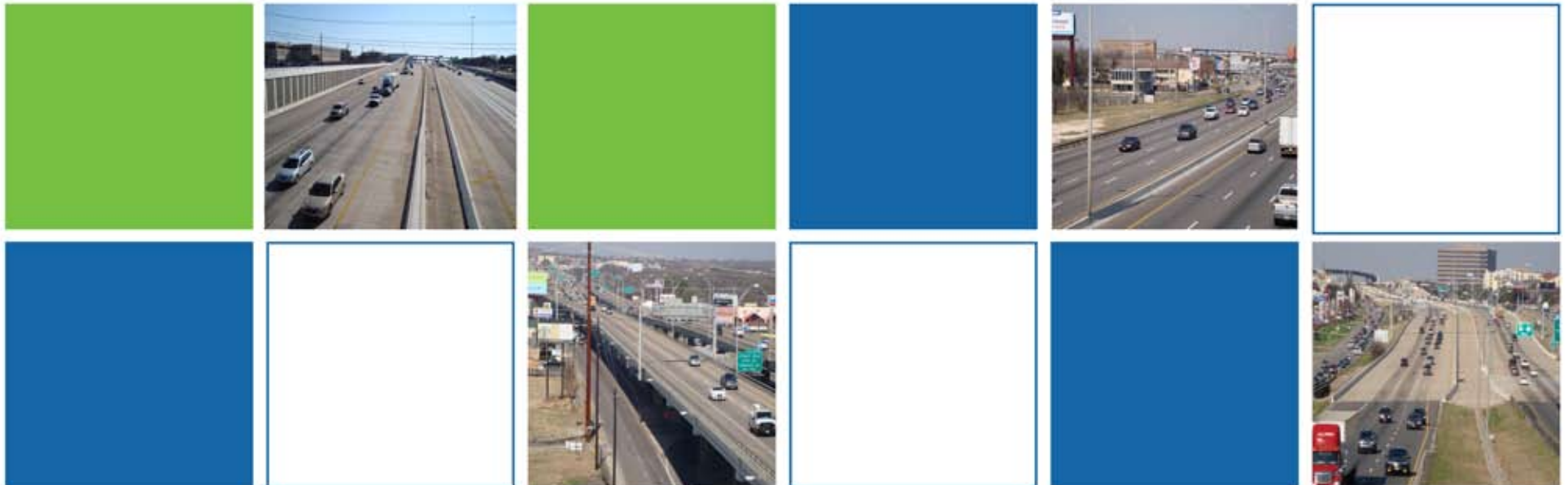




# Welcome

## IH-35 Corridor Development Program

Stakeholder Open House  
November 17, 2011

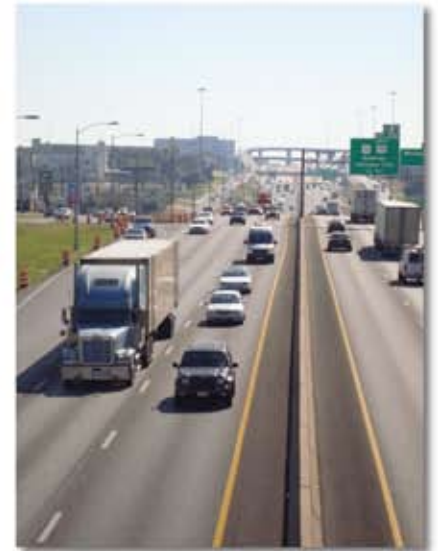




# Goals & Objectives

**Engage the Austin community to help guide access and mobility improvements to, through, and across the IH-35 Corridor by identifying short-term, mid-term, long-term projects and strategies.**

