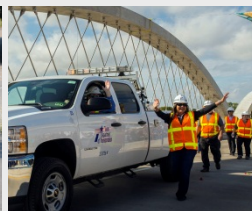
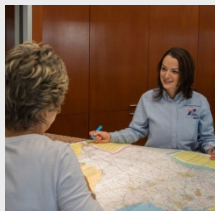




TEXAS DEPARTMENT OF TRANSPORTATION



MOBILITY35 PARTNERING EFFORTS

National Association of City
Transportation Officials (NACTO)



October 29, 2015

Mobility35: program

- 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
- TxDOT cannot accomplish a program of
this magnitude alone.



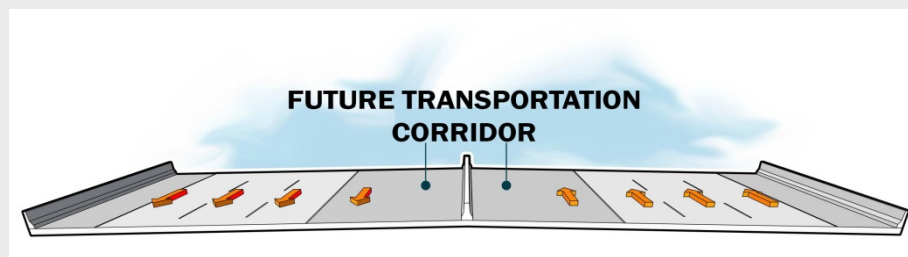
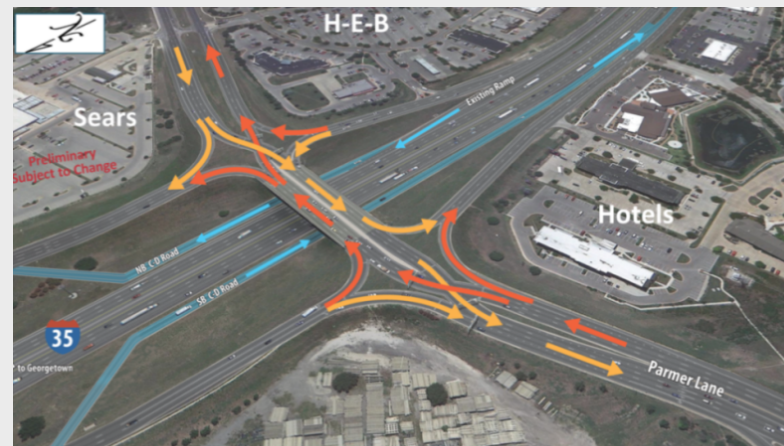
Mobility35 context: part of a regional system



- Mobility35 is part of a regional system upgrade by TxDOT and various partners.
- Regional transportation providers:
 - Capital Area Metropolitan Planning Organization (CAMPO)
 - Capital Metropolitan Transportation Authority (CapMetro)
 - Central Texas Regional Mobility Authority (CTRMA)
- Other local and special-focus entities

Mobility35: overarching concepts

- Add capacity to mainlanes
 - Build express lanes in Travis County (auto and transit)
 - Lane mode is still under study in Williamson and Hays counties
- Improve mainlane and frontage road traffic flow
 - Modify entrance/exit ramps
 - Add auxiliary lanes or extended entrance/exit ramps
 - Add collector-distributor roads or frontage road bypass lanes
- Address intersection bottlenecks
- Enhance transit options
- Address bicyclist and pedestrian needs
- Maintain east/west connectivity

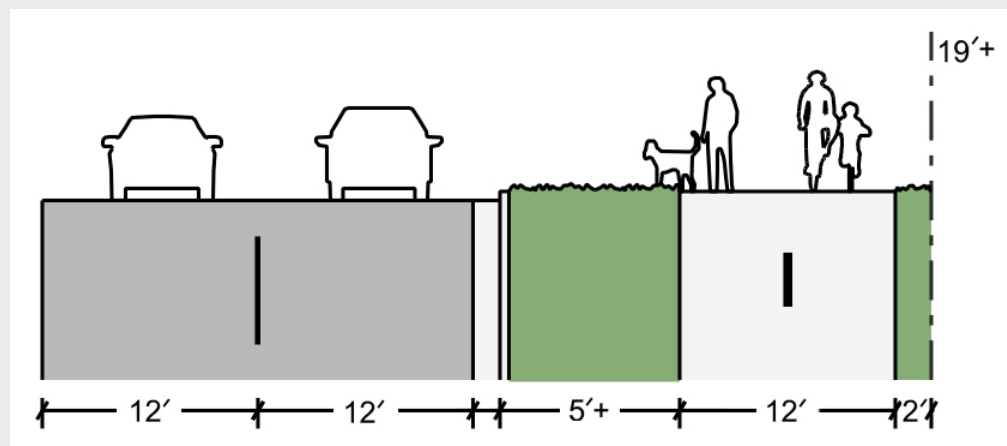


Mobility35: overarching concepts (additional tools)

