

Questions	Responses
<p>What is the purpose of this program?</p>	<p>The purpose is to identify effective short- and medium-term strategies to improve mobility and connectivity for all modes of transportation along the IH-35 corridor in Austin. Using past IH-35 studies as background and parallel efforts by partnering agencies, an evaluation team is working with stakeholders and constituent agencies to gain a more complete understanding of the challenges we face, and improvements that can be made. The comments and ideas gathered through this program will provide the partnering agencies involved with a framework for future improvement projects.</p>
<p>Why evaluate IH-35?</p>	<p>Not only is the IH-35 corridor notoriously the most congested in the Austin area, but it ranks as one of the most congested on state and national surveys. It is therefore important to evaluate safety as well as operational, environmental and aesthetic issues to better serve the many needs of Austin and area residents.</p>
<p>How does this program differ from prior IH-35 studies or TxDOT efforts on My35.com?</p>	<p>Unlike past corridor studies of IH-35 which focused on large scale, long-term improvements, this program will pursue short to mid-term projects. These projects will improve the functional capacity of existing roadways without requiring significant additional right of way (land acquired by the public for roadway use) or incurring substantial costs. This program focuses on improving corridor mobility and connectivity, and incorporates parallel efforts such as the City of Austin transportation plan and solutions identified by My35.com.</p>
<p>What is corridor mobility and connectivity?</p>	<p>Corridor mobility refers to increased capacity of people to use the IH-35 Corridor. This refers not only to IH-35 main lanes but includes frontage roads and cross streets and pedestrian/bike pathways. It also refers to the use of different modes of mobility such as walking, biking, carpooling, buses and trains.</p> <p>Corridor connectivity refers to the connection of the IH-35 main lanes and frontage roads with the surrounding streets and pathways as well as adjoining land uses. Major highways by their very nature act as barriers to cross movement and care must be taken to balance through mobility with cross mobility.</p>
<p>Why is the City of Austin leading the program?</p>	<p>The City of Austin is working as a proactive partner with other local, state, and federal agencies in this program since benefits generated from outcomes will most affect Austin’s citizens.</p>
<p>Who is involved?</p>	<p>The program involves all affected local, state, and federal agencies with a stake in implementing improvements on IH-35. Primary partnering agencies include:</p> <ul style="list-style-type: none"> • City of Austin • Texas Department of Transportation • Federal Highway Administration • Central Texas Regional Mobility Authority • Capital Metro • Hays, Travis, and Williamson counties • Texas Transportation Institute <p>Additionally, all affected associations, jurisdictions, employers, and neighborhoods are encouraged as stakeholders to participate in this collaborative process of identifying the problems and solutions, and reviewing and offering comment on outcomes and findings as the evaluation progresses. To participate go to: http://www.austinstrategicmobility.com/corridors/i-35/</p>

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What are the program limits?	The limits are from William Cannon on the south to Hwy 290E on the north. The limits also include affected streets and intersections crossing and approaching IH-35 to the east and west.
What is the schedule?	The program began in August 2011 and will conclude around February 2012. Initial solutions were identified in December 2011 so that opportunities for early adoption can be considered by partnering agencies.
What is meant by short- and medium- term solutions?	<ul style="list-style-type: none"> • Short-term improvements are those which can be implemented in a 2 to 3 year timeframe • Medium-term solutions are those which can be implemented within 4 to 6 years
When will improvements happen?	This program only identifies a plan for implementation. Pending availability of funding and agency interest, improvements may be implemented as early as 2013. More complex solutions may require 8 to 10 years to implement.
Who pays for the improvements?	Since IH-35 is an internationally significant highway, funding for these improvements may be provided by any combination of Federal, State and local agencies through existing and future funding and revenue resources. Low-cost solutions which can be funded sooner rather than later will likely receive a higher ranking when they are evaluated.
Who will most benefit?	Benefits of each solution will vary based on the specific problem it addresses. The program will examine benefits to local and thru traffic, to cross traffic, to transit patrons and carpoolers, to bicyclists and pedestrians, to residents, activity centers and businesses, and to the broader population of greater Austin who use this corridor in a variety of ways. Interstate travelers and regional commuters will also benefit from enhanced traffic flow.
Why haven't prior solutions from other plans been implemented?	Past planning activities have largely focused on long-range traffic capacity needs that often required major reconstruction, right-of-way, and many years to fund and implement. For these reasons prior studies were not widely supported by Austin residents and did not bring affected agencies closer to a recommended course of action. This locally sponsored program strives to imagine what can be accomplished with modest changes that influence how the corridor operates, what it looks like, and how it can best serve the many different constituents who use it or are affected by it daily. Specifically, the process is engaging the Austin community in ideas that can be supported and implemented sooner rather than later.
How can I submit a problem or send a suggestion?	The sponsor for this study is Gary Schatz with the City of Austin: Gary Schatz, P.E. , Project Sponsor Email: Transportation@austintexas.gov You can submit a problem or suggestion by going to the following website: http://www.austinstrategicmobility.com/corridors/i-35/
How will environmental issues be addressed?	Identified solutions at this early stage are reviewed against a checklist of environmental measures frequently considered for transportation improvements. If the solution is considered feasible and does not create major negative impacts, it will be recommended for further environmental analysis and public input in a future programmed project.
Will improvements consider pedestrian, bicycle and transit needs?	Yes, both along and across the corridor.
What criteria will be used to screen ideas?	Criteria will focus on benefits and impacts, including operational, safety, sustainability, and livability measures. Public and agency stakeholders play a role in both the selection of criteria and in recommended outcomes.

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Where can I get more information?	The following program website: http://www.austinstrategicmobility.com/corridors/i-35/ provides more information and is regularly updated on the progress of program activities. Information can also be obtained by contacting: Karla Villalon, Austin Transportation Department Email: Transportation@austintexas.gov