

# I-35 Capital Area Improvement Program

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Urban Transportation Commission

March 2013

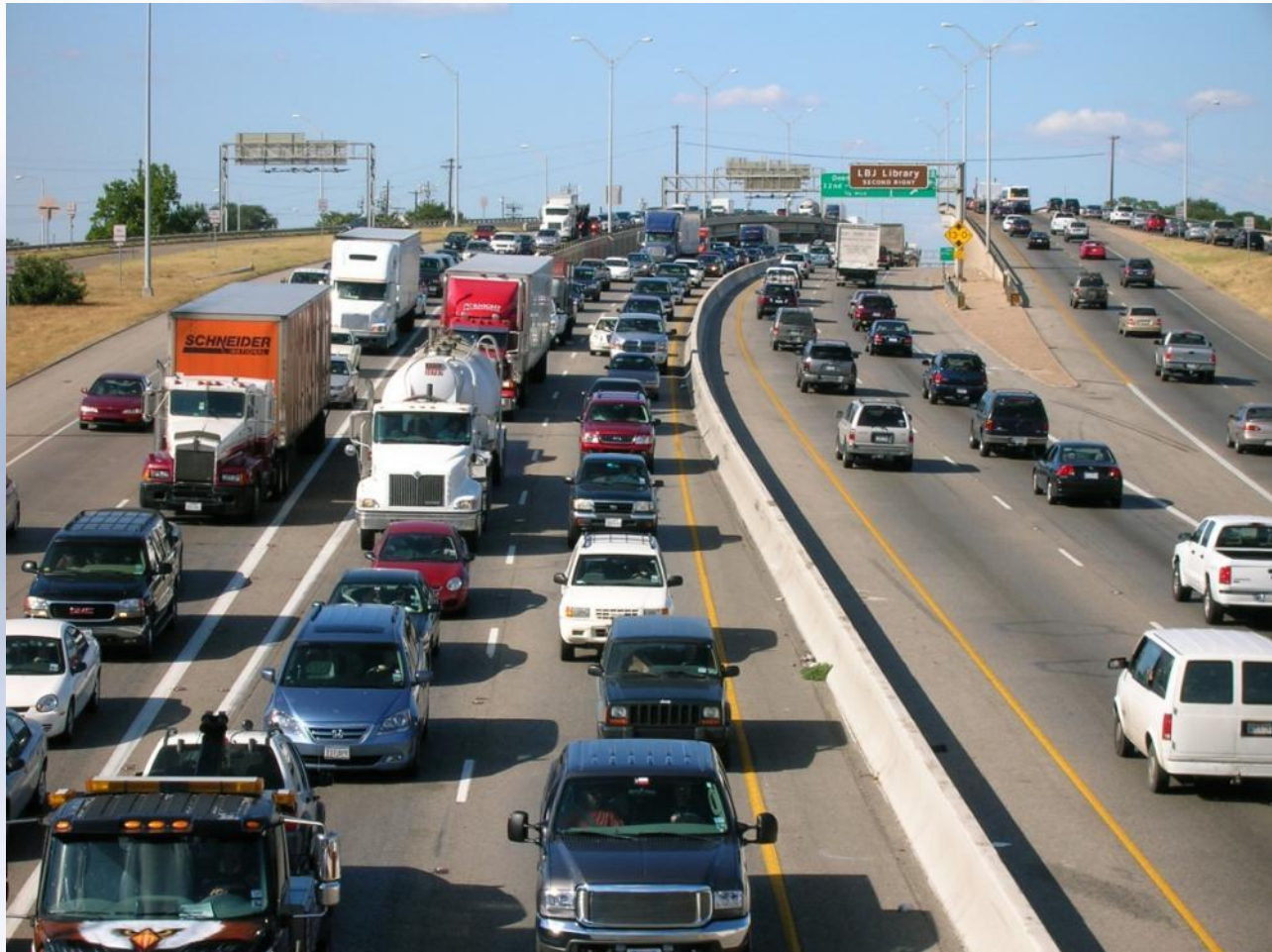
Austin Transportation Department

Rob Spillar

Texas Department of Transportation Stacey Benningfield



# I-35 – Too Important to Ignore



# I-35 – History

- Still the same after all these years...