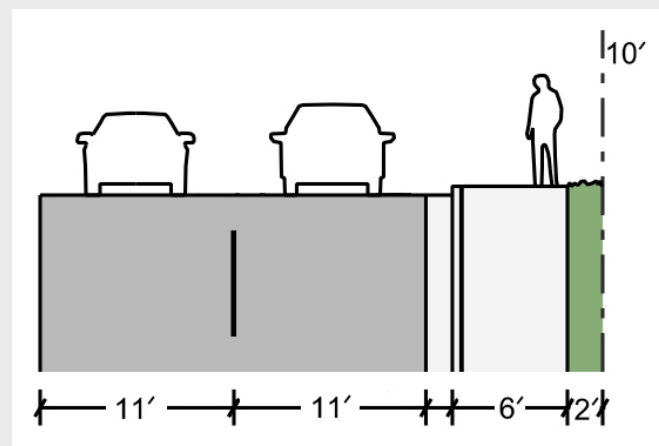
- *Travel Demand Management:* Reduce peak-hour single occupant auto commuting using:
 - Transit, bicycling, walking
 - Non-traditional options:
 - Teleworking
 - Working flexible schedules/hours
 - Carsharing, ridesharing, carpooling and van pooling
- *Integrated Corridor Management:* Better manage traffic 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



Mobility35: recommended bicycle and pedestrian facilities



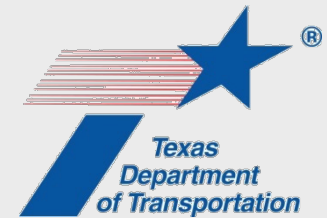
More Desirable



Minimum

ALONG HIGH SPEED ROADWAYS WITH LIMITED ACCESS

Mobility35: a state and local partnership



Central Texas Regional
Mobility Authority



METRO



U.S. Department of Transportation

Mobility35: Technical Steering Committee

- Purpose
 - Provide program updates
 - Initiate discussion
 - Receive timely input from partner agencies
- Quarterly meetings
 - Multiple agencies
 - Actively part of corridor improvement projects
 - Sharing updates

Mobility35: partnership with the city of Austin

- The city of Austin kickstarted the Mobility35 program with a \$1 million investment to study I-35 from US 290E to SH 71
- On-going program-level and project-specific review and coordination
 - Transportation, Public Works, and Parks and Recreation Departments
 - Austin Water Utility
 - I-35 Integrated Corridor Management partnership
- Funding commitment toward I-35 at 51st Street project
- Funding and implementation for sidewalk gap projects
- Joint publications and participation in events and projects
- Consultation with city of Austin committees and departments



Mobility35: partnership with CAMPO

- Joint participation in neighborhood and stakeholder meetings and open houses
- Implementation of Proposition 1 (Prop 1) funding
 - \$1.74 billion transferred to State Highway Fund in FY 2015
 - Estimated \$1.2 billion to be transferred in each of the next two fiscal years
 - TxDOT Austin District received approximately \$120 million in Prop 1 funding for 2015
 - CAMPO worked with local jurisdictions to commit Prop 1 funding to Mobility35 projects



Mobility35: partnership with CapMetro



- Shared goal to implement Travel Demand Management and enhance alternatives to single occupant auto commuting
- Working together to develop express lane transit scenarios where bus transit would be able to use express lanes without tolls



Mobility35: a community-driven effort



- Since 2011, the Mobility35 team has conducted:
 - More than 250 stakeholder meetings and community events
 - 35 public open houses
- Virtual open houses
- Website, Twitter, Facebook
- Location-specific outreach
 - Downtown Stakeholder Working Group
 - Decks Area Neighborhood Workshops
- Project-specific outreach

Mobility 35: I-35 Downtown Stakeholder Working Group

- 11 meetings were held between November 2013 and October 2014
- Included important leaders such as Honorary Chair, Senator Kirk Watson
- Discussed technical, policy, community and financial focuses regarding the planned I-35 improvements
- Recommended path forward for I-35 in downtown Austin
- Members included:
 - City, county and other jurisdictional representatives
 - Neighborhood representatives
 - Business community



Mobility35: Decks Working Group



- Included representatives from 13 neighborhood associations adjacent to I-35 in downtown Austin
- Regularly met at key development milestones over the past two years
- Reviewed frontage road, mainlane and access changes
- Discussed options for the decks and potential impacts to the neighborhoods
- Resulted in changes to the program recommendations and a better understanding of neighborhood concerns before beginning the environmental process

Mobility35: other project initiatives - aesthetics

- Aesthetics Plan:
 - Project limits: south of Rundberg Lane to Woodland Avenue
 - Cohesive approach for aesthetic treatments
 - Follow-up to Downtown Stakeholder Working Group efforts

