



IH 35 PEL Study Public Workshop Summary and Analysis Report – November 2011



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1. Introduction

In September 2011, the Alamo Regional Mobility Authority (Alamo RMA) and Texas Department of Transportation (TxDOT) began the IH 35 Planning and Environmental Linkages (PEL) Study to identify transportation needs and potential improvements for IH 35 from Hubertus Road/FM 1103 in Schertz to the intersection with IH 37/US 281 in downtown San Antonio, and for Loop 410 from IH 35 on the north side of San Antonio east to IH 10. The PEL Study area is shown in **Figure 1-1** below.

Figure 1-1: IH 35 PEL Study Area



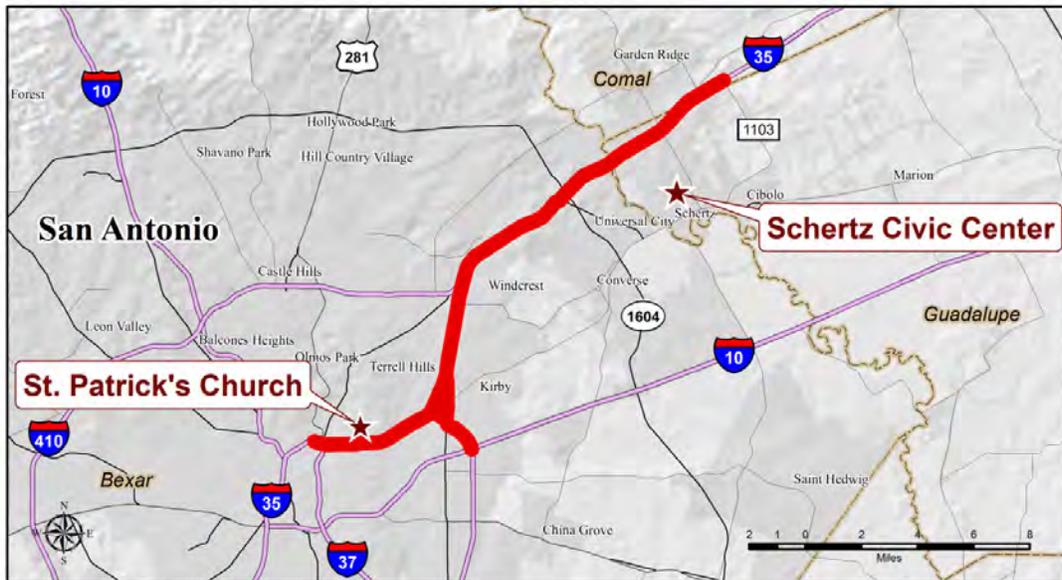
Previous planning studies, including the 1996 Northeast (IH 35) Corridor Major Investment Study (MIS), have identified a need for transportation improvements along this section of IH 35. However, none of these efforts has advanced to the environmental study process, which identifies specific improvements to be implemented. The PEL Study will draw from these previous efforts, as well as new technical analyses and public and agency participation, to develop proposed solutions (draft alternatives) to be carried forward into a more detailed National Environmental Policy Act (NEPA) study in late 2012.

Re-engaging the public and agencies in the planning process will be a key element of the IH 35 PEL Study. As part of the public and agency participation process, the Alamo RMA and TxDOT formed a Technical Advisory Committee (TAC) and Community Advisory Committee (CAC) to provide advice and recommendations regarding transportation needs and proposed improvements for IH 35 within the study area. These committees held their first meetings on October 31, 2011 and November 9, 2011, respectively, where members provided input regarding the problems, needs, and goals previously identified in the 1996 MIS.

Following the TAC and CAC meetings, the Alamo RMA and TxDOT hosted two public workshops in November 2011 to introduce the IH 35 PEL study to the public and gather input on the previously identified problems, needs, and proposed solutions within the study area. The workshop locations, dates, and times, as shown in **Table 1-1** and **Figure 1-2**, were selected to provide convenient access for residents and workers throughout the study area, as well as for travelers on both the northbound and southbound sides of IH 35.

Table 1-1: IH 35 PEL Study November 2011 Public Workshop Schedule	
Date/Time	Location
Wednesday, November 16, 2011 5:30 PM – 8:00 PM	St. Patrick’s Church Community Center 1114 Willow St. San Antonio, Texas 78208
Thursday, November 17, 2011 5:30 PM – 8:00 PM	Schertz Civic Center 1400 Schertz Pkwy., Bldg. 5 Schertz, Texas 78154

Figure 1-2: IH 35 PEL Study November 2011 Public Workshop Locations



The following summary provides a brief description of these public workshops and discusses the input received through the process.

2. Public Workshop Advertising

The IH 35 PEL Study public workshops were advertised using both traditional and non-traditional media, including the following:

- Seven legal notices (including English and Spanish language notices) ran in the *San Antonio Express-News*, the *New Braunfels Herald-Zeitung*, and *La Prensa* 30 days and 10 days prior to the November 16, 2011 public workshop (see **Table 2-1** for specific publication dates);
- Three display ads ran in the *San Antonio Express-News*, the *New Braunfels Herald-Zeitung*, and *La Prensa* three to five days before the first workshop on November 16, 2011 (see **Table 2-1** for specific publication dates);
- Over 200 one-page flyers (including English and Spanish versions) were printed and distributed at National Night Out and Government Hill Alliance events held on October 4, 2011 and November 10, 2011, respectively, as well as at the IH 35 PEL TAC and CAC meetings held on October 31, 2011 and November 9, 2011, respectively; electronic copies were also mailed to the City of Schertz on October 4, 2011 and to the Government Hill Neighborhood Association on November 10, 2011 for email distribution;
- Public workshop dates, times, and locations were posted on the IH 35 PEL Study website at www.timefor35.com, the TxDOT website at www.txdot.gov, the IH 35 PEL Study Facebook page at www.Facebook.com/TimeFor35, and the IH 35 PEL Twitter page at www.Twitter.com/TimeFor35 two weeks prior to the November 16, 2011 meeting;
- The Alamo RMA emailed a media release to television, print, and newspaper media in the area on November 15, 2011, and followed up with a reminder the day of the workshops;
- The Alamo RMA provided interviews with the *San Antonio Express-News* and *Texas Public Radio*, which both ran stories on the public workshops on November 14, 2011;
- The Schertz Civic Center included a free public workshop announcement in its November 2011 magazine;
- Portable dynamic message signs were placed on the northbound side of IH 35 near the Walters Street Bridge and on the southbound side of IH 35 near Retama Parkway to advertise the workshops and the Time for 35 website; the signs ran workshop-related messages from Thursday, November 10, 2011 through Thursday, November 17, 2011; and
- Directional signs were placed in various locations around each public workshop facility to help participants locate the facility and to generate additional local awareness of the event.

Table 2-1: November 2011 Public Workshop Newspaper Advertisements

Newspaper	Advertisement Type	Publication Date
<i>San Antonio Express-News</i>	English Legal Notice	Sunday, October 17, 2011
<i>New Braunfels Herald-Zeitung</i>	English Legal Notice	Sunday, October 17, 2011
<i>La Prensa</i>	Spanish Legal Notice	Sunday, October 17, 2011
<i>La Prensa</i>	Spanish Legal Notice (Correction)*	Wednesday, October 19, 2011
<i>San Antonio Express-News</i>	English Legal Notice	Sunday, November 6, 2011
<i>New Braunfels Herald-Zeitung</i>	English Legal Notice	Sunday, November 6, 2011
<i>La Prensa</i>	Spanish Legal Notice	Sunday, November 6, 2011
<i>San Antonio Express-News</i>	English Display Ad	Friday, November 11, 2011
<i>New Braunfels Herald-Zeitung</i>	English Display Ad	Thursday, November 10, 2011
<i>La Prensa</i>	Spanish Display Ad	Sunday, November 13, 2011

* Note: This legal notice was run as a correction to the October 16, 2011 legal notice, which included an error in the study area description.

Copies of the advertisements, flyers, online postings, press release and interview articles, real estate signs, and portable dynamic message signs are included in **Appendix A**.

3. Public Workshop Attendance

Excluding IH 35 PEL Study staff, fifty-one people participated in the November 16, 2011 public workshop at St. Patrick’s Community Center and sixty people participated in the November 17, 2011 public workshop at the Schertz Civic Center, bringing the total workshop attendance to 111. Participants represented a wide range of interests and included private citizens, members of community organizations, city and county elected officials and staff, and other local transportation organizations. Copies of the sign-in sheets from both workshops are included in **Appendix B**.

4. Public Workshop Format and Materials

Both public workshops utilized an open-house format, which allowed members of the public to arrive, view exhibits and handouts, ask questions of staff, and provide comments any time between 5:30 PM and 8:00 PM. The exhibits and materials were identical for both workshops, and were designed to correspond with a workshop layout that included ten distinct stations. IH 35 PEL Study team members, comprised of TxDOT and Alamo RMA staff and consultants, were available at each station to provide information and answer questions from the public.

The ten stations are described below, in the order that they were intended to be viewed by the public.

Station 1: Welcome

At this station members of the public could sign in, learn about the workshop format, and receive introductory materials. It included a “Welcome” display board, an IH 35 PEL Study banner, sign-in sheets, a “Welcome” handout that described the various stations, and a public comment form handout. Additionally, Spanish-language handouts were available upon request.

Station 2: Live and Work Exercise

This station was comprised of a map entitled, “Show Where You Live and Work,” where project staff provided workshop attendees with colored dots and asked them to place a yellow dot where they live and a purple dot where they work. The intent of this station was to generate thoughts and discussions about how people use and interact with the transportation system, as well as to help project staff understand the public workshop participants’ perspectives and the types of input that they provide.

Station 3: IH 35 Planning and Environmental Linkages Study Process

This station was intended to introduce the IH 35 PEL study to the public. It displayed five exhibits, including IH 35 PEL Regional and Study area maps, two text boards describing what a planning and environmental linkages study is and why it is being done for IH 35, and one graphic display board showing the general IH 35 PEL Study process. Staff was also available to walk workshop participants through the process, answer questions, and help distribute a study process handout and a “Frequently Asked Questions” handout.

Station 4: What Are the Problems on IH 35?

This station had two purposes: (1) to provide information about the population growth and traffic conditions that have prompted planners to consider improvements to IH 35 in the study area; and (2) to gather feedback from the public on previously-identified problems in the study area and any additional problems that should be considered in the current IH 35 PEL Study efforts.

The first part of this station had four exhibits, including a graphic display board showing historical population growth in Bexar, Comal, and Guadalupe Counties, a graphic display board showing examples of Levels of Service A-F, and two maps showing average daily traffic counts and current levels of service on IH 35 in the study area. Planning staff were available to answer questions and help distribute an “IH 35 Facts” handout.

The second part of this station included four exhibits. The first exhibit showed the problem statement from the 1996 MIS, while the other three exhibits listed the problems identified in the 1996 MIS and by members of the IH 35 PEL TAC and CAC. Staff provided ten colored dots to workshop participants and asked them to place green dots next to the items that they believe are problems, and red dots next to those they do not believe are problems. Participants could place most or all of their dots on one item, if desired, or disperse them among a number of

different items. They were also encouraged to visit the “Comments” station (Station 10) to submit any additional problems that they did not see on the original list.

Station 5: Near Term Improvements

This station was staffed by engineers and planners from the TxDOT-San Antonio District. It was intended to provide workshop participants with information about interim IH 35 improvements that are underway or planned for the near-term, as well as how Proposition 12 bond funds will be used.

Station 6: Court Reporter

This station offered an opportunity for meeting participants to provide their comments verbally. A court reporter was available to transcribe the comments, which have been documented in the project record.

Station 7: What Do You Think IH 35 Needs?

This station was intended to gather feedback from the public on the previously-identified needs and goals for IH 35, as well as the types of proposed solutions that should be considered in the future.

The first part of the station included three text exhibits describing what a need and purpose statement is and listing the need statement and goals identified in the 1996 MIS. The second part of the station was interactive, and included two exhibits listing various types of solutions to be considered. Project staff were available to answer questions and distribute ten colored dots to meeting participants. Participants were asked to place green dots next to those solutions that they believe are needed, and red dots next to those that they do not believe are needed. They could place most or all of their dots on one item, if desired, or disperse them among a number of different items. They were also encouraged to visit the “Comments” station (Station 10, to be discussed later) to submit any additional solutions that they did not see on the original list.

Station 8: Make the Time

This station offered an opportunity for meeting participants to document their comments on video. Project staff set up the video equipment, and were available to provide technical assistance and video release forms to any individuals who wished to provide feedback in this manner.

Station 9: IH 35 Corridor Map

This interactive station consisted of large IH 35 PEL Study area maps laid out on tables. Meeting attendees were encouraged to use markers to note problem areas and proposed solutions on the maps. Project engineers, planners, and Geographic Information Systems (GIS) staff were available to answer any questions.

Station 10: Comments

This station provided two tables and a comment box for meeting participants to complete and submit their comment forms, if desired. Large sticky notes and markers were also available at this station for participants to write any additional problems or proposed solutions that they would like to be considered during the study process. The sticky notes could then be affixed to a “comment wall” for other participants to see. Project staff collected all written comments from the comment box and comment wall at the end of each workshop, and documented them in the project record.

Figure 4-1 shows the general layout of both public workshops, while **Table 4-1** lists all of the materials presented. Copies of all materials, as well as example photos from the workshops are included **Appendix C**.

Figure 4-1: General Layout of the IH 35 PEL Study November 2011 Public Workshops

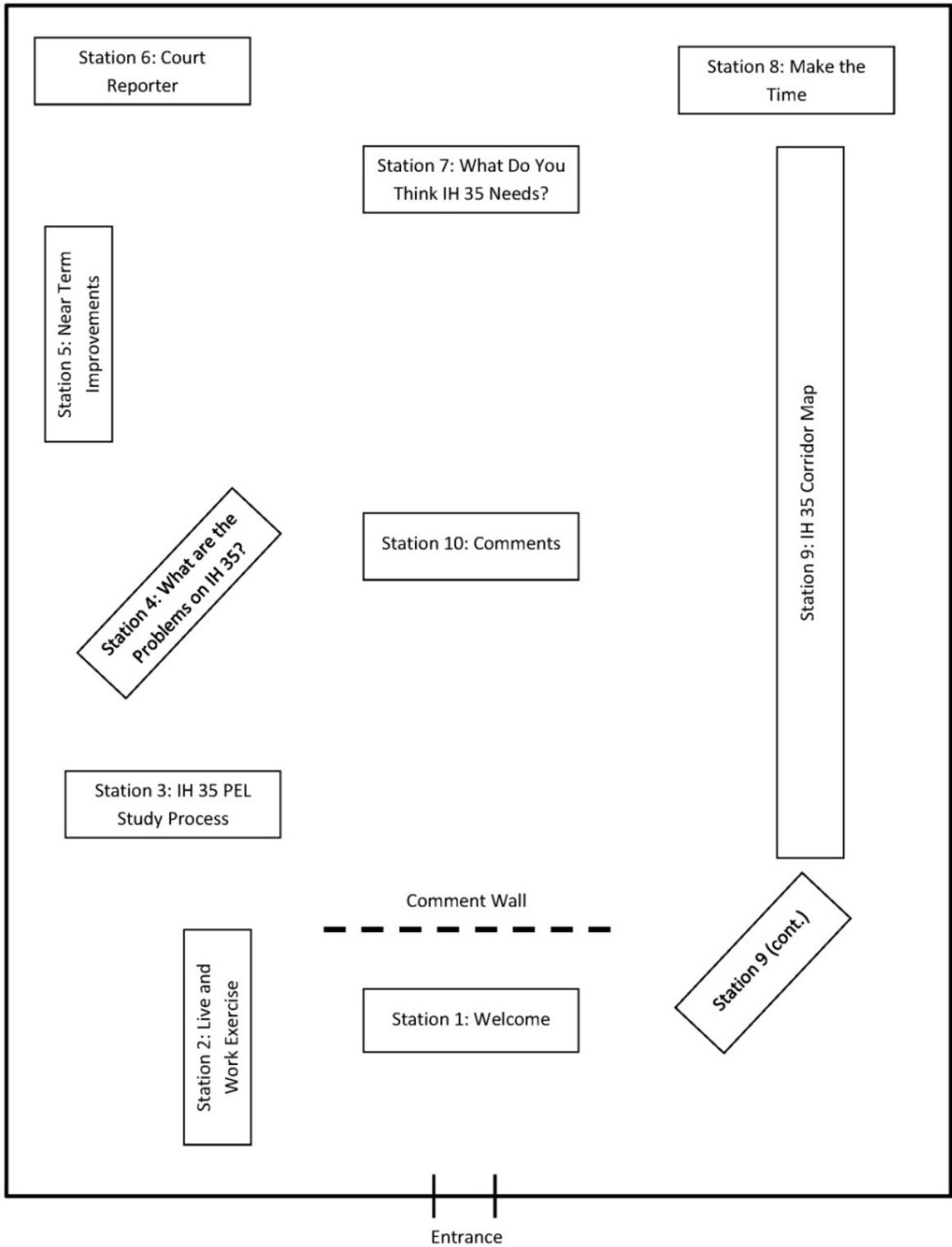


Table 4-1: November 2011 Public Workshop Materials

Station	Type	Title
Station 1: Welcome	Text Exhibit	Welcome
	Handout	Welcome Guide
	Handout	Comment Form
	Handouts	All Spanish Handouts Available Upon Request (IH 35 PEL Frequently Asked Questions, IH 35 PEL Study Process, IH 35 Facts, Comment Form)
Station 2: Live and Work Exercise	Map Exhibit	Show Where You Live and Work
Station 3: IH 35 PEL Study Process	Map Exhibit	IH 35 Planning and Environmental Linkages Study Regional Area Map
	Map Exhibit	IH 35 Planning and Environmental Linkages Study Area Map
	Text Exhibit	What is a Planning and Environmental Linkages (PEL) Study?
	Text Exhibit	Why Do a Planning and Environmental Linkages (PEL) Study for IH 35?
	Graphic Exhibit	IH 35 PEL Study Process
	Handout	IH 35 PEL Frequently Asked Questions
	Handout	IH 35 PEL Study Process
Station 4: What Are the Problems on IH 35?	Graphic Exhibit	Population Growth in Bexar, Comal, and Guadalupe Counties (1990-2010)
	Graphic Exhibit	What is Level of Service?
	Map Exhibit	Current Operating Conditions (Level of Service)
	Map Exhibit	Current Traffic Data (2010 Average Daily Traffic)
	Handout	IH 35 Facts
	Text Exhibit	Problem Statement Identified in the Northeast IH 35 Corridor 1996 Major Investment Study

Table 4-1: November 2011 Public Workshop Materials

Station	Type	Title
Station 4: What Are the Problems on IH 35? (cont.)	Interactive Text Exhibit	Problems Previously Identified in the IH 35 PEL Study Area (Exhibit 1)
	Interactive Text Exhibit	Problems Previously Identified in the IH 35 PEL Study Area (Exhibit 2)
	Interactive Text Exhibit	Problems Previously Identified in the IH 35 PEL Study Area (Exhibit 3)
Station 5: Near Term Improvements	Map Exhibit	IH 35: Upcoming Short-Term Improvements
Station 7: What Do You Think IH 35 Needs?	Text Exhibit	What is a Need and Purpose Statement?
	Text Exhibit	Needs Statement Identified in the Northeast IH 35 Corridor 1996 Major Investment Study
	Text Exhibit	Goals Identified in the Northeast IH 35 Corridor 1996 Major Investment Study
	Interactive Text Exhibit	What Solutions Do You Think Are Needed on IH 35? (Exhibit 1)
	Interactive Text Exhibit	What Solutions Do You Think Are Needed on IH 35? (Exhibit 2)
Station 8: Make the Time	Release Form	IH 35 PEL Study Video Comment Release Form
Station 9: IH 35 Corridor Map	Interactive Roll Plot Map	US 281/IH 37 to IH 410 East
	Interactive Roll Plot Map	IH 410 East to IH 410 West
	Interactive Roll Plot Map	IH 410 West to Loop 1604
	Interactive Roll Plot Map	Loop 1604 to Schertz Parkway
	Interactive Roll Plot Map	Schertz Parkway to FM 1103
	Interactive Roll Plot Map	IH 410 East to IH 10

5. Public Workshop Comments

The official public comment period for the November 2011 public workshops opened on November 16, 2011 and ended on November 28, 2011. Members of the public could provide comments through a variety of methods, including the following:

- Dropping a written comment in the public workshop comment box at Station 10;
- Providing a verbal comment to the court reporter at Station 6;
- Writing a comment on a sticky note and affixing it to the comment wall at Station 10;
- Writing a comment on the large scroll maps at Station 9;
- Leaving a video comment at Station 8;
- Participating in the interactive problems and solutions dot exercises at Stations 4 and 7;
- Mailing a written comment to the Alamo RMA, ATTN: IH 35 PEL, 601 NW Loop 410, Suite 410, San Antonio, Texas 78216;
- Submitting a comment through the website at www.Timefor35.org;
- Emailing a comment to IH35@AlamoRMA.org; and
- Faxing a comment to (210) 495-5403

Table 5-1 shows the number of comment submissions by workshop (where applicable) and method in which they were submitted.

Table 5-1: Comment Submissions for the IH 35 PEL Study November 2011 Public Workshops			
Submission Method	November 16th Workshop	November 17th Workshop	Total
Comment Drop Box Forms	14	2	16
Court Reporter Transcriptions	16	3	19
Email Submissions	NA	NA	1
Sticky Notes	17	8	25
Large Scroll Map Comments (Station 9)	64	39	103
Problems Identification Dots (Station 4)	112	240	352
Solutions Identification Dots (Station 7)	136	163	299
Video Comment	NA	NA	0
Website Comment Form Submission	NA	NA	0
Letters	NA	NA	0
Faxes	NA	NA	0

Many of the comments submitted during the public workshops provided feedback about the existing problems on IH 35. As previously mentioned in **Section 4**, the exhibits displayed at the public workshops listed a compilation of problems identified from the 1996 MIS and from the TAC and CAC members. Workshop participants could provide input on these problems through the colored dot exercise at Station 4, by submitting a sticky note or comment, and/or by marking on the scroll maps. Feedback obtained at the workshops and through public comments generally confirmed that many problems previously identified in the MIS are still present in the corridor. Most notably, there is agreement among those submitting comments on the following problems:

- Traffic demand exceeds capacity on IH 35 and the adjacent local street system;
- Conflicts between local and thru traffic on Loop 410 and IH 35;
- Poor traffic flow at both interchanges between IH 35 and Loop 410;
- High number of trucks using the corridor; and
- Congestion increases the potential for accidents.

Public workshop input also indicated agreement with the following additional problems identified by the TAC and CAC:

- Single-lane exit ramps are not adequate for today's traffic volumes;
- Choke points exist throughout the corridor; and
- There is inadequate storage for both exit lanes and merging lanes.

Public workshop participants did not generally agree that limited bicycle/pedestrian facilities within the corridor is a problem, though there appeared to be some site-specific locations where residents would support improved bicycle/pedestrian facilities and access. Participants also did not generally agree that lack of transit options or coverage in the corridor is a problem. However, a small group of participants believed that there is a need for more transportation choices, mass transit, and for better integration with the overall transit system.

In addition to providing feedback regarding the previously identified problems, public workshop participants also provided more specific comments on the following:

- Need to address traffic bottlenecks and merging issues at specific interchanges;
- Need for design, safety, and operational improvements such as adding, eliminating, or improving direct connections and left-lane exits, addressing ramp lengths and curve angles, and adding signage and traffic barriers;
- Concerns about air pollution and potential impacts to historic districts and neighborhoods;
- Concerns related to drainage, flooding, and sidewalk/driveway issues along the IH 35 frontage roads, particularly in the Government Hill area.

In addition to problem identification, many public comments also included feedback about proposed solutions. Station 7 at the public workshops displayed a list of several types of proposed solutions for consideration by the public. This list was intended to provide a broad range of options that the public might be interested in evaluating as part of the IH 35 PEL Study, including some that were studied as part of the 1996 MIS. Workshop participants could provide input on these proposed solutions through the colored dot exercise at this station and/or by submitting a sticky note or comment. Feedback obtained from workshop participants indicated that there is general support for the following types of solutions:

- Additional main lanes;
- Improvements to connecting facilities;
- Design and safety improvements; and
- Designated truck lanes.

There also seemed to be considerable support for High Occupancy Vehicle (HOV) lanes, though this support was somewhat counterbalanced by a fair amount of opposition as well. Workshop participants did not generally support bicycle/pedestrian facilities or improved bus service as a solution. However,

as with the problems identification input, there appeared to be some specific locations or situations where residents would support improved bicycle/pedestrian facilities and transit improvements and connections.

Public workshop participants also provided more specific suggestions regarding proposed solutions, including, but not limited to the following:

- Focus on addressing major traffic bottlenecks and choke points in the corridor;
- Implement design, safety, and operational improvements such as adding, eliminating, or improving direct connections and left-lane exits, addressing ramp lengths and curve angles, adding signage and traffic barriers, addressing merging lane issues, adding turn-around lanes, widening/improving overpasses and underpasses, and modifying entrance/exit ramps;
- Consider expanded transit, bus, and pedestrian options that are better integrated with the overall transportation system;
- Consider a managed lane;
- Consider widening the access roads; and
- Focus on mass passenger and freight transit as a priority.

Additional general feedback was also provided regarding issues to consider during the IH 35 PEL Study process and ultimate project implementation, including, but not limited to the following:

- Consider expanding the IH 35 PEL Study area north to Solms Road to account for additional housing and employment growth in that area;
- Consider potential impacts to historical areas of IH 35;
- Consider potential impacts to neighborhoods along IH 35, such as right-of-way acquisitions and increased traffic noise;
- Opposition to paying for improvements through tolls or public-private partnerships;
- Desires for TxDOT to be more open and responsive to immediate needs; and
- Desires to improve IH 35 first, therefore preserving rural roads, farms, historic areas, U.S. trails, and greenspace elsewhere.

Table 5-2 provides a listing of and response codes for all comments received during the official comment period, while **Table 5-3** provides the corresponding responses. Comments are listed verbatim, and are sorted by last name, date, and comment submission type. **Tables 5-4** and **5-5** show the results of the problems and solutions identification exercises conducted at Stations 4 and 7, respectively. Copies of all comments received are included in **Appendix D**.

Table 5-2: Comments and Response Codes for All IH 35 PEL Study November 2011 Public Workshop Comments

Last Name	First Name	Date	Submission Method	Comment Number	Comment	Response Code(s)
Alcoces	John	11/16/11	Court Reporter	46	One of the key things - I've been a leader in the community for many, many years, and on both sides of the highway, from Walters all the way down to Austin Street, it's the frontage. And a lot of people have problems when it rains. It's somewhat of a ditch shaped in front of their homes, and it's a long wide space, so they can't get in and out of their homes.	D
Alcoces	John	11/16/11	Court Reporter	47	We also have problems with a lot of the homes don't have driveways going into their home. It was never built onto the frontage roads.	D
Alcoces	John	11/16/11	Court Reporter	48	The sidewalks are falling apart. We need to take that into concern, you know, will they take on the task of fixing those sidewalks. I know that - because the gentleman down - that we spoke to, he says that's up to the homeowner. I believe it is up to the homeowner from the fence in, but in actuality, it is up to the city, because this is a long distance from there - from the fence to the curb.	E
Alcoces	John	11/16/11	Court Reporter	49	If you see the - I know I can't say feet, maybe about 30 feet, 35 feet - when they built the highway, they took out two blocks, and what was left on each side was half a block and half a block in front of the homes right now. And these people have always had problems. I have my aunt that lived over by Benton. She had problems too with the frontage road. So we've got to figure out how do we resolved that particular issue. Okay. A lot of people are jumping curbs to get into their homes. We need to figure out how do we lower the curbs so they can get into their property.	D

Table 5-2: Comments and Response Codes for All IH 35 PEL Study November 2011 Public Workshop Comments

Last Name	First Name	Date	Submission Method	Comment Number	Comment	Response Code(s)
Allison	James	11/16/11	Comment Form	1	IH 35 from FM 1103 to Loop 1604: going south I see heavy traffic thru Selma and past 1604	A
Allison	James	11/16/11	Comment Form	2	IH 35 from FM 1103 to Loop 1604: going from I 35 to west 410 it is difficult to merge into 410 west traffic congestion and traffic backup occurs near the Perrin-Beitel exit	A
Allison	James	11/16/11	Comment Form	3	IH 35 from FM 1103 to Loop 1604: going north on 35 it is difficult to drive past the incoming traffic from 1604; traffic is heavy and practically stops (bottlenecks) in the Cibolo Creek section	A
Allison	James	11/16/11	Comment Form	4	IH 35 from Loop 1604 to Loop 410W: the current northbound traffic is obviously too heavy (much) for the existing intersection of 35 with 410 West	A
Allison	James	11/16/11	Comment Form	5	When I worked in Austin I would have happily used any commuter train	N
Anderson	Matt	11/16/11	Comment Form	6	Improve facility by concentrating on thru put HOV, managed lanes, additional general purpose lanes. Light rail/transit do not promote thru put. Neither do bicycle, ped facilities.	B
Borel	Mel	11/16/11	Comment Form	7	No tolls or managed lanes	G
Borel	Mel	11/16/11	Court Reporter	50	My two cents worth is, I-35 needs improvement, there's no questions about it, and we ought to seek ways alternatives to do it.	C
Borel	Mel	11/16/11	Court Reporter	51	I don't like any of the alternatives that they've projected here because it involves funding via tolls, and I am opposed to toll roads. And that's all I have to say.	G

Table 5-2: Comments and Response Codes for All IH 35 PEL Study November 2011 Public Workshop Comments

Last Name	First Name	Date	Submission Method	Comment Number	Comment	Response Code(s)
Cardenas	Hortense	11/16/11	Comment Form	8	IH 35 from Loop 410W to IH 37/281: Please fix our sidewalks, check on frontage of our house 1607 N. Pan Am, we have to pay to keep it clean	D
Cardenas	Hortense	11/16/11	Comment Form	9	Our sidewalks need to be fixed badly; It is a huge problem taking out the trash & recycle; the sidewalk is not even so it is a big job for us Seniors.	K
Cardenas	Hortense	11/16/11	Court Reporter	52	Our sidewalks are real bad. I have to take out the trash and recycle, and it's not level. I have to pick it up to put it in and out. If somebody could fix it - They fixed the one on the - by my house, but they can't come to my side. What can we do about that?	K
Dossey	Pat	11/16/11	Court Reporter	53	I am a certified public accountant in the state of Texas. I travel throughout all of San Antonio doing my work - my line of work, and I believe that we may need - we need new additional capacity	B
Dossey	Pat	11/16/11	Court Reporter	54	and I want that to be free lanes, main lanes.	B, G
Dossey	Pat	11/16/11	Court Reporter	55	I do not want toll lanes. Thank you very much.	G
Ducharme	Dennis	11/17/11	Court Reporter	98	I just want to basically say that, yes, we absolutely need to have some planning done;	C
Ducharme	Dennis	11/17/11	Court Reporter	99	however, I am absolutely opposed to toll roads. I think that there should be other ways in order to alleviate the traffic,	G

Table 5-2: Comments and Response Codes for All IH 35 PEL Study November 2011 Public Workshop Comments

Last Name	First Name	Date	Submission Method	Comment Number	Comment	Response Code(s)
Ducharme	Dennis	11/17/11	Court Reporter	100	and there has to be a lot of advanced planning. When the Forum was put in, somebody must have known how much, you know, traffic was going to be generated. That's why they had all of those stores there. People making millions of dollars knew that it was going to generate a lot of traffic. Well, the City should have also known that and should have made some kind of concessions where the owners of those stores would either pay for or help pay for some alternative traffic needs. That's all.	Q
Earl	Wanda	11/16/11	Comment Form	10	How is the integrity of the Historic Part of I35 going to be kept.	F
Earl	Wanda	11/16/11	Comment Form	11	Also NO toll roads in Texas. Thank you.	O
Earl	Wanda	11/16/11	Court Reporter	56	This is a historic neighborhood from Willow Street to New Braunfels Avenue, and a lot of the homes in this area are over 100 years old, historic - they call them historic houses.	F
Earl	Wanda	11/16/11	Court Reporter	57	And when you're coming into San Antonio for the first time, I think that whole area there should be beautified. If the state is going to dig some more holes and make more streets there, they should beautify the area in front of the homes along Pan Am Street, and at least give it a nice presentation. They do that in a lot of cities when you're coming in, except - well, a - well, a lot of cities. But I think San Antonio is such a unique city that something like that would be very impressive for people coming in and going downtown to see the Alamo.	I

Table 5-2: Comments and Response Codes for All IH 35 PEL Study November 2011 Public Workshop Comments

Last Name	First Name	Date	Submission Method	Comment Number	Comment	Response Code(s)
Earl	Wanda	11/16/11	Court Reporter	58	but if something like what they are proposing - what they have proposed is going to take too long, I should - and move the traffic closer to the homes, I think there should be some sort of a sound barrier between the homes and the - and the interstate. I didn't see anything about that. No mention at all.	J
Earl	Wanda	11/16/11	Court Reporter	59	And since the houses are historic, I think that the state should try to check with the Historic Preservation, or whatever they have - of the United States - whatever they are called, and make sure they're not going to damage the area and take away a lot of what is there - what is left there of the historic -	F
Earl	Wanda	11/16/11	Court Reporter	60	Don't forget we have Fort Sam Houston just four or five blocks to the north of the area, and that is one of the oldest forts still left in operation in San Antonio - I mean, in Texas, and that itself is historic. And they have a quadrangle, you know, where they held Geronimo, when he was held captive. I don't know if you knew that or not. So I think that in this particular area, from New Braunfels to Broadway, I guess, it should be given a lot of care, a lot more design and don't take away from the historic part of it.	F
Ellis	Adam	11/16/11	Comment Form	12	Needs managed lanes [same comment for all sections in the study area]	B
Ferris	Pam	11/17/11	Court Reporter	101	The problem is our government has become the mafia and everything is illegal unless they get their cut, and they're using it with transportation right now too.	U

Table 5-2: Comments and Response Codes for All IH 35 PEL Study November 2011 Public Workshop Comments

Last Name	First Name	Date	Submission Method	Comment Number	Comment	Response Code(s)
Ferris	Pam	11/17/11	Court Reporter	102	If they just used our gas taxes to build and maintain the road instead of - like right now our gas taxes are being used in Perry security detail while he's out on his campaign trail. That's not what it's for. But the gas taxes, like every other tax, if it's supposed to go to this entity - if it's supposed to go to education, leave it in an education fund. If it's supposed to go to transportation, leave it in a transportation fund. You know, go ahead and think ahead.	O
Ferris	Pam	11/17/11	Court Reporter	103	I told them one of the reasons why I love San Antonio is because they always thought ahead on their transportation. Whenever they could see an area that was going to grow, they went ahead and expanded the roads or did whatever was - bought it up knowing that there was going to be something in the future, and then they had the money to do it, and it was just inconvenient for the drivers, but at least they were thinking ahead. Nowadays it looks like they do things knowing that it's wrong so that they can come back and redo it at another time where it costs ten times more than it would have cost if they just did it right in the first place. And a lot of things - you know, you can just kind of keep it simple.	U

Table 5-2: Comments and Response Codes for All IH 35 PEL Study November 2011 Public Workshop Comments

Last Name	First Name	Date	Submission Method	Comment Number	Comment	Response Code(s)
Ferris	Pam	11/17/11	Court Reporter	104	Right now at 281 we've known for years that's congested. They've taken the money that could have been in stimulus and built sidewalks and put in lights where they weren't needed instead of using it for the overpasses at 281. They've taken the money that was designated for 281, and now they're going to use it on 35. They've taken the money that was going to be on 1604, and now it's going to be part of the stupid little rail system downtown, \$96 million. How long is that going to be - you know, 10 cents a pop to pay that one back. And that's so stupid.	H
Ferris	Pam	11/17/11	Court Reporter	105	That's part of Agenda 21. They're trying to take Agenda 21 and shove it down every - you know, put it into all kinds of ways. The government is going to try and take our property and basically tell us how to live and where to live and everything else. That's part of this stupid rail system downtown. You know, like how in the hell is that rail system going to get everybody to go downtown and move downtown and live downtown? You know, we want our own yards and our own peace and quiet without living on top and on the bottom of other people, and they're trying to use transportation system to shove all of this everywhere.	Q
Ferris	Pam	11/17/11	Court Reporter	106	Bike systems are good; but whenever you're going to close down a whole road system so that you can put a bike system, that doesn't work. You know, instead move the bicycles like they're doing, like Salado Creek and Leon Creek, where it's away from traffic and you can still get from one end of town to the other, and don't put it on - you know, just use that as a whole total different system. And we're already collecting money for that.	K

Table 5-2: Comments and Response Codes for All IH 35 PEL Study November 2011 Public Workshop Comments

Last Name	First Name	Date	Submission Method	Comment Number	Comment	Response Code(s)
Ferris	Pam	11/17/11	Court Reporter	107	I'm going to look now and see how much we're paying for VIA taxes because that's part of what's going into this rail system. You know, they always - they never have enough money until a politician finds some kind of little thing that he wants, and then, oh, lo and behold, we've got all of this money. Where did it come from? We couldn't, you know, fix the drainage or the streets or anything else, but oh, my goodness, now we can have a high-speed rail not because we need it but just because San Antonio is the only metropolitan city that doesn't have a rail system. So according to Wolff, that's why we need it because, oh, my goodness, we have to keep up with Mr. Jones. That's stupid, and that's the way these stupid politicians think.	U
Ferris	Pam	11/17/11	Court Reporter	108	You know, take gas money, use it to improve the roads. If you need more money, a little tiny two or three-cent hike, even a five or ten-cent hike in our gas taxes, especially right now, isn't going to phase anybody. You can go - you know, gas right now - I saw one place at \$3.09, and then another place - most of the places are like, what, \$3.19 at Valero and then it's like \$3.23 somewhere else.	O

Table 5-2: Comments and Response Codes for All IH 35 PEL Study November 2011 Public Workshop Comments

Last Name	First Name	Date	Submission Method	Comment Number	Comment	Response Code(s)
Ferris	Pam	11/17/11	Court Reporter	109	So, you know, if you'd just raise the gas taxes a little bit, that would be a whole lot better than toll roads, because then the toll roads come up; and instead of paying \$3 a gallon that we think is ridiculous, we're going to be paying in essence over \$15 a gallon. That's stupid. And if politicians would just try and think of their grandkids and their great grandkids - you know, think of the future instead of just trying to line their pockets and get re-elected and give them money to all of their little cronies, you could get all of the road systems and everything else fixed, you know. You could fix our damn federal government - federal, you know, deficit if you'd just get the politics out of everything and just see a problem, fix it for the amount of money that it needs - that you need it for, not lining, you know, 20 million people's pockets before you ever get to the problem. And that's my say-so.	O

Table 5-2: Comments and Response Codes for All IH 35 PEL Study November 2011 Public Workshop Comments

Last Name	First Name	Date	Submission Method	Comment Number	Comment	Response Code(s)
Fey	Sharlene	11/28/11	Email	259	1. Expand the IH 35 PEL Study Area. I enter IH 35 at either Engel Road or Schwab Road and then proceed into San Antonio. I was surprised that the PEL Study Area started at FM 1103. Please consider lengthening the study area to include the area north of IH 35/FM 1103, i.e, please include IH 35 at Schwab Road, IH 35 at Engel Road, and IH 35 at Solms Road. These areas are expected to have major growth in the future. For example, SYSCO is nearing completion of its distribution center at IH 35/Schwab and is expected to have hundreds of trucks coming and going. Magnolia Springs subdivision, located between IH 35/Engel and IH 35/Schwab Road, already has many homes (plan is to have 500 homes when fully developed). The City of Schertz has annexed land around IH 35/Schwab Road and IH 35/Engel Road, while I believe the City of New Braunfels has annexed Magnolia Springs. Although these IH 35 areas may be under other transportation planning organizations, I would hope all authorities could work together.	S
Fey	Sharlene	11/28/11	Email	260	2. Broaden IH 35 from 6 Lanes to 8 Lanes. Through the City of New Braunfels, IH 35 is 8 lanes wide. However, heading south, IH 35 shrinks to only 6 lanes beginning at Solms Road and extending through Judson Road. Please expand IH 35 from 6 lanes to 8 lanes along this entire stretch (from Solms Road to Judson Road). This should include more lanes of IH 35 crossing the Cibolo Creek at Selma. I would be in favor of high-occupancy vehicle lanes to encourage car-pooling and lessen harmful environmental effects. In any case, though, lanes should be free, no toll lanes!	B

Table 5-2: Comments and Response Codes for All IH 35 PEL Study November 2011 Public Workshop Comments

Last Name	First Name	Date	Submission Method	Comment Number	Comment	Response Code(s)
Fey	Sharlene	11/28/11	Email	261	3. Widen IH 35 Access/Service Roads. Widening the access/service roads would also help traffic during peak times, particularly at IH 35/FM 3009, IH 35/FM 1103, IH 35/Schwab Road, and IH 35/Solms Road.	D
Fey	Sharlene	11/28/11	Email	262	4. Improve Overpasses and Underpasses at Major IH 35 Intersections. Consider widening overpasses and underpasses, including turnaround lanes, at high-growth areas such as IH 35/FM 3009, IH 35/FM 1103, IH 35/Schwab Road, and IH 35/Solms Road.	B
Fey	Sharlene	11/28/11	Email	263	5. Preserve Rural Roads, Existing Farms, Historic Areas, and US trails. First and foremost, please improve IH 35, including access roads, overpasses and underpasses. Please refrain from disturbing existing rural roads. Although there are industrial developments and obvious quarrying operations along the Balcones Escarpment (which parallels IH 35 from New Braunfels to San Antonio), please know that there are hundreds of families that also live in this area. No rural roads should be expanded or farms disturbed for the mere sake of trucks and industries. Also, please know that some of the farm-to-market roads in this area, such as FM 482, form segments of the El Camino Real de los Tejas, a U.S. historic trail. These roads and farms should be preserved for historical and cultural reasons and could also provide much-needed greenspace along the growing corridor area! Summing it up, please improve IH 35 first!	B, F
Finger	Jack	11/16/11	Comment Form	13	No toll roads upon I-35 anywhere without a public vote!	G

