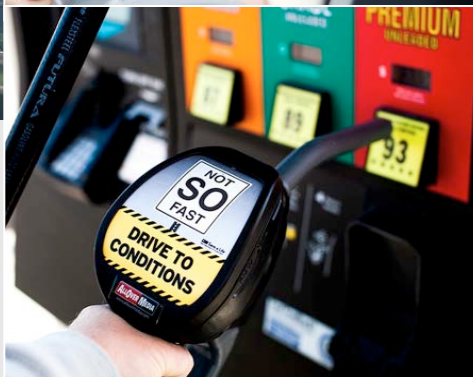
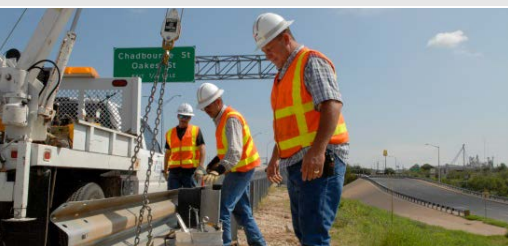




# TEXAS DEPARTMENT OF TRANSPORTATION



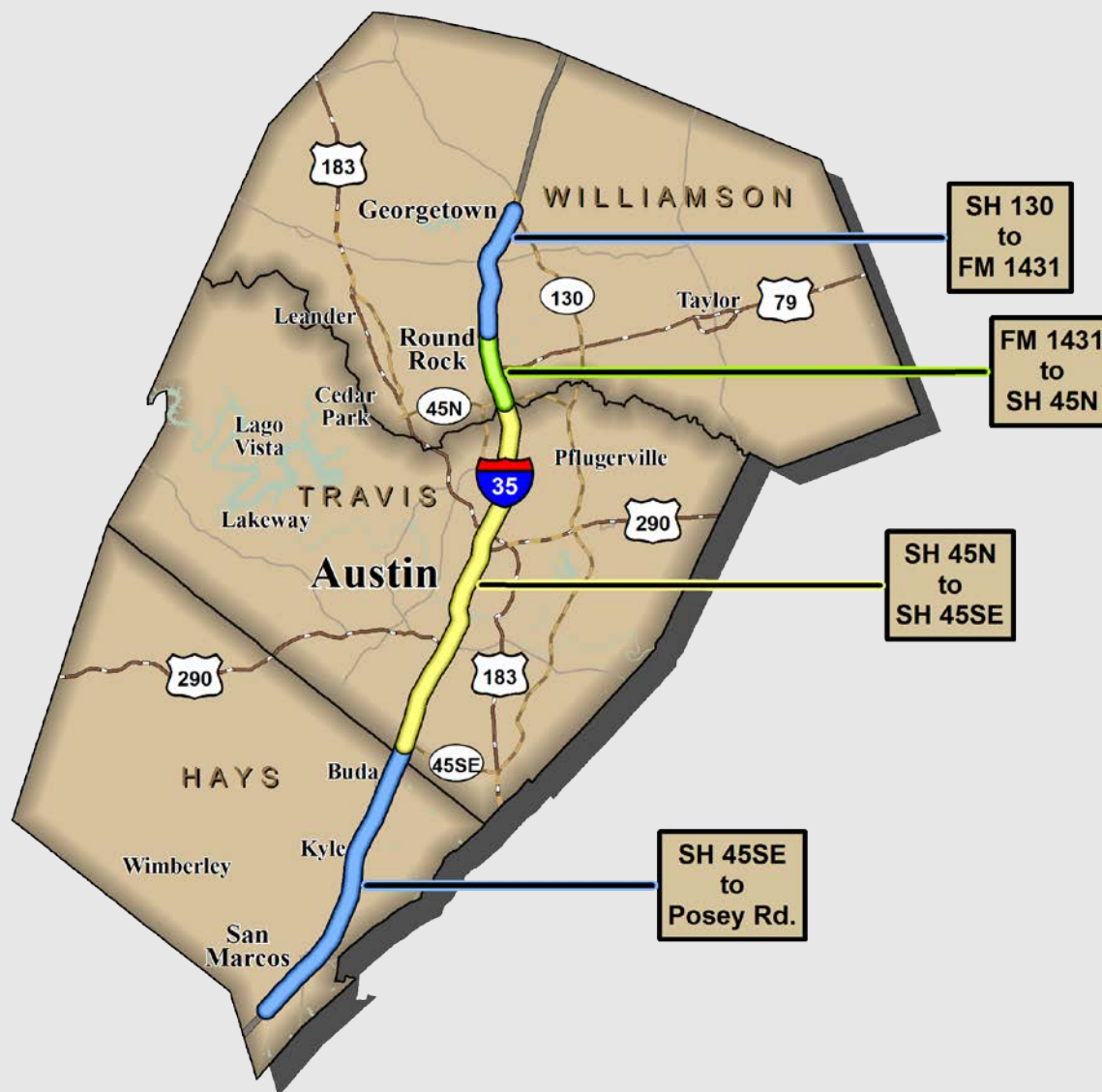
## I-35 CAPITAL AREA IMPROVEMENT PROGRAM

