



# Documentation of Public Meeting

## **Project Location**

Bexar County

I-410/US 281/San Pedro Avenue Interchange Study  
CSJ: 0521-04-285

## **Project Limits**

I-410 – NW Military Hwy. to Nacogdoches Rd.  
US 281 – Nakoma St. to Jones Maltsberger Rd. (S)  
San Pedro Ave. – US 281 to Rector St.

## **Meeting Location**

Castle Hills City Hall

## **Meeting Date and Time**

Thursday, December 8, 2016; 5:30 to 7:30 p.m.

## **Translation Services**

Spanish, upon request

## **Presenters**

No formal presentation

## **Elected Officials in Attendance**

Mayor Tim Howell, City of Castle Hills  
Councilman J.R. Treviño, City of Castle Hills, Place 1  
Mayor Pro Tem, Frank Paul, City of Castle Hills, Place 4  
Robin Harvey (on behalf of Texas State Representative Diego Bernal)  
Anna Alicia Romero (on behalf of Texas State Senator José Menéndez)

## **Total Number of Attendees (approx.)**

76

## **Public Input Received**

5 written comments; 4 emailed comments; 6 court reporter comments  
38 sticky notes at interactive stations  
85 dots/stickers indicated preferences at interactive stations

## **Contents**

- A. Comment/Response Matrix
- B. Notices
- C. Sign-in Sheets
- D. Comments Received
- E. Exhibits/Handouts/Input received via Interactive Stations
- F. Photo



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## Attachment A

### Comment/Response Matrix

### Comment/Response Matrix

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
1	Ron Van Kirk	12/8/16	Comment Form	Remove grade level crossing at San Pedro & US 281 off ramp. Move off ramp over 1 lane. Make 410 W lane (far right) and make it exit to San Pedro only. Have off ramp from 281 flow into current lane #2. Will eliminate log jam. Same on North Star side. Elevate on ramp to 410 E. so it pours into 2nd lane. Make right lane "US 281 Only" exit, then allow traffic to split to N and S lanes. Grade level crossing is the issue.	<p>These suggestions will be considered as the Study Team develops and evaluates potential solutions to address the needs in this area. Some of the potential solutions could include changing the number and/or purpose of lanes, providing direct connection between roadways, constructing innovative intersections/interchanges, moving or closing ramps, and/or using signal timing or other technology to manage traffic flow.</p> <p>Potential solutions will be available for public comment at the next Open House, anticipated later in 2017.</p>
2	Harold L. Dillashaw	12/8/16	Comment Form	Good luck. STOP PAINTING THE BRIDGES & WALLS. Cut the grass regularly, since visitors at the airport, it's the first & last thing they will see.	Comment noted.
3	Donald Kearney	12/8/16	Comment Form	I'm glad TxDOT is working so hard to keep the public informed as to its future plans and their impact on our city. Thanks to VIA for being here so that those of us who use it will know that the other modes of transportation are here for input. We really need to work very hard with city leaders to figure out how to fund our transportation needs. Maybe more city leaders can come to meetings like this!!	The Study Team will continue to engage agencies, elected/public officials and the public as this study progresses.
4	Benjamin F. Youngblood, III	12/8/16	Comment Form	1. The issue is the car-count congestion on Loop 410 between Nacodoges and Vance Jackson. All of the proposed solutions only export the congestion somewhere else, such as the Access road. The only way to reduce the congestion is to create an upper deck (like Austin) by which the traffic which has no interest in 281, San Pedro, Blanco, etc. can bypass it completely. An upper deck that removes the through traffic from the existing 410 lanes suddenly makes all the existing Access roads, ingress, egress, etc. fully functional again. It would remove at least 50-60% of the congestion and would make all of the other stop-gap solutions unnecessary.	<p>These suggestions will be considered as the Study Team develops and evaluates potential solutions to address the needs in this area. Some of the potential solutions could include changing the number and/or purpose of lanes, providing direct connection between roadways, constructing innovative intersections/interchanges, moving or closing ramps, and/or using signal timing or other technology to manage traffic flow.</p> <p>Potential solutions will be available for public comment at the next Open House, anticipated later in 2017.</p>
5	John Strieb	12/8/16	Comment Form	<p>1. Exit from 281 to 410 west. Two lanes to one, traffic backs up. Very congested at 410 entrance due to traffic exiting 410 for San Pedro/Blanco. Exit/entrance need completely reworked.</p> <p>2. San Pedro exit 410 west. Traffic backs up on 410 east. Exit handles too many streets – San Pedro, McCullough, Jones Maltsburger. Exit too close to entrance from NW. Military. After exiting 410, too much scrabbling for lanes. Engineer disasters on both. Borders on incompetence</p>	<p>These suggestions will be considered as the Study Team develops and evaluates potential solutions to address the needs in this area. Some of the potential solutions could include changing the number and/or purpose of lanes, providing direct connection between roadways, constructing innovative intersections/interchanges, moving or closing ramps, and/or using signal timing or other technology to manage traffic flow.</p> <p>Potential solutions will be available for public comment at the next Open House, anticipated later in 2017.</p>
6	Terry Burns	12/16/16	Email	<p>I am Chair of the Alamo Group of the LoneStar Chapter of the Sierra Club. I was able to attend the December 8, 2016 Open House held at Castle Hills City Hall. I write on behalf of our more than 2000 San Antonio area Sierra Club members.</p> <p>We share our community's concern about the traffic congestion in the Study area. Many of us experience this congestion on a regular basis. We clearly recognize the problems described especially in Issues #2, #3, and #4. These are serious safety issues, as your data reflect "Insufficient capacity" described in Issue #1 is true at certain times of the day only. These issues are typical of many areas around San Antonio, and similar studies and proposals are in various stages of work elsewhere, including the I-35/I-410 area, the US 1604/US 281 area, and the I-10/US 1604 area. These congestion problems exist and result from the same short sighted planning done when these interchange areas were developed.</p> <p>I specifically asked, and was happy to be told that "all options" are open for consideration as proposed solutions. The Sierra Club believes, and data strongly indicate, that doing more of what has been done in the past, i.e. constructing more lanes and still more complicated interchanges, will not provide long term solutions. We also believe these approaches will only encourage</p>	<p>These suggestions will be considered as the Study Team develops and evaluates potential solutions to address the needs in this area. Solutions will be developed in consideration of all roadway users including a mix of vehicle types, transit, pedestrians and cyclists.</p> <p>Potential solutions will be available for public comment at the next Open House, anticipated later in 2017.</p> <p>The Study Team has and will continue to coordinate with VIA to ensure that potential solutions are compatible with planned transit improvements, and do not preclude future transit options.</p>

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
6, continued				<p>more sprawl and solo occupancy traffic, worsening our air quality, health and quality of life. We believe additional pavement should be a “last resort” only applied very discreetly and judiciously for primary safety purposes, not a first resort “capacity” measure as is done so often today.</p> <p>We urge you to give serious PRIMARY consideration to NON-single vehicle travel in proposed solutions:</p> <hr/> <p>1) Throughout the study area, pedestrian and bicycle travel should be given top safety and use priority.</p> <hr/> <p>2) Dedicated high occupancy street and highway lanes for mass transit should be emphasized, possibly using “smart technology” to change usage patterns on these lanes depending on congestion, so that fast efficient multi-passenger transit is always given priority over solo passenger vehicles.</p> <hr/> <p>3) Rail technology should definitely be included in all planning for this area. Long term, rail has always shown itself the most cost effective way to move the largest number of people most efficiently and rapidly. With newer technologies private vehicles should link in to rail and bus feeder locations as smoothly as possible.</p> <hr/> <p>4) Tolls for private vehicle travel must be included in your options. Fuel local and state taxes do not provide sufficient revenue for both construction and long term maintenance of roadways. The “double taxation” argument is bogus. If vehicles traveling a roadway were required to fully fund each roadway many thousands of miles of roadways around Texas would have to be abandoned. Tolls are essential to not only fund highly traveled roads, but to manage density on those roads.</p> <hr/> <p>5) Even as emission standards tighten and electric vehicle usage rises, truck and passenger vehicle transportation will remain a major source of air pollution in our region. It is vital that more of our transportation needs in the future be met by alternatives to private solo passenger vehicles and trucks.</p> <hr/> <p>6) This area is a key transit link for moving around our city. It is vital that this area be among the first to undergo redesign moving away from this automobile-centric urban design we have utilized up to this point. It is vital this design change begin as soon as possible.</p> <p>Thank you for the opportunity to comment. Please keep us apprised of ongoing developments and deadlines as this study progresses.</p>	<p>Following this study, should feasible improvement solutions be identified, TxDOT will consider how to advance them to the next stage of project development. This phase of the process includes identifying funding and environmental studies that will consider air quality.</p>
7	Frances E. Collins	12/20/16	Email	Can you send me an update on the Highway 281 project that I can share with constituents who email me about the status.	<p>The improvements to US 281 north of Loop 1604 are outside the area for this study.</p> <p>The design has been completed for the US 281 project from Loop 1604 to Stone Oak Parkway, and it is ready to let in February 2017. The second phase of this project from Stone Oak Parkway to Borgfeld Drive is currently under design. It isn’t scheduled to let until late 2018. A good resource for information on this project is TxDOT’s Project Tracker on <a href="http://www.txdot.gov">www.txdot.gov</a>.</p>
8	Brett Ginsburg	12/19/16	Email	<p>I wanted to register my comments regarding the study of the I410-281 exchange. Our residence is at 1139 Lockhill Selma Rd. My wife works near 281 &amp; Mistletoe Rd, and I work near I410 and Babcock, so we use this area daily. Our largest frustration is the exchange from 281N to I410 west. The narrow ramp and bottleneck from 2 to one lane causes congestion and frustration among drivers due to confusion about how the merge at this lane constriction is supposed to work.</p> <hr/> <p>It is also difficult to get into the traffic flow due to the short distance to the next exit ramp. Often I want to use this next ramp to get home, but traffic moving in and out of the ramp slows traffic flow down. In the morning, merging onto I410 west from Blanco Rd. can be difficult due to the short ramps and through traffic coming off of the 281 exchange and moving into the right lanes in anticipation of the I-10 exchange. I agree with the assessment that San Pedro traffic is not currently a problem. I look forward to your next report.</p>	<p>These suggestions will be considered as the Study Team develops and evaluates potential solutions to address the needs in this area. Some of the potential solutions could include changing the number and/or purpose of lanes, providing direct connection between roadways, constructing innovative intersections/interchanges, moving or closing ramps, and/or using signal timing or other technology to manage traffic flow.</p> <p>Potential solutions will be available for public comment at the next Open House, anticipated later in 2017.</p>

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
9	Brian Purcell	12/23/16	Email	<p>Thank you for allowing me to submit comments and suggestions regarding this study. This area presents several unique challenges and issues to solve, and I hope my input will be of help in evaluating and addressing these problems. In my opinion, the most pressing issue in the study area is the weave area on WB Loop 410 between the US 281 entrance and San Pedro exit. The short distance between those two gores and heavy traffic causes constant conflicts which results in safety issues and frequent congestion on both approaches. Previous approaches to address this problem with added capacity have been mostly ineffectual. To remedy this situation, I have submitted two concepts:</p> <p>Concept 1 would build an elevated collector/distributor roadway. From US 281, a ramp would branch from north side of the existing elevated connector near its apex, continue over the access road and McCullough, and descend into the location of the existing exit for San Pedro. Coming from Loop 410, a new exit would leave Loop 410 in the right shoulder area just past the McCullough exit, rise up and over the down-ramp from US 281, and merge into the C/D from US 281 over McCullough. To make room for the C/D down-ramp at San Pedro, the existing braided entrance from McCullough would be demolished and a new on-ramp from McCullough would descend directly down to Loop 410 from its current origin point.</p> <p>Concept 2 would create a barrier-separated grade-level C/D roadway between the end of the US 281 down-ramp and the San Pedro exit. Traffic coming down the existing connector would be forced to exit at San Pedro. A slip ramp from Loop 410 onto this C/D road would be provided at that same location. There is existing space there for such a ramp, but additional space could be made by shaving off some of the south side of the down-ramp, which is sized for two lanes but would only need one lane for this configuration. For traffic coming from US 281 going to Loop 410, an elevated connector would branch from the south side of the existing connector near its apex, cross over the WB Loop 410 lanes, and come down in the median of Loop 410, thus discharging traffic into an added left lane at the McCullough underpass. Some shifting of the Loop 410 through lanes would be required at the down-ramp location to accommodate it (the shaving of the US 281 down-ramp mentioned above would help make room for this adjustment.) There is also a little bit of room to possibly shift the EB lanes to the south to provide some additional space in the median. Admittedly, this would be a tight fit, but there does appear to be room if some compromises can be made. Both of the above concepts maintain all existing access and local circulation.</p> <p>Beyond this location, the other location in the study area that I believe deserves priority for improvements is the EB exit to San Pedro. This exit frequently overflows onto the mainlanes. The root cause for this I believe is the desire for many exiting motorists to merge over to the access road bypass over San Pedro, thus conflicting with through traffic on the access road as well as traffic entering and exiting the business driveway there, all within a very short weave area. I'm not sure what the best solution would be; closing the driveway could be a "quick-and-dirty" fix, but probably not the complete solution.</p> <p>Also warranting review and possible improvements is the EB entrance from San Pedro/exit to US 281 weave area. In my experience, this area is not as bad as the prior two, but still does result in some conflicts and occasional congestion. One idea may be a barrier-separated exit to US 281 starting just upstream of the San Pedro entrance. The existing entrance to Loop 410 from San Pedro would instead become an entrance from San Pedro to US 281 only. Traffic coming from San Pedro wanting to continue east on Loop 410 would continue east on the access road and enter at the next entrance before Jones-Maltsberger.</p> <p>Thank you for your work to investigate possible solutions to the issues in this area and for your consideration of my comments and suggestions. Please feel free to contact me if you have any questions or need any clarification.</p>	<p>These suggestions will be considered as the Study Team develops and evaluates potential solutions to address the needs in this area. Some of the potential solutions could include changing the number and/or purpose of lanes, providing direct connection between roadways, constructing innovative intersections/interchanges, moving or closing ramps, and/or using signal timing or other technology to manage traffic flow.</p> <p>Potential solutions will be available for public comment at the next Open House, anticipated later in 2017.</p>

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
10	Phil Canter	12/8/16	Transcript	<p>I just wanted to give comments, two comments. At some point they timed the lights on San Pedro going from Loop 410 and San Pedro into town, south, and that worked really well, but they never timed the lights north of San Pedro from Sahara to 401. And so because those lights are not timed, there's a lot of traffic that sits at those lights. So I don't know if it's possible to time those lights, but if they would, I think it would speed things up.</p> <p>The other thing that I notice is that there -- if you're taking the San Pedro exit from coming on 410, and you're coming from, I guess, I-10, so you're going east on 410, take the San Pedro exit, and you want to hang a left and go north outside Loop 410, the light there only lets about eight cars at a time per lane. So it's like two or three lanes, but you're sitting -- if you're 10 cars back, you're not going to make the light to turn. So if they increase that, that would relieve some of the congestion that builds up at that light. Sometimes it's piled up back there, and you have to wait for that light to go two or three times to make it through. That's it.</p>	<p>These suggestions will be considered as the Study Team develops and evaluates potential solutions to address the needs in this area. Some of the potential solutions could include changing the number and/or purpose of lanes, providing direct connection between roadways, constructing innovative intersections/interchanges, moving or closing ramps, and/or using signal timing or other technology to manage traffic flow.</p> <p>Potential solutions will be available for public comment at the next Open House, anticipated later in 2017.</p>
11	Ron Van Kirk	12/8/16	Transcript	<p>My input is that anywhere possible, do away with grade level crossings, at grade where you're getting on and off at the same -- like 410 and San Pedro on-ramps coming on, everybody's getting off at San Pedro, and they got to cross lanes and they're there. That ought to be over and under. That log jam is what stops everything. If you look at the cameras on any of the traffic things, you can see the first things to back up are the grade level crossings. And if there's a way to eliminate them, it would help a bundle in the near term.</p>	<p>These suggestions will be considered as the Study Team develops and evaluates potential solutions to address the needs in this area. Some of the potential solutions could include changing the number and/or purpose of lanes, providing direct connection between roadways, constructing innovative intersections/interchanges, moving or closing ramps, and/or using signal timing or other technology to manage traffic flow.</p> <p>Potential solutions will be available for public comment at the next Open House, anticipated later in 2017.</p>
12	Jerry D. Todd	12/8/16	Transcript	<p>I would like to make two comments, basically. One is for the northbound and southbound 281 traffic going to westbound 410, not be made to merge into one lane. Leave the two lanes as they are. One of them has to exit on San Pedro. That solution is exactly what takes place in several other intersections already in this city. For example, going I-10 north onto 410 west, that's just one example. I think the same solution applies to westbound 410 -- excuse me, eastbound 410 going onto northbound 281. I think that those two lanes merge before they can go on northbound 281. Same problem, don't merge them into one lane. Let there be two lanes.</p> <p>Second comment: Where you do have merging anywhere, don't say, One lane ends. Please, right lane ends in half a mile or the left lane ends. Instead say the lanes merge. That way people won't try to get over into one lane or the other a half a mile sooner than they need to. Let them scissor in at the point of merging. It's more efficient.</p>	<p>These suggestions will be considered as the Study Team develops and evaluates potential solutions to address the needs in this area. Some of the potential solutions could include changing the number and/or purpose of lanes, providing direct connection between roadways, constructing innovative intersections/interchanges, moving or closing ramps, and/or using signal timing or other technology to manage traffic flow.</p> <p>Potential solutions will be available for public comment at the next Open House, anticipated later in 2017.</p>
13	Lawrence Baca	12/8/16	Transcript	<p>My name is Lawrence Baca, and I want to give my input as far as relieving congestion in the 410/281 area. I was very disappointed when Wurzbach Parkway opened, and there were no direct access from Wurzbach Parkway on 281. And I think that if there were, that persons traveling east and west on 410 would be more likely to use Wurzbach Parkway. So if they would consider making better access to and from Wurzbach Parkway and Highway 281, I think that would help out a lot of things on 410.</p>	<p>The Wurzbach Parkway crossing over US 281 is outside the area for this study. Your feedback will be shared with TxDOT for consideration on future studies.</p>
14	Paul Medaris	12/8/16	Transcript	<p>I live in Castle Hills. What I'd like to see would be a sound barrier on 410 to buffer the sound between neighborhoods and the high traffic.</p> <p>I also think that would benefit by improving the corridors between 281 and 410, specifically looking at the exit ramp on San Pedro.</p>	<p>These suggestions will be considered as the Study Team develops and evaluates potential solutions to address the needs in this area. Some of the potential solutions could include changing the number and/or purpose of lanes, providing direct connection between roadways, constructing innovative intersections/interchanges, moving or closing ramps, and/or using signal timing or other technology to manage traffic flow.</p> <p>Potential solutions will be available for public comment at the next Open House, anticipated later in 2017.</p> <p>Following this study, should feasible improvement solutions be identified, TxDOT will consider how to advance them to the next stage of project development. This phase of the process includes environmental studies that will consider traffic noise.</p>