Table 5-2: Comments and Response Codes for All IH 35 PEL Study November 2011 Public Workshop Comments

Last Name	First Name	Date	Submission Method	Comment Number	Comment	Response Code(s)
Finger	Jack	11/16/11	Court Reporter	61	I've come to the exhibits here, and I basically just want the message to be known to the Alamo RMA and to other authorizes, no toll roads. No toll roads on I-35.	G
Finger	Jack	11/16/11	Court Reporter	62	And not against every single toll road, but we don't like it, and we do not get a public vote on it. We do not like it when the tolls are placed in perpetuity, and we do not like them when they're placed on rights of ways that we have already purchased for. This amounts to double taxation. Please no toll roads anywhere on I-35. Thank you.	G, O

Table 5-2: Comments and Response Codes for All IH 35 PEL Study November 2011 Public Workshop Comments

Last Name	First Name	Date	Submission Method	Comment Number	Comment	Response Code(s)
Gonzalez	Margaret	11/16/11	Court Reporter	63	<p>I mean, the sidewalks are something that would help us here in this area, all right, because like the gentleman says, that area, but it has nothing to do with us, right, and what I'm concerned with is this, right here, this area for us. For example, the sidewalks for the rest of the area, sidewalks. We have a friend that is totally blind. He - I mean, you know, for safety reasons for him, because he would have to go with his dog and it was pretty dangerous and there was a sidewalk in front of his house, very dangerous when he'd get off his bus or VIA Trans. It took us a while, right, but thank God we got that part fixed. I'm just concerned about someone else. He can't walk along the frontage road, no. And my brother, he fell on - before the sidewalks, so he has got to be careful where he can go because of his walker. And I mean, that's dangerous. This St. Paul Episcopal Church over here, an elderly gentleman fell because of the lack of walks, and I understand that's fixed, but what concerns me is a little further up or whatever is someone else is in the same condition. That's what I mean. That's why I say for this area itself. So with that - I mean, I understand it's another area, yes, but I'm concerned about this one. No offense to the others. That's about it. The main thing is the sidewalks - oh, the curbs. Other places, right, around this area. Like Freddy, if he goes anywhere else, he can't go with his dog. And Sammy, my brother, has a specific area, because he can't walk without his walker. Like I said, he has fallen due to lack of sidewalks, and his - the little wheels just turn like this and there he goes. So that's what my concern is, but not only for him but other persons with disabilities, wheelchairs, scooters, things like that. That's my main concern.</p>	D

Table 5-2: Comments and Response Codes for All IH 35 PEL Study November 2011 Public Workshop Comments

Last Name	First Name	Date	Submission Method	Comment Number	Comment	Response Code(s)
Hetzel	Dick	11/17/11	Sticky Note	144	With the opening of toll 130, a reduction (or at least slowing the increase) should result on 35. However, recommend an extension/widening of 1103 to 150 between IH 35/10. This combination of the 130 shift and connection of 35/10 would reduce traffic on much of 410 to Ft Sam reducing congestion again.	B
Hetzel	Dick	11/17/11	Sticky Note	145	Significant growth in the Cibolo area (over 400% in 10 yrs) also is impacted. Additional housing is scheduled for 1103.	C
Hetzel	Dick	11/17/11	Sticky Note	146	The maps for Schertz and Cibolo are not up to date either. Thanks for your interest.	T
Hill	Mark	11/17/11	Comment Form	38	IH 35 from FM 1103 to Loop 1604: Turn around at Schertz Parkway would help move traffic off of IH 35.	B
Hill	Mark	11/17/11	Comment Form	39	A merging lane between FM 1518 & Schertz Parkway would increase through flow speeds.	B
Hill	Mark	11/17/11	Comment Form	40	The entrance just after Rudy's before the Cibolo Crk bridge is a dangerous addition and should have been placed before the concrete ditch.	A
Hill	Mark	11/17/11	Comment Form	41	IH 35 from Loop 1604 to Loop 410W: railroad crossing at Thousand Oaks & IH 35 is an issue during morning peak traffic.	A
Hill	Mark	11/17/11	Comment Form	42	[See attached graphic depicting suggested traffic barriers for local vs. thru traffic]	B
Hill	Mark	11/17/11	Comment Form	43	Direct connectors @ Wurzbach Pkwy (SB 35 to WB WP & EB WP to NB 35)	B

Table 5-2: Comments and Response Codes for All IH 35 PEL Study November 2011 Public Workshop Comments

Last Name	First Name	Date	Submission Method	Comment Number	Comment	Response Code(s)
Hill	Mark	11/17/11	Comment Form	44	Cut mainlanes @Olympia thru 1604; fill mainlanes @ Pat Booker thru Shin Oak	B
Hill	Mark	11/17/11	Comment Form	45	SB 35 to SB 410 install right lane direct connect ramp and cut down IH 35 header bank south of intersection.	B

Table 5-2: Comments and Response Codes for All IH 35 PEL Study November 2011 Public Workshop Comments

Last Name	First Name	Date	Submission Method	Comment Number	Comment	Response Code(s)
Hill	Rose	11/16/11	Court Reporter	64	I'm a resident on Government Hill. I guess the question or the feedback or comment that I want to make is that my concern is, when they start doing the study or the environment study where - for the expansion that has to do with, say, from maybe 35 and - and North New Braunfels, this area right here, this frontage area right here in front of the church, will - and if they are going to be expanding those lanes from two to four, is it going to affect any of the actual homes, which they're historical? This is a historical neighborhood, and is it going to affect any of their homes? Or is it just going to be that y'all are going to maybe expand - put two more intersections, make it four lanes, and maybe make the - the skirts shorter, but is it going to affect any of the homes on the frontage road actually? That is what my concern is. And if it is, then my concern is that a lot of these homes have been here for a long time. They're senior citizens and lot of families - new families that have moved into the areas, and we are working with the City of San Antonio to do a site plan and bringing new families into the neighborhood and redeveloping our neighborhood. We just got brand new sidewalks down Pan Am and in the inner core of the Government Hill area. So that would be - I would be concerned if we did that. if we - expanding it has nothing to do with the homes on the frontage road, that's great. You know, I don't have any problem with them - anything not - you know, to improve traffic is fine with me, but that's only the questions that I wanted to ask.	F
Hines	Christin & J.	11/17/11	Sticky Note	147	<u>No</u> installation of <u>toll road</u> on any portion of area under study for this project!	G

Table 5-2: Comments and Response Codes for All IH 35 PEL Study November 2011 Public Workshop Comments

Last Name	First Name	Date	Submission Method	Comment Number	Comment	Response Code(s)
Hinton	Nettie	11/16/11	Court Reporter	65	Well, I live in the Dignowity Hill historic area, and I travel 35 and the frontage roads regularly because I live about four blocks off the frontage road from the - I live on the corner of Hackberry and Burleson Street, and, of course, Hackberry feeds north across the railroad tracks into the frontage road on Pan Am, however anyone wants to speak of it. And so I use it to go north, and I'm really concerned about the way traffic has built over the last few years, but in the last few months, I have noticed that there is even more traffic, and I suspect part of the reason is SAMMC is now up and running full force. And so there's been construction there are more people working on Fort Sam itself and SAMMC as well.	A

Table 5-2: Comments and Response Codes for All IH 35 PEL Study November 2011 Public Workshop Comments

Last Name	First Name	Date	Submission Method	Comment Number	Comment	Response Code(s)
Hinton	Nettie	11/16/11	Court Reporter	66	And, in particular, I'm concerned about the frontage road on 35 going north, because in order for me to get over to St. Philip's College, to get over to the area of what is called the Black Center, the Barbara Jordan Center, I generally leave my house, go north on Hackberry, make a right turn on the frontage road, and continue on the frontage road, crossing New Braunfels Avenue and then going up to the Walters Street, where I can make the right turn in order to go over to all those places that I mentioned. Even my church, because I go to Holy Redeemer, and it's on Nevada Street right off Gevers. And increasingly now, in the morning, the frontage road is jammed from New Braunfels all the way up to Walters. Because you have the people going into the main gate at Fort Sam Houston so they come off 35 onto the frontage road, you know, right there past New Braunfels Avenue and they're just bumper to bumper to bumper trying to make that left turn at Walters to go into what is the main gate of Fort Sam now. And so one lane of traffic there is insufficient to carry them. Two lanes of traffic they generally make themselves, you know, in order to eventually make the left turn. So those of us who simply want to go all the way up to Walters and make a right, are really, really inconvenienced and it costs time and it costs money because of gasoline. And it is also dangerous because we are going through, towards Walter Street, and then people are coming off of 35 at that exit, and so you've got that traffic merging and there are the railroad tracks there. And it really is a dangerous situation.	D

Table 5-2: Comments and Response Codes for All IH 35 PEL Study November 2011 Public Workshop Comments

Last Name	First Name	Date	Submission Method	Comment Number	Comment	Response Code(s)
Hinton	Nettie	11/16/11	Court Reporter	67	The next dangerous situation, for me, going north is the fact that I tend to go over to the Wal-Mart on Austin Highway and the H.E.B. and the Goodwill, and - so what you do is you travel 35 and the traffic is just bumper to bumper to bumper sometimes. But the most dangerous place is when that 35 traffic that wants to exit at Rittiman Road is trying to get to that Rittiman Road exit and you have the traffic that's been on 410 trying to merge into 35. And it's dangerous because they're trying to jockey for a position to get over, you know, the 35 north through traffic, and you're trying to jockey into that one lane to get off on Rittiman. But you look - if you're brave enough, look down that access to 410 and it is bumper to bumper with trucks primarily, but cars as well. For people that have been traveling on 410 trying to do that 35 merge, it is really dangerous.	A
Hinton	Nettie	11/16/11	Court Reporter	68	Now, a couple of years ago TxDOT added a second lane for people who were on 35 north who want to merge into 410, you know, and that lane - adding that extra lane has really helped congestion, if you were on 35 wanting to go onto 410. But if you're on 410 trying to merge into 35, that's hellish. It's really dangerous. And then, of course, the traffic is just bumper to bumper.	A

Table 5-2: Comments and Response Codes for All IH 35 PEL Study November 2011 Public Workshop Comments

Last Name	First Name	Date	Submission Method	Comment Number	Comment	Response Code(s)
Hinton	Nettie	11/16/11	Court Reporter	69	Today, I happen to have been further out north on 35, and coming here to this meeting, the traffic was just bumper to bumper on 35. I was so happy I was getting off at New Braunfels Avenue, because it was just bumper to bumper, and that's because of the 35 - 281/37 merge. And that's become problematic. And it hasn't been that way until the last year or so, in the last few months. Something is happening that is causing that traffic to back up.	A
Hinton	Nettie	11/16/11	Court Reporter	70	And I'm noticing, because I listen to the news in the morning, that there are more accidents that are happening on 35, in both directions, near that New Braunfels Street exit off of 35, in both directions, north and south, more frequently there are accidents there. And I don't know what is happening right along in there, why the traffic is building up so heavily and why there are accidents there, but something has happened in the last few months. Now, it may be - for northbound traffic, it may just be SAMMC. So it is carrying traffic both rush hours in that little area. I don't know. But that's - so those are my biggest things.	A

Table 5-2: Comments and Response Codes for All IH 35 PEL Study November 2011 Public Workshop Comments

Last Name	First Name	Date	Submission Method	Comment Number	Comment	Response Code(s)
Hinton	Nettie	11/16/11	Court Reporter	71	<p>And the other thing that I would like to say is that TxDOT and the federal government need to have a serious conversation with the commanders at Fort Sam and the Defense Department about New Braunfels Avenue. It simply needs to be reopened at Fort Sam. That gate is - is causing a lot of the traffic build up on 35, both the employees of the base, civilian and military, and just regular vehicular traffic like me. People living in the area are forced to go on 35 simply because you can't go New Braunfels if you are trying to get over north of Fort Sam, either to get to 410, you know. Because, now, if you could go north on New Braunfels and you were trying to get to the airport, it would be a whole lot easier and less traffic, particularly during rush hour, if you could go straight north. As it is now, you're going to have to go onto 281 to get over to there. Or - for like myself trying to get to the Wal-Mart, I have to go 35 to Rittiman then to Harry Wurzback and get over there. Whereas, what I would like to do is just go straight New Braunfels Avenue and hang a right on Austin Highway. And I don't believe that the Taliban and Osama Bin Laden and anybody else who wishes us harm is going to attack Fort Sam or SAMMC off the New Braunfels Street gate. And even now, for rush hour traffic at the end of the day, they open that gate so Fort Sam employees can exit New Braunfels Avenue, because I have seen that gate open on occasion.</p>	B

Table 5-2: Comments and Response Codes for All IH 35 PEL Study November 2011 Public Workshop Comments

Last Name	First Name	Date	Submission Method	Comment Number	Comment	Response Code(s)
Hinton	Nettie	11/16/11	Court Reporter	72	And they really - I mean, the connectivity in my community is just shot. And everybody knows that a few years ago, the City of San Antonio spent a whole of money improving that area of New Braunfels Avenue with sidewalks and things. And people opened businesses there because they anticipated being able to get the Fort Sam people to come and go to those businesses. And there are at least three of them that have opened and closed because they just didn't have sufficient traffic, foot traffic or vehicular traffic, because of that gate being closed.	A
Hinton	Nettie	11/16/11	Court Reporter	73	And if people want to really look at security on the base, you could pole vault over the fence at Pine Street in the dark and have access to the base, or if you've got wire cutters, snip yourself, you know, onto the base. So it can't be a security concern any longer. It was a - a knee jerk reaction to 9/11 to make the base seem more secure, as if somebody wanted to attack it anyway. And if somebody is going to attack Army South, that's at the old BAMC, and that's way off of New Braunfels Avenue. You would have to go onto the - pass the playgrounds and go north on those major streets before you get to Army South's headquarters. That's my statement.	U
Juen	Byron	11/16/11	Comment Form	14	No tolls (same comment for all sections in the study area)	G
Juen	Byron	11/16/11	Comment Form	15	No C.D.A.	O
Juen	Byron	11/16/11	Comment Form	16	No P.P.P.'s	O

Table 5-2: Comments and Response Codes for All IH 35 PEL Study November 2011 Public Workshop Comments

Last Name	First Name	Date	Submission Method	Comment Number	Comment	Response Code(s)
Juen	Byron	11/16/11	Comment Form	17	No R.M.A. (Abolish)	U
Juen	Byron	11/16/11	Court Reporter	74	I support the project proposals called I-35 improvements for SH I-95 to I-10.	B
Juen	Byron	11/16/11	Court Reporter	75	I say yes to all non-toll freeway improvements in the master plan.	B, G
Juen	Byron	11/16/11	Court Reporter	76	I am against public/private partnerships. I'm against CDAs. I want all of our Texas roads to be freeways.	O
Kahl	Charlotte	11/16/11	Comment Form	18	IH 35 from Loop 410W to IH 37/281 to 410N S of Ft. Sam crossing Salado Creek: We need our Salado Creek connection to the 3000-mile OST off road hike & bike trail Florida to California	K
Kahl	Charlotte	11/16/11	Comment Form	19	Loop 410W from IH 35 to IH 10: IH-35/410 intersection needs OST off road hike & bike to traverse it somehow from 78 to Seguin Rd. & somehow east on 78	K
Kahl	Charlotte	11/16/11	Comment Form	20	The Old Spanish Trail Centennial Celebration Association is moving well on design & funding of various portions of the 3000-mile Florida to California off road hike & bike trail. Railroad and Interstate highway confluence at FM 78-IH-35-Loop 410 create a design challenge to link the FM 78 OST corridor to the Seguin Rd Salado Creek trailhead on to the Walters St. Ft. Sam Gate. St. Walters the Old Spanish Trail joins Seguin St. & heads into San Antonio on New Braunfels Ave. Thank you for any solutions you can provide.	K

Table 5-2: Comments and Response Codes for All IH 35 PEL Study November 2011 Public Workshop Comments

Last Name	First Name	Date	Submission Method	Comment Number	Comment	Response Code(s)
Murillo	Gilver	11/16/11	Court Reporter	77	I live along the access here, and I was contacted to help out, to put this workshop together, and there's some pluses and minuses. The minus, or my disappointment, is we're talking about a low income neighborhood and you involve people by going into their self-interest, and we told people that they could come by and they talk about their needs and really push for changes	P
Murillo	Gilver	11/16/11	Court Reporter	78	changes such as better drainage, maintaining the frontage roads a lot better, a lot of high weeds and so forth.	D
Murillo	Gilver	11/16/11	Court Reporter	79	There's some concerns about air pollution, whether it's affecting their health and so forth.	F
Murillo	Gilver	11/16/11	Court Reporter	80	And I could go on and on. And we found out about this because we went around the neighborhood recruiting people, and this is some of the needs that they expressed. So, in that sense, I've talked with the officials here and they're more interested in long term and improvements that really won't happen for the next several years. What I'm saying is the department should be more open about immediate concerns and give us some assurance that something will be made.	M, P
Murillo	Gilver	11/16/11	Court Reporter	81	For example, I pushed with Mr. Bean about a particular issue I have, which is driveways to my house, and it wasn't until a long dialogue and so forth, when I finally found out what to do. And, you know, other examples, but it's the same way.	E

Table 5-2: Comments and Response Codes for All IH 35 PEL Study November 2011 Public Workshop Comments

Last Name	First Name	Date	Submission Method	Comment Number	Comment	Response Code(s)
Murillo	Gilver	11/16/11	Court Reporter	82	What I'm saying is the department should be more open and responsive to immediate needs, you know, within the realistic picture. You can't just promise people, but you can do more, as I did with talking with some of the staff, to get things moving.	M, P
Murillo	Gilver	11/16/11	Court Reporter	83	Long term, I'm also concerned, because I've been - you know, as an informed citizen, I'm very aware of the criticisms of TxDOT over the years. They've been looked at very closely by the Texas Sunshine Commission, and I understand that they've been really pushed to come up with some answers. And if they don't I understand they will be limited and put under the legislature. But my other sense is in coming here saying we need your help, we need your backing. My question is: Well, what has happened for management for the next - for the last 10, 15 years? You know, to me has there been mismanagement in TxDOT? Is that why we're here and that's why they're pushing these workshops? I'm sure that's a factor, but, again, they should be more open and realistic with us. And, you know, I would say it seems to me there's a need for some fundamental organizational changes within TxDOT. So those are the negatives.	P
Murillo	Gilver	11/16/11	Court Reporter	84	I think what this workshop brings, and I'm hearing very little about it, is how to really deal with the citizens. I'm hearing very little about how to deal long term with these problems, and I'll qualify what I'm saying because, as I say, people in this type of neighborhood, they have day-to-day survival concerns. They don't really get too into the big picture. Some person like myself do realize the gravity of our concerns and issues, that there are solutions out there.	P

Table 5-2: Comments and Response Codes for All IH 35 PEL Study November 2011 Public Workshop Comments

Last Name	First Name	Date	Submission Method	Comment Number	Comment	Response Code(s)
Murillo	Gilver	11/16/11	Court Reporter	85	One of them, of course, in my judgment, is mass transportation. Mass transportation of both passengers and freight. And, again, we have been talking about this in Texas for years and years and very little has been done. And I'm saying for a lot of good and bad reasons, but it shows, basically, the conservatism of the state and why we really have to push forward with mass transportation and - both for passenger services and freight. I've been in Europe many, many times and to me, the first thing I would do is talk with countries like France and Germany and find out why they have such efficient mass transportation and really get something going. Anyway, what I'm saying, that is a priority. These fix it kind of things, you know, aren't doing the job. For example, IH-10 in Houston, \$2 billion was spent several years ago to put overhead highways and so forth on it. You checked in Houston and I was just there two weeks ago, on a family reunion, and it's the same problem, if not more. Houston, Texas, IH - I-10 - I-10 on the east side of Houston.	N
Murillo	Gilver	11/16/11	Court Reporter	86	And then my final statement is that I'm very, very much against toll roads. I think roads, highways are a public service just like education and so forth, and I know there's a lot of talk about creative financing of - for doing some of this highway work, but toll roads and what I know about contracts and so forth for TxDOT, is not the answer. And may God help TxDOT.	G, O

Table 5-2: Comments and Response Codes for All IH 35 PEL Study November 2011 Public Workshop Comments

Last Name	First Name	Date	Submission Method	Comment Number	Comment	Response Code(s)
Murillo	Jo Ann	11/16/11	Comment Form	21	I have lived in the St Patricks Parish for 47 years. It's time to address the issues listed below - we want a legacy of a more beautiful & safe inner city neighborhood! The frontage road on both sides of freeway needs to be enhanced for beauty and safety.	D
Murillo	Jo Ann	11/16/11	Comment Form	22	The area of the frontage roads between Broadway & Walters Street needs sidewalks on some blocks, drainage improved to prevent pools of standing water after raining,	D
Murillo	Jo Ann	11/16/11	Comment Form	23	needs driveways from frontage road to residents front door (to stop cars from jumping the curb),	D
Murillo	Jo Ann	11/16/11	Comment Form	24	to plant trees & shrubs to beautify the St. Patrick's/Government Hill Historic district -	I
Murillo	Jo Ann	11/16/11	Comment Form	25	our neighborhood is the best neighborhood of Folk Victoria houses on the frontage road before you come to beautiful downtown, the river the Pearl	U
Murillo	Joan	11/16/11	Court Reporter	87	I've lived here for 47 years, and the frontage road is in need of correcting the drainage. We have drainage problems, standing water. Like right now, it rained and so we have standing water in some areas, and we have broken sidewalks on some blocks, and we would like a driveway from the frontage road to our front door	D

Table 5-2: Comments and Response Codes for All IH 35 PEL Study November 2011 Public Workshop Comments

Last Name	First Name	Date	Submission Method	Comment Number	Comment	Response Code(s)
Murillo	Joan	11/16/11	Court Reporter	88	And also to make it - This area is called the Government Hill Historic District, and we're a neighborhood that's close to downtown, so we feel like our neighborhood - it's like the first neighborhood - the last neighborhood before you go into the beautiful downtown.	F
Murillo	Joan	11/16/11	Court Reporter	89	So we want our area to be - like the frontage road to be landscaped with shrubs and flowers and trees and have the sidewalks in good condition and no drainage problems, and we understand that TxDOT does - the sidewalks are TxDOT's responsibility.	I, D
Ortegon	Mary Louise	11/16/11	Court Reporter	90	I have a problem with the cutting of the grass. I have been paying a lot of money for that, and I've called the city, I've called the state, and they say they don't have any money. But it is close to downtown. We're between Broadway, where all this business is going on, and New Braunfels. I think it would be nice to keep it in good condition for people to see.	E
Ortegon	Mary Louise	11/16/11	Court Reporter	91	We're about five minutes from downtown, really. It's an old neighborhood. Okay. It's an old neighborhood. So people do require at least drainage, also. There's a lot of water there, mosquitoes and stuff, and the driveways are real bad, and we have to take out the trash cans. It's a hassle.	E
P.	David	11/16/11	Scroll Map 1	156	No tolls on this project.	G
Pickett	Kurtis	11/17/11	Court Reporter	110	Generally speaking, I think there needs to be some improvement in the areas of I-35 PEL study being looked at this evening.	C

Table 5-2: Comments and Response Codes for All IH 35 PEL Study November 2011 Public Workshop Comments

Last Name	First Name	Date	Submission Method	Comment Number	Comment	Response Code(s)
Pickett	Kurtis	11/17/11	Court Reporter	111	Several that would probably be obvious from the original planning stages, such as single -- in particular, the 1604 interchange to access I-35 North going to Austin with a single lane is perpetually a traffic jam, has been for several years. The TxDOT engineers I've talked to don't know why it was engineered as a single lane.	A
Pickett	Kurtis	11/17/11	Court Reporter	112	Some other improvements I think that are necessary are perhaps more lanes;	B
Pickett	Kurtis	11/17/11	Court Reporter	113	however, none of the additional capacity should be added with the advent of managed lanes, i.e. HOV lanes, and not financed in any way, shape, or form with tolls.	G
Purdy	David	11/16/11	Court Reporter	92	As a concerned citizen representing my precinct the Republican precinct chairman, what really offends me about all of this is the fact that everything is geared towards tolls, tracking of personal vehicles, stealing lanes from private vehicle drivers, and that - you know, quite frankly, what has been paid for and allocated for private drivers, should stay for private drivers.	G, O

Table 5-2: Comments and Response Codes for All IH 35 PEL Study November 2011 Public Workshop Comments

Last Name	First Name	Date	Submission Method	Comment Number	Comment	Response Code(s)
Purdy	David	11/16/11	Court Reporter	93	And I'm tired of the intimidation, interfering with my life as an anti-toll person as a result of it, because of the interests that are supporting tolls. I want that to be part of the record. At the last meeting, my windows in my car were open, not by me, by somebody else, to send me a message, and I'm tired of it. I'm tired of - I think that the other people - the interest behind the tolls are very open to using dishonest methods to procure their result, because they know they can't get the popular support. That is my personal belief. I believe there has been an organized effort to make it difficult for me to have a job. I have a job now, but just recently I had an interesting experience and I've had it twice since I moved to Texas, where I got hired and let go. And I believe very strongly it was because of my anti-toll views. So that, I guess, is it.	U
Purdy	David J.	11/16/11	Comment Form	26	No tolls, no tracking of personal vehicles - no stealing lanes from private vehicle drivers!	G
Purdy	David J.	11/16/11	Comment Form	27	The study isn't specific about the instances for change or giving SPECIFIC choices for SPECIFIC SITUATIONS! I am very distrustful now of what those managing TxDOT & RMA want to do!	L
Purdy	David J.	11/16/11	Sticky Note	114	No Tracking of personal vehicles	U
Purdy	David J.	11/16/11	Sticky Note	115	No stealing lanes from private cars for buses!	U
Purdy	David J.	11/16/11	Sticky Note	116	No Tolls	G
Rivera	Raymundo	11/16/11	Comment Form	28	IH 35 from Loop 410W to IH 37/281: The 35 and 37/281 interchange needs to be reworked.	B

Table 5-2: Comments and Response Codes for All IH 35 PEL Study November 2011 Public Workshop Comments

Last Name	First Name	Date	Submission Method	Comment Number	Comment	Response Code(s)
Rivera	Raymundo	11/16/11	Comment Form	29	IH 35 from Loop 410W to IH 37/281: Traffic going N or 35 and 37 is horrible.	A
Rivera	Raymundo	11/16/11	Comment Form	30	Need to beautify 35 access roads w/trees and sidewalks in Gov. Hill.	I
Rivera	Raymundo	11/16/11	Comment Form	31	Need to address flooding w/driveways on 35 access road. Folks can't park on their property.	D
Rivera	Raymundo	11/16/11	Court Reporter	94	I'm a Government Hill Alliance board member. I'm trying to ask TxDOT to address drainage along 35 access road. Currently, we have a depression in the right-of-way of TxDOT, so when it rains, you get flooding right in front of the houses, from Walters all the way to Broadway, on the access road of 35, both sides, north and south. TxDOT can raise the elevation and/or add landscaping, some sort of sidewalks, that will help the water flow, to keep it on the street instead of flooding people's houses. Thank you.	D
Salazar	Angie	11/16/11	Court Reporter	95	I would really like to see on 35, like, to put sidewalks on that - that part that's dividing the house from the street. I don't know how you call that.	D
Salazar	Angie	11/16/11	Court Reporter	96	And also the drainage, so the water won't be - won't - what do you call it? - because when it rains a lot, it gets stuck there on the grass and the cars - they don't have any driveways also. It would be nice to put a driveway on the front for them to go in and out, because they - all of them have to park in the back, and they don't have driveways in the back either, because it's alleys.	E

Table 5-2: Comments and Response Codes for All IH 35 PEL Study November 2011 Public Workshop Comments

Last Name	First Name	Date	Submission Method	Comment Number	Comment	Response Code(s)
Salazar	Angie	11/16/11	Court Reporter	97	And mainly that's what I would like to see, like - and, like, fixing it pretty, so it would look nice from the expressway, putting trees and, you know, fixing it with flowers or whatever, anything that would make it look nice from the expressway. That's all I can say.	I
Trafton	Ed	11/17/11	Sticky Note	148	Upper level "Long range" express lanes from 410 to south Austin with periodic drop off points.	B
Warren	Ervol R.	11/17/11	Sticky Note	149	Traffic entering IH 35 from entrance ramp south of Rittiman Rd. need an overhead ramp to enter 410.	B
Warren	Ervol R.	11/17/11	Sticky Note	150	IH 35 South need to eliminate truck traffic from going south onto 410 - that curve is too sharp for trucks to make that curve at 55 mph - they need to make the curve so trucks can make the curve at 55 mph.	B
Anonymous		11/16/11	Comment Form	32	IH 35 from Loop 410W to IH 37/281: Driveways are very bad condition. Sidewalks are same - very old - especially for seniors.	K
Anonymous		11/16/11	Comment Form	33	I have to pay to keep grass & trash. I call & they told me I don't have to cut it.	K
Anonymous		11/16/11	Comment Form	34	Very poor sidewalks & broken driveways.	E
Anonymous		11/16/11	Comment Form	35	IH 35 from FM 1103 to Loop 410W: Like the improvements being done in the near term.	B
Anonymous		11/16/11	Comment Form	36	IH 35 from Loop 410W to IH 37/281: McCullough entrance on east side to I-37 going N to get I-35 South/I-10 gotta move very quickly to get all the way to the left	A

Table 5-2: Comments and Response Codes for All IH 35 PEL Study November 2011 Public Workshop Comments

Last Name	First Name	Date	Submission Method	Comment Number	Comment	Response Code(s)
Anonymous		11/16/11	Comment Form	37	Like concept of PEL - good to get insight before going "all guns" on environmental studies only to find out impossible to build	U
Anonymous		11/16/11	Sticky Note	117	Need to discuss expanded and improved VIA transit services, including possible light rail and bus service in the study area.	N
Anonymous		11/16/11	Sticky Note	118	Need to discuss improvements in the study area that are more pedestrian friendly and that better serve coordination between people and public transit use on a more significant basis.	K, N
Anonymous		11/16/11	Sticky Note	119	Need to discuss the public transit services provided by CARTS (Capital Area Rural Transit System), how they connect with other transit providers, including ART (Alamo Regional Transit), Texas State University - San Marcos (has a public transit division) and the proposed Lone Star Commuter train.	N
Anonymous		11/16/11	Sticky Note	120	Need to discuss the transit services in the study area provided by the ART (Alamo Regional Transit), including how they could be expanded and improved upon and how they connect with other transit providers, including VIA, Texas State University - San Marcos (has a commuter bus between Austin and San Antonio) and CARTS (Capital Area Rural Transit System) and the proposed commuter train between San Antonio and the Austin area.	N
Anonymous		11/16/11	Sticky Note	121	Need to discuss the public transit services provided by Texas State University - San Marcos and how they connect with other transit providers, including VIA, ART (Alamo Regional Transit) and CARTS (Capital Area Rural Transit System). Texas State University - San Marcos operates a commuter bus between San Antonio and Austin).	N

Table 5-2: Comments and Response Codes for All IH 35 PEL Study November 2011 Public Workshop Comments

Last Name	First Name	Date	Submission Method	Comment Number	Comment	Response Code(s)
Anonymous		11/16/11	Sticky Note	122	Need to discuss the proposed commuter train between San Antonio and the Austin area and how it would connect with various transit providers including VIA, ART (Alamo Regional Transit), Texas State University - San Marcos (has a public transit division) and CARTS (Capital Area Regional Transit System).	N
Anonymous		11/16/11	Sticky Note	123	Need to discuss better and more reliable funding for public transit options, including public transit districts like VIA and other public transit operators like ART (Alamo Regional Transit).	N, O
Anonymous		11/16/11	Sticky Note	124	Need to discuss passenger rail service into and from the study area, including light rail and commuter rail, and how it would connect with other transit providers, including VIA, ART (Alamo Regional Transit), Texas State University - San Marcos (has a transit division) and CARTS (Capital Area Rural Transit System)	N
Anonymous		11/16/11	Sticky Note	125	I-35: Add managed lanes w/truck lanes w/i the managed, TOLLED lanes	B
Anonymous		11/16/11	Sticky Note	126	I-35: Increase vehicle registration fees!	O
Anonymous		11/16/11	Sticky Note	127	Need H.O.T. on IH 35	B
Anonymous		11/16/11	Sticky Note	128	Increase gas tax & tie to inflation	O
Anonymous		11/16/11	Sticky Note	129	No trucks in left lanes.	B
Anonymous		11/16/11	Sticky Note	130	No - Toll Roads!	G
Anonymous		11/16/11	Sticky Note	131	Better Quality! Control -	U
Anonymous		11/16/11	Sticky Note	132	HOV - Lane!	B
Anonymous		11/16/11	Sticky Note	133	No - Bike Lanes!	B

Table 5-2: Comments and Response Codes for All IH 35 PEL Study November 2011 Public Workshop Comments

Last Name	First Name	Date	Submission Method	Comment Number	Comment	Response Code(s)
Anonymous		11/16/11	Sticky Note	134	Improve Feeder Lanes on to I-35 (Merge)	B, D
Anonymous		11/16/11	Sticky Note	135	NO TOLLS!	G
Anonymous		11/16/11	Sticky Note	136	NO TOLLS!	G
Anonymous		11/16/11	Sticky Note	137	NO TOLL!	G
Anonymous		11/16/11	Sticky Note	138	Vegetative Sound Barrier Along I35 for Government Hill; TxDOT approved several years ago. What Happened?	R
Anonymous		11/16/11	Sticky Note	139	Need Improvements NOW!!	C
Anonymous		11/16/11	Sticky Note	140	Let's pour \$ into public transit & HOV to reduce congestion	B, N
Anonymous		11/16/11	Sticky Note	141	We need the frontage road from Walters Street to Broadway beautiful - new sidewalks, enhance landscape & driveway from frontage road to front door! Thanks	D, I
Anonymous		11/16/11	Sticky Note	142	When 70% of rail traffic relocated fewer RR crossing waits will occur	B
Anonymous		11/16/11	Sticky Note	143	No Toll RD at all	G
Anonymous		11/17/11	Sticky Note	151	Any additional capacity should be non toll on all projects	G
Anonymous		11/17/11	Sticky Note	152	Work on choke points first	B
Anonymous		11/17/11	Sticky Note	153	Lengthen existing ramp going north 35 over Cibolo Creek in Selma.	B
Anonymous		11/17/11	Sticky Note	154	One option should be a managed lane (tolls) to generate \$	B, G
Anonymous		11/17/11	Sticky Note	155	Another option should be HOV lanes.	B

Table 5-2: Comments and Response Codes for All IH 35 PEL Study November 2011 Public Workshop Comments

Last Name	First Name	Date	Submission Method	Comment Number	Comment	Response Code(s)
Anonymous		11/16/11	Scroll Map 1	157	Need exit from North Bound IH37 to Grayson, Josephine Broadway (Pearl Area).	B
Anonymous		11/16/11	Scroll Map 1	158	Currently 2 entrance ramps onto I-35 southbound from Walters St. Traffic exiting to New Braunfels from I-35 crosses traffic entering I-35 twice. Now that SAMCE is operating, the number of cars entering the Walters St Gate has increased tremendously. Folks who want to turn right on Walters from the frontage road are backed up for long periods of time. A waste of time and gasoline.	A
Anonymous		11/16/11	Scroll Map 1	159	Thanks for adding the 2nd exit lane from I-35 to 410.	U
Anonymous		11/16/11	Scroll Map 1	160	Do not allow lower level to enter 281/37. (Referring to intersection of US 281 and IH 35 near downtown).	B
Anonymous		11/16/11	Scroll Map 1	161	Do not allow traffic from 281 to lower level. (Referring to intersection of US 281 and IH 35 near downtown).	B
Anonymous		11/16/11	Scroll Map 1	162	Needs to: 1.) Be widened 2.) Barriers (Comment was written near IH 35 and Camden St., pointing to Camden St., south of IH 35 near the southwest terminus of the study area. It is unclear whether the comment was referring to Camden St. or IH 35).	B
Anonymous		11/16/11	Scroll Map 1	163	River Road concerns double-deck noise mitigation. (Referring to a location north of IH-35 and west of Broadway, northeast of downtown San Antonio).	A, B, J
Anonymous		11/16/11	Scroll Map 1	164	Widen freeway. (Referring to a location near Pine St. in the Government Hill area).	B

Table 5-2: Comments and Response Codes for All IH 35 PEL Study November 2011 Public Workshop Comments

Last Name	First Name	Date	Submission Method	Comment Number	Comment	Response Code(s)
Anonymous		11/16/11	Scroll Map 1	165	Signage for 281 North sooner. (Referring to a location at IH 35 and Palmetto Ave.)	B
Anonymous		11/16/11	Scroll Map 1	166	Signage Govt Hill Historic District Not "Historical" District. (Referring to IH 35 at New Braunfels Ave.).	T
Anonymous		11/16/11	Scroll Map 1	167	Open New Braunfels Ave to through civilian traffic!!!! (Referring to New Braunfels Ave., north of IH 35).	B
Anonymous		11/16/11	Scroll Map 1	168	Bottle-neck. (Referring to IH 35 southbound entrance ramp, about 1200 feet east of New Braunfels Ave.).	A
Anonymous		11/16/11	Scroll Map 1	169	Currently 2 entrance ramps onto I-35 southbound from Walters St. Traffic exiting to New Braunfels from I-35 crosses traffic entering I-35 twice. Now that SAMCE is operating, the number of cars entering the Walters St Gate has increased tremendously. Folks who want to turn right on Walters from the frontage road are backed up for long periods of time. A waste of time and gasoline.	A
Anonymous		11/16/11	Scroll Map 1	170	2 Lanes. (Referring to exit ramp from IH 35 southbound at Walters St.).	U
Anonymous		11/16/11	Scroll Map 1	171	1 Lane. (Referring to IH 35 southbound exit 159B (east of Walters St.).	U
Anonymous		11/16/11	Scroll Map 1	172	Maybe hike/bike trail. (Appears to be referring to a stream or drainage ditch south of IH 35 from Copeland Dr. and crossing Splashtown and then merging with the proposed OST Hike/Bike to California trail along IH 35).	K

Table 5-2: Comments and Response Codes for All IH 35 PEL Study November 2011 Public Workshop Comments

Last Name	First Name	Date	Submission Method	Comment Number	Comment	Response Code(s)
Anonymous		11/16/11	Scroll Map 1	173	Salado hike/bike trail head. (Referring to Seguin Road near IH 35 southbound frontage road).	T
Anonymous		11/16/11	Scroll Map 1	174	OST Hike/Bike to California. (Referring to line from New Braunfels Ave., then east on IH 35, and generally following IH 35 to about Loop 410 S).	K
Anonymous		11/16/11	Scroll Map 1	175	1.) Add trees 2.) Flooding 3.) Add Driveways. (Referring to south half of the blocks fronting the IH 35 frontage road westbound between Willow St. and Rogers Ave.	I, D
Anonymous		11/16/11	Scroll Map 1	176	1.) Add trees 2.) Flooding 3.) Add Driveways. (Referring to north half of the blocks fronting the IH 35 frontage road eastbound between Willow St. and Rogers Ave.	I, D
Anonymous		11/17/11	Scroll Map 1	177	Weaving to US-281 slows left lanes. (Referring to IH 35 northbound approaching the intersection with US 281).	A
Anonymous		11/17/11	Scroll Map 1	178	Widen bridge. (Referring to N. New Braunfels Ave. bridge over IH 35)	B
Anonymous		11/17/11	Scroll Map 1	179	Reverse ramps. (Referring to IH 35 frontage road eastbound between Pine St. and New Braunfels Ave.).	B
Anonymous		11/17/11	Scroll Map 1	180	Lanes need work. Warped. (Referring to IH 35 frontage road eastbound between Pine St. and New Braunfels Ave.).	B
Anonymous		11/16/11	Scroll Map 2	181	No tolls period.	G
Anonymous		11/16/11	Scroll Map 2	182	To R&R several miles commuter railroad station. (Referring to northwest corner of the intersection of Loop 410 E frontage road and the railroad tracks that run parallel to FM 78).	N

Table 5-2: Comments and Response Codes for All IH 35 PEL Study November 2011 Public Workshop Comments