# I-35 – The Existing Problem



- Traffic congestion – 85% Local
- Safety issues
- Connectivity barriers
- Right of way and cost limitations
- Community concerns

# I-35 – The Future Problem

## We Know About Congestion “Today”



I-35 looking southbound, 2007

## What Will it Look Like “Tomorrow” (2035)?

- Traffic demand in 2035 “swamps” the region
- Congestion would primarily be from local travelers
- Rush “hour” becomes *many hours*
- People would change their travel behavior

# A Comprehensive Approach is Needed



*I-35 looking northbound, 2012*

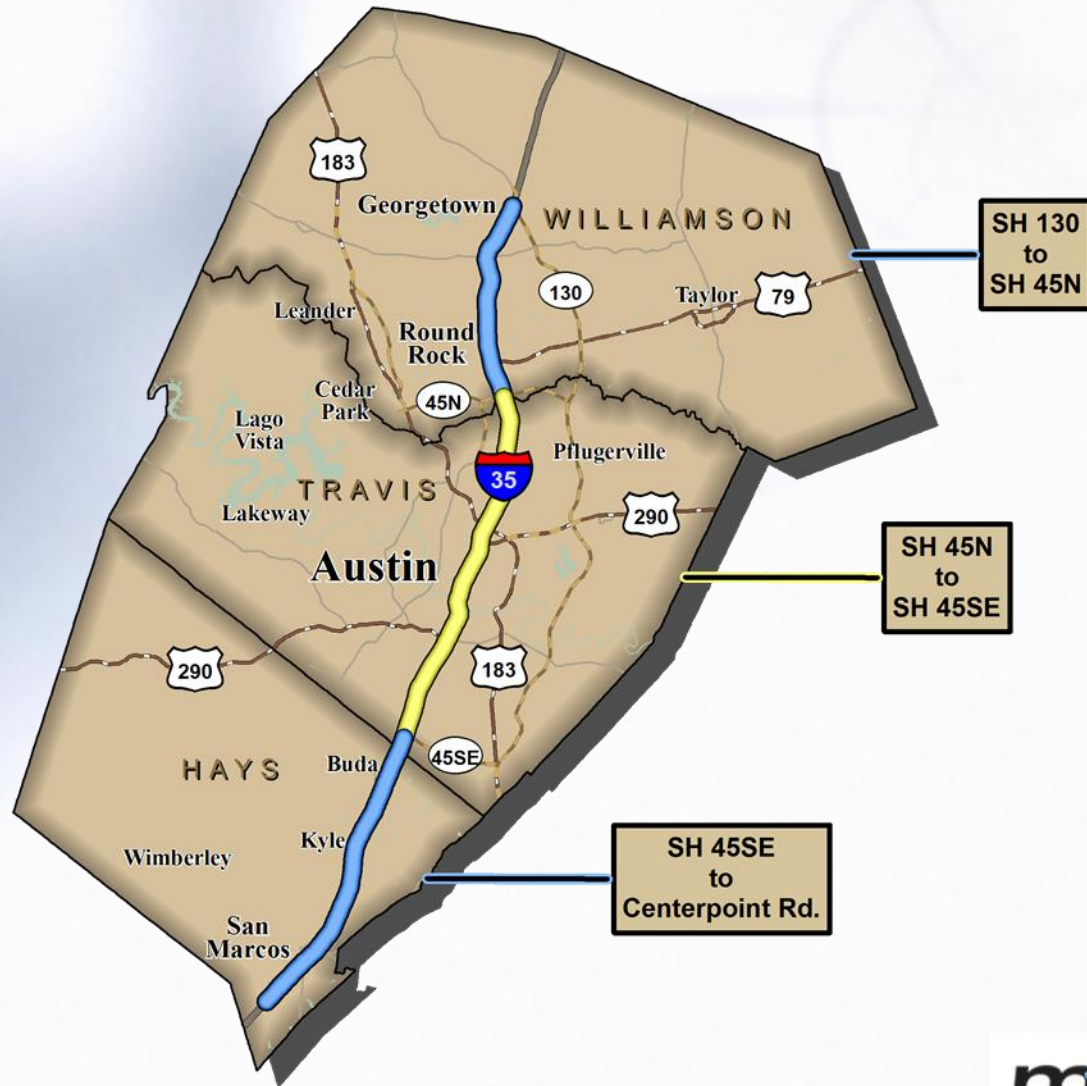
- **Capital Area Improvement Program (CAIP)**
  - Explores short- and mid-term solutions that could be implemented in 3–10 years
  - Focus of today's meeting
- Long-term (20–25 years) improvement study
  - Explores a variety of long-term options, regardless of funding or design challenges
  - Results will be shared through separate public involvement process

# CAIP - A Community-Driven Effort



- Over 40 stakeholder meetings
- 5 Open Houses
- Over 300 ideas generated
- Additional public input needed

# Implementation Plan Limits



# Program Focus



- Program of projects (string of pearls)
- Doable in a decade (3–10 years)
- Increase Capacity (along & across I-35)
- Enhance Safety
- Improve Compatibility

# Concepts to Consider

- Future Transportation Corridor
- Superstreet
- Collector-Distributor
- Bike/Pedestrian/Transit
- Ramp Improvements
- Turnarounds
- Innovative Intersections
- Traffic Demand Management



# Future Transportation Corridor

- Add one lane each direction
- Determine best use: Open to all?; HOV?; Express?; Transit?