Austin Pedestrian Advisory Council

March 3, 2014



# Capital Area Improvement Program (Mobility 35)



# Mobility Goals



- Increase capacity
- Better manage traffic
- Enhance safety
- Optimize existing facility
- Minimize additional right-of-way
- Improve east-west connectivity
- Improve compatibility with neighborhoods
- Enhance bicycle, pedestrian, and transit options

# Program Phases and Milestones

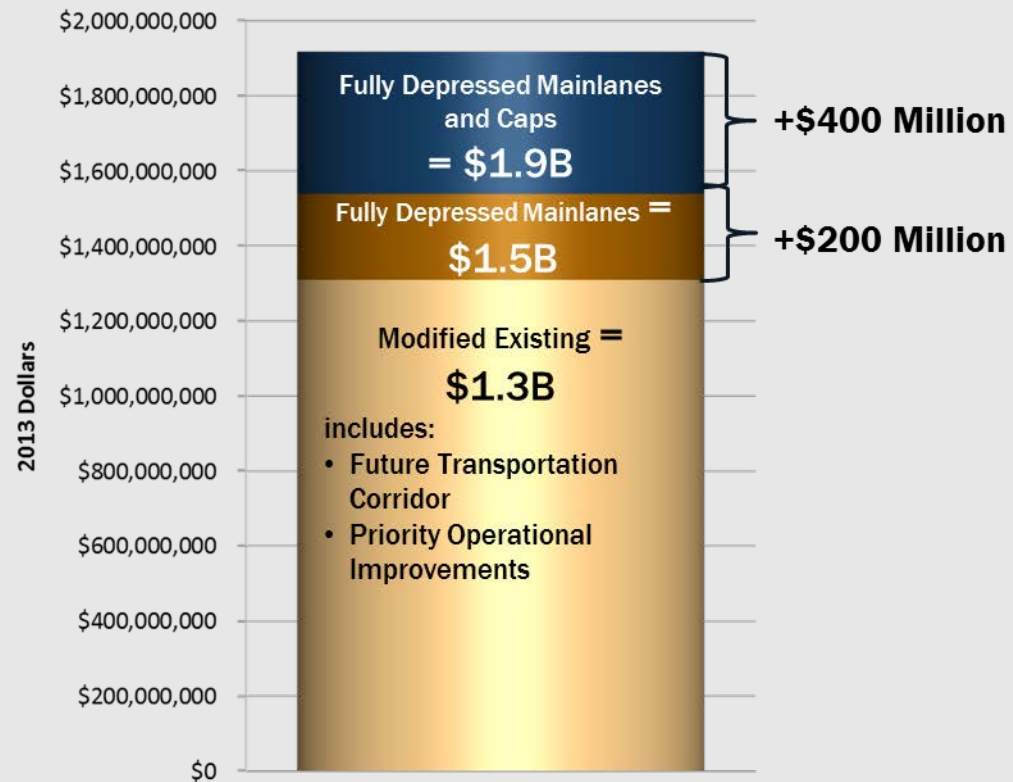


\* As funding is identified



# I-35 Mobility 35 Travis County Development Cost

- Total Program cost  
\$1.3 - \$1.9 Billion
  - Phases 3 - 5
  - Reflects 2013 costs,  
no inflation
  - Dependent on  
downtown concept
  - Assumes traditional  
project development