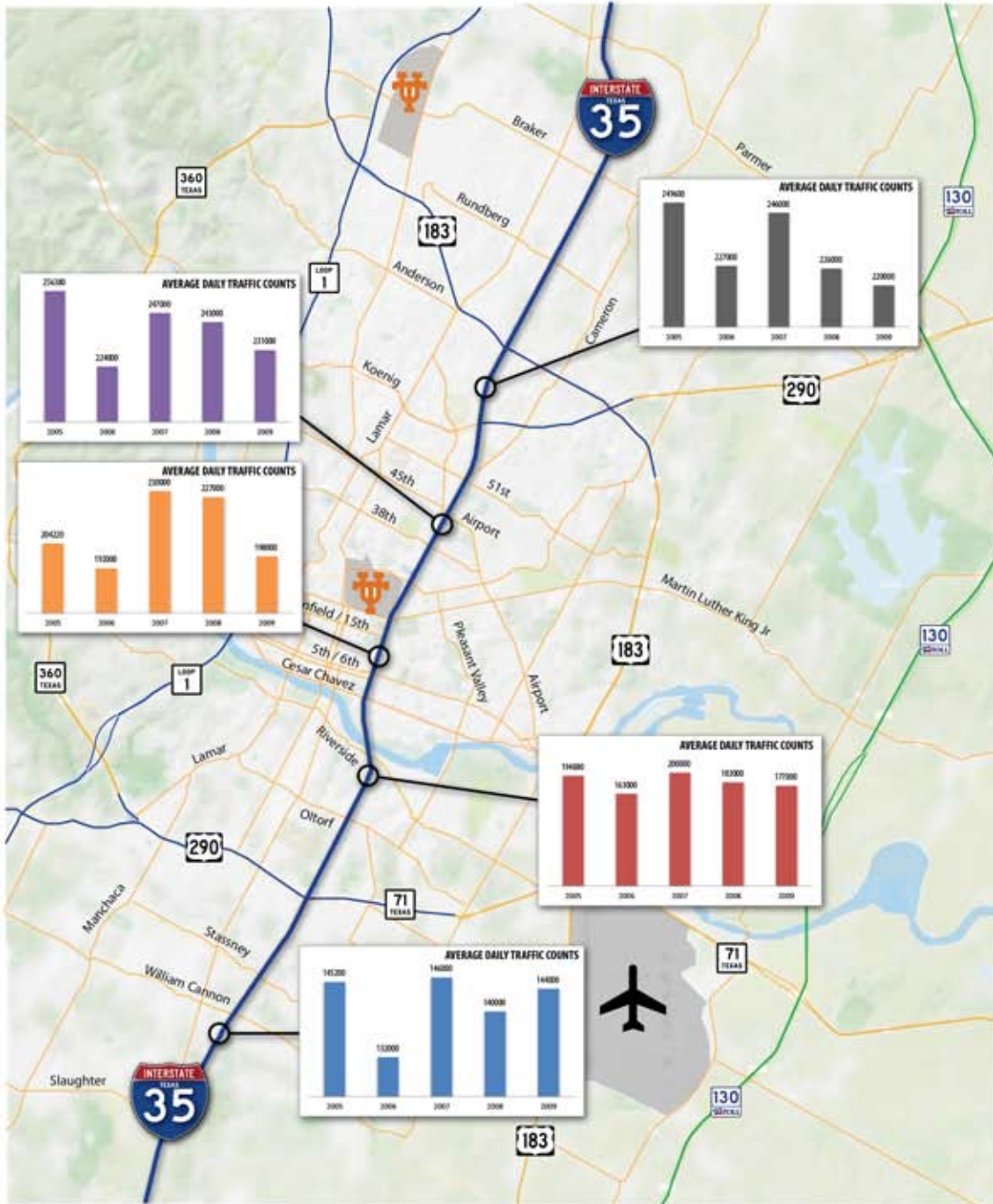
- Increase mobility for people and goods through Central Austin
- Improve transit and high occupancy vehicle opportunities
- Improve safety, efficiency, and access to and through the corridor for all users
- Identify cost-effective projects
- Protect air quality and reduce Austin's carbon footprint
- Reduce or mitigate current corridor impacts
- Improve opportunities for economic development
- Provide better information for travelers
- Reduce congestion and improve mobility





# Why is the City of Austin Involved with IH-35?

- IH-35 is owned by TxDOT, but the City patrols and provides services along the IH-35 corridor and is expected to manage its impacts on the community.
- IH-35 bisects the city, and has major historic and current impacts on mobility, safety, and quality of life along and across the corridor. It has the highest volumes of cars and trucks, crash rates, and congestion in the Austin area.
- A lack of sufficient state and Federal funding means traditional major highway improvements will be much longer term.
- It is to the City's benefit to identify and facilitate short-term improvements and encourage other agencies to participate in the corridor's future.