*Now*



*With Future Transportation Corridor*



# I-35 Upper and Lower Decks - FTC

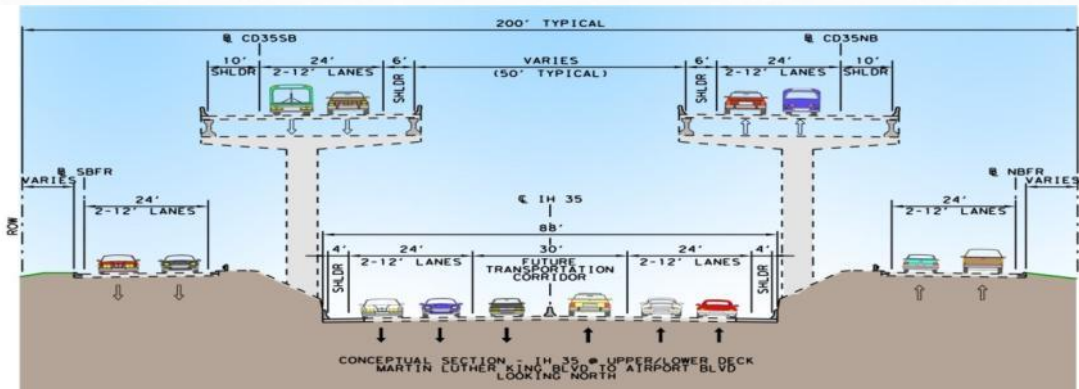
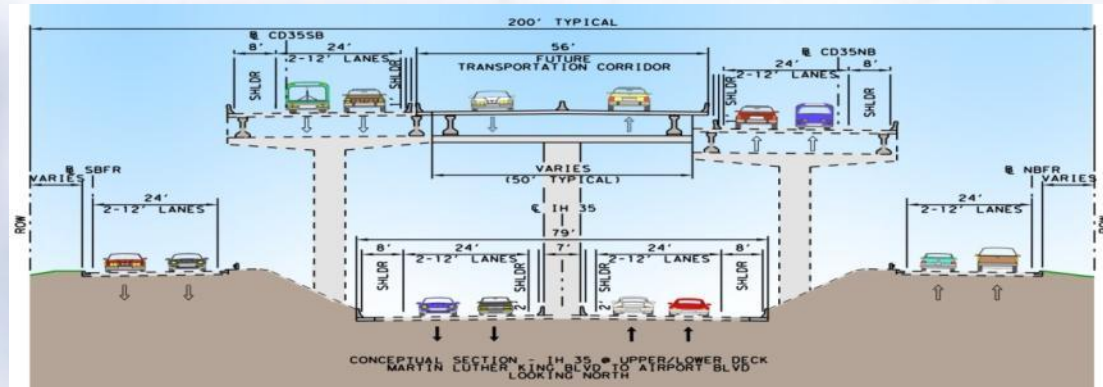
Preliminary  
Subject to Change

Concepts for FTC:

- build a new center structure
- widening the lower deck

Cross street bridges would be replaced to achieve minimum clearances on the lower deck.

The concepts also propose the installation of a super street concept for the frontage roads throughout the segment to improve local mobility.



# I-35 at Cesar Chavez Elevated

Preliminary  
Subject to Change



# I-35 at Cesar Chavez Depressed

Preliminary  
Subject to Change



# Concepts to Consider

- **Future Transportation Corridor**
- Superstreet
- Collector-Distributor
- **Bike/Pedestrian/Transit**
- Ramp Improvements
- Turnarounds
- Innovative Intersections
- **Traffic Demand Management**



# Bicycle, Pedestrian, Transit Improvements



# Intersections Concepts under Review

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- **US 183—US 290**  
Collector-Distributor Concept
- **St Johns Ave, 51<sup>st</sup> St.**  
Pedestrian Crossing Concept
- **51<sup>st</sup> Street**
- **Airport Boulevard**
- **Cesar Chavez**  
Ramp Improvements
- **Riverside Dr/Woodland**
- **Oltorf**
- **Stassney Lane**
- **William Cannon**  
Potential Turn Around Locations  
Bridge reconstruction
- **Parmer Lane , FM 1431**  
Diverging Diamond Intersection -
- **Round Rock**  
Ramp Reversals

# Open Houses - 3:00-7:00 PM

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**TUES, APRIL 2, 2013**

**Travis County Community Center**

**Foothills Farm Loop**

**Pflugerville, Texas 78660**

**WED, APRIL 3, 2013**

**Emma S. Barrientos Mexican American Cultural Center**

**600 River Street**

**Austin, Texas 78701**

**THURS, APRIL 4, 2012**

**Manchaca United Methodist Church (Family Life Center)**

**1011 FM 1626**

**Manchaca, Texas 78652 or Austin, Texas 78748**

# I-35 – Too Important to Ignore

- Web: **mobility35.org**
- Facebook: **Mobility35**
- Twitter: **@mobility35**