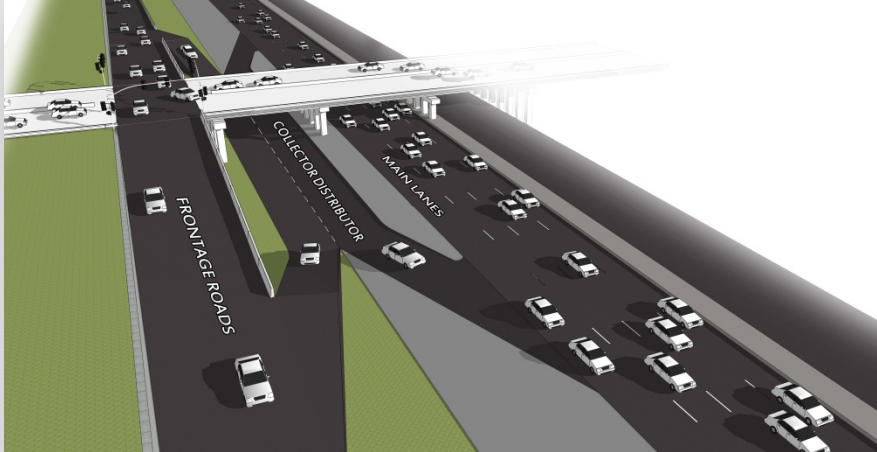
# A Community Driven Effort



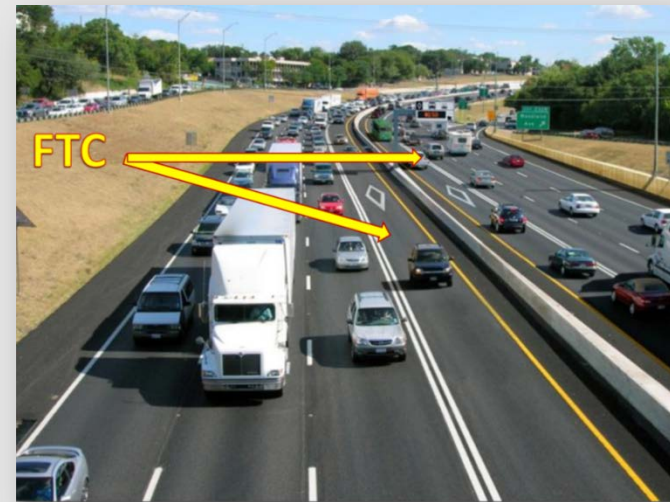
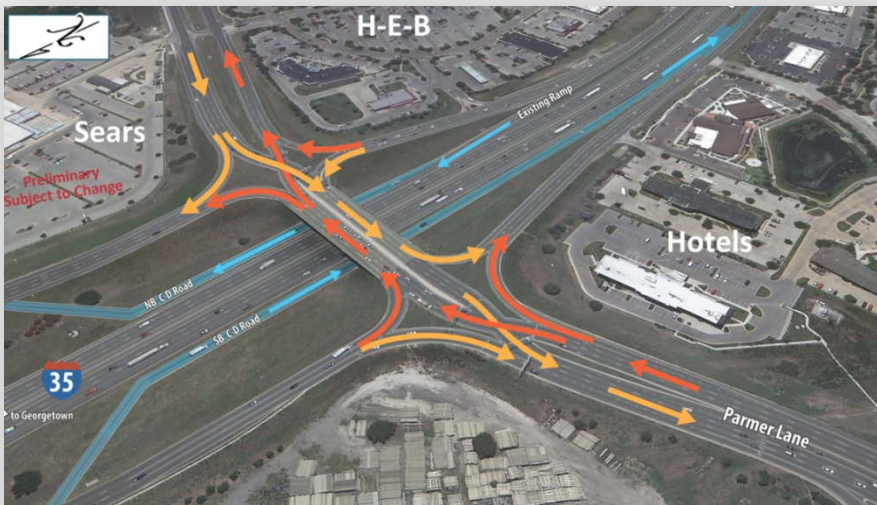
- 90 stakeholder meetings since 2011
- Eleven public open houses
- Two online open houses
  - April 2013 online – over 1000 visitors
  - June 2013 online – over 3000 visitors
- Website, forum, Twitter, Facebook
- Community events

