

2/23 Item 44 - I-35 IFC
CM Vela Amendment 2 - V1
Clarifying comments on North and South Capital Express Projects

Amend line 110-123

BE IT FURTHER RESOLVED:

Austin City Council expresses its desire to see more improvements to the North Capital Express Central and South Capital Express Projects, specifically:

1. The I-35 Capital Express South and I-35 Capital Express North Projects should add more full east-west crossings for all users including cars, bikes, and pedestrians. As they are currently planned, no new full east-west crossings are added, and the average distance between crossings is more than 1 mile. The Projects should aim to have a full east-west crossing that works for all users around every 1/2 mile, and should not have any span between full east-west crossings greater than 1 mile.
2. The I-35 Capital Express Central Project should ensure that United States Interstate Highway 35 is designed and built in a way that does not preclude adding additional connections in the future.

To read as follows:

BE IT FURTHER RESOLVED:

While the North Capital Express Central and South Capital Express Projects have already been through Environmental Review, the Austin City Council believes short term and long term improvements should be made to I-35 in the sections covered by these projects.

1. The North and South sections of I-35 need more full east-west street crossings that work for all users including cars, bikes, and pedestrians. As currently planned, The North Capital Express Central and South Capital Express Project contain no new street crossings. The average distance between street crossings is more than 1 mile. In the long term, in these areas TxDOT should aim to have a full east-west street crossing an average of every 1/2 mile and should not have any span between street crossings greater than 1 mile.
2. As the I-35 Capital Express South and I-35 Capital Express North Projects are being designed and built, TxDOT should consider the possibility of future projects adding additional street crossings, and not preclude new crossings in their designs.
3. To the furthest extent possible, safety improvements added to the Capital Express Central Project should be incorporated into the Capital Express North and Capital Express South Projects.

Reasoning:

This amendment acknowledges that the I-35 Capital Express South Project between Ben White Blvd and HWY 45, and the I-35 Capital Express North Project between Hwy 290 and Hwy 45 have already been through the EIS process. The language is changed to make it more future focused and talk about establishing the connectivity standards as a long term goal.

An error in the initial posted draft that referred to the I-35 Capital Express Central Project rather than the North and South Projects is corrected.