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
15	David Carrion	12/8/16	Transcript	<p>And I feel that today's presentations do not give us enough information. I know they wanted us to come up with, you know, some solutions, and they want us to write down or give some feedback. But they themselves, also being the leaders, either at TxDOT, or I'm not sure if there's any Councilmen here have that -- those mechanisms or those charts that actually give us the real feedback, but we're able to look at the bigger picture. They have simulations, but simulations don't give us the picture. I asked them if they use drones to be able to look at the traffic. That way they can see where the bottlenecks are beginning, and they can go ahead and place them. If you go backwards, 10, this is where the bottleneck is at, nine, eight, seven, six, five, four, three, two, one is where it's really going to -- traffic's slowing, but it's going to start to bottleneck more. And that way they can see exactly what exit, what entrance or what problems are really going on, what traffic lights. But they're not doing that. And one of the gentlemen said that they can't use drones right now. But they have cameras up in the air, they have them on buildings. But that information's not here. It's not helping us. I don't think someone's really trying to find the solutions.</p> <p>But I'm not trying to be a pessimist, but I -- I'm trying to be a devil's advocates. It looks more like someone here's trying to get a bond package approved with the city, and that's not what we're here for. We're not here to approve bond packages. We're here to, you know, help the traffic congestion, to make it better for everyone. If it means a bond package, and something has to be done, okay, you know what, that's great. But they're not giving us solutions. There's no solution here today.</p> <hr/> <p>I feel that that's what we need. We need maybe a drone in the air or something in the air that shows the 10 steps of, this is where the traffic congested, and this is where, number one, it was flowing. And at that point we can look to see northside, east and west, where the problems really are. And then if we say, well, number three and six and seven were the problems, okay, let's find a solution. Let's work that solution. Yes, it costs money. That solution is worked out. We'll study it again or we'll look at it again with drones or cameras up in the air, whatever it takes, and we'll see if it's flowing now. If we say, Oh, number four's not working, okay, well, let's try to solve number four. They solve number four, they say, Okay, how's 10, nine, eight, seven, six, five, four, three, two, one? Well, it looks like it's going pretty good. Or maybe we need, you know, a little work on number 10 now. But they're not doing that. There's no visionary, there's no -- there's no -- I don't see that here. All I see is an engineer telling me what the future's going to look like, but he can't tell you why the future's going to look like that.</p> <p>He said he puts those cords on the floor, those little data cord boxes that go on the street. I don't know what they are, but there's -- cars drive over them. That's, you know, 19- what? I don't know when they started using that, but, you know, you have the cameras and the drones up in the air now, and the license plates or whatever, they -- they know those cars, they see those cars going. They have the technology. They know how many cars -- I mean, they can get all that information, and they're not getting it. They're not trying hard enough. So I think they need to do a little bit more work before they try to get bond package approved. And that's my take on it.</p>	<p>The purpose of the Open House held in December 2016 was to introduce the I-410/US 281/San Pedro Avenue Interchange Study and to gather public input on the transportation issues in the study area, goals that the potential solutions should accomplish, and potential solutions that would provide a benefit. The next step is for the Study Team to use these comments and suggestions to develop and evaluate potential solutions to address the needs in this area.</p> <p>Potential solutions will be available for public comment at the next Open House, anticipated later in 2017.</p> <p>This study began by collecting data and conducting analyses to help the Study Team understand existing conditions and the needs in the study area. Hourly traffic counts were collected on the main lanes, frontage roads, and ramps on each approach of the signalized intersections in the study area. Crash records were obtained for I-410, US 281, and San Pedro within the study area. The Study Team also drove each corridor during the peak hours and measured the travel times on multiple trips. The travel time data demonstrates how well (or not) the roadway system is able to serve the traffic volumes that seek to travel on the roadway network.</p> <p>After compiling the data, the Study Team developed traffic models (AM peak, PM peak, and Saturday mid-day peak) of the entire study area. The models were calibrated so that they produced the 2016 traffic congestion that was consistent with what the Study Team observed during the peak periods. The Study Team then reran the models using the traffic volumes predicted to occur in the study area by 2040. This effort allowed the Study Team to verify that the traffic models were calibrated correctly. The Study Team will use these models to evaluate different possible solutions and identify which ones are the most effective.</p>



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## Attachment B

### Notices



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## Letters to Elected and Public Officials

Letters were sent to the following elected and public agency officials to introduce the I-410/US 281/San Pedro Interchange Study and invite them to the Agency Coordination Meeting (e-blasts on 11/3/16 and 11/17/16) and Open House #1 (mailed on 11/17/16).

Name	Title	Title 2	Agency
The Honorable Mike Gallagher	City Councilman	District 10	City of San Antonio
The Honorable Joe Krier	City Councilman	District 9	City of San Antonio
The Honorable Ron Nirenberg	City Councilman	District 8	City of San Antonio
The Honorable Cris Medina	City Councilman	District 7	City of San Antonio
The Honorable Ray Lopez	City Councilman	District 6	City of San Antonio
The Honorable Shirley Gonzalez	City Councilwoman	District 5	City of San Antonio
The Honorable Rey Saldaña	City Councilman	District 4	City of San Antonio
The Honorable Ivy R. Taylor	Mayor		City of San Antonio
The Honorable Rebecca Viagran	City Councilwoman	District 3	City of San Antonio
The Honorable Alan Warrick, II	City Councilman	District 2	City of San Antonio
The Honorable Roberto C. Treviño	City Councilman	District 1	City of San Antonio
Ms. Sheryl Sculley	City Manager		City of San Antonio
The Honorable J.R. Treviño	City Councilman	Place 1	City of Castle Hills
The Honorable Tim Howell	Mayor		City of Castle Hills
Mr. Rick Harada	Director of Public Works		City of Castle Hills
Ms. Renee Green	Director of Public Works	Manager of Operations - Alamo RMA	Bexar County
Mr. David Smith	County Manager	Executive Director - Alamo RMA	Bexar County
The Honorable Sergio Rodriguez	County Commissioner	Precinct 1	Bexar County
The Honorable Paul Elizondo	County Commissioner	Precinct 2	Bexar County
The Honorable Kevin Wolff	County Commissioner	Precinct 3	Bexar County
The Honorable Tommy Calvert	County Commissioner	Precinct 4	Bexar County
The Honorable Nelson Wolff	Bexar County Judge		Bexar County
The Honorable Donna Campbell	Senator	District 25	Texas Senate
The Honorable José Menéndez	Senator	District 26	Texas Senate
The Honorable Diego Bernal	Representative	District 123	Texas House of Representatives
The Honorable Diana Arevalo	Representative	District 116	Texas House of Representatives
The Honorable Joe Straus	Representative	District 121	Texas House of Representatives
The Honorable Lyle Larson	Representative	District 122	Texas House of Representatives
Mr. Isidro (Sid) Martinez	Executive Director		Alamo Area MPO
Ms. Melissa Lopez-Moreno	Aviation Director Secretary		City of San Antonio
Ms. Diane Rath	Executive Director		Alamo Area Council of Governments (AACOG)



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Name	Title	Title 2	Agency
Mr. Dennis Fiemeyer	Interim Capital Programs Manager		City of San Antonio
Mr. Jeff Arndt	President & Chief Executive Officer		VIA Metropolitan Transit
Mr. Clay Smith	ATD Director		VIA Metropolitan Transit
Ms. Allison (Allie) Blazosky	Bike/Pedestrian Transportation Planner		AAMPO Bicycle/Pedestrian Mobility Advisory Committee (BMAC/PMAC)
Mr. Mike Frisbie	Director/City Engineer		City of San Antonio
Ms. Susan St. Cyr	Airport Senior Engineer		City of San Antonio
Mr. Arthur Reinhardt	Assistant Director		City of San Antonio
Ms. Margarita Hernandez	Special Projects Manager		City of San Antonio
Ms. Christina De La Cruz	City Transportation Engineer		City of San Antonio
Mr. Greg Reininger	Transportation Planner		City of San Antonio
Mr. Chris Georges	Traffic Engineer		City of San Antonio
Mr. Brian Buchanan	Senior Vice President of Development		VIA Metropolitan Transit
Ms. Hannah Santiago	Strategic Planner II / Project Manager		VIA Metropolitan Transit
Mr. Jason Rodriguez	Manager of Strategic Planning		VIA Metropolitan Transit
Ms. Jeanne Geiger	Deputy Director		Alamo Area MPO
Mr. Ron Clary	Associate Superintendent for Operations		NEISD
Mr. Nolan Anderson	Executive Director		NEISD
Mr. Mike Hagar	Assistant Superintendent of Business/Finance		Alamo Heights ISD
Mr. Jack De Forrest	Administrative Assistant to the Executive Director		NEISD
Mr. Loyce Clark	Chief Asset and Planning Officer		City of San Antonio
Ms. Debbie Drew	Manager of Planning and Administration		City of San Antonio
Mr. David Ellison	Assistant City Manager		City of San Antonio
Ms. Bianca Thorpe	Senior Engineer		City of San Antonio
Mr. Gabriel Guzman	Procurement Specialist II		City of San Antonio
Ms. Brenda Crawford	Senior General Manager		North Star Mall
Mr. David Stettler	Operations Manager		North Star Mall
Ms. Betty Lagred	General Manager		Park North
Mr. Ryan Rocha	Chief of Operations		City of San Antonio
Mr. Patrick Marrin	Governmental Affairs Chair		Crownhill Park Neighborhood Association



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## Sample Letter



November 17, 2016

Ms. Diane Rath, Executive Director

San Antonio, TX 78217

Subject: I-410/US 281/San Pedro Avenue Interchange Study

Dear Ms. Rath,

We are writing to let you know that TxDOT will be holding an Open House public meeting on Thursday December 8, 2016 regarding the I-410, US 281, San Pedro Avenue Interchange Study. The Open House will be held from 5:30-7:30 p.m. at the City of Castle Hills Council Room, 209 Lemonwood Drive. The purpose of the meeting is as follows:

- Introduce the study to the public
- Present and seek feedback on identified transportation problems gathered through research/analysis, agency coordination, and stakeholder engagement
- Solicit ideas from the public about transportation issues and potential solutions (detailed designs have not been developed at this point and will not be presented at this Open House)
- Present and seek feedback on draft criteria for evaluating potential solutions

We anticipate completing the study in the spring of 2017, after which TxDOT will consider how to advance feasible solutions to the next stage of project development. No construction activity is currently planned. Please contact Richard L. De La Cruz, P.E. (210) 615-6434 about any questions, issues or concerns you may have as we continue to work on this important study. You can also learn more about the study online at [www.txdot.gov](http://www.txdot.gov), keyword "I-410 - US 281 San Pedro".

Respectfully Yours,

Jonathan Bean, P.E.  
Director of Transportation Planning and Development

Enclosure: Study Location Map

## Open House - I-410 US 281 San Pedro Avenue Interchange Study

[Home](#) > [Inside TxDOT](#) > [Get Involved](#) > [Hearings & Meetings](#) > [Schedule](#)

**Where:** Castle Hills City Hall ([map](#))  
209 Lemonwood Drive  
Castle Hills, TX 78213

**When:** Thursday, Dec. 8, 2016  
5:30 p.m. - 7:30 p.m.

**Purpose:** The Texas Department of Transportation is hosting an Open House for the [I-410/US 281/San Pedro Avenue Interchange Study](#). The purpose of the Open House is to provide information about the study and gather input from the public. Detailed designs have not been developed at this point and will not be presented at this Open House. We are calling on the public to help identify priorities and concerns in the study area.

**Description:** The TxDOT San Antonio District is conducting a feasibility study to identify potential improvements in the vicinity of the I-410, US 281, and San Pedro Avenue interchange. The primary goal of the study is to improve traffic flow on I-410 and US 281 in San Antonio.

Key study elements involve the following:

- Engage study area neighborhoods, businesses, transportation providers and the general public about transportation problems and possible solutions
- Analyze existing traffic conditions and model future conditions under a "do nothing" scenario and with various improvement options
- Develop conceptual schematic designs of potential transportation improvements
- Provide technical memoranda documenting methodology, results, conclusions and next steps

The meeting will be conducted in an open house format. Those wishing to attend are encouraged to do so at their convenience. Displays will be available for review and comment and study team members will be available to answer questions. No formal presentation will be given.

Parking is complimentary at the Castle Hills City Hall. If you plan to attend and have special communication or accommodation needs, please call the TxDOT San Antonio public information officer at [\(210\) 615-5839](tel:2106155839).

Written and verbal comments may be given at the Open House. Comments can also be submitted by mail or [email](#) to:

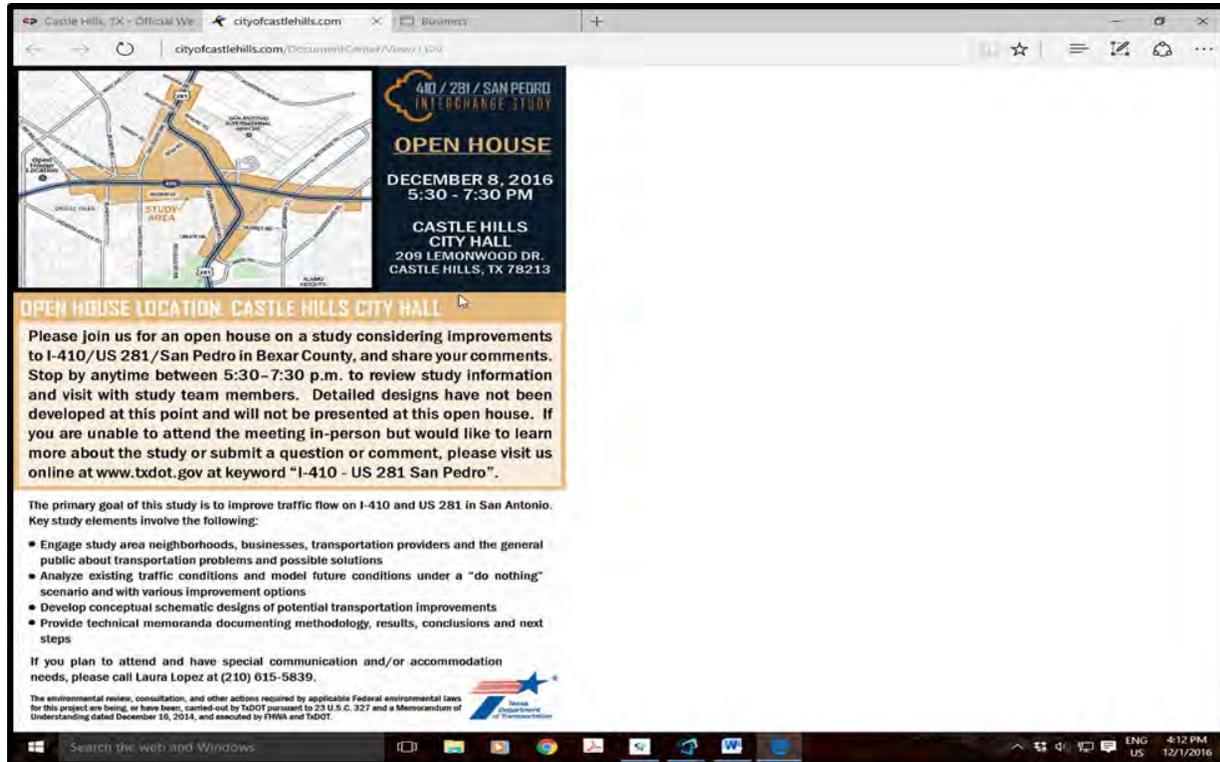
TxDOT Website – Open House #1 Advertisement



### Study Location Map



## Open House # 1 – Social Media Screen Captures



Castle Hills, TX - Official Website | cityofcastlehills.com

410 / 281 / SAN PEDRO INTERCHANGE STUDY

**OPEN HOUSE**  
DECEMBER 8, 2016  
5:30 - 7:30 PM

**CASTLE HILLS CITY HALL**  
209 LEMONWOOD DR.  
CASTLE HILLS, TX 78213

**OPEN HOUSE LOCATION: CASTLE HILLS CITY HALL**

Please join us for an open house on a study considering improvements to I-410/US 281/San Pedro in Bexar County, and share your comments. Stop by anytime between 5:30–7:30 p.m. to review study information and visit with study team members. Detailed designs have not been developed at this point and will not be presented at this open house. If you are unable to attend the meeting in-person but would like to learn more about the study or submit a question or comment, please visit us online at [www.txdot.gov](http://www.txdot.gov) at keyword "I-410 - US 281 San Pedro".