Last Name	First Name	Date	Submission Method	Comment Number	Comment	Response Code(s)
Anonymous		11/16/11	Scroll Map 2	183	Shuttle. (Referring to Loop 410 frontage road between FM 78 and IH 35).	N
Anonymous		11/16/11	Scroll Map 2	184	RR Shuttle. (Referring to Binz-Engleman Road, about 1500 feet west of IH 35).	N
Anonymous		11/16/11	Scroll Map 2	185	Commuter Railroad Station. (Referring to Binz-Engleman Road, about 2500 feet west of IH 35 near George Beach Ave. intersection).	N
Anonymous		11/16/11	Scroll Map 2	186	To R&R several miles. (Referring to railroad tracks that run west of Brooke Army Medical Center).	U
Anonymous		11/16/11	Scroll Map 2	187	BMAC Expansion Stagger shifts? (Referring to northern perimeter of Brooke Army Medical Center).	B
Anonymous		11/16/11	Scroll Map 2	188	Flyover. (Referring to northbound Loop 410 at the intersection with FM 78).	U
Anonymous		11/16/11	Scroll Map 2	189	Interchange needs more lanes BACKS UP. (Referring to IH 35/Loop 410 interchange east of downtown).	A, B
Anonymous		11/16/11	Scroll Map 2	190	Needs help. (Referring to IH 35 southbound exit to Loop 410 east of downtown).	A
Anonymous		11/16/11	Scroll Map 2	191	This is an AWFUL intersection of major systems! Traffic backs up on 410 trying to move into 35N. Folks on 35 trying to exit at Rittamaw are helpless!!!! (Referring to northbound Loop 410 at intersection with IH 35 east of downtown).	A
Anonymous		11/16/11	Scroll Map 2	192	The combination of trucks and passenger vehicles is compounding the problem. (Referring to location west of IH 35 before the Loop 410 exit).	A

Table 5-2: Comments and Response Codes for All IH 35 PEL Study November 2011 Public Workshop Comments

Last Name	First Name	Date	Submission Method	Comment Number	Comment	Response Code(s)
Anonymous		11/16/11	Scroll Map 2	193	Rack space. (Referring to Southeast corner of IH 35 and Walzem Rd.).	T
Anonymous		11/16/11	Scroll Map 2	194	Roosevelt HS. (Referring to location east of Rackspace, south of Walzem Rd.).	T
Anonymous		11/16/11	Scroll Map 2	195	Needs more lanes - backs up. (Referring to Loop 410 at northbound IH 35).	A, B
Anonymous		11/16/11	Scroll Map 2	196	Right turn bay. (Referring to eastbound Rittiman Rd. at intersection with IH 35).	B
Anonymous		11/16/11	Scroll Map 2	197	Back-ups. More Lanes. (Referring to IH 35 just north of the Loop 410 S exit).	A, B
Anonymous		11/17/11	Scroll Map 2	198	Two lanes off. (Referring to southbound IH 35, about 1600 feet south of Binz-Engleman Rd).	U
Anonymous		11/17/11	Scroll Map 2	199	Cut down header. (Referring to location on southbound IH 35 near intersection with Loop 410 east of downtown).	B
Anonymous		11/17/11	Scroll Map 2	200	Too sharp. (Referring to IH 35 southbound exit to Loop 410 east of downtown).	A
Anonymous		11/17/11	Scroll Map 2	201	Access from 410 to I-35 is a disaster every morning and evening. (Referring to location east of downtown).	A
Anonymous		11/17/11	Scroll Map 2	202	Get rid of left exit - SB D.C. Ramp. (Referring to location on southbound IH 35, just before the exit to Loop 410 S).	B
Anonymous		11/17/11	Scroll Map 2	203	Causes back-ups. (Referring to location on IH 35 northbound at the Rittiman Rd exit).	A

Table 5-2: Comments and Response Codes for All IH 35 PEL Study November 2011 Public Workshop Comments

Last Name	First Name	Date	Submission Method	Comment Number	Comment	Response Code(s)
Anonymous		11/17/11	Scroll Map 2	204	Causes back-ups. (Referring to location on southbound IH 35 just south of Rittiman Road exit).	A
Anonymous		11/17/11	Scroll Map 2	205	Elevated 410 S Ramp from Walzem with feeder ramps.	B
Anonymous		11/17/11	Scroll Map 2	206	Elevated exit ramp for I-410 with feeder ramps after each intersection from Walzem to I-410S so traffic doesn't have to cross all lanes of I-35S to reach I-410S. Amen!	B
Anonymous		11/17/11	Scroll Map 2	207	Need new Direct Connect. (Referring to intersection of IH 35 and Loop 410).	B
Anonymous		11/16/11	Scroll Map 3	208	No tolls period.	G
Anonymous		11/16/11	Scroll Map 3	209	No tolls needed for more public transportation. Buses could be effectively coordinated with light rail and with commuter rail (San Antonio to Austin/Georgetown). Need to consult Texas State University San Marcos about connection with their San Antonio to Austin commuter bus service. Need to consult Alamo Regional Transit (ART) about how their services could connect.	G, N
Anonymous		11/16/11	Scroll Map 3	210	Improve. Heavy truck load. Traffic adjacent to business and residential areas. (Referring to IH 35 at Thousand Oaks).	A
Anonymous		11/16/11	Scroll Map 3	211	Direct outlet to Wuzbach Parkway. (Referring to IH 35 at Wuzbach Parkway).	B
Anonymous		11/16/11	Scroll Map 3	212	Needs more lanes to 1604. Backs up. (Referring to southbound IH 35 at Loop 1604).	A, B
Anonymous		11/16/11	Scroll Map 3	213	Westbound flyover. (Referring to line drawn from Loop 410 northeast to southbound IH 35).	B

Table 5-2: Comments and Response Codes for All IH 35 PEL Study November 2011 Public Workshop Comments

Last Name	First Name	Date	Submission Method	Comment Number	Comment	Response Code(s)
Anonymous		11/16/11	Scroll Map 3	214	Enlarge to make 1604 E/W Exit elevated connector. (Referring to northbound IH 35 at Loop 1604).	B
Anonymous		11/16/11	Scroll Map 3	215	Flyover Direct Connect - Backlog w/long frontage form Bus. 81 (Referring to intersection of Loop 410 northeast and IH 35).	A, B
Anonymous		11/17/11	Scroll Map 3	216	Too sharp. (Referring to connection from Loop 410 northeast to southbound IH 35).	A
Anonymous		11/17/11	Scroll Map 3	217	Add lanes. (Referring to northbound IH 35 exit to Pat Booker Rd.).	B
Anonymous		11/17/11	Scroll Map 3	218	(no comment - line drawn represents a Direct Connect from I-410E to I-35S).	B
Anonymous		11/17/11	Scroll Map 3	219	Include Randolph Blvd in the study!	U
Anonymous		11/17/11	Scroll Map 3	220	(no comment - polygon drawn at intersection of IH 35 and Loop 410 Northeast).	U
Anonymous		11/17/11	Scroll Map 3	221	(no comment - polygon drawn at intersection of IH 35 and Loop 410 Northeast.).	U
Anonymous		11/17/11	Scroll Map 3	222	(no comment - polygon drawn at intersection of IH 35 and Loop 410 Northeast.).	U
Anonymous		11/16/11	Scroll Map 4	223	No tolls period.	G
Anonymous		11/16/11	Scroll Map 4	224	HOV Lanes/Light Rail/Managed Tolls	B, G, N

Table 5-2: Comments and Response Codes for All IH 35 PEL Study November 2011 Public Workshop Comments

Last Name	First Name	Date	Submission Method	Comment Number	Comment	Response Code(s)
Anonymous		11/16/11	Scroll Map 4	225	Need to have discussion with Alamo Regional Transit (ART) about their services in the area and how they could connect with others, including VIA. Texas State University San Marcos (Austin to San Antonio commuter bus), Lone Star Rail District. Need to discuss expanded VIA services, including light rail and bus routes in the area and how they would connect with other transit providers.	N
Anonymous		11/16/11	Scroll Map 4	226	Eliminate cloverleaf interchange. Bad bottleneck. (Referring to Intersection of Loop 1604 and IH 35).	A, B
Anonymous		11/16/11	Scroll Map 4	227	Southbound regular back-ups before the loop. (Referring to IH 35 near Retama Park).	A
Anonymous		11/17/11	Scroll Map 4	228	Disaster every day - exit to I-35. (Referring to eastbound Loop 1604 approaching IH 35).	A
Anonymous		11/17/11	Scroll Map 4	229	Need added lanes for 1604 traffic exit to 35N.	B
Anonymous		11/17/11	Scroll Map 4	230	Rebuild intersection with Direct Connectors!! Second that! (Referring to cloverleaf intersection at Loop 1604 and IH 35).	B
Anonymous		11/17/11	Scroll Map 4	231	Eliminate this entrance ramp - too short. (Referring to IH 35 southbound frontage road entrance to IH 35 southbound main lanes right before Loop 1604).	A, B
Anonymous		11/17/11	Scroll Map 4	232	Need longer acceleration ramp. "Ditto!!" "Yikes!" (Referring to northbound IH 35 across from Retama Park).	A, B
Anonymous		11/17/11	Scroll Map 4	233	Traffic always slows here Southbound. (Referring to southbound IH 35 at FM 1518).	A
Anonymous		11/16/11	Scroll Map 5	234	No tolls period.	G

Table 5-2: Comments and Response Codes for All IH 35 PEL Study November 2011 Public Workshop Comments

Last Name	First Name	Date	Submission Method	Comment Number	Comment	Response Code(s)
Anonymous		11/16/11	Scroll Map 5	235	Need to discuss how various public transit options, VIA Alamo Regional Transit, Texas State University - San Marcos would connect destinations in the area including schools, institutions of higher education, shopping, health care facilities and resources, cultural sites, employment. Need to discuss how Alamo Regional Transit (ART), Texas State University - San Marcos (Austin to San Antonio Commuter bus) would connect with Capital Metro and CARTS (Capitol Area Rural Transportation System). Need to discuss CARTS public transit services in the area and how they connect with ART, Texas State University - San Marcos, and the Lone Star Rail Division.	N
Anonymous		11/17/11	Scroll Map 5	236	Traffic light. (Referring to northbound IH 35 frontage road and CR 382).	B
Anonymous		11/17/11	Scroll Map 5	237	Turnarounds. (Referring to IH 35 at FM 3009).	B
Anonymous		11/17/11	Scroll Map 5	238	Traffic light. (Referring to southbound IH 35 frontage road and CR 382)	B
Anonymous		11/17/11	Scroll Map 5	239	Turnaround lane. (Referring to IH 35 at CR 382).	B
Anonymous		11/17/11	Scroll Map 5	240	Extra lanes 1103 - 1604. (Referring to IH 35 in the Universal City area).	B
Anonymous		11/17/11	Scroll Map 5	241	Extra lanes from Loop 337 (New Braunfels) to 1604 for extra traffic due to growth. Traffic light (during AM commute) (caution all other times) at Wiederstein Rd. Turn around lanes at 1103 and Wiederstein Rd.	B
Anonymous		11/17/11	Scroll Map 5	242	Need yield sign. (Referring to northbound IH 35 frontage road at IH 35 main lane exit to FM 1103).	B

Table 5-2: Comments and Response Codes for All IH 35 PEL Study November 2011 Public Workshop Comments

Last Name	First Name	Date	Submission Method	Comment Number	Comment	Response Code(s)
Anonymous		11/17/11	Scroll Map 5	243	Improve/widen FM 1103 to 35.	B
Anonymous		11/17/11	Scroll Map 5	244	Improve 1103 to I-10.	B
Anonymous		11/16/11	Scroll Map 6	245	No tolls period.	G
Anonymous		11/16/11	Scroll Map 6	246	RR Commuter Station. (Referring to Binz-Engleman Road, about 2500 feet west of IH 35 near George Beach Ave. intersection).	N
Anonymous		11/16/11	Scroll Map 6	247	Increase lanes. (Referring to southbound IH 35, about 2,000 feet south of Binz-Engleman Rd.).	B
Anonymous		11/16/11	Scroll Map 6	248	RR crossing only place not at grade. (Referring to Loop 410 E frontage road, westbound, near the intersection of IH 35 and Loop 410 E).	T
Anonymous		11/16/11	Scroll Map 6	249	RR Commuter station. (Referring to the northwest corner of the intersection of Loop 410 E frontage road and the railroad tracks that run parallel to FM 78).	N
Anonymous		11/16/11	Scroll Map 6	250	BAMC traffic entering (shifts). (Referring to IH 35 at Brooke Army Medical Center).	T
Anonymous		11/16/11	Scroll Map 6	251	BAMC. (Referring to location northwest of the intersection of IH 35 and Loop 410).	T
Anonymous		11/16/11	Scroll Map 6	252	Very dangerous. (Referring to northbound Loop 410 at intersection with southbound IH 35 east of downtown).	A
Anonymous		11/16/11	Scroll Map 6	253	Eliminate cloverleaf ramps / direct connects. (Referring to intersection of Loop 410 S and IH 10).	B
Anonymous		11/16/11	Scroll Map 6	254	Fort Sam entering traffic. (Referring to location from Binz-Engleman Rd. to southbound IH 35).	A

Table 5-2: Comments and Response Codes for All IH 35 PEL Study November 2011 Public Workshop Comments

Last Name	First Name	Date	Submission Method	Comment Number	Comment	Response Code(s)
Anonymous		11/16/11	Scroll Map 6	255	Hike/Bike off-road (? somehow ?). (Referring to line along FM 78).	K
Anonymous		11/17/11	Scroll Map 6	256	Under/Over pass? Everyone merging onto IH10 and frontage roads at the same time in a short length. (Referring to IH 10 near the intersection of IH 10 and Loop 410).	A, B
Anonymous		11/17/11	Scroll Map 6	257	Under/Over pass? Everyone merging onto IH10 and frontage roads at the same time in a short length. (Referring to IH 10 near the intersection of IH 10 and Loop 410).	A, B
Anonymous		11/17/11	Scroll Map 6	258	FM 1103/I-35/I-10 connection would reduce traffic on the I-35/I-410 connection.	B

Table 5-3: Comment Response Code Key for the November 2011 Public Workshop Comments

Response Code	General Topic Addressed	Response
A	Identification of a specific transportation need on IH 35	Specific problems identified during the November 2011 public workshops were considered in the development of the study's Draft Need and Purpose Statement. They will also be considered in the development and evaluation of draft alternatives for IH 35, which will be presented to the public at future workshops.
B	Suggestion of a specific safety, operational, or capacity improvement for IH 35	Specific safety, operational, and/or capacity improvements suggested at the public workshops for IH 35 will be considered in the development and evaluation of draft alternatives for IH 35, which will be presented to the public at future workshops.
C	Validation of transportation needs on IH 35	Input regarding the need for improvements on IH 35 within the IH 35 PEL Study area was used in the development of the study's Draft Need and Purpose Statement, which will be presented to the public at the February 2012 workshops.
D	Suggestion of a specific safety, operational, bicycle/pedestrian, or capacity improvement for the IH 35 frontage road	Suggested safety, operational, bicycle/pedestrian, and/or capacity improvements to the IH 35 frontage roads will be considered in the development and evaluation of draft alternatives for the IH 35 PEL Study if they address an identified IH 35 transportation need. TxDOT and the Alamo RMA will work separately with residents and local municipal governments to look at other suggested improvements that fall outside the scope of the IH 35 PEL Study.
E	Identification of needs and/or proposed improvements for issues that fall outside the scope of the IH 35 PEL Study	TxDOT and the Alamo RMA understand that workshop participants have important concerns and needs that are not specifically related to IH 35, and will work with those individuals and groups to ensure that they are connected with the appropriate entity(ies) responsible for addressing such needs.

Table 5-3: Comment Response Code Key for the November 2011 Public Workshop Comments

Response Code	General Topic Addressed	Response
F	Identification and desired protection of social, economic, and environmental resources in the IH 35 PEL Study area	Social, economic, and environmental resources (such as historic districts, neighborhoods, parks, businesses, air and water, habitats, etc.) will be considered during the development and evaluation of draft alternatives for IH 35 in an effort to avoid and/or minimize any potential future negative impacts on these resources. Once the draft alternatives have been developed and refined for additional study under the National Environmental Policy Act (NEPA) process, they will be specifically evaluated for their ability to address the needs on IH 35, as well as for their potential impacts on the identified social, economic, and environmental resources.
G	Support for or opposition to specific funding mechanisms for IH 35 improvements	Potential funding mechanisms will be considered should the IH 35 PEL Study proceed to a more detailed National Environmental Policy Act (NEPA) study.
H	Concerns that funds designated for US 281 and Loop 1604 have been moved to IH 35 and rail system improvements.	The Alamo Regional Mobility Authority is currently conducting Environmental Impact Statements (EISs) for US 281 from Loop 1604 to the Bexar/Comal County line and for Loop 1604 from US 90 West to IH 35 North. These EISs are necessary prior to constructing improvements to address the long-range needs in these corridors. A Record of Decision (ROD) is anticipated for US 281 by December 2013 and for Loop 1604 in December 2012. Because an EIS takes many years to complete, a superstreet was proposed to address operational issues in the short-term for US 281. The superstreet was constructed using American Recovery and Reinvestment Act (ARRA) funds. No funds have been moved from US 281 and/or Loop 1604 to IH 35 or to a downtown rail system.
I	Suggestion of a specific aesthetic improvement	Suggested aesthetic improvements will be considered in the development and evaluation of draft alternatives for the IH 35 PEL Study if they address an identified IH 35 transportation need. TxDOT and the Alamo RMA will work separately with residents and local municipal governments to look at other suggested improvements that fall outside the scope of the IH 35 PEL Study.

Table 5-3: Comment Response Code Key for the November 2011 Public Workshop Comments

Response Code	General Topic Addressed	Response
J	Concerns about potential environmental impacts of IH 35 improvements	Should the IH 35 PEL Study proceed to a more detailed National Environmental Policy Act (NEPA) study, efforts will be made to mitigate and/or avoid potential environmental impacts associated with any specific alternatives identified.
K	Suggestion of a specific bicycle/pedestrian improvement	Suggested bicycle and pedestrian facility needs and improvements will be considered in the development and evaluation of draft alternatives for the IH 35 PEL Study if they address an identified IH 35 transportation need. TxDOT and the Alamo RMA will work separately with residents and the City of San Antonio to look at other suggested improvements that fall outside the scope of the IH 35 PEL Study.
L	Desire for more detailed information about proposed IH 35 improvements	As the IH 35 PEL Study progresses, more specific draft alternatives will be identified, evaluated, and presented to the public. Please visit the study website, www.Timefor35.com , for updates and upcoming meeting announcements.
M	Short-term vs. long-term needs	While the IH 35 PEL Study focuses on the identification of transportation needs and draft alternatives for long-term solutions within the study area, TxDOT is also implementing short-term operational improvements on IH 35 to address more immediate transportation needs. These operational improvements include the addition of long operational/auxiliary lanes and ramp reconfigurations at key locations on IH 35, as well as minimal widening/resurfacing and restriping of IH 35 mainlanes. For additional information, please visit http://www.txdot.gov/local_information/san_antonio_district/ .
N	Suggestion of a specific transit improvement or system-wide coordination	The Alamo RMA and TxDOT will work with local transit providers to examine the existing transit needs with the IH 35 PEL Study area, as well as how proposed solutions may complement the existing and planned transit system.
O	Suggestion of changes to or validation of specific transportation funding policies	Transportation funding policy is established by state and federal legislation, which is outside the scope of the IH 35 PEL Study.

Table 5-3: Comment Response Code Key for the November 2011 Public Workshop Comments

Response Code	General Topic Addressed	Response
P	Concerns about or suggestions for the IH 35 PEL Study public involvement process	<p>Public participation is a key component of the IH 35 PEL Study. Every effort will be made to ensure that the public has open access to IH 35 PEL Study information and ample opportunities to participate in the decision-making process. Members of the public are invited to visit the study's website, Facebook, and Twitter pages, and to contact the study team with any questions or concerns or to request a group presentation:</p> <ul style="list-style-type: none"> • Phone: 210-549-7235 (210-549-SA35) • Email: IH35@AlamoRMA.org • Website: www.Timefor35.com • Facebook: www.Facebook.com/TimeFor35 • Twitter: www.Twitter.com/TimeFor35
Q	Concerns about local land use policy and its impact on transportation decisions	<p>Land use plans and policies are established by local governing bodies, and are outside the scope of the IH 35 PEL Study. However, existing land use plans will be considered in the IH 35 PEL Study.</p>
R	Question regarding sound barrier being studied along IH 35 for Government Hill	<p>TxDOT is unaware of any such sound barriers being studied or approved along IH 35 in the Government Hill area. Should the IH 35 PEL Study proceed to a more detailed National Environmental Policy Act (NEPA) study, efforts will be made to mitigate and/or avoid potential environmental impacts associated with any specific alternatives identified.</p>
S	Suggestion to expand the IH 35 PEL Study area	<p>The northern limits of the IH 35 PEL Study area were defined based on the San Antonio-Bexar County Metropolitan Planning Organization's current planning area boundaries. The Alamo Regional Mobility Authority and the Texas Department of Transportation have had discussions with local elected officials about the possibility of expanding the IH 35 PEL Study area, though no decision has been made to do so at this time.</p>
T	Suggestion to add to or update IH 35 PEL Study data	<p>Thank you for bringing this to our attention. We will ensure that this information is included in the IH 35 PEL Study's data set.</p>
U	General comment or suggestion.	<p>Thank you for your comment. It will be noted in the official record for the IH 35 PEL Study.</p>

Table 5-4: Results from the November 16 and November 17, 2011 Public Workshop Problem Identification Exercises (Station 4)

Previously-Identified Problem	Nov. 16		Nov. 17		Total	
	Problem	Not a Problem	Problem	Not a Problem	Problem	Not a Problem
Conflicts between local and through-traffic on Loop 410 & IH-35	7	0	17	0	24	0
Left-side Freeway Exit Ramps	5	2	3	2	8	4
Traffic demand exceeds capacity on IH-35 & adjacent local street system	9	1	23	0	32	1
Congestion increases potential for accidents	1	0	17	0	18	0
Poor pavement conditions on IH-35	2	0	3	2	5	2
Poor Traffic Flows at both interchanges between IH-35 and Loop 410	10	0	12	0	22	0
High number of trucks using corridor	6	1	16	1	22	2
Limited bicycle and pedestrian facilities within corridor	1	7	1	9	2	16
Cars and trucks inhibit each other's movements	3	1	8	2	11	3
No alternative routes for truck through traffic	6	0	9	1	15	1
Limited transportation choices within the corridor	2	3	3	2	5	5
Existing Randolph "Park-and-Ride" lot not easily accessible	0	0	3	0	3	0
Single-lane exit ramps are not adequate for today's traffic volumes	2	0	24	0	26	0
Lack of Bicycle and pedestrian facilities to connect employment and shopping centers to residential areas	2	4	0	9	2	13
Increasing rail traffic in corridor	0	5	0	5	0	10
Increased traffic into and out of Brooke Army Medical Center	8	1	7	1	15	2
Choke points throughout corridor	5	0	21	0	26	0
No good alternative routes to IH-35 because of at-grade rail crossings on arterials	0	0	0	1	0	1
Lack of connecting facilities/lack of capacity on connecting facilities to IH-35	2	0	5	0	7	0
Not enough emphasis on mixed-use development in corridor	2	2	0	3	2	5
Not enough transit coverage or options in corridor	2	2	1	3	3	5
Inadequate storage for both exit lanes and merging lanes	5	0	14	0	19	0
Accident clearance policies cause traffic tie-ups on IH-35 (i.e., fire trucks as first responders and jurisdictional confusion)	3	0	11	1	14	1

Table 5-5: Results from the November 16 and November 17, 2011 Public Workshop Solution Identification Exercises (Station 7)						
Type of Solution	Nov. 16		Nov. 17		Total	
	Needed	Not Needed	Needed	Not Needed	Needed	Not Needed
Design and Safety Improvements	7	3	17	1	24	4
Improve integration with Transit System	5	3	1	5	6	8
Additional Main Lanes	16	8	26	0	42	8
Improve Bus Service	3	6	3	9	6	15
High Occupancy Vehicle (HOV) Lanes	13	12	17	6	30	18
Improve Connecting Facilities	14	2	22	0	36	2
Designated Truck Lanes	7	4	14	4	21	8
Intelligent Transportation Systems (ITS) (example: roadway message signs)	5	4	6	5	11	9
Pedestrian and Bicycle Facilities	5	13	0	20	5	33
Improved Routing of Hazardous Materials	2	4	2	5	4	9

6. Conclusion and Next Steps

Initial feedback from the November 2011 public workshops supports the need for major transportation improvements in the study area to obtain and preserve mobility for the future. The identification of problems and proposed solutions from the public workshops was used to develop the IH 35 PEL Draft Need and Purpose Statement, which will be presented at the next round of public workshops, scheduled for February 22, 2012 and February 23, 2012.

Feedback obtained from the November 2011 public workshops will also serve as a basis for developing draft alternatives to address the identified transportation needs on IH 35. The proposed criteria by which such alternatives could be evaluated will be presented at the February 22nd and 23rd public workshops, while the draft alternatives will be presented at the following round of public workshops, anticipated to take place in April 2012.

Copies of this document, as well as future public workshop documents, will be available online at www.timefor35.com, in local libraries, and at the TxDOT-San Antonio District Office and the Alamo RMA Office. Questions or additional comments may be directed to 210-549-7235 (210-549-SA35) or IH35@AlamoRMA.org.

Appendix A: IH 35 PEL Study November
2011 Public Workshop Advertising

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Newspaper Advertising

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Newspaper	Advertisement Type	Publication Date
<i>San Antonio Express-News</i>	English Legal Notice	Sunday, October 17, 2011
<i>New Braunfels Herald-Zeitung</i>	English Legal Notice	Sunday, October 17, 2011
<i>La Prensa</i>	Spanish Legal Notice	Sunday, October 17, 2011
<i>La Prensa</i>	Spanish Legal Notice (Correction)*	Wednesday, October 19, 2011
<i>San Antonio Express-News</i>	English Legal Notice	Sunday, November 6, 2011
<i>New Braunfels Herald-Zeitung</i>	English Legal Notice	Sunday, November 6, 2011
<i>La Prensa</i>	Spanish Legal Notice	Sunday, November 6, 2011
<i>San Antonio Express-News</i>	English Display Ad	Friday, November 11, 2011
<i>New Braunfels Herald-Zeitung</i>	English Display Ad	Thursday, November 10, 2011
<i>La Prensa</i>	Spanish Display Ad	Sunday, November 13, 2011

* Note: This legal notice was run as a correction to the October 16, 2011 legal notice, which included an error in the study area description.

Newspaper Advertising

Legal Notices

San Antonio Express-News - October 16, 2011

HEARST *media services*

San Antonio Express-News | mySA.com | Yahoo!

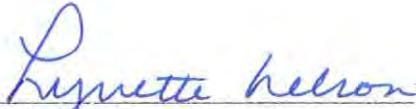
SAN ANTONIO EXPRESS NEWS AFFIDAVIT OF PUBLICATION

STATE OF TEXAS:
COUNTY OF BEXAR

Before me, the undersigned authority, a Notary Public in and for the State of Texas, on this day personally appeared: Lynette Nelson, who after being duly sworn, says that she is the BOOKKEEPER of THE HEARST CORPORATON (SAN ANTONIO EXPRESS-NEWS DIVISION), a daily newspaper published in Bexar County, Texas and that the publication, of which the annexed is a true copy, was published to wit:

Customer ID: 800836
Customer Name: R J Rivera Associates
Order ID: 2124973

Publication	Pub Date
EN Classified	16-OCT-11



Lynette Nelson
Bookkeeper

Sworn and subscribed to before me, this 17th day of Oct. A.D. 2011

Notary public in and for the State of Texas



IH 35 SAN ANTONIO PLANNING-ENVIRONMENTAL LINKAGES STUDY NOTICE OF PUBLIC WORKSHOPS PLANNING FOR TRANSPORTATION IMPROVEMENTS ALONG THE IH 35 CORRIDOR

The Alamo Regional Mobility Authority (Alamo RMA) and the Texas Department of Transportation (TxDOT) will host two public workshops in November 2011 for the IH 35 San Antonio Planning-Environmental Linkages (SA PEL) Study. The purpose of the workshops is to gather input from the public on transportation needs and potential improvements for IH 35 in the western portions of Comal and Guadalupe Counties and the northeastern portion of Bexar County.

The IH 35 SA PEL Study was initiated in August 2011. The study area follows IH 35 from Hubertus Road/FM 1103 in Schertz to the intersection with IH 37/US 281 in downtown San Antonio; and Loop 410 from IH 35 on the north side of San Antonio east to IH 10. The IH 35 SA PEL Study is intended to identify the need and purpose for improvements, determine possible viable alternatives for a long-term solution, and recommend preferred alternatives for IH 35 within this area. The IH 35 SA PEL Study will follow the Federal Highway Administration's (FHWA) guidance on conducting PEL studies. This will ensure that the data and planning recommendations resulting from the study can be integrated into a National Environmental Policy Act (NEPA) process.

All interested citizens are encouraged to attend a public workshop to discuss the draft need and purpose statement and potential improvements within the study area. The workshops will utilize an open-house format, where members of the public can come and go at any time, review exhibits, and ask questions of project staff. Court reporters and comment forms will be available at the workshops for individuals wishing to provide input. Comment forms and workshop materials will also be available on the project website at www.TimeFor35.com. Written comments may be emailed to IH35@AlamoRMA.org, faxed to 210-495-5403, or mailed to Mr. Leroy Alloway at 1222 N. Main Avenue, Ste. 1000; San Antonio, TX 78212. Website and/or mailed comments must be submitted by November 27, 2011.

Public workshops will be held from 5:30 PM to 8:00 PM at the following locations:

Wednesday, November 16, 2011
St. Patrick's Church
Community Center
1114 Willow St.
San Antonio, Texas 78208

Thursday, November 17, 2011
Schertz Civic Center
1400 Schertz Pkwy., Bldg. 5
Schertz, Texas 78154

Spanish interpreters will be available at the workshops to assist with translation needs. Persons who plan to attend a workshop and have other special communication or accommodation needs are encouraged to call 210-549-SA35 (210-549-7235) at least two business days prior to the workshop to request assistance. The Alamo RMA and TxDOT will make every reasonable effort to accommodate these needs.

New Braunfels Herald-Zeitung - October 16, 2011

THE NEW BRAUNFELS HERALD-ZEITUNG
NEW BRAUNFELS, TEXAS

NEW BRAUNFELS HERALD-ZEITUNG

ATTN: ANNA RIVERA
RJ RIVERA ASSOCIATES INC
7410 BLANCO RD SUITE 250
PO BOX 460151
SAN ANTONIO TX 78246-0151

REFERENCE: 12531905 REC# 212733
2678082 INV 10862/IH 35 SAN

STATE OF TEXAS
COUNTY OF COMAL

Before me, the undersigned authority, on this day,
personally appeared, Rosie Willingham, who being
duly sworn, deposes and says that she is the
Business Manager at the New Braunfels
Herald-Zeitung: that said newspaper is regularly
published in Comal County and generally circulated
in Comal, Guadalupe, Hays, and Bexar counties,
Texas: that the attached notice was published on
the following date.

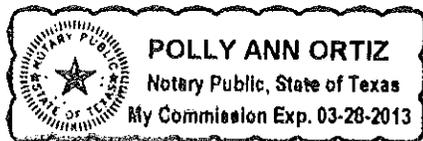
Rosie Willingham

Rosie Willingham--Business Manager

PUBLISHED ON: 10/16

FILED ON: 10/19/11

Subscribed and sworn before me this 20 of October
2011 A.D.



Polly Ann Ortiz
Notary Public

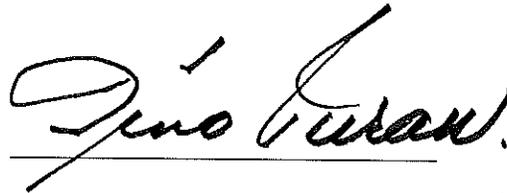
LEGAL NOTICES	LEGAL NOTICES	LEGAL NOTICES	LEGAL NOTICES
<p>IH 35 SAN ANTONIO PLANNING-ENVIRONMENTAL LINKAGES STUDY NOTICE OF PUBLIC WORKSHOPS PLANNING FOR TRANSPORTATION IMPROVEMENTS ALONG THE IH 35 CORRIDOR</p> <p>The Alamo Regional Mobility Authority (Alamo RMA) and the Texas Department of Transportation (TxDOT) will host two public workshops in November 2011 for the IH 35 San Antonio Planning-Environmental Linkages (SA PEL) Study. The purpose of the workshops is to gather input from the public on transportation needs and potential improvements for IH 35 in the western portions of Comal and Guadalupe Counties and the northeastern portion of Bexar County. The IH 35 SA PEL Study was initiated in August 2011. The study area follows IH 35 from Hubertus Road/FM 1103 in Schertz to the intersection with IH 37/US 281 in downtown San Antonio; and Loop 410 from IH 35 on the north side of San Antonio east to IH 10. The IH 35 SA PEL Study is intended to identify the need and pur-</p>	<p>pose for improvements, determine possible viable alternatives for a long-term solution, and recommend preferred alternatives for IH 35 within this area. The IH 35 SA PEL Study will follow the Federal Highway Administration's (FHWA) guidance on conducting PEL studies. This will ensure that the data and planning recommendations resulting from the study can be integrated into a National Environmental Policy Act (NEPA) process. All interested citizens are encouraged to attend a public workshop to discuss the draft need and purpose statement and potential improvements within the study area. The workshops will utilize an open-house format, where members of the public can come and go at any time, review exhibits, and ask questions of project staff. Court reporters and comment forms will be available at the workshops for individuals wishing to provide input. Comment forms and workshop materials will also be available on the project website at www.TimeFor35.com. Written</p>	<p>comments may be emailed to IH35@AlamoRMA.org; faxed to 210-495-5403, or mailed to Mr. Leroy Alloway at 1222 N. Main Avenue, Ste. 1000; San Antonio, TX 78212. Website and/or mailed comments must be submitted by November 27, 2011. Public workshops will be held from 5:30 PM to 8:00 PM at the following locations:</p> <p>Wednesday, November 16, 2011 St. Patrick's Church Community Center 1114 Willow St. San Antonio, Texas 78208</p> <p>Thursday, November 17, 2011 Schertz Civic Center 1400 Schertz Pkwy., Bldg. 5 Schertz, Texas 78154</p> <p>Spanish interpreters will be available at the workshops to assist with translation needs. Persons who plan to attend a workshop and have other special communication or accommodation needs are encouraged to call 210-549-SA35 (210-549-7235) at least two business days prior to the workshop to request assistance. The</p>	<p>Alamo RMA and TxDOT will make every reasonable effort to accommodate these needs.</p>

La Prensa - October 16, 2011

STATE OF TEXAS

COUNTY OF BEXAR

Before me, a Notary Public in and for Bexar County,
this day personally appeared Tino Duran, Publisher of La Prensa De San
Antonio who being duly sworn by oath, stated that RJ Rivera Associates Inc.,
requested a publication for Estudio de Enlace – Planificación y el Medio Ambiente
para IH 35 en San Antonio AVISO de Públicos. Planificación para mejoras de
transporte a lo largo del corredor IH 35 which, was published in La Prensa
Bilingual Newspaper on October 16, 2011.

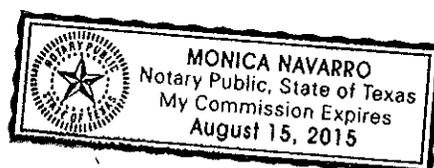


Signature

SWORN AND SUBSCRIBED BEFORE ME THE 17th DAY OF
OCTOBER 2011.


Notary Public

My Commission expires:



Mailing Address:

City Clerk's Office, Attn: Office of Grants Monitoring & Administration
P.O. Box 839966
San Antonio, Texas 78283-3966

Physical Address:

City Clerk's Office, Attn: Office of Grants Monitoring & Administration
100 Military Plaza, 2nd Floor, City Hall
San Antonio, Texas 78205

For assistance, please contact the Office of Grants Monitoring and Administration, at (210) 207-6600.

/s/ Leticia M. Vacek, TRMC/CMC
City Clerk

**Estudio de Enlace - Planificación y el Medio Ambiente para IH 35 en San Antonio
AVISO de talleres públicos**

Planificación para mejoras de transporte a lo largo del corredor IH 35

El Álamo Regional Mobility Authority (Álamo RMA por sus siglas en inglés) y el Departamento de Transporte de Texas (TxDOT por sus siglas en inglés) llevarán a cabo dos talleres públicos en noviembre de 2011 sobre el Estudio de Enlace - Planificación y el Medio Ambiente para IH 35 en San Antonio (SA PEL). El propósito de estos talleres es reunir opiniones y sugerencias del público sobre las necesidades de transporte y las posibles mejoras de IH 35 en la porción de oeste de los condados de Comal y Guadalupe y en la porción de noreste de el condado de Bexar.

El estudio IH 35 SA PEL se inició en agosto de 2011. El área de estudios se alinea encima de IH 35 desde Hubertus Road / FM 1103 en Schertz hasta la intersección con IH 37/US 181 en el centro de San Antonio, y Loop 410 desde IH 35 al norte de San Antonio al este de IH 10. El estudio IH 35 SA PEL propone identificar la necesidad y el propósito de mejoras, determinar posibles alternativas viables para soluciones de largo plazo, y recomendar alternativas preferidas para IH 35 dentro de este área. El estudio IH 35 SA PEL se realizará de acuerdo con la orientación de la Administración Federal de Carreteras (FHWA) en la realización de estudios de enlace entre planificación y el medio ambiente. Esto asegurará que los datos y recomendaciones resultantes de la planificación del estudio se puedan integrar en los procesos y requisitos por medio del Acta de Política Nacional sobre el Ambiente (NEPA).

Todos los ciudadanos interesados están invitados a asistir a un taller público para discutir el borrador de la declaración de necesidad y propósito y las posibles mejoras en el área de estudio. Los talleres utilizarán un formato de exhibición, donde miembros del público pueden ir y venir a su gusto, repasar dibujos, y hacer preguntas al personal del proyecto. Reporteros de tribunal y formas para comentarios estarán disponibles en los talleres para las personas que deseen hacer comentarios. Folletos para comentarios y otros materiales serán disponibles en la página Web de este proyecto www.Timefor35.com. Comentarios escritos pueden ser enviados por correo electrónico a IH35@AlamoRMA.org, por fax al 210-495-5403, o por correo al Sr. Leroy Alloway 1222 N. Main Avenue, Ste. 1000; San Antonio, TX 78212. Sitio Web y / o comentarios por correo deben ser presentados a lo más tardado 27 de noviembre de 2011.

Talleres públicos se llevarán a cabo de 5:30 pm hasta 8:00 pm en las siguientes lugares:

- | | |
|------------------------------------|--|
| miércoles, 16 de noviembre de 2011 | St. Patrick's Church Community Center
1114 Willow St.
San Antonio, Texas 78208 |
| jueves, 17 de noviembre de 2011 | Schertz Civic Center
1400 Schertz Pkwy., Bldg. 5
Schertz, Texas 78154 |

Intérpretes de español estarán disponibles en los talleres públicos para asistir en la traducción al español. Si usted tiene interés en atender los talleres y requiere de asistencia especial en comunicación o alojamiento llamen al 210-549-SA35 (210-549-7235) por lo menos dos días hábiles antes del taller para pedir asistencia. El Álamo RMA y TxDOT hará el esfuerzo más razonable para complacerle.

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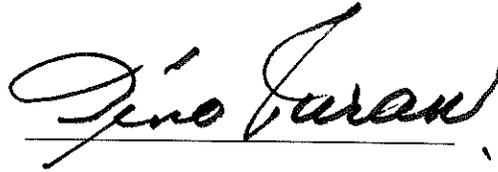
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La Prensa - October 19, 2011

STATE OF TEXAS

COUNTY OF BEXAR

Before me, a Notary Public in and for Bexar County,
this day personally appeared Tino Duran, Publisher of La Prensa De San Antonio who being duly sworn by oath, stated that RJ Rivera Associates Inc., requested a publication for Estudio de Enlace – Planificación y el Medio Ambiente para IH 35 en San Antonio AVISO de Públicos. Planificación para mejoras de transporte a lo largo del corredor IH 35 which, was published in La Prensa Bilingual Newspaper on October 19, 2011.

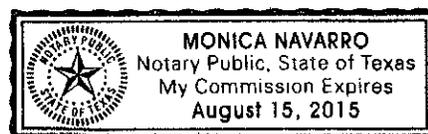


Signature

SWORN AND SUBSCRIBED BEFORE ME THE 19th DAY OF
OCTOBER 2011.

Monica Navarro
Notary Public

My Commission expires:



Estudio de Enlace - Planificación y el Medio Ambiente para IH 35 en San Antonio
AVISO de talleres públicos
Planificación para mejoras de transporte a lo largo del corredor IH 35

El Álamo Regional Mobility Authority (Álamo RMA por sus siglas en inglés) y el Departamento de Transporte de Texas (TxDOT por sus siglas en inglés) llevaran a cabo dos talleres públicos en noviembre de 2011 sobre el Estudio de Enlace - Planificación y el Medio Ambiente para IH 35 en San Antonio (SA PEL). El propósito de estos talleres es reunir opiniones y sugerencias del público sobre las necesidades de transporte y las posibles mejoras de IH 35 en la porciones de oeste de los condados de Comal y Guadalupe y en la porción de noreste de el condado de Bexar.

El estudio IH 35 SA PEL se inició en agosto de 2011. El área de estudios se alinea encima de IH 35 desde Hubertus Road / FM 1103 en Schertz hasta la intersección con IH 37/US 281 en el centro de San Antonio, y Loop 410 desde IH 35 al norte de San Antonio al este de IH 10. El estudio IH 35 SA PEL propone identificar la necesidad y el propósito de mejoras, determinar posibles alternativas viables para soluciones de largo plazo, y recomendar alternativas preferidas para IH 35 dentro de este área. El estudio IH 35 SA PEL se realizará de acuerdo con la orientación de la Administración Federal de Carreteras (FHWA) en la realización de estudios de enlace entre planificación y el medio ambiente. Esto asegurará que los datos y recomendaciones resultantes de la planificación del estudio se puedan integrar en los procesos y requisitos por medio del Acta de Política Nacional sobre el Ambiente (NEPA).

