

2035 Build Scenario

The 2035 Build scenario incorporates the forecasted 2035 traffic volumes with improvements recommended for this project, as listed in Chapter 6. In addition to the base Build scenario, two additional scenarios were modeled that account for reductions in automobile trip demand of 10 percent and 20 percent, respectively. This reduction is due to multimodal infrastructure proposed for the corridor and in support of the City's plans. The recommended improvements to multimodal facilities (e.g., a complete sidewalk network, cycle tracks) would result in trip diversions from automobile to other modes due to more desirable conditions and amenities. **Table 4-3** shows the automobile LOS results for the 2035 No-Build and Build scenarios.

Table 4-3: 2035 No-Build vs. 2035 Build Level of Service by Intersection

Intersection	2035 No-Build				2035 Build*			
	AM Peak		PM Peak		AM Peak		PM Peak	
	Delay/ Veh (Sec)	LOS	Delay/ Veh (Sec)	LOS	Delay/ Veh (Sec)	LOS	Delay/ Veh (Sec)	LOS
Riverside Dr.	171.6	F	151.5	F	57.2	E	86.9	F
Barton Springs Rd.	202.3	F	163.8	F	111.2	F	72.6	E
Treadwell St.	90.6	F	47.7	D	56.0	E	17.9	B
Lamar Square Dr.	167.9	F	48.5	D	110.2	F	8.5	A
Hether St./Mary St.	69.1	E	60.0	E	36.4	D	25.0	C
Oltorf St.	166.8	F	50.2	D	77.1	E	27.4	C
Bluebonnet Ln.	116.6	F	84.6	F	44.3	D	72.1	E
Manchaca Rd.	183.2	F	19.3	B	76.2	E	15.2	B
Barton Skwy.	159.2	F	28.4	C	32.6	C	16.7	B
The 704	74.1	E	24.6	C	5.2	A	6.3	A
Panther Tr.	111.0	F	30.3	C	9.2	A	10.3	B
Brodie Oaks	137.3	F	94.2	F	42.8	D	52.3	D
US 290 (NW)	11.6	B	12.5	B	8.8	A	13.5	B
US 290 (NE)	191.8	F	120.4	F	25.4	C	34.2	C
US 290 (SW)	17.0	B	72.6	E	15.6	B	23.5	C
US 290 (SE)	64.2	E	29.4	C	33.7	C	23.7	C

*2035 Build conditions results assume 20% auto trip reduction resulting from multimodal capture and travel demand management strategies.