TEXAS DEPARTMENT OF TRANSPORTATION

BRIDGE BENTS

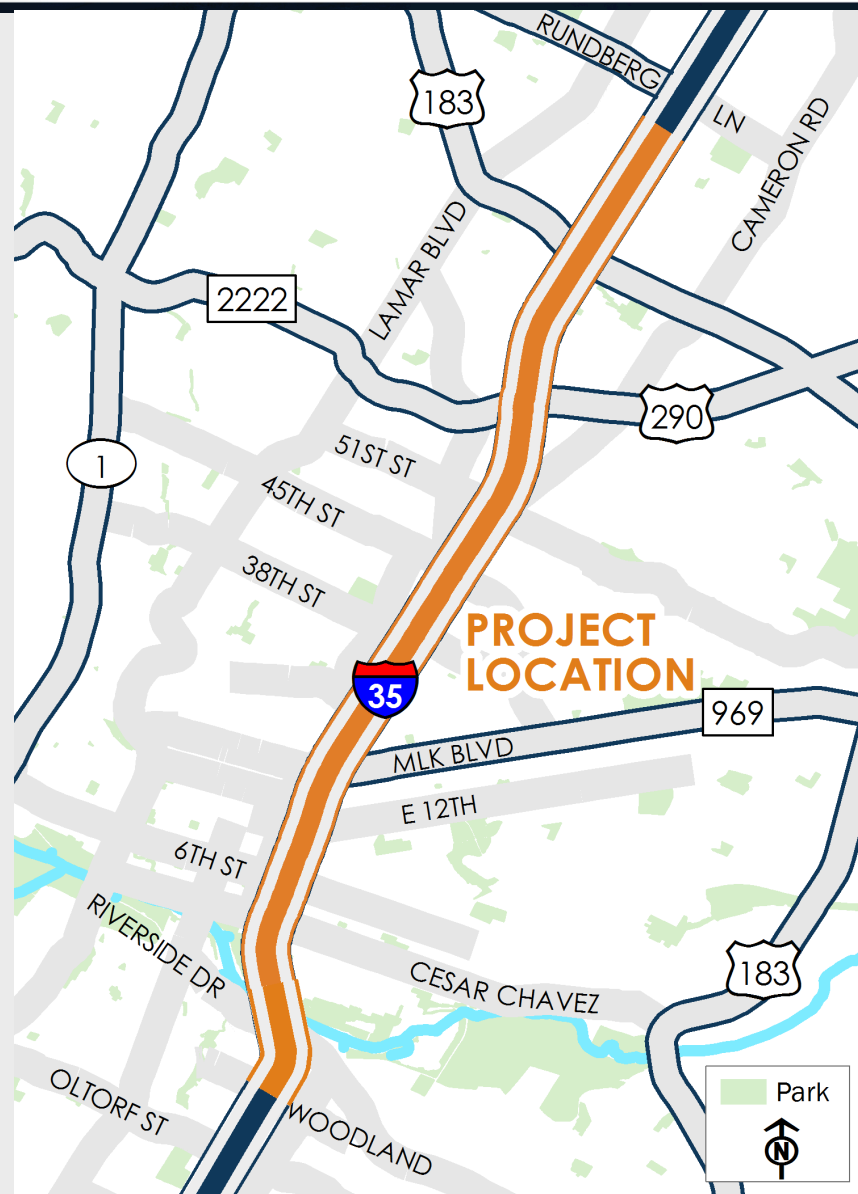
Bridge bents in Austin shall complement the texture, form, shape and architectural details of the bents at I-35 and Ben White Boulevard. Opaque sealers and Texas Seal shall not be applied to new bent construction. Refer to Table 3.1 for bent aesthetic types.

BENT TYPES	FIGURE
Hammerhead	3.1
Multi-Column	3.2
Inverted "T"	3.3
Inverted "T", Multi-Column	3.4
Straddle	3.5
Cantilever	3.6

Table 3.1: Bridge Bent Matrix

Fig. 3.1: Typical Hammerhead Bent
Fig. 3.2: Multi-Column Bent with Rectangular "Longhorn" Column
Fig. 3.3: Inverted "T" Bent, with "Longhorn" Column and Five Star Bent Cap
Fig. 3.4: Inverted "T", Multi-Column Bent, with Square "Longhorn" Column and Five Point Star Bent Cap
Fig. 3.5: Straddle Bent with "Longhorn" Column
Fig. 3.6: Cantilever Bent to Match Aesthetics of Existing Bent Figure 3.1

24 AESTHETIC GUIDELINES - AUSTIN



- Partnerships and coordination must be ongoing
- Creating long-term working relationships is crucial to successful project delivery
- Congestion is a regional issue, not an agency issue
- Cooperation is needed to deliver regional mobility solutions



Stay involved:

Web: www.My35.org/Capital

Facebook: www.facebook.com/TxDOT

Twitter: @TxDOTAustin

Email: info@mobility35.org

