

# Establishing Mobility Investment Priorities Under TxDOT Rider 42 of the General Appropriations Act

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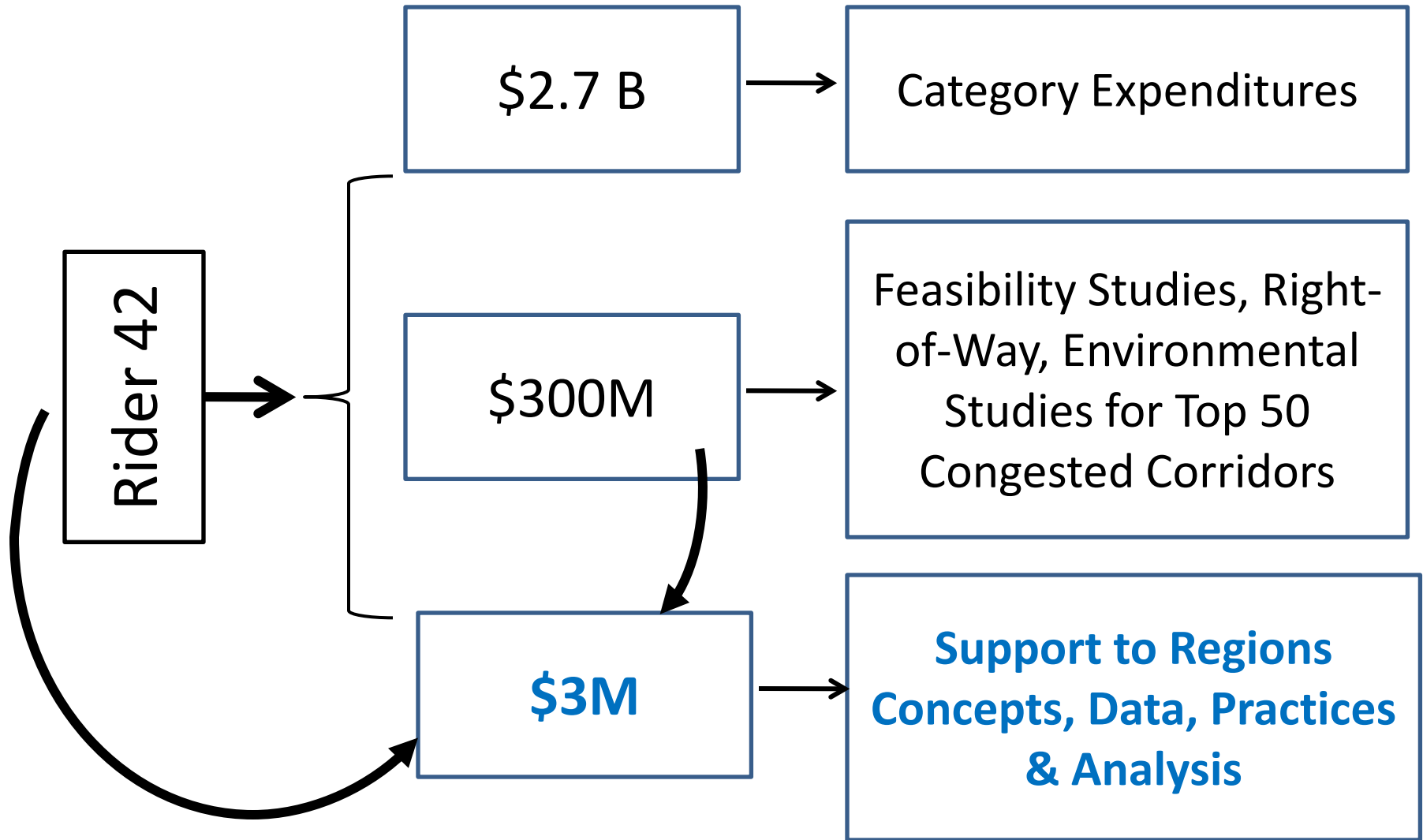
TTI Austin Office

