

IH35 Corridor Development Program

City of Austin Transportation Department





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.

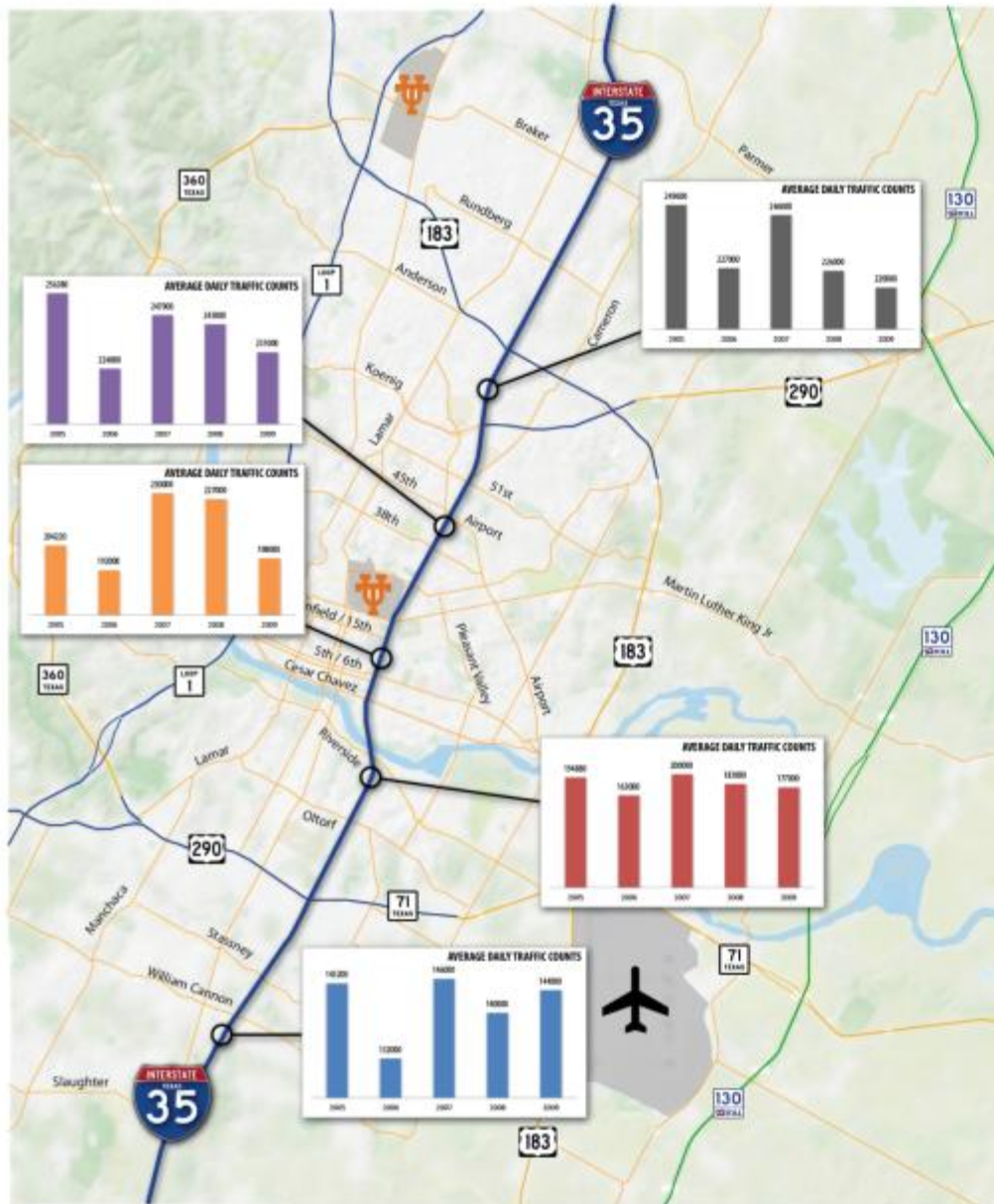


Goals & Objectives

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





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

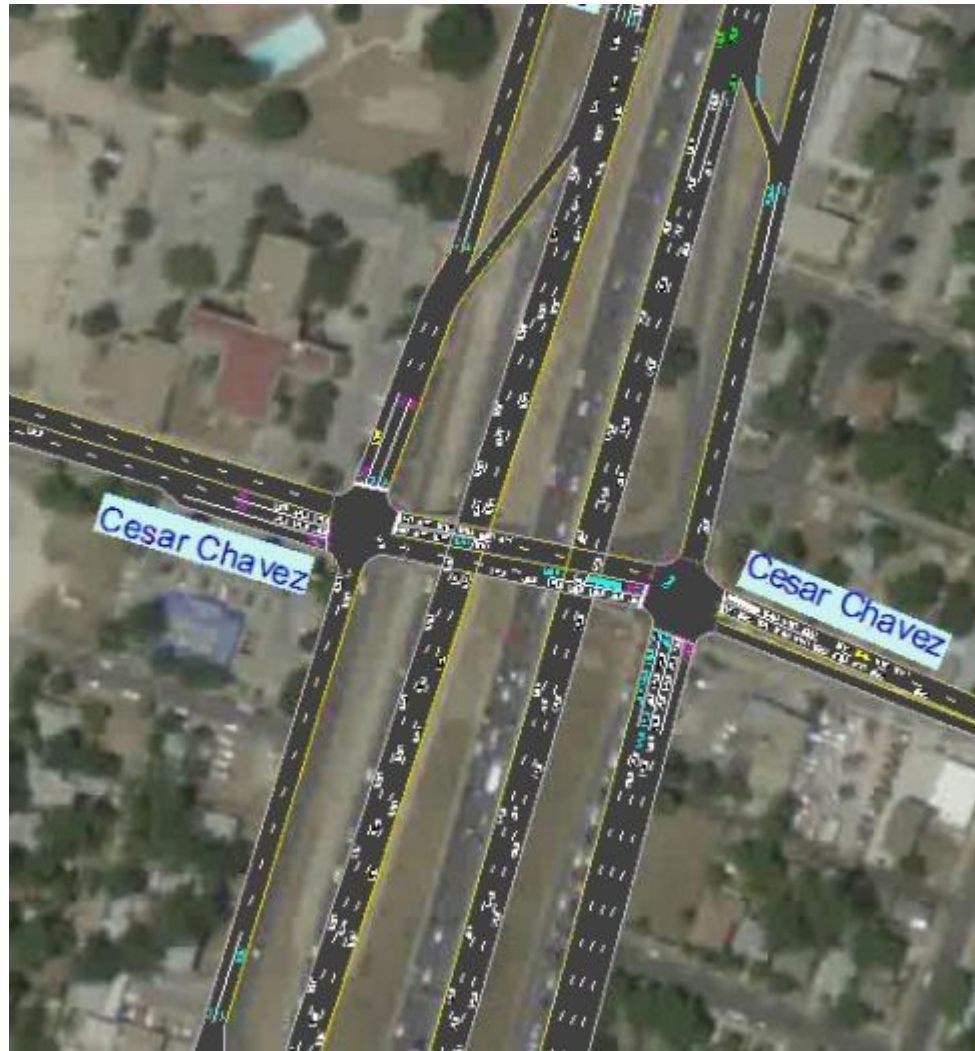
IH-35 Northbound (Ben White to MLK Jr)

- 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)

What Traffic Looks Like Now



Central Austin Solutions: *Design Issues and Findings*

Varying Inside & Outside Shoulder Widths
Inside 2nd Street (desirable 10 feet)
Outside 6th & 10th Street (desirable 10 feet)



Lower Deck Entrance & Exit Ramps
1st & 6th St Do Not Have Proper Deceleration & Acceleration Lengths

Potential Solutions



Transit Solutions



Traffic Management Solutions



Connectivity Solutions



Freeway Design Solutions

Potential Solutions



Traveler Information Solutions



Bike & Pedestrian Solutions



Mitigation Solutions



Sustainability & Quality of Life Solutions



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



Transit Solution



Traffic Management Solution



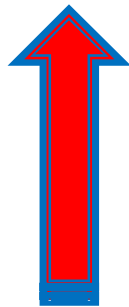
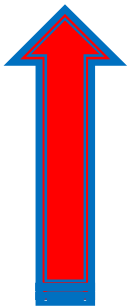
Access and Connectivity Solution



Project Workflow and Schedule



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



Let's Continue the Conversation



IH35Austin.org