



I-35 Capital Express Program

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Today's Presentation

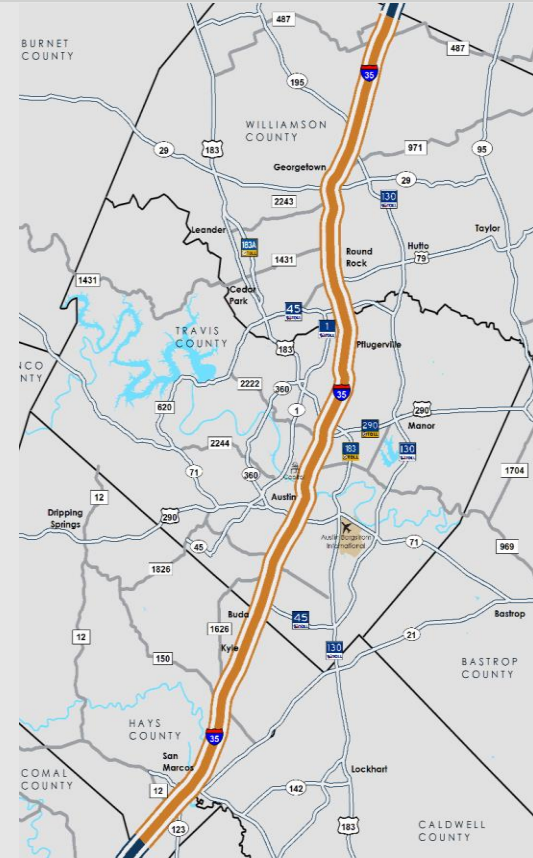


- 1 Central Project Overview
- 2 Scoping Meetings
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CENTRAL PROJECT OVERVIEW



- I-35 is one of the most congested highways in Texas. In the Austin area, it is home to 5 of the 100 most congested roadway segments, according to the Texas A&M Transportation Institute
- Program Goals and Objectives
 - Enhance safety
 - Optimize the roadway footprint
 - Increase capacity
 - Minimize additional right of way
 - Manage traffic better
 - Improve east/west connectivity
 - Improve compatibility with neighborhoods
 - Enhance bicycle, pedestrian and transit options



Shared-use Paths within Mobility35 Program



- 87 miles of shared-use paths
 - 4 miles completed
 - 15 miles under construction
 - 68 miles in design

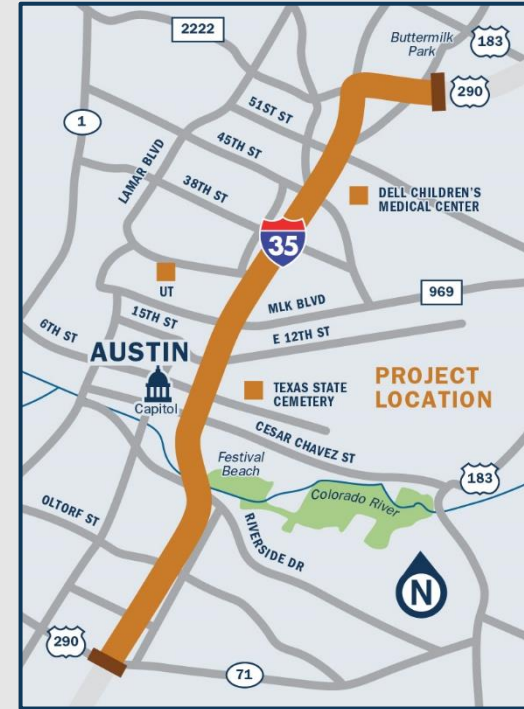


I-35 Capital Express Central Project



Includes improvements along approximately 8 miles of I-35, from US 290 East to SH 71/Ben White Boulevard, with additional flyovers at I-35 and US 290 East

- Construct two managed lanes in each direction
 - Managed lanes, such as high-occupancy vehicle (HOV) lanes, are a set of lanes within a highway that are separated from the mainlanes
 - Access is controlled by placing restrictions on use
- Reconstruct ramps, bridges and intersections
- Improve frontage roads
- Enhance bicycle and pedestrian paths
- Accommodate transit routes



I-35 is Outdated



Annual average daily traffic along I-35 from US 290 East to SH 71/Ben White Boulevard is more than 200,000 vehicles. By 2045, it is expected to reach more than 300,000 vehicles per day, an increase of more than 45%.

