



Regional Growth & Mobility 2021

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Aug. 30, 2021



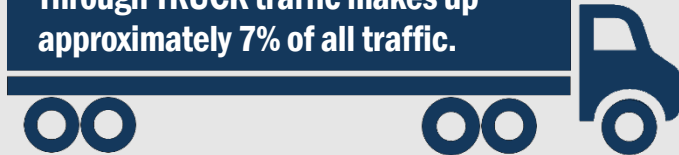
Annual average daily traffic along I-35 from US 290 East to SH 71/Ben White Boulevard includes more than 200,000 vehicles. By 2045, it is expected to grow to more than 300,000 vehicles.

82% of vehicles on I-35 are LOCAL travelers

11% of vehicles on I-35 are THROUGH travelers



Through TRUCK traffic makes up approximately 7% of all traffic.



The CRASH RATE is above average for similar state roads



In 2019, there were 1,132 crashes in the project area resulting in 8 fatalities. Another 21 crashes were severe.

Source: TxDOT Statewide Traffic Crash Rates for Urban Interstates 2013, 2014, 2015, 2016, 2017, 2018 and 2019. Data for the I-35 Central project from TxDOT (2020).

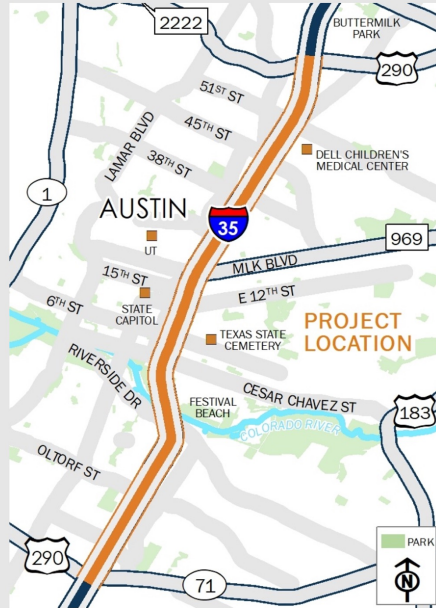
Where We Were – Mobility35 Program



I-35 Capital Express Central



I-35 from US 290 East to SH 71/Ben White Boulevard



- Construction cost: Approximately \$4.9 billion
- Construction start: contingent on funding

Austin Chamber: Improving Regional Mobility Together

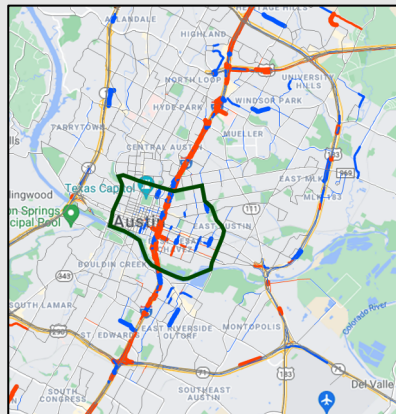
Oct. 7, 2019

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2045 Evening Peak Volume Changes (Texas A&M Transportation Institute)



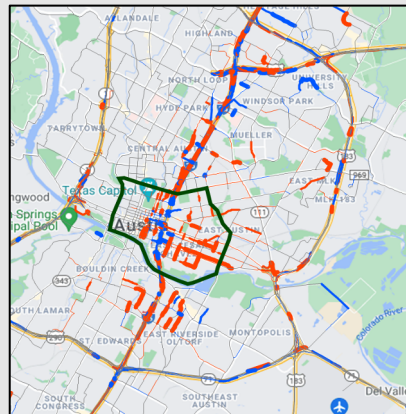
TxDOT Alternatives



TxDOT Alternatives

Volume increases on I-35 but decreases on city streets.

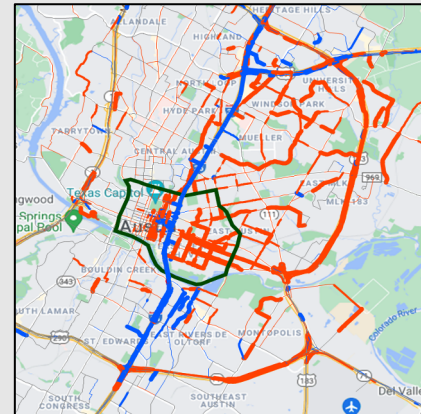
RECONNECT AUSTIN



Reconnect Austin

Reduces entrance/exit ramps through downtown pushing traffic to city streets primarily in east Austin.

RETHINK 35



Rethink35

Converts I-35 to a boulevard and pushes traffic to city streets primarily in east Austin.

Legend



RED

Volume increases

BLUE

Volume decreases

GREY

Links with low volume (less than 100 trips) and small changes

Mobility35 Goals and Objectives

- Enhance safety
- Optimize the roadway footprint
- Increase capacity
- Minimize additional right of way
- Include operational improvements (manage traffic better)
- Improve east/west connectivity
- Improve compatibility with neighborhoods
- Enhance bicycle, pedestrian and transit options



Enhance Bicycle, Pedestrian and Transit Options



Central – Capping I-35 Through Downtown



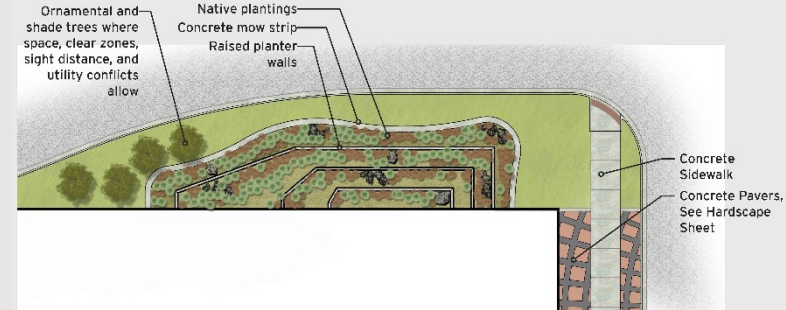
- Evaluation of potential cap locations along downtown I-35 corridor
- Coordination with City of Austin and Downtown Austin Alliance
- TxDOT's scope does not include designing or funding surface-level enhancements, such as caps or stitches



Klyde Warren Park over Woodall Rogers Freeway, Dallas

Source: Dallas Morning News

- TxDOT is relaunching its aesthetics program.
- Aesthetics include shade structures, enhanced bike lanes and sidewalks, panels and landscaping.
- Program will ensure that the Central project reflects community values.
- Working in partnership with City of Austin and Downtown Austin Alliance.



(Top) Accent and safety lighting at freeway over and underpasses, columns and abutments; (Bottom) conceptual planting at desirable location



The analysis presented in the Environmental Impact Statement evaluates impacts to the human and natural environment, including:



**WATER
RESOURCES**



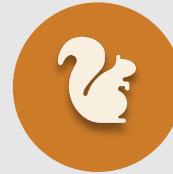
AIR QUALITY



TRAFFIC NOISE



**COMMUNITY
IMPACTS**



**VEGETATION &
WILDLIFE**



**THREATENED &
ENDANGERED
SPECIES**



**INDIRECT &
CUMULATIVE
IMPACTS**



**HISTORICAL &
ARCHEOLOGICAL
RESOURCES**



**HAZARDOUS
MATERIAL SITES**



**LAND USE &
PARKLAND**



THANK YOU

