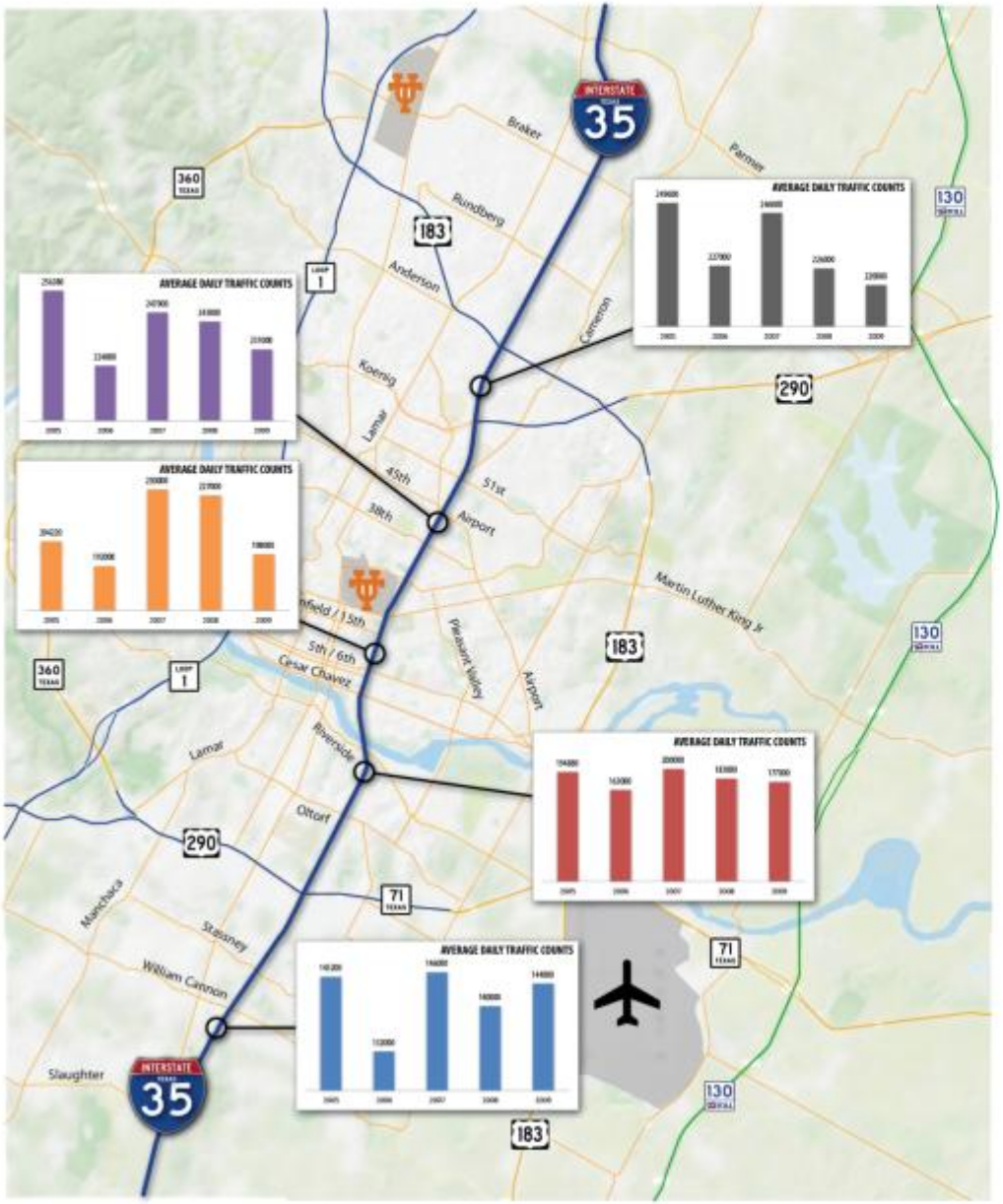
IH-35 Corridor Development Program

City of Austin Transportation Department

August 2012 Update



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.**

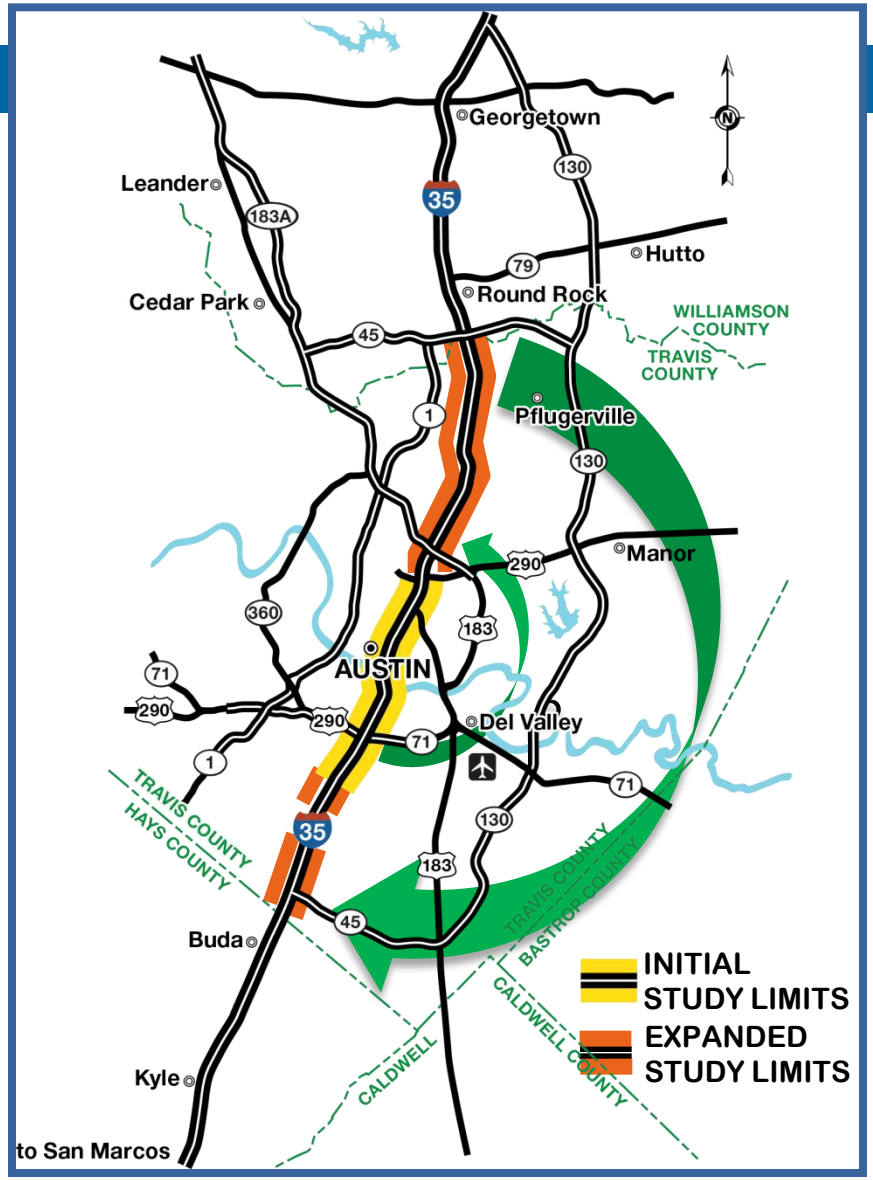
Austin-Area Congestion (2009)

- 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)

PARSONS BRINCKERHOFF

IH-35 Corridor Development Program

- Study Limits:
  - North SH 45 (approximately Williamson County Line)
  - South SH 45 (approximately Hays County Line)
  - Approximately 27 miles
  - Completes connectivity for regional benefit



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

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Agency Stakeholders Involved

- City of Austin
- Texas Department of Transportation
- Federal Highway Administration-TX Division
- Central Texas Regional Mobility Authority
- Capital Metropolitan Transportation Authority
- Capital Area Metropolitan Planning Organization
- Travis County
- Williamson County
- Texas Transportation Institute

Project Workflow and Schedule

Aug Sep Oct Nov Dec | Jan Feb Mar Apr May Jun Jul Aug Sep Oct Nov Dec

Where Have We Been?

