

I-35 Northern Stitches RE-ENGAGEMENT Meeting

9.29.2025 (Updated 10.2.2025)

AGENDA

- Welcome & Introductions
- Purpose of Tonight's Meeting & Project Background
- Area Context
- Current TxDOT Design
- Our (draft) Goals & Principles
- CapMetro Red Line Station Location Options
- Possible Stitch Options
- Precedent Images
- NEXT STEPS/2025 TIMELINE

PURPOSE OF TONIGHT'S MEETING

Re-engage advocates for the “Northern Stitches” to lead a positive community process that ultimately results in our defining several, community-preferred stitch options for the area near of 41st St/Wilshire Blvd and CapMetro’s Red Line & Red Line Parkway crossings.

These stitch options will then be communicated to TxDOT for its consideration before the end of the year.

BACKGROUND:

Pre-2024:

- TxDOT's I-35 Capital Express Project – generational impact
- Accelerated, city-wide land use changes toward density
- *Our Future 35* planning effort for Caps & Stitches for both Downtown and Northern areas
- Red Line Parkway
- CapMetro's Red Line Commuter Rail

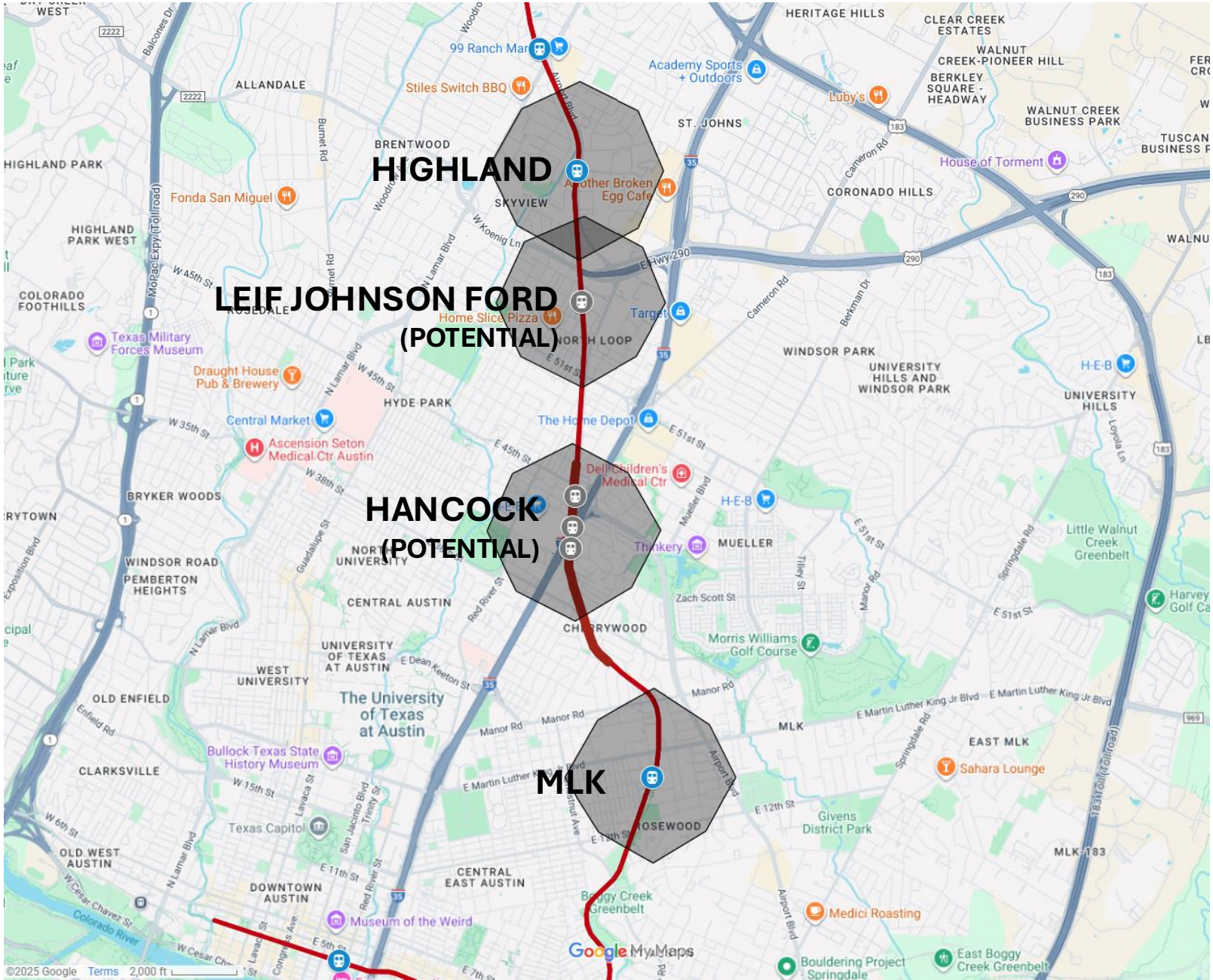
2024:

- Hancock-Cherrywood's "DAT" (AIA Design Assistance Team) process
- Funding scenarios for the stitches, and Council discussions

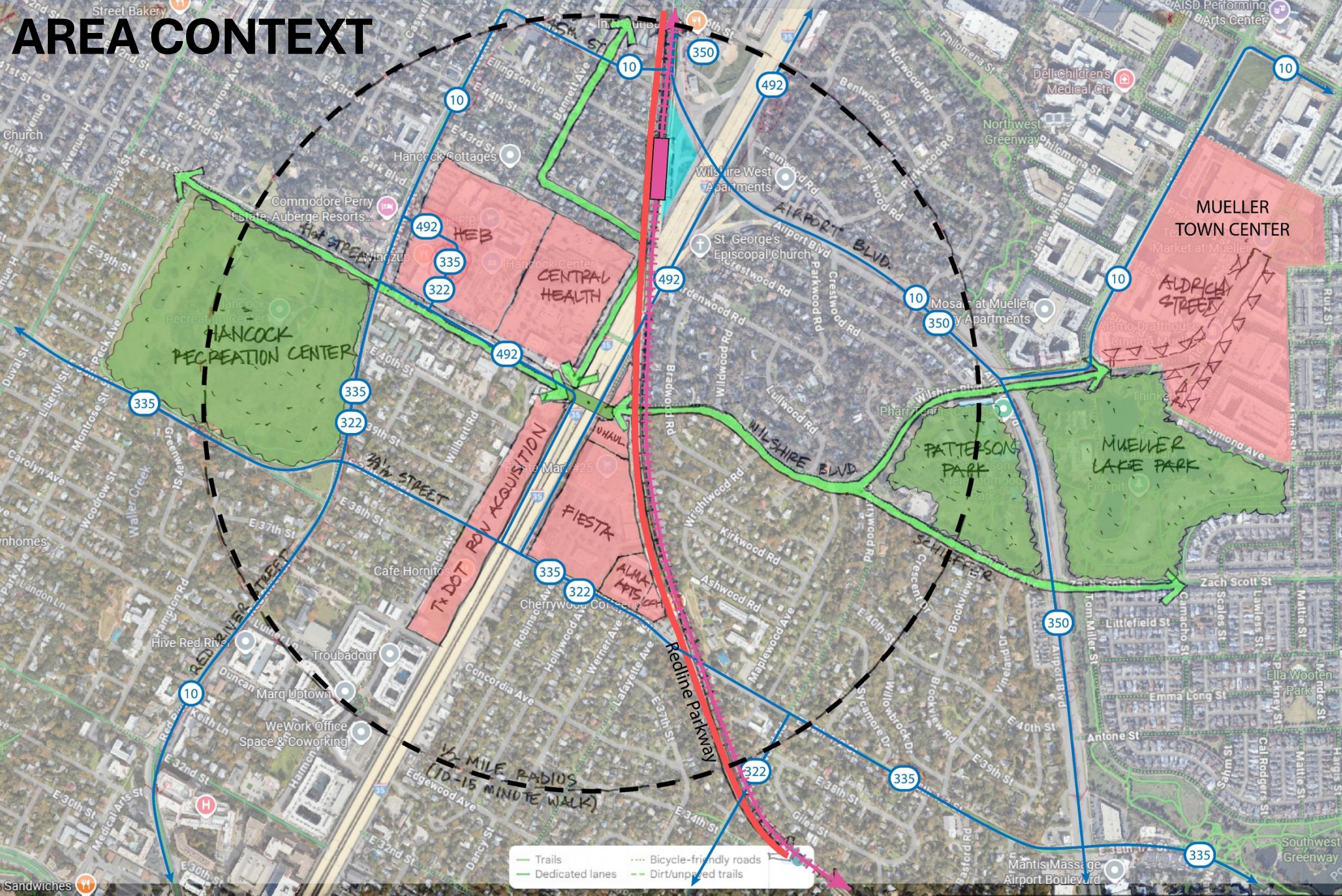
2025:

- **May 2025 Council Resolution for the City to engage the community to provide preferred options for the location and configuration of:** "...***Two 300-foot stitches from 41 St Street to the Red Line or a contiguous equivalent within the cost parameters set herein and with the intent to connect Red Line Parkway, the East Avenue Trail, and 41 St Street, ensuring viable space for future buildings and trees, and subject to further refinement with the community.***"
- **June 2025: Hancock-Cherrywood DAT Final Report**

AREA CONTEXT: Existing & Potential Red Line Stations

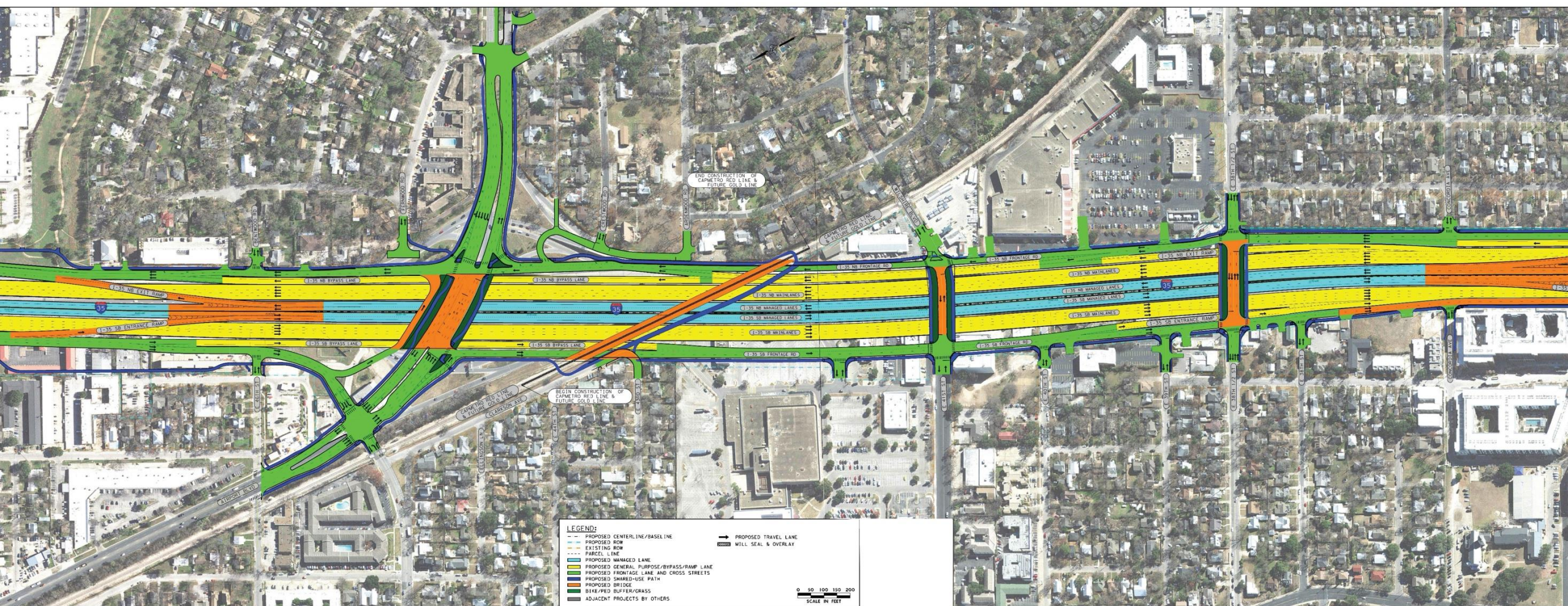


AREA CONTEXT



TxDOT CURRENT DESIGN,

showing only those “roadway” improvements that TxDOT is funding (8.2025)



PLANNING & DESIGN PRINCIPLES FOR THE STITCHES:

Locate and "size" the new stitches to **maximize and enhance east-west connectivity** that:

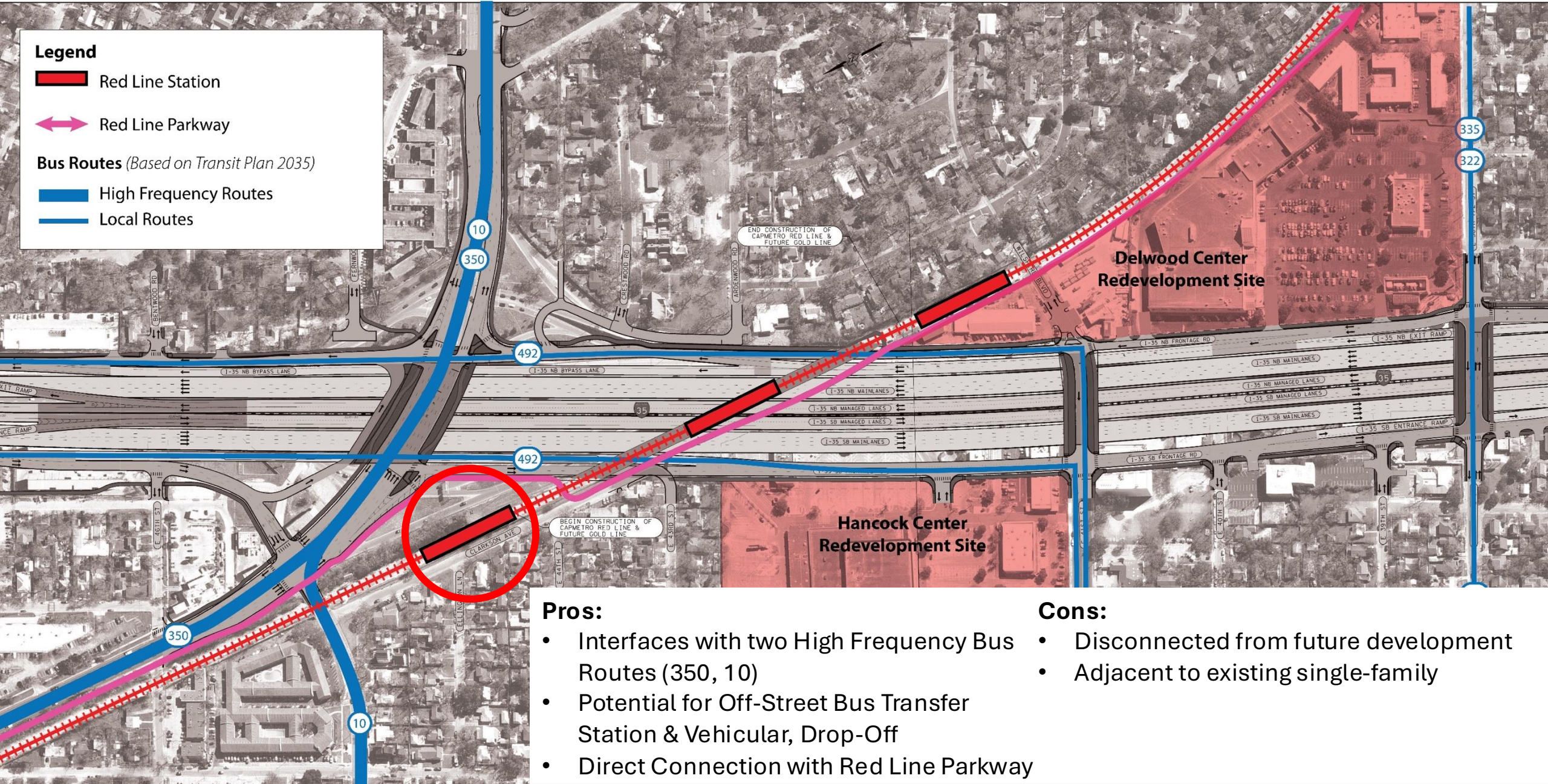
- Reconnects communities,
- Creates and connects future redevelopment opportunities, including local businesses and small vendors,
- Creates new community spaces and facilities, and
- Minimizes human interaction with the freeway below...

...all through **excellent urban design** that provides high benefits for the cost, i.e., is fiscally-responsible, highly-constructible and maintainable.

KEY GOALS:

- Improve and enhance both east-west and north-south connectivity, with well-designed bicycle and pedestrian infrastructure lined with shade trees and wayfinding. (Provide for separated bike and ped pathways, as possible.)
- Introduce the potential for new land uses in this area that are transit and pedestrian-oriented, including new civic facilities and outdoor gathering.
- Provide last-mile connectivity for the future rail station, ie, create it as a mobility hub.
- Ensure that a future rail station in this area does not preclude one at the Leif Johnson Ford / Travis County Tax Office site.
- Integrate best practices of urban design and environmental responsibility to deliver a beautiful and sustainable urban landscape that creates high-quality pathways and beloved community places.

Red Line Station Options: Clarkson Ave Station



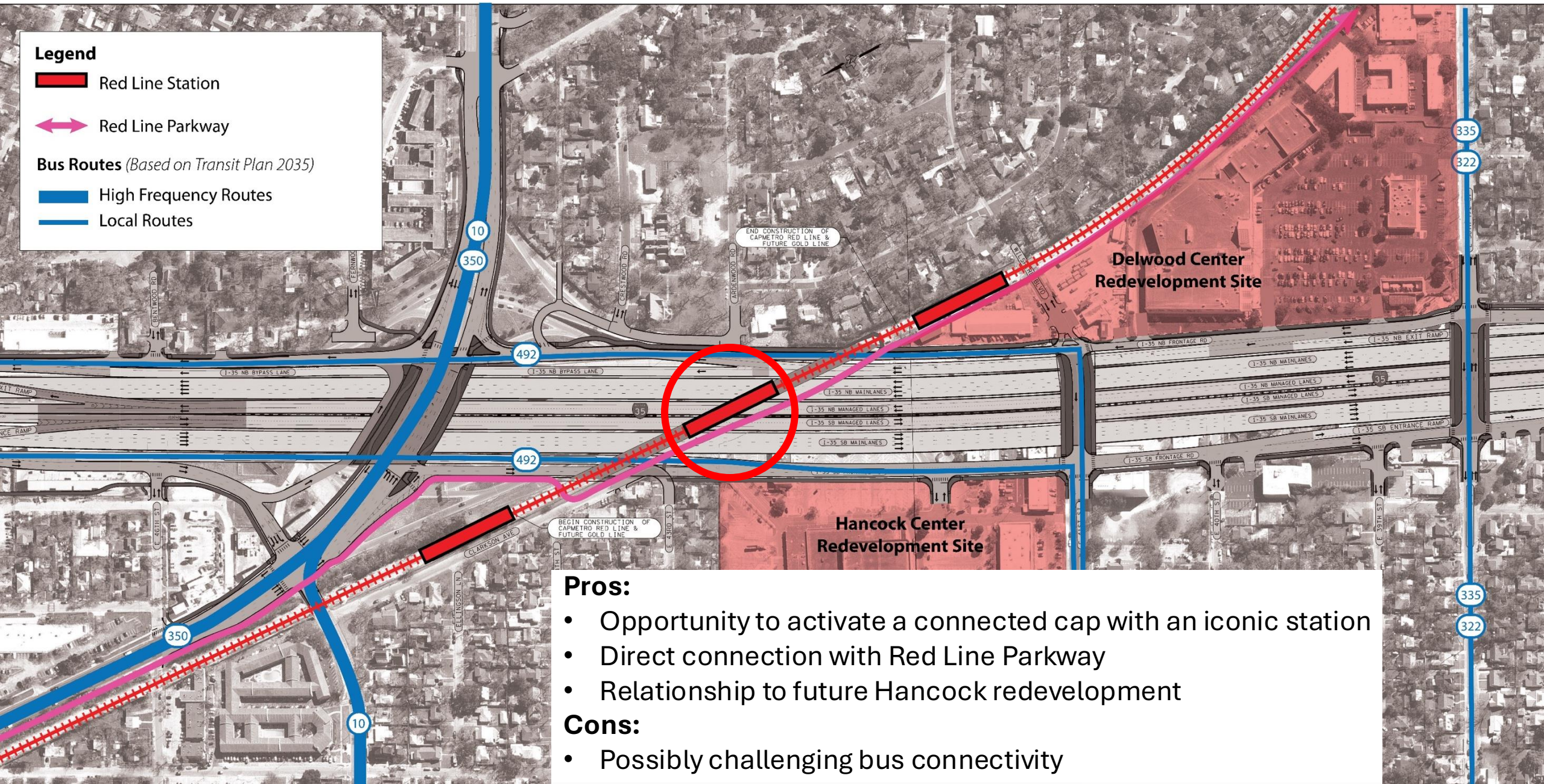
Pros:

- Interfaces with two High Frequency Bus Routes (350, 10)
- Potential for Off-Street Bus Transfer Station & Vehicular, Drop-Off
- Direct Connection with Red Line Parkway