86% OF THE VEHICLES on I-35 are **LOCAL TRAVELERS**



Only 1% of the through-traffic on I-35 are trucks.



Source: Texas A&M Transportation Institute, Incentives for Truck Use of SH 130 (2015)

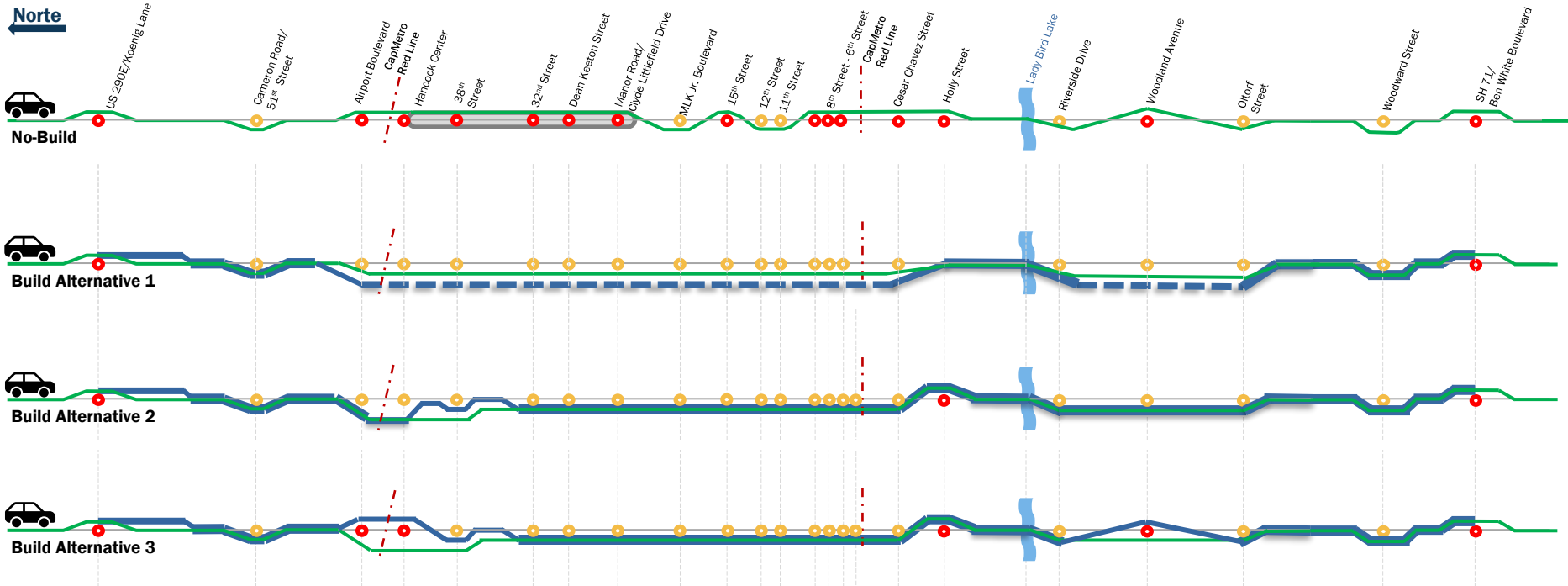
The **CRASH RATE** is **ABOVE AVERAGE** for similar state roads



In **2018**, the most recent data available, there were **1,120** crashes resulting in **7** fatalities in the project area. Another **37** crashes were severe.

Source: TxDOT Statewide Traffic Crash Rates for Urban Interstates, 2013, 2014, 2015, 2016, 2017, and 2018. Data for the I-35 Central project from TxDOT (2020).

Three Proposed Build Alternatives vs. No-Build



Frontage Road
(Ground Level)

I-35
mainlanes

Managed
lanes

Managed
Lanes
Tunnel

Managed lanes
and mainlanes

Existing
upper/lower
deck area

East-west
crossing over
roadway

East-west
crossing under
roadway

The profiles depicted here are intended to convey the general concepts of the proposed build alternatives. All build alternatives are preliminary and subject to change. Image is not to scale.

