

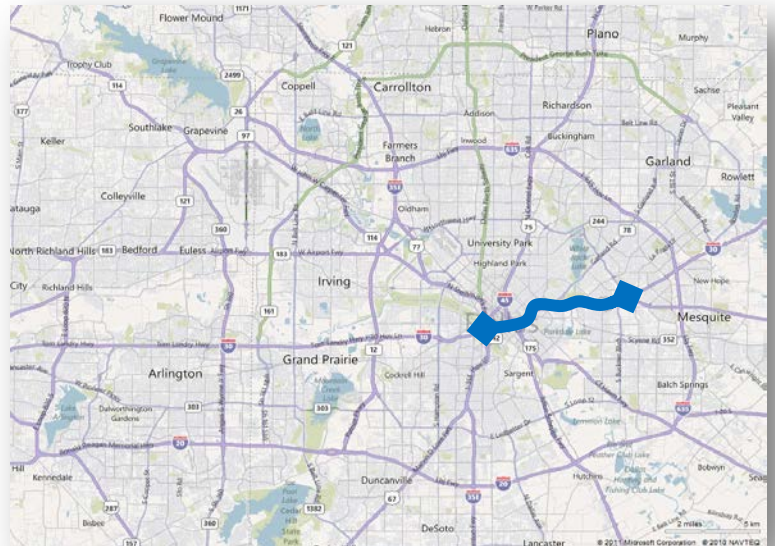
IH 30 (E. RL THORNTON FWY)

Jefferson Viaduct to SH 12 E (Buckner Blvd.)

Current Conditions

The East RL Thornton Freeway was completed in 1966. A reversible high-occupancy vehicle lane (also known as the Zipper Lane) was added in 1991. The corridor serves southern downtown Dallas, Fair Park, and the White Rock Lake area. Congestion along this corridor occurs during both daily rush hour periods in the westbound (northbound) direction, but most severely in the morning peak period. Congestion slowdowns on the eastbound lanes occurs only during the evening peak period. This corridor has the highest use of the HOV lane in the region.

- Segment Length: 8.0 miles.
- Road Type: 6-lane freeway.
- Annual Hours of Delay: 3,290,000
- Texas Congestion Index: 1.67.
- Commuter Stress Index: 1.98.



2010 Rank: 16	2013 Rank: 13
Annual Hrs of Delay/Mile: 415,000	
Congestion Time: 11 Hours	
Annual Cost of Delay: \$73.0 Million	
Average Daily Traffic: 153,000 Vehicles	

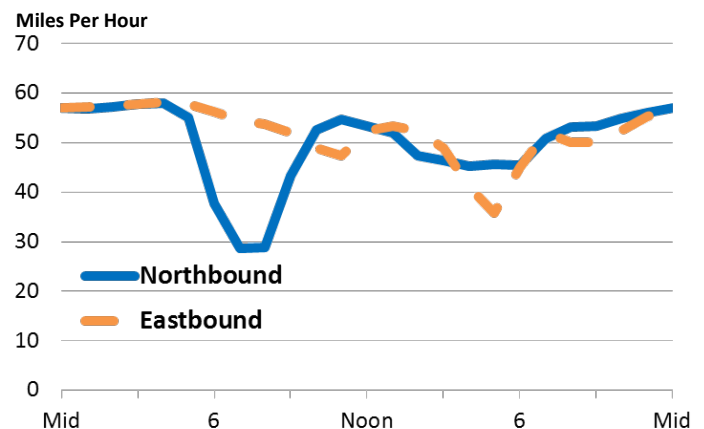
Possible Congestion Causes

Aside from the Fair Park bridge reconstruction and widening, the corridor has not received major reconstruction in its lifetime. Five major highways converge on IH 30 in downtown Dallas with the original merging alignments causing congestion among the interchange movements. The Downtown Canyon section of this corridor is severely congested due to high excess demand, merging movements with a collector/distributor network, and highway-highway interchange movements that exceed capacity.

