



# IH 35 PEL Study Community Advisory Committee Meeting November 9, 2011



## Problems, Needs, and Goals Identified in the Northeast I-35 Corridor 1996 Major Investment Study (MIS)

### Problem Statement:

Travel demands on the IH 35 Northeast Corridor have exceeded available capacity. The resulting congestion is inhibiting the movement of people in cars and transit vehicles, delaying the delivery of goods by local, interstate as well as international trucks, increasing the potential for accidents, degrading air quality, and consuming more energy.

Specific problems include:

- Conflicts between local and through traffic on Loop 410 and IH 35.
- Left side freeway exit ramps.
- Traffic demand exceeds capacity on IH 35 and adjacent local street system.
- Congestion increases the potential for accidents.
- Poor pavement conditions on some sections of IH 35.
- Poor traffic flows at both interchanges between IH 35 and Loop 410.
- Lack of route and lane continuity on Loop 410.
- A high number of trucks use the corridor.
- Cars and trucks inhibit each other's movements.
- Limited transportation choices within the corridor.
- Existing Randolph "park and ride" lot not easily accessible.
- Limited bicycle and pedestrian facilities within the corridor.
- New air ambulance helipad directly adjacent to IH 35 may cause "rubbernecking."
- Rail lines inhibit traffic at crossings on adjacent arterial streets.
- Increasing rail traffic in the corridor.





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## **1996 MIS - Purpose and Need Statement:**

The Northeast Corridor has long been recognized as one of the critical connections for the City and the region. Most of the present system was constructed approximately 30 years ago under standards and conditions that were acceptable at that time, but have since changed. Today the volume of freight and passenger vehicles has exceeded the corridor's capacities to accommodate the present day movement of people and goods. Congestion on the Interstate, frontage roads and local arterials is occurring for long time periods and in wide areas of the corridor.

## **1996 MIS - Goals for Improvements:**

**Goal #1 - Improve Mobility:** Enhance mobility and decrease travel time within the corridor using Alternative improvement strategies to enhance passenger capacity and convenience.

**Goal #2 - Achieve Project Affordability and Constructability:** The Alternative improvement strategies should be cost effective and feasible from a construction perspective.

**Goal #3 - Achieve Environmental and Air Quality Benefits:** Alternative improvement strategies should facilitate reductions in vehicle congestion and emissions. In addition, such strategies should identify and mitigate, or avoid adverse impacts on the surrounding natural and human environment.

**Goal #4 - Promote Economic Development:** Alternative improvement strategies will be evaluated for their contribution to the corridor and the region's economic growth and competitiveness.

**Goal #5 - Achieve Land Use Benefits:** Alternative improvement strategies should promote more efficient use of new and existing transportation capacity and be a catalyst for efficient land use and development.

**Goal #6 - Gain Public Support:** Secure the support of the community when evaluating the proposed alternative investment strategies that meet their transportation needs.