# What Is Rider 42 All About?

\$3 Billion Prop 12 Bonds – Voter approved -2007

- \$1.4 B – Rehab & Safety Projects (Category 1)
- \$600 M – Metro & Urban Projects (Category 2)
- \$500 M – Bridge Projects (Develop & Construct Bridge Elements – 9 Bridges)
- \$200 M – Statewide Connectivity
- \$300 M – Most congested segments in regions with 50 most congested roads (Right-of-way, feasibility studies, project planning, engineering)

# Mobility Investment Priorities



# Mobility Investment Priorities

## Rider 42 – Key Provisions for TTI

*Facilitator and coordinator of studies to be conducted by four most congested regions to:*

- Determine projects with greatest impact on congestion, economic benefits, user costs, safety and pavement quality
- Identify funding scenarios to take advantage of all feasible options
- Apply best traffic and demand management principles
- Ensure open & transparent public participation
- Make recommendations at major decision points
- Report preliminary findings & results to Legislature and Transportation Commission NLT Sept 1, 2012.

# Where Is This Going?

- Benefits from projects with broad public support
- Traffic and demand management practices
- Funding possibilities
- Additional funds
- Assure that public funds provide the greatest “bang for the buck”

# Austin's Most Congested Corridors

**IH-35 - SH 71 to US 183**

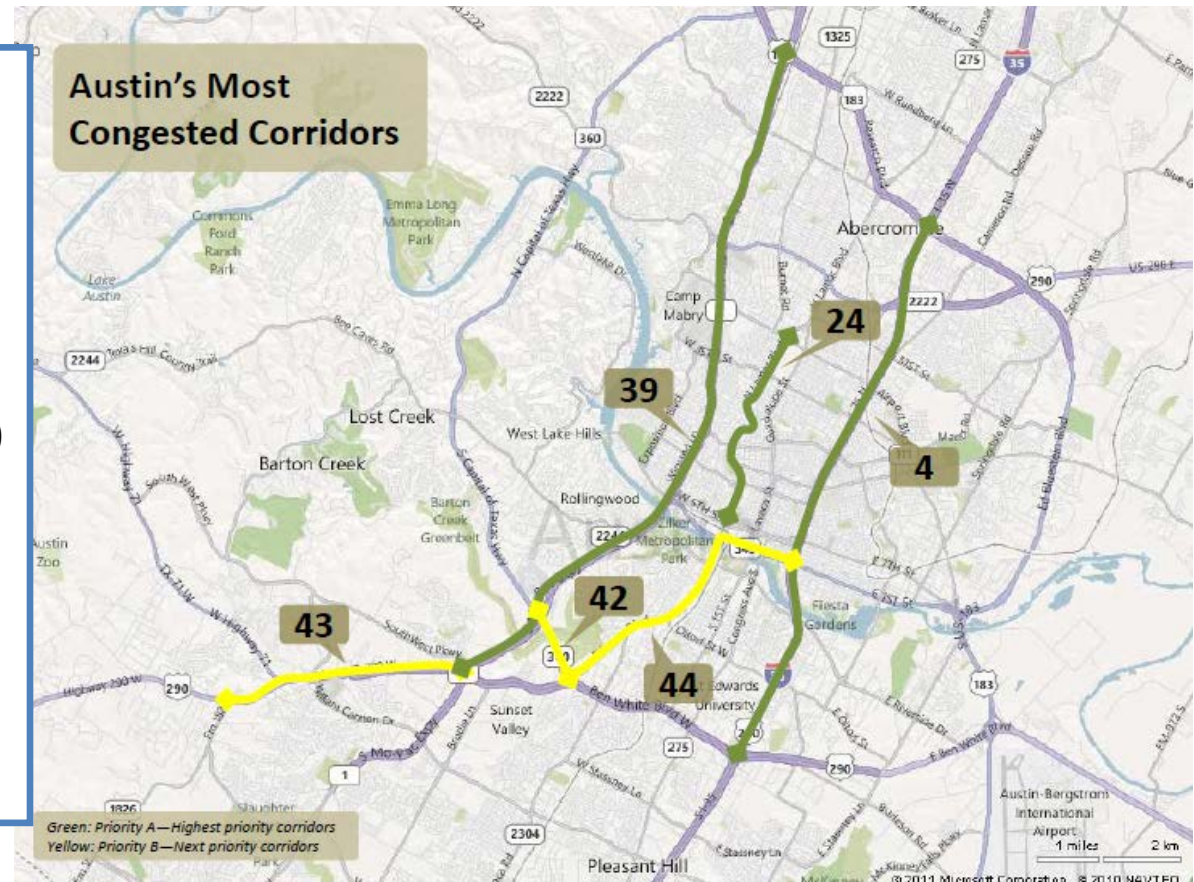
**North Lamar - 6th to 45th**

**Loop 1 - US 183 to US 290**

**Loop 360 - Loop 1 to US 290**

**Highway 290 West - Loop 1 to 1826**

**South Lamar - US 290 to IH 35**



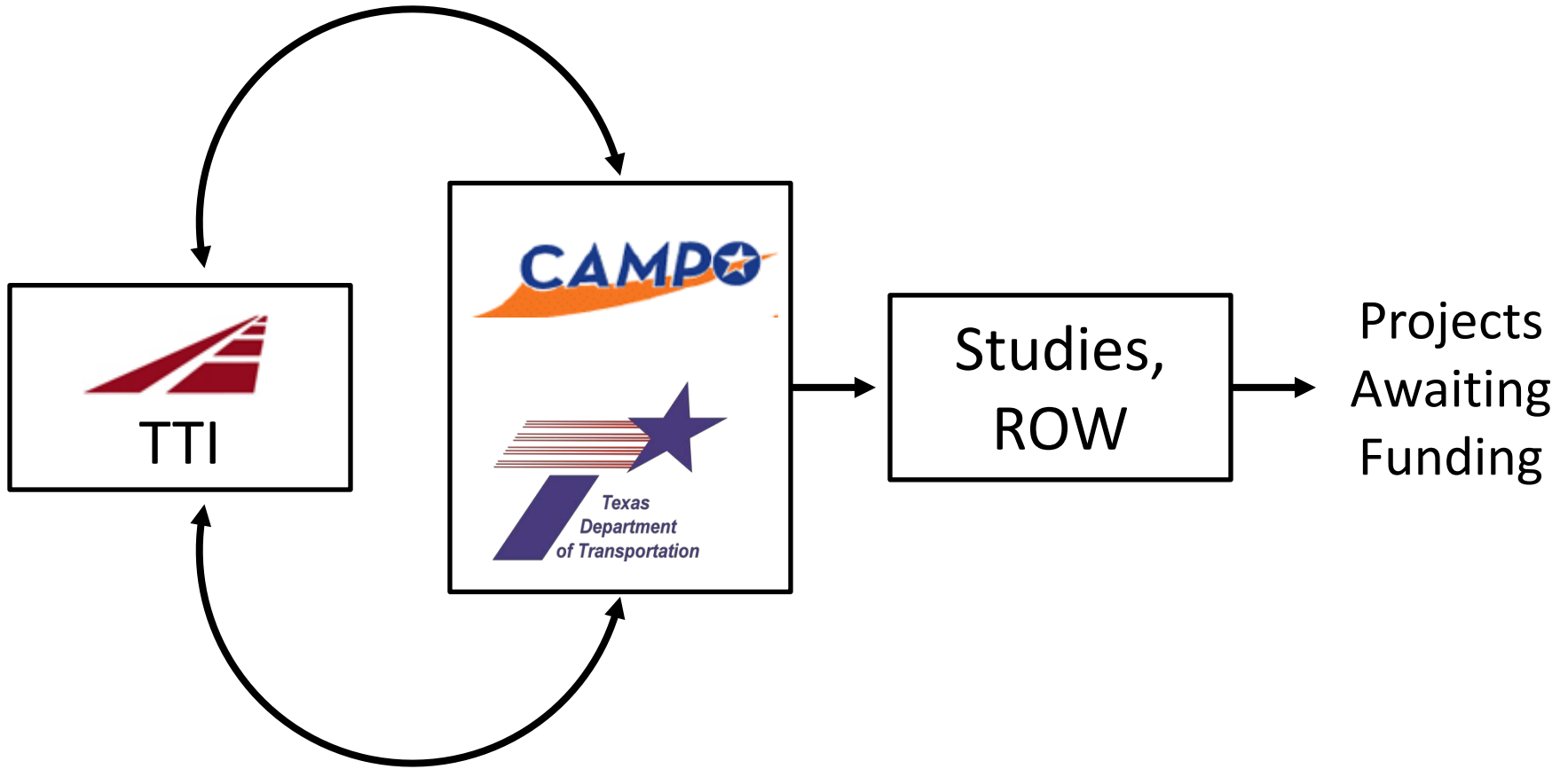
*Note: Number represents statewide ranking*

