

# WOODALL RODGERS FWY (SS 366)

IH 35E (Stemmons Fwy) to US 75 (N. Central Expy)

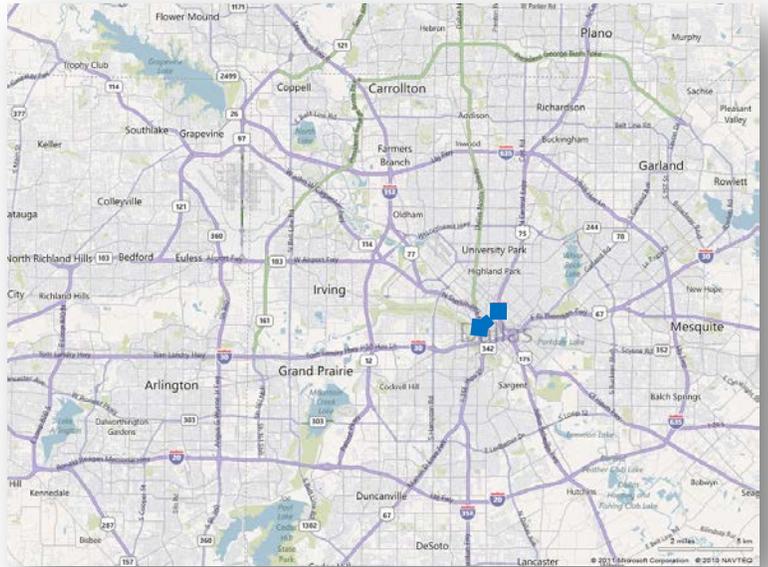
## Current Conditions

The Woodall Rodgers Freeway connects IH 35E to IH 345 (US 75/IH 45) in central Dallas north of downtown. It operates with four lanes in each direction through a depressed section with an urban park over a section of the highway. The freeway is surrounded by multi-storied commercial and cultural buildings. The freeway forms the northern boundary of the City of Dallas central business district (CBD). The freeway extends from US 75 on the northeast to Riverfront Boulevard on the southwest—direct connections exist at these same termini, allowing access to and from US 75 and IH 35E (east of Riverfront Boulevard)—and continues to the west over the Trinity River via the Margaret Hunt Hill bridge to Singleton Boulevard.. Congestion dramatically peaks on both northbound and southbound directions in the evening, slowing traffic to near 20 mph. However, the morning peak period slows only the southbound direction.

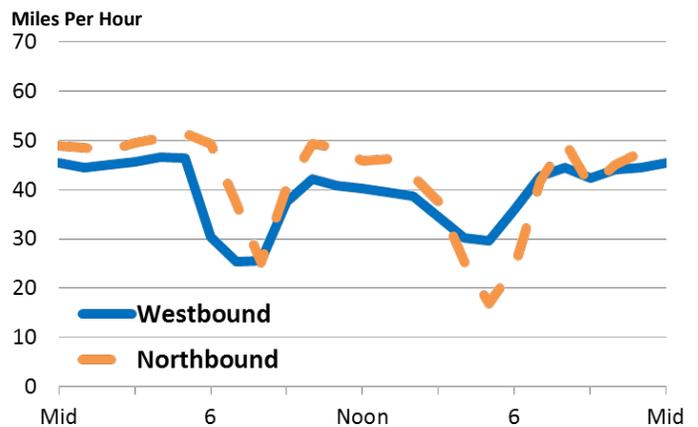
- Segment Length: 2.4 miles.
- Road Type: 8-lane freeway.
- Annual Hours of Delay: 1,161,000.
- Texas Congestion Index: 2.22.
- Commuter Stress Index: 2.62.

## Possible Congestion Causes

Woodall Rodgers Freeway receives incoming traffic from three major roadways entering the downtown Dallas area: IH 35E Stemmons Freeway, US 75 North Central Expressway, and IH 45 via IH 345. Stemmons Freeway and North Central Expressway are two of the five most congested corridors in the Dallas-Fort Worth area. This freeway is also a construction work zone while an urban park is built on a deck above the main lanes.



<b>2010 Rank: 5</b>	<b>2013 Rank: 8</b>
<b>Annual Hrs of Delay/Mile: 480,000</b>	
<b>Congestion Time: 9 Hours</b>	
<b>Annual Cost of Delay: \$22.3 Million</b>	
<b>Average Daily Traffic: 123,000 Vehicles</b>	



## Projects in Progress or Completed

### Woodall Rodgers Extension

The Woodall Rodgers Extension is a six-lane road from the CBD to west Dallas. The extension was completed and opened to traffic in 2012. This link extends the freeway westward from its previous terminus at IH 35E across the Trinity River to the Beckley Avenue/Singleton Boulevard Intersection.



### *Klyde Warren Park*

This urban park constructed above the highway between St. Paul Street and Pearl Street was completed in fall 2012. The effort included work at several intersections and highway ramp improvements to reduce bottlenecks.

### *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.

### *Transit Service*

The CBD is a primary hub for Dallas Area Rapid Transit (DART). Four light rail lines: the Red,

Orange, Blue, and Green Lines converge on Pacific Street that runs through downtown parallel to the corridor.

DART bus service operates 12 routes in the corridor.

### *Incident Management*

The Regional Freeway Incident Management Program operates in the corridor. This corridor 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.

### **Planning Efforts to Date**

#### *Pedestrian Facilities*

Woodall Rodgers Cross Street Sidewalk Reconstruction will provide bicycle and pedestrian amenities on cross streets.

## Next Steps

- **No future widening of the freeway is possible.** This section of freeway is depressed, includes an urban park over a portion of it, and is surrounded by multi-storied commercial and cultural buildings.
- No specific plans or projects are identified beyond the current efforts.