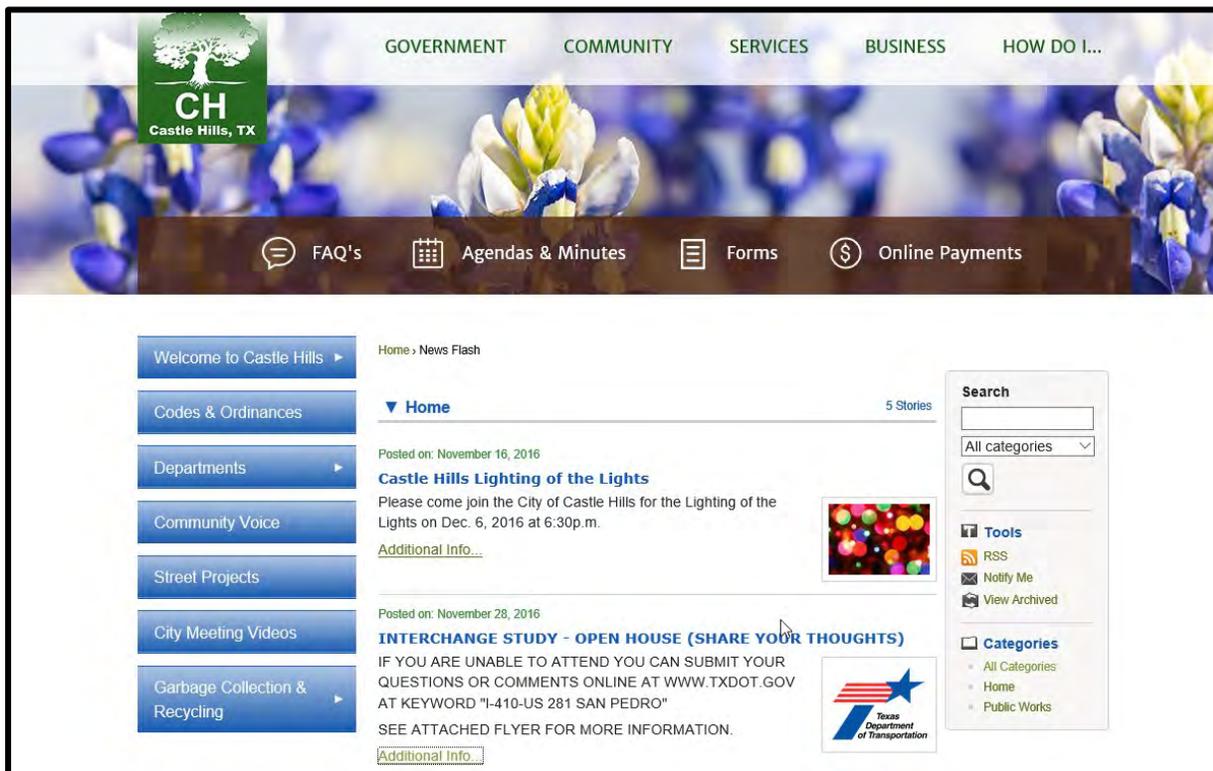
The primary goal of this study is to improve traffic flow on I-410 and US 281 in San Antonio. Key study elements involve the following:

- Engage study area neighborhoods, businesses, transportation providers and the general public about transportation problems and possible solutions
- Analyze existing traffic conditions and model future conditions under a "do nothing" scenario and with various improvement options
- Develop conceptual schematic designs of potential transportation improvements
- Provide technical memoranda documenting methodology, results, conclusions and next steps

If you plan to attend and have special communication and/or accommodation needs, please call Laura Lopez at (210) 615-5839.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

Castle Hills Website – Open House #1 Display Ad



CH  
Castle Hills, TX

GOVERNMENT    COMMUNITY    SERVICES    BUSINESS    HOW DO I...

FAQ's    Agendas & Minutes    Forms    Online Payments

Welcome to Castle Hills

Codes & Ordinances

Departments

Community Voice

Street Projects

City Meeting Videos

Garbage Collection & Recycling

Home > News Flash

▼ Home 5 Stories

Posted on: November 16, 2016

**Castle Hills Lighting of the Lights**

Please come join the City of Castle Hills for the Lighting of the Lights on Dec. 6, 2016 at 6:30p.m.

[Additional Info...](#)

Posted on: November 28, 2016

**INTERCHANGE STUDY - OPEN HOUSE (SHARE YOUR THOUGHTS)**

IF YOU ARE UNABLE TO ATTEND YOU CAN SUBMIT YOUR QUESTIONS OR COMMENTS ONLINE AT [WWW.TXDOT.GOV](http://WWW.TXDOT.GOV) AT KEYWORD "I-410-US 281 SAN PEDRO"

SEE ATTACHED FLYER FOR MORE INFORMATION.

[Additional Info...](#)

Search

All categories

Tools

RSS

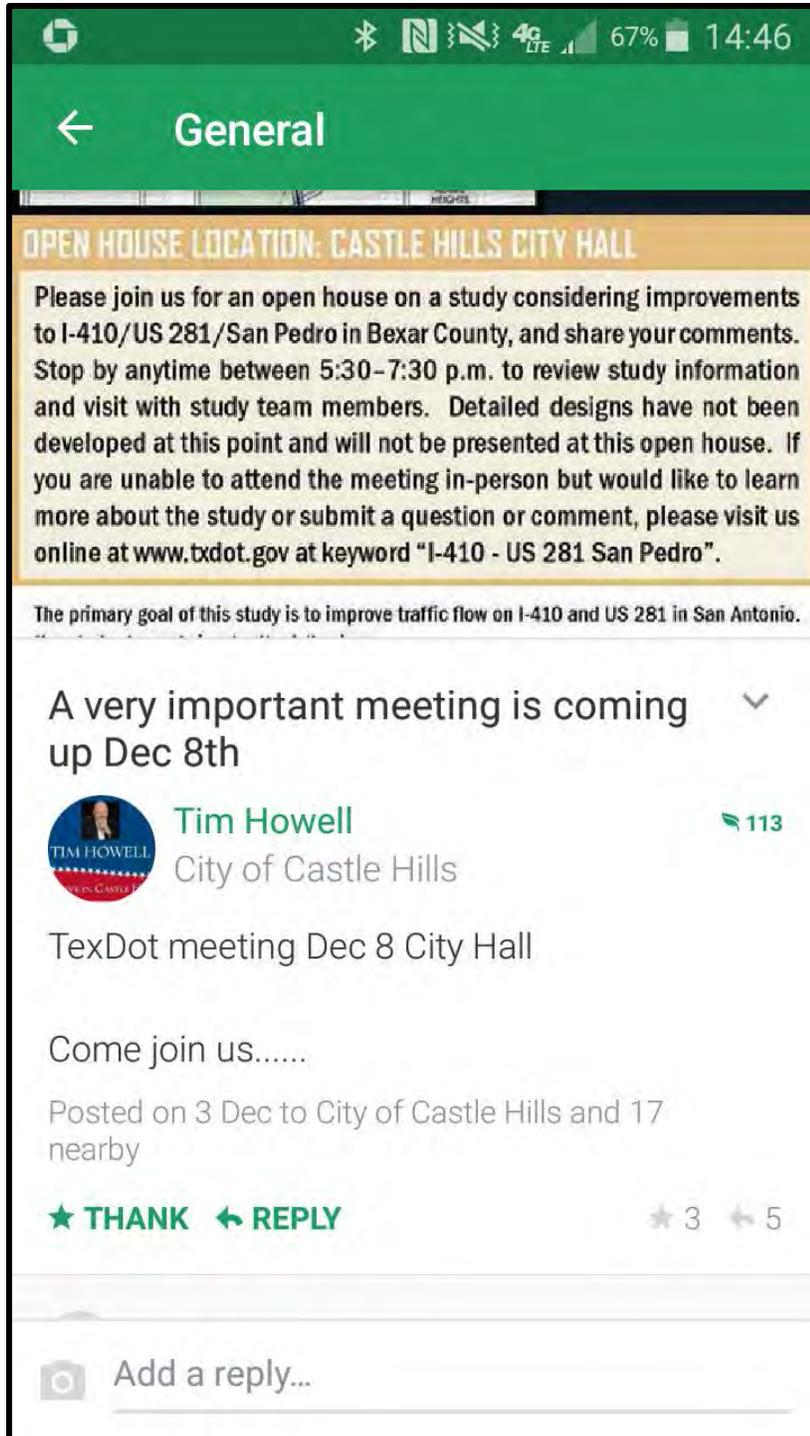
Notify Me

View Archived

Categories

- All Categories
- Home
- Public Works

Castle Hills Website – Open House #1 Advertisement



Open House #1 Advertisement posted by Castle Hills Mayor, Tim Howell



410 / 281 / SAN PEDRO  
INTERCHANGE STUDY

**OPEN HOUSE**

DECEMBER 8, 2016  
5:30 - 7:30 PM

CASTLE HILLS  
CITY HALL  
209 LEMONWOOD DR.  
CASTLE HILLS, TX 78213

**OPEN HOUSE LOCATION: CASTLE HILLS CITY HALL**

Please join us for an open house on a study considering improvements to I-410/US 281/San Pedro in Bexar County, and share your comments. Stop by anytime between 5:30–7:30 p.m. to review study information and visit with study team members. Detailed designs have not been developed at this point and will not be presented at this open house. If you are unable to attend the meeting in-person but would like to learn more about the study or submit a question or comment, please visit us online at [www.txdot.gov](http://www.txdot.gov) at keyword "I-410 - US 281 San Pedro".

The primary goal of this study is to improve traffic flow on I-410 and US 281 in San Antonio. Key study elements involve the following:

- Engage study area neighborhoods, businesses, transportation providers and the general public about transportation problems and possible solutions
- Analyze existing traffic conditions and model future conditions under a "do nothing" scenario and with various improvement options
- Develop conceptual schematic designs of potential transportation improvements
- Provide technical memoranda documenting methodology, results, conclusions and next steps

If you plan to attend and have special communication and/or accommodation needs, please call Laura Lopez at (210) 615-5839.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.



English Display Ad – 11/24/16 & 12/1/16 Publications



410 / 281 / SAN PEDRO  
INTERCHANGE STUDY

**EXPOSICIÓN ABIERTA**

8 DE DICIEMBRE DE 2016  
DE 5:30 A 7:30 DE LA TARDE

EDIFICIO DE LA CIUDAD  
DE CASTLE HILLS  
209 LEMONWOOD DR.  
CASTLE HILLS, TX 78213

**UBICACIÓN DE EXPOSICIÓN ABIERTA: EDIFICIO DE LA CIUDAD DE CASTLE HILLS**

Acompañenos en una exposición abierta sobre el estudio en consideración a las mejoras de I-410/US 281/San Pedro en la Condado de Bexar, y comparta sus comentarios. Llegue a cualquier hora entre 5:30 y 7:30 de la tarde para revisar la información del estudio y platicar con miembros del equipo. Diseños detallados no se han desarrollado aún lo cual no se presentarán en esta exposición. Si no puede asistir a la exposición pero quiere aprender más sobre el estudio o presentar alguna pregunta o comentario, por favor visite el sitio web [www.txdot.gov](http://www.txdot.gov) palabra clave "I-410 - US 281 San Pedro".

El objetivo principal del estudio es mejorar el flujo de tráfico en I-410 y US 281 en San Antonio. Elementos clave del estudio incluyen lo siguiente:

- Involucrar a las comunidades, empresas, proveedores de transporte y público en general dentro del área de estudio acerca de los problemas de transporte y las posibles soluciones.
- Analizar las condiciones existentes de tráfico y presentar las condiciones futuras bajo un escenario de "no cambios" y con varias opciones de mejoras.
- Desarrollar diseños esquemáticos conceptuales con posibles mejoras de transporte
- Proporcionar memorándums técnicos que documenten la metodología, resultados, conclusión y próximos pasos

Si usted desea asistir y necesita traducción en español o transporte, favor comunicarse con Laura Lopez al (210) 615-5839.

La revisión ambiental, consulta y otras acciones requeridas por las leyes federales ambientales aplicables a este proyecto han sido, o están siendo, llevadas a cabo por TxDOT - en virtud de 23 U.S.C. 327 y un Memorandum de Entendimiento fechado el 16 de diciembre del 2014, y ejecutado por la FHWA y el TxDOT.



Spanish Display Ad – 11/30/16 Publication

**MediaWorks**  
Hearst Media Services | San Antonio Express-News  
mySA.com | ExpressNews.com | Conexion  
The San Antonio Light | EN Community & Military Newspapers

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 CORPORATION (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: 803638  
Customer Name: R J Rivera Associates  
Order ID: 2849346

Publication: EXPRESS Pub Date: 28 DEC 2016

Lynette Nelson  
Lynette Nelson  
Bookkeeper

Sworn and subscribed to before me, this 29 day of Nov, A.D. 2016

Notary public in and for the State of Texas

Monique Egan  
MONIQUE EGAN  
Notary Public, State of Texas  
Comm. Expires 08-09-2020  
Notary ID 3183735

**OPEN HOUSE**  
10:00 AM - 3:00 PM  
CASTLE HILLS CITY HALL  
209 LEMONWOOD DR.  
CASTLE HILLS, TX 78213

**OPEN HOUSE FOR THE 410/281/US 281 STUDY**  
Please join us for an open house on a study considering improvements to I-410/US 281/ San Pedro in Bexar County, and share your comments. Stop by anytime between 8:30-7:30 p.m. to review study information and visit with study team members. Detailed changes have not been developed at this point and will not be presented at this open house. If you are unable to attend the meeting in person but would like to learn more about the study or submit a question or comment, please visit us online at [www.txdot.gov](http://www.txdot.gov) at keyword "I-410 - US 281 San Pedro".

The primary goal of this study is to improve traffic flow on I-410 and US 281 in San Antonio. Key study elements include but are not limited to:  
• Evaluate study area neighborhood, business, transportation and general conditions.  
• Analyze existing traffic conditions and assess future conditions under a "no action" scenario and with various improvement options.  
• Develop conceptual conceptual design of potential transportation improvements.  
• Provide technical assistance concerning technology, safety, operations and cost data.  
• You plan to attend and have special accommodations and/or accommodations needs, please call Laura Lopez at (210) 615-5839.

**MediaWorks**  
Hearst Media Services | San Antonio Express-News  
mySA.com | ExpressNews.com | Conexion  
The San Antonio Light | EN Community & Military Newspapers

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 CORPORATION (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: 803638  
Customer Name: R J Rivera Associates  
Order ID: 2850851

Publication: EXPRESS Pub Date: 01 DEC 2016

Lynette Nelson  
Lynette Nelson  
Bookkeeper

Sworn and subscribed to before me, this 1 day of Dec, A.D. 2016

Notary public in and for the State of Texas

Monique Egan  
MONIQUE EGAN  
Notary Public, State of Texas  
Comm. Expires 08-09-2020  
Notary ID 3183735

**OPEN HOUSE**  
DECEMBER 8, 2016  
5:30 - 7:30 PM  
CASTLE HILLS CITY HALL  
209 LEMONWOOD DR.  
CASTLE HILLS, TX 78213

**SAN PEDRO FOR THE 410/281/US 281 STUDY**  
Please join us for an open house on a study considering improvements to I-410/US 281/ San Pedro in Bexar County, and share your comments. Stop by anytime between 5:30-7:30 p.m. to review study information and visit with study team members. Detailed changes have not been developed at this point and will not be presented at this open house. If you are unable to attend the meeting in person but would like to learn more about the study or submit a question or comment, please visit us online at [www.txdot.gov](http://www.txdot.gov) at keyword "I-410 - US 281 San Pedro".

The primary goal of this study is to improve traffic flow on I-410 and US 281 in San Antonio. Key study elements include but are not limited to:  
• Evaluate study area neighborhood, business, transportation and general conditions.  
• Analyze existing traffic conditions and assess future conditions under a "no action" scenario and with various improvement options.  
• Develop conceptual conceptual design of potential transportation improvements.  
• Provide technical assistance concerning technology, safety, operations and cost data.  
• You plan to attend and have special accommodations and/or accommodations needs, please call Laura Lopez at (210) 615-5839.

San Antonio Express-News Affidavits & Tear Sheets

STATE OF TEXAS  
COUNTY OF BEXAR

Before me, a Notary Public in and for Bexar County,  
this day personally appeared Nina Duran, Publisher of La Prensa De San Antonio who being duly sworn by oath, stated that TX DOT requested a publication for Public Display Notice where, it was published in La Prensa Bilingual Newspaper on November 30, 2016.

Nina Duran  
Signature

SWORN AND SUBSCRIBED BEFORE ME THE 1<sup>st</sup> DAY OF DECEMBER 2016.

Alyssa Jamie Bunting  
Alyssa Jamie Bunting  
Notary Public

My Commission expires:  
19<sup>th</sup> of January 2020

Alyssa Jamie Bunting  
Notary Public, State of Texas  
Comm. Expires 01-19-2020  
Notary ID: 338871438

La Prensa Affidavit

Great Hearts Monte Vista South (Grades K-5)  
211 Belknap Place, San Antonio, TX 78212

Great Hearts Monte Vista North (Grades 6-12)  
319 East Mulberry Avenue, San Antonio, TX 78212

Great Hearts Northern Oaks (Grades K-8)  
17223 Jones Millsberger Road, San Antonio, TX 78247

210-888-9475 | Info@GreatHeartsTX.org  
Para más información o para inscribirse a un tour, por favor visítanos en [www.GreatHeartsAmerica.org/Enroll](http://www.GreatHeartsAmerica.org/Enroll).

**410 / 281 / SAN PEDRO INTERCHANGE STUDY**

**EXPOSICIÓN ABIERTA**

8 DE DICIEMBRE DE 2016  
DE 5:30 A 7:30 DE LA TARDE

EDIFICIO DE LA CIUDAD DE CASTLE HILLS  
209 LEMONWOOD DR.  
CASTLE HILLS, TX 78213

**Objetivo de la Exposición Abierta: Educar a la Comunidad y Compartir**

¡Acompañenos en una exposición abierta sobre el estudio en consideración a las mejoras de I-410/US 281 / San Pedro en el Condado de Bexar, y comparta sus comentarios. Llegue a cualquier hora entre 5:30 y 7:30 de la tarde para revisar la información del estudio y platicar con miembros del equipo. Diseños detallados no se han desarrollado aún lo cual no se presentarán en esta exposición. Si no puede asistir a la exposición pero quiere aprender más sobre el estudio o presentar alguna pregunta o comentario, por favor visite el sitio web [www.txdot.gov](http://www.txdot.gov) palabra clave "I-410 - US 281 San Pedro".

El objetivo principal del estudio es mejorar el flujo de tráfico en I-410 y US 281 en San Antonio. Elementos clave del estudio incluyen lo siguiente:

- Involucrar a las comunidades, empresas, proveedores de transporte y público en general dentro del área de estudio acerca de los problemas de transporte y las posibles soluciones.
- Analizar las condiciones existentes de tráfico y presentar las condiciones futuras bajo un escenario de "no cambios" con varias opciones de mejoras.
- Desarrollar diseños esquemáticos conceptuales con posibles mejoras de transporte
- Proporcionar memorandums técnicos que documenten la metodología, resultados, conclusión y próximos pasos

Si usted desea asistir y necesita traducción en español o transporte, favor comunicarse con Laura Lopez al (210) 615-5839.

La investigación, desarrollo y otros análisis realizados por las agencias contratadas aplicables a este estudio han sido, o serán, en su totalidad a cargo por "TxDOT" - un servicio de los EE.UU. 23 U.S.C. 327 y una colaboración de Bexar y el condado de Bexar el 2014, y financiado por la FHWA y el TxDOT.