# I-35 Mobility 35 Overarching Concepts

Preliminary  
Subject to Change



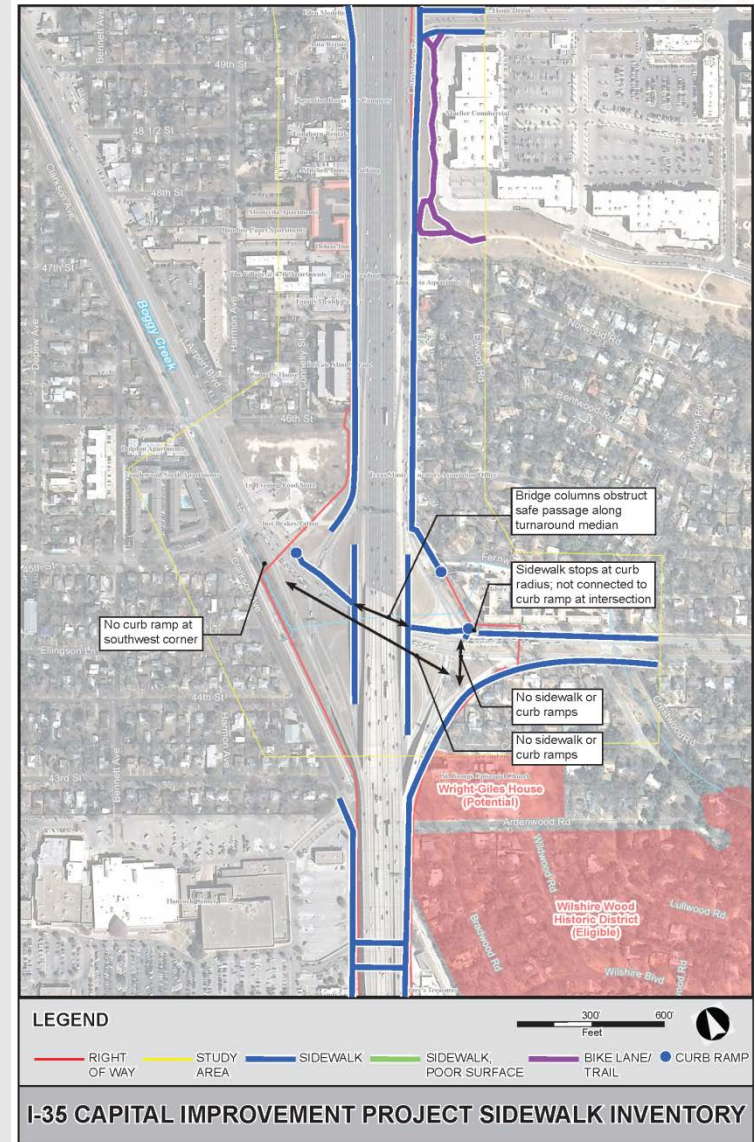
- Modified Frontage Road
- Innovative Intersections
- Bicycles, Pedestrians, Transit
- Ramp Modifications and Collector-Distributor Roads
- Future Transportation Corridor (FTC)





# Program Bicycle and Pedestrian Efforts

- Inventory of existing facilities
  - Field and map survey of entire 28-miles of I-35 through Travis County
- Gap Analysis
  - Review of inventory
  - Identification of limited or missing facilities
  - Identification of desire lines
- Sidewalk Construction
  - Braker Lane to St. Johns
- Early Action Sidewalk
  - Oltorf Street
- Downtown Stakeholder Working Group
  - Reviewing proposed east-west connectivity in downtown area