Todos los ciudadanos interesados están invitados a asistir a un taller público par discutir el borrador de la declaración de necesidad y propósito y las posibles mejoras en el área de estudio. Los taller utilizaran un formato de exhibición, donde miembros del público pueden ir y venir a su gusto, repasar dibujos, y hacer preguntas al personal del proyecto. Reporteros de tribunal y formas para comentarios estarán disponibles en los talleres para las personas que deseen hacer comentarios. Folletos para comentarios y otros materiales serán disponibles en la página Web de este proyecto www.Timefor35.com. Comentarios escritos pueden ser envidaos por correo electrónico a IH35@AlamoRMA.org, por fax al 210-495-5403, o por correo al Sr. Leroy Alloway 1222 N. Mam Avenue, Ste. 1900; San Antonio, TX 78212. Sitio Web y / o comentarios por correo deben ser presentados a lo mas tardado 27 de noviembre de 2011.

Talleres públicos se llevaran a cabo de 5:30 pm hasta 8:00 pm en las siguientes lugares:

miércoles, 16 de noviembre de 2011
St. Patrick's Church Community Center
1114 Willow St.
San Antonio, Texas 78208

jueves, 17 de noviembre de 2011
Schertz Civic Center
1400 Schertz Pkwy., Bldg. 5
Schertz, Texas 78154

Intérpretes de español estarán disponibles en los talleres públicos para asistir en la traducción al español. Si usted tiene interés en atender los talleres y requiere de asistencia especial en comunicación o alojamiento llamen al 210-549-SA35 (210-549-7235) por lo menos dos días hábiles antes del taller para pedir asistencia. El Álamo RMA y TxDOT hará el esfuerzo más razonable para complacerle.

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San Antonio Express-News - November 6, 2011

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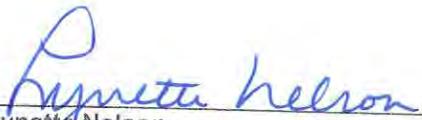
SAN ANTONIO EXPRESS NEWS AFFIDAVIT OF PUBLICATION

STATE OF TEXAS:
COUNTY OF BEXAR

Before me, the undersigned authority, a Notary Public in and for the State of Texas, on this day personally appeared: Lynette Nelson, who after being duly sworn, says that she is the BOOKKEEPER of THE HEARST CORPORATON (SAN ANTONIO EXPRESS-NEWS DIVISION), a daily newspaper published in Bexar County, Texas and that the publication, of which the annexed is a true copy, was published to wit:

Customer ID: 800836
Customer Name: R J Rivera Associates
Order ID: 2130745

Publication _____ Pub Date _____
EN Classified 06-NOV-11


Lynette Nelson
Bookkeeper

Sworn and subscribed to before me, this 7th day of Nov. A.D. 2011

Notary public in and for the State of Texas





IH 35 SAN ANTONIO PLANNING - ENVIRONMENTAL LINKAGES STUDY NOTICE OF PUBLIC WORKSHOPS PLANNING FOR TRANSPORTATION IMPROVEMENTS ALONG THE IH 35 CORRIDOR

The Alamo Regional Mobility Authority (Alamo RMA) and the Texas Department of Transportation (TxDOT) will host two public workshops in November 2011 for the IH 35 San Antonio Planning - Environmental Linkages (SA PEL) Study. The purpose of the workshops is to gather input from the public on transportation needs and potential improvements for IH 35 in the western portions of Comal and Guadalupe Counties and the northeastern portion of Bexar County.

The IH 35 SA PEL Study was initiated in August 2011. The study area follows IH 35 from Hubertus Road/FM 1103 in Schertz to the intersection with IH 37/US 281 in downtown San Antonio; and Loop 410 from IH 35 on the north side of San Antonio east to IH 10. The IH 35 SA PEL Study is intended to identify the need and purpose for improvements, determine possible viable alternatives for a long-term solution, and recommend preferred alternatives for IH 35 within this area. The IH 35 SA PEL Study will follow the Federal Highway Administration's (FHWA) guidance on conducting PEL studies. This will ensure that the data and planning recommendations resulting from the study can be integrated into a National Environmental Policy Act (NEPA) process.

All interested citizens are encouraged to attend a public workshop to discuss the draft need and purpose statement and potential improvements within the study area. The workshops will utilize an open-house format, where members of the public can come and go at any time, review exhibits, and ask questions of project staff. Court reporters and comment forms will be available at the workshops for individuals wishing to provide input. Comment forms and workshop materials will also be available on the project website at www.Time-For35.com. Written comments may be emailed to IH35@AlamoRMA.org, faxed to 210-495-5403, or mailed to Mr. Leroy Alloway at 1222 N. Main Avenue, Ste. 1000, San Antonio, TX 78212. Website and/or mailed comments must be submitted by November 27, 2011.

Public workshops will be held from 5:30 PM to 8:00 PM at the following locations:

Wednesday, November 16, 2011 St. Patrick's Church Community Center
1114 Willow St.
San Antonio, Texas 78208

Thursday, November 17, 2011 Schertz Civic Center
1400 Schertz Pkwy, Bldg. 5
Schertz, Texas 78154

Spanish interpreters will be available at the workshops to assist with translation needs. Persons who plan to attend a workshop and have other special communication or accommodation needs are encouraged to call 210-549-SA35 (210-549-7235) at least two business days prior to the workshop to request assistance. The Alamo RMA and TxDOT will make every reasonable effort to accommodate these needs.

New Braunfels Herald-Zeitung - November 6, 2011

THE NEW BRAUNFELS HERALD-ZEITUNG
NEW BRAUNFELS, TEXAS

NEW BRAUNFELS HERALD-ZEITUNG

ATTN: ANNA RIVERA
RJ RIVERA ASSOCIATES INC
7410 BLANCO RD SUITE 250
PO BOX 460151
SAN ANTONIO TX 78246-0151

REFERENCE: 12531905 REC# 212624
2689858 INV 10901/IH 35 SAN

STATE OF TEXAS
COUNTY OF COMAL

Before me, the undersigned authority, on this day, personally appeared, Rosie Willingham, who being duly sworn, deposes and says that she is the Business Manager at the New Braunfels Herald-Zeitung; that said newspaper is regularly published in Comal County and generally circulated in Comal, Guadalupe, Hays, and Bexar counties, Texas; that the attached notice was published on the following date.

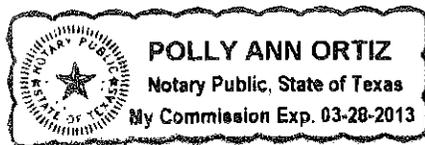
Rosie M. Willingham

Rosie Willingham--Business Manager

PUBLISHED ON: 11/06

FILED ON: 11/07/11

Subscribed and sworn before me this 7 of November 2011 A.D.



Polly Ann Ortiz
Notary Public

LOCAL NOTICES

**WORKSHOPS
PLANNING FOR
TRANSPORTATION
IMPROVEMENTS
ALONG THE IH 35
CORRIDOR**

The Texas Regional Mapping Authority (Texas RMMA) and the Texas Department of Transportation (TxDOT) will have two public workshops in December 2011 for the IH 35 San Antonio Planning Corridor Study. The purpose of the workshops is to gather input from the public on transportation needs and potential transportation for IH 35 in the southern portion of Central and Guadalupe Counties and the northern portion of Bexar County. The IH 35 PEL Study was initiated in August 2010. The study area follows IH 35 from Memorial Road to 114th St. in the north to the intersection of IH 35 and IH 10 in the south. The study area follows IH 35 from Memorial Road to 114th St. in the north to the intersection of IH 35 and IH 10 in the south. The IH 35 PEL Study is designed to identify the need and purpose for transportation improvements along the corridor. The study area follows IH 35 from Memorial Road to 114th St. in the north to the intersection of IH 35 and IH 10 in the south. The study area follows IH 35 from Memorial Road to 114th St. in the north to the intersection of IH 35 and IH 10 in the south.

IH 35 SAN ANTONIO PLANNING ENVIRONMENTAL IMPACT STUDY NOTICE OF PUBLIC

LOCAL NOTICES

will be held on IH 35 within the study area. The IH 35 PEL Study will follow the Federal Highway Administration's (FHWA) guidance on conducting PEL studies. This will ensure that the data and planning resources are consistent with the study area. The study will be completed in December 2011. All interested citizens are encouraged to attend a public workshop to discuss the study area and provide input. The study area follows IH 35 from Memorial Road to 114th St. in the north to the intersection of IH 35 and IH 10 in the south. The study area follows IH 35 from Memorial Road to 114th St. in the north to the intersection of IH 35 and IH 10 in the south.

LOCAL NOTICES

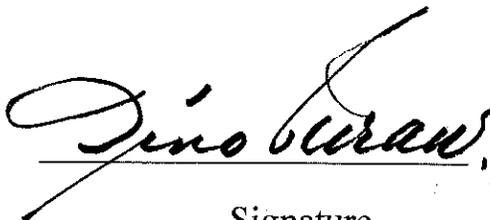
and/or related documents may be submitted by December 31, 2011. Public comments should be submitted to the following address: December 31, 2011, 501 Fidelity Center, 1114 Millers St., San Antonio, Texas 78204. Tuesday, December 27, 2011, 501 Fidelity Center, 1114 Millers St., San Antonio, Texas 78204. Comments should be submitted to the following address: December 31, 2011, 501 Fidelity Center, 1114 Millers St., San Antonio, Texas 78204. Comments should be submitted to the following address: December 31, 2011, 501 Fidelity Center, 1114 Millers St., San Antonio, Texas 78204.

La Prensa - November 6, 2011

STATE OF TEXAS

COUNTY OF BEXAR

Before me, a Notary Public in and for Bexar County,
this day personally appeared Tino Duran, Publisher of La Prensa De San Antonio who being duly sworn by oath, stated that RJ Rivera Associates Inc., requested a publication for Estudio de Enlace – Planificación y el Medio Ambiente para IH 35 en San Antonio AVISO de Públicos. Planificación para mejoras de transporte a lo largo del corredor IH 35 which, was published in La Prensa Bilingual Newspaper on November 6, 2011.



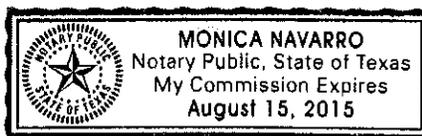
Signature

SWORN AND SUBSCRIBED BEFORE ME THE 7th DAY OF
NOVEMBER 2011.



Notary Public

My Commission expires:



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Reproduction, 2201 Ceegee St. San Antonio, TX 78217. Copia impresa está disponible por
un cargo de la impresión no reembolsable de \$ 105.00. Las copias digitales están disponibles
por solicitud en ricardo@ricardomccullough.com.

Este proyecto está financiado por el Community Development Block Grant (federal) los
fondos son proporcionados a través de la ciudad de San Antonio y donaciones privadas.
Obligaciones de pago y rendimiento de la subasta son requeridos. El contratista tendrá los
requisitos apropiados de seguro se indicados en el paquete de la licitación.
El proyecto debe cumplir con Davis Bacon, tasas de salarios prevaecientes, utilizar empresas
de minorías y empresas propiedad de mujer, y lograr los objetivos de contratación y empleo
de la Sección 3. Los licitadores deberán cumplir con todos los requisitos de licitación y las
especificaciones definidas por McCullough y Asociados y Blessed Sacrament Academy.
Blessed Sacrament Academy reserva el derecho de rechazar cualquiera o todas las subastas
y de renunciar a todos y los tecnicismos o formalidades.

Estudio de Enlace - Planificación y el Medio Ambiente para IH 35 en San Antonio
AVISO de talleres públicos
Planificación para mejoras de transporte a lo largo del corredor IH 35

El Álamo Regional Mobility Authority (Álamo RMA por sus siglas en inglés) y el
Departamento de Transporte de Texas (TxDOT por sus siglas en inglés) llevaran a cabo
dos talleres públicos en noviembre de 2011 sobre el Estudio de Enlace - Planificación y
el Medio Ambiente para IH 35 en San Antonio(SA PEL) El propósito de estos talleres es
reunir opiniones y sugerencias del público sobre las necesidades de transporte y las
posibles mejoras de IH 35 en la porciones de oeste de los condados de Comal y
Guadalupe y en la porción de noreste de el condado de Bexar.

El estudio IH 35 SA PEL se inició en agosto de 2011. El área de estudios se alinea
encima de IH 35 desde Hubertus Road / FM 1103 en Schertz hasta la intersección con IH
37/US 281 en el centro de San Antonio, y Loop 410 desde IH 35 al norte de San Antonio
al este de IH 10. El estudio IH 35 SA PEL propone identificar la necesidad y el
propósito de mejoras, determinar posibles alternativas viables para soluciones de largo
plazo, y recomendar alternativas preferidas para IH 35 dentro de este área. El estudio IH
35 SA PEL se realizará de acuerdo con la orientación de la Administración Federal de
Carreteras (FHWA) en la realización de estudios de enlace entre planificación y el medio
ambiente. Esto asegurará que los datos y recomendaciones resultantes de la
planificación del estudio se puedan integrar en los procesos y requisitos por medio del
Acta de Política Nacional sobre el Ambiente (NEPA).

Todos los ciudadanos interesados están invitados a asistir a un taller público par discutir
el borrador de la declaración de necesidad y propósito y las posibles mejoras en el área
de estudio. Los taller utilizaran un formato de exhibición, donde miembros del público
pueden ir y venir a su gusto, repasar dibujos, y hacer preguntas al personal del proyecto.
Reporteros de tribunal y formas para comentarios estarán disponibles en los talleres para
las personas que deseen hacer comentarios. Folletos para comentarios y otros materiales
serán disponibles en la página Web de este proyecto www.Timefor35.com . Comentarios
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San Antonio, Texas 78208

jueves, 17 de noviembre de 2011 Schertz Civic Center
1400 Schertz Pkwy., Bldg. 5
Schertz, Texas 78154

Intérpretes de español estarán disponibles en los talleres públicos para asistir en la
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7235) por lo menos dos días hábiles antes del taller para pedir asistencia. El Álamo
RMA y TxDOT hará el esfuerzo más razonable para complacerle.

Display Ads

San Antonio Express-News - November 11, 2011

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San Antonio Express-News | mySA.com | Yahoo!

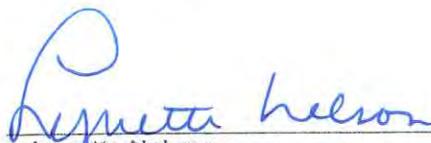
SAN ANTONIO EXPRESS NEWS AFFIDAVIT OF PUBLICATION

STATE OF TEXAS:
COUNTY OF BEXAR

Before me, the undersigned authority, a Notary Public in and for the State of Texas, on this day personally appeared: Lynette Nelson, who after being duly sworn, says that she is the BOOKKEEPER of THE HEARST CORPORATON (SAN ANTONIO EXPRESS-NEWS DIVISION), a daily newspaper published in Bexar County, Texas and that the publication, of which the annexed is a true copy, was published to wit:

Customer ID: 800836
Customer Name: R J Rivera Associates
Order ID: 2139826

Publication Pub Date
EN ROP 11-NOV-11


Lynette Nelson
Bookkeeper

Attach Ad Here

Sworn and subscribed to before me, this 11th day of Nov. A.D. 2011

Notary public in and for the State of Texas



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Wed., November 16
St. Patrick's Church
1114 Willow St.
San Antonio, Texas 78208

Thurs., November 17
Schertz Civic Center
1400 Schertz Pkwy., Bldg. 5
Schertz, Texas 78154

Thurs., November 17
Schertz Civic Center
Meeting sponsored by:
SCHERTZ
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Wed., November 16
St. Patrick's Church

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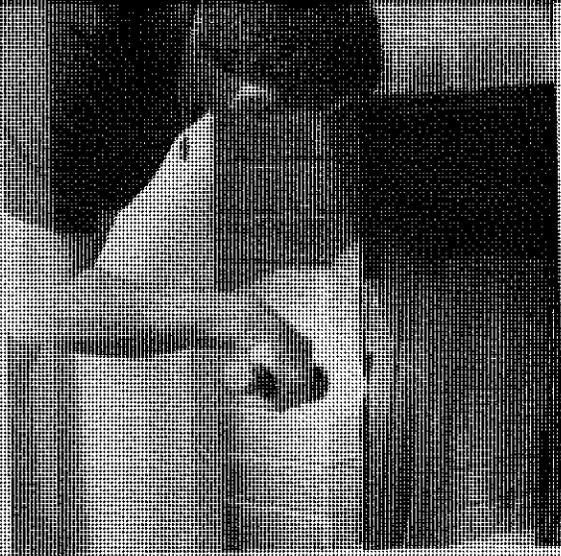
New Braunfels Herald-Zeitung - November 10, 2011

Are your savings going up in smoke?

During the winter months, a fireplace is a great way to save money on heating costs. PEC members can go to our website to see a "how do-it-yourself" video that can help you make sure your fireplace is as efficient as possible.

Let PEC's new website save you money.

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SKAT TOURNNEY

The International Skat Players Association greatly appreciates the Wisconsin Association of Power Electric Co-ops for providing a place for new skat tournaments and for adding to that tradition with letters from the boards. Skat, a complex card game, is a part of our German culture and has been well loved and played for a number of years.

The 2011 Skat tournament had 24 entries. The overall prize winners were:
 1. John Langford, Roshar
 2. James Skate, New Bremen
 3. Bernard Fier, Litchfield



TIME for 35

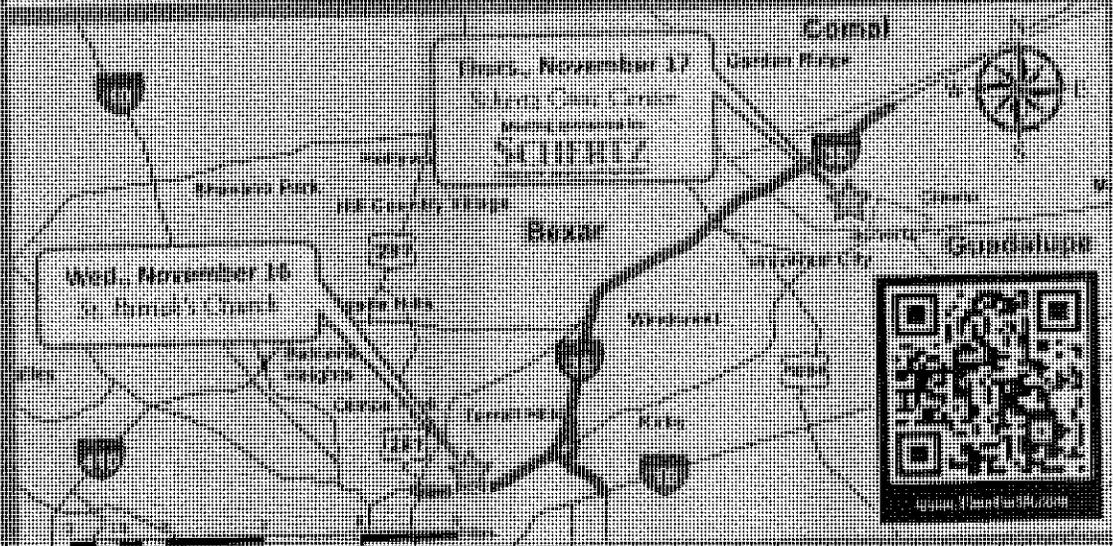
Time to make a change. Make time for you. It's time to make a change.

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Public Workshop

Wed., November 16
 St. Patrick's Church Community Center
 1114 Willow St.
 San Antonio, Texas 78208

Thurs., November 17
 Schertz Civic Center
 1400 Schertz Pkwy., Bldg. 5
 Schertz, Texas 78154



La Prensa - November 13, 2011

unidad

“Invitación de ti”, una llamada para ayudar a la comunidad

habo en el Club Sonterra, ubicado el norte de la ciudad.

“Texas es el estado número uno para hacer negocios”, afirmó la secretaria Andrade. “San Antonio es el lugar ideal para crear un futuro, y para vivir y crear una familia”, añadió.

De acuerdo a la funcionaria, muchas veces se pregunta el por qué un estado como Texas, y una ciudad como San Antonio pueden ser tan exitosos. Andrade comenta que gracias a su gente, este lugar ha logrado salir adelante y ha convertido en uno de los lugares favoritos para vivir.

Mientras las invitadas disfrutaban de una rica ensalada, y de pollo con champiñones, el programa cubrió temas tan importantes como lo son la salud y el bienestar de pequeños que, por alguna razón, han sido separados

de sus padres desde temprana edad.

Al evento asistieron organizaciones sin fines de lucro. Casa Hogar para Niños St. Peter-St. Joseph, Fundación de Morgan’s Wonderland, Museo de los Niños en San Antonio, y el programa de niños The Children’s Shelter, entre otros, fueron quienes ofrecieron información a las asistentes sobre las múltiples maneras en las que podrían apoyar a su comunidad.

Asimismo, la doctora Martínez Pollack agradeció a quienes han apoyado a la comunidad de San Antonio.

“Es necesario que sepan la importancia que pueden dar a la comunidad cuando ayudan”, comentó la doctora Martínez Pollack. “Muchas de nosotras hemos sido un gran enlace que ha ayudado a desarrollar la ciudad de San Antonio”.

Martínez Pollack también comentó que las oportunidades que ofrece San Antonio son extensas y la gente debe reconocerlas, pues organizaciones como Haven for Hope, que ayuda a quienes no tienen hogar, representa solamente uno de los muchos lugares que agradecerían el apoyo de toda persona.

Finalmente, la doctora mencionó a las mujeres que: “cuando quieren ayudar, no solo lo hagan para ayudar a una persona más, sino para llenar sus corazones de regocijo”.

Si desea ayudar a alguna de las organizaciones de San Antonio puede comunicarse también con la Asociación de Empresarios Mexicanos al (210) 546-2144. Y para más información ingresar al sitio www.aemusa.org

Están invitados al

1er Taller Público

Para el Estudio de Enlace - Planificación y el Medio Ambiente para la carretera IH 35

Planificando mejoras de transporte a través del corredor de la carretera IH 35

<p>miércoles 16 de noviembre St. Patrick’s Church Community Center 1114 Willow St. San Antonio, Texas 78208</p>	<p>jueves 17 de noviembre Schertz Civic Center 1400 Schertz Pkwy., Bldg. 5 Schertz, Texas 78154</p>
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Flyers

You are Invited! We want to hear from you!

The Alamo Regional Mobility Authority and the Texas Department of Transportation want to hear your thoughts and concerns on issues and potential improvements for Interstate 35 from Hubertus Rd/FM 1103 in Schertz to the intersection with IH 37/US 281 in downtown San Antonio. Two open houses will be held in November to kick off the community discussion for long-term improvements to this vital corridor:

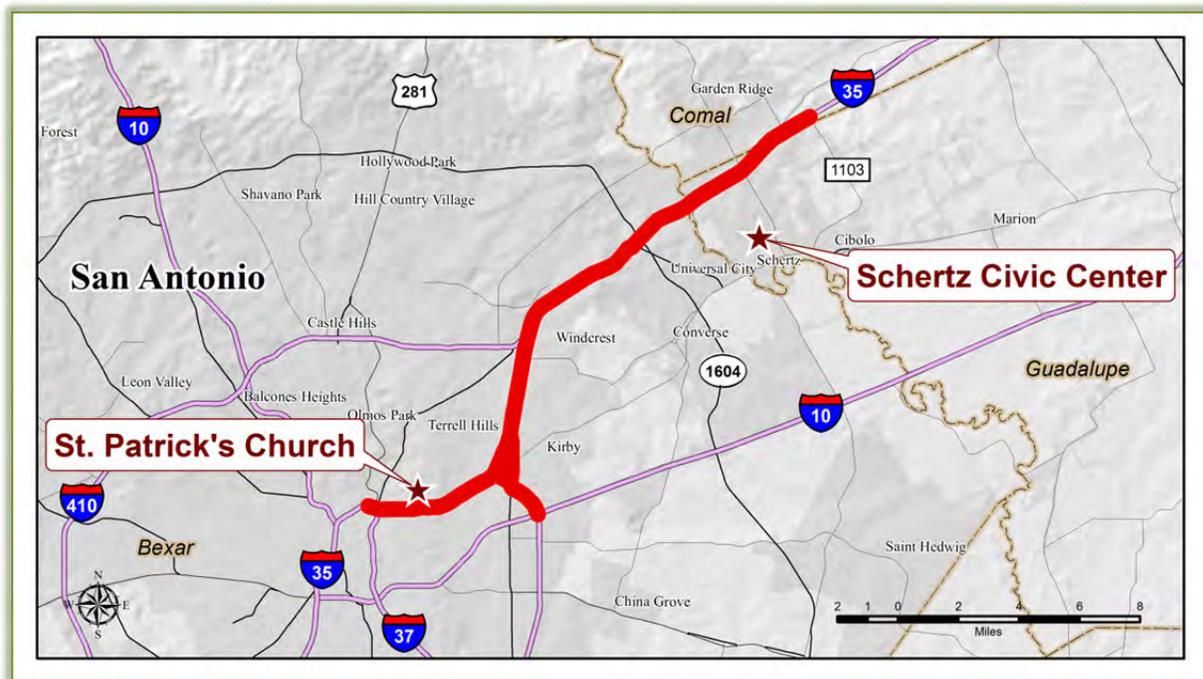
(Wednesday) November 16, 2011 (Thursday) November 17, 2011

5:30 – 8:00 PM

St. Patrick's Church Community Center
1114 Willow St.
San Antonio, Texas 78208

5:30 – 8:00 PM

Schertz Civic Center
1400 Schertz Pkwy., Bldg. 5
Schertz, Texas 78154



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Phone: 210-549-SA35 (210-549-7235)

Email: IH35@AlamoRMA.org



Online Announcements

Time For 35 Website



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CALENDAR

Alamo RMA Monthly Calendar

Today					November 2011				
Sun	Mon	Tue	Wed	Thu					
30	31	Nov 1	2	3	Bc				
6	7	8	9	10	Al:				
13	14	15	16	17	5:30pm IH 35 Planning 11:30am Brain Trust 5:30pm IH 35 Planning				
20	21	22	23	24					
27	28	29	30	Dec 1	Bc				

Events shown in time zone: Central Time

For more information about a specific meeting, please click on the highlighted date.

The official agenda is posted at the Bexar County Courthouse and the administrative office of the authority. Anyone interested in attending a meeting of the Alamo RMA's board of directors should consult the official agenda on the subject matter of the meeting.

The official agenda shall control in the event of any discrepancy between information posted as a convenience and information contained in the official agenda. Questions concerning the agenda should be directed to the Agenda Coordinator at (210) 495-5256.

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Alamo Regional Mobility Authority

1222 N. Main Avenue, Ste 1000
San Antonio, Texas 78212

Phone: (210) 495-5256

Fax: (210) 495-5403

Email: info@AlamoRMA.org



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(Wednesday) November 16, 2011
5:30 – 8:00 PM
St. Patrick's Church Community Center
1114 Willow St.
San Antonio, Texas 78208

For more information please visit www.TimeFor35.com

When Wed Nov 16 5:30pm – 8pm Central Time

Where 1114 Willow Street San Antonio, Texas 78208 ([map](#))



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IH 35 Planning and Environmental Linkages Public Meeting # 1

The Alamo Regional Mobility Authority and the Texas Department of Transportation want to hear your thoughts and concerns on issues and potential improvements for Interstate 35 from Hubertus Rd/FM 1103 in Schertz to the intersection with IH 37/US 281 in downtown San Antonio. Two open houses will be held in November to kick off the community discussion for long-term improvements to this vital corridor:

(Thursday) November 17, 2011

5:30 – 8:00 PM

Schertz Civic Center

1400 Schertz Pkwy., Bldg. 5

Schertz, Texas 78154

For More Information please visit www.TimeFor35.com

When Thu Nov 17 5:30pm – 8pm Central Time

Where 1400 Schertz Pkwy., Bldg. 5 Schertz, Texas 78154 ([map](#))



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Disclaimer on usage of social media websites and tools

Comments made on these sites (Twitter, Facebook, Socializer, blogs), herein called "social media sites" will be not be included or evaluated as part of the ongoing Environmental Impact Statement decision-making process, Environmental Assessment decision-making process, Categorical Exclusion decision-making process, or Planning and Environmental Linkages Studies (hereafter collectively referred to as "environmental documents", undertaken by the Alamo Regional Mobility Authority, consultants, sub-consultants and related entities.

Opinions expressed on these social media sites and any corresponding comments are the personal opinions of the original authors and do not represent the official opinion of the Alamo Regional Mobility Authority, board members, staff or consultants working on this project. All official documents addressing the environmental documents may be accessed through the principle website established for the study itself.

These social media sites are available for and intended to encourage public dialogue about the project and are, as such, provided for outreach and informational purposes only.

To provide official comments for inclusion into the project record for the:

Loop 1604 Environmental Impact Statement - [click here <URL: mailto:Loop1604EIS@AlamoRMA.org?subject=Official%20Comment%20>](mailto:Loop1604EIS@AlamoRMA.org?subject=Official%20Comment%20)

US 281 Environmental Impact Statement - [click here <URL: mailto:US281EIS@AlamoRMA.org?subject=Official%20Comment>](mailto:US281EIS@AlamoRMA.org?subject=Official%20Comment)

IH 35 Planning and Environmental Linkages Study - [click here <URL: mailto:IH35@AlamoRMA.org?subject=Official%20Comment>](mailto:IH35@AlamoRMA.org?subject=Official%20Comment)

Once projects receive environmental clearance, this disclaimer ceases to have effect for future phases of development of the aforementioned project.

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1222 N. Main Avenue, Ste 1000
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Fax: (210) 495-5403

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This is the official Facebook Page for the IH 35 Planning and Environmental...

More

This is the official Facebook Page for the IH 35 Planning and Environmental Linkages Study being conducted by TxDOT and the Alamo RMA.

16

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Alamo Regional Mobility Authority



San Antonio-Bexar County Metropolitan

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To interact with Time For 35 you need to sign up for Facebook first.

Sign Up

It's free and anyone can join. Already a member? Log in.



Time For 35

Our first public workshops were last week - but don't worry if you missed them - all the documents, hand outs and exhibits are online and ready for your review - you can submit comments until November 28, 2011 to be included as part of the record for these workshops!

IH 35 PEL Public Workshop Round 1 - Alamo RMA: Alamo Regional Mobility Authority - Moving people fas
www.alamorma.org

IH 35 PEL Public Workshop Round 1: Public Workshop - Round 1 The first round of public workshops for the IH 35 Planning and Environmental Linkages

Like · Comment · November 21 at 9:18am ·



Time For 35

Join us tomorrow night - for the first night of public workshops on IH 35 - It's Time For 35! Details online at www.TimeFor35.com

Time for 35 - The IH 35 Planning and Environmental Linkages Study
www.TimeFor35.com

The IH 35 Planning and Environmental Linkages Study

Like · Comment · November 15 at 12:08pm ·

Leslie Terrey Harlan likes this.



Time For 35

Do you drive 35 on a regular basis? If so - we want to hear from you - come join us at our public workshops to help us starting shaping the future of 35 - it's Time For 35!

Like · Comment · November 2 at 9:06am ·



Time For 35

We are getting ready for our first round of public workshops - Come join us on November 16 and November 17 as we start the IH 35 Planning and Environmental Linkages Study - more info can be found online at www.TimeFor35.com!

Time for 35 - The IH 35 Planning and Environmental Linkages Study
www.TimeFor35.com

The IH 35 Planning and Environmental Linkages Study

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RECENT ACTIVITY

Time For 35 edited their Website and About.

Time For 35 joined Facebook. · Like · Comment

There are no more posts to show.

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TimeFor35

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21 Nov



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15 Nov via Facebook

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Open House - IH 35 Planning and Environmental Linkages Study (PEL)

Where: St. Patrick's Church Community Center
1114 Willow Street
San Antonio, TX

When: Wednesday, Nov. 16, 2011
5:30 p.m. - 8 p.m.

Purpose: The IH 35 Planning and Environmental Linkages Study (IH 35 PEL) is a partnership between the Alamo Regional Mobility Authority and the Texas Department of Transportation to begin the community discussion and visioning for long-term improvements to the Interstate 35 corridor, from FM 1103 into downtown San Antonio.

Description: An open house to begin the first phase in a multi-year study that will help bring environmental clearance to IH 35 for long-term improvements, helping us address the growing congestion on this vital roadway.

For more information, visit the [IH 35 Planning and Environmental Linkages Study](#).

Contact: Alamo Regional Mobility Authority
Phone: (210) 549-7235
[E-mail Us](#)

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Media Release and Articles

Media Release



Contact:
Alamo RMA Community Relations
210.495.5256
info@AlamoRMA.org

FOR IMMEDIATE RELEASE
November 15, 2011

Request for Advanced Coverage Alamo RMA and TxDOT to host IH 35 Public Workshop

BACKGROUND:

The Alamo Regional Mobility (Alamo RMA) and Texas Department of Transportation (TxDOT) will host back-to-back public workshops on the IH 35 San Antonio Planning and Environmental Linkage Study. There will be multiple stations at the public workshops to help share information about the study and allow staff to hear the public's concerns and improvements they feel are needed for Interstate 35. . Everyone from the community is encouraged to attend this public meeting and to give their input on the future of the IH-35 corridor.

WHAT: IH 35 San Antonio Planning and Environmental Linkage

WHEN:	Wednesday, November 16, 2011	Thursday, November 17, 2011
	St. Patrick's Church Community Center	Schertz Civic Center
	1114 Willow St.	1400 Schertz Pkwy., Bldg 5
	San Antonio, Texas 78208	Schertz, Texas 78154
	5:30 -8:00 PM	5:30 -8:00 PM

The same stations, handouts and materials will be available at both meetings.

MORE: Staff will be available at the meeting for any interviews starting at 4:30 p.m. the day of the meeting. Please contact the Alamo RMA for interviews prior to the meeting.

More information is available online at www.TimeForIH35.org

Materials from the workshop will be posted online the following morning.

###

Articles

San Antonio Express-News - November 14, 2011



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Public workshops set on I-35 improvements

By Vianna Davila, Express-News Staff

Updated 11:53 p.m., Monday, November 14, 2011

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More Information

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 House members call for delay in lizard decision

With increasing big-rig traffic on Interstate 35 and the expansion of the [San Antonio Military Medical Center](#) along the corridor, the [Alamo Regional Mobility Authority](#) is looking for ways to improve the interstate and pay for the work.

The authority will have two workshops to discuss options. The first will be 5:30-8 p.m. Wednesday at St. Patrick's [Church Community Center](#), 1114 Willow St. in San Antonio.

The second meeting will take place at the same time Thursday, at the [Schertz Civic Center](#), 1400 Schertz Parkway, Building 5.

The meetings kick off a nine-month, \$1.25 million environmental study to focus on I-35 between downtown San Antonio and FM 1103 in Comal County just south of the Schertz Parkway.

The [Texas Department of Transportation](#) and its consultants will conduct the study. The RMA will do

community outreach.

Leroy Alloway, the Alamo RMA director of community development, said they are looking for community input and the best way to fund the improvements.

The funding mechanisms to improve I-35 could include, but aren't limited to, toll roads.

Currently, officials estimate it could cost anywhere from \$2 billion to \$2.5 billion to improve the corridor, Alloway said. But so far, no state or federal dollars have been set aside for the project.

Three sections of I-35 in Bexar County made the state's top 100 most congested roadways list, compiled by the [Texas Transportation Institute](#).

"We recognize the amount of congestion that continues to increase on 35," Alloway said. As more freight traffic moves south to Laredo and over the border, or to the Eagle Ford shale, and with so many military personnel at SAMMC, "this corridor is literally bursting at the seams."

Two subsequent rounds of public meetings will follow this week's workshops, probably in early 2012 and later in the spring, Alloway said.

The RMA hopes to complete a report by July, which would put the project in line for the next round of state Proposition 12 funding, scheduled for September, Alloway said. Roughly \$33 million of Proposition 12 funds, which are voter-approved general obligation bonds, have been set aside for project engineering or rights of way in the San Antonio TxDOT district.

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ENTERTAINMENT

The RMA would use any Proposition 12 funds for a more in-depth, long-term environmental study, which is required before moving forward with any major construction project that uses any federal dollars.

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SPORTS



Suh's stomp fuels discussion about his dirty play

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texdesoto 7:09 AM on November 15, 2011
 If the RMA is involved, their only solution is toll roads. What about the millions that are going to be blown on the new trolley system????

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Joey Palacios - Texas Public Radio News

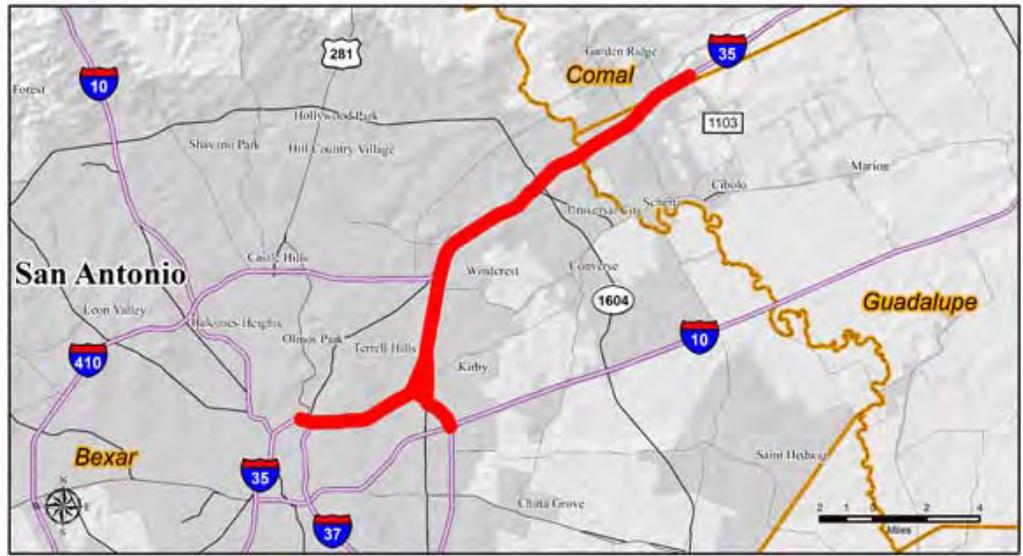
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All Things Considered 4 p.m. to 6:30 p.m.



All Things Considered 4 p.m. to 6:30 p.m.



The Alamo Regional Mobility Authority and the Texas Department of Transportation are launching the I-35 Planning and Environmental Linkages Study for improvements to the corridor between downtown San Antonio and FM 1103 near Guadalupe and Comal counties.

November 14, 2011 - Two transit organizations are conducting a study on improvements to Interstate 35 in San Antonio and want your input.

The Alamo Regional Mobility Authority (RMA) and the Texas Department of Transportation are declaring it's time to focus on Interstate 35. The two agencies are launching a study called the I-35 Planning and Environmental Linkages Study for improvements to the corridor between downtown San Antonio and FM 1103 near Guadalupe and Comal counties.

Leroy Alloway is Director for Community Development for the Alamo RMA. He says the study should be completed in July and will look at what concepts should be considered and environmentally cleared to bring long term relief to 35.

"It really is time for our community to start having that serious conversation about how and what improvements should happen on I-35 over the coming years — especially in light of all the growth and development we've seen with the latest BRAC restructuring, with the continued growth along the corridor from a trucking perspective. We really do need to start having that serious community conversation about the future of 35."

The RMA and TxDOT will hold two public meetings this week to collect feedback on what should be considered, like rail components, "High Occupancy Vehicle" lane, also known as car-pool lane, or bus lanes, possibly.

The meetings are open house style with exhibits. The first is Wednesday evening at St. Patrick's Cathedral starting at 5:30 p.m.