Envision I-35 at 8th Street (all build alternatives)



Envision I-35 at 6th Street (all build alternatives)

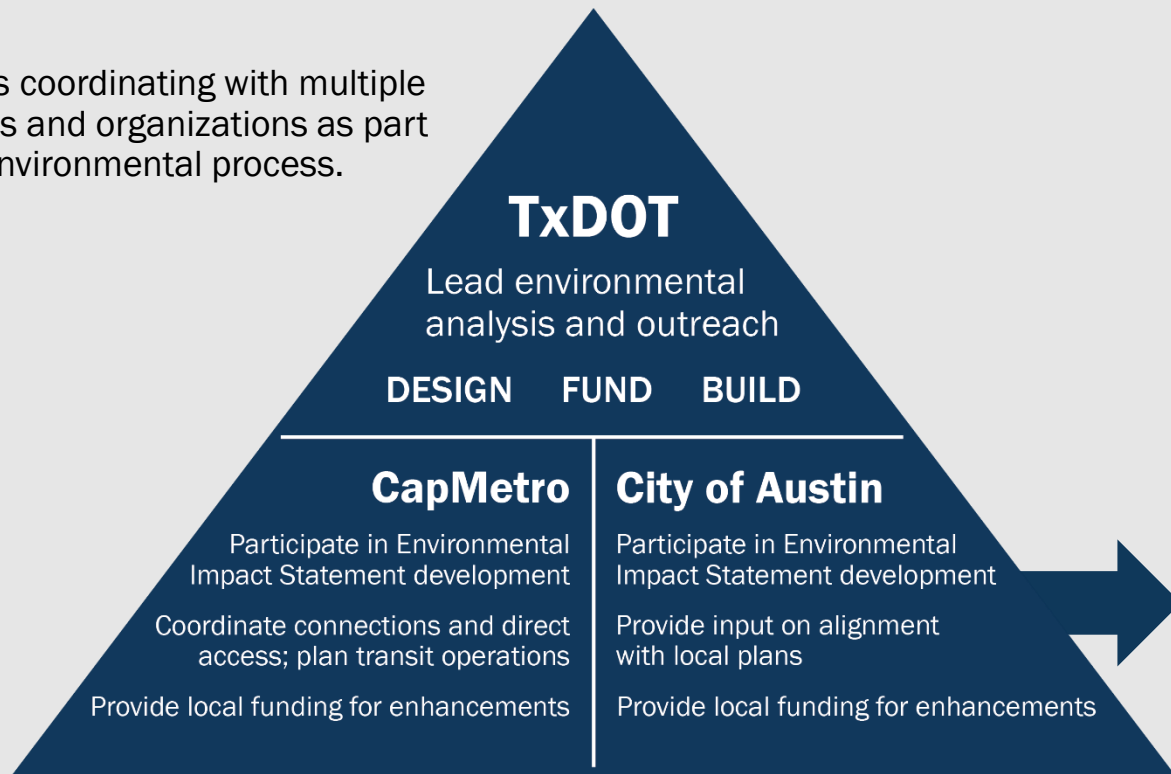


Envision I-35 at 32nd Street (all build alternatives)





TxDOT is coordinating with multiple agencies and organizations as part of the environmental process.