La Prensa Tear Sheet

## Changeable Message Signs

Screen 1:  
410-281  
Open  
House

Screen 2:  
Dec 8  
Castle  
Hills

Screen 3:  
City  
Hall  
5:30 PM



Potential locations for the Changeable Message Signs:

- 281 Southbound (between Nakoma and Rhapsody)
  - Along the highway, between the frontage road and the mainlanes
- 281 Northbound (between Basse and Sunset)
  - Along the highway, between the frontage road and the mainlanes
- 410 Westbound (between Nacogdoches and Broadway)
  - Along the highway, between the frontage road and the mainlanes
- 410 Eastbound (between NW Military and Blanco)
  - Along the highway, between the frontage road and the mainlanes





CSJ: 0521-04-285

Attachment C

Sign-in Sheets



CSJ: 0521-04-285

# PUBLIC



I-410/US 281/San Pedro Avenue Interchange Study  
Bexar County

**OPEN HOUSE #1**  
December 8, 2016 5:30 p.m. to 7:30 p.m.  
Castle Hills City Hall  
Sign-in Sheet

Name	Address	Representing	How did you hear about this Open House?
Julie Brown	[REDACTED]		email
Zachry Kircas			Road sign
Carla Yarnall			from my friend.
Hannah Santiago			email
Dawn Green			sign
Sherry Yeckel			TV.
BENJAMIN YOUNGBLOOD			email
BRYCE TURENTINE			email
PATRICK MARRIN			meeting
Cristina Martinez			Hwy



CSJ: 0521-04-285

# PUBLIC



I-410/US 281/San Pedro Avenue Interchange Study  
Bexar County

**OPEN HOUSE #1**  
December 8, 2016 5:30 p.m. to 7:30 p.m.  
Castle Hills City Hall  
Sign-in Sheet

Name	Address	Representing	How did you hear about this Open House?
JAMES HORNSBY	[REDACTED]		
Queenie Ye			TxDot Web
John Tiernan			TxDOT web
JUSTIN CLARK			TxDOT website
Kenneth KANAGAKI			Next Door CHP.
Phil Carter			Radio
Rodolfo J. Rivera			TxDOT website
Roy Myrick			TxDOT web
Lawrence Baca			Signs
John + Donna Strick			Mayor



CSJ: 0521-04-285

# PUBLIC



I-410/US 281/San Pedro Avenue Interchange Study  
Bexar County

**OPEN HOUSE #1**  
December 8, 2016 5:30 p.m. to 7:30 p.m.  
Castle Hills City Hall  
**Sign-in Sheet**

Name	Address	Representing	How did you hear about this Open House?
Brian Purcell			
Jeanne Geiger			
GILMER GUSTON			email
Ron Van Kirk			email
Timothy Lyng			
Frank Paul			
Patti McLeod			
Jerry Todd			email
Sai Rivera			
Matilda Kanagaki			President of CHP & neighborhood assoc



CSJ: 0521-04-285



I-410/US 281/San Pedro Avenue Interchange Study  
Bexar County

**OPEN HOUSE #1**  
December 8, 2016 5:30 p.m. to 7:30 p.m.  
Castle Hills City Hall  
**Sign-in Sheet**

Name	Address	Representing	How did you hear about this Open House?
Patti Lozano	[REDACTED]		TxDOT meeting
Amanda Lozano			" "
ALAN MONTEMAYOR			EMAIL
Clay Smith			TxDOT
Rachel Mauldin			email
Robert Vasquez			
BAIN SELVA			WORK
John Perez			TxDOT
BRAD PEEC			TxDOT
Richard Slife			TxDOT opment



CSJ: 0521-04-285

# PUBLIC



I-410/US 281/San Pedro Avenue Interchange Study  
Bexar County

**OPEN HOUSE #1**  
December 8, 2016 5:30 p.m. to 7:30 p.m.  
Castle Hills City Hall  
Sign-in Sheet

Name	Address	Representing	How did you hear about this Open House?
BEA VILLARREAL	[REDACTED]	[REDACTED]	NEXT DOOR -
Grace Delgado			Freeway sign
Harold L Dillshaw			" "
Rosanna Rodriguez			online
Joseph Rodriguez			"
Martha Martinez			Hwy
D. Kilgore			Freeway Sign
Gary Anderson			multiple
Bill Long			
Paul Medaris			Facebook



CSJ: 0521-04-285

# PUBLIC



I-410/US 281/San Pedro Avenue Interchange Study  
Bexar County

**OPEN HOUSE #1**  
December 8, 2016 5:30 p.m. to 7:30 p.m.  
Castle Hills City Hall  
Sign-in Sheet

Name	Address	Representing	How did you hear about this Open House?
Anna Alicia Romero	[REDACTED]	Sen. Jose Menendez	Received notice in the mail
Daisy Cruz		self	Heap
Scott Armstrong		"	Web site
WILLIAM BECKLER		SELF	C.H. Publications
Dawn Carrion		Self	News
DEAN SVANS		"	"
Dennis & Cindy Skrubek		self	Friends
Curt Van De Walle		Castle Hills	Mayor Howell
CLIFFORD RATH			
			self



CSJ: 0521-04-285

# PUBLIC



I-410/US 281/San Pedro Avenue Interchange Study  
Bexar County

**OPEN HOUSE #1**  
December 8, 2016 5:30 p.m. to 7:30 p.m.  
Castle Hills City Hall  
Sign-in Sheet

Name	Address	Representing	How did you hear about this Open House?
Frank + Lou Edmondson	[REDACTED]		Neighborhood Assn.
Donald Kearney			Saw the Sign
Kevin Espinoza			TV
Michel R Acosta			
DAVID Ellison			
Dan S. Dreeben, Jr.			T.V.



CSJ: 0521-04-285

# PUBLIC



I-410/US 281/San Pedro Avenue Interchange Study  
Bexar County

**OPEN HOUSE #1**  
December 8, 2016 5:30 p.m. to 7:30 p.m.  
Castle Hills City Hall  
Sign-in Sheet

Name	Address	Representing	How did you hear about this Open House?
JESSICA O. GUERRERO	[REDACTED]		TV



CSJ: 0521-04-285

# MEDIA



I-410/US 281/San Pedro Avenue Interchange Study  
Bexar County

OPEN HOUSE #1  
December 8, 2016 5:30 p.m. to 7:30 p.m.  
Castle Hills City Hall

Sign-in Sheet - MEDIA

Name	Media Outlet
Stephanie Serna	KSAT
Todd Stricker	KSAT
Guillermo Sánchez	KYDA 60 Telemundo
BAIN SERNA	LOCAL COMMUNITY NEWS



CSJ: 0521-04-285

# ELECTED OFFICIALS



I-410/US 281/San Pedro Avenue Interchange Study  
Bexar County

## OPEN HOUSE #1

December 8, 2016 5:30 p.m. to 7:30 p.m.  
Castle Hills City Hall

### Sign-in Sheet - ELECTED OFFICIALS

Name	Organization	Title
Robin Harvey (on behalf of Rep. Diego Bernal)		Communications Director
JR Treviño	City of Castle Hills	Alderman



CSJ: 0521-04-285

# STUDY TEAM



I-410/US 281/San Pedro Avenue Interchange Study  
Bexar County

## OPEN HOUSE #1

December 8, 2016 5:30 p.m. to 7:30 p.m.  
Castle Hills City Hall

**Sign-in Sheet - STUDY TEAM & TXDOT**

Name	Organization
JEREMY WYNDHAM	JACOBS
Jennifer Zerkowski	Jacobs
Andy Ballard	Jacobs
Megan Duran	RJ RIVERA Associates, Inc.
Jimmy Rhutson	JACOBS
Tricia Bruck-Hoyt	Jacobs
Amy Redmond	TXDOT
CLAYTON RUPP	TXDOT
William Long	RJRA
Laura Lopez	TXDOT



CSJ: 0521-04-285

Attachment D

Comments Received



CSJ: 0521-04-285

## Comments Received at Open House #1



CSJ: 0521-04-285

1



**OPEN HOUSE**

I-410/US 281/San Pedro Avenue Interchange Study  
Bexar County

Thursday, December 8, 2016  
5:30 p.m. to 7:30 p.m.  
Castle Hills City Hall  
209 Lemonwood Drive  
Castle Hills, Texas 78213

(PLEASE PRINT)

NAME: Ron Van Kirk

ADDRESS: [REDACTED] S.A. TX 78232

REPRESENTING: [REDACTED]

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

**COMMENT FORM**

This form is provided to receive your comments regarding the I-410/US 281/San Pedro Avenue Interchange Study. Please use the space below, attaching additional pages if necessary. Your comments can be deposited in the comment box tonight, mailed to the address provided below or emailed to [410-281study@jacobs.com](mailto:410-281study@jacobs.com). All written comments must be postmarked by **Friday, December 23, 2016** in order to be included in the Open House Summary. Thank you for your comments.

HOW DID YOU HEAR ABOUT THE MEETING? email

COMMENTS: Remove grade level crossing at San Pedro + US281 off ramp. Move off ramp over 1 lane. Make 410 W lane (far right) and make it exit to San Pedro Only. Have off ramp from 281 flow into Current lane #2. Will eliminate log jam.

Same on North Star Side. Elevate on ramp to 410 E. So it pours into 2nd lane. Make Right lane "US281 Only" exit. Then allow traffic to split to N and S lanes. Grade level crossing is the issue.

Comments must be received or postmarked on or before **Friday, December 23, 2016** to be included in the Open House Summary and sent to:

Texas Department of Transportation  
 Re: I-410/US 281/San Pedro Avenue Interchange Study  
 c/o Richard L. De La Cruz, P.E.  
 4615 NW Loop 410  
 San Antonio, Texas 78229-0928  
 Email: [410-281study@jacobs.com](mailto:410-281study@jacobs.com)  
 Phone: (210) 615-1110



CSJ: 0521-04-285



**OPEN HOUSE**

I-410/US 281/San Pedro Avenue Interchange Study  
Bexar County

Thursday, December 8, 2016  
5:30 p.m. to 7:30 p.m.  
Castle Hills City Hall  
209 Lemonwood Drive  
Castle Hills, Texas 78213

(PLEASE PRINT)

NAME: Harold L. Dillashaw

ADDRESS: [REDACTED]

REPRESENTING: [REDACTED]

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT Retired
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

**COMMENT FORM**

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HOW DID YOU HEAR ABOUT THE MEETING? Flashing Message Board

COMMENTS: Good Luck. STOP PAINTING THE BRIDGES & WALLS.

Cut the grass regularly, since visitors at the airport, its the first + last thing they will see.

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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**OPEN HOUSE**

I-410/US 281/San Pedro Avenue Interchange Study  
Bexar County

Thursday, December 8, 2016  
5:30 p.m. to 7:30 p.m.  
Castle Hills City Hall  
209 Lemonwood Drive  
Castle Hills, Texas 78213

(PLEASE PRINT)

NAME: Donald Kearney

ADDRESS: [REDACTED]

REPRESENTING: [REDACTED]

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

**COMMENT FORM**

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HOW DID YOU HEAR ABOUT THE MEETING? Saw the lighted signs.

COMMENTS: I'm glad TxDOT is working so hard to keep the public informed as to its future plans and their impact on our city. Thanks to VIA for being here so that those of us who use it will know that the other modes of transportation are here for input. We really need to work very hard with city leaders to figure out how to fund our transportation needs. Maybe more city

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Phone: (210) 615-1110

leaders can come to meetings like this !!



**OPEN HOUSE**

I-410/US 281/San Pedro Avenue Interchange Study  
Bexar County

Thursday, December 8, 2016  
5:30 p.m. to 7:30 p.m.  
Castle Hills City Hall  
209 Lemonwood Drive  
Castle Hills, Texas 78213

(PLEASE PRINT)

NAME: BENJAMIN F. YOUNGBLOOD III  
ADDRESS: [REDACTED] SAT 78230  
REPRESENTING: [REDACTED] er

(Texas Transportation Code, §201.811(a)(5)); check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

**COMMENT FORM**

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HOW DID YOU HEAR ABOUT THE MEETING? EMAIL

COMMENTS: ① The issue is the car-count congestion on Loop 410 between Nacodoches and Vance Jackson. All of the proposed solutions only export the congestion to somewhere else, such as the access roads. The only way to reduce the congestion is to create an upper deck (like Austin) by which the traffic which has no interest in 281, San Pedro, Blanco, etc. can bypass it completely. An upper deck that removes the through traffic from the existing 410 lanes suddenly makes all the existing access roads, ingress, egress, etc fully functional again. It

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would remove at least 50-60% of the congestion and would make all of the other stop-gap solutions unnecessary.



Texas Department of Transportation



**OPEN HOUSE**

I-410/US 281/San Pedro Avenue Interchange Study  
Bexar County

Thursday, December 8, 2016  
5:30 p.m. to 7:30 p.m.  
Castle Hills City Hall  
209 Lemonwood Drive  
Castle Hills, Texas 78213

(PLEASE PRINT)

NAME: John Strieb

ADDRESS: [REDACTED]

REPRESENTING: for wife

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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HOW DID YOU HEAR ABOUT THE MEETING? E-mail from mayor

COMMENTS: \_\_\_\_\_

1. Exit from 281 to 410 west. Two lanes to one, traffic backs up. Very congested at 410 entrance due to traffic exiting 410 for San Pedro / Blanco. Exit/entrance need completely reworked.
2. San Pedro exit 410 west. Traffic backs up on 410 east. Exit handle too many streets - San Pedro, McCullough, Jones, Malaburgon. Exit too close to entrance from NW Military. After exiting 410, too much scrubby for lanes. Engineering ~~is~~ disaster on both. Border on incompetence

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Phone: (210) 615-1110



CSJ: 0521-04-285

## Emailed Comments



**From:** TB [mailto: [REDACTED]]  
**Sent:** Friday, December 16, 2016 9:21 PM  
**To:** 410/281/San Pedro Interchange Study  
**Subject:** I-410/US 281/San Pedro Avenue Interchange Study

Dear Mr. De La Cruz:

My name is Terry Burns. I am Chair of the Alamo Group of the LoneStar Chapter of the Sierra Club. I was able to attend the December 8, 2016 Open House held at Castle Hills City Hall. I write on behalf of our more than 2000 San Antonio area Sierra Club members.

We share our community's concern about the traffic congestion in the Study area. Many of us experience this congestion on a regular basis. We clearly recognize the problems described especially in Issues #2, #3, and #4. These are serious safety issues, as your data reflect "Insufficient capacity" described in Issue #1 is true at certain times of the day only. These issues are typical of many areas around San Antonio, and similar studies and proposals are in various stages of work elsewhere, including the I-35/I-410 area, the US 1604/US 281 area, and the I-10/US 1604 area. These congestion problems exist and result from the same short sighted planning done when these interchange areas were developed.

I specifically asked, and was happy to be told that "all options" are open for consideration as proposed solutions. The Sierra Club believes, and data strongly indicate, that doing more of what has been done in the past, i.e. constructing more lanes and still more complicated interchanges, will not provide long term solutions. We also believe these approaches will only encourage more sprawl and solo occupancy traffic, worsening our air quality, health and quality of life. We believe additional pavement should be a "last resort" only applied very discreetly and judiciously for primary safety purposes, not a first resort "capacity" measure as is done so often today.

We urge you to give serious PRIMARY consideration to NON-single vehicle travel in proposed solutions:

- 1) Throughout the study area, pedestrian and bicycle travel should be given top safety and use priority.
- 2) Dedicated high occupancy street and highway lanes for mass transit should be emphasized, possibly using "smart technology" to change usage patterns on these lanes depending on congestion, so that fast efficient multi-passenger transit is always given priority over solo passenger vehicles.
- 3) Rail technology should definitely be included in all planning for this area. Long term, rail has always shown itself the most cost effective way to move the largest number of people most efficiently and rapidly. With newer technologies private vehicles should link in to rail and bus feeder locations as smoothly as possible.
- 4) Tolls for private vehicle travel must be included in your options. Fuel local and state taxes do not provide sufficient revenue for both construction and long term maintenance of roadways. The "double taxation" argument is bogus. If vehicles traveling a roadway were required to fully fund each roadway many thousands of miles of roadways around Texas would have to be abandoned. Tolls are essential to not only fund highly traveled roads, but to manage density on those roads.
- 5) Even as emission standards tighten and electric vehicle usage rises, truck and passenger vehicle transportation will remain a major source of air pollution in our region. It is vital that more of our transportation needs in the future be met by alternatives to private solo passenger vehicles and trucks.
- 6) This area is a key transit link for moving around our city. It is vital that this area be among the first to undergo redesign moving away from this automobile-centric urban design we have utilized up to this point. It is vital this design change begin as soon as possible.

Thank you for the opportunity to comment. Please keep us apprised of ongoing developments and deadlines as this study progresses.

Sincerely,

Terry Burns, M.D.

[REDACTED] lub



CSJ: 0521-04-285

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**From:** [Frances E. Collins \(City Council\)](#)  
**To:** [410/281/San Pedro Interchange Study](#)  
**Subject:** FW: TxDOT 410/281/San Pedro Interchange Study: Open House Dec. 8th  
**Date:** Tuesday, December 20, 2016 3:50:22 PM

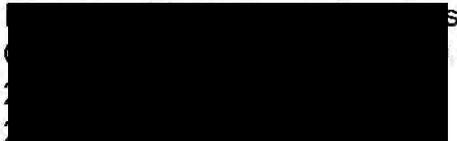
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**From:** Frances E. Collins (City Council)  
**Sent:** Tuesday, December 20, 2016 3:01 PM  
**To:** '410-281studt@jacobs.com'  
**Subject:** FW: TxDOT 410/281/San Pedro Interchange Study: Open House Dec. 8th

Can you send me an update on the Highway 281 project that I can share with constituents who email me about the status.

Frances Collins



**From:** [Brett Ginsburg](#)  
**To:** [410/281/San Pedro Interchange Study](#)  
**Subject:** Exchange study comments  
**Date:** Monday, December 19, 2016 11:40:44 AM

---

Hello,

I wanted to register my comments regarding the study of the I410-281 exchange. Our residence is at 1139 Lockhill Selma Rd. My wife works near 281 & Mistletoe Rd, and I work near I410 and Babcock, so we use this area daily. Our largest frustration is the exchange from 281N to I410 west. The narrow ramp and bottleneck from 2 to one lane causes congestion and frustration among drivers due to confusion about how the merge at this lane constriction is supposed to work. It is also difficult to get into the traffic flow due to the short distance to the next exit ramp. Often I want to use this next ramp to get home, but traffic moving in and out of the ramp slows traffic flow down.

In the morning, merging onto I410 west from Blanco Rd. can be difficult due to the short ramps and through traffic coming off of the 281 exchange and moving into the right lanes in anticipation of the I-10 exchange.

I agree with the assessment that San Pedro traffic is not currently a problem.

I look forward to your next report.

Sincerely,  
Brett Ginsburg  
[REDACTED] Rd.  
San Antonio, TX

RE: I-410 US 281 San Pedro Avenue Interchange Study

9

Thank you for allowing me to submit comments and suggestions regarding this study. This area presents several unique challenges and issues to solve, and I hope my input will be of help in evaluating and addressing these problems.

