



MOBILITY35 UPDATE

Bicycle Advisory Council

Mobility35: A State and Local Partnership

- Program limits:
SH 130 (north of Georgetown) to
Posey Road (south of San Marcos)
- Program always evolving – 25-30
Active Projects
 - Planning studies
 - Environmental/
schematic and design
 - Construction
- Partners and public are integral



CENTER FOR
TRANSPORTATION
RESEARCH



Central Texas Regional
Mobility Authority



U.S. Department of Transportation

A Community-Driven Effort



- Over 210 stakeholder meetings and community events, 2011 – present
- 34 public open houses
- 15 online open houses
- Website, Twitter, Facebook
- Location-specific outreach
 - Downtown Stakeholder Working Group
 - Decks Area Neighborhood Workshops

Mobility35 Goals



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

Mobility35: Program Cost and Flexible Approach

Estimated Cost (in 2020 dollars)

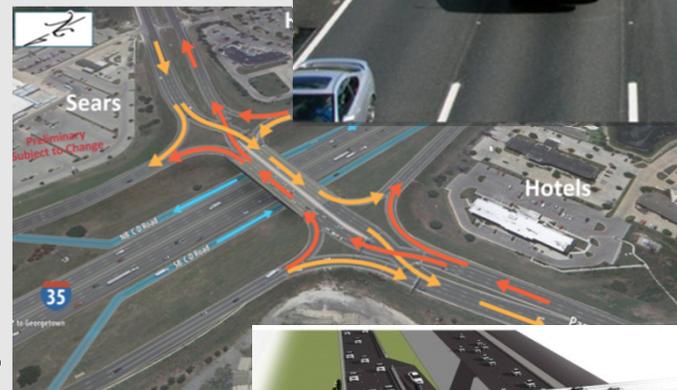
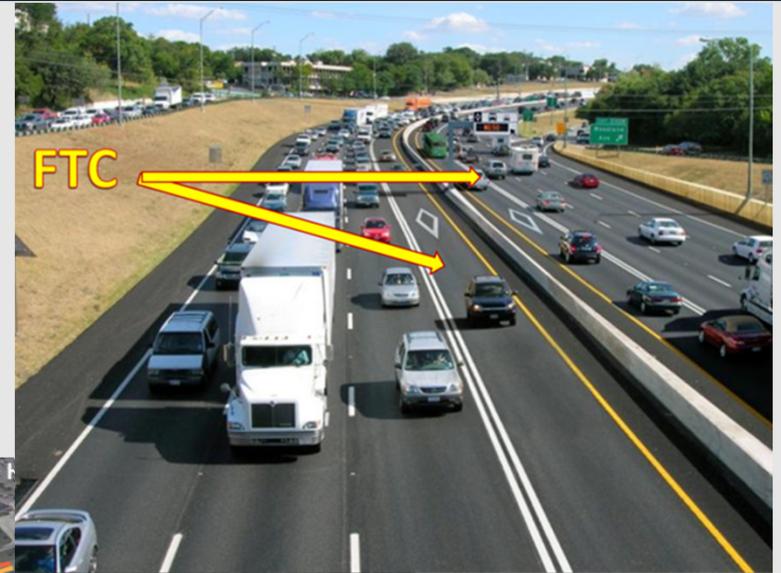
- Williamson: \$815M
- Travis: \$1.6B - \$1.9B*
- Hays: \$1.5B

** Dependent on final
downtown Austin concept*

- Benefits of a nimble program approach
 - Projects can be implemented independently to provide localized improvement
 - Each project contributes to a collective benefit for the system
 - Projects can be advanced to utilize funding as it becomes available
 - Local transportation partners including cities, counties, CAMPO and the Regional Mobility Authority may reference the program to make local funding decisions.