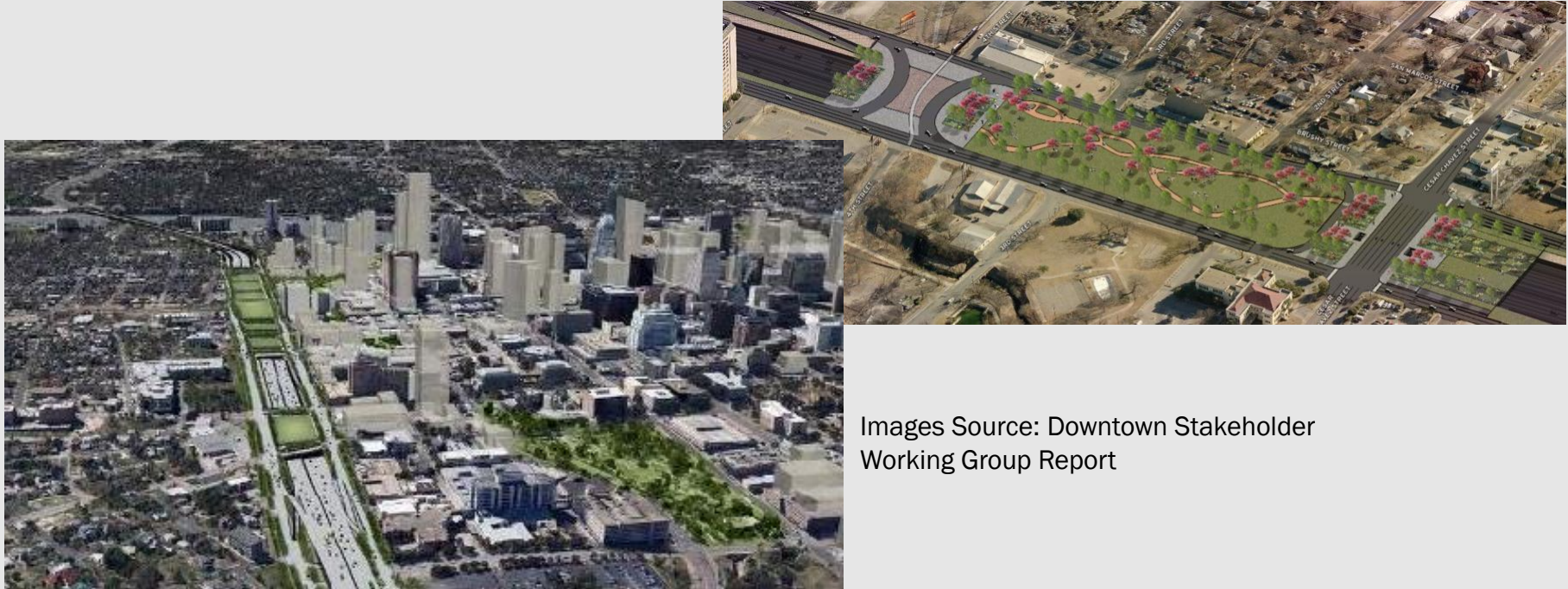
Local Enhancements

In coordination with the Downtown Austin Alliance, the City of Austin is analyzing the potential to design, fund and build caps over some sections of the project.

Design Option: Local Enhancements

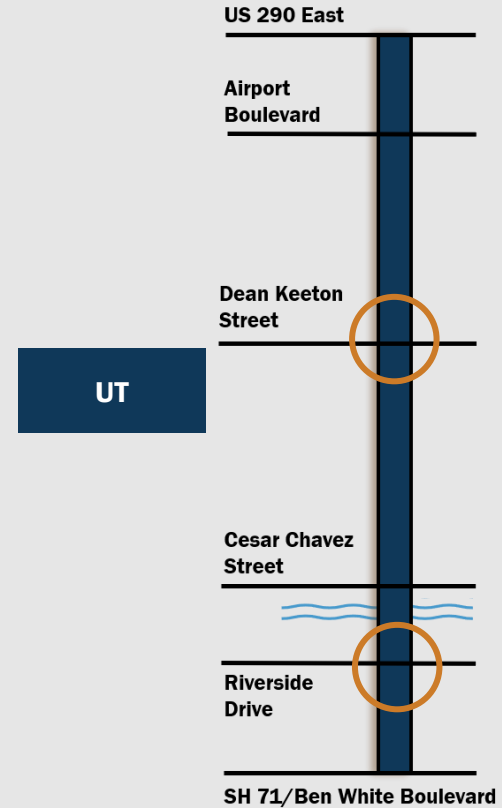


All the build alternatives are being evaluated for their ability to accommodate locally funded enhancements, which could include deck plazas, or caps.



Images Source: Downtown Stakeholder
Working Group Report

Design Option: Direct Transit Access



SCOPING MEETINGS



Virtual Scoping Meeting #1 (November – December 2020)

- Draft coordination plan and schedule
- Draft project purpose and need
- Draft range of alternatives



Virtual Scoping Meeting #2 (March – April 2021)

- How alternatives will be analyzed
- Coordination plan and schedule
- Project purpose and need
- Range of alternatives

The public and agencies have 30 days to review information and provide comments. Comments must be provided by **Friday, April 9, 2021** to be included in the official meeting record.