August 2011-May 2012

- Three public workshops
- 40+ Stakeholder meetings
- Over 300 ideas generated and evaluated

What Are We Hearing?

- Citizens want improvements now; frustrated with perpetual studies
- Many perspectives on the issues- stakeholders look at single issues more than overall congestion
- Implementing small, incremental improvements is better than indefinitely waiting on major project funding
- Citizens understand limitations of study area, funding, right-of-way, potential for relief
- Encouraged that dialog has started

What Are We Learning?

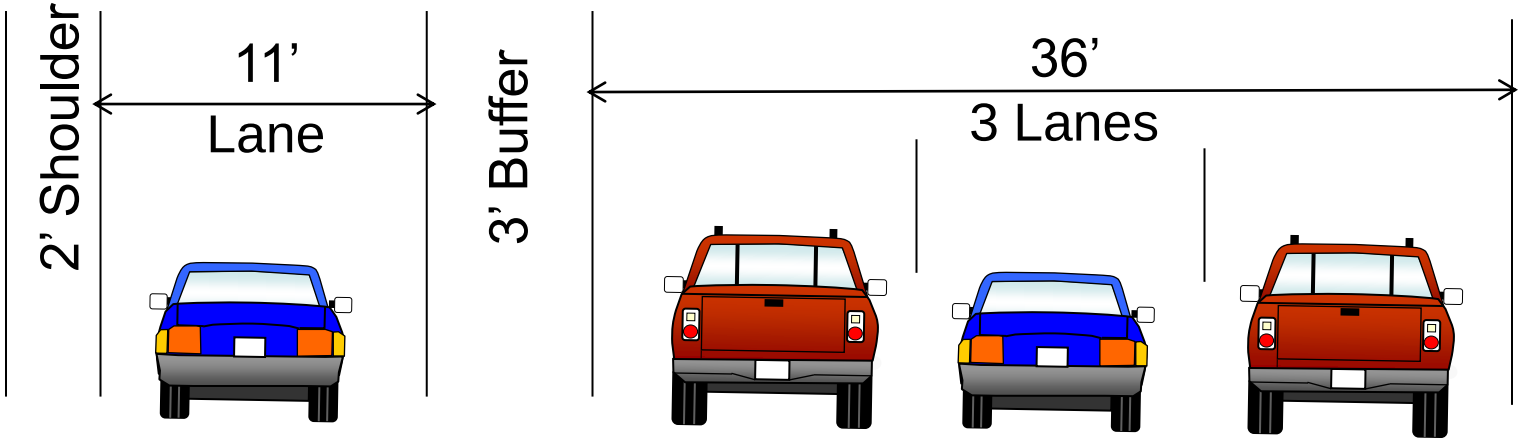
- Better traffic management: Police/EMS feedback
  - Shared traffic operations center
  - Smarter tools for faster incident clearance
  - Improved driver information (apps, dynamic messages, travel times)
- Opportunities for transit partnering: Cap Metro feedback
  - 4th Street benefits to Cesar Chavez replacement
  - Express Lane benefits to transit
  - Access to planned and operational park and ride lots

What Are We Learning?