Mobility35 Overarching Concepts

- Add capacity to mainlanes, including express lanes (“Future Transportation Corridor” or “FTC” outside of Travis County where mode is still being studied)
- Improve mainlane and frontage road traffic flow
 - Ramp modifications
 - Auxiliary lane additions
 - Collector-distributor road additions
- Address intersection bottlenecks
- Address bicyclist and pedestrian needs
- Maintain east-west connectivity

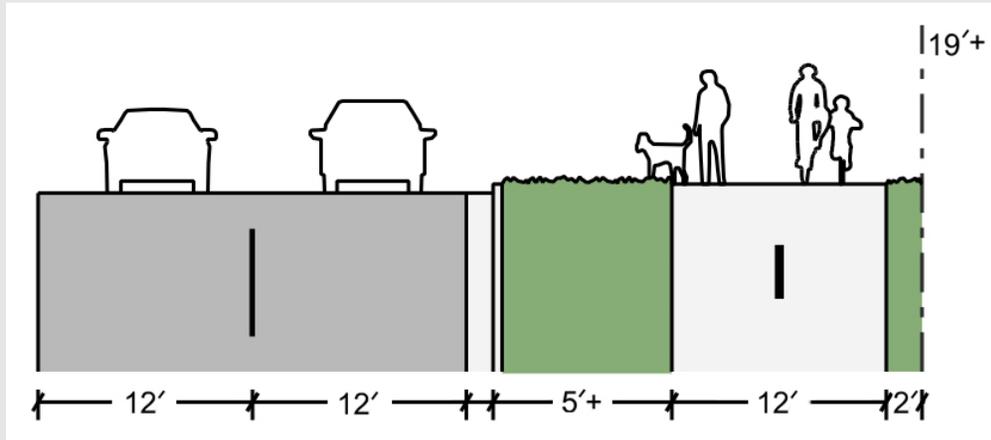


Overarching Concepts (Additional Tools)

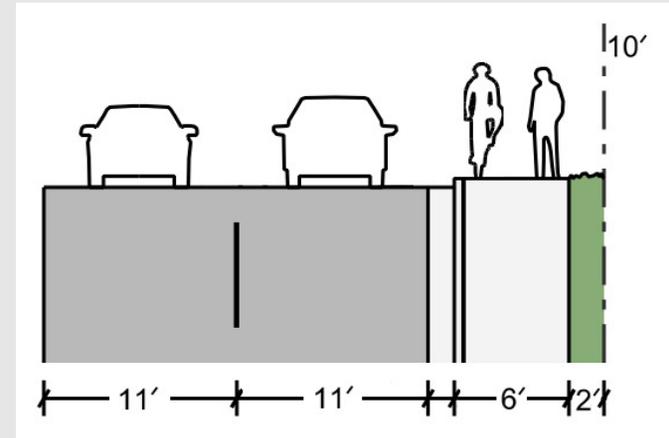
- *Travel Demand Management:*
Reduce peak-hour single occupant auto commuting
 - Using transit, bicycling, walking
 - Non-traditional options:
 - Teleworking
 - Working flexible schedules/ hours
 - Carsharing, ridesharing, carpooling, van pooling
- *Integrated Corridor Management:*
Better manage traffic during peak periods, incidents, special events, construction and weather, using improved:
 - Data collection
 - Roadway monitoring
 - Communications to public
 - Operations and agency coordination with transportation partners



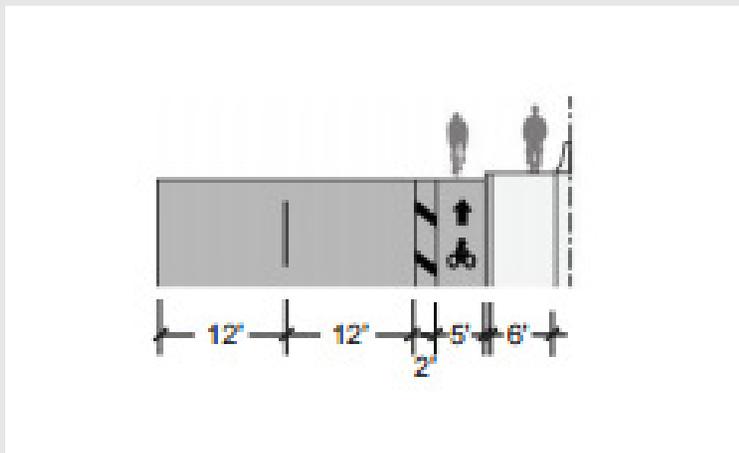
Recommended Bicycle and Pedestrian Facilities