# IH-35

## Texas' 4th Most Congested Corridor

### TRAVEL TIME

IH-35 Southbound (US 183 to Ben White)

- No traffic: 7 minutes
- Average PM peak: 22 minutes
- Average Friday PM peak: 36 minutes
- **NATIONAL RANK: 17th worst in the U.S.**
- **12th / 15th St Bottleneck:**  
77th worst in the U.S. (13 miles per hour average speed)

### TRAVEL TIME

IH-35 Northbound (Ben White to MLK Jr)

- No traffic: 5 minutes
- Average PM peak: 15 minutes
- Average Thursday PM peak: 26 minutes
- **NATIONAL RANK: 39th worst in the U.S.**

### Austin-Area Congestion (2009)

- 36th Largest Urban Area
- 15th Worst in Congestion (39 annual hours of delay per person)
- 14th Worst in Wasted Fuel (32 annual gallons per person)
- 3rd Worst in Travel Time Index (congested travel time vs. uncongested travel time)
- 19th Worst in Cost of Congestion (\$882 annual per person)



# Sample Short and Medium Term Projects

## Reversible Managed Lanes

- Provide extra capacity
- Can be used by carpools, buses, or toll users



## Dynamic Shoulder Lanes

- Provide extra capacity
- Only operational when congested



## Automated Speed Controls

- Smooth traffic flows
- Reduce crashes



## Alternative Ramp Designs

- Roundabouts for safety
- Diverging Diamonds for safety and capacity





# Summary of Issues We Heard

## Interfacility Connections

- Difficult or missing movements
- Travel time penalty for connecting



## Inadequate Ramps to IH-35

- Substandard or unsafe design of ramps
- Creates bottlenecks / queueing on IH-35