In my opinion, the most pressing issue in the study area is the weave area on WB Loop 410 between the US 281 entrance and San Pedro exit. The short distance between those two gores and heavy traffic causes constant conflicts which results in safety issues and frequent congestion on both approaches. Previous approaches to address this problem with added capacity have been mostly ineffectual.

To remedy this situation, I have submitted two concepts:

Concept 1 would build an elevated collector/distributor roadway. From US 281, a ramp would branch from north side of the existing elevated connector near its apex, continue over the access road and McCullough, and descend into the location of the existing exit for San Pedro. Coming from Loop 410, a new exit would leave Loop 410 in the right shoulder area just past the McCullough exit, rise up and over the down-ramp from US 281, and merge into the C/D from US 281 over McCullough. To make room for the C/D down-ramp at San Pedro, the existing braided entrance from McCullough would be demolished and a new on-ramp from McCullough would descend directly down to Loop 410 from its current origin point.

Concept 2 would create a barrier-separated grade-level C/D roadway between the end of the US 281 down-ramp and the San Pedro exit. Traffic coming down the existing connector would be forced to exit at San Pedro. A slip ramp from Loop 410 onto this C/D road would be provided at that same location. There is existing space there for such a ramp, but additional space could be made by shaving off some of the south side of the down-ramp, which is sized for two lanes but would only need one lane for this configuration. For traffic coming from US 281 going to Loop 410, an elevated connector would branch from the south side of the existing connector near its apex, cross over the WB Loop 410 lanes, and come down in the median of Loop 410, thus discharging traffic into an added left lane at the McCullough underpass. Some shifting of the Loop 410 through lanes would be required at the down-ramp location to accommodate it (the shaving of the US 281 down-ramp mentioned above would help make room for this adjustment.) There is also a little bit of room to possibly shift the EB lanes to the south to provide some additional space in the median. Admittedly, this would be a tight fit, but there does appear to be room if some compromises can be made.

Both of the above concepts maintain all existing access and local circulation.

Beyond this location, the other location in the study area that I believe deserves priority for improvements is the EB exit to San Pedro. This exit frequently overflows onto the mainlanes. The root cause for this I believe is the desire for many exiting motorists to merge over to the access road bypass over San Pedro, thus conflicting with through traffic on the access road as well as traffic entering and exiting the business driveway there, all within a very short weave area. I'm not sure what the best solution would be; closing the driveway could be a "quick-and-dirty" fix, but probably not the complete solution.

Also warranting review and possible improvements is the EB entrance from San Pedro/exit to US 281 weave area. In my experience, this area is not as bad as the prior two, but still does result in some conflicts and occasional congestion. One idea may be a barrier-separated exit to US 281 starting just upstream of the San Pedro entrance. The existing entrance to Loop 410 from San Pedro would instead become an entrance from San Pedro to US 281 only. Traffic coming from San Pedro wanting to continue east on Loop 410 would continue east on the access road and enter at the next entrance before Jones-Maltsberger.

Thank you for your work to investigate possible solutions to the issues in this area and for your consideration of my comments and suggestions. Please feel free to contact me if you have any questions or need any clarification.

--Brian Purcell

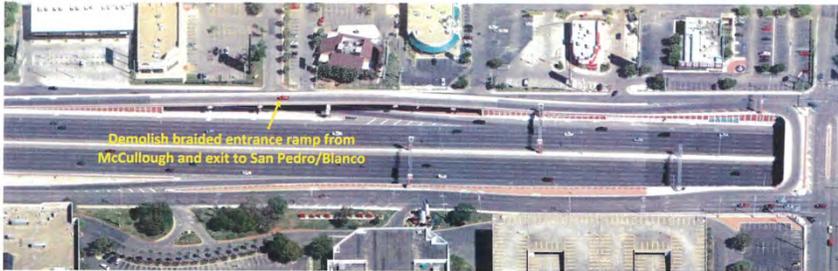
Brian Purcell  
Suggestion 1

McCullough

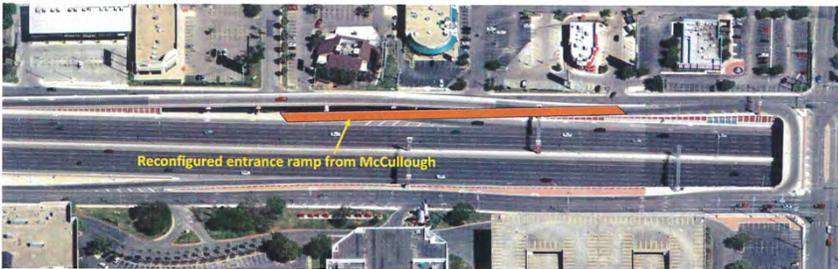
Jones - Maltzberger



Blend NW Military  
onto new coop 410  
EBML.

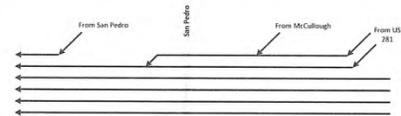


<- Westbound Eastbound ->



Brian Purcell  
Suggestion 2

Suggested lane layout for Loop 410 Westbound





CSJ: 0521-04-285

## **Court Reporter Transcript & Comment Cards**



410/281/SAN PEDRO AVENUE  
INTERCHANGE STUDY  
OPEN HOUSE

EVENING SESSION  
5:30 p.m. to 7:30 p.m.

December 8, 2016  
Castle Hills City Hall  
209 Lemonwood Drive  
Castle Hills, Texas 78213

\*\*\*\*\*

RECORDED CITIZEN COMMENTS

\*\*\*\*\*



December 8, 2016

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4			
5			
6	Phil Canter		3
7	Ron Van Kirk		4
8	Jerry D. Todd		4
9	Lawrence Baca		5
10	Paul Medaris		5
11	David Carrion		6
12	REPORTER'S JURAT		10
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December 8, 2016

3

1 10 MR. CANTER: My name is Phil Canter, and  
2 I just wanted to give comments, two comments. At some  
3 point they timed the lights on San Pedro going from Loop  
4 410 and San Pedro into town, south, and that worked  
5 really well, but they never timed the lights north of  
6 San Pedro from Sahara to 401. And so because those  
7 lights are not timed, there's a lot of traffic that sits  
8 at those lights.

9 So I don't know if it's possible to time  
10 those lights, but if they would, I think it would speed  
11 things up.

12 The other thing that I notice is that  
13 there -- if you're taking the San Pedro exit from coming  
14 on 410, and you're coming from, I guess, I-10, so you're  
15 going east on 410, take the San Pedro exit, and you want  
16 to hang a left and go north outside Loop 410, the light  
17 there only lets about eight cars at a time per lane. So  
18 it's like two or three lanes, but you're sitting -- if  
19 you're 10 cars back, you're not going to make the light  
20 to turn.

21 So if they increase that, that would  
22 relieve some of the congestion that builds up at that  
23 light. Sometimes it's piled up back there, and you have  
24 to wait for that light to go two or three times to make  
25 it through. That's it.

December 8, 2016

4

1     **11**           MR. VAN KIRK: My name is Ron Van Kirk.  
2 My input is that anywhere possible, do away with grade  
3 level crossings, at grade where you're getting on and  
4 off at the same -- like 410 and San Pedro on-ramps  
5 coming on, everybody's getting off at San Pedro, and  
6 they got to cross lanes and they're there. That ought  
7 to be over and under. That log jam is what stops  
8 everything.

9                   If you look at the cameras on any of the  
10 traffic things, you can see the first things to back up  
11 are the grade level crossings. And if there's a way to  
12 eliminate them, it would help a bundle in the near term.

13     **12**           MR. TODD: My name is Jerry Todd. I  
14 would like to make two comments, basically. One is for  
15 the northbound and southbound 281 traffic going to  
16 westbound 410, not be made to merge into one lane.  
17 Leave the two lanes as they are. One of them has to  
18 exit on San Pedro. That solution is exactly what takes  
19 place in several other intersections already in this  
20 city. For example, going I-10 north onto 410 west,  
21 that's just one example.

22                   I think the same solution applies to  
23 westbound 410 -- excuse me, eastbound 410 going onto  
24 northbound 281. I think that those two lanes merge  
25 before they can go on northbound 281. Same problem,

December 8, 2016

12 cont.

5

1 don't merge them into one lane. Let there be two lanes.

2                   Second comment: Where you do have  
3 merging anywhere, don't say, One lane ends. Please,  
4 right lane ends in half a mile or the left lane ends.  
5 Instead say the lanes merge. That way people won't try  
6 to get over into one lane or the other a half a mile  
7 sooner than they need to. Let them scissor in at the  
8 point of merging. It's more efficient. The end.

9       13           MR. BACA: My name is Lawrence Baca, and  
10 I want to give my input as far as relieving congestion  
11 in the 410/281 area. I was very disappointed when  
12 Wurzbach Parkway opened, and there were no direct access  
13 from Wurzbach Parkway on 281.

14                   And I think that if there were, that  
15 persons traveling east and west on 410 would be more  
16 likely to use Wurzbach Parkway. So if they would  
17 consider making better access to and from Wurzbach  
18 Parkway and Highway 281, I think that would help out a  
19 lot of things on 410.

20       14           MR. MEDARIS: My name is Paul Medaris,  
21 and I live in Castle Hills. What I'd like to see would  
22 be a sound barrier on 410 to buffer the sound between  
23 neighborhoods and the high traffic.

24                   I also think that would benefit by  
25 improving the corridors between 281 and 410,

December 8, 2016

14 cont.

6

1 specifically looking at the exit ramp on San Pedro.

2 15 MR. CARRION: My name is David Carrion.

3 And I feel that today's presentations do not give us  
4 enough information. I know they wanted us to come up  
5 with, you know, some solutions, and they want us to  
6 write down or give some feedback.

7 But they themselves, also being the  
8 leaders, either at TxDOT, or I'm not sure if there's any  
9 councilmen here, have that -- those mechanisms or those  
10 charts that actually give us the real feedback, but  
11 we're able to look at the bigger picture.

12 They have simulations, but simulations  
13 don't give us the picture. I asked them if they use  
14 drones to be able to look at the traffic. That way they  
15 can see where the bottlenecks are beginning, and they  
16 can go ahead and place them.

17 If you go backwards, 10, this is where  
18 the bottleneck is at, nine, eight, seven, six, five,  
19 four, three, two, one is where it's really going to --  
20 traffic's slowing, but it's going to start to bottleneck  
21 more. And that way they can see exactly what exit, what  
22 entrance or what problems are really going on, what  
23 traffic lights. But they're not doing that.

24 And one of the gentlemen said that they  
25 can't use drones right now. But they have cameras up in

December 8, 2016

15 cont.

7

1 the air, they have them on buildings. But that  
2 information's not here. It's not helping us. I don't  
3 think someone's really trying to find the solutions.

4           But I'm not trying to be a pessimist, but  
5 I -- I'm trying to be a devil's advocates. It looks  
6 more like someone here's trying to get a bond package  
7 approved with the city, and that's not what we're here  
8 for. We're not here to approve bond packages. We're  
9 here to, you know, help the traffic congestion, to make  
10 it better for everyone.

11           If it means a bond package, and something  
12 has to be done, okay, you know what, that's great. But  
13 they're not giving us solutions. There's no solutions  
14 here today.

15           I feel that that's what we need. We need  
16 maybe a drone in the air or something in the air that  
17 shows the 10 steps of, this is where the traffic  
18 congested, and this is where, number one, it was  
19 flowing. And at that point we can look to see  
20 northside, east and west, where the problems really are.

21           And then if we say, well, number three  
22 and six and seven were the problems, okay, let's find a  
23 solution. Let's work that solution. Yes, it costs  
24 money. That solution is worked out. We'll study it  
25 again or we'll look at it again with drones or cameras

December 8, 2016

15 cont.

8

1 up in the air, whatever it takes, and we'll see if it's  
2 flowing now.

3                   If we say, Oh, number four's not working,  
4 okay, well, let's try to solve number four. They solve  
5 number four, they say, Okay, how's 10, nine, eight,  
6 seven, six, five, four, three, two, one? Well, it looks  
7 like it's going pretty good.

8                   Or maybe we need, you know, a little work  
9 on number 10 now. But they're not doing that. There's  
10 no visionary, there's no -- there's no -- I don't see  
11 that here. All I see is an engineer telling me what the  
12 future's going to look like, but he can't tell you why  
13 the future's going to look like that.

14                   He said he puts those cords on the floor,  
15 those little data cord boxes that go on the street. I  
16 don't know what they are, but there's -- cars drive over  
17 them. That's, you know, 19- what?

18                   I don't know when they started using  
19 that, but, you know, you have the cameras and the drones  
20 up in the air now, and the license plates or whatever,  
21 they -- they know those cars, they see those cars going.  
22 They have the technology. They know how many cars -- I  
23 mean, they can get all that information, and they're not  
24 getting it. They're not trying hard enough.

25                   So I think they need to do a little bit



December 8, 2016

15 cont.

9

1 more work before they try to get bond package approved.

2 And that's my take on it.

3 (Conclusion of recorded comments)

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December 8, 2016

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1 COURT REPORTER CERTIFICATE

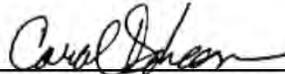
2 COUNTY OF BEXAR )

3 STATE OF TEXAS )

4 I, CAROL DE LEON, Certified Shorthand  
5 Reporter in and for the State of Texas, do hereby  
6 certify that this transcript is as true and correct a  
7 record as possible, transcribed by me through  
8 computer-aided transcription.

9 And further certify that I am not a  
10 relative or employee of any of the parties, nor  
11 interested directly or indirectly in the outcome of this  
12 proceeding.

13 In witness whereof, I do hereunto set my  
14 hand on this 12th day of December 2016.

15  
16  
17  
18 



19 Carol De Leon, Texas CSR 7716  
20 Expiration Date: 12/31/18  
21 Koole Court Reporters of Texas  
22 8000 IH-10 West, Suite 600  
23 San Antonio, Texas 78230  
24 Phone: (210) 558-9484  
25 Fax: (210) 558-3129

  
410 / 281 / SAN PEDRO  
INTERCHANGE STUDY

Open House – Thursday, December 8, 2016, 5:30 to 7:30 pm

(PLEASE PRINT)  
NAME: PHIL CANTER

ADDRESS: [REDACTED] AVE  
SA TX 78246

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

I am employed by TxDOT  
 I do business with TxDOT  
 I could benefit monetarily from the project or other item about which I am commenting

None



  
410 / 281 / SAN PEDRO  
INTERCHANGE STUDY

Open House – Thursday, December 8, 2016, 5:30 to 7:30 pm

(PLEASE PRINT)  
NAME: Rou Van Kirk

ADDRESS: [REDACTED]  
S.A. TX 78232

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

I am employed by TxDOT  
 I do business with TxDOT  
 I could benefit monetarily from the project or other item about which I am commenting



410 / 281 / SAN PEDRO  
INTERCHANGE STUDY

Open House – Thursday, December 8, 2016, 5:30 to 7:30 pm

(PLEASE PRINT)  
NAME: DR. JERRY D. TODD

ADDRESS: [REDACTED]  
78213

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

I am employed by TxDOT *None*

I do business with TxDOT

I could benefit monetarily from the project or other item about which I am commenting



410 / 281 / SAN PEDRO  
INTERCHANGE STUDY

Open House – Thursday, December 8, 2016, 5:30 to 7:30 pm

(PLEASE PRINT)  
NAME: Lawrence Baca

ADDRESS: [REDACTED]  
SA 78217

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

I am employed by TxDOT

I do business with TxDOT

I could benefit monetarily from the project or other item about which I am commenting *None*



410 / 281 / SAN PEDRO  
INTERCHANGE STUDY

Open House – Thursday, December 8, 2016, 5:30 to 7:30 pm

(PLEASE PRINT)  
NAME: Paul Medaris

ADDRESS: [REDACTED]

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

I am employed by TxDOT

I do business with TxDOT

I could benefit monetarily from the project or other item about which I am commenting

None



410 / 281 / SAN PEDRO  
INTERCHANGE STUDY

Open House – Thursday, December 8, 2016, 5:30 to 7:30 pm

(PLEASE PRINT)  
NAME: David Carron

ADDRESS: [REDACTED] P1

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

I am employed by TxDOT

I do business with TxDOT

I could benefit monetarily from the project or other item about which I am commenting

N/A





CSJ: 0521-04-285

## Attachment E

Exhibits/Handouts/Input received via Interactive Stations

## Station 1 – Sign-in & Registration Table



### WELCOME TO THE OPEN HOUSE



December 8, 2016

- Please sign in
- Explore and interact with the exhibits
- Submit a comment form
- Ask questions

We want to hear your feedback.  
A comment form has been provided to you for your convenience.  
If you do not have one, please ask a study team member.



### I-410 / US 281 / SAN PEDRO AVENUE INTERCHANGE STUDY

**Fact Sheet**

TxDOT is conducting a feasibility study to identify potential improvements in the vicinity of the Interstate 410 (I-410), US 281, San Pedro Avenue interchange. The study area is within a corridor that ranks among the most congested roadways in Texas. The primary goal for TxDOT is improving traffic flow on I-410 and US 281. Study limits for each roadway are as follows:

- I-410 - NW Military Hwy. to Nacogdoches Rd.
- US 281 - Nakoma St. to Jones Maltzberger Rd. (S)
- San Pedro Ave. - US 281 to Rector St.



Key study elements involve the following:

- Engage study area neighborhoods, businesses, transportation providers and the general public about transportation problems and possible solutions
- Analyze existing traffic conditions and model future conditions under a "do nothing" scenario and with various improvement options
- Develop conceptual schematic designs of potential transportation improvements
- Provide technical memoranda documenting methodology, results, conclusions and next steps

Following the study, should feasible improvement solutions be identified, TxDOT will consider how to advance them to the next stage of project development. No construction activity is currently planned.

**Get Involved**  
Public involvement opportunities will be provided throughout the study process. TxDOT anticipates holding a public meeting in the fall of 2016 and again in the spring of 2017.

**Contact**  
Jimmy Robertson, AICP  
jim.robertson@jacobs.com  
(512) 732-7581



**Study Process** Summer 2016 - Spring 2017

- 1. IDENTIFY**  
Gather and analyze public data and engage public in identifying needs and setting goals for transportation.
- 2. EVALUATE**  
Engage public in analyzing and evaluating potential solutions.
- 3. REFINE**  
Develop and evaluate and document the study findings.
- 4. INFORM**  
Present study results and identify next steps.

For more information about the study, please visit [www.txdot.gov](http://www.txdot.gov), keyword "I-410-US 281 San Pedro" or scan this code with your smart phone or tablet.

