

I-35 Capital Area Improvement Program

Urban Transportation Commission

March 2013

Austin Transportation Department

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Texas Department of Transportation

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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”

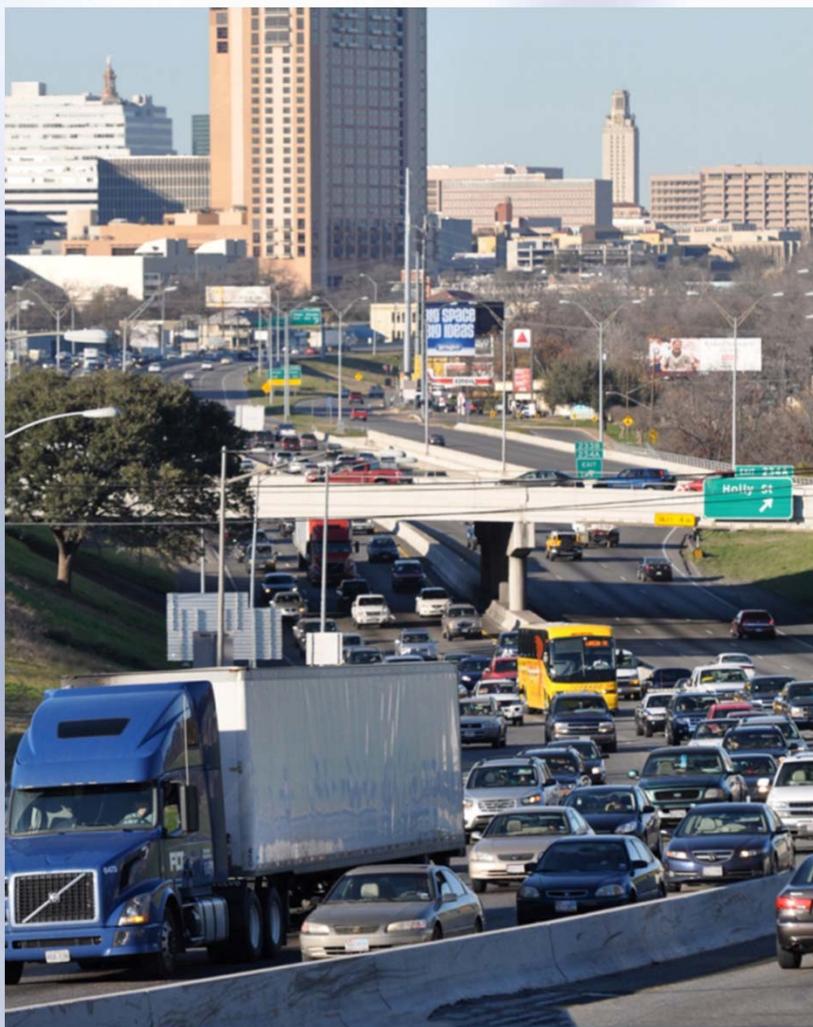


I-35 looking southbound, 2007

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

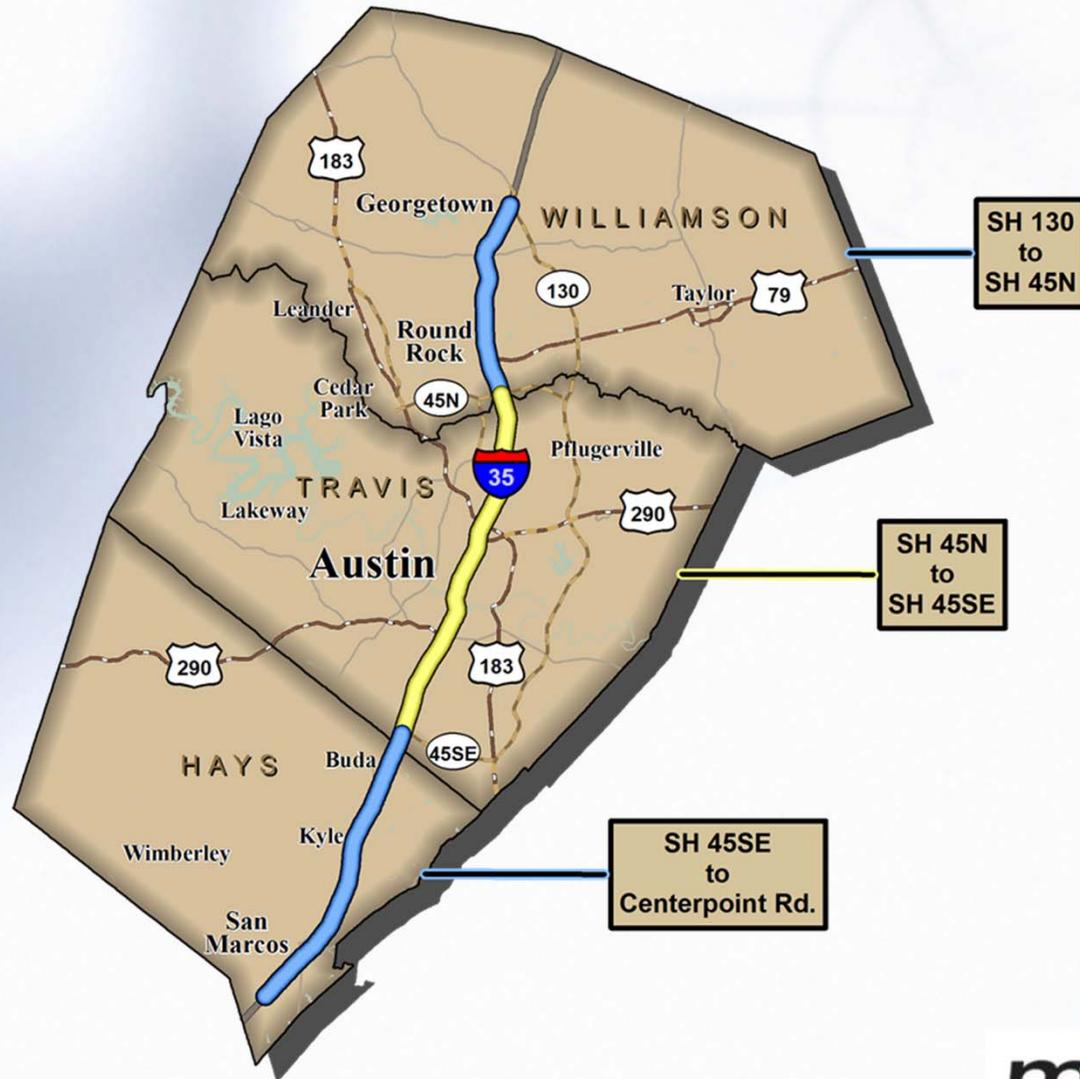
- **Capital Area Improvement Program (CAIP)**
 - Explores short- and mid-term solutions that could be implemented in 3–10 years
 - Focus of today’s meeting
- Long-term (20–25 years) improvement study
 - Explores a variety of long-term options, regardless of funding or design challenges
 - Results will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