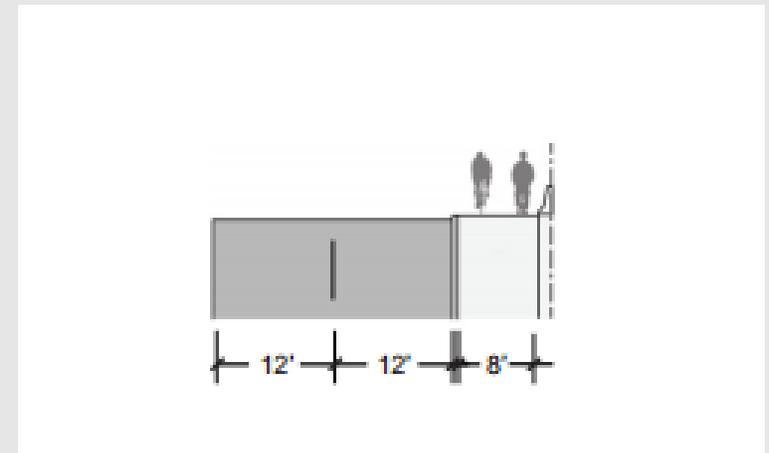
More Desirable



Least Desirable



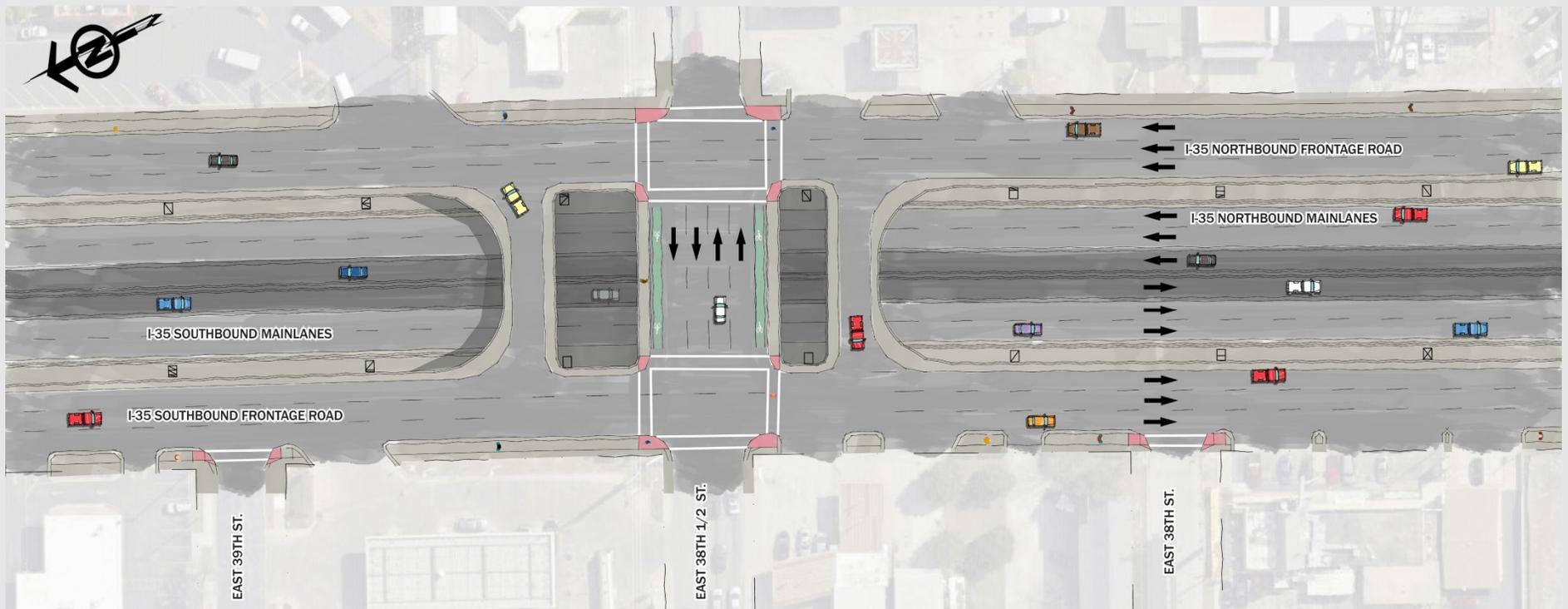
Preferred



Minimum

Cross Structures

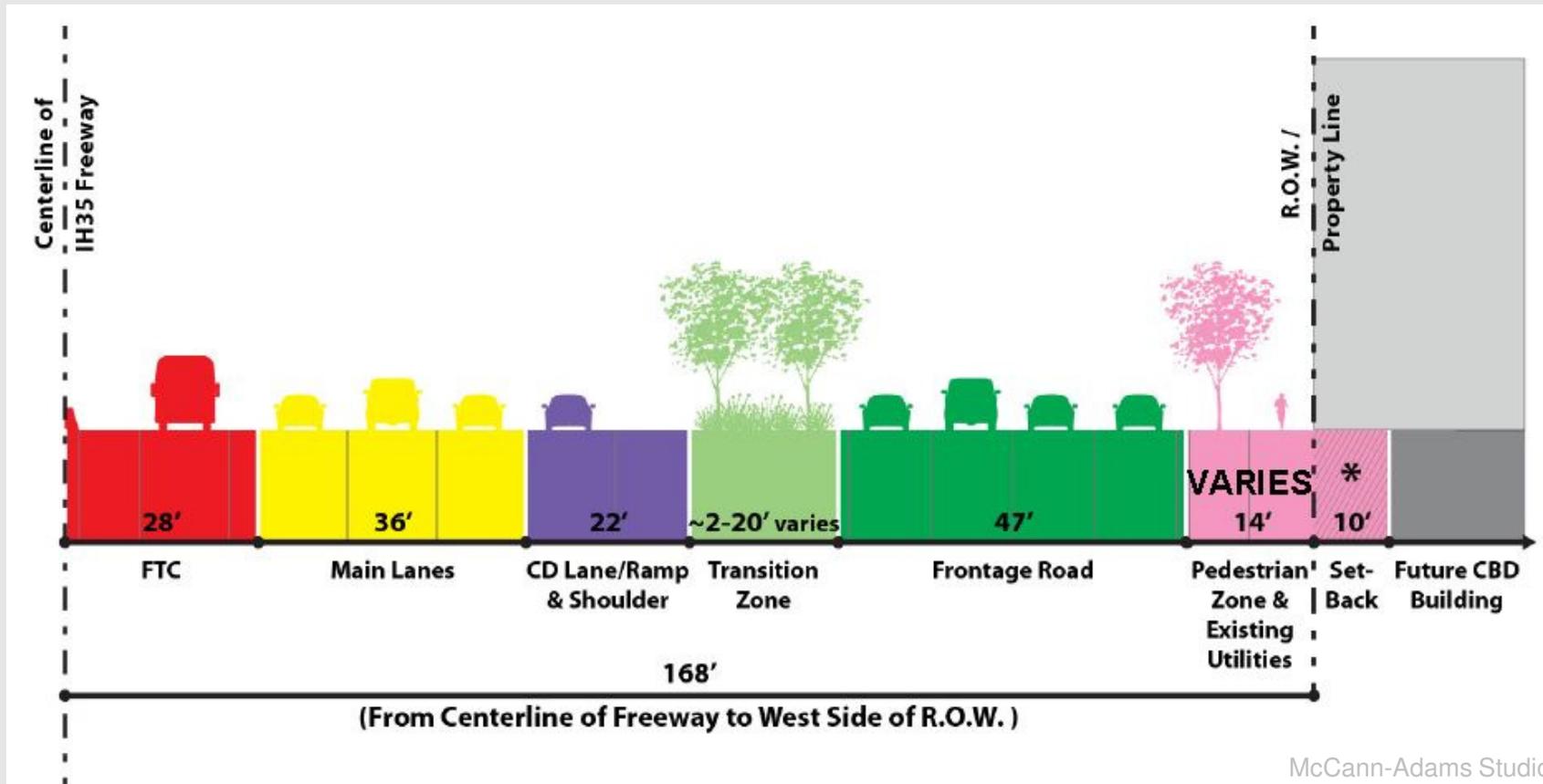
PRELIMINARY
SUBJECT TO
CHANGE



Example intersection: I-35 at 38 ½ Street

- Existing cross structures would be rebuilt
- Rebuilt structures would include
 - Improved bicycle and pedestrian facilities
 - U-turn bridges at most locations

Urban Design: Improve Mobility

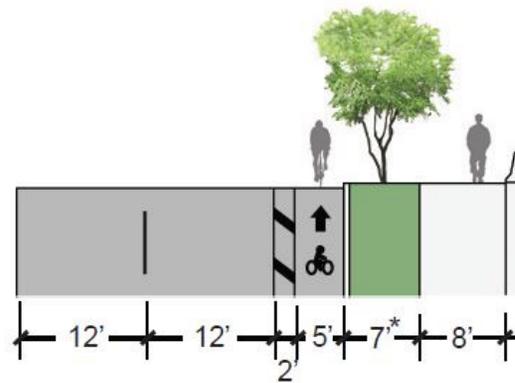


In addition to building the best vehicular highway possible, the Project will also help achieve mobility for all other modes: pedestrian, bicycle and transit, both north/south and east/west.