### Handout – Fact Sheet




**OPEN HOUSE**  
I-410/US 281/San Pedro Avenue Interchange Study  
Bexar County

Thursday, December 8, 2016  
5:30 p.m. to 7:30 p.m.  
Castle Hills City Hall  
209 Lemonwood Drive  
Castle Hills, Texas 78213

(PLEASE PRINT)  
NAME: \_\_\_\_\_  
ADDRESS: \_\_\_\_\_  
REPRESENTING: \_\_\_\_\_

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:  
 I am employed by TxDOT  
 I do business with TxDOT  
 I could benefit monetarily from the project or other item about which I am commenting

**COMMENT FORM**  
This form is provided to receive your comments regarding the I-410/US 281/San Pedro Avenue Interchange Study. Please use the space below, attaching additional pages if necessary. Your comments can be deposited in the comment box tonight, mailed to the address provided below or emailed to [410-281study@jacobs.com](mailto:410-281study@jacobs.com). All written comments must be postmarked by Friday, December 23, 2016 in order to be included in the Open House Summary. Thank you for your comments.

HOW DID YOU HEAR ABOUT THE MEETING? \_\_\_\_\_  
COMMENTS: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Comments must be received or postmarked on or before Friday, December 23, 2016 to be included in the Open House Summary and sent to:

Texas Department of Transportation  
Re: I-410/US 281/San Pedro Avenue Interchange Study  
c/o Richard L. De La Cruz, P.E.  
4815 NW Loop 410  
San Antonio, Texas 78229-0928  
Email: [410-281study@jacobs.com](mailto:410-281study@jacobs.com)  
Phone: (210) 615-1110

### Handout – Comment Card (front)

\_\_\_\_\_ Fold Here \_\_\_\_\_

\_\_\_\_\_ Fold Here \_\_\_\_\_

Place Stamp Here

Texas Department of Transportation  
Re: I-410/US 281/San Pedro Avenue Interchange Study  
c/o Richard L. De La Cruz, P.E.  
4815 NW Loop 410  
San Antonio, Texas 78229-0928

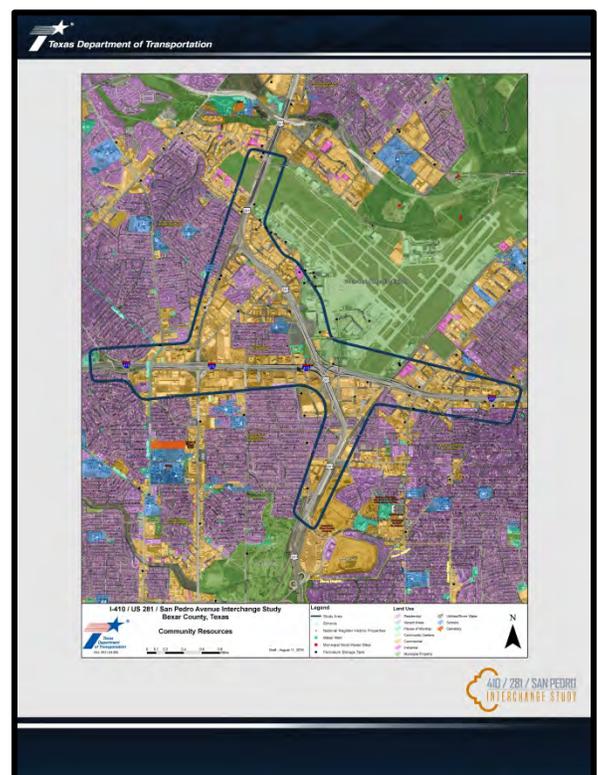
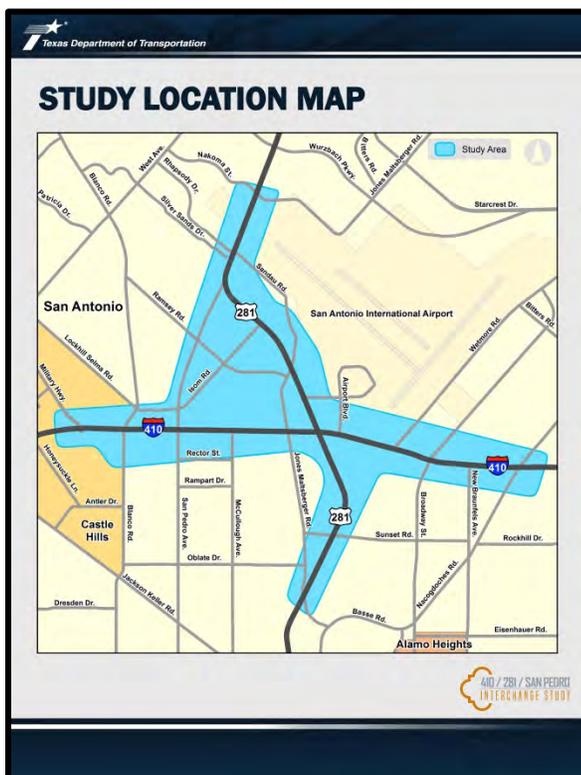
### Handout – Comment Card (back)

## Station 2 – Background Information

 **WHY AM I HERE?**

- To learn more about the I-410/US 281/ San Pedro Avenue Interchange Study
- To provide input on:
  - Transportation issues in the Study Area
  - Goals that the potential solutions should accomplish
  - Potential solutions that would benefit you







## Station 3 – Need for Improvements



### WHY IS THIS STUDY IMPORTANT?

**I-410 Ranked #72 in Texas' Top 100 Most Congested Roads**

Source: 100 Most Congested Texas Road Sections, Texas A&M Transportation Institute, August 2016

- Section from US 281 to I-10/US 87
- 153,073 Annual Hours of Delay/Mile
- \$14,540,000 Annual Congestion Cost

**5,183 Total Crashes, 2011 - 2015**

- 17 Fatal Crashes
- Crash Rates Exceed Statewide Averages for Similar Facilities
- Average of 2.8 Crashes per Day in the Study Area

**Four Primary Types of Issues**

1. Insufficient Capacity
2. Closely Spaced Exit and Entrance Ramps
3. Excessive Lane Changing at Variable Speeds
4. Inadequate Ramp Merging Distance/Capacity

Resulting in cross street, frontage road, main lane and ramp queuing and merging challenges.




### STAKEHOLDER ENGAGEMENT

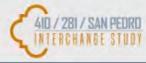
**9 Stakeholder Meetings to Date**

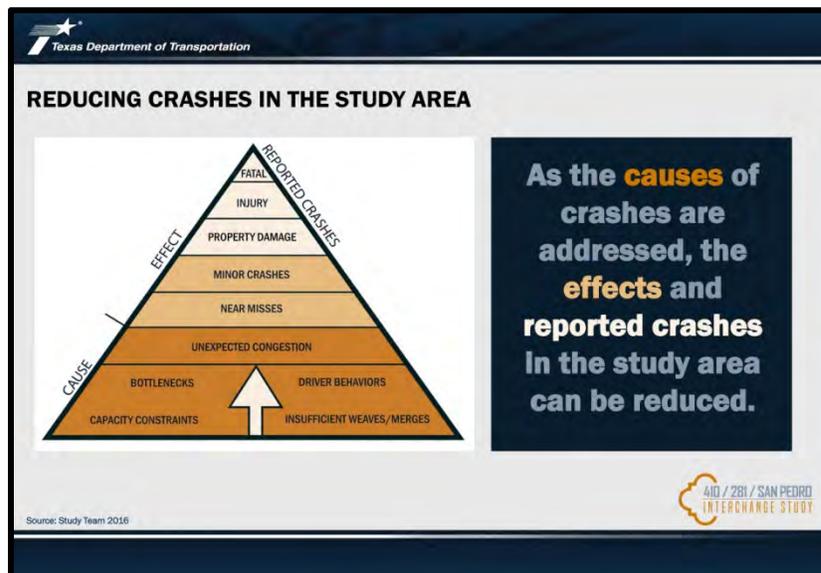
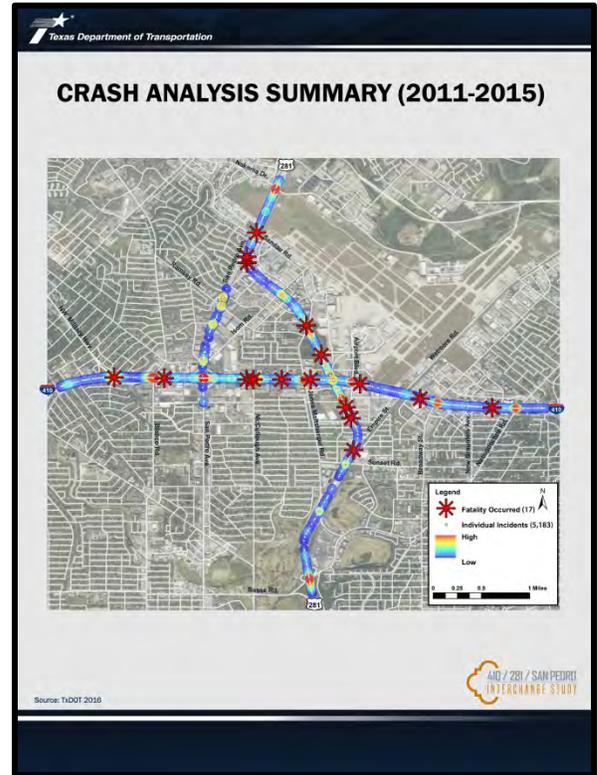
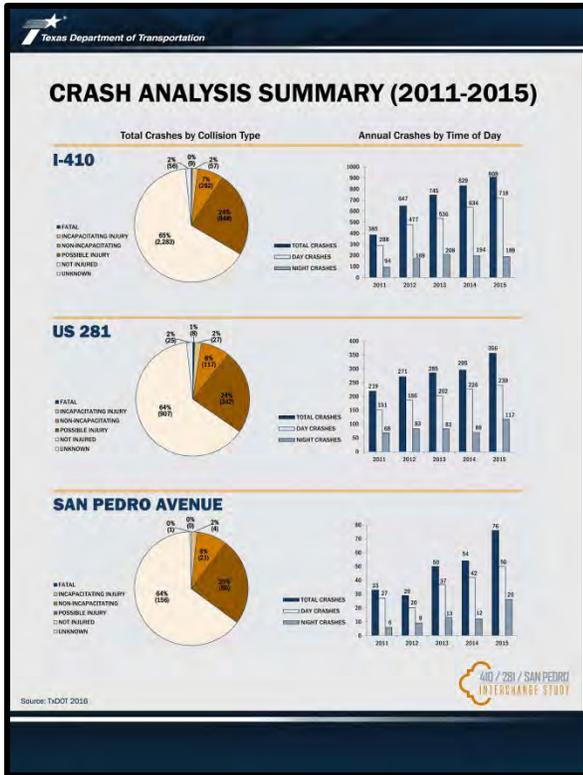
- City of San Antonio
- City of Castle Hills
- VIA Metropolitan Transit Authority
- Alamo Heights Independent School District
- North East Independent School District
- North Star Mall
- Park North Shopping Center
- San Antonio International Airport
- Crownhill Park Neighborhood

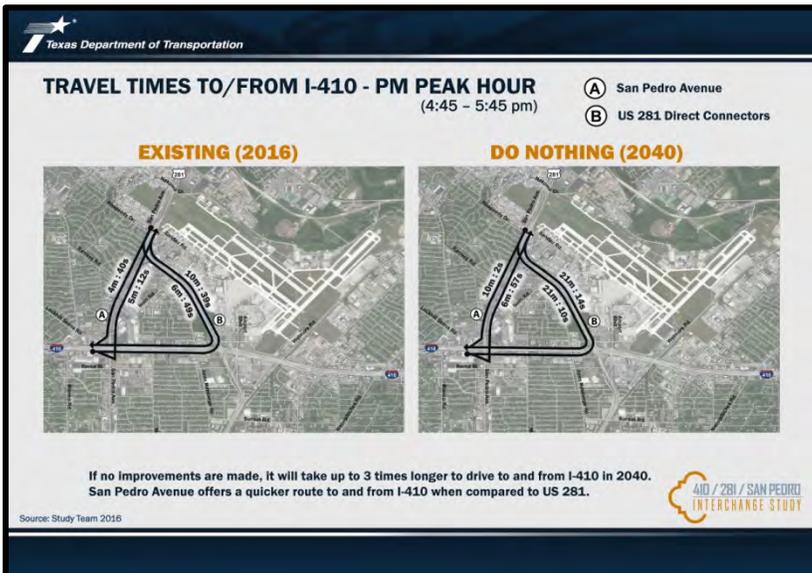
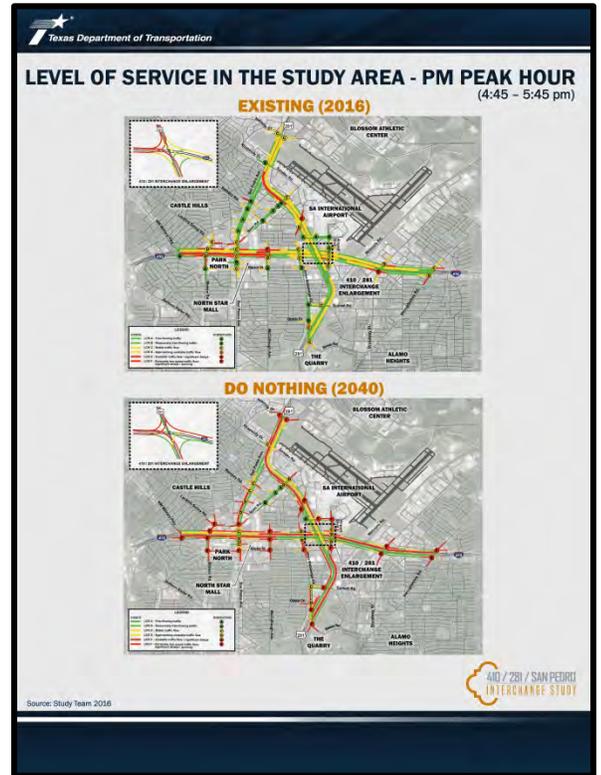
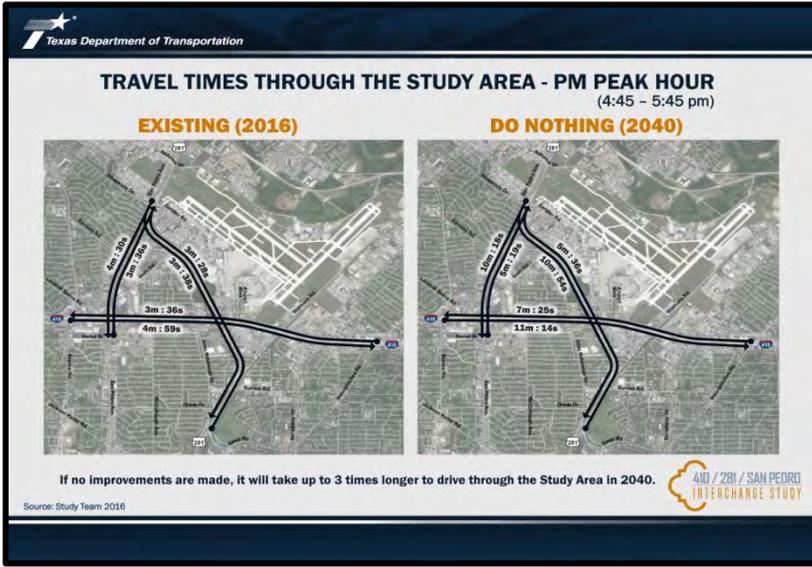


**What We've Heard**

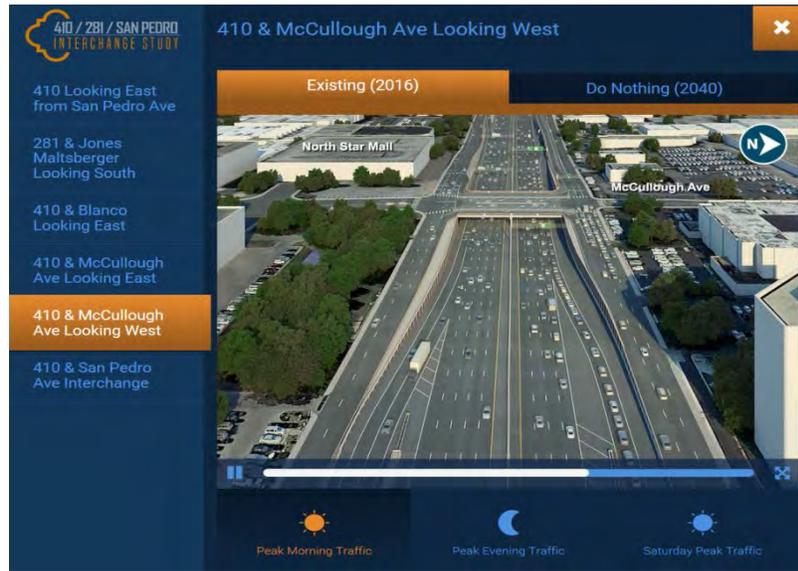
- Stakeholders were not surprised that the study is being conducted
- There are numerous bottlenecks in the study area
- Congestion is a problem on ramps and main lanes
- Traffic conditions on San Pedro Avenue are not too bad
- Safety improvements and better signage would help
- Consider reducing the number of ramps and frontage road driveways



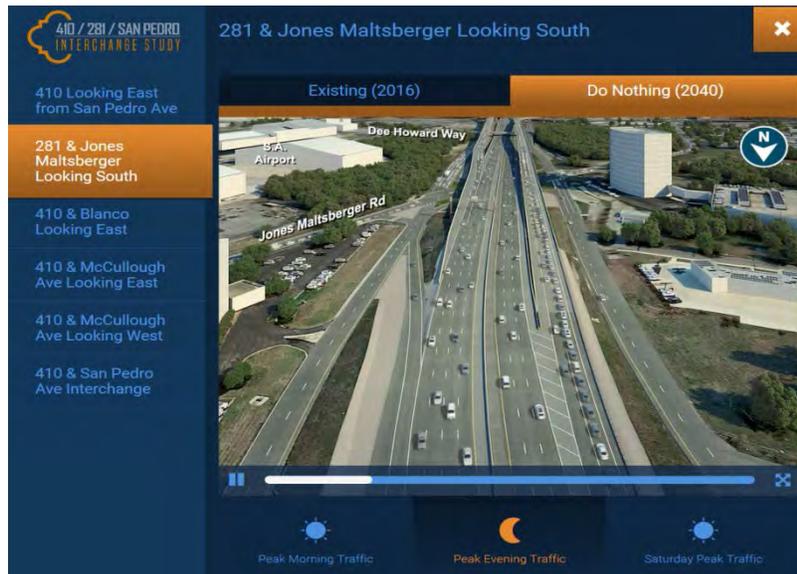




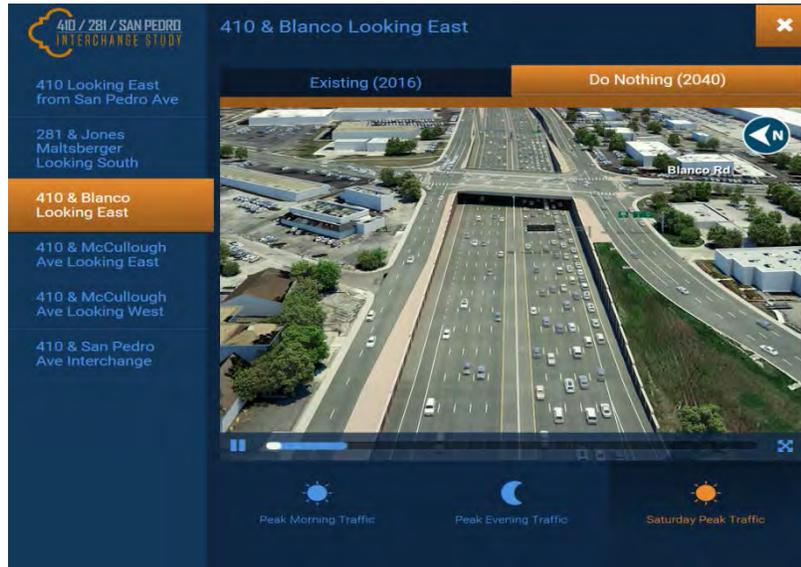
An interactive visualization was shown on a large TV that depicted existing traffic conditions in 2016 and future traffic conditions if no improvements are made within the study area.



