

# IH 35W (NORTH FWY)

IH 30 (East Fwy) to SH 183 (NE 28<sup>th</sup> St)

## Current Conditions

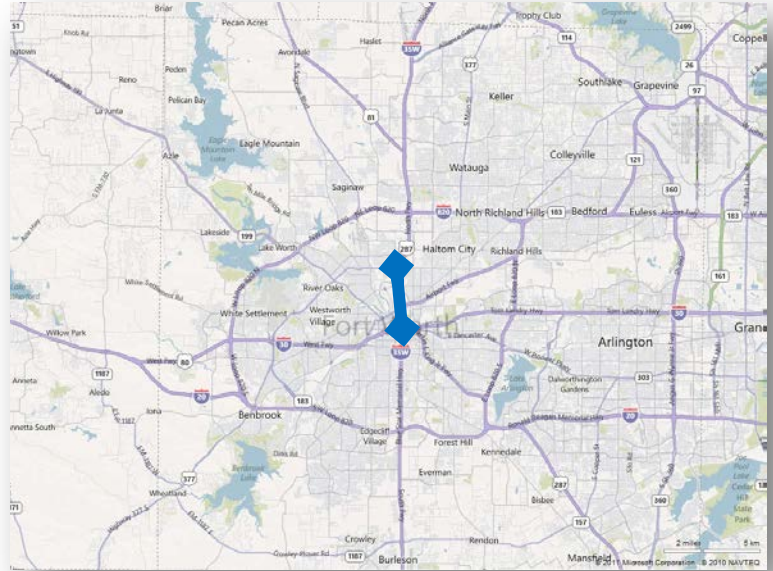
The North Freeway IH 35W is the most congested corridor in Tarrant County. Three major roadways, IH 30, US 287, and Airport Freeway (SH 121), intersect the corridor between the southern and northern ends of downtown Fort Worth. The corridor has eight lanes through downtown and six lanes north of the SH 121 interchange. Congestion plagues this stretch of IH 35W for most of the day in both directions, with the worst slowdowns occurring during the evening rush hour. Northbound traffic experience more dramatic speed changes during the day than the other direction.

- Segment Length: 3.7 miles.
- Road Type: 8-lane highway.
- Annual Hours of Delay: 2,303,000.
- Texas Congestion Index: 2.25.
- Commuter Stress Index: 2.45.

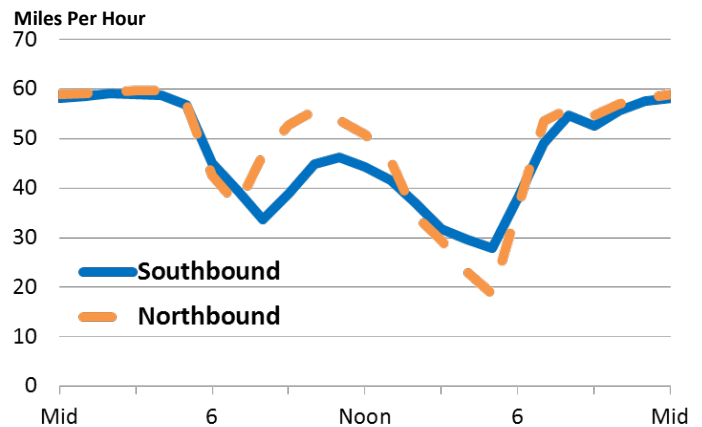
The need for improvements in this corridor has been discussed as far back as 1974 in the region’s *Total Transportation Plan for the North Central Texas Region for 1990*. Specific freeway/HOV/managed lane improvements have been recommended in this corridor since 1986 in *Mobility 2000*.

## Possible Congestion Causes

The North Freeway contains older roadway designs in sections north of IH 30, forcing drivers to change multiple lanes to continue on the same road or direction. Some improvements to the situation occurred with the redesign of the IH 30/US 287 interchange a decade ago, but problems still persist in the corridor, especially at the Airport Freeway interchange. US 287 merges with North Freeway in downtown Fort Worth adding to the number of vehicles northbound through the corridor. Southbound



<b>2010 Rank: 8</b>	<b>2013 Rank: 4</b>
<b>Annual Hrs of Delay/Mile: 685,000</b>	
<b>Congestion Time: 13 Hours</b>	
<b>Annual Cost of Delay: \$54.4 Million</b>	
<b>Average Daily Traffic: 150,000 Vehicles</b>	



Airport Freeway terminates at the corridor in downtown creating a chokepoint for drivers entering and passing through downtown.

## Projects in Progress or Completed

### Traffic Management

Traffic management strategies include a regional mobility assistance patrol that is operated by Tarrant County.



The City of Fort Worth and the TxDOT Fort Worth District Traffic Management Centers are connected via fiber optic cable and exchange transportation data and video.

This corridor has ITS technology deployed for incident detection and management.

#### *Incident Management*

The police and fire departments in the City of Fort Worth 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.

#### *Shared Commuting*

The region has implemented regional ridesharing software TryParkingIt.

A park-and-ride facility at the T&P station with 376 spots serves commuters traveling to Dallas.

This corridor is part of an area served by the Fort Worth Transportation Authority (The T) vanpool program.

#### *Demand Reduction*

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

#### *Bicycle and Pedestrian*

The corridor is included in Bike Fort Worth, several on-street bicycle facilities are provided on Pine Street, Yucca Avenue, and Watauga Road.

The existing West Fork hike and bike trail also intersects this corridor.

#### **Planning Efforts to Date**

##### *Expansions*

This corridor is part of the North Tarrant Express (NTE) CDA Master Development Agreement that will widen and reconstruct the freeway to include managed lanes and continuous frontage roads. It is not part of the current construction efforts, but an agreement to include this facility in the construction efforts is being pursued with approvals expected in spring 2013. Construction is anticipated to begin summer 2013 with substantial construction

activity underway by winter 2014. The proposed work will create four managed lanes in the corridor and rebuild the existing mainlanes. Improvements to the IH 35W/SH 121 interchange are acknowledged, but deferred currently. Environmental and schematic clearance is anticipated by mid-2012.

#### *Commuter Rail*

The proposed TEX Rail and Speedway commuter rail lines run parallel to the corridor. The Speedway Line runs north-south and connects downtown Fort Worth with the Texas Motor Speedway (TMS). TEX Rail follows the Fort Worth Western Railroad from southwest Fort Worth through downtown Fort Worth on to Dallas/Fort Worth International Airport. This corridor will connect to the Cotton Belt rail corridor. In fall 2012, regional planners were identifying an implementation strategy for TEX Rail after receiving a letter of interest from a private-sector consortium seeking to submit an unsolicited proposal. These rail lines are expected to remove some vehicle demand from IH 35W.

#### **Next Steps**

- Regional planners will **monitor the corridor's addition to the NTE CDA and initiation of construction**. If added to the CDA, further planned improvements to the corridor will be reviewed accordingly.
- Regional planners will **develop an implementation strategy** for an unsolicited TEX Rail proposal.
- North Freeway is listed in *Mobility 2035* as a **potential corridor for truck lane restrictions**.