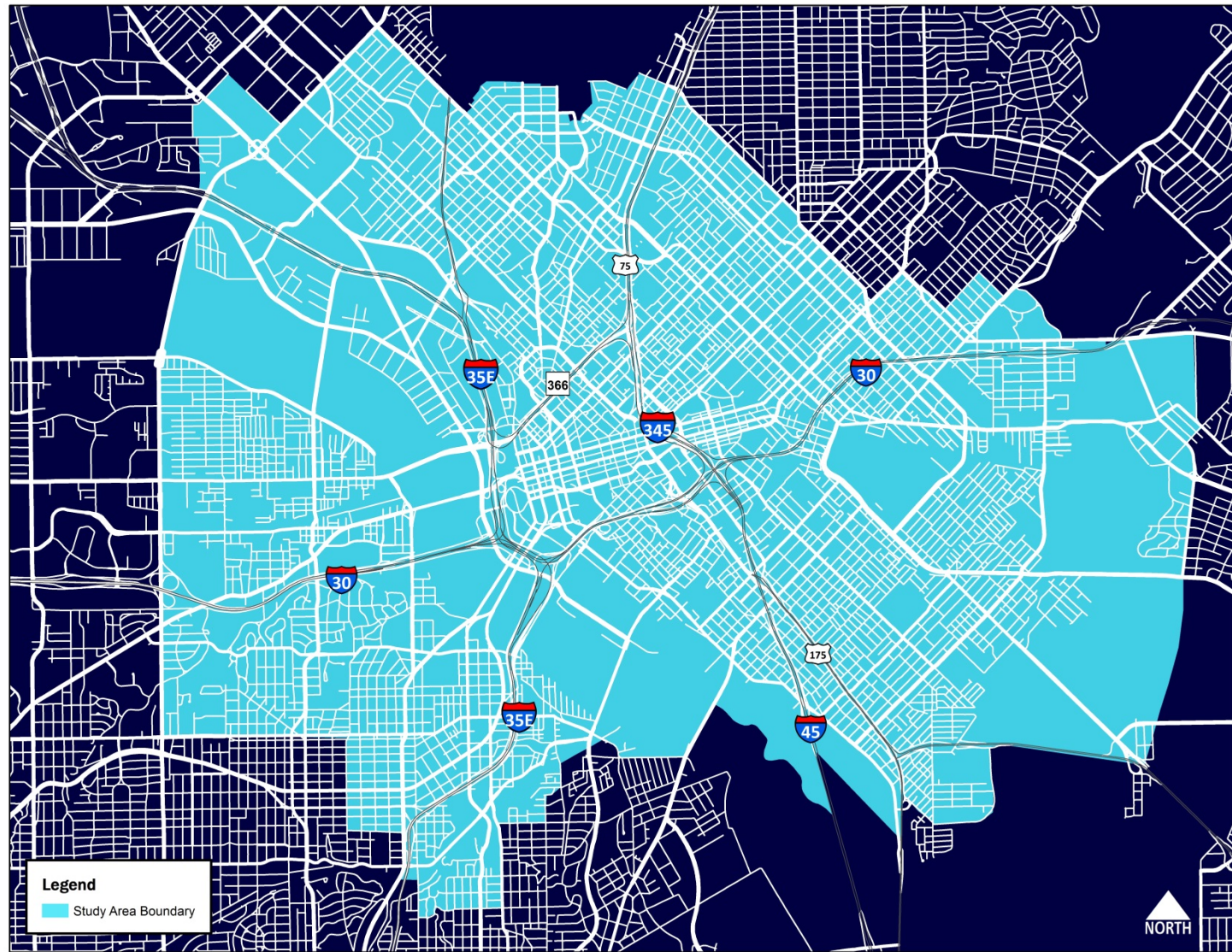
Metric	I-345 Modify	I-345 Below Grade	I-345 Removal
Existing Square Feet (2015)	1,634,350		
Net New Square Feet (2015-2045)	10,206,750	11,032,450	17,601,550
Existing Value (2015)	\$123,909,950		
Net New Value	\$1,449,416,334	\$1,457,973,399	\$2,499,391,246
Additional Impacts (New New)			
Property Tax Revenue	\$39,134,241	\$39,365,282	\$67,483,564
Sales Tax Revenue	\$6,018,680	\$4,881,151	\$5,862,087
Hotel Tax Revenue	\$5,874,922	\$5,874,922	\$7,340,325
Increase to Existing Population	5,774	5,338	11,519
Increase to Existing Workforce	23,274	28,618	39,300
Net New Total Revenue	\$51,027,843	\$50,121,355	\$80,685,976

