Major Projects

This document provides additional narrative to further support the Major Projects questionnaire. This document also includes charts, maps and renderings.

Potential Crash Reductions

1. What is the existing fatality crash rate at the project location? Regional crash data is available online at crash data viewer. H-GAC staff will provide assistance in calculating the crash rates upon request.
   The crash rates for IH 69 between 2018 and 2022 are illustrated in the following table. They are compared with the Texas state average crash rates on interstate highways.

Year	Total Crashes*	Annual Average Daily Traffic (AADT)	Crash Rates* (crashes per 100 million vehicle mile travelled)	State Average Crash Rate for Interstate Highway
2018	318	300,345	50.89	156.72
2019	478	297,342	77.27	161.03
2020	854	255,714	160.52	137.63
2021	839	268,500	150.19	160.67
2022	397	258,901	73.70	150.86
Average	577	276,160	102.52	153.38

*Crash rates include all crash types (fatal, severe, minor injury and property damage only)

   The average fatality crash rate for IH 69 between 2018 and 2022 is **0.42** per 100 million vehicle miles traveled. The Texas statewide average fatality rate in 2022 is **1.55** per 100 million vehicle miles traveled. It should be noted that the Texas average fatality rate includes both freeways and signalized corridors. Signalized highways account for a considerably higher proportion of crashes than freeways.

Connectivity to Jobs, Medical Facilities, and Activity Centers

1. Does the proposed project improve or provide new connectivity to jobs within a 1/4 mile buffer of the project location?
   Yes
   a. Please provide the number of jobs located within 1/4 mile distance of the project.
      The IH 69 Two-Way HOV connects directly to the Houston CBD, Greenway Plaza and Uptown Houston District, which are the first, fourth and second largest employment

centers respectively in the region. At just over ¼ mile from the downtown terminus, the Texas Medical Center is the third largest employment center regionally.

According to H-GAC Activity- Connectivity Explorer (https://datalab.h-gac.com/ace), current (2018) jobs within ¼ mile distance of the project corridor is 65,659. The projected (2045) jobs within ¼ mile distance of the project is 66,917.

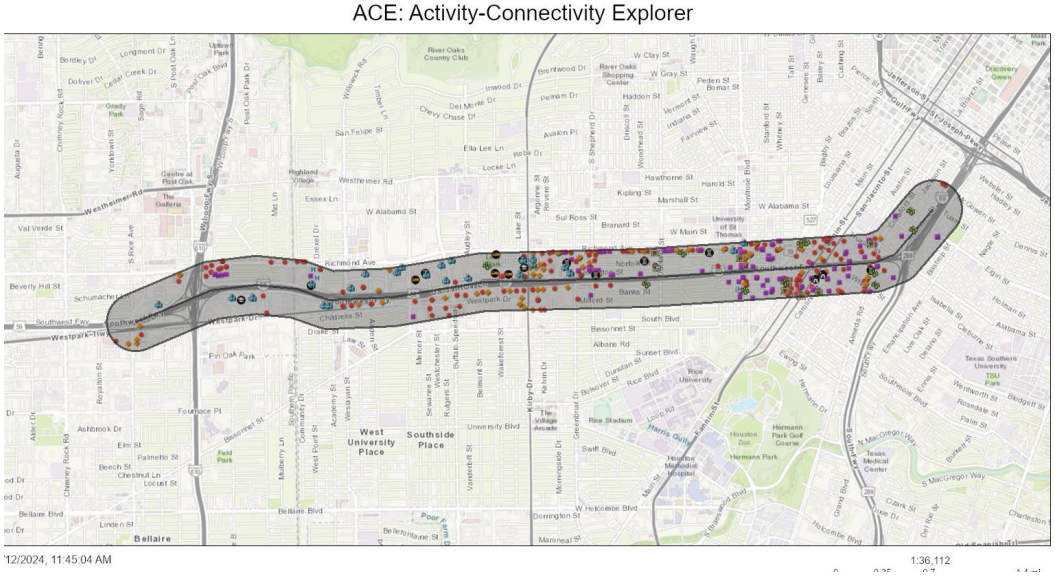
2. Does the proposed project improve or provide new connectivity to a medical facility within a 1/4 mile buffer of the project location?

   Yes. Both within Greenway Plaza, Downtown Houston and the Texas Medical Center

3. Does the proposed project improve or provide new connectivity to an activity center within a 1/4 mile buffer of the project location?
   Yes. Libraries, churches, museums and other social services. There are a number of activity centers, cultural institutions, and other attractions in the vicinity of the project. The largest of such institutions is Lakewood Church located adjacent to the project on the north side of the freeway between Timmons and Edloe. Other institutions located along the corridor include St. Thomas University, Levy Park, Girl Scouts of America San Jacinto Chapter, American Red Cross, Danny Jackson Dog Park, and Dunlavy Park, the Ion, to name a few.