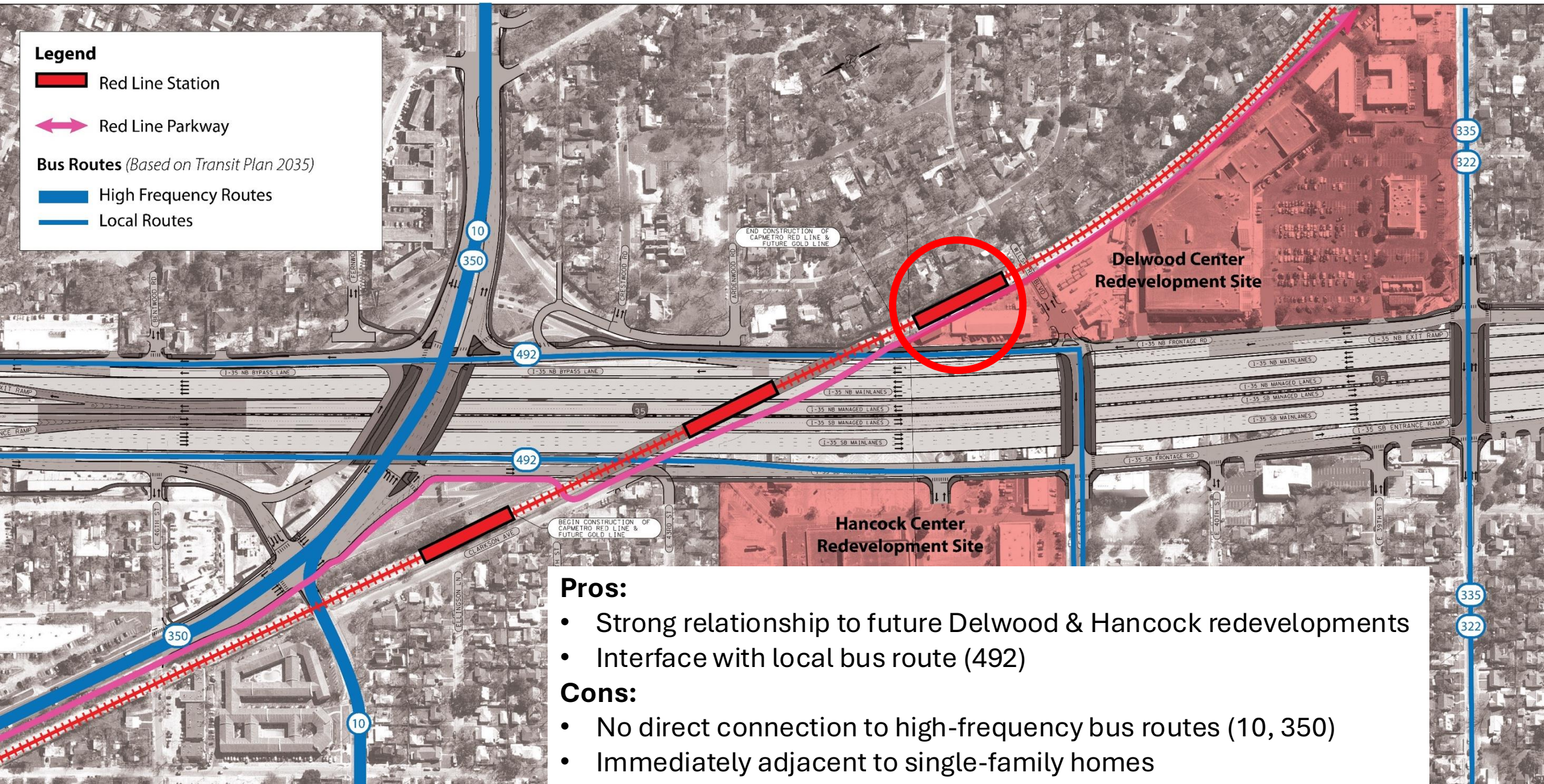
Cons:

- Disconnected from future development
- Adjacent to existing single-family

Red Line Station Options: Rail Bridge Station



Red Line Station Options: Wilshire Blvd Station



Pros:

- Strong relationship to future Delwood & Hancock redevelopments
- Interface with local bus route (492)

Cons:

- No direct connection to high-frequency bus routes (10, 350)
- Immediately adjacent to single-family homes

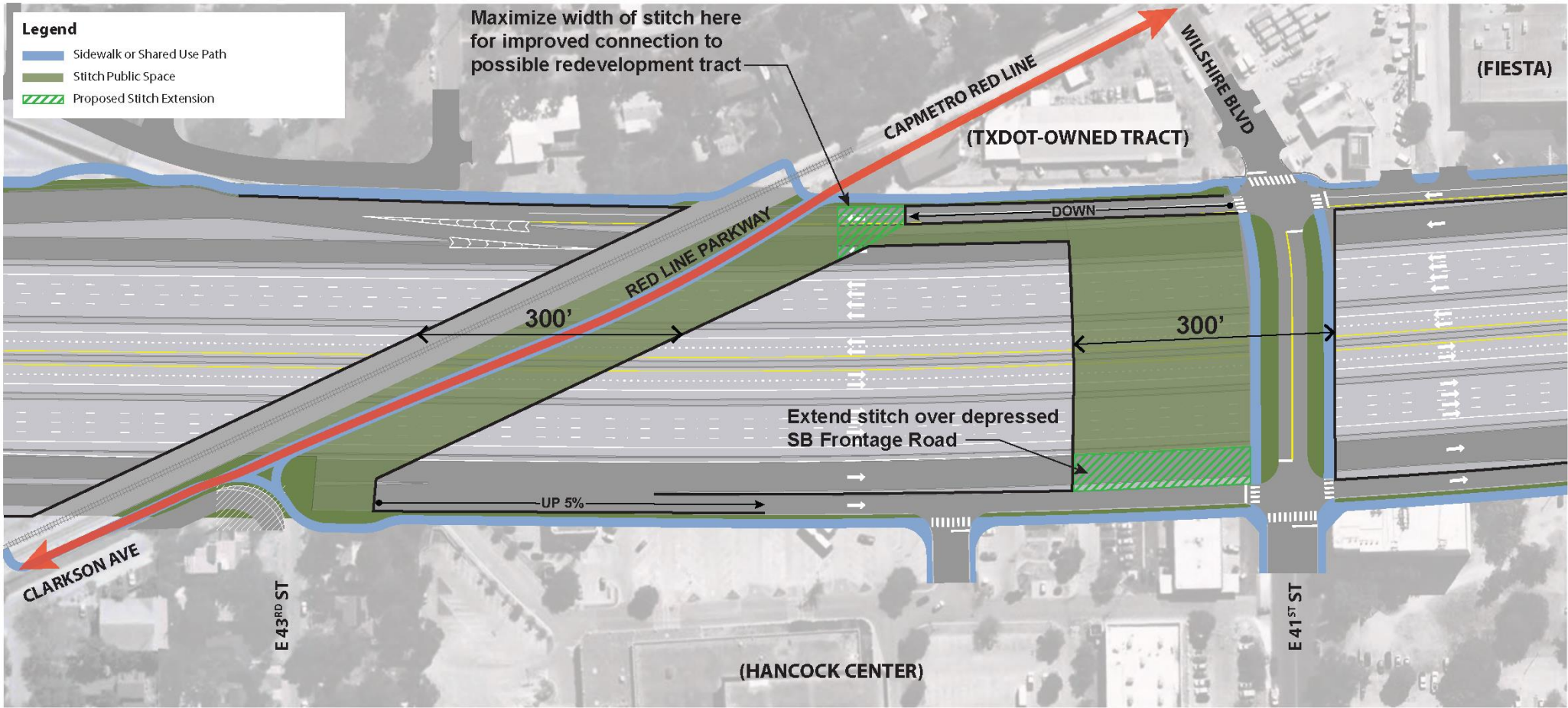
POSSIBLE STITCH OPTIONS

OPTION A: I-35 NORTHERN STITCHES STUDY

(9.19.2025 TxDOT Study, with Community-Proposed Refinements)

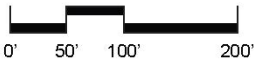
- **Stitch 1: Red Line Railway + Red Line Parkway**
- **Stitch 2: Expands 41st St Bridge on its North Side**

NOTE: All alternatives are under review by TxDOT; there are ongoing feasibility discussions taking place.



