

ONLY “INFEASIBLE” IN AUSTIN?

Driving the Reconnect Austin design for I-35 is the idea of stacking the frontage roads (in the form of a boulevard) on top of the highway’s main lanes. TxDOT claims that there are “technically infeasible” elements to the Reconnect Austin proposal, particularly the frontage road configuration. These are not necessarily “technically infeasible,” since many of these designs have been used in other cities. As cities across the country face the same issue – a highway that cuts through a bustling urban area and negatively impacts the urban environment – more and more cities are considering what can be done.



Like many New York City streets, Park Avenue is a cap over part of the extensive subway system.



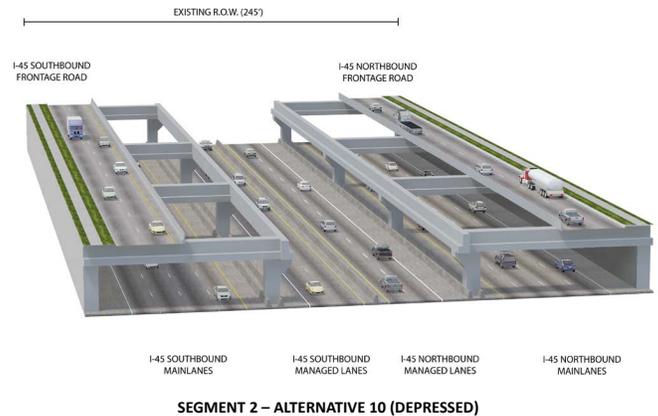
Wacker Drive is a double-deck configuration, featuring a city street above and uninterrupted traffic flow beneath.



Boston’s “Big Dig” separated highway throughput from calmer local traffic.



Seattle’s Alaskan Way Viaduct is currently being reconstructed as a multi-level transportation system with downtown bypass routes, improved waterfront access, and increased east/west connections.



In Houston, an effort to add capacity to Interstate 45 includes a stacked configuration alternative proposed by TxDOT.

Other “infeasible” elements include boulevard capacity, minimal or no interim ramping, utility placement, and the east/west grade change between 8th and 11th streets. In fact, these are all solved with our proposed frontage road and cross street configuration. The I-35 corridor *can* be designed to carry throughput, reconnect the street grid, unlock new real estate, and provide safe transportation for all users. The community and TxDOT must simply decide to do it.

For more information, visit www.ReconnectAustin.com or email reconnectaustin@gmail.com