   According to H-GAC Activity- Connectivity Explorer, major destinations along the corridor include 366 commercial and retails, 8 schools, 33 offices, 19 public and institutional places and 12 parks and recreational areas (https://datalab.h-gac.com/ace/)

Figure 1: Destinations within ¼ mile distance of IH 69 Two-Way HOV Project Corridor



Source: H-GAC Activity- Connectivity Explorer

Major Projects

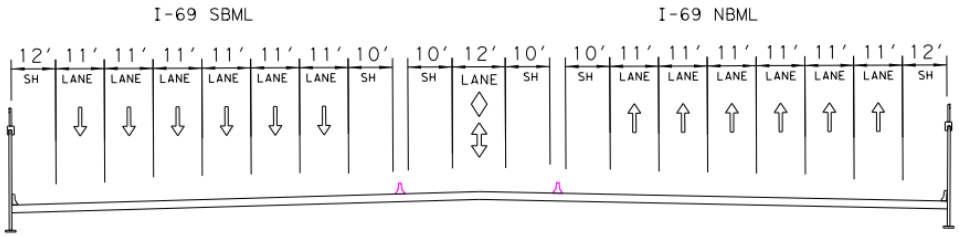
In addition to destinations within ¼ mile of the corridor, the project also provides faster and easy transit connection to Wheeler Transit Center, Texas Medical Center, Rice University, TSU/UH, HCC, St. Thomas and other schools in Midtown, Downtown and TMC.

4. Provide narrative describing how proposed project improves or provides new connectivity to jobs, medical facilities, and activity centers.

The current one-way reversible HOV service period spans Monday through Sunday from 5 am to 11 am (inbound) and 1 pm to 8 pm (outbound). The proposed project aims to transition this existing one-way HOV system into an all-day, two-way HOV system, thereby extending the availability of HOV lanes.

The project entails converting existing one-way HOV lanes into two-way HOV facilities, predominantly situated along the middle of the IH 69 freeway, following its existing profiles. Additionally, several access ramps will be modified to enhance overall facility accessibility for both workers and residents along the corridor. Locations for these modifications include Spur 527, Greenway at Edlow, and the Westpark/Lower Uptown Transit Center. Refer to the figures below for cross-sections of the corridor and the access points mentioned above.

Typical Cross Section (following the freeway profile):



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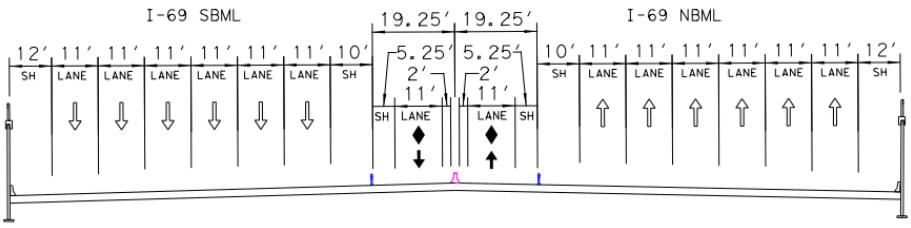
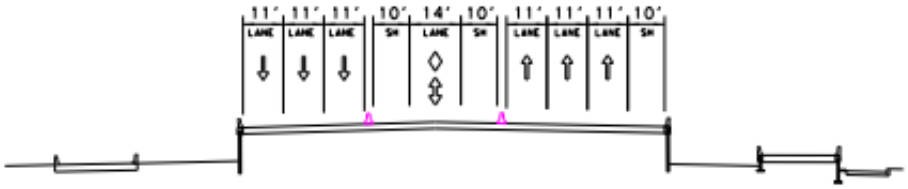


PROPOSED

Cross Section near Spur 527 Access Point

The current HOV facility at Spur 527 provides only one access lane for buses and HOV users. However, under the proposed two-way facility, there will be separate access lanes designated

for buses and HOV traffic. This modification is expected to significantly enhance access to the facility, improving efficiency and convenience for users.