NOTES:

- Any stitch exceeding 300' (as measured in direction of I-35 travel) requires a special ventilation study to be conducted by TxDOT to confirm its feasibility.
- The six options described herein do not depict CapMetro rail station locations or improved designs for landscaped frontage road improvements, "Pergola Walkway" improvements, bridge improvements.

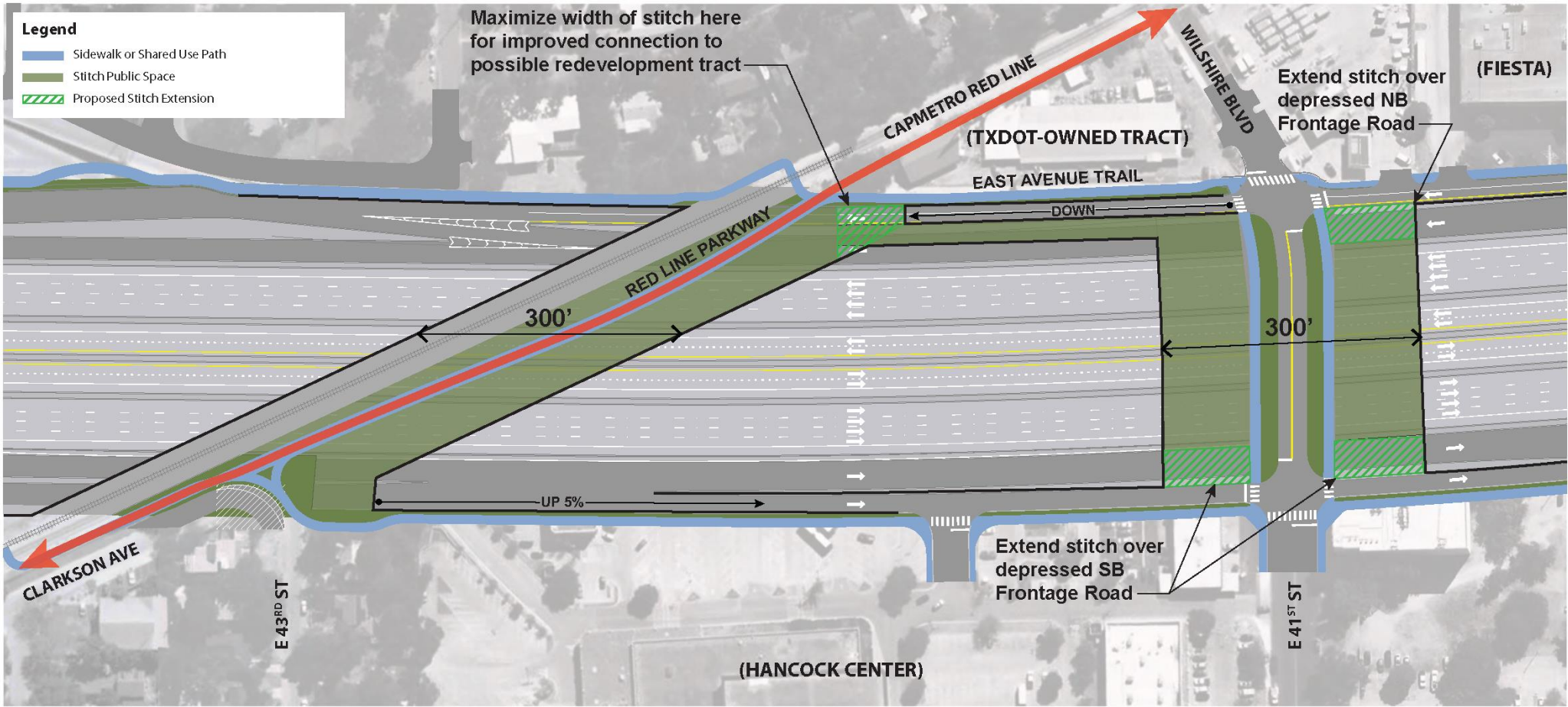


OPTION B: I-35 NORTHERN STITCHES STUDY

(9.19.2025 TxDOT Study, with Community-Proposed Refinements)

- **Stitch 1: Red Line Railway + Red Line Parkway**
- **Stitch 2: Expands 41st St Bridge on Both its North & South Sides**

NOTE: All alternatives are under review by TxDOT; there are ongoing feasibility discussions taking place.



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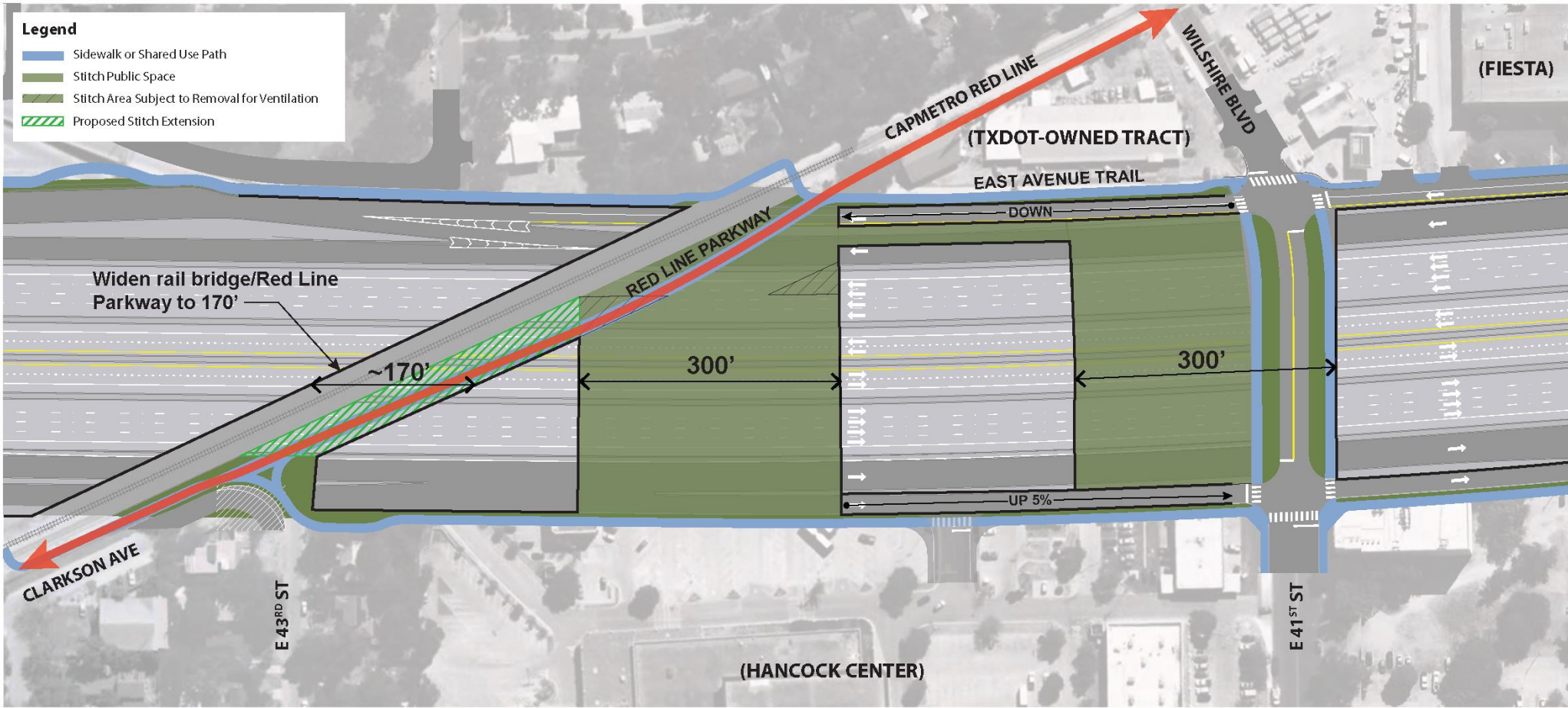