- 2,300+ public and agency comments received
- Themes included:
 - Consider additional design alternatives that include deck plazas, or caps, cross-street amenities and/or urban boulevard concept
 - Align with local plans
 - Prioritize safety, including safety for bicyclists and pedestrians as well as vehicles
 - Explore financing options, including fee-managed lanes
 - Evaluate impacts to community health and equity
 - Analyze climate change and greenhouse gases
 - Support and facilitate enhanced transit operations and connections
 - Divert trucks to SH 130 or other corridors

Next Steps in the Process



WE ARE HERE



TxDOT encourages feedback throughout the duration of the project. In addition to the official comment periods listed above, feedback may also be submitted via workshops, neighborhood meetings and stakeholder outreach. These events will take place throughout the process, and public comments submitted will be documented and incorporated as the project is developed.



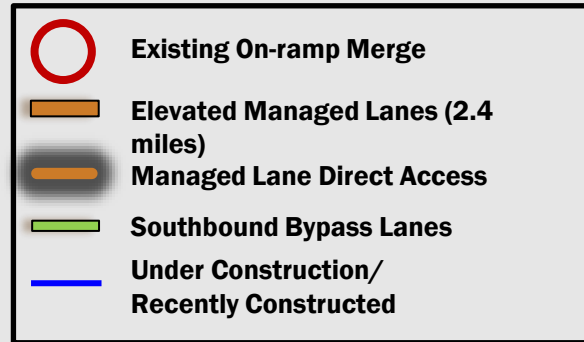
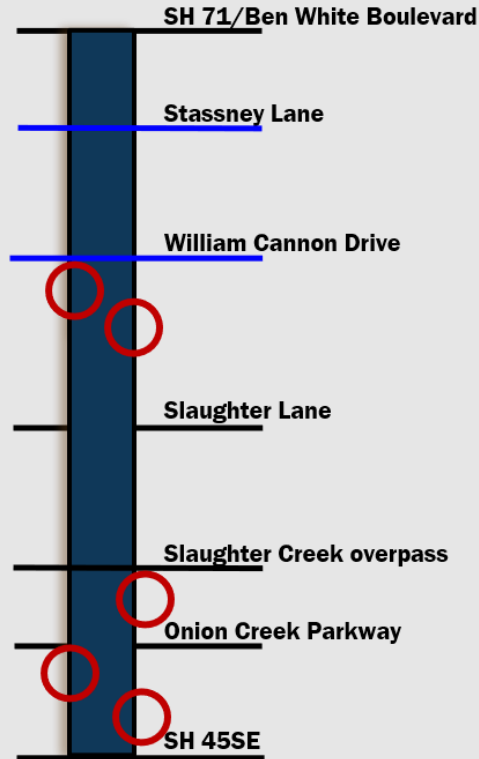
- Variety of notifications about public input opportunities
- Presentations and meetings with neighborhood and civic organizations
- Workshops and targeted outreach
 - Organizations and direct representatives will include but are not limited to:
 - People of color
 - Minority populations
 - Low-income populations
 - People with limited English proficiency
 - Elderly
 - Children
 - People with disabilities

SOUTH PROJECT OVERVIEW

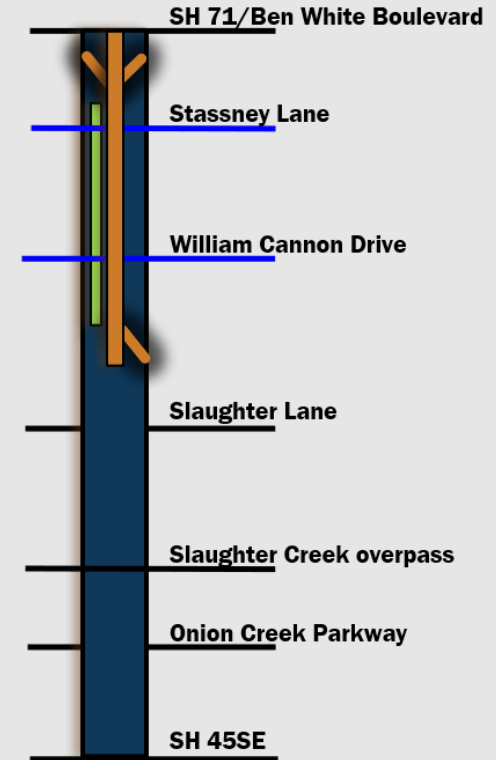
Existing vs. Proposed Improvements



Existing



Proposed



South Project Proposed Improvements Summary



- Elevates managed lanes from SH 71/Ben White interchange over Stassney Lane and William Cannon Drive
 - Improved incident management
 - Accommodates southbound bypass road
 - Integrates recently constructed interchange improvements