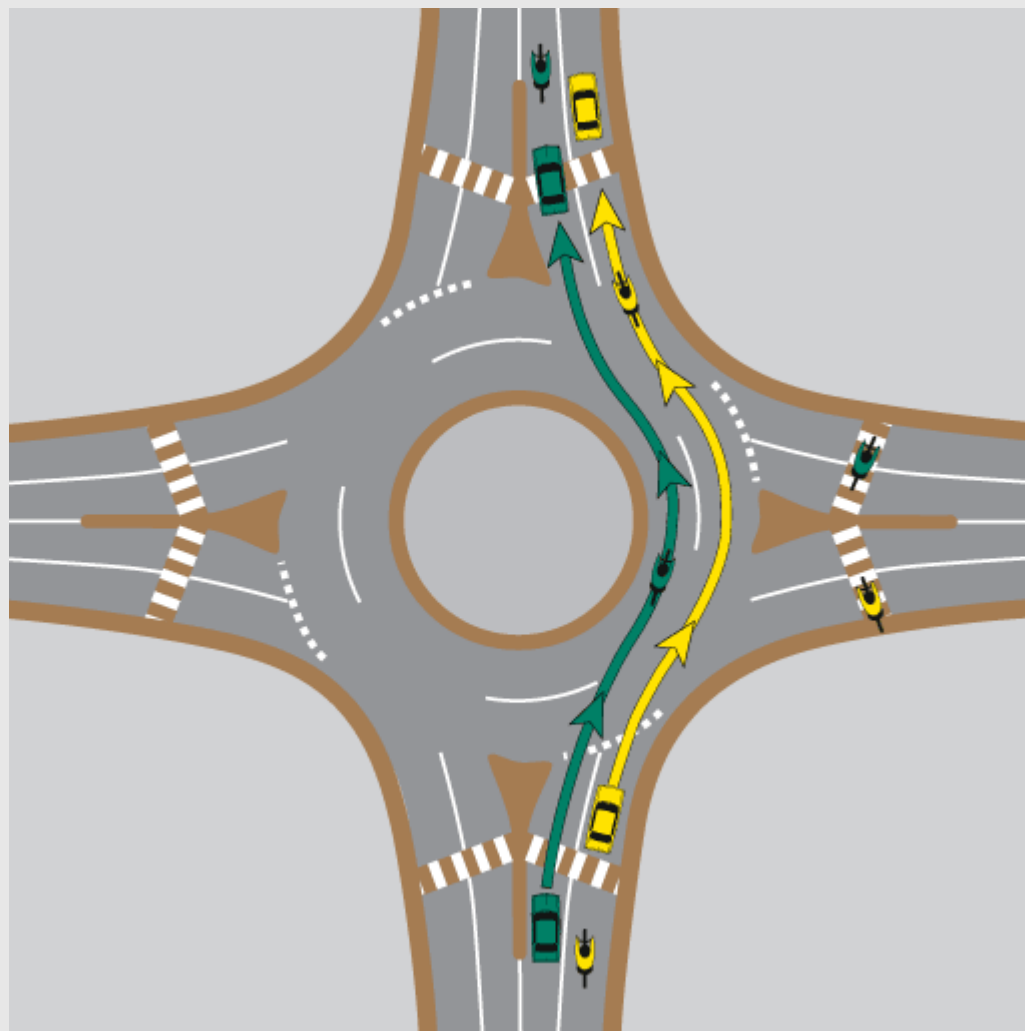


# Program Bicycle and Pedestrian Improvement Concepts

- Continuous sidewalk along entire corridor
- ADA accessible improvements at all intersections.
- Maintain all existing pedestrian/bicycle crossings
  - 6<sup>th</sup> Street – possible exception
  - Still evaluating options at 6<sup>th</sup> Street
- Improved east-west connectivity
  - Improved sidewalk and bike facilities
  - New pedestrian crossing points
    - North of US 183 (Powell Lane)
    - Others?
- Widened outside lane on frontage road to accommodate bikes
- Shared use path in areas where space exists in current right-of-way
  - Stassney Lane south to SH 45SE

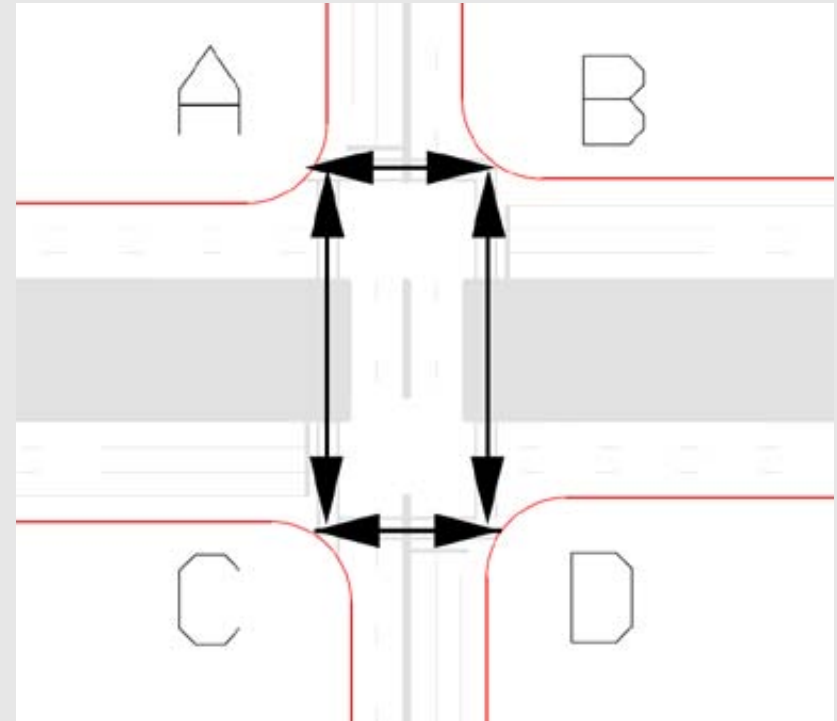
# Innovative Intersection Mobility: Roundabouts