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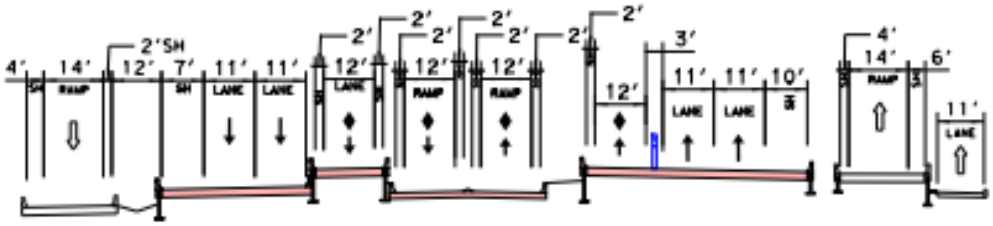
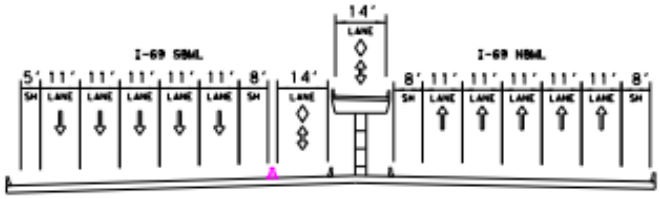


PROPOSED

<u>Cross Section near Edlow Bridge Access Point</u>

At Edlow, the bridge over the existing HOV facility will undergo widening to accommodate two lanes. This expansion will enable express and local buses, as well as HOV traffic from surrounding residences or businesses, to access both directions of the two-way HOV facility efficiently.



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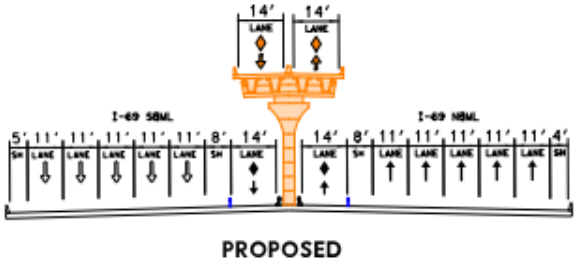
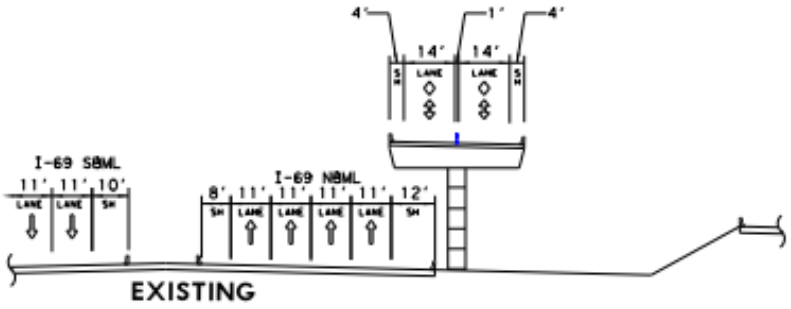
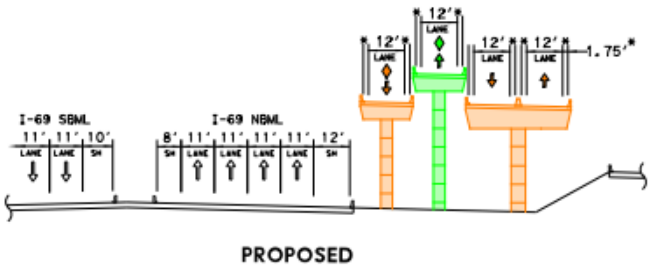


<u>Cross Section near Westpark/ Lower Uptown Transit Center (WLUTC) Access Point</u>

The Westpark Lower Uptown Transit Center (WLUTC) T-ramp currently serves as exclusive access for METRO buses. Currently, the IH 69 one-way reversible HOV lane operates at-grade in the center of the freeway and ascends at South Rice to connect with the T-ramp to the WLUTC. As part of the two-way HOV project, both the structure of the HOV lane and the existing T-ramp will undergo modifications. These alterations will enable express bus traffic to either continue southbound or enter the WLUTC. Furthermore, to streamline traffic flow, an express southbound HOV lane will be constructed on a separate structure parallel to the existing one, thus bypassing the turning movements on the T-ramp.





1. What is the average Livable Center Need Index within 1/4 buffer of the project location? H-GAC staff can assist in gathering the data.

