TEXAS DEPARTMENT OF TRANSPORTATION

I-35 CENTRAL PLANNING AND ENVIRONMENTAL LINKAGES STUDY

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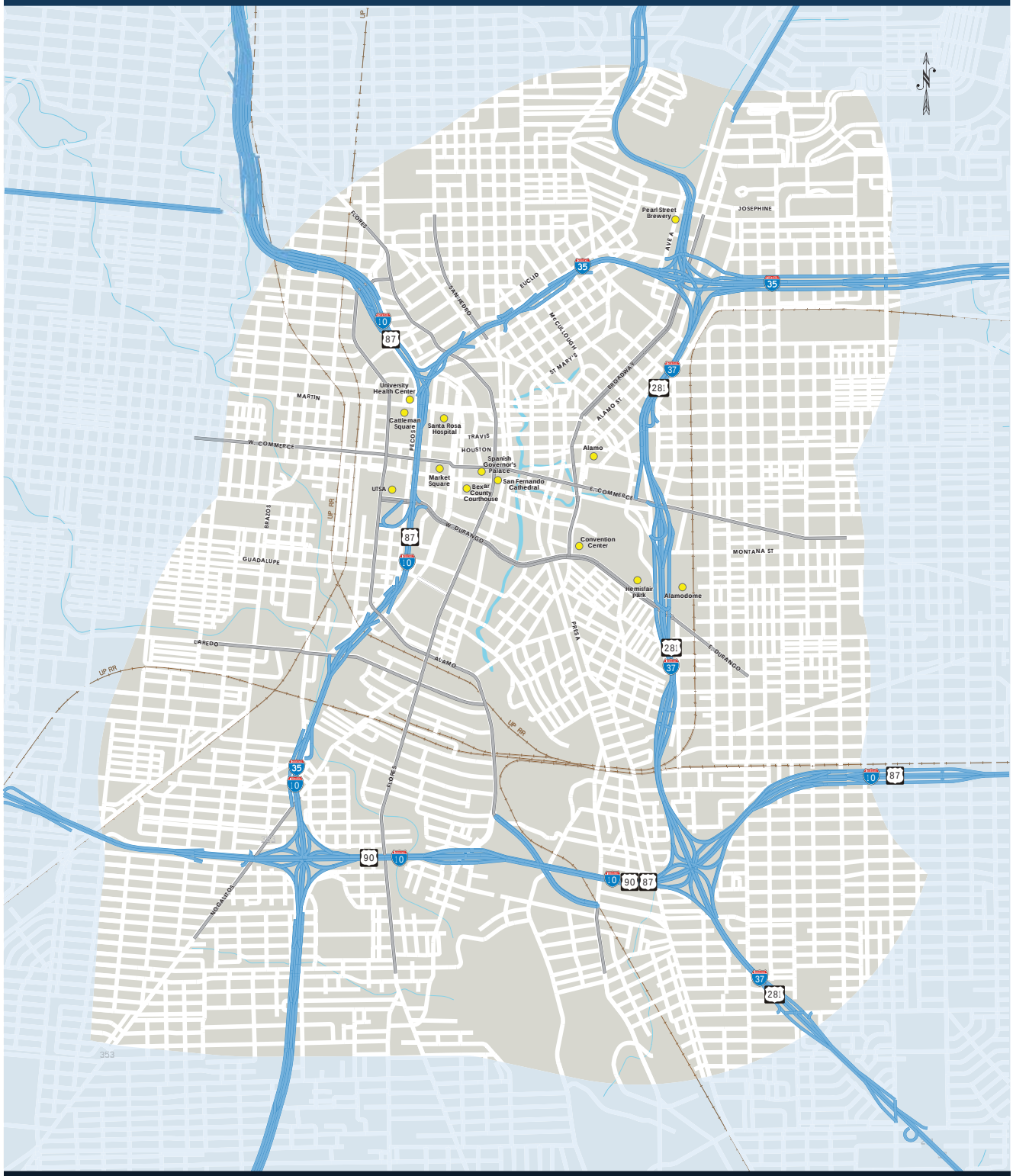
STUDY AREA

I-35 CENTRAL PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY



ITS | Real Time Travel Info | Park & Ride | Telecommute | Off-Peak Travel | Ride Share

Travel **Smarter.**
Reduce Traffic.