*The City of Austin could require this 10' building setback for frontages where ROW is limited.

Preferred Bicycle and Pedestrian Facility for Downtown

DOWNTOWN
(MLK BLVD. TO
LADY BIRD LAKE)

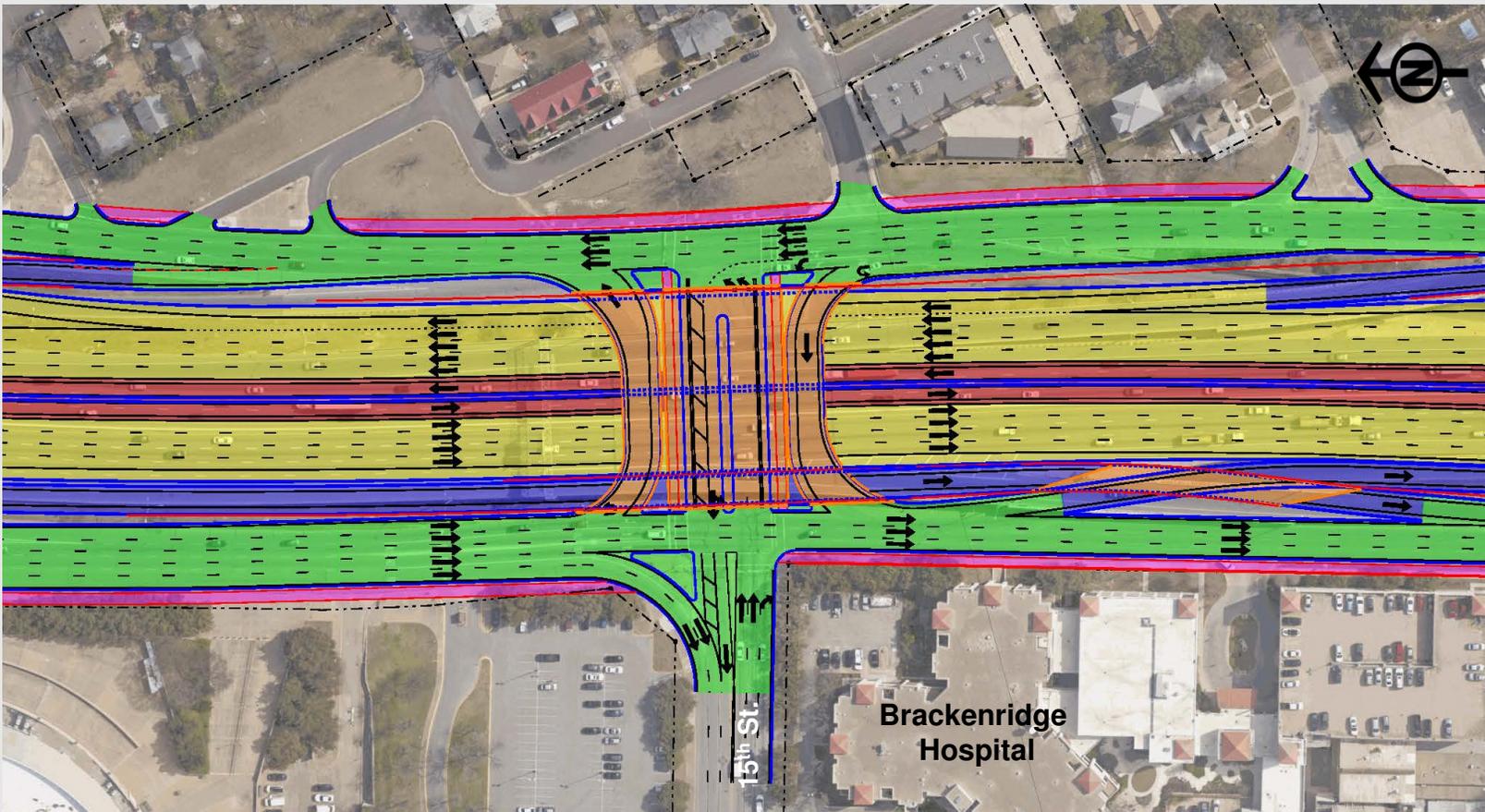


15' minimum behind curb

* Tree/landscape zone

Example Intersection: 15th Street

PRELIMINARY
SUBJECT TO
CHANGE



- I-35 depressed at 15th Street
- Wide bicyclist and pedestrian facilities
- Turn-around adjacent to bridge