South Project Estimated Travel Time Improvement - 2030



- Morning rush-hour savings
 - 18 minutes faster on the managed lanes
 - 14 minutes faster on the mainlanes



- Evening rush-hour savings
 - 13 minutes faster on the managed lanes
 - 4 minutes faster on the mainlanes





- Nearly 300 comments received, 40+ surveys completed
- Themes included:
 - Support for efficient transit access to managed lanes
 - Opposition to widening the roadway and adding lanes
 - Recommendations to incorporate lower urban design speeds and multimodal street design
 - Support for opportunities to bypass intersection signals
 - Desire for multimodal crossings and support for improved bicycle and pedestrian connectivity and safety
 - Recommendations to consider fee-managed lanes, or tolling
 - Requests for TxDOT to focus on clean transportation solutions and examine wildlife impacts
 - Concern about the proposed elevated managed lanes
 - Concern about potential increased noise

NORTH PROJECT OVERVIEW

- Mobility and safety improvements
 - 10.6 miles of non-tolled managed lanes in each direction
 - 3 miles of intersection bypass lanes
 - Approximately 22 miles of new shared-use paths
 - Improved east/west connections over or under I-35

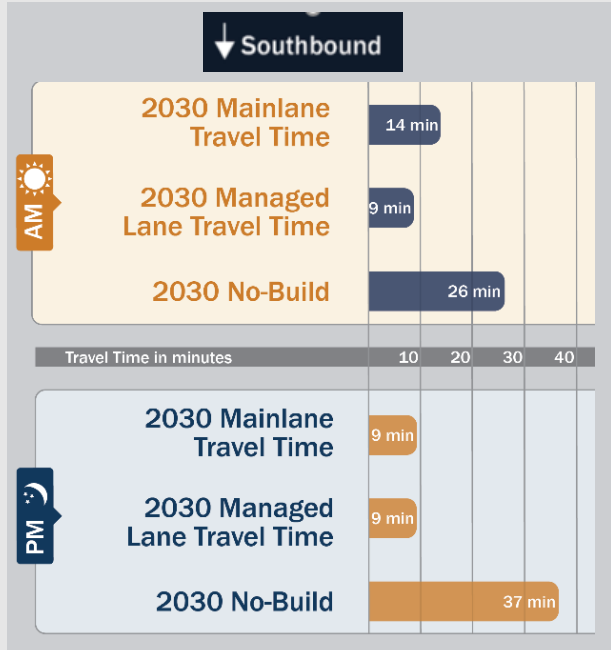


Completed FM 1431 intersection bypass.

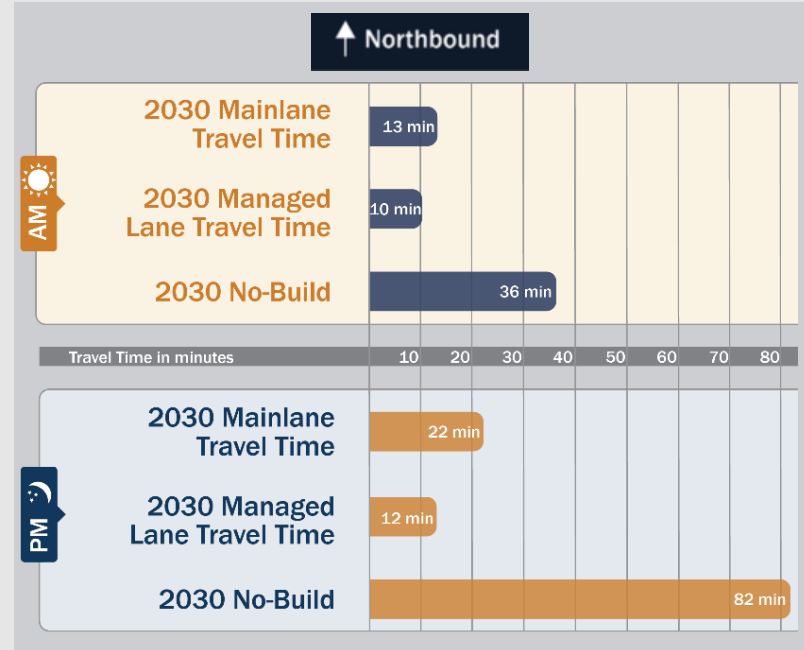
North Project Estimated Travel Time Improvement - 2030