I-30 Scenarios Economic Projection Comparison (2015-2045)

I-30 Canyon - Compressed Economic Projections (2015 - 2045)

Metric	Existing	Proposed	w/HSR
Existing Square Feet (2015)	2,236,550	-	-
Net New Square Feet (2015 - 2045)	-	6,371,200	6,781,931
Existing Value (2015)	\$125,980,200	-	-
Net New Value	-	\$969,114,617	\$1,055,624,814
Additional Impacts (Net New)			
Property Tax Revenue (Ad Valorem)	-	\$26,166,095	\$28,711,400
Sales Tax Revenue	-	\$4,085,476	\$4,124,151
Hotel Tax Revenue	-	\$2,638,729	\$49,557,922
Increase to Existing Population	-	6,210	12,210
Increase to Existing Workforce	-	10,739	20,339
Net New Total Revenue		\$32,890,299	\$82,393,473

Mobility Study Area



CityMAP Executive Summary

WORKING TOGETHER TO IMPROVE MOBILITY•LIVABILITY ECONOMIC DEVELOPMENT

For additional data and analysis refer to the complete CityMAP Report.

ECONOMIC ANALYSIS

For analysis areas depicted in the color coded areas on the adjacent map using I-345 Modify Scenario and High-Speed Rail at I-30 Canyon

\$3.1 BILLION
NET NEW PROPERTY VALUE

\$105 MILLION
NET NEW REVENUE TO CITY
AGGREGATED OVER 30 YEARS

25,000
NEW RESIDENTS

51,000
NEW JOBS



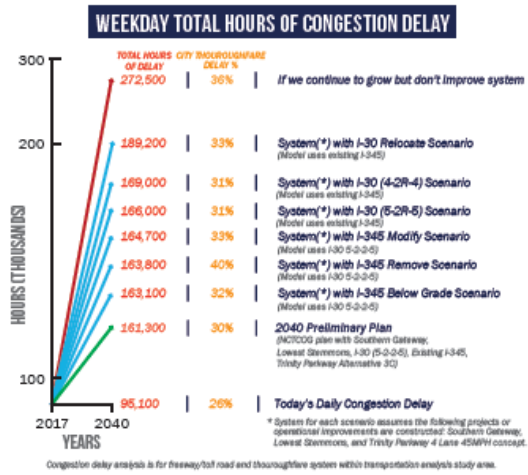
I-35E LOWEST STEMMONS

Connectivity analysis only.
Refer to adjacent map for keyed
improved connection locations.

IMPROVED CONNECTIONS

- 1 I-35E at Oak Lawn Avenue
- 2 Proposed Circuit Trail Connector Project
- 3 I-35E at HI Line Drive
- 4 I-35E at DART Victory Station
- 5 I-35E at Continental Avenue
- 6 I-35E at Commerce Street
- 7 I-35E at Reunion Boulevard
- 8 Kyde Warren Expansion