Projects in Progress or Completed

Horseshoe Project

The Horseshoe Project, part of Project Pegasus, near downtown Dallas involves the reconstruction of IH 30 and IH 35E as they cross the Trinity River and intersect at the southeast corner of the Dallas CBD. It includes the replacement of both corridor bridges over the Trinity River and will add general purpose lanes,



managed lanes, and collector/distributor lanes to better connect the two interstate highways in the downtown Dallas area. Pegasus Link Constructors won the project in November 2012 and is anticipated to begin construction in mid-2013.



Project Pegasus

Project Pegasus is a broad planning vision for reconstruction of IH 30 and IH 35E along Lower Stemmons, the Mixmaster, and the Downtown Canyon. This includes interchange improvements for IH 35E and Dallas North Tollway, IH 30 and IH 35E, and IH 30 and IH 45.

Reversible HOV Lanes

East RL Thornton Freeway has a reversible HOV lane from downtown to Jim Miller Rd. The HOV lane is created by movable barriers taking excess capacity from the non-peak travel direction. The HOV lane operates from 6 a.m. to 10 a.m. (westbound) and 3:30 p.m. to 7 p.m. (eastbound). The lane was extended to Northwest Highway in December 2007 as a buffer separated concurrent flow HOV lane. As of November 2010, the HOV lane carried 17,735 persons per day.

Transit Service

The central business district is a primary hub for Dallas Area Rapid Transit (DART). Four light rail lines: the Red, Orange, Blue, and Green Lines converge on Bryan Street that runs through downtown parallel to the corridor. The DART Green Line provides direct service to Fair Park from downtown.

There is DART bus service with 18 routes in the corridor.

Incident Management

The Regional Freeway Incident Management Program operates in the corridor. This corridor currently has ITS technology deployed for incident detection and management. The police and fire departments in the City of Dallas and the Dallas County Sheriff's Office have participated in Freeway Incident Management training, as well as photogrammetry training. Photogrammetry allows investigators to map a crash scene in significantly less time than traditional methods and results in up to 50 percent of average time saved per road closing crash scene.

Traffic Signals

Regional traffic signalization improvement program has been implemented on major streets in the corridor.

Demand Reduction

The Regional Employer Trip Reduction Program is a voluntary program that is designed to reduce employee commute vehicle trips through the education and implementation of travel demand management strategies such as rideshare programs (carpooling and vanpooling),

telecommuting and flexible work-hour programs, transit pass subsidies, bicycling, and similar strategies. It is a cooperative program between North Central Texas Council of Governments, DART, Fort Worth Transportation Authority (The T), Denton County Transportation Authority (DCTA), North Texas Clean Air Coalition (NTCAC), and other public and private sector organizations.

Downtown Dallas Inc. is a recognized transportation management association that promotes alternative travel modes and demand management among CBD businesses.

Planning Efforts to Date

Bicycle and Pedestrian

The 2011 Dallas Bike Plan recommends on-street bicycle facilities for several roadways that intersect this corridor. There is one existing trail within this corridor.

Next Steps

- The region is **proceeding with development of the Horseshoe Project** to reconstruct the IH 30 and IH 35E bridges over the Trinity River and the connections between these highways at the edge of downtown Dallas. **Recommended use of Proposition 12 funds for engineering and right-of-way.**
- NCTCOG states that improvements in the corridor are warranted based on 2035 traffic projections. However, because of current financial limitations, this project was not included in *Mobility 2035* recommendations but remains in the vision component of the plan for consideration if additional funding is realized. The corridor is identified in the Roadway Vision Considerations section of *Mobility 2035* indicating a need for improvements but **currently lacking funding based on regional project prioritization.**
- The East Corridor Transportation Study was started in 2004 with preliminary engineering and feasibility. Planned improvements included **reconstruction, lane expansion, and new or enhanced HOV/managed facilities.** The project never completed the formal environmental assessment process.
- The corridor is listed in *Mobility 2035* as a **potential corridor for truck lane restrictions** from IH 45 to US 80.