I-410 & McCullough Avenue Looking West  
Existing Conditions (2016) during peak morning traffic

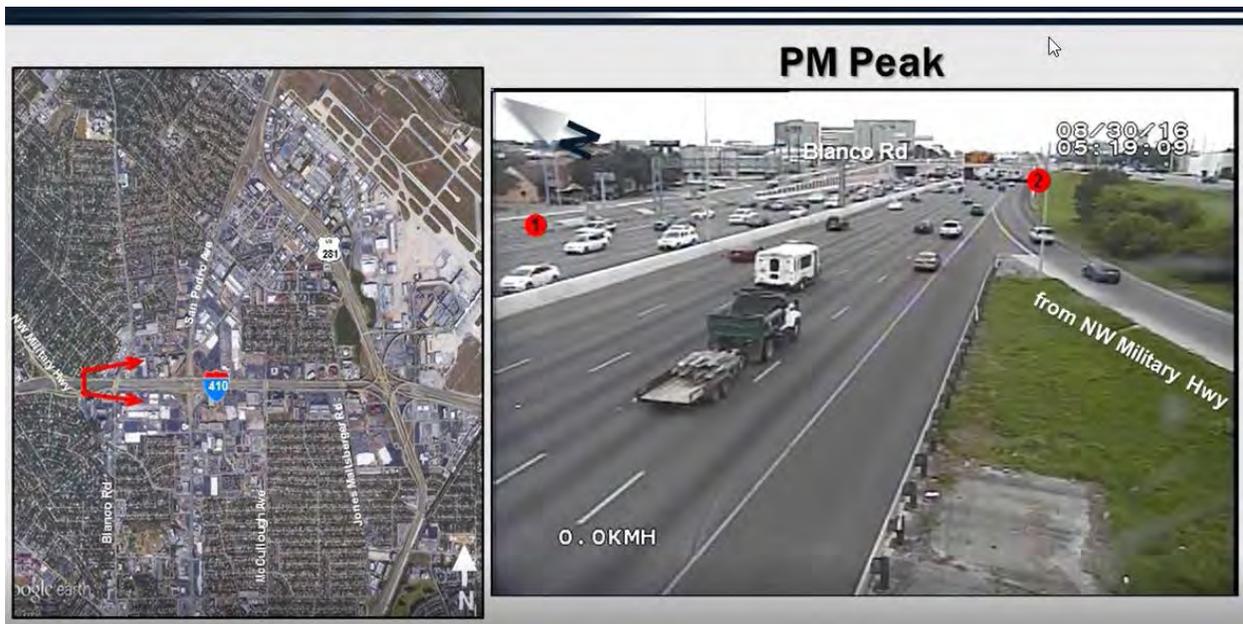


US 281 & Jones Maltzberger Looking South  
Future Conditions (2040) if no improvements are made  
during peak evening traffic



I-410 & Blanco Looking East  
Future Conditions (2040) if no improvements are made  
during Saturday peak traffic

A series of short videos were shown on a large TV depicting existing traffic conditions within areas of concern along US 281 and I-410.



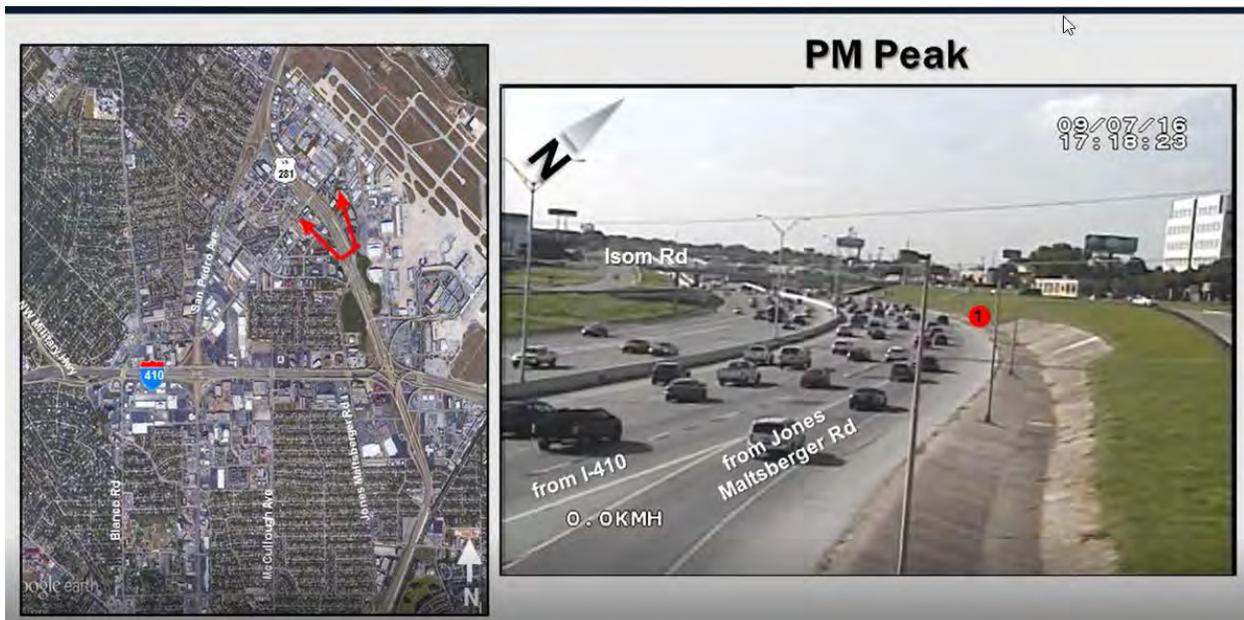
Eastbound I-410 at NW Military Highway Entrance during peak evening traffic



Eastbound I-410 at Entrance Ramp from San Pedro Avenue during peak evening traffic



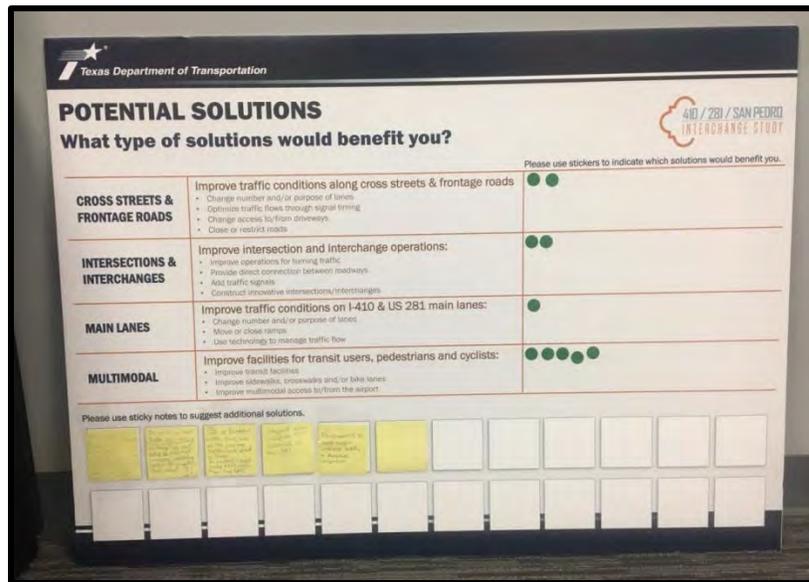
Westbound I-410 Frontage Road at San Pedro/Blanco Exit during peak evening traffic



Northbound US 281 at Entrance Ramp from Jones Maltzberger Road during peak evening traffic

## Station 4 – Identifying Solutions

Meeting participants were presented with a series of possible solutions that could be used to address the needs and challenges in the 410/281/San Pedro study area. They were asked to use green dots to indicate which solutions would benefit them. The participants were also given the opportunity to use sticky notes to suggest additional solutions. The image below documents the responses received. All input received will be considered as the study continues.



### Suggestions

The signal light at McCullough (going south) and 410 needs to be longer to accommodate Crownhill Park traffic and traffic coming out of the shopping center.

Do you know what? Traffic light timing is perhaps the least talked about but most promising contributing solution to congestion Think about it! Look at roundabout traffic flows: such as the easy way traffic moves around Europe. In a nutshell: Constant moving traffic rather than just long lights

Staggered work schedules for businesses in the city!

Roundabouts to slow traffic improves safety and decreases congestion

### Green Dot Placement

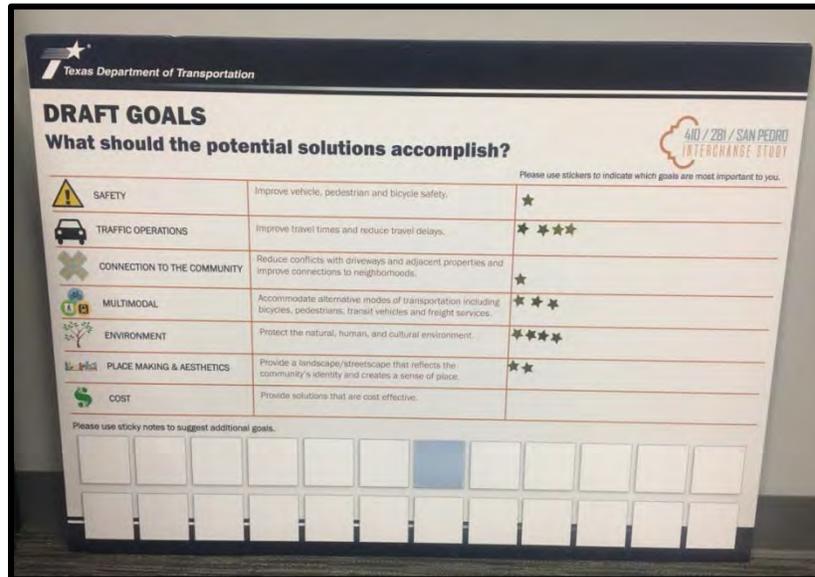
Two members of the public indicated that Cross Streets & Frontage Roads solutions would benefit them.

Two members of the public indicated that Intersections & Interchanges solutions would benefit them.

One member of the public indicated that Main Lanes solutions would benefit them.

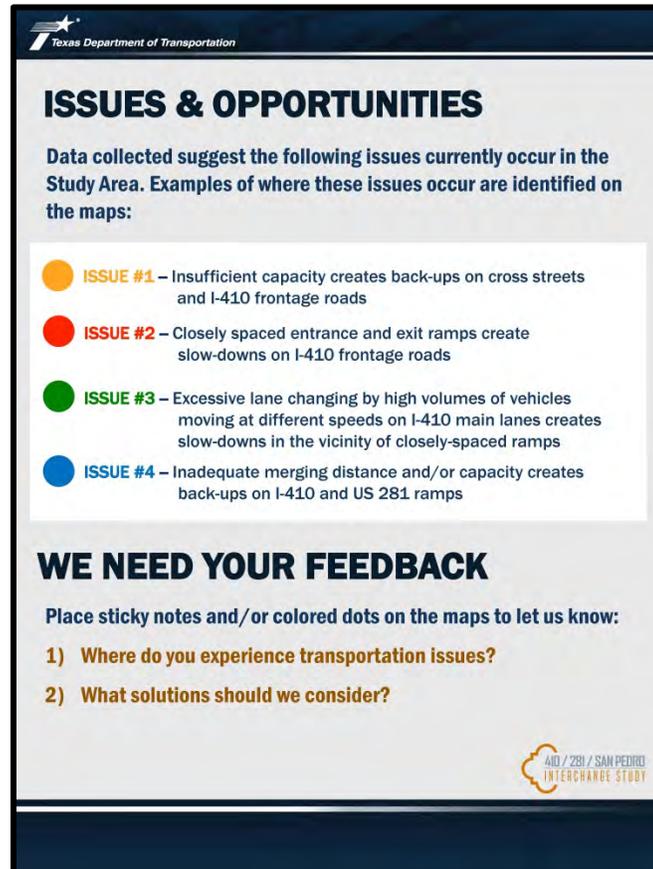
Five members of the public indicated that Multimodal solutions would benefit them.

A Draft Goals exhibit displayed a list of goals that each solution should accomplish. The participants were given star stickers to indicate which goals are most important to them, and had the option to use sticky notes to recommend additional goals. The image below documents the responses received. All input received will be considered as the study continues.



<b>Star Sticker Placement</b>
One member of the public indicated that the potential solutions should address Safety.
Four members of the public indicated that the potential solutions should address Traffic Operations.
One member of the public indicated that the potential solutions should address Connection to the Community.
Three members of the public indicated that the potential solutions should address Multimodal.
Four members of the public indicated that the potential solutions should address Environment.
Two members of the public indicated that the potential solutions should address Place Making & Aesthetics.
No members of the public indicated that the potential solutions should address Cost.

The participants were given sticky notes and different colored dots to indicate where they experience transportation issues and what solutions should be considered. The maps on the following pages document the responses received. All input received will be considered as the study continues.



 Texas Department of Transportation

## ISSUES & OPPORTUNITIES

Data collected suggest the following issues currently occur in the Study Area. Examples of where these issues occur are identified on the maps:

-  **ISSUE #1** – Insufficient capacity creates back-ups on cross streets and I-410 frontage roads
-  **ISSUE #2** – Closely spaced entrance and exit ramps create slow-downs on I-410 frontage roads
-  **ISSUE #3** – Excessive lane changing by high volumes of vehicles moving at different speeds on I-410 main lanes creates slow-downs in the vicinity of closely-spaced ramps
-  **ISSUE #4** – Inadequate merging distance and/or capacity creates back-ups on I-410 and US 281 ramps

## WE NEED YOUR FEEDBACK

Place sticky notes and/or colored dots on the maps to let us know:

- 1) **Where do you experience transportation issues?**
- 2) **What solutions should we consider?**





### I-410 – From Honeysuckle Lane to Jones Maltzberger Road

Input provided on sticky notes
Yield sign / Yield sign ahead? (I-410 Access Rd, NW Loop I-410)
Bad merging (I-410 Access Rd, NW Loop I-410)
Make sure ped. env. is comfortable (NW Loop I-410, between Kobe Steakhouse & Capital One Bank)
Important bus stop / add bus pull out and between ped. Infrastructure (Between Blanco Rd & I-410 Access Rd, near Capital One Bank)
Better planning with entrance and exits (I-410 Access Road, NW Loop I-410, Near La Madeleine Cafe)
Weaving (Private Rd to I-410 Access Rd, near Hilton)
Concrete barriers separating 410 and 281 (I-410 Access Road, NW Loop I-410, near Security Service FCU)
Flip alignment of bypass ramp and frontage road @ San Pedro (NW Loop I-410, near Lakeshore Learning Store)
281 ramp to 410 – Exit 410 to San Pedro – Mess! Mess! (I-410 Access Rd NW Loop 410, toward McCullough Ave, near Petco)
Keep 281 N. ramp elevated over the San Pedro traffic exit / No grade level log jam (I-410 Access Rd NW Loop 410)
Close WB entrance ramps from McCullough NE Loop I-410, near Jason's Deli and TGI Friday's
Close McCullough / Keep turnarounds (NE Loop I-410, I-410 Access Rd, near Wells Fargo)
Make this a right-only lane (I-410 Access Rd, NW Loop I-410, near TFI Friday's)
Big mess to much happen entrance, exit, 2 lane to 1 lane (Right after McCullough Ave & NE Loop I-410 intersect, by DoubleTree)
Continue with 2-lanes exiting onto 410 W from 281 N. Right lane would then exit onto San Pedro (NE I-410 Loop, I-410 Access Rd, near Cascabel Restaurant Bar)
Murderous merging here (NE I-410 Loop, I-410 Access Rd, near Cascabel Restaurant Bar)