- Morning rush hour savings:
 - 22 minutes faster (managed lanes)
 - 18 minutes faster (mainlanes)



- Evening rush hour savings:
 - 49 minutes faster (managed lanes)
 - 44 minutes faster (mainlanes)





- More than 180 comments received
- Themes included:
 - Strong for variable-priced tolling as well some opposition to tolling
 - Desire for enhanced bicycle and pedestrian safety
 - General support for the project and HOV lanes as well as general opposition
 - Recommendations to improve connectivity
 - Concern about potential increased noise
 - Support for multimodal facilities and transit

AGENCY AND PUBLIC ENGAGEMENT



Coordination across multiple City of Austin departments

- Meet 1-2x per month with City of Austin
 - Design Charrette (January 2020)
 - Cross-Agency Working Group (meeting since May 2020)
 - Focus Group Committee (day-long workshops since November 2020)
 - Coordination with ATD and DAA on caps and stitches
 - TxDOT participated in Cap & Stich/New Future for I-35 Working Group in 2019-2020
 - Ongoing meetings with ATD and DAA



Community Engagement and Outreach

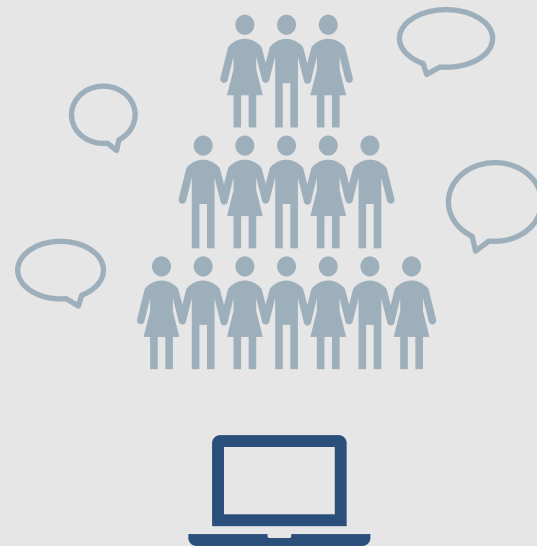


Since late 2019, TxDOT has met with organizations and agencies and continues to meet with stakeholders and community groups. If your civic organization or neighborhood association would like to have TxDOT present at your meeting, call (512) 832-7357 or email My35CapEx@txdot.gov.

We're listening.

- Active Mobility Working Group
- Advancing Women in Transportation
- Association of Corridor Engineers
- AURA
- Austin Area Research Organization (AARO)
- Austin Neighborhoods Council East Sector
- Blackland Community Development Corporation
- Central Austin Neighborhood Association
- Cherrywood Neighborhood Association
- City of Austin Bicycle Advisory Council
- City of Austin Pedestrian Advisory Council
- East Cesar Chavez Neighborhood Plan Contact Team
- East Riverside/Oltorf Neighborhood Contact Team
- East Town Lake Citizens Neighborhood Association
- Farm & City
- Geological Society
- Guadalupe Neighborhood Development Corporation
- Hancock Neighborhood Association
- Holy Cross Neighborhood Association
- Montopolis Neighborhood Association
- Movability
- Mueller Neighborhood Association
- North Central I-35 Neighborhood Coalition
- North Loop Neighborhood Contact Team
- Park35
- People United for Mobility Action
- Reconnect Austin
- Redline Parkway Initiative
- South Austin Neighborhood Alliance
- Texas Society of Professional Engineers
- The University of Texas Financial and Administrative Services
- Waterloo Greenway
- Wells Branch Neighborhood Association
- Windsor Park Neighborhood Association

- TxDOT is developing a Community Working Group for the Central project
 - Open to ALL community members
 - Will be virtual for now
- Meetings held every other month through environmental study/schematic design phase
- Focus will be on providing additional information about the environmental process and key issues to the community
 - Topics may include bike/ped safety, urban boulevard concept, community impacts, etc.



THANK YOU