OPTION C: I-35 NORTHERN STITCHES STUDY

(9.19.2025 TxDOT Study, with Community-Proposed Refinements)

- **Stitch 1: Red Line Railway + Red Line Parkway** (with reduced length)
- **Stitch 2: Expands 41st St Bridge on its South Side**
- **Stitch 3: Contiguous with Hancock Center Site**

NOTE: All alternatives are under review by TxDOT; there are ongoing feasibility discussions taking place.



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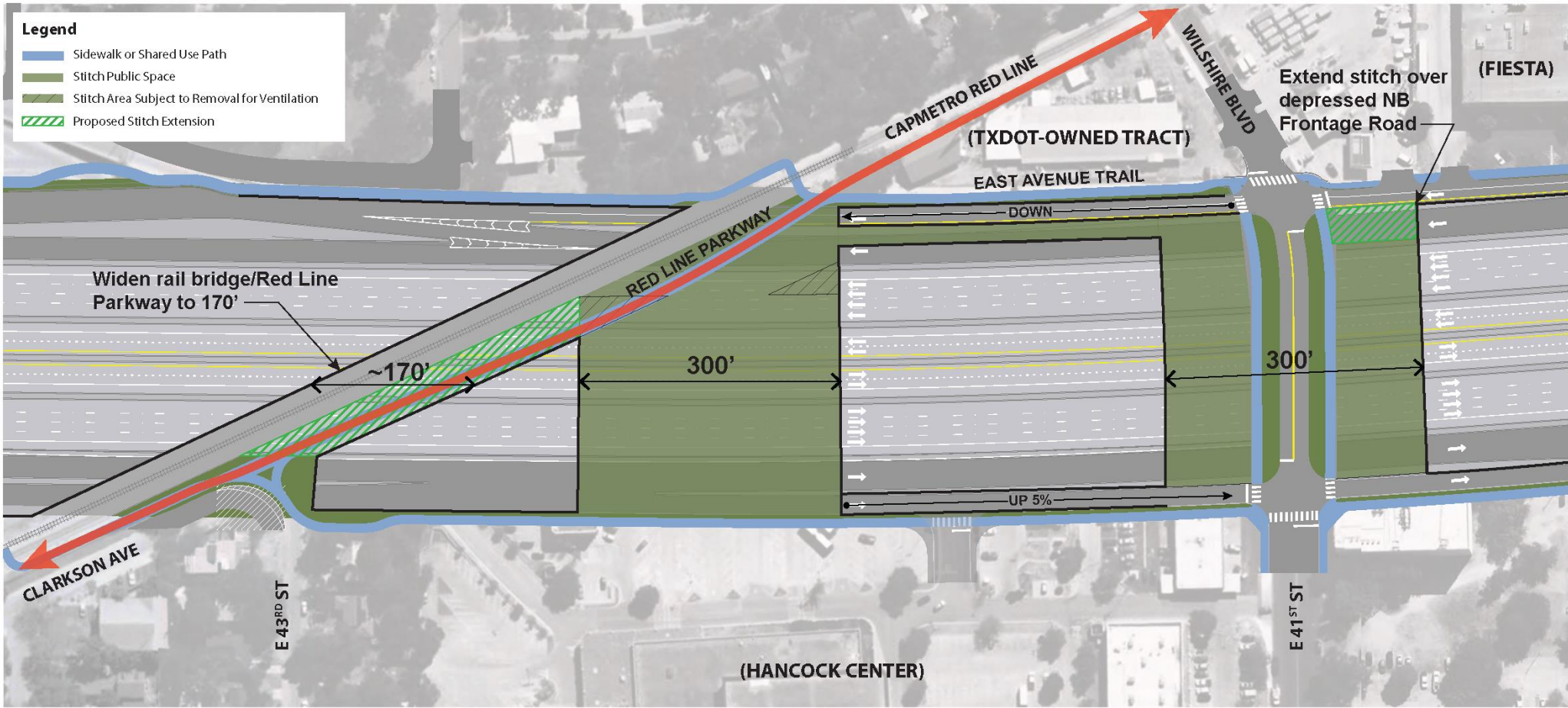


OPTION D: I-35 NORTHERN STITCHES STUDY

(9.19.2025 TxDOT Study, with Community-Proposed Refinements)

- **Stitch 1: Red Line Railway + Red Line Parkway** (with reduced length)
- **Stitch 2: Expands 41st St Bridge on Both its North & South Sides**
- **Stitch 3: Connects to Hancock Center Site**

NOTE: All alternatives are under review by TxDOT; there are ongoing feasibility discussions taking place.