# Mobility Investment Priorities Central Texas Working Group

Chair: Senator Kirk Watson

Members:

- Carlos Lopez, TxDOT – Austin District
- Maureen McCoy, Capital Area Metropolitan Planning Organization
- John Langmore, Capital Metro
- Mike Heiligenstein, Central Texas Regional Mobility Authority
- Robert Goode, City of Austin
- Terry Mitchell, Greater Austin Chamber of Commerce
- Tom Stacy, Downtown Austin Alliance
- Jim Pledger, Downtown Transportation Management Association
- Ginger Goodin, Texas Transportation Institute



# General TTI Work Tasks

1. Corridor Assessments and State of Practice
    - a) Examine worst few corridors – concepts & plans
    - b) Assess “best practices” & rate usefulness
    - c) Identify funding options
  2. Project Prioritization Assistance
    - a) Assist agencies
    - b) Additional analysis and concepts
    - c) Project effects
  3. Reports
- } Sept. – Dec.  
2011

# Strategy One-Pagers

- Description
- Target Market
- How Will This Help?
- Implementation Issues
- Success Stories
- Summary Info

## AGGRESSIVE INCIDENT CLEARANCE

### Description

These programs use several techniques and practices to aggressively reduce the duration and effect stalled vehicles or crashes have on traffic while increasing safety for everyone.

Successful programs encompass:

- **Detection**—quickly finding and verifying incidents as they occur (via cameras, sensors, phone tips, media, and information sharing);
- **Response**—quickly dispatching resources and tow trucks; and
- **Clearance**—aggressively removing vehicles from lanes and managing congested traffic until free flow is restored.

Quickly clearing stalls and crashes also reduces secondary collisions—typically rear-end crashes when unexpected stop-and-go traffic occurs.

### Target Market

- Freeways sensitive to traffic incidents
- Local streets and arterials with high levels of congestion

Incident detection works best in corridors with a high risk for congestion due to crashes or mechanical problems monitored by roving patrols of tow trucks or by sensors providing instant data to operators.

### How Will This Help?

- Improve travel time reliability and decrease delay accounting for one-third of all traffic congestion
- Increase response time through better coordination and information management
- Increase safety for emergency management, those involved in the incident, and other drivers

### Implementation Issues

Public and private agencies must willingly share information and resources across jurisdictional boundaries when appropriate. This requires considerable planning, organization, and a favorable policy environment that encourages interaction and constant

communication between all possible stakeholders. When incidents do occur, sharing information rapidly to all users (including drivers via dynamic message signs or other electronic means) and aggressively clearing traffic lanes will maximize this strategy's effectiveness.



Cost: ●●●●○

Time: Short

Impact: Regional

Who: City/State

Hurdles: Policy

### Success Stories...

- **SafeClear, Houston, Texas**  
At an approximate \$5 million program cost for 250 freeway miles, the program offers a 10:1 benefit/cost ratio for crash and congestion reduction. Private tow trucks must respond within six minutes. In order to meet response targets, approximately 60-95 tow trucks patrol the freeways during rush hours.

# Top Projects in Each Region

- Find “likely winners” in first three months - approve for next step
  - Projects for early assessment (January 2011):
    - IH-35
    - North Lamar
    - Loop 1
- Support concept development (if needed)
- Assist in advancing feasibility & environmental studies
- Estimate benefits (if needed)