Input provided on dots (28)
<p>4 participants identified Issue #1: Insufficient capacity creates back-ups on cross streets and I-410 frontage roads</p> <ul style="list-style-type: none"> <li>• I-410 Access Road, NW Loop I-410</li> <li>• NW Loop I-410, between Kobe Steakhouse &amp; Capital One Bank</li> <li>• On San Pedro Ave going toward intersection of NW Loop I-410</li> <li>• NW Loop I-410, near Lakeshore Learning Store</li> </ul>
<p>4 participants identified Issue #2: Closely spaced entrance and exit ramps create slow-downs on I-410 frontage roads</p> <ul style="list-style-type: none"> <li>• I-410 Access Road, NW Loop I-410</li> <li>• I-410 Access Rd NW Loop 410, toward McCullough Ave, near Petco</li> <li>• I-410 Access Rd, near JcPenney</li> <li>• NE Loop I-410, near Jason's Deli and TGI Friday's</li> </ul>
<p>10 participants identified Issue #3: Excessive lane changing by high volumes of vehicles moving at different speeds on I-410 main lanes</p> <p>Dot Locations:</p> <ul style="list-style-type: none"> <li>• Merging from I-410 Access Road to NW Loop I-410</li> <li>• I-410 NW Loop, just after Blanco Rd (2)</li> <li>• I-410 Access Rd NW Loop 410 (2)</li> <li>• NE I-410 Loop, I-410 Access Rd, near Wells Fargo</li> <li>• Right after McCullough Ave &amp; NE I-410 Loop intersect, by DoubleTree (2)</li> <li>• NE I-410 Loop, I-410 Access Rd, near Cascabel Restaurant Bar (2)</li> </ul>
<p>10 participants identified Issue #4: Inadequate merging distance and/or capacity creates back-ups on I-410 and US 281 ramps</p> <p>Dot Locations:</p> <ul style="list-style-type: none"> <li>• NW Loop I-410, I-410 Access Rd, near Chattington Ct</li> <li>• NW Loop I-410, I-410 Access Rd, near Oak Royal Rd</li> <li>• Merging from I-410 Access Road to NW Loop I-410</li> <li>• Directly on NW Loop I-410, right before Blanco Rd (2)</li> <li>• Exit ramp onto I-410 Access Rd from NW Loop I-410 into Park North Shopping Center area (by Time Warner Cable) (2)</li> <li>• Right after McCullough Ave &amp; NE I-410 Loop intersect, by DoubleTree</li> <li>• NE I-410 Loop, I-41- Access Rd by Texas Community Bank</li> <li>• NE I-410 Loop, I-41- Access Rd near Cracker Barrel</li> </ul>



### I-410 – From Airport Boulevard to Chisholm Trail

Input provided on sticky notes
Terrible Seam (NE Loop I-410, near Bullitt St by Day's Inn)
Need exit to Broadway from interchange going east (NE Loop I-410 between Gault Ln & Broadway St)
Need exit to N. New Braunfels Ave. from 410 East (Near I-410 Access Rd & Crownhill Blvd)
No entrance ramp east of Broadway to 410 (I-410 Access Rd near N New Braunfels Ave by Chester's)
Close WB entrance ramp from Nacogdoches (I-410 Access Rd near Tesoro Dr by Luby's)
Should have a yield of green arrow. Not stop sign (corner of I-410 Access Rd and Nacogdoches Rd)
Input provided on dots (9)
3 participants identified Issue #1: Insufficient capacity creates back-ups on cross streets and I-410 frontage roads Dot Locations: <ul style="list-style-type: none"> <li>• On the corner of Broadway St and I-410 Access Rd, near Shell Gas Station</li> <li>• On the corner of I-410 Access Rd and Nacogdoches Rd</li> <li>• On the other corner of I-410 Access Rd and Nacogdoches Rd (near Bill Miller BBQ)</li> </ul>
2 participants identified Issue #2: Closely spaced entrance and exit ramps create slow-downs on I-410 frontage roads Dot Locations: <ul style="list-style-type: none"> <li>• NE Loop I-410 near SACU</li> <li>• I-410 Access Rd near Tesoro Dr by Luby's</li> </ul>
1 participant identified Issue #3: Excessive lane changing by high volumes of vehicles moving at different speeds on I-410 main lanes Dot Location: <ul style="list-style-type: none"> <li>• NE Loop I-410 near SACU</li> </ul>
3 participants identified Issue #4: Inadequate merging distance and/or capacity creates back-ups on I-410 and US 281 ramps Dot Locations: <ul style="list-style-type: none"> <li>• Merging from NE Loop I-410 to I-410 Access Rd (near BB&amp;T, Xerox of The Southwest and Steinway Piano Gallery) (3)</li> </ul>



San Pedro Avenue

**Input provided on sticky notes**

This will save time and \$\$\$. Need Southbound movement for VIA buses from transit center (San Pedro Ave toward NW Loop I-410 Overpass)

**Input provided on dots (14)**

10 participants identified Issue #1: Insufficient capacity creates back-ups on cross streets and I-410 frontage roads  
Dot Locations:

- NW Loop I-410 Interchange crossing San Pedro Ave
- San Pedro Ave right after NW Loop I-410 Overpass
- I-410 Access Rd off of NW Loop I-410 (at San Pedro Ave intersection)
- San Pedro Ave and Lockhill Selma Rd (near Lorene)
- San Pedro Ave (near Mercedes Benz)
- San Pedro Ave & McCarty Rd
- San Pedro Ave & W Ramsey Rd
- San Pedro Ave and Sahara Dr
- NW Loop I-410 near Cavender's Boot City
- NW Loop I-410 near Cheesecake Factory (toward W Rector St)

3 participants identified Issue #2: Closely spaced entrance and exit ramps create slow-downs on I-410 frontage roads  
Dot Locations:

- NW Loop I-410 Access Rd near Cavender's Boot City
- NW Loop I-410 Access Rd near JCPenney
- NW Loop I-410 near La Madeleine

1 participant identified Issue #4: Inadequate merging distance and/or capacity creates back-ups on I-410 and US 281 ramps  
Dot Location:

- Corner of Lockhill Selma Rd and San Pedro Ave



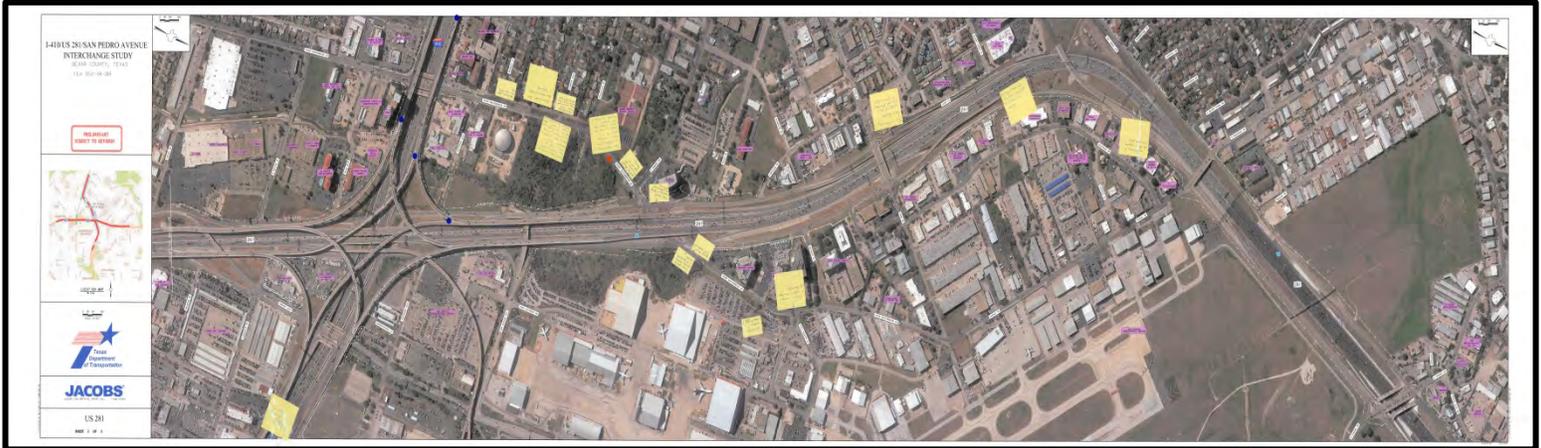
## US 281 – From Jones Maltberger to Eastern Street

### Input provided on dots (2)

2 participants identified Issue #1: Insufficient capacity creates back-ups on cross streets and I-410 frontage roads

Dot Locations:

- On Jones Maltberger Rd right before the US 281 intersection
- Pass the US 281 and Jones Maltberger Rd intersection, near Concord Plaza Dr



US 281 – From Chule Drive to East Nakoma Drive

Input provided on sticky notes
Terrible roadway seam (Near Halm Blvd, where US 281 merges into NE Loop I-410)
Continuous left turn lane would help (Jones Maltzberger Rd & Marquis Ln)
Access to NB J-M from Crownhill Park is difficult (Coronet Rd & Jones Maltzberger Rd)
Small reflector lights would help provide better visibility for turns into Crownhill Park (Jones Maltzberger Rd & Colwyn Pass)
Jones Maltzberger is getting more traffic between 410 and 281. My concern is that this patch of land will get developed – it is currently up for sale which will increase the traffic even more. I live in Crownhill Park and notice the increase on McCullough N. of 410 and Jones Maltzberger as well as traffic cutting through the neighborhood. (Jones Maltzberger Rd near Colwyn Pass, toward Trafalgar Rd)
Need more left turn stores – for left onto to Ramsey (Jones Maltzberger Rd toward E Ramsey Rd & US 281 intersection)
These signals could be a “blink” during late nights/early mornings (Jones Maltzberger Rd at the corner before US 281 Overpass)
Signs need to clarify that they are 2 lanes (WB), not one (Jones Maltzberger Rd right after US 281 Overpass)
Narrow lanes create bottleneck (Jones Maltzberger Rd right after US 281 Overpass)
Signals and signage is confusing for trips to post office (Jones Maltzberger Rd & Paul Wilkins St)
Post office location? Need to mark/label! (Jones Maltzberger Rd & W Cargo St)
Is widening San Pedro south of 410 (toward downtown) a possibility? (Corner of Isom Rd & Oasis St, before US 281)
Merging right near this turn increases slow downs at capacity (US 281 near Enterprise Products)
San Pedro merge to NB 281 is congested during peak period (US 281 parallel to Gulfdale Dr)



CSJ: 0521-04-285

<b>Input provided on dots (7)</b>
1 participant identified Issue #1: Insufficient capacity creates back-ups on cross streets and I-410 frontage roads Dot Location: <ul style="list-style-type: none"><li data-bbox="240 531 1068 562">• Jones Maltsberger Rd toward E Ramsey Rd &amp; US 281 intersection</li></ul>
6 participants identified Issue #4: Inadequate merging distance and/or capacity creates back-ups on I-410 and US 281 ramps Dot Locations: <ul style="list-style-type: none"><li data-bbox="240 657 727 688">• NE Loop I-410 Access Rd near BB&amp;T</li><li data-bbox="240 688 1156 720">• Where US 281 merges into NE Loop I-410 Access Rd, near Pear Tree Inn</li><li data-bbox="240 720 678 751">• US 281 toward Dee Howard Way</li><li data-bbox="240 751 1117 783">• NW Loop I-410 (after Jones Maltsberger Rd, near Holiday Inn Express)</li><li data-bbox="240 783 1003 814">• US 281 toward Jones Maltsberger Rd (near Embassy Suites)</li><li data-bbox="240 814 604 846">• US 281 just after Braniff Dr</li></ul>

## Station 5 – Comments & Next Steps



Texas Department of Transportation

### NEXT STEPS

- Compile and consider input from this Open House
- Develop, evaluate and refine potential solutions
- Conduct additional stakeholder meetings
- Hold Open House #2 (anticipated Spring 2017)
- Decide how to advance one or more projects

### HOW TO STAY INVOLVED

- Visit [www.txdot.gov](http://www.txdot.gov), keyword "I-410-US 281 San Pedro" or scan this code with your smart phone or tablet.
- Email the Study Team at [410-281study@jacobs.com](mailto:410-281study@jacobs.com)
- Participate in future open houses
- Call us at (210) 615-1110





Texas Department of Transportation

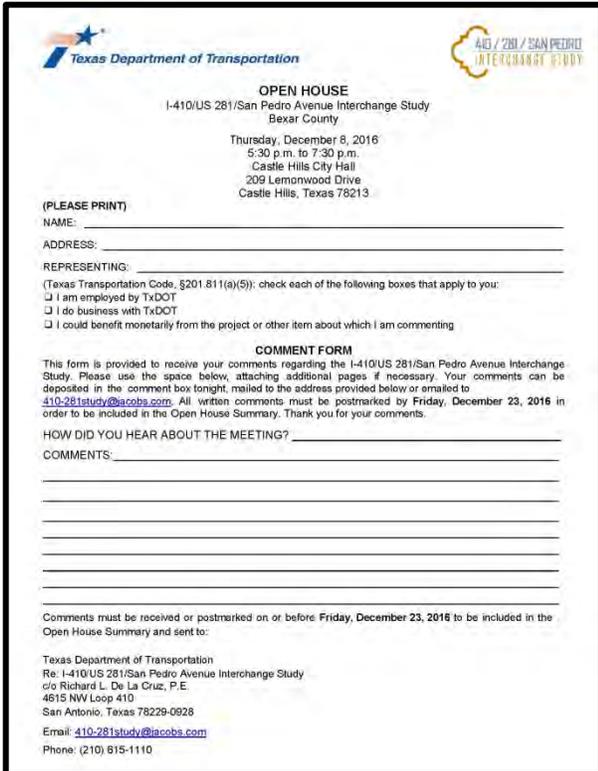
### HOW TO SUBMIT COMMENTS

- 1) **Today at the Open House:**
  - Fill out a comment form and drop it in the comment box
  - Provide a verbal comment to the court reporter
- 2) **Mail:**  
 Texas Department of Transportation  
 Re: I-410/US 281/San Pedro Avenue Interchange Study  
 c/o Richard L. De La Cruz, P.E.  
 4615 NW Loop 410  
 San Antonio, TX 78229-0929
- 3) **Email:**  
[410-281study@jacobs.com](mailto:410-281study@jacobs.com)
- 4) **Online:**  
 Please visit [www.txdot.gov](http://www.txdot.gov), keyword "I-410-US 281 San Pedro" or scan this code with your smart phone or tablet.



*All comments must be postmarked by **December 23, 2016** to be part of the official record of the Open House.*





**OPEN HOUSE**  
I-410/US 281/San Pedro Avenue Interchange Study  
Bexar County

Thursday, December 8, 2016  
5:30 p.m. to 7:30 p.m.  
Castle Hills City Hall  
209 Lemonwood Drive  
Castle Hills, Texas 78213

(PLEASE PRINT)  
NAME: \_\_\_\_\_  
ADDRESS: \_\_\_\_\_  
REPRESENTING: \_\_\_\_\_

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:  
 I am employed by TxDOT  
 I do business with TxDOT  
 I could benefit monetarily from the project or other item about which I am commenting

**COMMENT FORM**

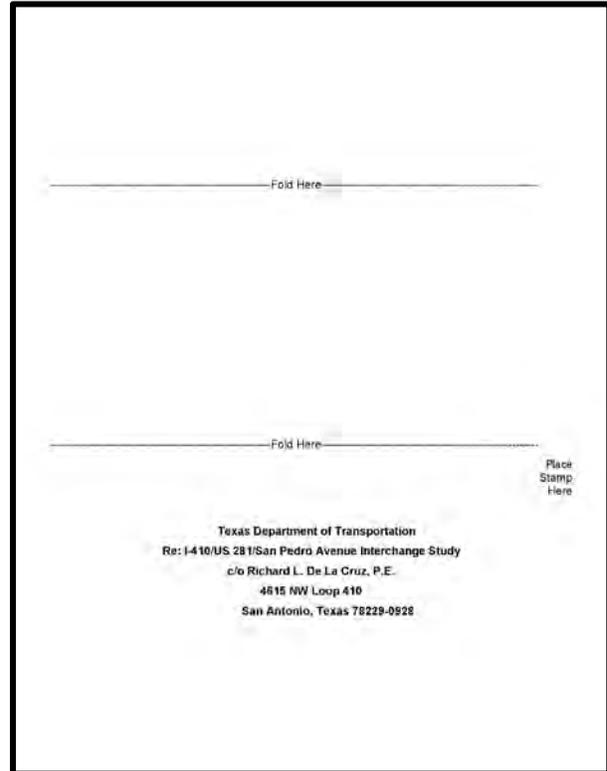
This form is provided to receive your comments regarding the I-410/US 281/San Pedro Avenue Interchange Study. Please use the space below, attaching additional pages if necessary. Your comments can be deposited in the comment box tonight, mailed to the address provided below or emailed to [410-281study@jacobs.com](mailto:410-281study@jacobs.com). All written comments must be postmarked by Friday, December 23, 2016 in order to be included in the Open House Summary. Thank you for your comments.

HOW DID YOU HEAR ABOUT THE MEETING? \_\_\_\_\_  
 COMMENTS: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Comments must be received or postmarked on or before Friday, December 23, 2016 to be included in the Open House Summary and sent to:

Texas Department of Transportation  
 Re: I-410/US 281/San Pedro Avenue Interchange Study  
 c/o Richard L. De La Cruz, P.E.  
 4815 NW Loop 410  
 San Antonio, Texas 78229-0928  
 Email: [410-281study@jacobs.com](mailto:410-281study@jacobs.com)  
 Phone: (210) 615-1110

Comment Card (Front)



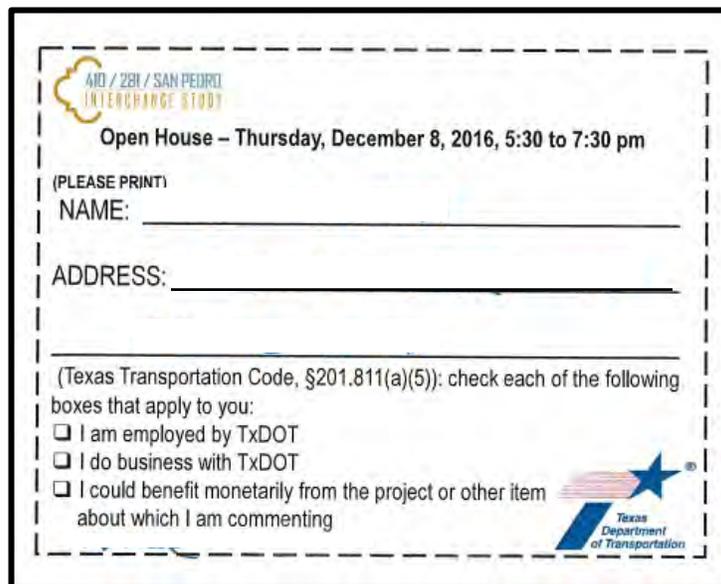
\_\_\_\_\_ Fold Here \_\_\_\_\_

\_\_\_\_\_ Fold Here \_\_\_\_\_

Place Stamp Here

Texas Department of Transportation  
 Re: I-410/US 281/San Pedro Avenue Interchange Study  
 c/o Richard L. De La Cruz, P.E.  
 4815 NW Loop 410  
 San Antonio, Texas 78229-0928

Comment Card (Back)





**Open House – Thursday, December 8, 2016, 5:30 to 7:30 pm**

(PLEASE PRINT)  
 NAME: \_\_\_\_\_  
 ADDRESS: \_\_\_\_\_  
 \_\_\_\_\_

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:  
 I am employed by TxDOT  
 I do business with TxDOT  
 I could benefit monetarily from the project or other item about which I am commenting



Court Reporter Card



CSJ: 0521-04-285

Attachment F

Photos

## Open House #1 – Photographs