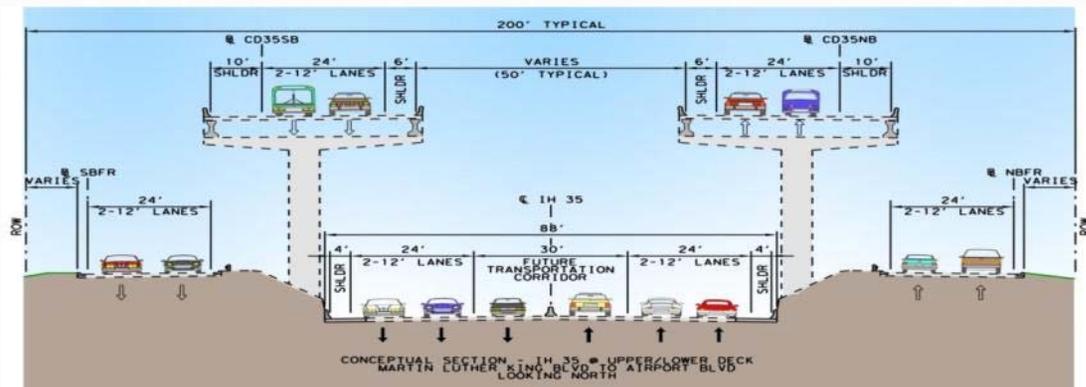
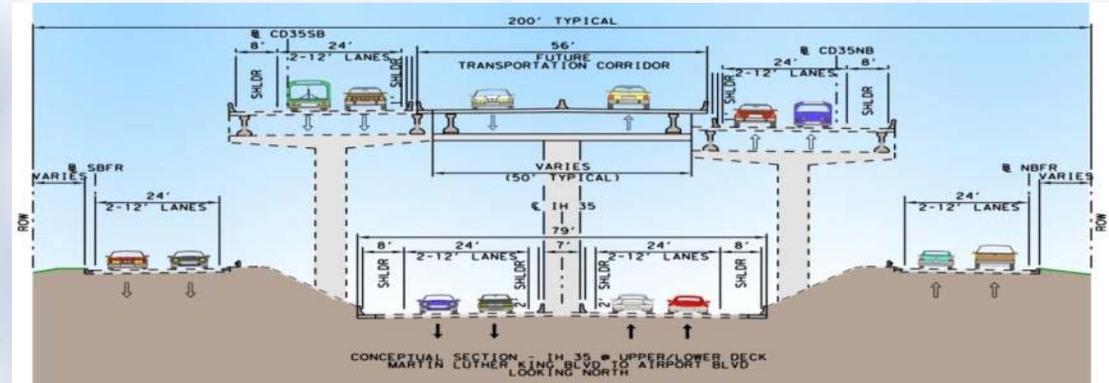
Preliminary
Subject to Change

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

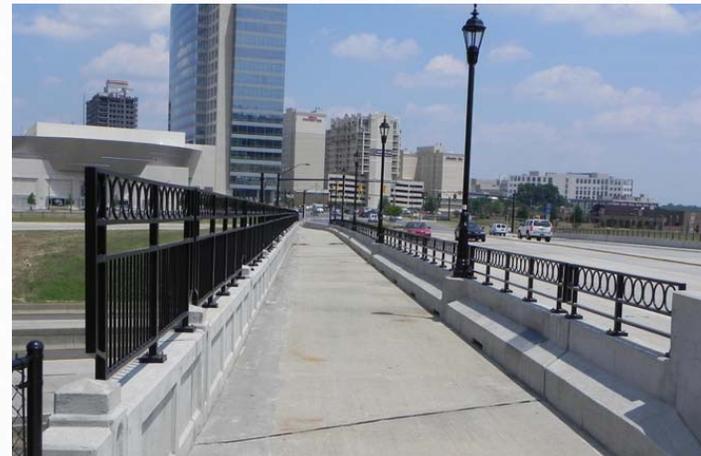


Concepts to Consider



- **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

- **US 183—US 290**
Collector-Distributor Concept
- **St Johns Ave, 51st St.**
Pedestrian Crossing Concept
- **51st 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

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

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