- Safer bike/pedestrian treatments
  - Connections for bike lanes/routes and key sidewalk linkages along/across corridor
  - Accessibility shortcomings at key intersections
- Regional linkages and economic opportunities
  - Many IH-35 roles in a regional interconnected freeway network
  - Focused needs on existing employment centers (downtown, UT) and new centers (proposed medical school)
- Many solutions need a common context/strategy

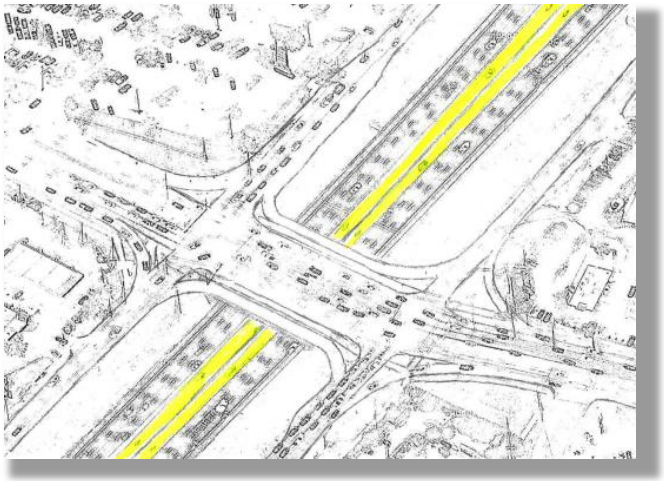
What Are We Learning?: Express Lanes

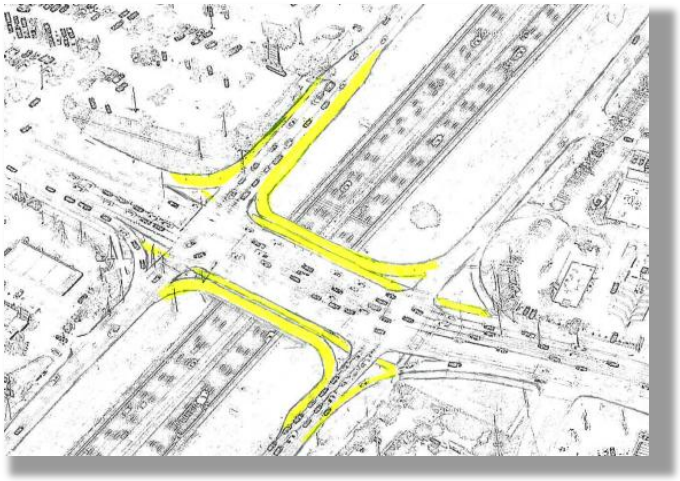
- Agency support for continuity through corridor
- Leftmost next to median (added lane both directions)
- Generally feasible without new ROW
  - Challenges: downtown, upper/lower deck
- Some direct access potential for transit



What Are We Learning?: Wm. Cannon

- New approach lanes and U-turn lanes can reduce signal delay
- Space for express lanes in median
- SH 71 auxiliary lanes needed south to William Cannon
- Reorienting ramps still being studied



