HIGHWAY INFLUENCES ON REGIONAL DEVELOPMENT

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Northeast Texas Public Information Mgr.
Highways and Redevelopment

Central Expressway

LBJ Freeway
What is Dallas CityMAP?

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.

Process championed by Commissioner Victor Vandergriff.

Build a unique multidisciplinary team.

Begin by listening to stakeholders first in one on one sessions.
Background – I-345 Study
Where We Begin

We Are Here

- Deliver CityMAP
- Develop Scenarios
- Design & Policy
- Priorities Inform Scenarios
- Feedback from Stakeholder Listening Sessions & Public Meetings
- Confirm Priorities
- Analyze Data
- Adopted to Informed Decision Making
- Listen to Identify Priorities

we listened to
200 + PEOPLE
for more than
150 HOURS
during and
80 + SESSIONS 3 PUBLIC WORKSHOPS
with stakeholders

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**
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**
- 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

The afternoon peak travel pattern changes with more trips destined for the downtown area, reducing the percentage to North Central Expressway to 24%. The percentages to the other routes are similar to A.M. patterns.
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 Potential
I-345 Below Grade Scenario Potential
I-345 Remove Scenario
I-345 Remove Scenario Potential
I-345 Remove Scenario Potential
<table>
<thead>
<tr>
<th>Metric</th>
<th>I-345 Modify</th>
<th>I-345 Below Grade</th>
<th>I-345 Removal</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing Square Feet (2015)</td>
<td></td>
<td></td>
<td>1,634,350</td>
</tr>
<tr>
<td>Net New Square Feet (2015-2045)</td>
<td>10,206,750</td>
<td>11,032,450</td>
<td>17,601,550</td>
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<tr>
<td>Existing Value (2015)</td>
<td></td>
<td></td>
<td>$123,909,950</td>
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<tr>
<td>Net New Value</td>
<td>$1,449,416,334</td>
<td>$1,457,973,399</td>
<td>$2,499,391,246</td>
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<tr>
<td>Additional Impacts (New New)</td>
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<td></td>
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<tr>
<td>Property Tax Revenue</td>
<td>$39,134,241</td>
<td>$39,365,282</td>
<td>$67,483,564</td>
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<tr>
<td>Sales Tax Revenue</td>
<td>$6,018,680</td>
<td>$4,881,151</td>
<td>$5,862,087</td>
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<tr>
<td>Hotel Tax Revenue</td>
<td>$5,874,922</td>
<td>$5,874,922</td>
<td>$7,340,325</td>
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<tr>
<td>Increase to Existing Population</td>
<td>5,774</td>
<td>5,338</td>
<td>11,519</td>
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<tr>
<td>Increase to Existing Workforce</td>
<td>23,274</td>
<td>28,618</td>
<td>39,300</td>
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<tr>
<td>Net New Total Revenue</td>
<td>$51,027,843</td>
<td>$50,121,355</td>
<td>$80,685,976</td>
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Complete CityMAP report can be found at http://dallascitymap.com
## I-30 Scenarios Economic Projection Comparison (2015-2045)

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

<table>
<thead>
<tr>
<th>Metric</th>
<th>Existing</th>
<th>Proposed</th>
<th>w/ HSR</th>
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<tbody>
<tr>
<td>Existing Square Feet (2015)</td>
<td>2,236,550</td>
<td>-</td>
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<tr>
<td>Net New Square Feet (2015 - 2045)</td>
<td>-</td>
<td>6,371,200</td>
<td>6,781,931</td>
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<tr>
<td>Existing Value (2015)</td>
<td>$125,980,200</td>
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<tr>
<td>Net New Value</td>
<td>-</td>
<td>$969,114,617</td>
<td>$1,055,624,814</td>
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</table>

### Additional Impacts (Net New)

<table>
<thead>
<tr>
<th>Metric</th>
<th>Existing</th>
<th>Proposed</th>
<th>w/ HSR</th>
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<tbody>
<tr>
<td>Property Tax Revenue (Ad Valorem)</td>
<td>-</td>
<td>$26,166,095</td>
<td>$28,711,400</td>
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<tr>
<td>Sales Tax Revenue</td>
<td>-</td>
<td>$4,085,476</td>
<td>$4,124,151</td>
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<tr>
<td>Hotel Tax Revenue</td>
<td>-</td>
<td>$2,638,729</td>
<td>$49,557,922</td>
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<tr>
<td>Increase to Existing Population</td>
<td>-</td>
<td>6,210</td>
<td>12,210</td>
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<tr>
<td>Increase to Existing Workforce</td>
<td>-</td>
<td>10,739</td>
<td>20,339</td>
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<tr>
<td>Net New Total Revenue</td>
<td>$32,890,299</td>
<td>$82,393,473</td>
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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 of the program map using 2025 Mobility Scenario and High-Speed Rail at 30 Canyon

$3.1 BILLION
NET NEW PROPERTY VALUE

$105 MILLION
NET NEW REVENUE TO CITY ASSOCIATED OVER 30 YEARS

25,000
NEW RESIDENTS

51,000
NEW JOBS

WEEKDAY TOTAL HOURS OF CONGESTION DELAY

If we continue to grow but don’t improve system

I-365 SOUTHERN GATEWAY

NET NEW PROPERTY VALUE
$197M

NET NEW REVENUE TO CITY
$15M

COST RANGE
$100-499M

POPULATION GROWTH
3,700

EMPLOYMENT GROWTH
1,000

25% INCREASE

I-345 LOWEST STEMMONS

IMPROVED CONNECTIONS
1. I-35E at 30 East Avenue
2. Proposed I-345 East Extension Project
3. 355 at 4 Line Drive
4. I-35E at Gotem Station
5. I-35E at Continental Avenue

Connectivity analysis only. REFER TO ADJACENT MAP FOR LOYAL IMPROVED CONNECTION LOCATIONS.

I-345

1. Mobility, Transport, & Safe Grade

NET NEW PROPERTY VALUE

$1.48B
$2.5B
$1.5B
$500-999M

NET NEW REVENUE TO CITY

$51M
$80M
$50M

COST RANGE

$500-999M

POPULATION GROWTH
6,000
12,000
4,400

EMPLOYMENT GROWTH
23,000
40,000
29,000

I-30 EAST CORRIDOR

ANALYSIS AREA WITH HIGH-SPEED RAIL: 229 ACRES

I-30 CANYON

NET NEW PROPERTY VALUE

$659M-1.1B

NET NEW REVENUE TO CITY

$32M-35M

COST RANGE

$500-999M

POPULATION GROWTH
6,200-12,200

EMPLOYMENT GROWTH
10,700-20,300

I-30 CANYON ANALYSIS AREA: 149 ACRES

I-346 ANALYSIS AREA: 513 ACRES

I-346 ANALYSIS AREA: 174 ACRES

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Successful Example: Margret Hunt Hill Bridge

- Connecting East Dallas to West Dallas
- Introduced land redevelopments
  - Trinity Groves
West Dallas (2008)

- Industrial Warehouses
- Vacant Lands
West Dallas - Today

*Property Market Values Appraisal (2011): $949,471
Property Market Values Appraisal (2017): $7,455,807
685% Increase in property value

*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