15th Street Concept Rendering

PRELIMINARY
SUBJECT TO
CHANGE



Proposed 51st Street Roundabout

PRELIMINARY
SUBJECT TO
CHANGE

Concept

- Allows continuous traffic flow around a center island at the southbound I-35 frontage road/51st Street intersection



Anticipated Benefits

- Reduces traffic delay/backups at intersection
- Allows continuous free right hand turn movement
- Improves safety/reduces vehicle conflict points
- Accommodates all mode types



Proposed Diverging Diamond at Airport Blvd

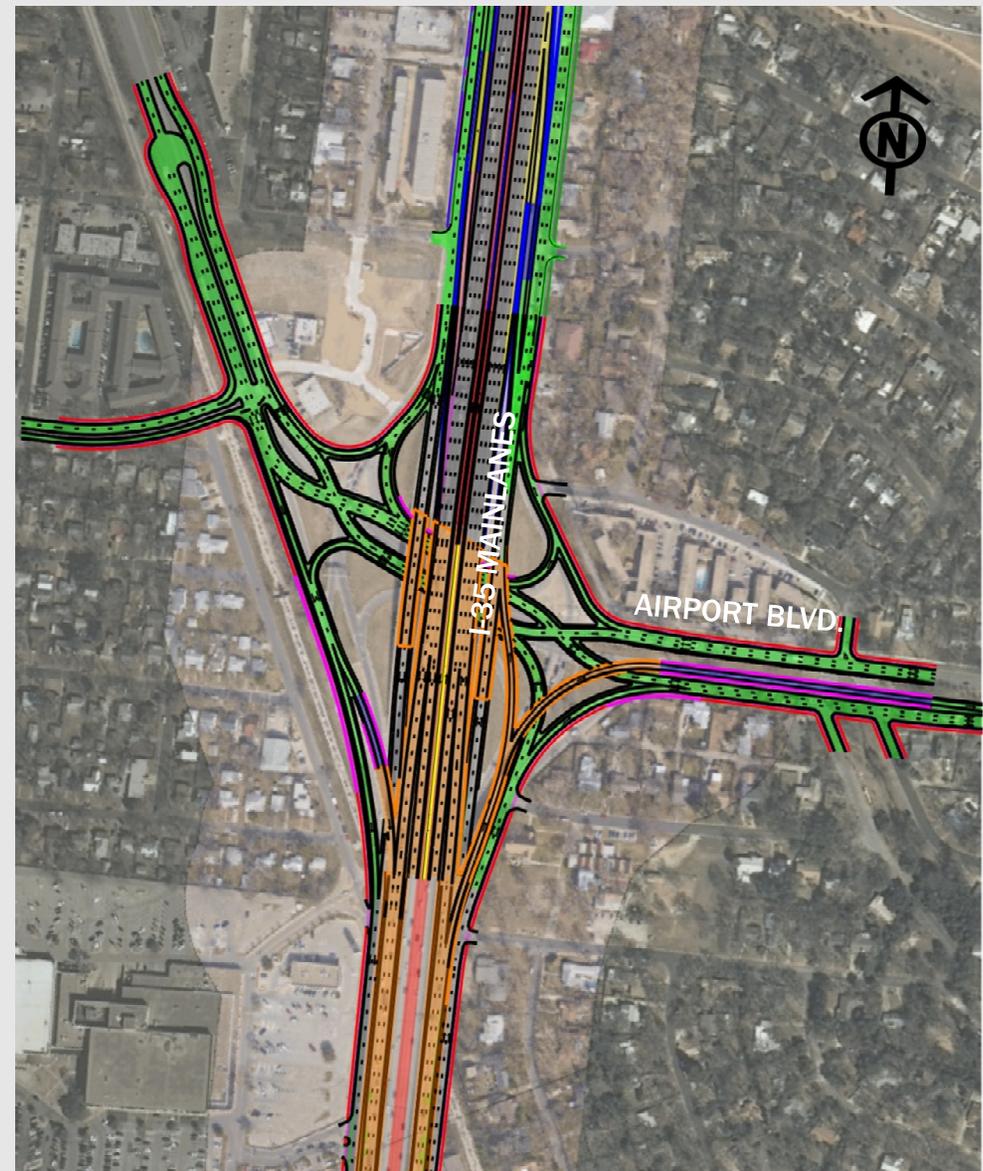
PRELIMINARY
SUBJECT TO
CHANGE

Concept