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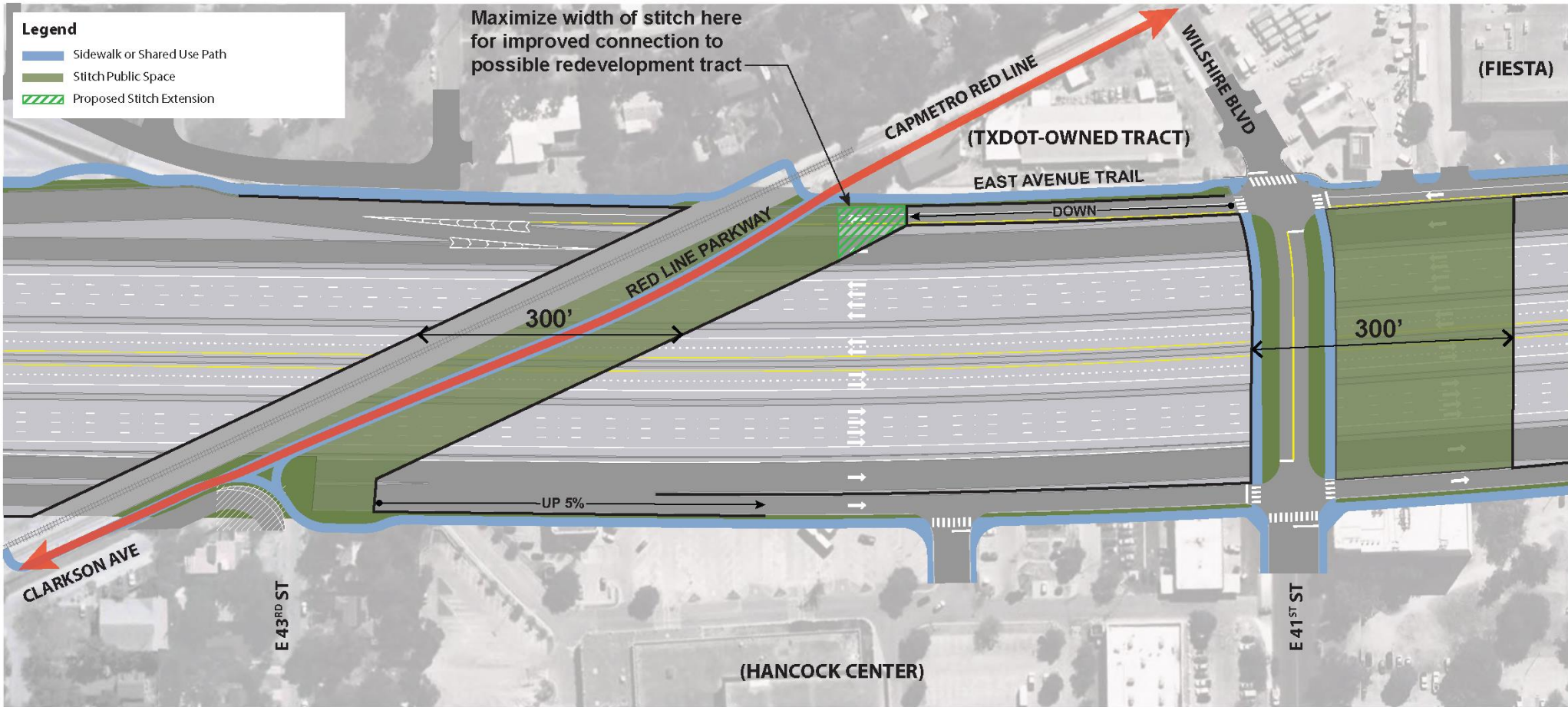


OPTION E: I-35 NORTHERN STITCHES STUDY

(9.29.2025 Community-Proposed Option)

- **Stitch 1: Red Line Railway + Red Line Parkway**
- **Stitch 2: Expands 41st St Bridge on its North Side**
- **Stitch 3: Connects to Hancock Center Site**

NOTE: All alternatives are under review by TxDOT; there are ongoing feasibility discussions taking place.



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OPTION F: I-35 NORTHERN STITCHES STUDY

(9.29.2025 Community-Proposed Option)

Curvilinear Design, that connects:

- **Stitch 1: Red Line Railway + Red Line Parkway**
- **Stitch 2: Expanded 41st St Bridge**
- **Stitch 3: Hancock Center Site**

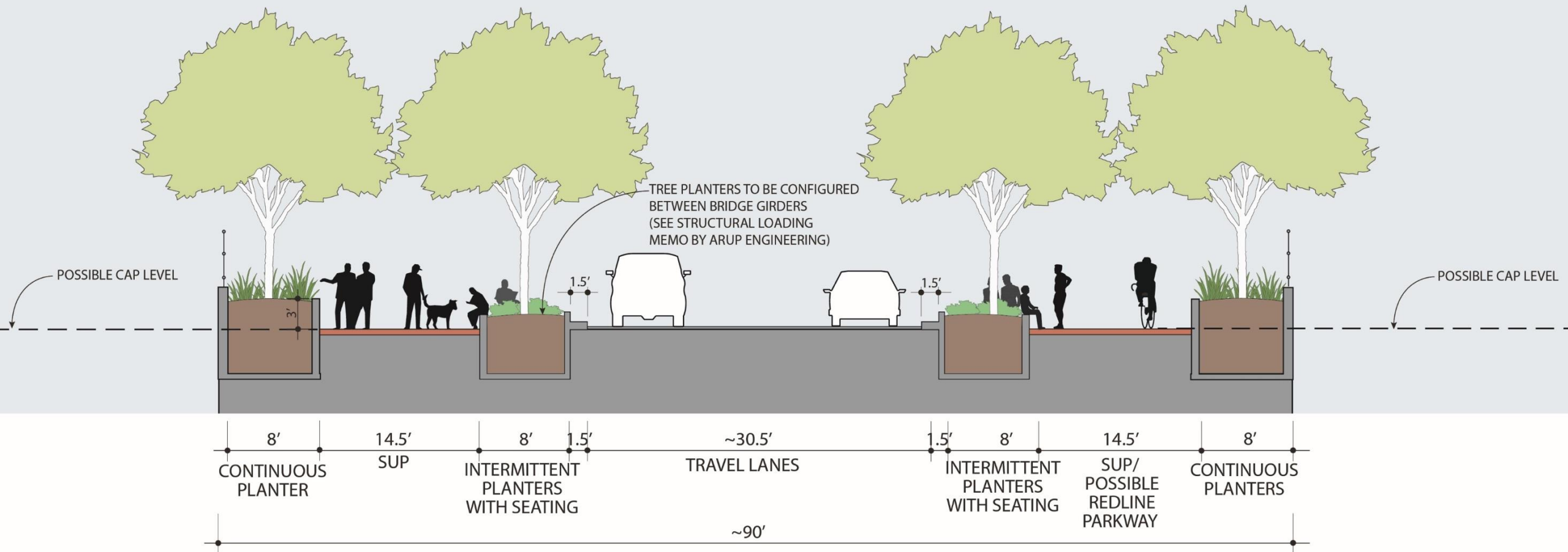
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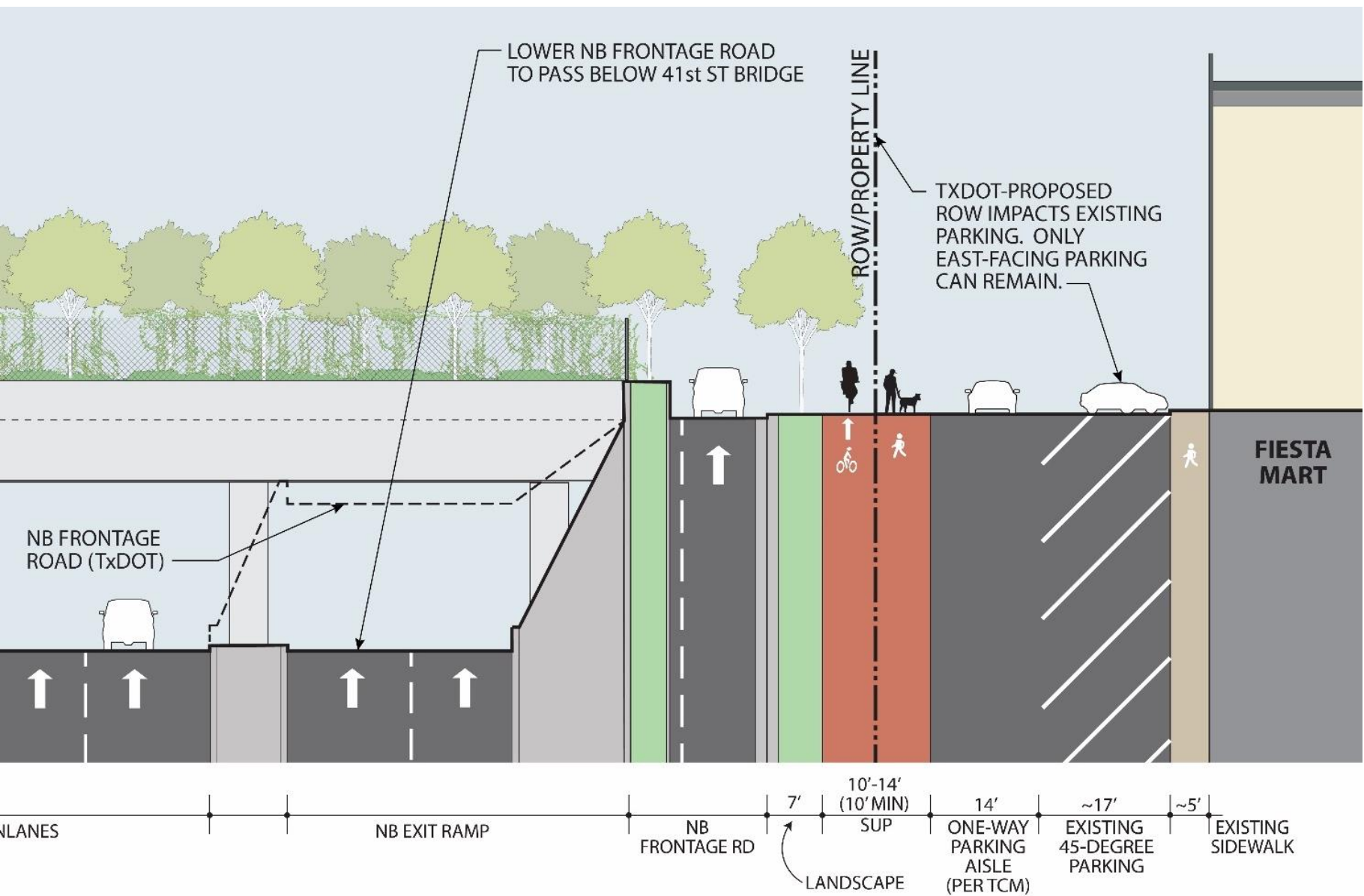
Section at New 41st St Bridge: Improved Design Proposal, providing trees along edges of bridge and between roadway and shared-use path (SUP)