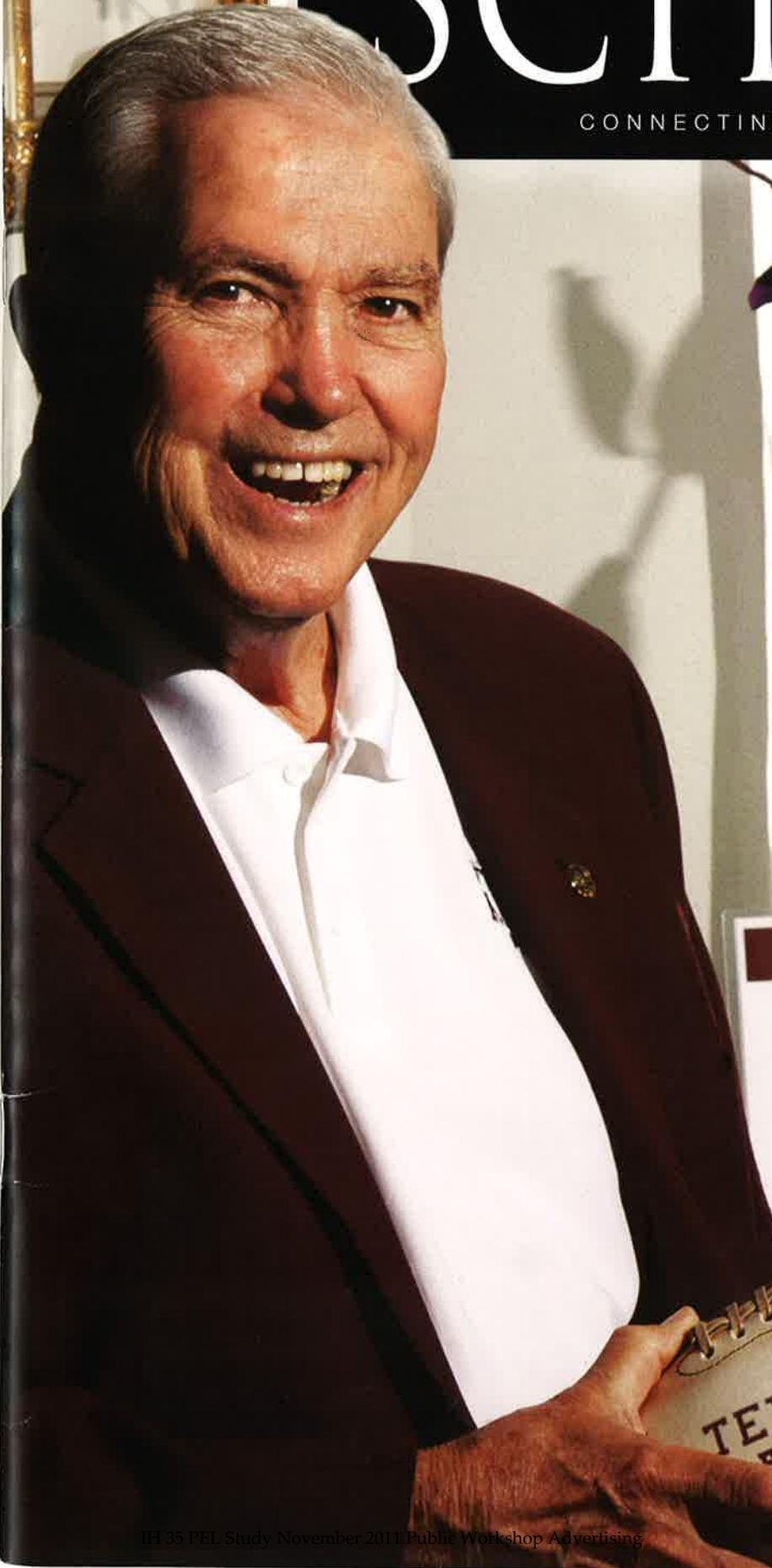
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Schertz Civic Center Magazine Announcement

SCHERTZ

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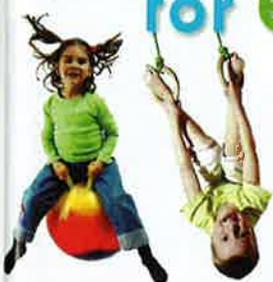
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CIVIC CENTER: NOVEMBER 15 - CHAMBER LUNCHEON NOVEMBER 17 - PLANNING FOR TRANSPORTATION IMPROVEMENTS ALONG THE IH-35 CORRIDOR

COMMUNITY CENTER: NOVEMBER 5-6 - ALAMO PET EXPO NOVEMBER 19 - SENIOR CITIZENS CHRISTMAS BAZAAR

Portable Dynamic Message Signs

Electronic Message Sign

Message 1

I	H		3	5			
M	E	E	T	I	N	G	S
5	:	3	0	-	8	P	M

Message 2

1	1	/	1	6		S	T
P	A	T	R	I	C	K	S
C	H	U	R	C	H		

Message 3

1	1	/	1	7			
S	C	H	E	R	T	Z	
C	I	V	I	C		C	R

Message 4

F	O	R		I	N	F	O
T	I	M	E	F	O	R	3
5	.	C	O	M			

Directional Signs



TIME for 35

IH 35 PEL MEETING

Appendix B: IH 35 PEL Study November
2011 Public Workshop Sign-In Sheets

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November 17, 2011 - Schertz Civic CenterB-9

November 16, 2011
St. Patrick's Community Center

IH 35 PEL Study - Public Workshop #1
 November 16, 2011
 St. Patrick's Church Community Center

Name	Organization	Phone #	Email Address
Dona Liston	Lambermont FTS Am Houston Area Business	210 271 9145	
Darlene Zuehl	SACK		
Robert McWittz	Self	224 9495	
Bernard & Luanay	//	224-9495	
Margaret Henkel	//	//	
JOSE TREJIA	//	227-2807	
Robert Pike	"	210 330-1013	
Jo Ann Mueller	Senior Ministry of St. Patrick's Church	224-0604	
Stephanie Smith	Cons. Government of Gonzales	210-472-6195	
NETTIE HINTON	SELF	(210) 409-1682	
BOB AUSTIN	URS	210 321 - 4780	
James Lutz	PACC-Dawson	210 375 9000	

IH 35 PEL Study - Public Workshop #1
 November 16, 2011
 St. Patrick's Church Community Center

Name	Organization	Phone #	Email Address
DAVID BASILE	Parsons Brinckerhoff	210-219-3496	
Charlotte Kohl	Old Spanish Trail	210 735-3503	
STEPHEN MAZUREK		287 6695	
FRICK HAYS	AECOM	512-471-6554	
Mary Louise Onton		210-227 6073	
Raymond Evers	Off Alliance	771-2662	
James Allison		734-0875	
Anthe Huth	CME Const-Services	210-336-6275	
LINDA JACKSON	ST. REP RUTH JONES McJELLY	210-225-2107	
Angie SALAZAR	Gill Hill	270 8466	
Clay Smith	TXDOT	615-5920	
ROBERT SALINAS	ST PATRICK'S		

IH 35 PEL Study - Public Workshop #1
 November 16, 2011
 St. Patrick's Church Community Center

Name	Organization	Phone #	Email Address
David Purdy	Republican Party Chair	#2099 210-365-0	
MAT ANDERSON	AECOM	512.457.7875	
Andrew R. CARDENON	SELF	210-223-1709	
John Alcoses	St Patrick's Church	210-421-0973	
Robert Brown	Self	210-646-6248	
Sofia Henriquez	ST PATRICK'S	210-227-2809	
Nancy Eud	None	210 505 7810	
JOHN F. KELLY	CH2M HILL	210.321.6214	
Glenn Gregory	HNTB	210 337 4477	
Lily Banda	COSA	210 207-4573	
Jerius Sorleau	CW Taylor D-2	207-0950	
John Butch Kosky	TEXAS ALLIANCE FOR Human Needs		

IH 35 PEL Study - Public Workshop #1
 November 16, 2011
 St. Patrick's Church Community Center

Name	Organization	Phone #	Email Address
JACK M. FINGER	St. Anthony's Stock Party	(none)	
STEPHEN AERVATA	VICKREY ASSOCIATES	349-3271	
Richard D. Henderson		226-6352	
Renee Sief	Boredom	420-4320	
David Elzondo	HMIS	541-1924	
Byron Juarez	Turf	349-4200	
Pat Dosssey	SELF	733058	
PAT DOSSEY	SELF	210 3448967	

IH 35 PEL Study - Public Workshop #1
 November 16, 2011
 St. Patrick's Church Community Center

Name	Organization	Phone #	Email Address
Beds Thompson	ARMA.	7362575	[REDACTED]
RANDY BUSTOW	NEISD	637-0135	[REDACTED]
Adrian Ellis	Vickey + Assoc.	349-3271	[REDACTED]
Sonia Jimenez	Ximenes + Assoc.	354-2925	[REDACTED]
JOE T. ASHCRAFT	GHA - PRESIDENT	—	[REDACTED]
Char Everson	Eastside resident	—	[REDACTED]
MEL BOREL	TURF	210-403-3969	[REDACTED]

IH 35 PEL Study - Public Workshop #1
 November 16, 2011
 St. Patrick's Church Community Center

Name	Organization	Phone #	Email Address
Thaisand Cuntanaphe	HDR	210-841-2819	[REDACTED]

November 17, 2011
Schertz Civic Center

IH 35 PEL Study - Public Workshop #1
 November 17, 2011
 Schertz Civic Center

Name	Organization	Phone #	Email Address
Marcus Hammer	City of San Antonio	209-8068	
David Covarrubias	Structural Engineering Associates	735-9202	
Mary M. Dennis	City of Live Oak	210 653-9140	
FERMIN MENDEZ	ARCHITECT WESTERN COURT	210 825-4519	
Jesse S. Covarrubias	S. E. A.	210-735-9202	
Glenn Bandy	ARCADIS	210-424-9080	
Irma Ducharme		210-639-5412	
KURTIS PICKETT	SELF	210-656-9105	
Sharlene Fey	self	830-609-0126	
Chuck Stine	JDC INC	210-722-7328	
Howard Hicks	HOLT CAT	210/648-8328	
Johnnie Ching	Structural Engineering Assoc.	735-9202	

IH 35 PEL Study - Public Workshop #1
 November 17, 2011
 Schertz Civic Center

Name	Organization	Phone #	Email Address
DAVID RICHMOND	Urban, Schertz P&Z	210.658-8529	
SYLVIA GARZA	_____	210/385-2985	
Philip Horne	ARCADIS US, Inc.	210/424/4010	
Theresa Claxton	FHVA	512.536.5943	
Cesar Quiroga	TTI	210.979-9411	
BOB STEWART	Schertz Comm Group	210-632-0000	
Ed TRAF-TON	Self	210.651-9663	
Nick Page	SA-BC MPO	210 230-6901	
NICKI CRNICH	TxDOT	512.416.3029	
Steve Bonnett	Page Dawson	210-375-9000	
DON P. DIXON	SELF	210-824-5930	
BERT Crawford	Self	210-573-8132	

IH 35 PEL Study - Public Workshop #1
 November 17, 2011
 Schertz Civic Center

Name	Organization	Phone #	Email Address
Celia Blair	City of Schertz	210-619-1611	
Mark Hill	Fred Engineering	210-590-4777	
Jim Wolbertson	Guanalope County	830-303-5158	
Karen Hollingsworth	citizen	210-286-8876	
Dick Nitzel	Libero Citizen	210-658-3005	
JAMSHIO JAHANGIR	ARCADIS U.S. INC.	214-675-3652	
Deborah Thomas Hollingsworth	citizen	210-286-8876	
Susan Sewell	citizen	830-625-5028	
Uera Fowler	CITY COUNCIL	210-326-6017	
Ken Greenwald	ATZ COMMISSIONER	210-658-8957	
John E. Bierschwale	CITY OF SCHERTZ	210-619-1081	
Richard J. Kraft	citizen	210-414-3114	

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 November 17, 2011
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Name	Organization	Phone #	Email Address
Samuel Rhodes		210-262-5384	
STEVE WHITE	MAID ST.	210 945-9986	
Chuck McLaugh	Schertz	210 619-1634	
Linda Ervin	City of Schertz	210 619-1638	
John Schuttner		210 945 4354	
Wm Weeper SA	MPO	210 945-9551	
MICHAEL SANCHEZ	ARCADIS	210 375-1500	
ERROL R. WARREN		210-654-0394	
Phyllis Warren		(210) 654-0394	
Gail Hyatt		210 860 8480	
Jenisa Hubbard	Eko Construction	6519684	
Ron Schmal		210-602-5563	

IH 35 PEL Study - Public Workshop #1
 November 17, 2011
 Schertz Civic Center

Name	Organization	Phone #	Email Address
MARY HAMMER	CITY OF SAN ANTONIO	207-0252	[REDACTED]
GABRIEL VICORREAN	ARLADIS	375-1500	[REDACTED]
John Kessel	City of Schertz	210-619-1020	[REDACTED]
DAVID HARRIS	"	"	[REDACTED]
[Signature]		210-805-8842	[REDACTED]

IH 35 PEL Study - Public Workshop #1
 November 17, 2011
 Schertz Civic Center

Name	Organization	Phone #	Email Address
Judie Sarter		210 4962997	
Dennis Ducharme	AMERICAN	410 630-0655	
Leona Lopez	TXDOT		
Dennis Seal	Kirklog Horn	972-487-6950	
Brian Forcell	Techwypar.com		
CHARLES ALDINETE	MICHAEL BAUER SR. EDE	210-408-3709	
Cristen Hines	TULF		
John	SA Toll Pouty	735-2584	
PAT, DOSSEY	SELE	344 8969	

Appendix C: Public Workshop Materials and Example Photographs

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Public Workshop Exhibits

It's Time for 35!



Welcome

To the IH 35

Planning and Environmental Linkages Study

Public Workshop

Less *time* in traffic

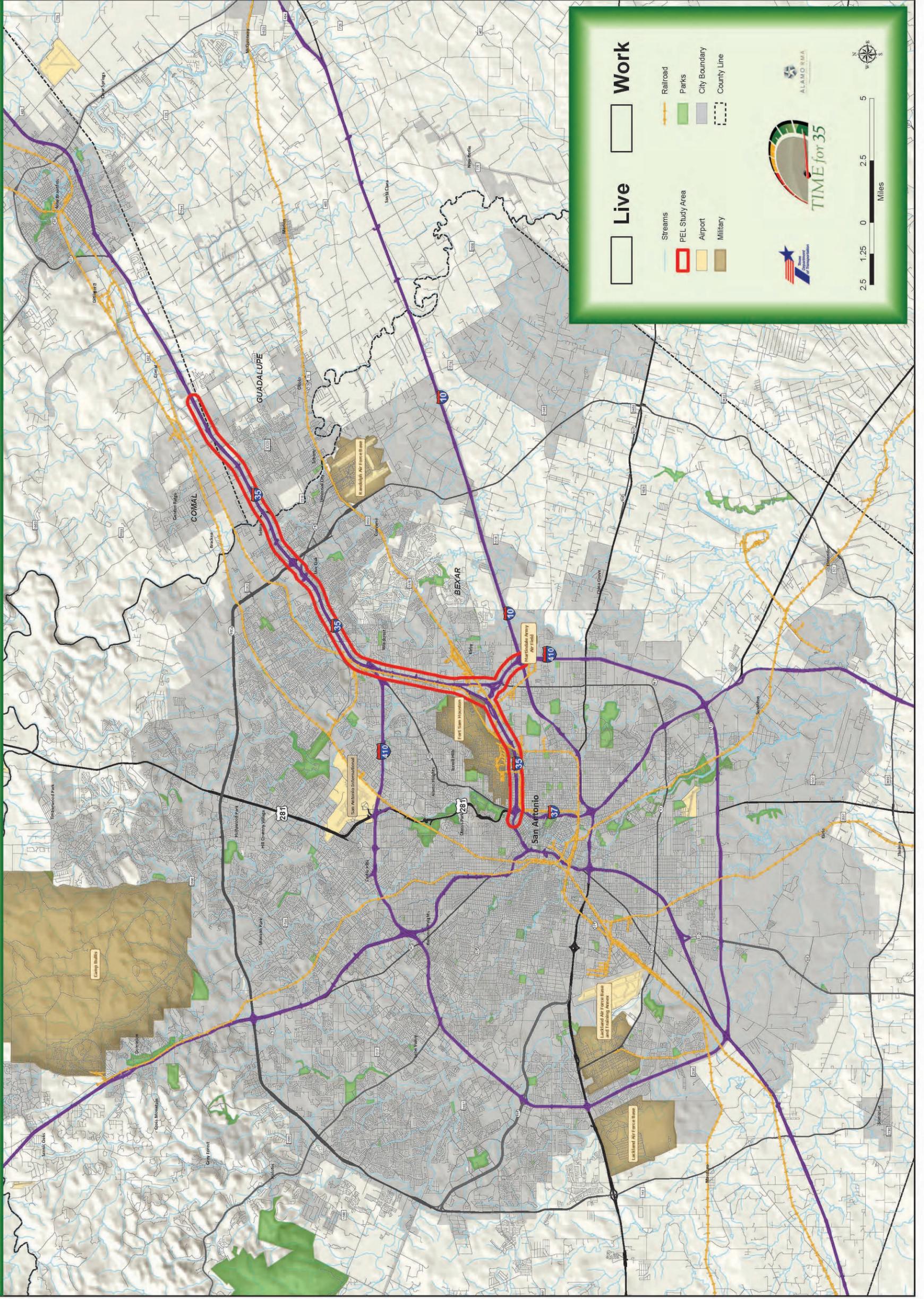
More *time* for you

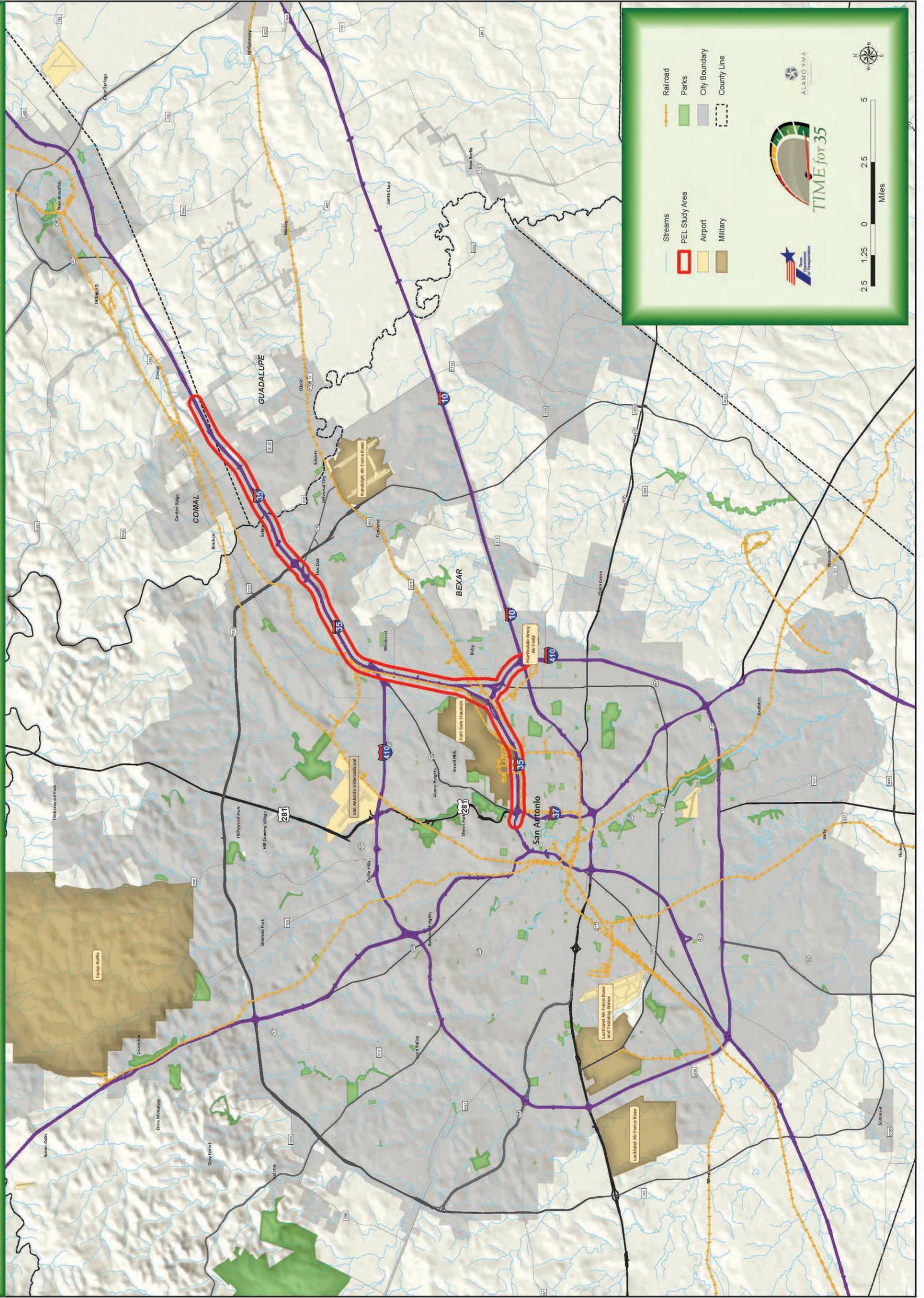
It's *time* to take action

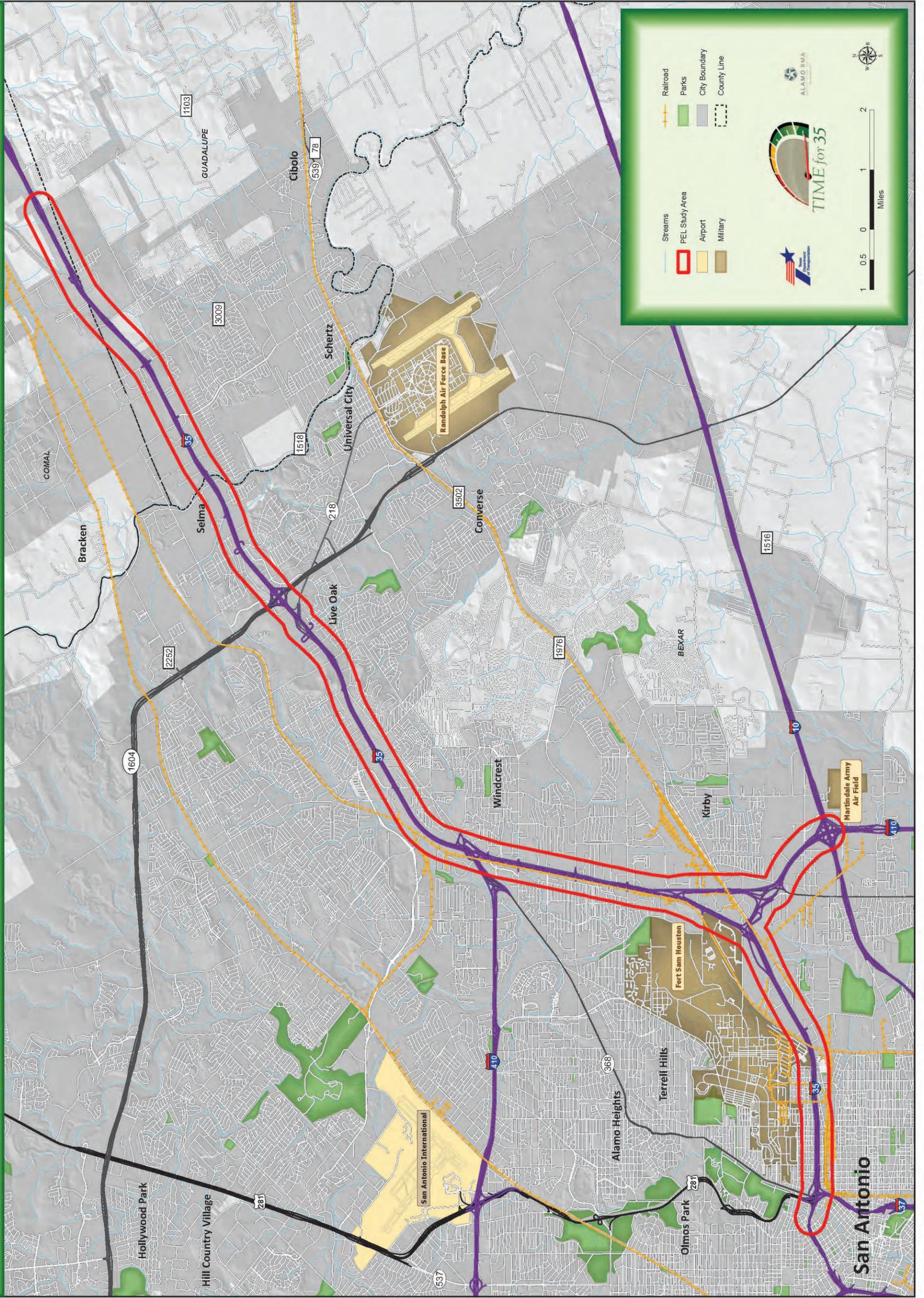


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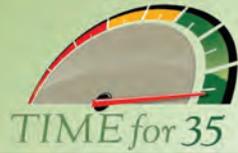








Why Do a Planning and Environmental Linkages (PEL) Study for IH 35?



- Previous planning studies have identified a need for transportation improvements along this vital corridor, but have not been advanced to the environmental study process for further development.
- A PEL study will:
 - Provide a tool for re-engaging the public and agencies in developing improvements for this section of the IH 35 corridor.
 - Create a link between past, current, and future transportation decisions for this area, thus potentially minimizing any duplication of effort and time lost between studies.
 - Provide an opportunity for the San Antonio region to capitalize on the Proposition 12 funds that will be made available for a National Environmental Policy Act (NEPA) study of IH 35 later this year.

Less **time** in traffic

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It's **time** to take action



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IH 35 PEL Study November 2011 Public Workshop Materials and Example Photographs



What Is a Planning and Environmental Linkages (PEL) Study?



- A PEL Study is a new tool intended to make the process of identifying, evaluating, and selecting preferred transportation improvements more efficient.
- A PEL Study links early transportation planning efforts with later, more detailed National Environmental Policy Act (NEPA) studies to identify specific transportation improvements for implementation.
- A PEL study may:
 - Shorten the time needed to implement a project by allowing planning-level decisions to be carried into future environmental studies.
 - Minimize duplication of effort between planning and environmental studies.
 - Provide a method to engage stakeholders, the public and governmental agencies early and often throughout the decision-making process.

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IH 35 PEL Study Process



We are here

Update
Previously
Identified
Needs and
Goals

Fall 2011

Develop
Project Need
and Purpose
Statement

Develop
Alternatives

Evaluate
Alternatives
Against Need
and Purpose
Statement

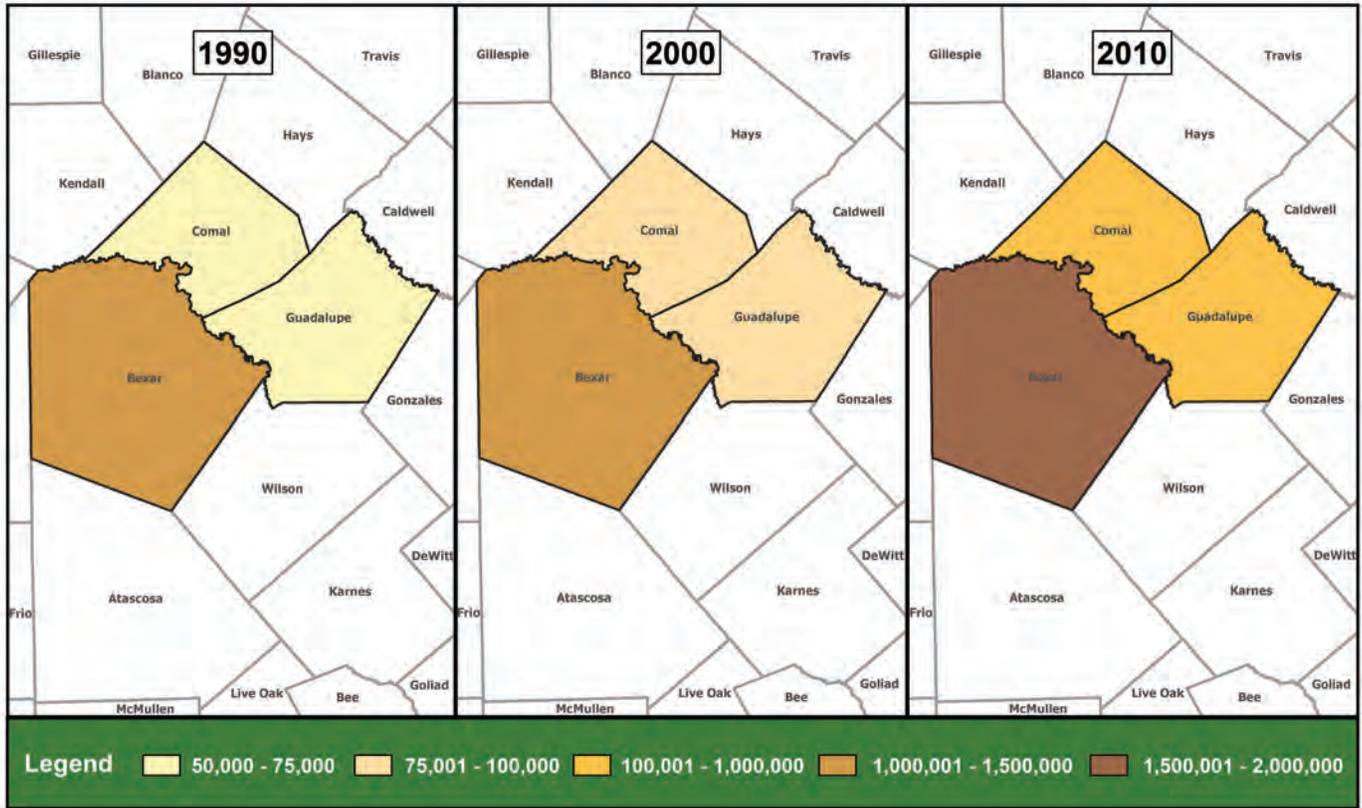
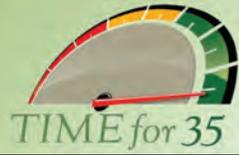
Recommend
Alternatives
for Future
Environmental
Analysis

Summer 2012

Public and Agency Participation



Population Growth in Bexar, Comal, and Guadalupe Counties (1990-2010)



County	1990	2000	2010	Total Change (1990-2010)	Percent Change (1990-2010)
Bexar	1,185,394	1,392,931	1,714,773	529,379	44.7%
Comal	51,832	78,021	108,472	56,640	109.3%
Guadalupe	64,873	89,023	131,533	66,660	102.8%
Total	1,302,099	1,559,975	1,954,778	652,679	50.1%

Source: U.S. Census Bureau

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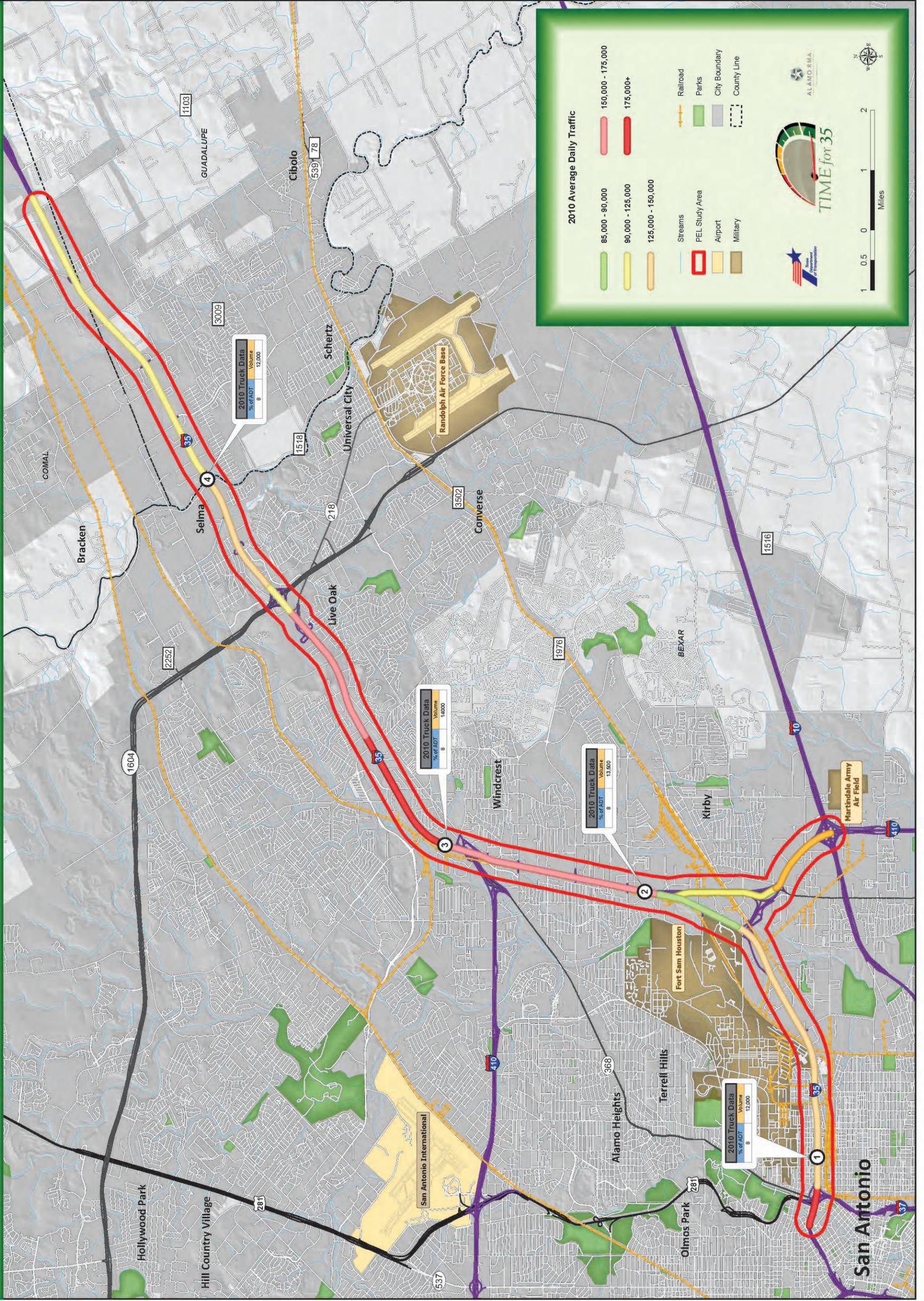
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What is Level of Service (LOS)?



LOS A



- Traffic moves freely at posted speed limits
- Vehicles can easily maneuver

LOS D



- Traffic moves at slightly lower and less predictable speeds
- Ability to maneuver is noticeably more limited
- Minor incidents are likely to cause some traffic backups

LOS B



- Traffic moves relatively freely at speeds close to the posted limits
- Vehicles can maneuver fairly easily, with a few occasional restrictions
- Minor incidents do not have much impact on traffic flow

LOS E



- Traffic moves at much slower and more unpredictable speeds
- Ability to maneuver is difficult
- Any disruption may cause significant backups

LOS C



- Traffic moves relatively freely, with occasional decreases in speed
- Ability to maneuver is slightly restricted
- Minor incidents may cause slight backups in traffic

LOS F



- Traffic moves very slowly, and can stop completely as capacity is reached
- Any disruption will cause lengthy backups

Less **time** in traffic

More **time** for you

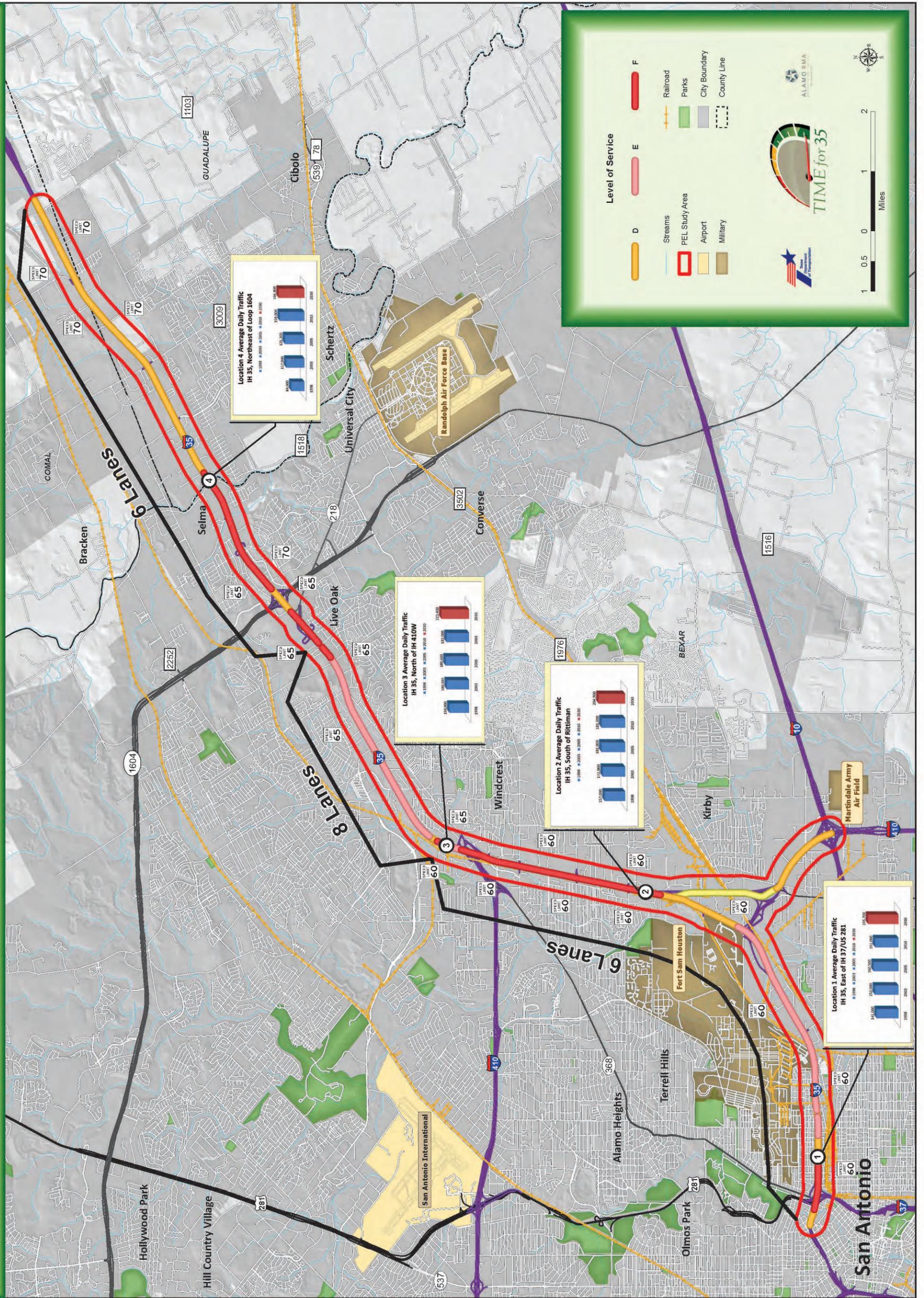
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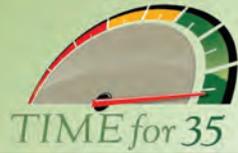
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IH 35 PEL Study November 2011 Public Workshop Materials and Example Photographs





Problem Statement Identified in the Northeast IH 35 Corridor 1996 Major Investment Study



Travel demand on the IH 35 Northeast Corridor has exceeded available capacity. The resulting congestion is inhibiting the movement of people in cars and transit vehicles, delaying the delivery of goods by local, interstate as well as international trucks, increasing the potential for crashes, degrading air quality, and consuming more energy.

Less **time** in traffic

More **time** for you

It's **time** to take action

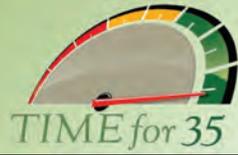


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Problems Previously Identified in the IH 35 PEL Study Area (Exhibit 1)



Please place a green dot next to the items that you believe are problems, and a red dot next to those that you do not believe are problems.

Conflicts between local and through traffic on I-410 and IH 35	
Left side freeway exit ramps	
Traffic demand exceeds capacity on IH 35 and adjacent local street system	
Congestion increases the potential for accidents	
Poor pavement conditions on some sections on IH 35	
Poor traffic flows at both interchanges between IH 35 and I-410	
High number of trucks use the corridor	
Limited bicycle and pedestrian facilities within the corridor	

Less **time** in traffic

More **time** for you

It's **time** to take action



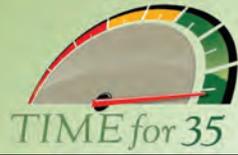
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IH 35 PEL Study November 2011 Public Workshop Materials and Example Photographs



C-15

Problems Previously Identified in the IH 35 PEL Study Area (Exhibit 2)



Please place a green dot next to the items that you believe are problems, and a red dot next to those that you do not believe are problems.

Cars and trucks inhibit each other's movements	
No alternate routes for truck through-traffic	
Limited transportation choices within the corridor	
Existing Randolph "park and ride" lot not easily accessible	
Single-lane exit ramps are not adequate for today's traffic volumes	
Lack of bicycle and pedestrian facilities to connect employment centers and shopping to residential areas	
Rail lines inhibit traffic at crossings on adjacent arterial streets	
Increasing rail traffic in the corridor	

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More **time** for you

It's **time** to take action

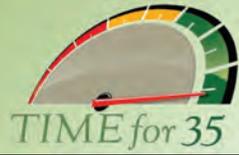


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IH 35 PEL Study November 2011 Public Workshop Materials and Example Photographs



Problems Previously Identified in the IH 35 PEL Study Area (Exhibit 3)



Please place a green dot next to the items that you believe are problems, and a red dot next to those that you do not believe are problems.

Increased traffic in Brooke Army Medical Center area	
Choke points located along the corridor	
No good alternative routes to IH 35 because of at-grade rail crossings on arterials	
Lack of connecting facilities or capacity on connecting facilities to IH 35	
Not enough emphasis on mixed use development in the corridor	
Not enough transit coverage or options in the corridor	
Inadequate storage for both exit lanes and merging lanes.	
Accident clearance policies (fire trucks as first responders and jurisdictional confusion) contribute to peak-hour back-ups.	

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It's **time** to take action



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IH 35 PEL Study November 2011 Public Workshop Materials and Example Photographs



What is a Need and Purpose Statement?



- The Need and Purpose Statement is intended to identify the problem to be addressed and why it is necessary to address it.
- The Need and Purpose Statement sets the stage for the development and evaluation of proposed solutions (alternatives).

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More **time** for you

It's **time** to take action



IH 35 PEL Study November 2011 Public Workshop Materials and Example Photographs

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Needs Statement Identified in the Northeast IH 35 Corridor 1996 Major Investment Study



The Northeast Corridor has long been recognized as one of the critical connections for the City and the region. Most of the present system was constructed approximately 30 years ago under standards and conditions that were acceptable at that time, but have since changed. Today the volume of freight and passenger vehicles has exceeded the corridor's capacities to accommodate the present day movement of people and goods. Congestion on the Interstate, frontage roads and local arterials is occurring for long time periods and in wide areas of the corridor.