- Vehicles move at a slower speed
- Crosswalks are set further back from traffic
- Islands allow pedestrians to cross only one direction of traffic at a time



# Innovative Intersection Mobility: Modified Frontage Roads

- Pedestrian and cyclist use similar to existing crossings
  - One-stage crossing possible
  - Two-stage crossing used if distance is too long or green time adversely impacts traffic flow
- Improved physical crossing features
  - Widened sidewalks
  - Bicycle accommodations





# Innovative Intersection Mobility: Diverging Diamond Intersection

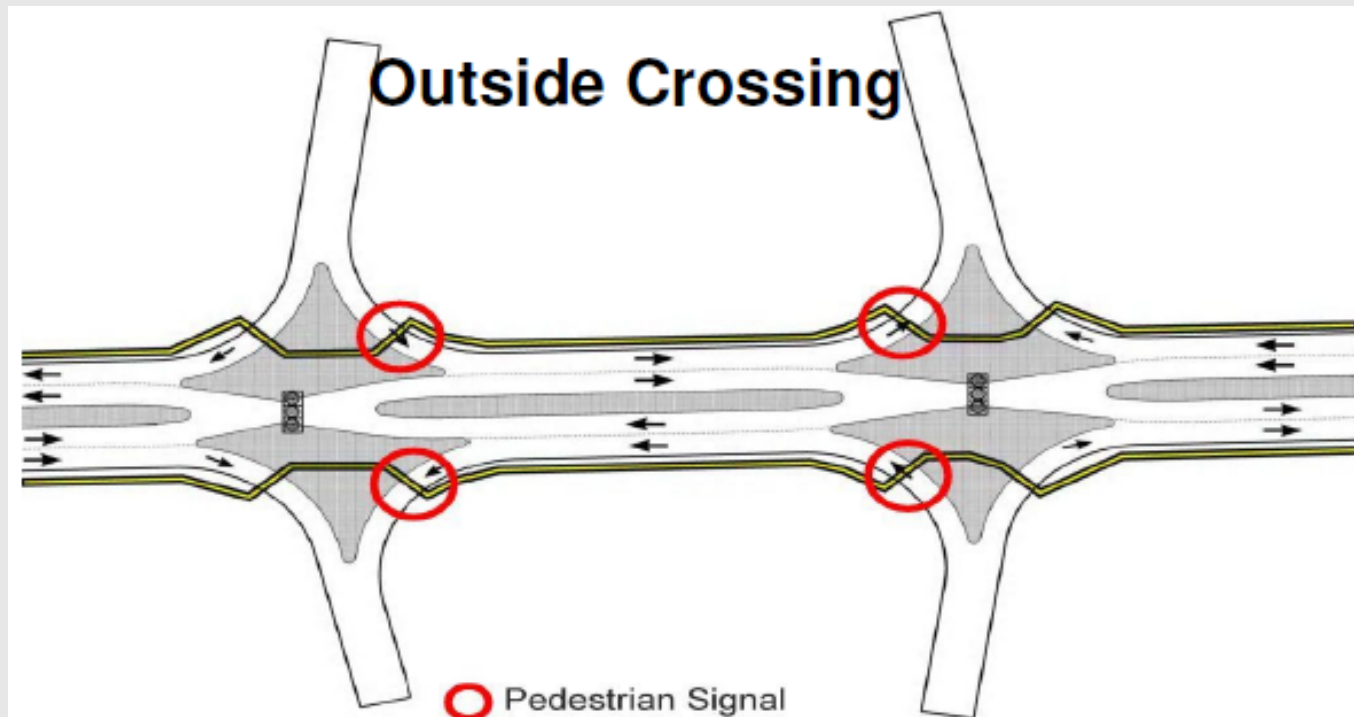
## ■ Outside Crossing

### – Advantages

- Shorter conflict time
- More familiar crossing path

### – Disadvantages

- Pedestrians may cross free-flowing traffic
  - Can be mitigated with signals