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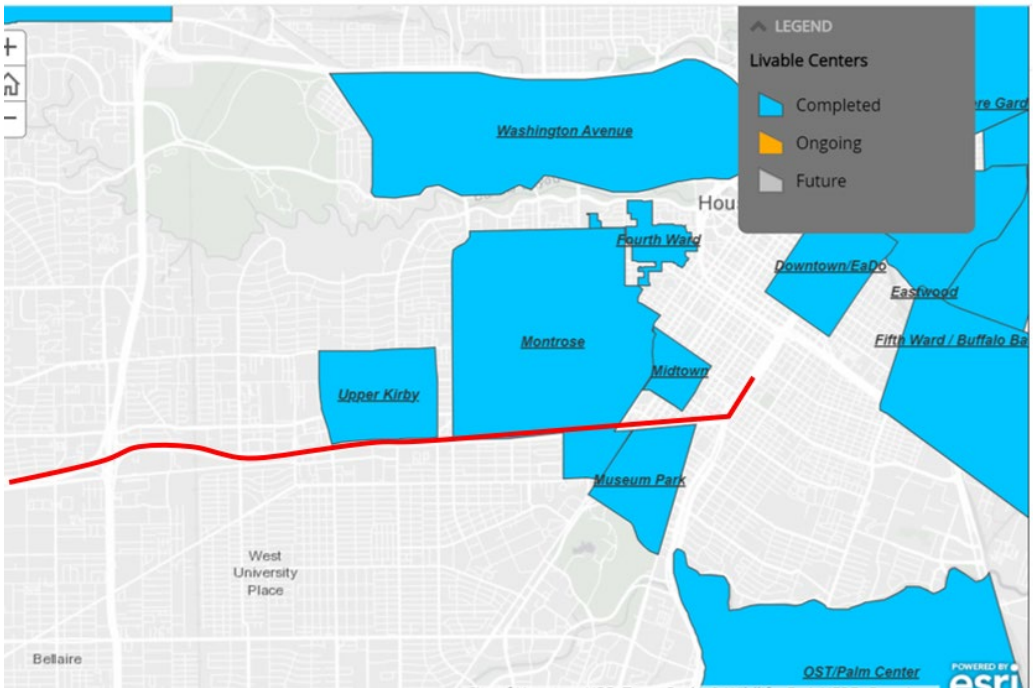
a. Livable centers along the project corridor includes Upper Kirby, Museum Park, Montrose and Midtown.

Figure 2: Livable Centers along IH 60 Two-Way HOV Project Corridor

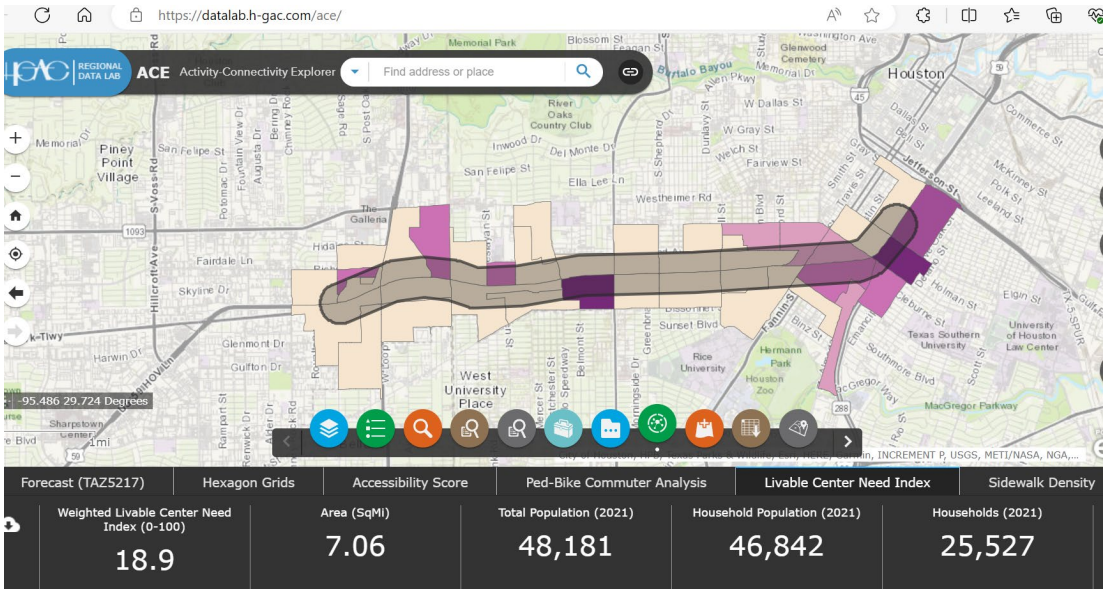


Source: H-GAC

b. According to H-GAC Activity- Connectivity Explorer, the weighted livable center need index is **18.9**

Figure 3: Livable Center Need Index along IH 69 Two-Way HOV Project Corridor

Major Projects



Source: H-GAC Activity- Connectivity Explorer