Less **time** in traffic

More **time** for you

It's **time** to take action

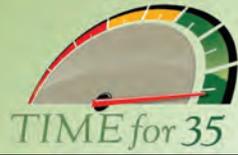


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IH 35 PEL Study November 2011 Public Workshop Materials and Example Photographs



Goals Identified in the Northeast IH 35 Corridor 1996 Major Investment Study



1. **Improve Mobility:** Enhance mobility and decrease travel time within the corridor using Alternative improvement strategies to enhance passenger capacity and convenience.
2. **Achieve Project Affordability and Constructability:** The Alternative improvement strategies should be cost effective and feasible from a construction perspective.
3. **Achieve Environmental and Air Quality Benefits:** Alternative improvement strategies should facilitate reductions in vehicle congestion and emissions. In addition, such strategies should identify and mitigate, or avoid adverse impacts on the surrounding natural and human environment.
4. **Promote Economic Development:** Alternative improvement strategies will be evaluated for their contribution to the corridor and the region's economic growth and competitiveness.
5. **Achieve Land Use Benefits:** Alternative improvement strategies should promote more efficient use of new and existing transportation capacity and be a catalyst for efficient land use and development.
6. **Gain Public Support:** Secure the support of the community when evaluating the proposed alternative investment strategies that meet their transportation needs.

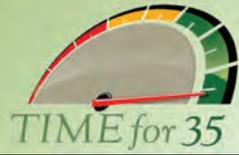
Less **time** in traffic

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It's **time** to take action



What Solutions Do You Think Are Needed on IH 35? (Exhibit 1)



Please place a green dot next to the types of solutions that you believe are needed, and a red dot next to those that you do not believe are needed.

Design and Safety Improvements	
Improve integration with transit system	
Additional main lanes	
Improve bus service	
High Occupancy Vehicle (HOV) lanes	

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More **time** for you

It's **time** to take action

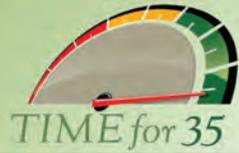


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What Solutions Do You Think Are Needed on IH 35? (Exhibit 2)



Please place a green dot next to the types of solutions that you believe are needed, and a red dot next to those that you do not believe are needed.

Improve connecting facilities	
Designated truck lanes	
Intelligent Transportation Systems (ITS) (example: roadway message signs)	
Pedestrian and bicycle facilities	
Improve routing of hazardous materials	

Less **time** in traffic

More **time** for you

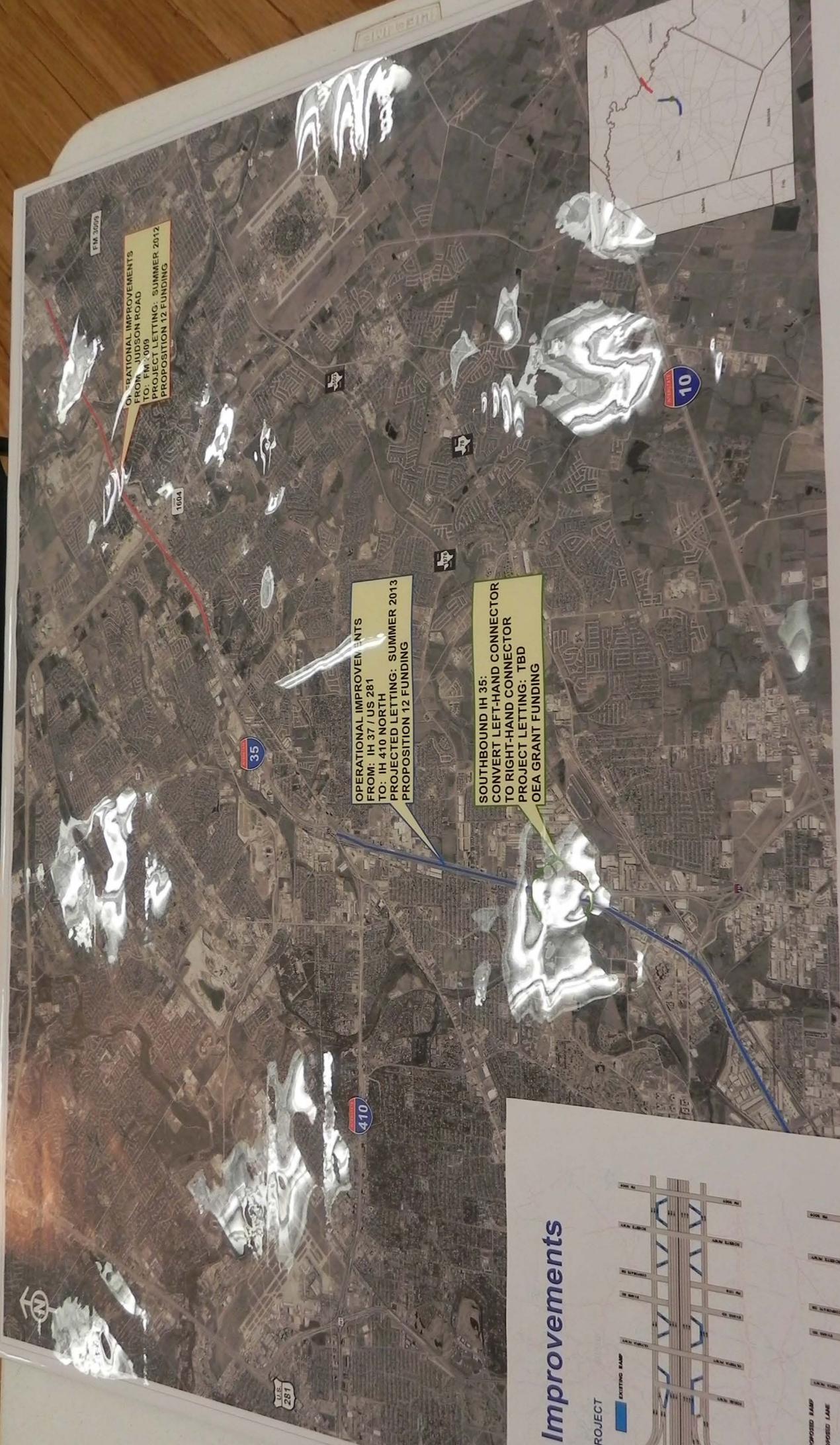
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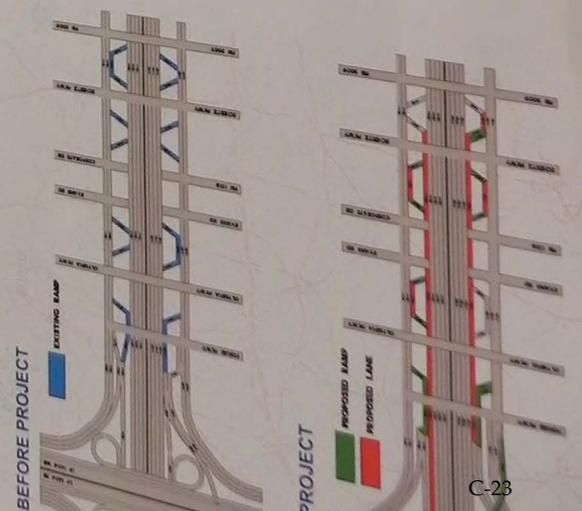
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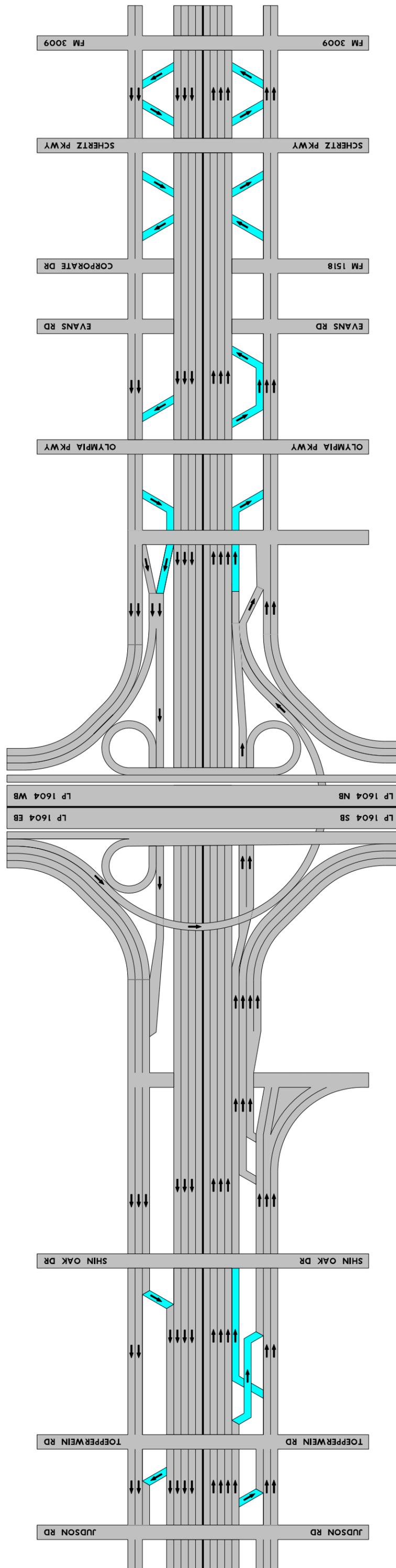


5: UPCOMING SHORT-TERM IMPROVEMENTS

Ramp Improvements



IH 35 BEFORE PROJECT
NOT TO SCALE



EXISTING RAMP

Note: See CD Insert for the IH 35 Scroll Map Exhibits

Public Workshop Handouts



IH 35 PEL Study Public Workshop #1



Welcome!

On behalf of the Alamo Regional Mobility Authority (Alamo RMA) and the Texas Department of Transportation (TxDOT) welcome to the first public workshops on the IH 35 Planning and Environmental Linkages Study, the start of the process to help bring long-term relief to IH 35.

Tonight's workshop is an open house forum, we have stations set up around the room for you to visit for as long as you'd like, and staff ready at each station to help answer questions you may have during tonight's event.

Stations

IH 35 Planning and Environmental Linkages Study Process – Visit this station to find out what a Planning and Environmental Linkages Study is, why we are using it to plan improvements for IH 35, and the general process and timeline for this study.

What are the problems on IH 35? – This is a key station and question to ask – are there problems on IH 35, and if so, what are they? This is an interactive station as we want to hear from you as to why you think IH 35 needs improvements – or if it does need improvement! Staff will be on hand to help explain how you can make your voice heard on this important question.

What do you think IH 35 needs? – This station is interactive, and we are asking you to consider the previously-identified problems and goals, and help envision what improvements you think IH 35 needs to include in the future. Think 25 years out, how would you like the IH 35 corridor to look, to operate, or do you think things are fine as they are today? This is your chance to help guide the future course of this study.

IH 35 Corridor Map – Grab a pen and mark up the map of the IH 35 corridor identifying the trouble spots you know from your daily commute, or the problems you wish someone would address along the IH 35 corridor. Staff will be on hand to help as needed.

Make the Time – Leave a video message for the community as to why you took the time tonight for 35 – let us know what you think is important to consider as we move forward with the study looking at potential long-term improvements to IH 35.

Near Term Improvements – TxDOT is working on interim improvements to IH 35 that are separate and apart from this study process. Visit this station to find out how Proposition 12 bond funds are going to help make your commute a little easier!

Comments! – We have multiple ways you can submit comments tonight for part of the official record of this workshop – including a Court Reporter on site to transcribe your comments into the record. Please see the comment sheet in your welcome packet for the ways you can leave a comment tonight, and after tonight's meeting, to make your voice heard as part of this process.





IH 35 Planning and Environmental Linkages (PEL) Study Public Workshop #1



IH 35 PEL Frequently Asked Questions

What is the purpose of the IH 35 PEL Study? The study will identify transportation needs and potential improvements for IH 35 in portions of Comal and Guadalupe Counties and the northeastern portion of Bexar County.

What are the study limits? The study area follows IH 35 from Hubertus Road/FM 1103 in Schertz to the intersection with IH 37/US 281 in downtown San Antonio, and Loop 410 from IH 35 on the north side of San Antonio east to IH 10.

What is a PEL Study? A PEL study is a new tool established by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) to

IH 35 PEL Study Area

make the process of identifying, evaluating, and selecting preferred transportation improvements more efficient. This process allows early planning-level decisions to be carried into future, more detailed environmental studies to select specific transportation improvements for implementation.

Why are we doing a PEL study for this section of IH 35? Previous planning studies have identified a need for transportation improvements along this section of IH 35, but none have advanced to the environmental study process (which identifies specific improvements to be implemented). A PEL study will re-engage the public and agencies in the transportation decision-making process, and will provide a recognized "link" between past, current, and future studies for this area, thus potentially minimizing any duplication of effort and shortening the time needed to implement a project.

How is this study related to other recent transportation planning efforts for IH 35? The San Antonio-Bexar County Metropolitan Planning Organization's (SA-BC MPO's) *Mobility 2035* Metropolitan Transportation Plan and the I-35 Corridor Advisory Committee's *MY 35 Plan* both contain long-range recommendations for IH 35 within the study area. The IH 35 PEL Study will consider these recommendations, as well as additional proposed solutions developed through public and agency participation and detailed technical evaluation, to move IH 35 improvements closer to implementation.

Who is conducting the study? The study process will be led by the Texas Department of Transportation (TxDOT) and the Alamo Regional Mobility Authority (Alamo RMA), with participation from the public and local, state, and federal agencies.

How long will the study take, and what are the major milestones? The study is anticipated to be complete by Summer 2012, with major study milestones occurring as follows:

- Identify transportation needs and goals in the study area (Fall/Winter 2011)
- Develop proposed solutions (alternatives) to meet the needs (Winter 2011)
- Identify the affected environment and potential environmental consequences associated with each alternative (Winter 2011/Spring 2012)
- Establish the criteria by which to evaluate the proposed alternatives (Winter 2011/Spring 2012)
- Evaluate the alternatives (Spring 2012)
- Recommend alternatives to be carried forward into future environmental studies (Summer 2012)

How can the public and agencies participate in the process? The study will incorporate public and agency participation early and often throughout the process. TxDOT and the Alamo RMA will host three rounds of public workshops, four Community Advisory Committee (CAC) meetings, four Technical Advisory Committee (TAC) meetings, and numerous elected official and stakeholder meetings to engage stakeholders at key milestones. Additionally, members of the public can stay engaged through the following:

- **Project Website:** www.TimeFor35.com
- **Email:** IH35@AlamoRMA.org
- **Phone:** 210-549-SA35 (210-549-7235)
- **Facebook:** www.Facebook.com/TimeFor35
- **Twitter:** www.Twitter.com/TimeFor35
- **Mailing Address:** IH 35 PEL Study
601 NW Loop 410, Suite 410
San Antonio, Texas 78216

What is the Technical Advisory Committee (TAC)? The TAC is responsible for providing technical advice and recommendations regarding transportation needs and proposed improvements for IH 35 within in the study area. Representatives from local, state, and federal agencies such as cities and counties, the Texas Historical Commission, the SA-BC MPO, VIA, and the U.S. Army Corps of Engineers have been invited to participate on this committee.

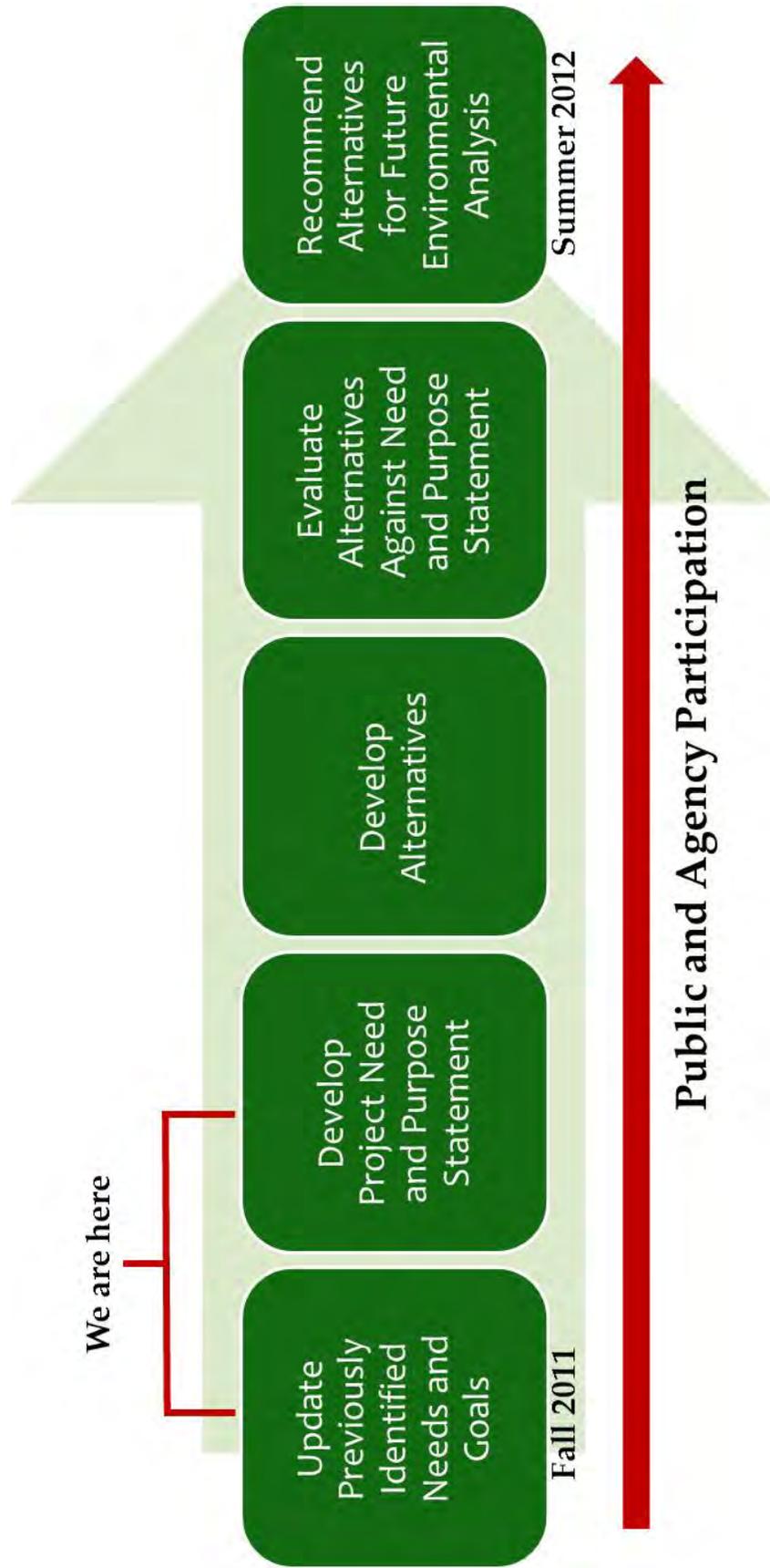
What is the Community Advisory Committee (CAC)? The CAC is responsible for providing advice and recommendations from a community/public perspective regarding transportation needs and proposed improvements for IH 35 within the study area. Representatives from neighborhood associations, community organizations, churches, schools, businesses, chambers of commerce, and other stakeholders have been invited to participate on this committee.



IH 35 Planning and Environmental Linkages (PEL) Study Public Workshop #1

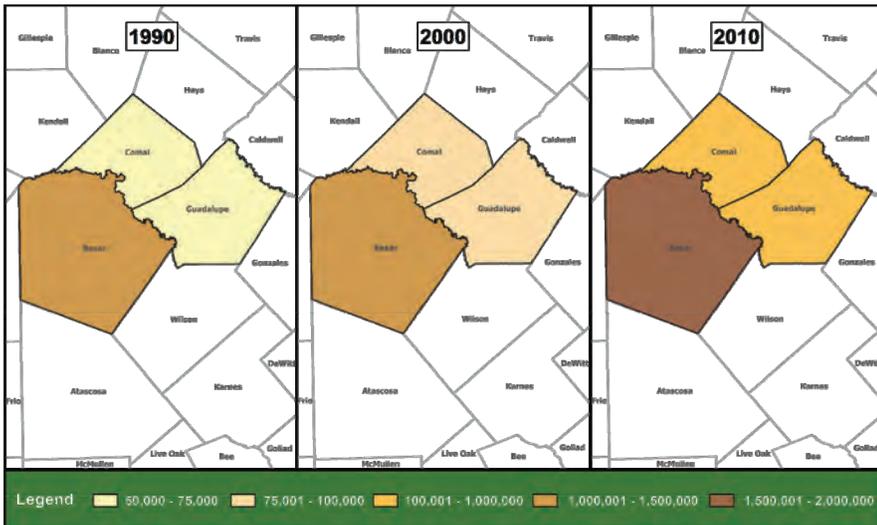


IH 35 PEL Study Process



IH 35 Facts

Population Change in Bexar, Guadalupe, and Comal Counties (1990-2010)



Source: U.S. Census Bureau (1990, 2000, 2010)

Existing IH 35 Facility

- Six to eight divided main lanes with 10-12-foot shoulders.
- Continuous frontage roads with shoulders up to eight feet wide.

Population Growth

- Total population increased by 50% between 1990 and 2010 in Bexar, Comal, and Guadalupe Counties.
- Population in Comal and Guadalupe Counties more than doubled between 1990 and 2010.
- Population in 3-county area is projected to increase between 11% to 27% by 2035.*

* Source: Texas State Data Center 2008 0.5 and 1.0 Projection Scenarios

County	1990	2000	2010	Total Change (1990-2010)	Percent Change (1990-2010)
Bexar	1,185,394	1,392,931	1,714,773	529,379	44.7%
Comal	51,832	78,021	108,472	56,640	109.3%
Guadalupe	64,873	89,023	131,533	66,660	102.8%
Total	1,302,099	1,559,975	1,954,778	652,679	50.1%

Source: U.S. Census Bureau (1990, 2000, 2010)

Rankings on Texas' "Most Congested Roadways" List for 2010

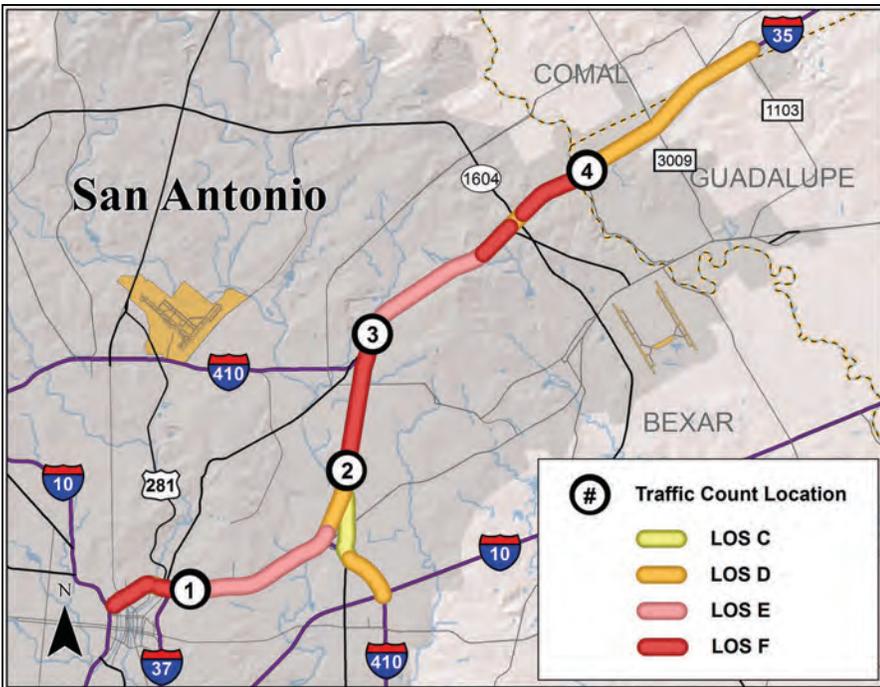


Congestion

- Two of the most congested roadway segments in Texas in 2010 were located within the IH 35 PEL study area; a third segment was just south of the study area:
 - #42: IH 410 to Loop 1604
 - #43: Loop 1604 to FM 3009
 - #37: Loop 353 to US 281

Source: TxDOT's 100 Most Congested Roadways List, 2011

Peak Hour Levels of Service within the IH 35 PEL Study Area, 2010



Source: Level of Service calculations based on TxDOT TP&P's 2011 Roadway Inventory File

Level of Service

Level of Service (LOS) is a measure of operational conditions along a roadway section during peak travel hours (generally from 7:00 AM—9:00 AM and from 4:00 PM—6:00 PM). It is reported on a scale of A through F, with LOS A indicating free-flow travel operations, gradually declining to highly congested operations at LOS F.

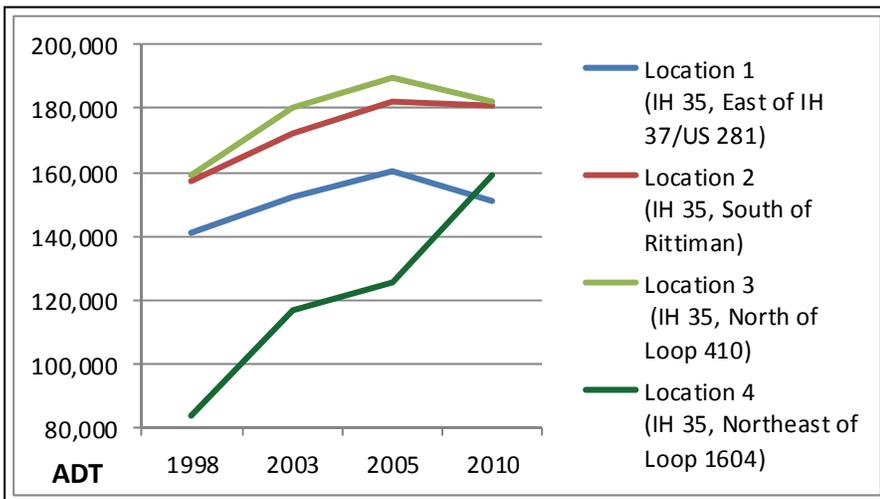
- In 2010, approximately 75% of the peak hour travel within the study area was operating at LOS E and F.

Average Daily Traffic Volumes

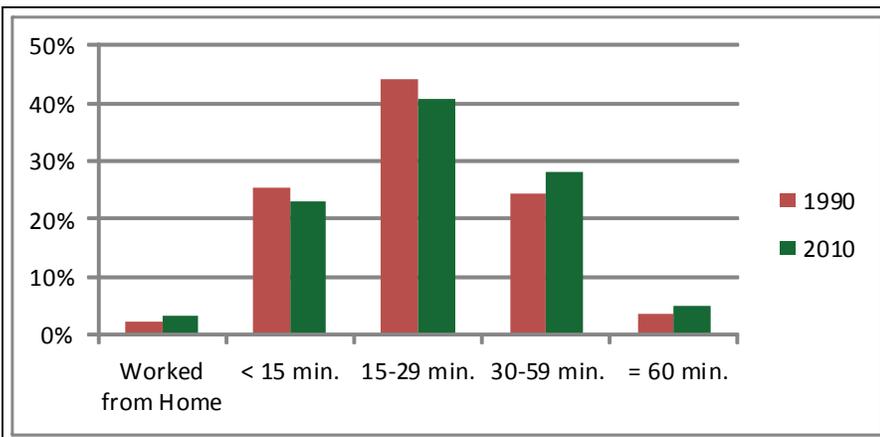
- Average Daily Traffic Volumes (ADT) increased an average of 24% from 1998 to 2010 (ranging from 7% to 89% at four locations along IH 35 in the study area).
- Within the study area, 2010 truck volumes made up approximately 8% to 10% of the total daily traffic volume on IH 35, ranging from 9,000 to 14,000 trucks per day.
- In some locations, 2010 traffic counts were already approaching previously forecasted traffic counts for 2030.*

Sources: 1998-2008 Traffic Counts - TxDOT TP&P Division; 2010 Year End TxDOT Roadway Inventory File, TxDOT-TP& P Division, AADT Count Maps; *2030 Forecast ADT - IH-35 Managed Lanes Project (Initial Conceptual Alternatives Studies - Phase 1), 2007.

Historical Average Daily Traffic Volumes in the IH 35 PEL Study Area



Travel Time to Work in Bexar, Guadalupe, and Comal Counties



Travel Time to Work

- In 2008, over 265,000 workers in Bexar, Comal, and Guadalupe Counties traveled 30 minutes or longer to work.
- Approximately 635,000 (79%) of workers in the 3 counties drove to work alone in 2008.

Source: U.S. Census Bureau (1990); American Community Survey 2005 - 2009



www.TimeFor35.com



IH 35 Planning and Environmental Linkages (PEL) Study



Public Workshops
November 16 and 17, 2011

COMMENT FORM

Name _____		The best way to reach me is by: <input type="checkbox"/> Mail <input type="checkbox"/> Phone <input type="checkbox"/> Fax <input type="checkbox"/> Email <input type="checkbox"/> Other _____
Street Address _____	Zip Code _____	
Phone _____	Fax _____	
Email _____		

Please share your concerns or comments specific to each of the sections of the IH 35 PEL study area below.

<p>IH 35 from FM 1103 to Loop 1604</p>	
<p>IH 35 from Loop 1604 to Loop 410 W</p>	
<p>IH 35 from Loop 410 W to IH 37/281</p>	
<p>Loop 410 W from IH 35 to IH 10</p>	



IH 35 San Antonio Planning and Environmental Linkages Study

601 NW Loop 410, Suite 410, San Antonio, TX 78216

Phone: 210-549-SA35 (210-549-7235)

Email: IH35@AlamoRMA.org

IH 35 Planning and Environmental Linkage (PEL) Study

RELEASE

For good and valuable consideration, the receipt of which is hereby acknowledged, I hereby consent to the photographing of myself and the recording of my voice and the use of these photographs and/or recordings singularly or in conjunction with other photographs and/or recordings for governmental purposes. I understand that the term "photograph" as used herein encompasses both still photographs and motion picture/video footage.

I further consent to the reproduction and/or authorization by the Alamo Regional Mobility Authority and the Texas Department of Transportation to reproduce and use said photographs and recordings of my voice, for use in all domestic and foreign markets. Further, I understand that others, with or without the consent of Alamo Regional Mobility Authority and the Texas Department of Transportation may use and/or reproduce such photographs and recordings.

I hereby release Alamo Regional Mobility Authority and the Texas Department of Transportation, and any of its associated or affiliated companies, their directors, officers, agents, employees and customers, and appointed advertising agencies, their directors, officers, agents and employees from all claims of every kind on account of such use.

Print Name: _____

Signature: _____

Date: _____



Estudio de Enlaces de Planificación y Medioambiente (PEL) en IH 35

Taller Público #1



Preguntas Frecuentes sobre el Estudio PEL IH 35

¿Cuál es el propósito del Estudio PEL para IH 35? El estudio identificará las necesidades de transporte y mejoras potenciales para IH 35 en porciones de los condados de Comal y Guadalupe y la porción noreste del Condado de Bexar.

¿Cuáles son los límites del estudio? El área de estudio sigue la carretera IH 35 desde la Calle Hubertus/FM 1103 en Schertz hasta la intersección con IH 37/US 281 en el centro de San Antonio y Loop 410 desde IH 35 en la parte norte de San Antonio hacia el este hasta la carretera IH 10.

¿Qué es un Estudio PEL? Un estudio PEL es un medio nuevo establecido por la Administración Federal de Carreteras (FHWA por sus siglas en inglés) y la

Área de estudio PEL para IH 35

Administración Federal de Tránsito (FTA por sus siglas en inglés) para hacer el proceso de identificar, evaluar y seleccionar mejoras de transporte preferidas más eficiente.

Este proceso permite que las decisiones iniciales de nivel de planeación puedan ser incluidas en los estudios medioambientales detallados para seleccionar las mejoras de transporte específicas que se implementarán.

¿Por qué estamos haciendo un estudio PEL para esta sección de IH 35? Estudios previos de planificación han identificado la necesidad para mejoras de transporte a lo largo de esta sección de IH 35, pero ninguna ha avanzado al proceso de estudio medioambiental (el cual identifica mejoras específicas a ser implementadas).

Un estudio PEL involucrará de nuevo al público y a las agencias en el proceso de toma de decisiones y proveerá un enlace reconocido entre los estudios pasados, actuales y futuros para esta área, así potencialmente disminuyendo cualquier duplicación de esfuerzos y acortando el tiempo requerido para implementar un proyecto.

¿Cómo se relaciona este estudio a otros esfuerzos recientes de planificación de transporte para IH 35? El *Plan de Movilidad 2035* de la Organización Metropolitana de Planificación de San Antonio-Condado de Bexar (SA-BC MPO por sus siglas en inglés) y el *Plan MY 35* del Comité de Consejo del Corredor I-35 contienen recomendaciones de largo plazo para la carretera IH 35 dentro del área de estudio. El Estudio PEL IH 35 tomará en consideración estas recomendaciones así como soluciones adicionales propuestas

que han sido desarrolladas a través del público y con la participación de agencias y evaluaciones técnicas detalladas, para mover las mejoras para IH 35 adelante hacia la implementación.

¿Quién llevará a cabo el estudio? El proceso del estudio será dirigido por el Departamento de Transporte de Texas (TxDOT por sus siglas en inglés) y la Autoridad Regional de Movilidad del Alamo (Alamo RMA, por sus siglas en inglés), con la participación del público y agencias locales, federales y estatales.

¿Cuánto tiempo tomará el estudio, y cuáles son los acontecimientos mayores? Se anticipa que el estudio se completará para el verano del 2012, con los acontecimientos mayores del estudio ocurriendo como se delinea abajo:

- Identificar necesidades y objetivos de transporte en el área de estudio (Otoño/Invierno 2011)
- Desarrollar soluciones propuestas (alternativas) para satisfacer las necesidades (Invierno 2011)
- Identificar el medio ambiente y las consecuencias potenciales medioambientales asociadas con cada alternativa (Invierno 2011/Primavera 2012)
- Establecer el criterio para evaluar las alternativas propuestas (Invierno 2011/Primavera 2012)
- Evaluar las alternativas (Primavera 2012)
- Recomendar alternativas que serán incluidas en estudios medioambientales futuros (Verano 2012).

¿Cómo pueden participar el público y las agencias en el proceso? El estudio incorporará la participación del público y de las agencias en una fase temprana y de una manera frecuente durante el proceso. TxDOT y el Alamo RMA llevarán a cabo tres rondas de talleres públicos, cuatro juntas del Comité de Consejo de la Comunidad (CAC, por sus siglas en inglés), cuatro juntas del Comité de Consejo Técnico (TAC, por sus siglas en inglés) y varias juntas con funcionarios locales y personas interesadas para involucrar a estas personas interesadas en los acontecimientos claves. Además, los miembros del público pueden involucrarse a través de los siguientes modos:

- **Página Web del Proyecto:** www.TimeFor35.com
- **Correo electrónico:** IH35@AlamoRMA.org
- **Teléfono:** 210-549-SA35 (210-549-7235)
- **Facebook:** www.Facebook.com/TimeFor35
- **Twitter:** www.Twitter.com/TimeFor35
- **Dirección Postal:** IH 35 PEL Study
601 NW Loop 410, Suite 410
San Antonio, Texas 78216

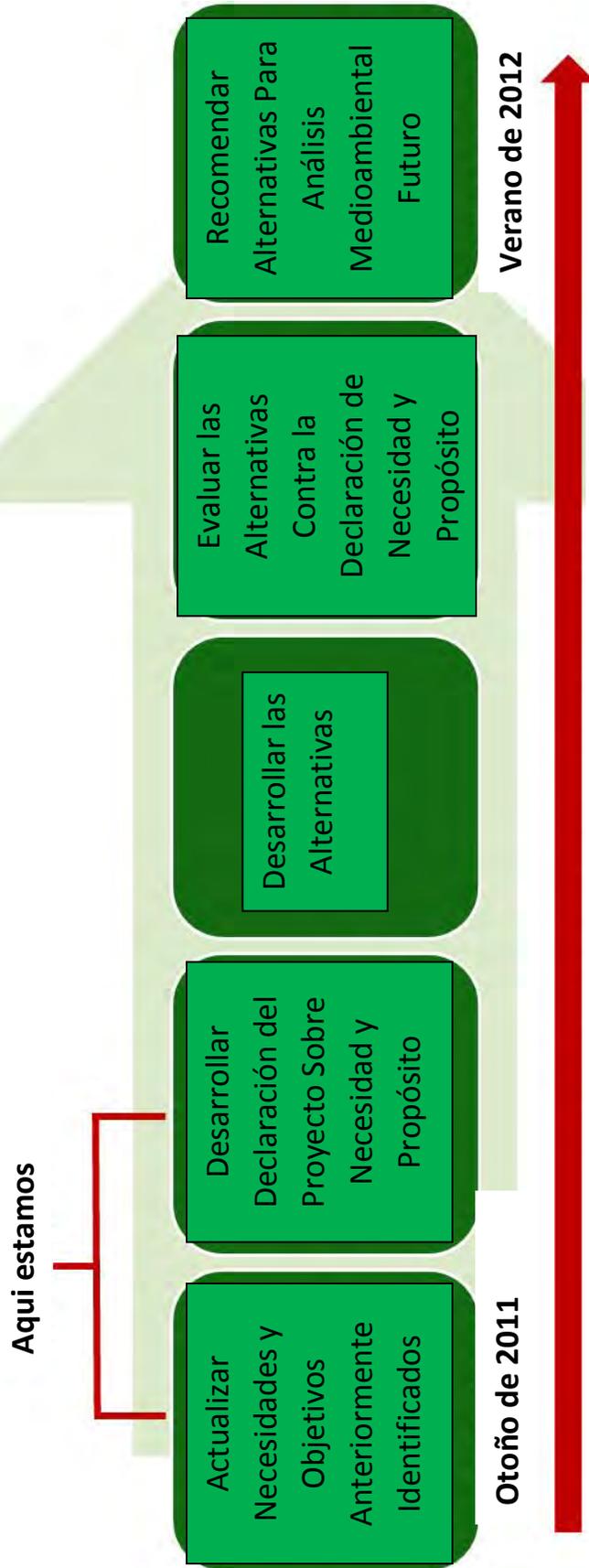
¿Qué es el Comité de Consejo Técnico? El TAC se hace responsable de proveer consejos técnicos y recomendaciones referentes a las necesidades de transporte y mejoras propuestas para la carretera IH 35 dentro del área de estudio. Representativos de agencias locales, estatales y federales tales como

ciudades y condados, la Comisión Histórica de Texas, el SA-BC MPO, VIA y el Cuerpo de Ingenieros Civiles de las Fuerzas Armadas de los E.E.U.U. han sido invitados a participar en este comité.

¿Qué es el Comité de Consejo de la Comunidad (CAC)? El CAC se hace responsable de proveer consejos y recomendaciones referentes a las necesidades de transporte y mejoras propuestas para el IH 35 dentro del área de estudio desde una perspectiva comunitaria/pública. Representativos de las asociaciones de vecindarios, organizaciones comunitarias, iglesias, escuelas, negocios, cámaras de comercio y otros interesados han sido invitados a participar en este comité.

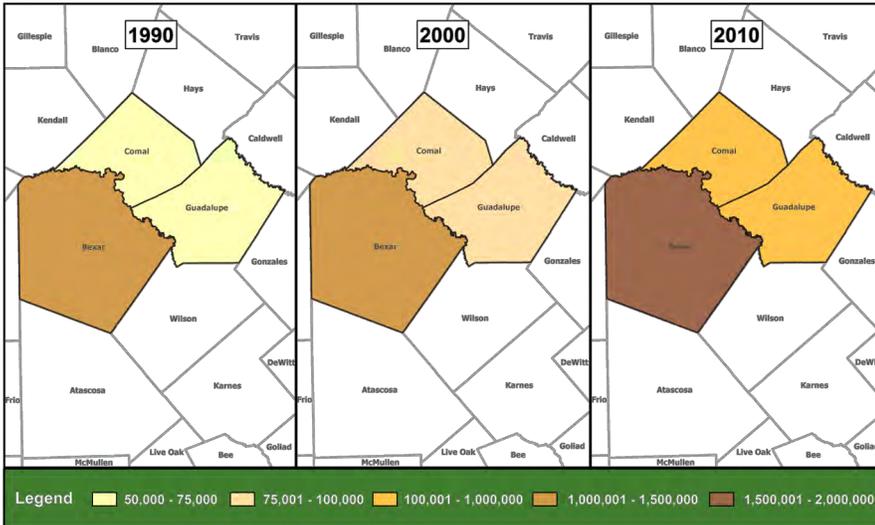
www.TimeFor35.com

Proceso de Estudio PEL en IH 35



Datos Sobre IH 35

Cambios Demográficos en los Condados de Bexar, Guadalupe y Comal (1990-2010)



Fuente: La Oficina del Censo de los E.E.U.U. (1990, 2000, 2010)

Carretera IH 35 Actual

- De seis a ocho carriles principales con arcén de 10 a 12 pies.
- Laterales continuas con arcén de hasta ocho pies de ancho.