# Innovative Intersection Mobility: Diverging Diamond Intersection

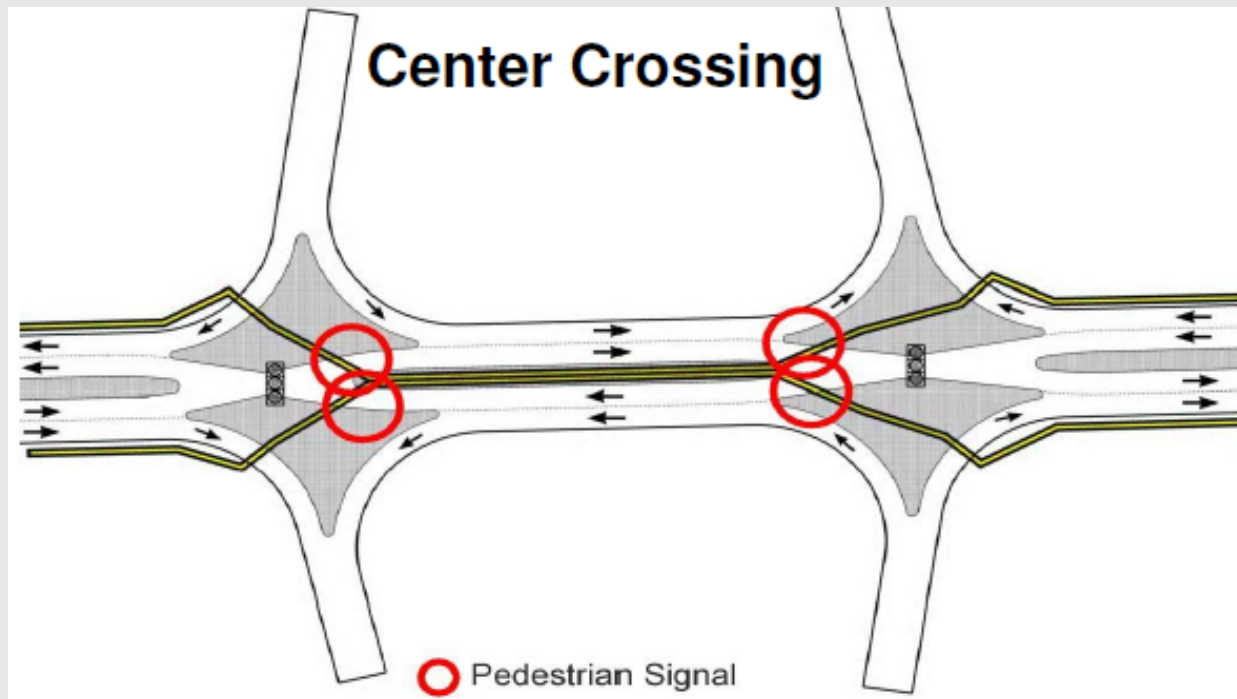
## ■ Center Crossing

### – Advantages

- Pedestrian movements controlled by signals
- Crossing at signalized locations

### – Disadvantages

- Center crossing unfamiliar
- Slightly longer crossing distance
- Slightly longer signal phases



# Path Forward



- Planning and Environmental Linkages Study (PEL) for FTC
- Continue downtown discussion
- Continued evaluation and community discussion of concepts to improve frontage roads and cross-street traffic movements
- Environmental coordination and PS&E for stand alone projects
- Begin Phase 2 efforts in Williamson and Hays County



**Stay involved:**

Web: **mobility35.org**

Facebook: **www.facebook.com/TxDOT**

Twitter: **@TxDOTAustin**

Email: **info@mobility35.org**