- Allows free left turn for motorists by shifting traffic to the left side of the roadway prior to it entering the intersection
- Vehicles can turn left onto the frontage road bypassing the intersection via a Collector-Distributor Road

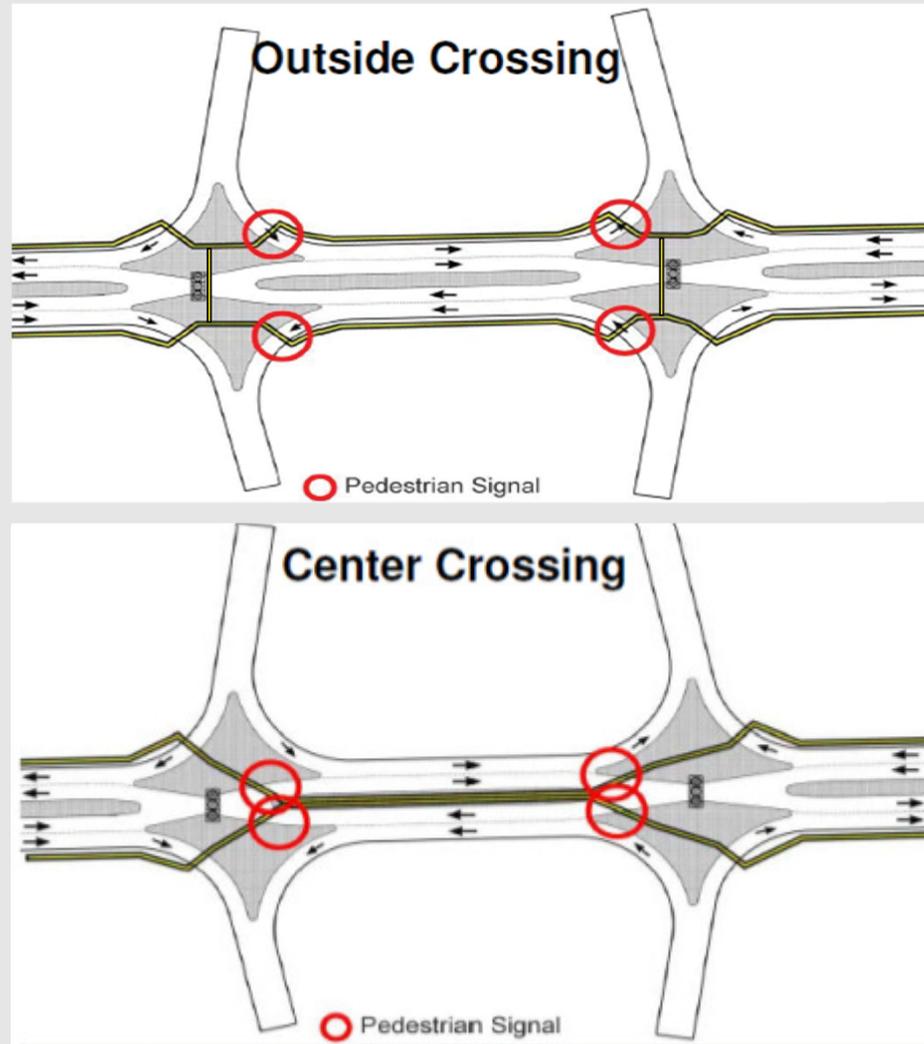
Anticipated Benefits

- Reduces traffic delay/backups at intersection
- Allows continuous left turn movements
- Improves safety/reduces vehicle conflict points



Bicyclists and Pedestrians in a DDI

PRELIMINARY
SUBJECT TO
CHANGE



Stay involved:

Web: My35.org/Capital

Facebook: www.facebook.com/TxDOT

Twitter: @TxDOTAustin

Email: info@mobility35.org