Crecimiento Demográfico

- La población total creció por 50% entre 1990 y 2010 en los Condados de Bexar, Comal y Guadalupe.
- Las población en los Condados de Comal y Guadalupe más que se duplicó entre 1990 y 2010.
- Se proyecta que la población en el área de tres condados aumentará entre 11% y 27% para el año 2035.*

* Fuente: Centro de Datos del Estado de Texas 2008 Perspectivas de Proyección 0.5 y 1.0

Condado	1990	2000	2010	Cambio Total (1990-2010)	Cambio de Porcentaje (1990-2010)
Bexar	1,185,394	1,392,931	1,714,773	529,379	44.7%
Comal	51,832	78,021	108,472	56,640	109.3%
Guadalupe	64,873	89,023	131,533	66,660	102.8%
Total	1,302,099	1,559,975	1,954,778	652,679	50.1%

Fuente: La Oficina del Censo de los E.E.U.U. (1990, 2000, 2010)

Congestión

- Dos de los segmentos de carreteras más congestionadas en Texas en el 2010 se ubicaron dentro del area de estudio PEL de IH 35; un tercer segment quedó justo al sur del área de estudio:

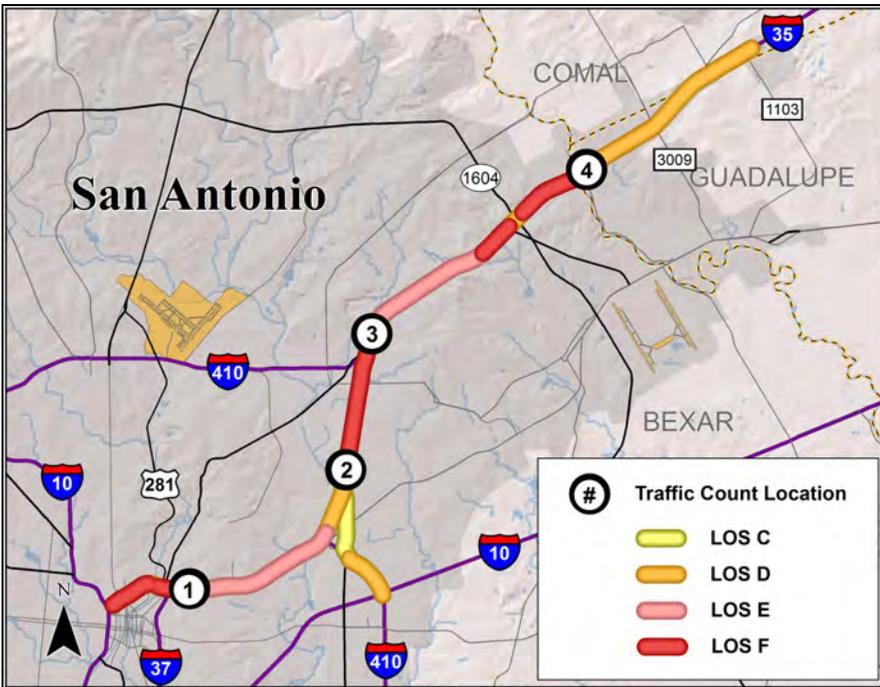
- #42: IH 410 hasta Loop 1604
- #43: Loop 1604 hasta FM 3009
- #37: Loop 353 hasta US 281

Fuente: Lista de las 100 Carreteras Más Congestionadas de TxDOT, 2010

Clasificación en la "Lista de las 100 Carreteras Más Congestionadas de TxDOT, 2010"



Niveles de Servicio en Horas Pico dentro del Area de Estudio PEL, 2010



Nivel de Servicio

El Nivel de Servicio (LOS) es una medida de condiciones operacionales a lo largo de una sección de carretera durante el desplazamiento en horas pico (generalmente de 7:00 AM—9:00 AM y de 4:00 PM—6:00 PM). Esto es reportado en una escala de A a F, donde LOS A indica operaciones en trayectorias fluidas, gradualmente disminuyendo a las operaciones muy congestionadas a nivel LOS F.

- En el 2010, aproximadamente el 75% de los desplazamientos en las horas pico dentro del área de estudio operaron a LOS E y F.

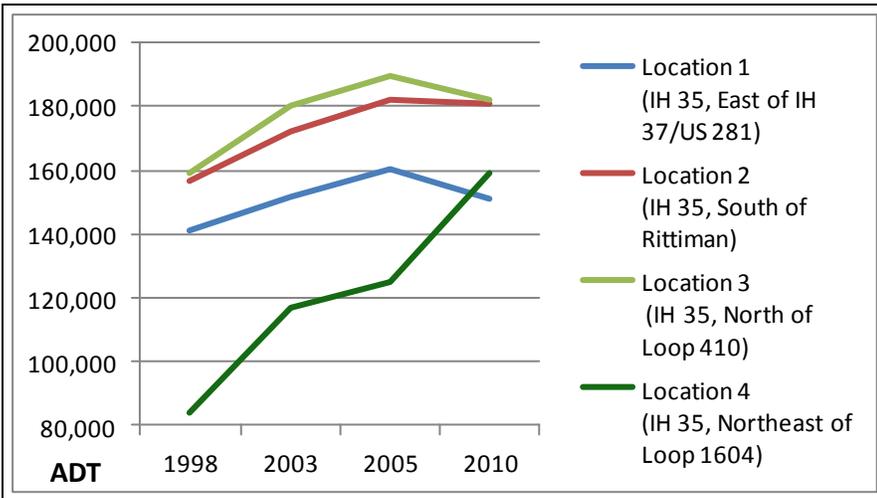
Volúmenes Promedios Diarios de Tráfico

- Volúmenes Promedios Diarios de Tráfico (ADT) aumentaron un promedio de 24% de 1998 a 2010 (entre 7% a 89% en cuatro ubicaciones a lo largo de IH 35 en el área de estudio).
- Dentro del área de estudio, volúmenes de camiones en 2010 constituyeron aproximadamente de 8% a 10% del volumen total diario de tráfico en IH 35, de 9,000 a 14,000 camiones por día.
- En algunos lugares, los conteos de tráfico del 2010 ya se acercaban a los conteos de tráfico anteriormente proyectados para el año 2030.*

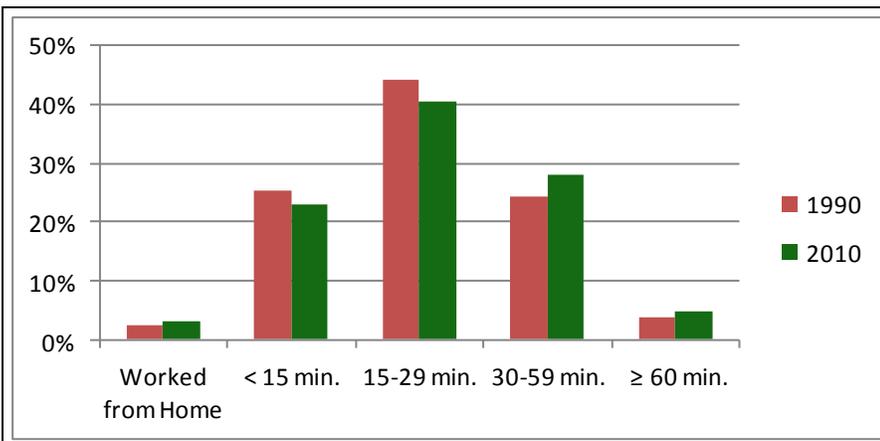
Fuentes: 1998-2008 Traffic Counts - TxDOT TP&P Division; 2010 Year End TxDOT Roadway Inventory File, TxDOT-TP&P Division, AADT Count Maps; *2030 Forecast ADT - IH-35 Managed Lanes Project (Initial Conceptual Alternatives Studies - Phase 1), 2007.

Fuente: Calculaciones de Nivel de Servicio basadas en el Roadway Inventory File de TxDOT TP&P 2011

Volúmenes Históricos de Promedios Diarios de Tráfico en al Area de Estudio PEL IH 35



Duración del Trayecto al Trabajo



- En el 2008, más de 265,000 trabajadores en los Condados de Bexar, Comal y Guadalupe viajaron 30 minutos o más al trabajo.
- Aproximadamente 635,000 (70%) de los trabajadores en los 3 condados manejaron al trabajo solos en el 2008.

Fuente: Oficina del Censo de E.E.U.U. (1990); Encuesta de la Comunidad Americana (American Community Survey) 2005 - 2009



www.TimeFor35.com



Estudio de Enlaces de Planificación y Medioambiente (PEL) en IH 35



Talleres Públicos 16 y 17 de noviembre del 2011

FORMULARIO PARA COMENTARIOS

Nombre _____			
Dirección _____		Codigo Postal _____	
Teléfono _____		Fax _____	
Correo electrónico _____			

La major manera de ponerse en contacto conmigo es a través de:

Correo
 Teléfono
 Fax Email
 Otro _____

Por favor comparta con nosotros sus inquietudes o comentarios específicos a cada sección del área de estudio PEL IH 35 mencionados abajo.

<p>IH 35 desde FM 1103 hasta Loop 1604</p>	
<p>IH 35 desde Loop 1604 hasta Loop 410 W</p>	
<p>IH 35 desde Loop 410 W hasta IH 37/281</p>	
<p>Loop 410 W desde IH 35 hasta IH 10</p>	

Example Photographs



An IH 35 PEL Study staff member signs a participant in at the November 17, 2011 public workshop.

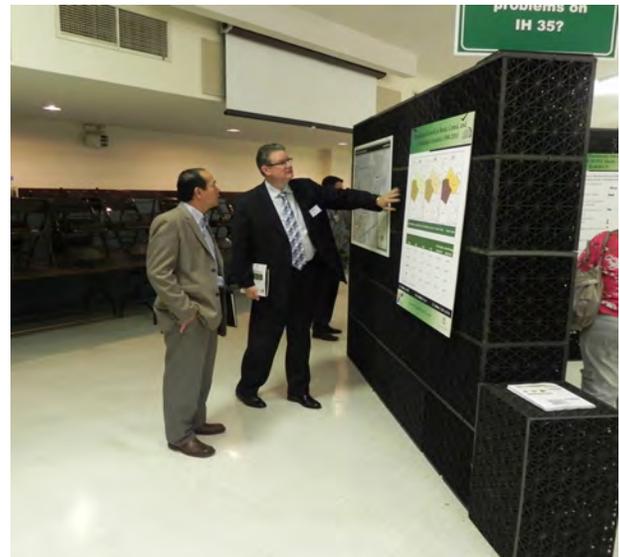
The public workshop stations were established using stackable crates, signage, and exhibits.



Participants at the November 16, 2011 workshop view information about the needs on IH 35.



Participants at the November 16, 2011 public workshop place dots on a map to show where they live and work.





Participants at the November 16, 2011 public workshop place green dots next to those issues that they agree are problems, and red dots next to those issues that they disagree are problems in the study area.

Participants at the November 17, 2011 workshop could walk around, view the exhibits, make comments, and speak to staff at their own pace.



IH 35 PEL staff were available at each public workshop station (above and right) to answer questions and provide additional information.



TxDOT staff speaks to participants at the November 17, 2011 workshop about the near term improvements for IH 35.



Participants at the November 16, 2011 workshop (above) and the November 17, 2011 workshop (below) used the large IH 35 corridor scroll maps to identify problem areas.

Participants could submit comments in the comment drop box at the November 17, 2011 workshop.



Appendix D: Comments Received During
the IH 35 PEL Study November 2011
Public Workshop Comment Period

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Interactive Exhibit Results Station 9: IH 35 Corridor Map.....	See CD Insert
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Public Workshop Comments
November 16, 2011
St. Patrick's Community Center

Comment Form Submissions



**Public Workshops
November 16 and 17, 2011**

COMMENT FORM

Name _____		The best way to reach me is by: <input type="checkbox"/> Mail <input type="checkbox"/> Phone <input type="checkbox"/> Fax <input type="checkbox"/> Email <input type="checkbox"/> Other _____
Street Address _____	Zip Code _____	
Phone _____	Fax _____	
Email _____		

Please share your concerns or comments specific to each of the sections of the IH 35 PEL study area below.

IH 35 from FM 1103 to Loop 1604	
IH 35 from Loop 1604 to Loop 410 W	
IH 35 from Loop 410 W to IH 37/281	<p><i>Drive ways are very. Bad condition side walks are same - very old - especially for seniors -</i></p>
Loop 410 W from IH 35 to IH 10	

Please explain any other comments or concerns about the study. (ATTACH ADDITIONAL SHEETS, AS NEEDED).

I have to pay to keep grass + trash

I call + they told me I dont have to cut it
Very poor - side walk + Broken driveway

Thank you for taking the time to provide us your comments. When you are finished, please drop this comment form in the box provided. Written comments will continue to be received through Monday, November 28, 2011. You can submit your written comments to Alamo RMA, ATTN: IH 35 PEL, 601 NW Loop 410, Suite 410, San Antonio, Texas 78216. You may also submit comments to the Alamo RMA through the website www.TimeFor35.com, by fax (210) 495-5403, or e-mail IH35@AlamoRMA.org.



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**Public Workshops
November 16 and 17, 2011**

COMMENT FORM

Name _____		The best way to reach me is by: <input type="checkbox"/> Mail <input type="checkbox"/> Phone <input type="checkbox"/> Fax <input type="checkbox"/> Email <input type="checkbox"/> Other _____
Street Address _____	Zip Code _____	
Phone _____	Fax _____	
Email _____		

Please share your concerns or comments specific to each of the sections of the IH 35 PEL study area below.

<p>IH 35 from FM 1103 to Loop 1604</p>	
<p>IH 35 from Loop 1604 to Loop 410 W</p>	
<p>IH 35 from Loop 410 W to IH 37/281</p>	<p><i>please fix our Side Walks check on frontage of our house 1607 N. PAN AM we have to pay to keep it clean</i></p>
<p>Loop 410 W from IH 35 to IH 10</p>	

Please explain any other comments or concerns about the study. (ATTACH ADDITIONAL SHEETS, AS NEEDED).

Our side walks need to be fixed badly It is a huge problem taking out the trash & Recycle the side walk is not even so it is a big job for us seniors.

Thank you
Hortense R. Cardenas
1607 N. PANAM Expwy.

Thank you for taking the time to provide us your comments. When you are finished, please drop this comment form in the box provided. Written comments will continue to be received through Monday, November 28, 2011. You can submit your written comments to Alamo RMA, ATTN: IH 35 PEL, 601 NW Loop 410, Suite 410, San Antonio, Texas 78216. You may also submit comments to the Alamo RMA through the website www.TimeFor35.com, by fax (210) 495-5403, or e-mail IH35@AlamoRMA.org.



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Public Workshops
November 16 and 17, 2011

COMMENT FORM

Name <i>Charlotte Kahl</i>		The best way to reach me is by: <input type="checkbox"/> Mail <input type="checkbox"/> Phone <input type="checkbox"/> Fax <input checked="" type="checkbox"/> Email <input type="checkbox"/> Other
Street Address <i>2103 W. Mistletoe Ave</i>		
Street Address <i>(210) 735-3503</i>	Zip Code <i>78201</i>	
Phone <i>OST100Kahl@aol.com</i>		
Email		

Please share your concerns or comments specific to each of the sections of the IH 35 PEL study area below.

IH 35 from FM 1103 to Loop 1604	
IH 35 from Loop 1604 to Loop 410 W	
IH 35 from Loop 410 W to IH 37/281 to 410N S of Ft. Sam crossing Salado Creek	<p><i>We need our Salado Creek connection to the 3000-mile OST off road hike & bike trail Florida to California</i></p>
Loop 410 W from IH 35 to IH 10	<p><i>IH-35/410 intersection needs OST off road hike & bike to traverse it somehow from 78 to Seguin Rd. & somehow east on 78</i></p>

Please explain any other comments or concerns about the study. (ATTACH ADDITIONAL SHEETS, AS NEEDED).

The Old Spanish Trail Centennial Celebration Association is moving well on design & funding of various portions of the 3000-mile Florida to California off road hike & bike trail.

Railroad and Interstate highway confluence at FM 78 - IH-35 - Loop 410 create a design challenge to link the FM 78 OST corridor to the Seguin Rd Salado Creek Trailhead on to the Walters St. Ft. San Bate.

At Walters the Old Spanish Trail joins Seguin St. & heads into San Antonio on New Braunfels Ave. THANK YOU FOR ANY SOLUTIONS YOU CAN PROVIDE

Thank you for taking the time to provide us your comments. When you are finished, please drop this comment form in the box provided. Written comments will continue to be received through Monday, November 28, 2011. You can submit your written comments to Alamo RMA, ATTN: IH 35 PEL, 601 NW Loop 410, Suite 410, San Antonio, Texas 78216. You may also submit comments to the Alamo RMA through the website www.TimeFor35.com, by fax (210) 495-5403, or e-mail IH35@AlamoRMA.org.



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**Public Workshops
November 16 and 17, 2011**

COMMENT FORM

Name <u>JAMES M. FINGER</u>		The best way to reach me is by: <input checked="" type="checkbox"/> Mail <input type="checkbox"/> Phone <input type="checkbox"/> Fax <input type="checkbox"/> Email <input type="checkbox"/> Other
Street Address <u>P.O. Box 12048</u> , Zip Code <u>78212</u>		
Phone <u>(none)</u> Fax <u>-</u>		
Email _____		

Please share your concerns or comments specific to each of the sections of the IH 35 PEL study area below.

IH 35 from FM 1103 to Loop 1604	
IH 35 from Loop 1604 to Loop 410 W	
IH 35 from Loop 410 W to IH 37/281	
Loop 410 W from IH 35 to IH 10	

Please explain any other comments or concerns about the study. (ATTACH ADDITIONAL SHEETS, AS NEEDED).

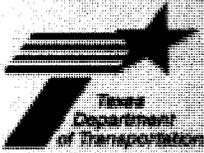
NO TOLL ROADS UPON I-35

ANYWHERE WITHOUT A PUBLIC VOTE!

Thank you for taking the time to provide us your comments. When you are finished, please drop this comment form in the box provided. Written comments will continue to be received through Monday, November 28, 2011. You can submit your written comments to Alamo RMA, ATTN: IH 35 PEL, 601 NW Loop 410, Suite 410, San Antonio, Texas 78216. You may also submit comments to the Alamo RMA through the website www.TimeFor35.com, by fax (210) 495-5403, or e-mail IH35@AlamoRMA.org.



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Public Workshops
November 16 and 17, 2011

COMMENT FORM

BYRON LAER		The best way to reach me is by: <input type="checkbox"/> Mail <input type="checkbox"/> Phone <input type="checkbox"/> Fax <input checked="" type="checkbox"/> Email <input type="checkbox"/> Other
Name	10221 Desert Sands #109	
Street Address	210 349-4200	
Phone	Zip Code 78216	
Email	Champion@del.com	

Please share your concerns or comments specific to each of the sections of the IH 35 PEL study area below.

IH 35 from FM 1103 to Loop 1604	NO Tolls
IH 35 from Loop 1604 to Loop 410 W	NO Tolls
IH 35 from Loop 410 W to IH 37/281	NO Tolls
Loop 410 W from IH 35 to IH 10	NO Tolls

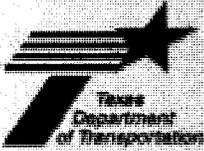
Please explain any other comments or concerns about the study. (ATTACH ADDITIONAL SHEETS, AS NEEDED).

NO C.D.A.
NO P.P.P.'S
NO R.M.A. (Abolish)

Thank you for taking the time to provide us your comments. When you are finished, please drop this comment form in the box provided. Written comments will continue to be received through Monday, November 28, 2011. You can submit your written comments to Alamo RMA, ATTN: IH 35 PEL, 601 NW Loop 410, Suite 410, San Antonio, Texas 78216. You may also submit comments to the Alamo RMA through the website www.TimeFor35.com, by fax (210) 495-5403, or e-mail IH35@AlamoRMA.org.



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Public Workshops
November 16 and 17, 2011

COMMENT FORM

Name <u>MEL BOREL</u>	
Street Address <u>703 TURTLE HILL</u>	Zip Code <u>78260</u>
Phone <u>210-403-3969</u>	Fax _____
Email <u>MBOREL@SRCGLOBAL.NET</u>	

The best way to reach me is by:

Mail

Phone

Fax

Email

Other

Please share your concerns or comments specific to each of the sections of the IH 35 PEL study area below.

IH 35 from FM 1103 to Loop 1604	
IH 35 from Loop 1604 to Loop 410 W	
IH 35 from Loop 410 W to IH 37/281	
Loop 410 W from IH 35 to IH 10	

NO TOLLS
OR MANAGED LANES

Please explain any other comments or concerns about the study. (ATTACH ADDITIONAL SHEETS, AS NEEDED).

Handwritten notes and scribbles on lined paper, including the words "NOISE" and "VIBRATION" written vertically.

Thank you for taking the time to provide us your comments. When you are finished, please drop this comment form in the box provided. Written comments will continue to be received through Monday, November 28, 2011. You can submit your written comments to Alamo RMA, ATTN: IH 35 PEL, 601 NW Loop 410, Suite 410, San Antonio, Texas 78216. You may also submit comments to the Alamo RMA through the website www.TimeFor35.com, by fax (210) 495-5403, or e-mail IH35@AlamoRMA.org.



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Public Workshops
November 16 and 17, 2011

COMMENT FORM

DAVID J. PUMPY
 Name 8181 Tezel Rd SATX 78250
 Street Address # 10297 Zip Code
 Phone _____ Fax _____
 Email djpumpromotions@world-net.net

The best way to reach me is by:
 Mail
 Phone
 Fax
 Email
 Other

Please share your concerns or comments specific to each of the sections of the IH 35 PEL study area below.

<p>IH 35 from FM 1103 to Loop 1604</p>	<p><u>NO Tolls, NO Tracking of Personal vehicles - NO Stealing LANES from private vehicle drivers!</u></p>
<p>IH 35 from Loop 1604 to Loop 410 W</p>	<p><u>NO Tolls, NO Tracking of Personal vehicles - NO Stealing LANES from private vehicle drivers!</u></p>
<p>IH 35 from Loop 410 W to IH 37/281</p>	<p><u>NO Tolls, NO Tracking of Personal vehicles - NO Stealing LANES from private vehicle drivers!</u></p>
<p>Loop 410 W from IH 35 to IH 10</p>	<p><u>NO Tolls, NO Tracking of Personal vehicles - NO Stealing LANES from private vehicle drivers!</u></p>

Please explain any other comments or concerns about the study. (ATTACH ADDITIONAL SHEETS, AS NEEDED).

The study isn't specific about the
instances for change or giving SPECIFIC
choices for SPECIFIC SITUATIONS. I
am very distrustful now of what those
managing TXDOT & RMA want to do!

Thank you for taking the time to provide us your comments. When you are finished, please drop this comment form in the box provided. Written comments will continue to be received through Monday, November 28, 2011. You can submit your written comments to Alamo RMA, ATTN: IH 35 PEL, 601 NW Loop 410, Suite 410, San Antonio, Texas 78216. You may also submit comments to the Alamo RMA through the website www.TimeFor35.com, by fax (210) 495-5403, or e-mail IH35@AlamoRMA.org.



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Public Workshops
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COMMENT FORM

Name	Ana Munillo		The best way to reach me is by: <input type="checkbox"/> Mail <input type="checkbox"/> Phone <input type="checkbox"/> Fax <input type="checkbox"/> Email <input type="checkbox"/> Other
Street Address	1955 N. Panam (Interstate)	Zip Code 35	
Phone	774-0504	Fax	
Email	Munillo7@yahoo.com		

Please share your concerns or comments specific to each of the sections of the IH 35 PEL study area below.

<p>IH 35 from FM 1103 to Loop 1604</p>	<p><i>I have lived in the</i></p>
<p>IH 35 from Loop 1604 to Loop 410 W</p>	<p><i>St. Patrick's Parish prays for 47 years. It's time to address the issues listed below - we want a legacy of a more beautiful & safe inner city neighborhood!</i></p>
<p>IH 35 from Loop 410 W to IH 37/281</p>	<p><i>The frontage road on both sides of freeway needs to be enhanced for beauty & safety. The area between Broadway & Walters Street ^{of the frontage roads} needs sidewalks or some blocks, drainage improved to prevent pools of standing water after raining. Needs driveway from frontage road to residents front door (to stop cars from jumping the curb); to plant trees & shrubs to beautify.</i></p>
<p>Loop 410 W from IH 35 to IH 10</p>	<p><i>of the St. Patrick's/Government Hill Historic district - our neighborhood is the last neighborhood before you come to beautiful downtown the river the Pearl!</i></p>



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COMMENT FORM

Name <u>Adan Ellis</u>		The best way to reach me is by: <input type="checkbox"/> Mail <input type="checkbox"/> Phone <input type="checkbox"/> Fax <input type="checkbox"/> Email <input type="checkbox"/> Other _____
Street Address _____	Zip Code <u>78260</u>	
Phone _____	Fax _____	
Email _____		

Please share your concerns or comments specific to each of the sections of the IH 35 PEL study area below.

IH 35 from FM 1103 to Loop 1604	<i>Needs managed lanes.</i>
IH 35 from Loop 1604 to Loop 410 W	<i>Needs managed lanes.</i>
IH 35 from Loop 410 W to IH 37/281	<i>Needs managed lanes.</i>
Loop 410 W from IH 35 to IH 10	<i>Needs managed lanes.</i>



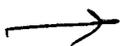
**Public Workshops
November 16 and 17, 2011**

COMMENT FORM

Name <u>Raymundo RIVERA</u>		The best way to reach me is by: <input type="checkbox"/> Mail <input type="checkbox"/> Phone <input type="checkbox"/> Fax <input checked="" type="checkbox"/> Email <input type="checkbox"/> Other
Street Address	Zip Code	
Phone	Fax	
Email <u>r.rivera@Austin.utexas.edu</u>		
Cdo		

Please share your concerns or comments specific to each of the sections of the IH 35 PEL study area below.

IH 35 from FM 1103 to Loop 1604	
IH 35 from Loop 1604 to Loop 410 W	
IH 35 from Loop 410 W to IH 37/281	<p>The 35 and 37/281 interchange needs to be reworked. Traffic going N on 35 and 37 is horrible.</p>
Loop 410 W from IH 35 to IH 10	



Please explain any other comments or concerns about the study. (ATTACH ADDITIONAL SHEETS, AS NEEDED).

1) Need to beautify 35 Access roads w/ trees and sidewalks in Gov. Hill.

2) Need to address flooding w/ driveways on 35 Access road. Folks can't park on their property.

Thank you for taking the time to provide us your comments. When you are finished, please drop this comment form in the box provided. Written comments will continue to be received through Monday, November 28, 2011. You can submit your written comments to Alamo RMA, ATTN: IH 35 PEL, 601 NW Loop 410, Suite 410, San Antonio, Texas 78216. You may also submit comments to the Alamo RMA through the website www.TimeFor35.com, by fax (210) 495-5403, or e-mail IH35@AlamoRMA.org.



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COMMENT FORM

Name <u>Nanda Earl</u>		The best way to reach me is by: <input type="checkbox"/> Mail <input type="checkbox"/> Phone <input type="checkbox"/> Fax <input type="checkbox"/> Email <input checked="" type="checkbox"/> Other <u>Letter</u>
Street Address <u>1901 W INTERSTATE 35 78205</u>	Zip Code	
Phone <u>210 505 7810</u>	Fax	
Email		

Please share your concerns or comments specific to each of the sections of the IH 35 PEL study area below.

<p>IH 35 from FM 1103 to Loop 1604</p>	
<p>IH 35 from Loop 1604 to Loop 410 W</p>	
<p>IH 35 from Loop 410 W to IH 37/281</p>	
<p>Loop 410 W from IH 35 to IH 10</p>	

Please explain any other comments or concerns about the study. (ATTACH ADDITIONAL SHEETS, AS NEEDED).

How is the integrity of the Historic Port
of I35 going to be kept.

ALSO NO Toll Roads in Texas.

Thank you

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COMMENT FORM

Name _____		The best way to reach me is by: <input type="checkbox"/> Mail <input type="checkbox"/> Phone <input type="checkbox"/> Fax <input type="checkbox"/> Email <input type="checkbox"/> Other _____
Street Address _____	Zip Code _____	
Phone _____	Fax _____	
Email _____		

Please share your concerns or comments specific to each of the sections of the IH 35 PEL study area below.

IH 35 from FM 1103 to Loop 1604.	
IH 35 from Loop 1604 to Loop 410 W	like the improvements being done in the near term
IH 35 from Loop 410 W to IH 37/281	As issue of the road McCullough entrance on east side to I-37 going N to get I-35 South/I-10 gotta move very quickly to get all the way to the left
Loop 410 W from IH 35 to IH 10	not familiar w/ area

Please explain any other comments or concerns about the study. (ATTACH ADDITIONAL SHEETS, AS NEEDED).

like concept of PEL - good to get insight
before get "all guns" on environmental studies only
to find out impossible to build

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COMMENT FORM

MATT ANDERSON		The best way to reach me is by: <input type="checkbox"/> Mail <input type="checkbox"/> Phone <input type="checkbox"/> Fax <input checked="" type="checkbox"/> Email <input type="checkbox"/> Other
Name	400 W 15th ST, SUITE 500	
Street Address	AUSTIN, TX 78701 Zip Code	
Phone	512.457-7875	
Fax		
Email	Matthew.anderson@aecom.com	

Please share your concerns or comments specific to each of the sections of the IH 35 PEL study area below.

IH 35 from FM 1103 to Loop 1604	
IH 35 from Loop 1604 to Loop 410 W	
IH 35 from Loop 410 W to IH 37/281	
Loop 410 W from IH 35 to IH 10	

Please explain any other comments or concerns about the study. (ATTACH ADDITIONAL SHEETS, AS NEEDED).

Improve facility by concentrating on thru put
HOV, MANAGED LANES, ADDITIONAL GENERAL PURPOSE
LANES.

LIGHT RAIL / TRANSIT DO NOT PROMOTE THRU PUT
NEITHER DO BICYCLE, PED FACILITIES

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Public Workshops
November 16 and 17, 2011

COMMENT FORM

Name <u>JAMES ALLISON</u>		The best way to reach me is by:	
Street Address <u>307 ALTGELT</u>		Zip Code <u>78201</u>	<input type="checkbox"/> Mail
Phone <u>210 734-0875</u>	Fax <u>N/A</u>		<input type="checkbox"/> Phone
Email <u></u>			<input type="checkbox"/> Fax
			<input type="checkbox"/> Email
			<input type="checkbox"/> Other

Please share your concerns or comments specific to each of the sections of the IH 35 PEL study area below.

<p>IH 35 from FM 1103 to Loop 1604</p>	<p>going south I see heavy traffic thru Selma and past 1604; going from I 35 to west 410 it is difficult to merge into 410 west traffic congestion and traffic backup occurs near the Demin-Batel exit going north on 35 it is difficult to drive past the incoming traffic from 1604 traffic is heavy and practically stops (bottle necks) in the Cibola creek section</p>
<p>IH 35 from Loop 1604 to Loop 410 W</p>	<p>^{noted above} the current traffic is obviously too heavy (much) for the existing intersection of 35 with 410 west</p>
<p>IH 35 from Loop 410 W to IH 37/281</p>	
<p>Loop 410 W from IH 35 to IH 10</p>	

Please explain any other comments or concerns about the study. (ATTACH ADDITIONAL SHEETS, AS NEEDED).

When I worked in Austin I would have happily used any commuter train

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Court Reporter Transcripts

1
2 -----
3 TRANSCRIPTION OF COMMUNITY STATEMENTS/COMMENTS OF
4 ALAMO REGIONAL MOBILITY AUTHORITY AND
5 TEXAS DEPARTMENT OF TRANSPORTATION MEETING
6 NOVEMBER 16, 2011
7 AT ST. PATRICK'S CHURCH COMMUNITY CENTER
8 1114 WILLOW STREET
9 SAN ANTONIO, TX 78208
10 -----

11 DAVID PURDY: As a concerned citizen representing
12 my precinct the Republican precinct chairman, what really offends
13 me about all of this is the fact that everything is geared
14 towards tolls, tracking of personal vehicles, stealing lanes from
15 private vehicle drivers, and that -- you know, quite frankly,
16 what has been paid for and allocated for private drivers, should
17 stay for private drivers.

18 And I'm tired of the intimidation, interfering
19 with my life as an anti-toll person as a result of it, because of
20 the interests that are supporting tolls. I want that to be part
21 of the record. At the last meeting, my windows in my car were
22 open, not by me, by somebody else, to send me a message, and I'm
23 tired of it. I'm tired of -- I think that the other people --
24 the interest behind the tolls are very open to using dishonest
25 methods to procure their result, because they know they can't get

SAN ANTONIO COURT REPORTING, FIRM NO. 175
555 E. BASSE ROAD, SUITE 205
SAN ANTONIO, TEXAS (210)227-1525

1 the popular support. That is my personal belief.

2 I believe there has been an organized effort to
3 make it difficult for me to have a job. I have a job now, but
4 just recently I had an interesting experience and I've had it
5 twice since I moved to Texas, where I got hired and let go. And
6 I believe very strongly it was because of my anti-toll views. So
7 that, I guess, is it.

8 MS. CARDENAS: I'm Hortense Cardenas. Our
9 sidewalks are real bad. I have to take out the trash and
10 recycle, and it's not level. I have to pick it up to put it in
11 and out. If somebody could fix it -- They fixed the one on
12 the -- by my house, but they can't come to my side. What can we
13 do about that?

14 JOAN MURILLO: I've lived here for 47 years, and
15 the frontage road is in need of correcting the drainage. We have
16 drainage problems, standing water. Like right now, it rained and
17 so we have standing water in some areas, and we have broken
18 sidewalks on some blocks, and we would like a driveway from the
19 frontage road to our front door, and also to make it -- This area
20 is called the Government Hill Historic District, and we're a
21 neighborhood that's close to downtown, so we feel like our
22 neighborhood -- it's like the first neighborhood -- the last
23 neighborhood before you go into the beautiful downtown. So we
24 want our area to be -- like the frontage road to be landscaped
25 with shrubs and flowers and trees and have the sidewalks in good

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555 E. BASSE ROAD, SUITE 205
SAN ANTONIO, TEXAS (210)227-1525

1 condition and no drainage problems, and we understand that TxDOT
2 does -- the sidewalks are TxDOT's responsibility.

3 MARY LOUISE ORTEGON: My name is Mary Louise
4 Ortegon. Okay. I have a problem with the cutting of the grass.
5 I have been paying a lot of money for that, and I've called the
6 city, I've called the state, and they say they don't have any
7 money. But it is close to downtown. We're between Broadway,
8 where all this business is going on, and New Braunfels. I think
9 it would be nice to keep it in good condition for people to see.

10 We're about five minutes from downtown, really.
11 It's an old neighborhood. Okay. It's an old neighborhood. So
12 people do require at least drainage, also. There's a lot of
13 water there, mosquitoes and stuff, and the driveways are real
14 bad, and we have to take out the trash cans. It's a hassle.

15 MARGARET GONZALEZ: I mean, the sidewalks are
16 something that would help us here in this area, all right,
17 because like the gentleman says, that area, but it has nothing to
18 do with us, right, and what I'm concerned with is this, right
19 here, this area for us. For example, the sidewalks for the rest
20 of the area, sidewalks. We have a friend that is totally blind.
21 He -- I mean, you know, for safety reasons for him, because he
22 would have to go with his dog and it was pretty dangerous and
23 there was a sidewalk in front of his house, very dangerous when
24 he'd get off his bus or VIA Trans. It took us a while, right,
25 but thank God we got that part fixed. I'm just concerned about

1 someone else. He can't walk along the frontage road, no. And my
2 brother, he fell on -- before the sidewalks, so he has got to be
3 careful where he can go because of his walker. And I mean,
4 that's dangerous.

5 This St. Paul Episcopal Church over here, an
6 elderly gentleman fell because of the lack of walks, and I
7 understand that's fixed, but what concerns me is a little further
8 up or whatever is someone else is in the same condition. That's
9 what I mean. That's why I say for this area itself. So with
10 that -- I mean, I understand it's another area, yes, but I'm
11 concerned about this one. No offense to the others. That's
12 about it.

13 The main thing is the sidewalks -- oh, the curbs.
14 Other places, right, around this area. Like Freddy, if he goes
15 anywhere else, he can't go with his dog. And Sammy, my brother,
16 has a specific area, because he can't walk without his walker.
17 Like I said, he has fallen due to lack of sidewalks, and his --
18 the little wheels just turn like this and there he goes. So
19 that's what my concern is, but not only for him but other persons
20 with disabilities, wheelchairs, scooters, things like that.
21 That's my main concern.

22 ANGIE SALAZAR: I would really like to see on 35,
23 like, to put sidewalks on that -- that part that's dividing the
24 house from the street. I don't know how you call that. And also
25 the drainage, so the water won't be -- won't -- what do you call

1 it? -- because when it rains a lot, it gets stuck there on the
2 grass and the cars -- they don't have any driveways also. It
3 would be nice to put a driveway on the front for them to go in
4 and out, because they -- all of them have to park in the back,
5 and they don't have driveways in the back either, because it's
6 alleys. And mainly that's what I would like to see, like -- and,
7 like, fixing it pretty, so it would look nice from the
8 expressway, putting trees and, you know, fixing it with flowers
9 or whatever, anything that would make it look nice from the
10 expressway. That's all I can say.

11 GILBERT MURILLO: I'm Gill Murillo from Government
12 Hill, 1955 North Pan Am. I live along the access here, and I was
13 contacted to help out, to put this workshop together, and there's
14 some pluses and minuses. The minus, or my disappointment, is
15 we're talking about a low income neighborhood and you involve
16 people by going into their self-interest, and we told people that
17 they could come by and they talk about their needs and really
18 push for changes, changes such as better drainage, maintaining
19 the frontage roads a lot better, a lot of high weeds and so
20 forth. There's some concerns about air pollution, whether it's
21 affecting their health and so forth. And I could go on and on.
22 And we found out about this because we went around the
23 neighborhood recruiting people, and this is some of the needs
24 that they expressed.

25 So, in that sense, I've talked with the officials

1 here and they're more interested in long term and improvements
2 that really won't happen for the next several years. What I'm
3 saying is the department should be more open about immediate
4 concerns and give us some assurance that something will be made.

5 For example, I pushed with Mr. Bean about a
6 particular issue I have, which is driveways to my house, and it
7 wasn't until a long dialogue and so forth, when I finally found
8 out what to do. And, you know, other examples, but it's the same
9 way. What I'm saying is the department should be more open and
10 responsive to immediate needs, you know, within the realistic
11 picture. You can't just promise people, but you can do more, as
12 I did with talking with some of the staff, to get things moving.

13 Long term, I'm also concerned, because I've
14 been -- you know, as an informed citizen, I'm very aware of the
15 criticisms of TxDOT over the years. They've been looked at very
16 closely by the Texas Sunshine Commission, and I understand that
17 they've been really pushed to come up with some answers. And if
18 they don't, I understand they will be limited and put under the
19 legislature. But my other sense is in coming here saying we need
20 your help, we need your backing.

21 My question is: Well, what has happened for
22 management for the next -- for the last 10, 15 years? You know,
23 to me has there been mismanagement in TxDOT? Is that why we're
24 here and that's why they're pushing these workshops? I'm sure
25 that's a factor, but, again, they should be more open and

1 realistic with us. And, you know, I would say it seems to me
2 there's a need for some fundamental organizational changes within
3 TxDOT. So those are the negatives.

4 I think what this workshop brings, and I'm hearing
5 very little about it, is how to really deal with the citizens.
6 I'm hearing very little about how to deal long term with these
7 problems, and I'll qualify what I'm saying because, as I say,
8 people in this type of neighborhood, they have day-to-day
9 survival concerns. They don't really get too into the big
10 picture. Some person like myself do realize the gravity of our
11 concerns and issues, that there are solutions out there.

12 One of them, of course, in my judgment, is mass
13 transportation. Mass transportation of both passengers and
14 freight. And, again, we have been talking about this in Texas
15 for years and years and very little has been done. And I'm
16 saying for a lot of good and bad reasons, but it shows,
17 basically, the conservatism of the state and why we really have
18 to push forward with mass transportation and -- both for
19 passenger services and freight.

20 I've been in Europe many, many times and to me,
21 the first thing I would do is talk with countries like France and
22 Germany and find out why they have such efficient mass
23 transportation and really get something going. Anyway, what I'm
24 saying, that is a priority. These fix it kind of things, you
25 know, aren't doing the job. For example, IH-10 in Houston,

1 \$2 billion was spent several years ago to put overhead highways
2 and so forth on it. You checked in Houston and I was just there
3 two weeks ago, on a family reunion, and it's the same problem, if
4 not more. Houston, Texas, IH -- I-10 -- IH-10 on the east side
5 of Houston.

6 And then my final statement is that I'm very, very
7 much against toll roads. I think roads, highways are a public
8 service just like education and so forth, and I know there's a
9 lot of talk about creative financing of -- for doing some of this
10 highway work, but toll roads and what I know about contracts and
11 so forth for TxDOT, is not the answer. And may God help TxDOT.

12 RAYMUNDO RIVERA. My name Raymundo Rivera, and
13 I'm a Government Hill alliance board member. I'm trying to ask
14 TxDOT to address drainage along 35 access road. Currently, we
15 have a depression in the right-of-way of TxDOT, so when it rains,
16 you get flooding right in front of the houses, from Walters all
17 the way to Broadway, on the access road of 35, both sides, north
18 and south. TxDOT can raise the elevation and/or add landscaping,
19 some sort of sidewalks, that will help the water flow, to keep it
20 on the street instead of flooding people's houses. Thank you.

21 JOHN ALCOCES: One of the key things -- I've been
22 a leader in the community for many, many years, and on both sides
23 of the highway, from Walters all the way down to Austin Street,
24 it's the frontage. And a lot of people have problems when it
25 rains. It's somewhat of a ditch shaped in front of their homes,

1 and it's a long wide space, so they can't get in and out of their
2 homes. We also have problems with a lot of the homes don't have
3 driveways going into their home. It was never built onto the
4 frontage roads.