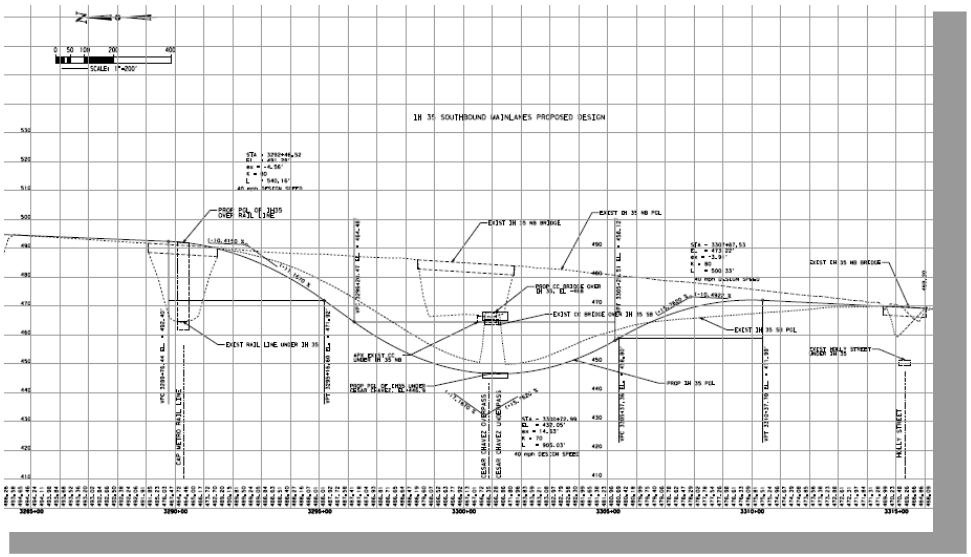


What Are We Learning?: Riverside Drive

- Feasible, but bridge needs replacement
- Generally within ROW
- Must accommodate:
  - Express lanes
  - Collector-distributor roads (frontage road traffic bypass)
  - U-turns
  - Additional approach lanes
  - Possible future Urban Rail

What Are We Learning?: Cesar Chavez

- Design and constructability (able to rebuild while maintaining 6 lanes of traffic) appears feasible
- Opportunity to connect 5th Street (east to west)
- Requires other improvements north and south



What Are We Learning?: 6th St/Ramps

- Consolidate ramps south of Cesar Chavez
- Hard choices that need further evaluation and dialog with affected community

Problem ramps

What Are We Learning?: Overall

- Benefits
  - Up to 45% improvement in throughput in AM peak period
  - Managing oversaturation
  - Managing expectations
  - Reduced delay times
  - Unimpeded mobility in Express Lanes
  - Hard design choices
  - Requires many solutions “done right”

What Are We Thinking?: Programming

- Transportation System Management (TSM) strategies
  - Ramp and intersection revisions
  - Collector-distributor roads
  - Improvements to intersecting streets
- ITS, ATMS, incident management and related operational performance strategies
- Bicycle/pedestrian enhancements along & across the corridor
- Express transit enhancements
- Express lanes
  - Direct access ramps
  - Park & Ride lots
  - Managed lanes

What Are We Thinking?: Programming

- Riverside Drive Interchange
  - $50-60 million
  - 3 to 5 years
- 1st Street/Cesar Chavez Interchange
  - $100-120 million
  - 3 to 5 years
- Express Lanes - William Cannon to Cesar Chavez
  - $80-100 million (if combined with above)
  - 5 to 8 years
  - Costs and timelines pending for northern express lanes

What Are We Thinking?: Programming

- Pedestrian and Bicycle Improvements along IH-35
  - $3-4 million
  - 3 to 5 years
- Ramp Signing, Way Finding and Dynamic Routing Improvements Along Upper/Lower Deck
  - $9-10 million
  - 2 to 3 years
- Corridor and Regional Traffic Operations Improvements
  - $9-10 million
  - 2 to 4 years

What Are We Thinking?: Programming

- Operational Improvements at Ramps and Intersections
  - $35-40 million
    - 51st Street Phase 2
    - Airport Blvd to MLK frontage auxiliary lane additions
    - NB and SB IH-35 auxiliary lanes near Oltorf
    - Ramp revisions and intersection improvements - SH 71 to Woodland
    - Neighborhood mitigation with frontage road
    - Intersection approach lanes: William Cannon
    - Other intersection and ramp revisions (15th, 6th, Cesar Chavez, Riverside (short term),William Cannon to Stassney
  - 4 to 6 years

What Are We Thinking?: Outcomes

- Corridor Investment Plan for the 27 mile study area
  - Projects
  - Benefits
  - Budgets
  - Timelines
- Direction for possible projects that could deliver immediate short-term projects
- Direction to future bond elections and other funding sources
- Opportunities for partnering

Where Should We Go Next?

- Identify and secure funding to implement
  - Engineering
  - Construction
  - Regional Operations
- Continue working with corridor partners
- Keep the dialogue about IH-35 going
  - Improving IH-35 through Central Texas is a process with many incremental successes, not an event
  - Continue to work with stakeholders through implementation

Let's Continue the Conversation

www.Mobility35.org