## Congestion on Freeway Lanes

- Inefficient use of lower / upper decks
- Congestion throughout the corridor



## Bicycle / Pedestrian Connections

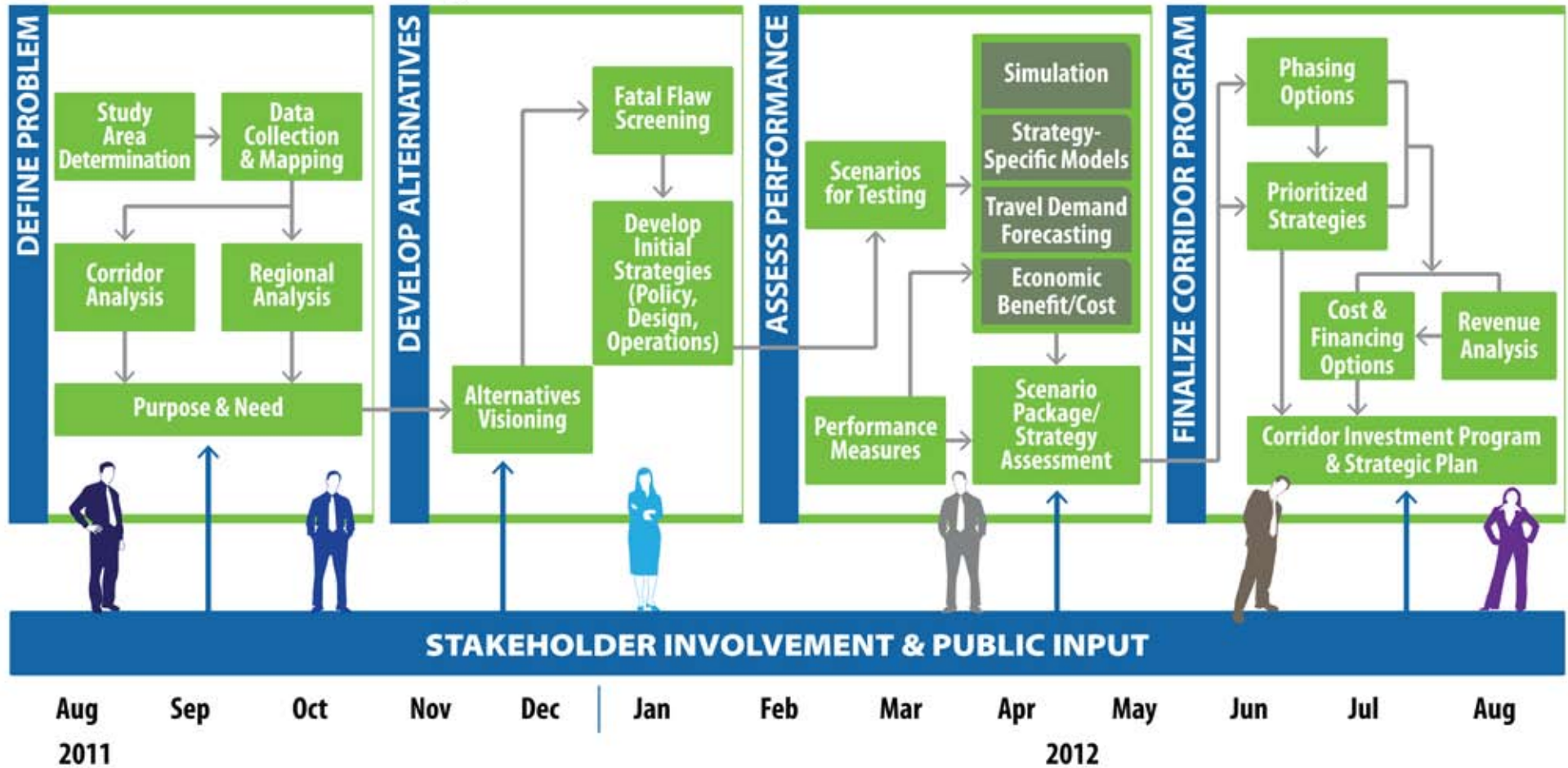
- Lack safe connections across IH-35
- Crosswalk / signal safety on frontage roads





# Project Schedule

**WE ARE HERE**





# Regional Issues and Ideas

## Regional Issues for IH-35

- Through traffic clogging IH-35 through Austin
- Congestion caused by connecting routes
- Lack of route choices when traffic changes
- Designs that encourage bad driving behavior
- Lack of transit options from outlying areas
- Lack of driver info on upcoming congestion
- Lack of smart arterials that respond to traffic conditions on IH-35
- Smarter special event handling
- Insufficient signage

## Regional Ideas for IH-35

- Put IH-35 below ground (noise / visual)
- Faster response to incidents with wrecker
- Make better use of SH-130 by eliminating or lowering tolls, better signing, and rerouting
- Provide regional travel time information
- Encourage informed route choices / signage
- Painted route shields before interchanges
- Express bus services
- Dynamic queue warnings
- Consolidated traffic management center
- Education and outreach messaging
- Dynamic parking availability information
- Variable speed advisories
- Ramp metering to eliminate cut-around use
- Better use of overhead lane controls
- Better lighting / safer traffic monitoring
- Emergency pullouts instead of shoulders
- Accident investigation sites
- Continuous breakdown shoulders



# Evaluation Criteria for Screening Ideas

## Can the idea...

- move more cars, buses, trucks, bicycles or people?
- reduce or better manage congestion?
- reduce travel time?
- improve trip reliability?
- promote more travel choices?
- serve the different types of travelers using IH 35?
- be built?
- be funded?
- be operated and maintained?
- not negatively impact adjacent neighbors?
- avoid right-of-way?
- enhance livability and quality of life?
- promote safer travel?
- use existing road investments more effectively and efficiently?



# Next Steps

- 1** Review the Community-generated Ideas on the aerial photography.
- 2** Based upon your experiences on IH-35, do these ideas help address your travel and community concerns?
- 3** **How would you modify these ideas? What's missing?**  
We need your help to identify all possible solutions, especially those that could be done within the next few years.
- 4** Stay Involved! If you have time to dedicate to this process, we would welcome your assistance on the corridor working group.