5 The sidewalks are falling apart. We need to take
6 that into concern, you know, will they take on the task of fixing
7 those sidewalks. I know that -- because the gentleman down --
8 that we spoke to, he says that's up to the homeowner. I believe
9 it is up to the homeowner from the fence in, but in actuality, it
10 is up to the city, because this is a long distance from there --
11 from the fence to the curb.

12 If you see the -- I know I can't say feet, maybe
13 about 30 feet, 35 feet -- when they built the highway, they took
14 out two blocks, and what was left on each side was half a block
15 and half a block in front of the homes right now. And these
16 people have always had problems. I have my aunt that lived over
17 by Benton. She had problems too with the frontage road. So
18 we've got to figure out how do we resolve that particular issue.
19 Okay. A lot of people are jumping curbs to get into their homes.
20 We need to figure out how do we lower the curbs so they can get
21 into their property.

22 WANDA EARL: This is a historic neighborhood from
23 Willow Street to New Braunfels Avenue, and a lot of the homes in
24 this area are over 100 years old, historic -- they call them
25 historic houses. And when you're coming into San Antonio for the

1 first time, I think that whole area there should be beautified.
2 If the state is going to dig some more holes and make more
3 streets there, they should beautify the area in front of the
4 homes along Pan Am Street, and at least give it a nice
5 presentation. They do that in a lot of cities when you're coming
6 in, except -- well, a -- well, a lot of cities. But I think
7 San Antonio is such a unique city that something like that would
8 be very impressive for people coming in and going downtown to see
9 the Alamo.

10 But if something like what they are proposing --
11 what they have proposed is going to take too long, I should --
12 and move the traffic closer to the homes, I think there should be
13 some sort of a sound barrier between the homes and the -- and the
14 interstate. I didn't see anything about that. No mention at
15 all. And since the houses are historic, I think that the state
16 should try to check with the Historic Preservation, or whatever
17 they have -- of the United States -- whatever they are called,
18 and make sure they're not going to damage the area and take away
19 a lot of what is there -- what is left there of the historic --

20 Don't forget we have Fort Sam Houston just four or
21 five blocks to the north of the area, and that is one of the
22 oldest forts still left in operation in San Antonio -- I mean, in
23 Texas, and that itself is historic. And they have a quadrangle,
24 you know, where they held Geronimo, when he was held captive. I
25 don't know if you knew that or not. So I think that in this

1 particular area, from New Braunfels to Broadway, I guess, it
2 should be given a lot of care, a lot more design and don't take
3 away from the historic part of it.

4 JACK FINGER: My name is Jack M. Finger. I've
5 come to the exhibits here, and I basically just want the message
6 to be know to the Alamo RMA and to other authorizes, no toll
7 roads. No toll roads on I-35. And not against every single toll
8 road, but we don't like it, and we do not get a public vote on
9 it. We do not like it when the tolls are placed in perpetuity,
10 and we do not like them when they're placed on rights of ways
11 that we have already purchased for. This amounts to double
12 taxation. Please no toll roads anywhere on I-35. Thank you.

13 ROSE HILL: My name is Rose Hill, and I'm a
14 resident on Government Hill. I guess the question or the
15 feedback or comment that I want to make is that my concern is,
16 when they start doing the study or the environment study where --
17 for the expansion that has to do with, say, from maybe 35 and --
18 and North New Braunfels, this area right here, this frontage area
19 right here in front of the church, will -- and if they are going
20 to be expanding those lanes from two to four, is it going to
21 affect any of the actual homes, which they're historical?

22 This is a historical neighborhood, and is it going
23 to affect any of their homes? Or is it just going to be that
24 y'all are going to maybe expand -- put two more intersections,
25 make it four lanes, and maybe make the -- the skirts shorter, but

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1 is it going to affect any of the homes on the frontage road
2 actually? That is what my concern is.

3 And if it is, then my concern is that a lot of
4 these homes have been here for a long time. They're senior
5 citizens and lot of families -- new families that have moved into
6 the areas, and we are working with the City of San Antonio to do
7 a site plan and bringing new families into the neighborhood and
8 redeveloping our neighborhood. We just got brand new sidewalks
9 down Pan Am and in the inner core of the Government Hill area.
10 So that would be -- I would be concerned if we did that. If
11 we -- expanding it has nothing to do with the homes on the
12 frontage road, that's great. You know, I don't have any problem
13 with them -- anything not -- you know, to improve traffic is fine
14 with me, but that's only the questions that I wanted to ask.

15 NETTIE HINTON: Well, I live in the Dignowity
16 Hill historic area, and I travel 35 and the frontage roads
17 regularly because I live about four blocks off the frontage road
18 from the -- I live on the corner of Hackberry and Burleson
19 Street, and, of course, Hackberry feeds north across the railroad
20 tracks into the frontage road on Pan Am, however anyone wants to
21 speak of it.

22 And so I use it to go north, and I'm really
23 concerned about the way traffic has built over the last few
24 years, but in the last few months, I have noticed that there is
25 even more traffic, and I suspect part of the reason is SAMMC is

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1 now up and running full force. And so there's been construction
2 there and more people working on Fort Sam itself and SAMMC as
3 well.

4 And, in particular, I'm concerned about the
5 frontage road on 35 going north, because in order for me to get
6 over to St. Philip's College, to get over to the area of what is
7 called the Black Center, the Barbara Jordan Center, I generally
8 leave my house, go north on Hackberry, make a right turn on the
9 frontage road, and continue on the frontage road, crossing
10 New Braunfels Avenue and then going up to the Walters Street,
11 where I can make the right turn in order to go over to all those
12 places that I mentioned. Even my church, because I go to Holy
13 Redeemer, and it's on Nevada Street right off Gevers.

14 And increasingly now, in the morning, the frontage
15 road is jammed from New Braunfels all the way up to Walters.
16 Because you have the people going into the main gate at Fort Sam
17 Houston so they come off 35 onto the frontage road, you know,
18 right there past New Braunfels Avenue and they're just bumper to
19 bumper to bumper to bumper trying to make that left turn at
20 Walters to go into what is the main gate of Fort Sam now.

21 And so one lane of traffic there is insufficient
22 to carry them. Two lanes of traffic they generally make
23 themselves, you know, in order to eventually make the left turn.
24 So those of us who simply want to go all the way up to Walters
25 and make a right, are really, really inconvenienced and it costs

1 time and it costs money because of gasoline. And it is also
2 dangerous because we are going through, towards Walter Street,
3 and then people are coming off of 35 at that exit, and so you've
4 got that traffic merging and there are the railroad tracks there.
5 And it really is a dangerous situation.

6 The next dangerous situation, for me, going north
7 is the fact that I tend to go over to the Wal-Mart on Austin
8 Highway and the H.E.B. and the Goodwill, and -- so what you do is
9 you travel 35 and the traffic is just bumper to bumper to bumper
10 sometimes. But the most dangerous place is when that 35 traffic
11 that wants to exit at Rittiman Road is trying to get to that
12 Rittiman Road exit and you have the traffic that's been on 410
13 trying to merge into 35.

14 And it's dangerous because they're trying to
15 jockey for a position to get over, you know, the 35 north through
16 traffic, and you're trying to jockey into that one lane to get
17 off on Rittiman. But you look -- if you're brave enough, look
18 down that access to 410 and it is bumper to bumper with trucks
19 primarily, but cars as well. For people that have been traveling
20 on 410 trying to do that 35 merge, it is really dangerous.

21 Now, a couple of years ago TxDOT added a second
22 lane for people who were on 35 north who want to merge into 410,
23 you know, and that lane -- adding that extra lane has really
24 helped congestion, if you were on 35 wanting to go onto 410. But
25 if you're on 410 trying to merge into 35, that's hellish. It's

1 really dangerous. And then, of course, the traffic is just
2 bumper to bumper.

3 Today, I happen to have been further out north on
4 35, and coming here to this meeting, the traffic was just bumper
5 to bumper on 35. I was so happy I was getting off at New
6 Braunfels Avenue, because it was just bumper to bumper, and
7 that's because of the 35 -- 281/37 merge. And that's become
8 problematic. And it hasn't been that way until the last year or
9 so, in the last few months. Something is happening that is
10 causing that traffic to back up.

11 And I'm noticing, because I listen to the news in
12 the morning, that there are more accidents that are happening on
13 35, in both directions, near that New Braunfels Street exit off
14 of 35, in both directions, north and south, more frequently there
15 are accidents there. And I don't know what is happening right
16 along in there, why the traffic is building up so heavily and why
17 there are accidents there, but something has happened in the last
18 few months. Now, it may be -- for northbound traffic, it may
19 just be SAMMC. So it is carrying traffic both rush hours in that
20 little area. I don't know. But that's -- so those are my
21 biggest things.

22 And the other thing that I would like to say is
23 that TxDOT and the federal government need to have a serious
24 conversation with the commanders at Fort Sam and the Defense
25 Department about New Braunfels Avenue. It simply needs to be

1 reopened at Fort Sam. That gate is -- is causing a lot of the
2 traffic build up on 35, both the employees of the base, civilian
3 and military, and just regular vehicular traffic like me. People
4 living in the area are forced to go on 35 simply because you
5 can't go New Braunfels if you are trying to get over north of
6 Fort Sam, either to get to 410, you know.

7 Because, now, if you could go north on
8 New Braunfels and you were trying to get to the airport, it would
9 be a whole lot easier and less traffic, particularly during rush
10 hour, if you could go straight north. As it is now, you're going
11 to have to go onto 281 to get over to there. Or -- for like
12 myself trying to get to the Wal-Mart, I have to go 35 to Rittiman
13 then to Harry Wurzbach and get over there. Whereas, what I would
14 like to do is just go straight New Braunfels Avenue and hang a
15 right on Austin Highway.

16 And I don't believe that the Taliban and Osama Bin
17 Laden and anybody else who wishes us harm is going to attack
18 Fort Sam or SAMMC off the New Braunfels Street gate. And even
19 now, for rush hour traffic at the end of the day, they open that
20 gate so Fort Sam employees can exit New Braunfels Avenue, because
21 I have seen that gate open on occasion. And they really -- I
22 mean, the connectivity in my community is just shot.

23 And everybody knows that a few years ago, the City
24 of San Antonio spent a whole of money improving that area of
25 New Braunfels Avenue with sidewalks and things. And people

1 opened businesses there because they anticipated being able to
2 get the Fort Sam people to come and go to those businesses. And
3 there are at least three of them that have opened and closed
4 because they just didn't have sufficient traffic, foot traffic or
5 vehicular traffic, because of that gate being closed.

6 And if people want to really look at security on
7 the base, you could pole vault over the fence at Pine Street in
8 the dark and have access to the base, or if you've got wire
9 cutters, snip yourself, you know, onto the base. So it can't be
10 a security concern any longer. It was a -- a knee jerk reaction
11 to 9/11 to make the base seem more secure, as if somebody wanted
12 to attack it anyway. And if somebody is going to attack Army
13 South, that's at the old BAMC, and that's way off of
14 New Braunfels Avenue. You would have to go onto the -- pass the
15 playgrounds and go north on those major streets before you get to
16 Army South's headquarters. That's my statement.

17 BYRON JUEN: I support the project proposals
18 called I-35 improvements for SHI-95 to I-10. I say yes to all
19 non-toll freeway improvements in the master plan. I am against
20 public/private partnerships. I'm against CDAs. I want all of
21 our Texas roads to be freeways. Thank you.

22 MEL BOREL: My two cents worth is, I-35 needs
23 improvement, there's no question about it, and we ought to seek
24 ways alternatives to do it. I don't like any of the alternatives
25 that they've projected here because it involves funding via

1 tolls, and I am opposed to toll roads. And that's all I have to
2 say.

3 PAT DOSSEY: My name is Patrick Dossey. I am a
4 certified public accountant in the state of Texas. I travel
5 throughout all of San Antonio doing my work -- my line of work,
6 and I believe that we may need -- we do need new additional
7 capacity and I want that to be free lanes, main lanes. I do not
8 want toll lanes. Thank you very much.

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TRANSCRIPTION OF COMMUNITY STATEMENTS/COMMENTS AT

ALAMO REGIONAL MOBILITY AUTHORITY AND

TEXAS DEPARTMENT OF TRANSPORTATION MEETING

NOVEMBER 16, 2011

AT ST. PATRICK'S CHURCH COMMUNITY CENTER

1114 WILLOW STREET

SAN ANTONIO, TX 78208

I, DARLENE ZUEHL, Certified Shorthand Reporter in and
for the State of Texas hereby certify to the following:

That the recorded statements/comments made are true and
correct to the best of my hearing and ability.

Certified to by me this 23rd day of November,
2011.

Darlene Zuehl

DARLENE ZUEHL, Texas CSR #7505
Expiration Date: December 31, 2012
San Antonio Court Reporting
555 E. Basse Road, Suite 205
San Antonio, Texas 78209
(210) 227-1525 Firm Reg. #175

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Sticky Notes

Need to discuss
expanded and improved
VIA transit services,
including possible light rail
and bus service in the study
area.

Need to discuss
improvements in the study
area that are more pedestrian
friendly and that better serve
coordination between people and
public transit use on a more
synthentic basis.

Need to discuss the public transit services provided by CAPTS (Capitol Area Rapid Transit System), how they connect with other transit providers, including ART (Alamo Regional Transit), Texas State University, San Marcos (has a public transit division) and the proposed Lone Star Commuter Train.

Need to discuss the transit services in the study area provided by the ART (Alamo Regional Transit), including how they could be expanded and improved upon and how they connect with other transit providers, including VTA, Texas State University-San Marcos (has a commuter bus between Austin and San Antonio) and CAPTS (Capitol Area Rapid Transit System) and the proposed commuter train between San Antonio and the Austin area.

Need to discuss the proposed commuter train between San Antonio and the Austin area and how it would connect with various transit providers including VIA, ART (Alamo Regional Transit) Texas State University-San Marcos (has a public transit division) and CARTS (Capital Area Regional Transit System).

Need to discuss the public transit services provided by Texas State University-San Marcos and how they connect with other transit providers, including VIA, ART (Alamo Regional Transit) and CARTS (Capital Area Regional Transit System). Texas State University-San Marcos operates a commuter bus between San Antonio and Austin).

Need to discuss better and more reliable funding for public transit options, including public transit districts like VTA and other public transit providers like ART (Alamo Regional Transit)

Need to discuss passenger rail service to, in and from the study area, including high rail and commuter rail and how it would connect with other transit providers including VTA, ART (Alamo Regional Transit), Texas State University, San Marcos (high speed train) and CAPTS (Central Area Rapid Transit System)

I-35

o Add Managed
lanes w/ Truck
lanes w/ the
Managed, Tolled
lanes

o Increase Vehicle
Registration Fees!

• NEED H.O.T.

ON IH 35

• INCREASE GAS
TAX & TIE TO
INFLATION

• NO TRUCKS IN
LEFT LANES.

No Toll Roads!

Better Quality Control-

HOV- Lane!

NO-BIKE LANES!

Improve FEEDER LANES
ON ~~to~~ I-35 (MERGE)

NO

TOLL
ROADS

ON
I-35

NO

TOLLS

NO

TOLLS!

No
~~Rolls~~
Rolls

No
Roll
RD
~~RD~~ ALL

NO
FOLLOW
UP

Vegetative
Sowbarrier
Along I 35
feet

Government Hit

TXDOT approved
several years
ago. What happened?

No Trimming
of Preserved
V. Bickets
April 5, 2013

We need the
frontage road
from Walters Street
to Broadway
beautified - new
sidewalks, enhance
landscape &
driveway from
frontage road
to front curb

No
Stacking
Stacking
Lanes
Pavement
Pavement
Pavement

When 70% of
trail traffic
relocated

fewer AA crossing
waits will
occur

Need

Improvements

NOW!!

Let's pour \$

into public

transit &

How to

reduce congestion

Interactive Exhibit Results
Station 4: What Are the Problems on IH 35?

Problems Previously Identified in the IH 35 PEL Study Area (Exhibit 1)



Please place a green dot next to the items that you believe are problems, and a red dot next to those that you do not believe are problems.

Conflicts between local and through traffic on Loop 410 and IH 35	
Left side freeway exit ramps	
Traffic demand exceeds capacity on IH 35 and adjacent local street system	
Congestion increases the potential for accidents	
Poor pavement conditions on some sections on IH 35	
Poor traffic flows at both interchanges between IH 35 and Loop 410	
High number of trucks use the corridor	
Limited bicycle and pedestrian facilities within the corridor	

16

Less **time** in traffic

More **time** for you

It's **time** to take action



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Problems Previously Identified in the IH 35 PEL Study Area (Exhibit 2)



Please place a green dot next to the items that you believe are problems, and a red dot next to those that you do not believe are problems.

Cars and trucks inhibit each other's movements	
No alternate routes for truck through-traffic	
Limited transportation choices within the corridor	
Existing Randolph "park and ride" lot not easily accessible	
Single-lane exit ramps are not adequate for today's traffic volumes	
Lack of bicycle and pedestrian facilities to connect employment centers and shopping to residential areas	
Rail lines inhibit traffic at crossings on adjacent arterial streets	
Increasing rail traffic in the corridor	

Less **time** in traffic

More **time** for you

It's **time** to take action



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Problems Previously Identified in the IH 35 PEL Study Area (Exhibit 3)



Please place a green dot next to the items that you believe are problems, and a red dot next to those that you do not believe are problems.

Increased traffic in Brooke Army Medical Center area	
Choke points located along the corridor	
No good alternative routes to IH 35 because of at-grade rail crossings on arterials	
Lack of connecting facilities or capacity on connecting facilities to IH 35	
Not enough emphasis on mixed use development in the corridor	
Not enough transit coverage or options in the corridor	
Inadequate storage for both exit lanes and merging lanes.	
Accident clearance policies (fire trucks as first responders and jurisdictional confusion) contribute to peak-hour back-ups.	

16

Less **time** in traffic

More **time** for you

It's **time** to take action



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**Interactive Exhibit Results
Station 7: What Do You Think IH 35 Needs?**

What Solutions Do You Think Are Needed on IH 35? (Exhibit 1)



Please place a green dot next to the types of solutions that you believe are needed, and a red dot next to those that you do not believe are needed.

Design and Safety Improvements	
Improve integration with transit system	
Additional main lanes	
Improve bus service	
High Occupancy Vehicle (HOV) lanes	

Less **time** in traffic More **time** for you It's **time** to take action



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What Solutions Do You Think Are Needed on IH 35? (Exhibit 2)



Please place a green dot next to the types of solutions that you believe are needed, and a red dot next to those that you do not believe are needed.

<p>Improve connecting facilities</p>	
<p>Designated truck lanes</p> <p><i>New lanes for commercial trucks only - not</i></p>	
<p>Intelligent Transportation Systems (ITS) (example: roadway message signs)</p>	
<p>not needed!</p> <p>Pedestrian and bicycle facilities</p>	
<p>Improve routing of hazardous materials</p>	

Less **time** in traffic More **time** for you It's **time** to take action



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Interactive Exhibit Results
Station 9: IH 35 Corridor Map (See CD Insert)

Public Workshop Comments
November 17, 2011
Schertz Civic Center

Comment Form Submissions



**Public Workshops
November 16 and 17, 2011**

COMMENT FORM

Name <u>Mark Hill</u>		The best way to reach me is by: <input type="checkbox"/> Mail <input type="checkbox"/> Phone <input type="checkbox"/> Fax <input checked="" type="checkbox"/> Email <input type="checkbox"/> Other
Street Address <u>141 Bison Ln</u>	Zip Code <u>78108</u>	
Phone	Fax	
Email <u>mark@fordengineering.com</u>		

Please share your concerns or comments specific to each of the sections of the IH 35 PEL study area below.

<p>IH 35 from FM 1103 to Loop 1604</p>	<p>- Turn around at Schertz Parkway would help move traffic off of IH 35. - A merging lane between FM 1518 & Schertz parkway would increase through flow speeds. - The entrance just after Rudy's before the Cibolo Crk bridge is a dangerous addition an should have been placed before the concrete ditch.</p>
<p>IH 35 from Loop 1604 to Loop 410 W</p>	<p>- rail road crossing of thousand Oaks & IH 35 is an issue during morning peak traffic.</p>
<p>IH 35 from Loop 410 W to IH 37/281</p>	
<p>Loop 410 W from IH 35 to IH 10</p>	

① 3009 TO JUDSON

3009 -
1604 - JUDSON
LOCAL TRAFFIC

35 SOUTH
SAN ANTONIO / LA BIEDO
THRU TRAFFIC ONLY

35 NORTH
AUSTIN
THRU TRAFFIC ONLY

JUDSON -
1604 - 3009
LOCAL TRAFFIC



2 LANES

2 OR 3 LANES

2 OR 3 LANES

2 LANES

② DIRECT CONNECTORS @ WURZBACH PKWY
SB 35 TO WB WP + EB WP TO NB 35

③ CUT MAINLANES @ OLYMPIA THRU 1604
FILL MAINLANES @ PAT BOOKER THRU SHIN OAK

④ SB 35 TO SB 410 INSTALL RIGHT LANE
DIRECT CONNECT RAMP AND CUT DOWN THE S HBRD
BANK SOUTH OF INTERSECTION.

Court Reporter Transcripts

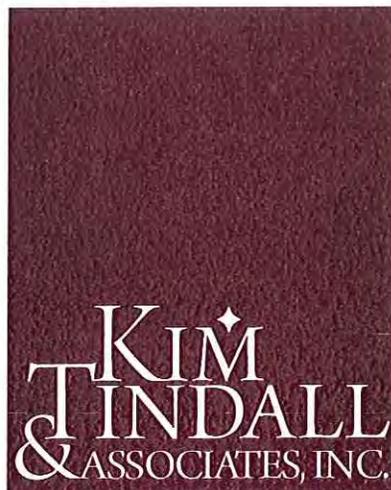
Transcript of the Testimony of

Date:

November 21, 2011

Case:

ALAMO RMA MEETING - 11-17-11



ORIGINAL

Kim Tindall and Associates, Inc.
Phone:(210) 697-3400
Fax:(210) 697-3408
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Internet: www.KimTindall.com

IH-35 PLANNING AND ENVIRONMENTAL
LINKAGES (PEL) STUDY
Public Workshop #1

SCHERTZ CIVIC CENTER
1400 Schertz Parkway, Bldg. 5
Schertz, Texas 78154

OCTOBER 17, 2011
5:30 P.M. - 8:00 P.M.

1 DENNIS DUCHARME: I just want to basically say
2 that, yes, we absolutely need to have some planning done;
3 however, I am absolutely opposed to toll roads. I think
4 that there should be other ways in order to alleviate the
5 traffic, and there has to be a lot of advanced planning.
6 When The Forum was put in, somebody must have known how
7 much, you know, traffic was going to be generated. That's
8 why they had all of those stores there. People making
9 millions of dollars knew that it was going to generate a lot
10 of traffic. Well, the City should have also known that and
11 should have made some kind of concessions where the owners
12 of those stores would either pay for or help pay for some
13 alternative traffic needs. That's all.

14 KURTIS PICKETT: Generally speaking, I think
15 there needs to be some improvement in the areas of the I-35
16 PEL study being looked at this evening. Several that would
17 probably be obvious from the original planning stages, such
18 as single -- in particular, the 1604 interchange to access
19 I-35 North going to Austin with a single lane is perpetually
20 a traffic jam, has been for several years. The TxDOT
21 engineers I've talked to don't know why it was engineered as
22 a single lane.

23 Some other improvements I think that are
24 necessary are perhaps more lanes; however, none of the
25 additional capacity should be added with the advent of

1 managed lanes, i.e. HOV lanes, and not financed in any way,
2 shape or form with tolls.

3 PAM FERRIS: The problem is our government has
4 become the mafia and everything is illegal unless they get
5 their cut, and they're using it with transportation right
6 now too. If they just used our gas taxes to build and
7 maintain the road instead of -- like right now our gas taxes
8 are being used in Perry security detail while he's out on
9 his campaign trail. That's not what it's for. But the gas
10 taxes, like every other tax, if it's supposed to go to this
11 entity -- if it's supposed to go to education, leave it in
12 an education fund. If it's supposed to go to
13 transportation, leave it in a transportation fund. You
14 know, go ahead and think ahead.

15 I told them one of the reasons why I love San
16 Antonio is because they always thought ahead on their
17 transportation. Whenever they could see an area that was
18 going to grow, they went ahead and expanded the roads or did
19 whatever was -- bought it up knowing that there was going to
20 be something in the future, and then they had the money to
21 do it, and it was just inconvenient for the drivers, but at
22 least they were thinking ahead. Nowadays it looks like they
23 do things knowing that it's wrong so that they can come back
24 and redo it at another time where it costs ten times more
25 than it would have cost if they just did it right in the

1 first place. And a lot of things -- you know, you can just
2 kind of keep it simple.

3 Right now at 281 we've known for years that's
4 congested. They've taken the money that could have been in
5 stimulus and built sidewalks and put in lights where they
6 weren't needed instead of using it for the overpasses at
7 281. They've taken the money that was designated for 281,
8 and now they're going to use it on 35. They've taken the
9 money that was going to be on 1604, and now it's going to be
10 part of the stupid little rail system downtown, \$96 million.
11 How long is that going to be -- you know, 10 cents a pop to
12 pay that one back. And that's so stupid. That's part of
13 Agenda 21.

14 They're trying to take Agenda 21 and shove it
15 down every -- you know, put it into all kinds of ways. The
16 government is going to try and take our property and
17 basically tell us how to live and where to live and
18 everything else. That's part of this stupid rail system
19 downtown. You know, like how in the hell is that rail
20 system going to get everybody to go downtown and move
21 downtown and live downtown? You know, we want our own yards
22 and our own peace and quiet without living on top and on the
23 bottom of other people, and they're trying to use
24 transportation system to shove all of this everywhere.

25 Bike systems are good; but whenever you're

1 going to close down a whole road system so that you can put
2 a bike system, that doesn't work. You know, instead move
3 the bicycles like they're doing, like Salado Creek and Leon
4 Creek, where it's away from traffic and you can still get
5 from one end of town to the other, and don't put it on --
6 you know, just use that as a whole total different system.
7 And we're already collecting money for that.

8 I'm going to look now and see how much we're
9 paying for VIA taxes because that's part of what's going
10 into this rail system. You know, they always -- they never
11 have enough money until a politician finds some kind of
12 little thing that he wants, and then, oh, lo and behold,
13 we've got all of this money. Where did it come from? We
14 couldn't, you know, fix the drainage or the streets or
15 anything else, but, oh, my goodness, now we can have a
16 high-speed rail not because we need it but just because San
17 Antonio is the only metropolitan city that doesn't have a
18 rail system. So according to Wolff, that's why we need it
19 because, oh, my goodness, we have to keep up with Mr. Jones.
20 That's stupid, and that's the way these stupid politicians
21 think.

22 You know, take gas money, use it to improve
23 the roads. If you need more money, a little tiny two or
24 three-cent hike, even a five or ten-cent hike in our gas
25 taxes, especially right now, isn't going to phase anybody.

1 You can go -- you know, gas right now -- I saw one place at
2 \$3.09, and then another place -- most of the places are
3 like, what, \$3.19 at Valero and then it's like \$3.23
4 somewhere else. So, you know, if you'd just raise the gas
5 taxes a little bit, that would be a whole lot better than
6 toll roads, because then the toll roads come up; and instead
7 of paying \$3 a gallon that we think is ridiculous, we're
8 going to be paying in essence over \$15 a gallon. That's
9 stupid. And if politicians would just try and think of
10 their grandkids and their great grandkids -- you know, think
11 of the future instead of just trying to line their pockets
12 and get re-elected and give them money to all of their
13 little cronies, you could get all of the road systems and
14 everything else fixed, you know. You could fix our damn
15 federal government -- federal, you know, deficit if you'd
16 just get the politics out of everything and just see a
17 problem, fix it for the amount of money that it needs --
18 that you need it for, not lining, you know, 20 million
19 people's pockets before you ever get to the problem. And
20 that's my say-so.

21 * * * * *

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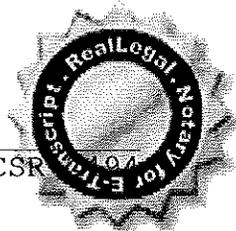
THE STATE OF TEXAS

COUNTY OF BEXAR

I, BARBARA KAY GRIFFIN, a Certified Reporter in and for the State of Texas, do hereby certify that the above and foregoing contain a true and correct transcription of all proceedings, all of which occurred and were reported by me.

WITNESS MY HAND, this the _____ day _____, A.D. 2011.

Barbara Kay Griffin
BARBARA KAY GRIFFIN, Texas CSR



Expiration Date: 12/31/12
Firm Registration No. 631
645 Lockhill Selma, Suite 200
San Antonio, Texas 78216
(210) 697-3400

<p style="text-align: center;">A</p> <p>absolutely 2:2,3 access 2:18 added 2:25 additional 2:25 advanced 2:5 advent 2:25 Agenda 4:13,14 ahead 3:14,14,16 3:18,22 alleviate 2:4 alternative 2:13 amount 6:17 Antonio 3:16 5:17 7:13 anybody 5:25 area 3:17 areas 2:15 Austin 2:19 A.D 7:9</p>	<p>CIVIC 1:8 close 5:1 collecting 5:7 come 3:23 5:13 6:6 concessions 2:11 congested 4:4 contain 7:5 correct 7:5 cost 3:25 costs 3:24 COUNTY 7:2 Creek 5:3,4 cronies 6:13 CSR 7:11 cut 3:5</p>	<p>Expiration 7:12</p> <p style="text-align: center;">F</p> <p>federal 6:15,15 FERRIS 3:3 financed 3:1 finds 5:11 Firm 7:12 first 4:1 five 5:24 fix 5:14 6:14,17 fixed 6:14 foregoing 7:5 form 3:2 Forum 2:6 fund 3:12,13 future 3:20 6:11</p>	<p>hike 5:24,24 HOV 3:1</p> <p style="text-align: center;">I</p> <p>IH-35 1:4 illegal 3:4 improve 5:22 improvement 2:15 improvements 2:23 inconvenient 3:21 interchange 2:18 I-35 2:15,19 i.e 3:1</p>	<p>Lockhill 7:13 long 4:11 look 5:8 looked 2:16 looks 3:22 lot 2:5,9 4:1 6:5 love 3:15</p>
<p style="text-align: center;">B</p> <p>back 3:23 4:12 BARBARA 7:3,11 basically 2:1 4:17 behold 5:12 better 6:5 BEXAR 7:2 bicycles 5:3 bike 4:25 5:2 bit 6:5 Bldg 1:9 bottom 4:23 bought 3:19 build 3:6 built 4:5</p>	<p style="text-align: center;">D</p> <p>damn 6:14 Date 7:12 day 7:8 deficit 6:15 DENNIS 2:1 designated 4:7 detail 3:8 different 5:6 doing 5:3 dollars 2:9 downtown 4:10,19 4:20,21,21 drainage 5:14 drivers 3:21 DUCHARME 2:1</p>	<p style="text-align: center;">G</p> <p>gallon 6:7,8 gas 3:6,7,9 5:22,24 6:1,4 Generally 2:14 generate 2:9 generated 2:7 give 6:12 go 3:10,11,12,14 4:20 6:1 going 2:7,9,19 3:18 3:19 4:8,9,11,16 4:20 5:1,8,9,25 6:8 good 4:25 goodness 5:15,19 government 3:3 4:16 6:15 grandkids 6:10,10 great 6:10 GRIFFIN 7:3,11 grow 3:18</p>	<p style="text-align: center;">J</p> <p>jam 2:20 Jones 5:19</p> <p style="text-align: center;">K</p> <p>KAY 7:3,11 keep 4:2 5:19 kind 2:11 4:2 5:11 kinds 4:15 knew 2:9 know 2:7,21 3:14 4:1,11,15,19,21 5:2,6,10,14,22 6:1 6:4,10,14,15,18 knowing 3:19,23 known 2:6,10 4:3 KURTIS 2:14</p>	<p style="text-align: center;">M</p> <p>mafia 3:4 maintain 3:7 making 2:8 managed 3:1 metropolitan 5:17 million 4:10 6:18 millions 2:9 money 3:20 4:4,7,9 5:7,11,13,22,23 6:12,17 move 4:20 5:2</p>
<p style="text-align: center;">C</p> <p>campaign 3:9 capacity 2:25 CENTER 1:8 cents 4:11 Certified 7:3 certify 7:4 city 2:10 5:17</p>	<p style="text-align: center;">E</p> <p>education 3:11,12 either 2:12 engineered 2:21 engineers 2:21 entity 3:11 ENVIRONMEN... 1:4 especially 5:25 essence 6:8 evening 2:16 everybody 4:20 expanded 3:18</p>	<p style="text-align: center;">H</p> <p>HAND 7:8 hell 4:19 help 2:12 high-speed 5:16</p>	<p style="text-align: center;">L</p> <p>lane 2:19,22 lanes 2:24 3:1,1 leave 3:11,13 Leon 5:3 lights 4:5 line 6:11 lining 6:18 LINKAGES 1:5 little 4:10 5:12,23 6:5,13 live 4:17,17,21 living 4:22 lo 5:12</p>	<p style="text-align: center;">N</p> <p>necessary 2:24 need 2:2 5:16,18,23 6:18 needed 4:6 needs 2:13,15 6:17 never 5:10 North 2:19 Nowadays 3:22</p> <p style="text-align: center;">O</p> <p>obvious 2:17 occurred 7:6 OCTOBER 1:12 oh 5:12,15,19 opposed 2:3 order 2:4 original 2:17 overpasses 4:6 owners 2:11</p>
				<p style="text-align: center;">P</p> <p>PAM 3:3 Parkway 1:9 part 4:10,12,18 5:9</p>

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right 3:5,7,25 4:3 5:25 6:1	Texas 1:10 7:1,4,11 7:13	Wolff 5:18		
road 3:7 5:1 6:13		work 5:2		

Sticky Notes

Upper level "long range" express
lanes from 410 to south Austin
with periodic drop off points.

Go TRAFLETON

By additional
Capacity should

be more told

on all projects

Work on other
points first

No installation
of toll roads
on any portion
of area
under study

for this project!

- Cristin E. Hines

Cristinw@ gmail . com

Traffic entering IH 35
from entrance ramp
South of Pettiman Rd.
need an overhead ramp
to enter 410.

Conrad Hudson

With the opening of to 11
130, a reduction (or at least
slowing the increase) should
result. However, recommend
an extension (widening) of
1103 to 150' between 1135/10.
This combination of the
130 shift and connection
of 35/10 would reduce traffic
on much of 410 to Ft. Sam
reducing congestion again.
Significant growth in the
Cibola area (over 400% in
10 yrs) also is impacted.
Additional housing is scheduled
for 1103.

The maps for Schertz
& Cibola are not up to date
either.

Thanks for your interest
Dick Hitzel

One Option
Should be
a Managed
Lane (Falls)
to generate \$
Another Option
Should be Hwy
Lanes.

Lengthen Ramp from
existing ramp going
north 35 over Cibola
Creek in Selma.

IH 35 South
need to eliminate
Truck traffic from
going south, onto 410 -
that curve is too sharp
for trucks to make that
curve at 55 mph - they
need to make the curve
so trucks can make
the curve at 55 mph.

Ernest A. Wain

Interactive Exhibit Results
Station 4: What Are the Problems on IH 35?

Problems Previously Identified in the IH 35 PEL Study Area (Exhibit 1)



Please place a green dot next to the items that you believe are problems, and a red dot next to those that you do not believe are problems.

Conflicts between local and through traffic on Loop 410 and IH 35	
Left side freeway exit ramps	
Traffic demand exceeds capacity on IH 35 and adjacent local street system	
Congestion increases the potential for accidents	
Poor pavement conditions on some sections on IH 35	
Poor traffic flows at both interchanges between IH 35 and Loop 410	
High number of trucks use the corridor	
Limited bicycle and pedestrian facilities within the corridor	

17

Less **time** in traffic More **time** for you It's **time** to take action



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Problems Previously Identified in the IH 35 PEL Study Area (Exhibit 2)



Please place a green dot next to the items that you believe are problems, and a red dot next to those that you do not believe are problems.

Cars and trucks inhibit each other's movements



No alternate routes for truck through-traffic



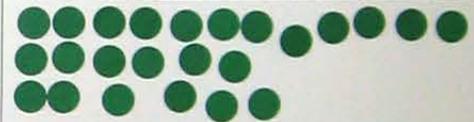
Limited transportation choices within the corridor



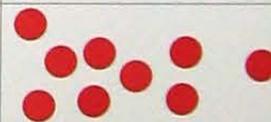
Existing Randolph "park and ride" lot not easily accessible



Single-lane exit ramps are not adequate for today's traffic volumes



Lack of bicycle and pedestrian facilities to connect employment centers and shopping to residential areas



Rail lines inhibit traffic at crossings on adjacent arterial streets



Increasing rail traffic in the corridor



Less **time** in traffic

More **time** for you

It's **time** to take action



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**Interactive Exhibit Results
Station 7: What Do You Think IH 35 Needs?**

What Solutions Do You Think Are Needed on IH 35? (Exhibit 1)



Please place a green dot next to the types of solutions that you believe are needed, and a red dot next to those that you do not believe are needed.

Design and Safety Improvements	
Improve integration with transit system	
Additional main lanes	
Improve bus service	
High Occupancy Vehicle (HOV) lanes	

Less **time** in traffic More **time** for you It's **time** to take action



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What Solutions Do You Think Are Needed on IH 35? (Exhibit 2)



Please place a green dot next to the types of solutions that you believe are needed, and a red dot next to those that you do not believe are needed.

Improve connecting facilities	
Designated truck lanes	
Intelligent Transportation Systems (ITS) (example: roadway message signs)	
Pedestrian and bicycle facilities	
Improve routing of hazardous materials	

Less **time** in traffic

More **time** for you

It's **time** to take action



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Interactive Exhibit Results
Station 9: IH 35 Corridor Map (See CD Insert)

Other Written Comments

Subject:

FW: 1098-2: FW: Comments on IH 35 PEL Study

From: Timothy Fey [REDACTED]

Sent: Monday, November 28, 2011 3:05 PM

To: IH35

Subject: Comments on IH 35 PEL Study

Re: IH 35 Planning and Environmental Linkages (PEL) Study

I attended the IH 35 PEL Study Public Workshop #1 in Schertz on November 17, 2011. It appears that tremendous efforts and initiatives are underway to improve transportation along the IH 35 corridor. It is my understanding that comments and concerns could be submitted through today. In that regard, please accept these comments via this email as I was unable to use your form. The comments would generally pertain to the sections of IH 35 from FM 1103 to Loop 1604 and from IH 35 from Loop 1604 to Loop 410W on your Comment Form and also to the IH 35 area north of FM 1103.

1. Expand the IH 35 PEL Study Area. I enter IH 35 at either Engel Road or Schwab Road and then proceed into San Antonio. I was surprised that the PEL Study Area started at FM 1103. Please consider lengthening the study area to include the area north of IH 35/FM 1103, i.e, please include IH 35 at Schwab Road, IH 35 at Engel Road, and IH 35 at Solms Road. These areas are expected to have major growth in the future. For example, SYSCO is nearing completion of its distribution center at IH 35/Schwab and is expected to have hundreds of trucks coming and going. Magnolia Springs subdivision, located between IH 35/Engel and IH 35/Schwab Road, already has many homes (plan is to have 500 homes when fully developed). The City of Schertz has annexed land around IH 35/Schwab Road and IH 35/Engel Road, while I believe the City of New Braunfels has annexed Magnolia Springs. Although these IH 35 areas may be under other transportation planning organizations, I would hope all authorities could work together.

2. Broaden IH 35 from 6 Lanes to 8 Lanes. Through the City of New Braunfels, IH 35 is 8 lanes wide. However, heading south, IH 35 shrinks to only 6 lanes beginning at Solms Road and extending through Judson Road. Please expand IH 35 from 6 lanes to 8 lanes along this entire stretch (from Solms Road to Judson Road). This should include more lanes of IH 35 crossing the Cibolo Creek at Selma. I would be in favor of high-occupancy vehicle lanes to encourage car-pooling and lessen harmful environmental effects. In any case, though, lanes should be free, no toll lanes!

3. Widen IH 35 Access/Service Roads. Widening the access/service roads would also help traffic during peak times, particularly at IH 35/FM 3009, IH 35/FM 1103, IH 35/Schwab Road, and IH 35/Solms Road.

4. Improve Overpasses and Underpasses at Major IH 35 Intersections. Consider widening overpasses and underpasses, including turnaround lanes, at high-growth areas such as IH 35/FM 3009, IH 35/FM 1103, IH 35/Schwab Road, and IH 35/Solms Road.

5. Preserve Rural Roads, Existing Farms, Historic Areas, and US trails. First and foremost, please improve IH 35, including access roads, overpasses and underpasses. Please refrain

from disturbing existing rural roads. Although there are industrial developments and obvious quarrying operations along the Balcones Escarpment (which parallels IH 35 from New Braunfels to San Antonio), please know that there are hundreds of families that also live in this area. No rural roads should be expanded or farms disturbed for the mere sake of trucks and industries. Also, please know that some of the farm-to-market roads in this area, such as FM 482, form segments of the El Camino Real de los Tejas, a U.S. historic trail. These roads and farms should be preserved for historical and cultural reasons and could also provide much-needed greenspace along the growing corridor area! Summing it up, please improve IH 35 first!

Thank your for your time and consideration of these comments.

Sincerely,
Sharlene Fey
6028 FM 482, New Braunfels, TX 78132
[REDACTED]
830-609-0126 (hm)