

LOOP 360 (Capital of Texas Highway)

SL 1 to US 290

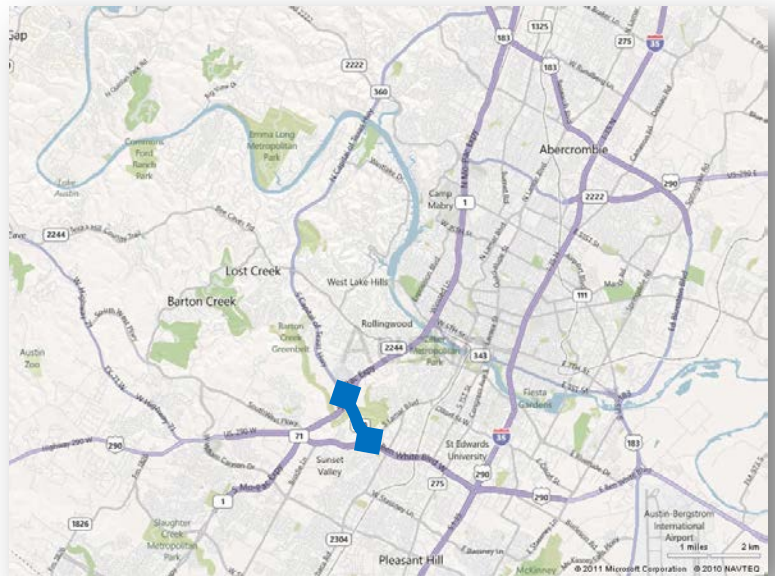
Current Conditions

Between Loop 1 (MoPac) and US 290W/ SH 71 (Ben White), Loop 360 (Capital of Texas Highway) operates with three lanes in each direction, reducing to two lanes in each direction west of MoPac. The route carries a significant amount of traffic from MoPac to Ben White Boulevard; however, there are two traffic signals at the bottom of the hill traveling west on Loop 360. Additionally, there is only a single right turn lane on westbound Loop 360 for those wishing to travel north on MoPac. This section of Loop 360 experiences congestion throughout the day, but particularly during typical peak commuter periods.

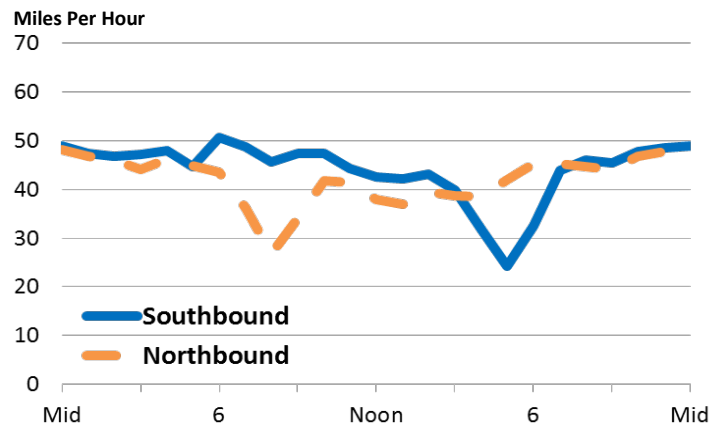
- Segment Length: 2 miles
- Road Type: 6-Lane highway
- Annual Hrs of Delay: 282,000
- Texas Congestion Index: 1.55
- Commuter Stress Index: 1.83

Possible Congestion Causes

Loop 360 is a popular cut-through route from MoPac to Ben White Boulevard. Historically, drivers have used this segment as a bypass to the US 290W/SL 1 interchange. However, recent interchange improvements may have improved congestion on the segment. The rapid growth of Austin over the last several decades has exacerbated traffic congestion on Loop 360, as the city has nearly doubled in size every 20 years. Geography and environmental constraints contribute to limiting the right-of-way, complicating expansion plans, because this particular segment of Loop 360 crosses over the Barton Creek Greenbelt, an environmentally sensitive area.



2010 Rank: 42	2013 Rank: 64*
Annual Hrs of Delay/Mile: 141,000	
Congestion Time: 6 Hours	
Annual Cost of Delay: \$14.0 Million	
Average Daily Traffic: 53,000 Vehicles	



Projects in Progress or Completed

Innovative Intersection Improvements

TxDOT is developing a project to improve traffic flow on Loop 360, including innovative intersection improvements, and other project types. There are, however, no specific plans for the most congested section of Loop 360 between MoPac and Ben White Boulevard. According to



TxDOT, the benefits of the intersection improvements are the following:

- Reduce congestion by allowing extra green signal time.
- Improve progression and reduce travel times when used at sequential intersections on a corridor.
- Improve safety by reducing the number of conflict points.
- Offer relatively low construction costs, low environmental impacts, short project development time lines and quick and non-invasive construction methods.

Planning Efforts to Date

Traffic Management Study

The City of Austin and TxDOT are undertaking a corridor development study focusing on traffic management and multimodal treatments on Loop 360 between SH 71 and US 183 (including public engagement).

Transit Alternatives Study

Capital Metro is studying transit alternatives on Loop 360 including future express/commuter service and the potential for a park and ride lot near the Loop 360/RM 2222 intersection. There is not, however, enough demand in the corridor to warrant service in the near-term.

Next Steps

- In May 2012, TxDOT encountered public opposition to a **plan to re-design intersections along Loop 360**. The agency is now revisiting the public engagement process and looking into best practices before further projects along Loop 360 are undertaken.