COST RANGE
\$—\$ \$100-499M



I-35E SOUTHERN GATEWAY

NET NEW PROPERTY VALUE

\$167M

POPULATION GROWTH

1,700

NET NEW REVENUE TO CITY

\$6M

EMPLOYMENT GROWTH

1,000

NET NEW ROADWAY CAPACITY

25% INCREASE

COST RANGE

\$—\$ \$100-499M

I-35E SOUTHERN GATEWAY ANALYSIS AREA: 149 ACRES

I-345

*Modify, *Remove, *Below Grade

NET NEW PROPERTY VALUE

\$1.4B^M | \$2.5B^R | \$1.5B^B

COST RANGE

\$—\$ < \$100M^M | \$100-499M^R | \$500-999M^B

POPULATION GROWTH

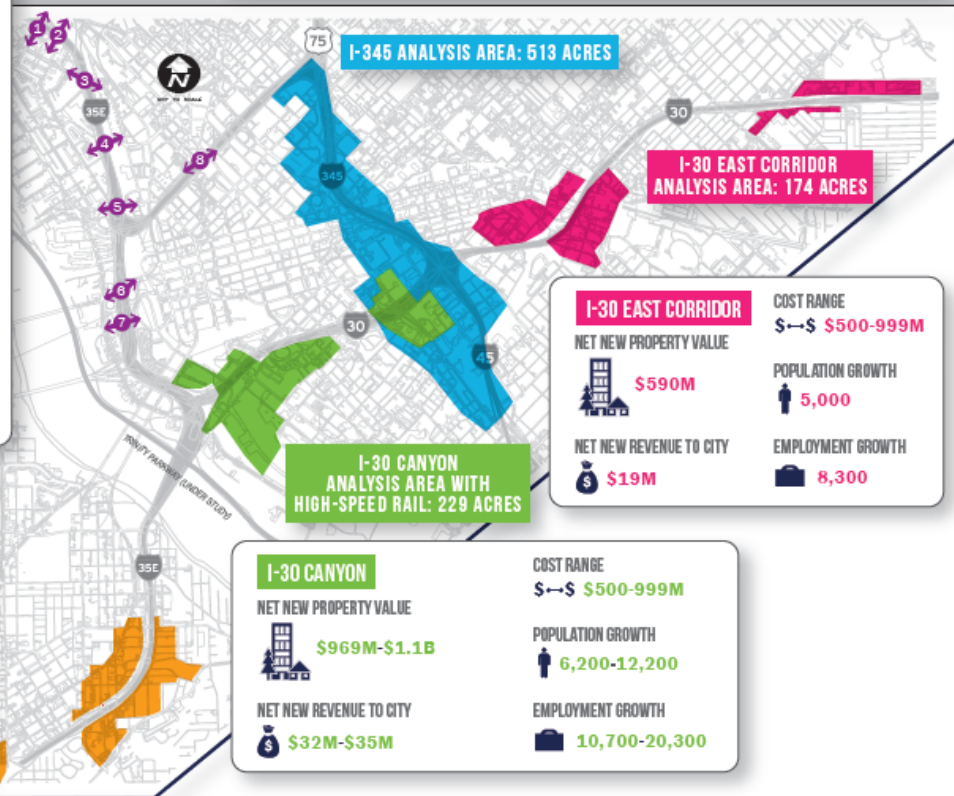
6,000^M | 12,000^R | 4,400^B

NET NEW REVENUE TO CITY

\$51M^M | \$80M^R | \$50M^B

EMPLOYMENT GROWTH

23,000^M | 40,000^R | 29,000^B



I-30 EAST CORRIDOR

NET NEW PROPERTY VALUE

\$590M

COST RANGE

\$—\$ \$500-999M

POPULATION GROWTH

5,000

NET NEW REVENUE TO CITY

\$19M

EMPLOYMENT GROWTH

8,300

I-30 CANYON

NET NEW PROPERTY VALUE

\$969M-\$1.1B

COST RANGE

\$—\$ \$500-999M

POPULATION GROWTH

6,200-12,200

NET NEW REVENUE TO CITY

\$32M-\$35M

EMPLOYMENT GROWTH

10,700-20,300

Successful Example: Margret Hunt Hill Bridge

- Connecting East Dallas to West Dallas
- Introduced land redevelopments
 - Trinity Groves



West Dallas (2008)



West Dallas - Today



* Information from Dallas Central Appraisal District

West Dallas (Today)



Highway Influences in Developments

■ Advantages

- Redevelopment
- Creating Employment Opportunities
- Generating Tax Revenues
- Increasing Property Values

■ Disadvantages

- Gentrification
- Relocation
- Affordable Housing
- Sharp Property Tax Increase for Existing Businesses and Residents