Section South of New 41st St Bridge, Looking North: Improved Design Proposal, keeping northbound frontage road (NBFR) at street level until its descent north of 41st St



Enlargement of Section South of New 41st St Bridge, showing preferred northbound, single-lane frontage road at street level, with trees and SUP

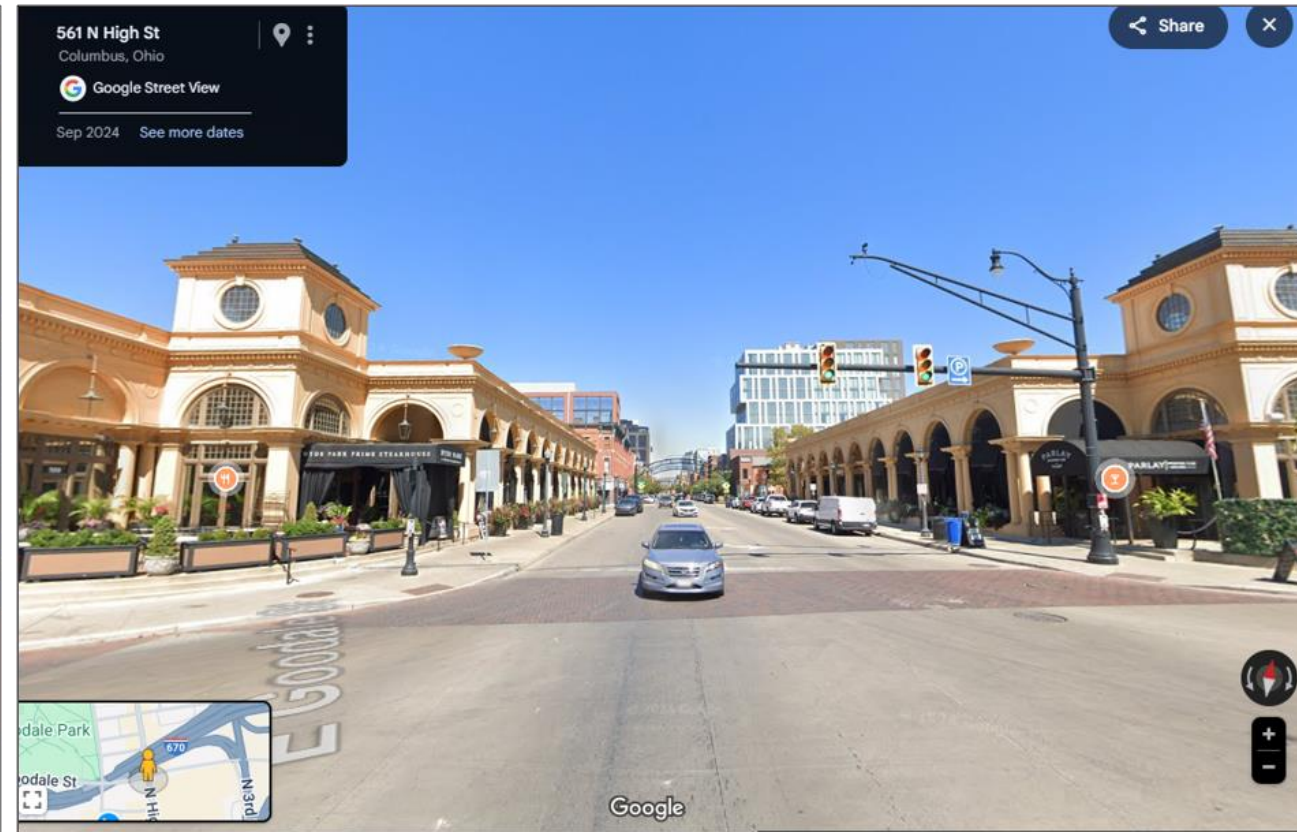


PRECEDENTS

“Pergola Walkway” Precedents, for narrow bike/ped connections between stitches



41st St Precedents: High Street in Columbus, OH



41st St Precedents: Fifth Street Plaza – Atlanta, GA



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41st St Precedents: I-70 Cover Park, Denver, CO



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PROGRAMMING & ACTIVITIES: Klyde Warren Park, Dallas: Before & After



Klyde Warren Park, Dallas: Public Art



Klyde Warren Park, Dallas: Gathering Spaces



Klyde Warren Park, Dallas: Restaurant Pavilion



Klyde Warren Park, Dallas: Children's Playground



Possible Community Center with Live Music Venue & Beer Garden?



NEXT STEPS/2025 TIMELINE:

By Mid-October: With City staff, finalize a plan of action to engage the community.

By Mid-November: Conduct Community Meeting to define the community-preferred stitch options for the area of 41st St and Red Line Tail & Red Line Parkway Trail crossing. City will evaluate community-proposed options and will make final recommendation to TxDOT

By Mid- December: City communicates the stitch options, along with principles, goals, sketches, precedents, etc.