

INTERSECTION LEVEL-OF-SERVICE

Intersection LOS is an important MOE for evaluating the existing conditions at the intersections along the East Riverside Corridor. LOS is a qualitative measure of operating conditions based on control delay for intersections. LOS is given a letter designation from A to F, where LOS A represents free-flow conditions and LOS F represents heavy congestion. LOS D is typically considered acceptable in the City of Austin. Control delay criteria for various LOS classifications are summarized in **Table 3-4**.

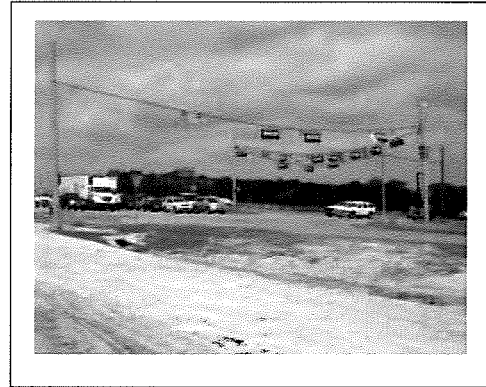


Table 3-4: Level-of-Service Definitions for Intersections

Level-of-Service (LOS)	Control Delay (sec/veh)		Description
	Signalized Intersections	Unsignalized Intersections	
A	<= 10.0	<= 10.0	Very low vehicle delays, free traffic flow, signal progression extremely favorable, most vehicles arrive during given signal phase.
B	10.1 to 20.0	10.1 to 15.0	Good signal progression, more vehicles stop and experience higher delays than for LOS A.
C	20.1 to 35.0	15.1 to 25.0	Stable traffic flow, fair signal progression, significant number of vehicles stop at signals.
D	35.1 to 55.0	25.1 to 35.0	Noticeable traffic congestion, longer delays and unfavorable signal progression, many vehicles stop at signals.
E	55.1 to 80.0	35.1 to 50.0	Limit of acceptable vehicle delay, unstable traffic flow, poor signal progression, traffic near roadway capacity, frequent cycle failures.
F	> 80.0	> 50.0	Unacceptable delay, extremely unstable flow, heavy congestion, traffic exceeds roadway capacity, stop-and-go conditions.

Source: *Highway Capacity Manual*, Transportation Research Board, 2000.



Northbound IH 35 at East Riverside Drive



2035 HIGH CAPACITY TRANSIT ASSUMPTIONS

In conjunction with the City of Austin, assumptions were developed relating to the characteristics of the high capacity transit vehicle and operations. Other characteristics that were assumed as part of the high capacity transit are level boarding platforms located in the median and the high capacity transit would yield to the posted speed limits and traffic signals of East Riverside Drive.

High capacity transit operations consist of a limited stop service in this corridor with the high capacity transit operating at 10 minute headways during the 2035 peak hours. The high capacity transit will have designated station locations between the IH 35 and SH 71 along East Riverside Drive. The following station locations were assumed as part of this study:

- East Riverside Drive and Parker Lane/Arena Drive
- East Riverside Drive and Pleasant Valley Road
- East Riverside Drive, between Grove Boulevard and Montopolis Drive
- East Riverside Drive and Discovery Lane

When high capacity transit was operational along the corridor, adjustments were made to local bus service dwelling time at selected hubs. The recommended improvements to the 2035 High Capacity Transit are listed in **Chapter 6**, which were also included in the analysis.

Table 4-1: Signalized Intersections Levels of Service – Year 2035

Intersections	2035 No Build		2035 with High Capacity Transit	
	AM Peak	PM Peak	AM Peak	PM Peak
East Riverside Dr. and IH 35 SB Frontage	E	E	D	E
East Riverside Dr. and IH 35 NB Frontage	E	D	C	C
East Riverside Dr. and Lakeshore Boulevard*	E	B	D	C
East Riverside Dr. and Arena/Parker Lane	E	B	C	B
East Riverside Dr. and Royal Crest Drive*	D	A	B	B
East Riverside Dr. and Burton/Tinnin Ford Rd.*	D	C	C	D
East Riverside Dr. and Willow Creek Dr. Dr.	D	D	C	D
East Riverside Dr. WB and Pleasant Valley Rd.	D	D	C	D
East Riverside Dr. EB and Pleasant Valley Rd.*	C	C	B	D
East Riverside Dr. and Wickersham Lane	D	D	C	D
East Riverside Dr. and Crossing Place	D	C	C	C
East Riverside Dr. and Faro Dr.*	C	B	B	C
East Riverside Dr. and Grove Boulevard	C	D	C	D
East Riverside Dr. and Montopolis Drive	E	F	D	D
East Riverside Dr. and Maxwell/Frontier Valley	E	E	C	D
East Riverside Dr. and SH 71 WB Frontage	D	D	D	D
East Riverside Dr. and SH 71 EB Frontage	D	E	D	D
Pleasant Valley Rd. and Elmont Dr.	C	B	A	B
Pleasant Valley Rd. and Lakeshore Boulevard*	C	D	B	E

*Asterisked intersections see an increase in delay during the PM peak with High Capacity Transit.