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Map No.	Property Name	Map No.	Property Name	Map No.	Property Name	Map No.	Property Name	Map No.	Property Name	Map No.	Property Name
1	Alamo Methodist Church	13	Calcasieu Building	24	Franklin, Thomas H., House	36	Robert E. Lee Hotel	48	Pershing House	60	Spanish Governor's Palace
2	Alamo National Bank	14	Carver, George Washington, Library and Auditorium	25	Garcia-Gatza House	37	Majestic Theatre	49	Prospect Hill Missionary Baptist Church	61	St. Mark's Episcopal Church
3	Alamo National Bank Building	15	Central Trust Company Building	26	Good Motor Company Building	38	Maverick Building	50	Saint Anthony Hotel	62	Staacke Brothers Building
4	The Alamo		Church of Nuestra Senora de la Candelaria y Guadalupe / San	27	Guenther, Carl Hilmar, House	39	Maverick--Carter House	51	San Antonio Casino Club Building	63	Stevens Building
5	Aztec Theater	16	Fernando Cathedral	28	Gunter Hotel	40	Meinrichedt, Otto, House	52	San Antonio Drug Company	64	The Tetteo
6	Barnes--Laird House	17	City of San Antonio Municipal Auditorium	29	Haiff, A. H., House	41	Menger Soap Works	53	San Antonio Loan and Trust Building	65	Thiele House and Thiele Cottage
7	Barr Building	18	City Public Service Company Building	30	The Havana	42	Merchants Ice and Cold Storage Company	54	San Antonio US Post Office and Courthouse	66	Uhl, Gustav, House and Store
8	Bexar County Courthouse	19	Clegg, L. B., House	31	Hays Street Bridge	43	Morrison, William J., Jr., House	55	San Antonio Water Works Pump Station No. 2	67	Ursuline Academy
9	Bonham, James Butler, Elementary School	20	Elmendorf, Emil, House	32	Hedgpeo, Joanna and Anna, House	44	Navarro, Jose Antonio, Elementary School	56	Schroeder-Yturri House	68	Vogel Bell Complex
10	Brady Building--Empire Theater	21	The Fairmount Hotel	33	Heimann Building / West End Drug Store	45	Navarro, Jose Antonio, House Complex	57	Scottish Rite Cathedral	69	Wright, L. T., House
11	Builders Exchange Building	22	First National Bank of San Antonio	34	International & Great Northern Railroad Passenger Station	46	Old Lone Star Brewery	58	Smith--Young Tower	70	Ximenes Chapel
12	Burns Building	23	Fourth Ward School	35	Jacala Restaurant	47	Old Lone Star Brewery (Boundary Increase)	59	Southern Pacific Railroad Passenger Station	71	Yturri--Edmonds House

HISTORIC RESOURCES

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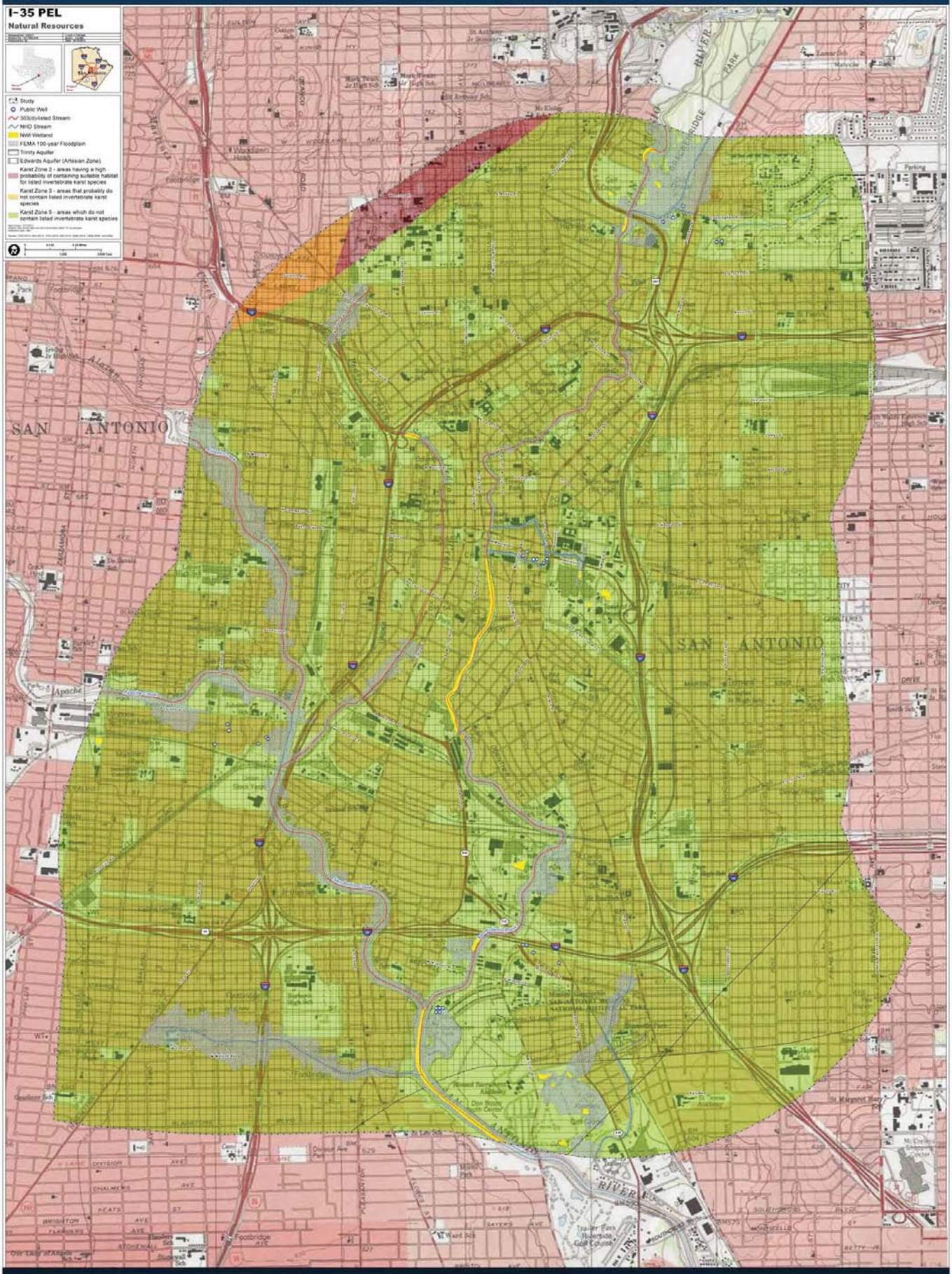

NATURAL RESOURCES

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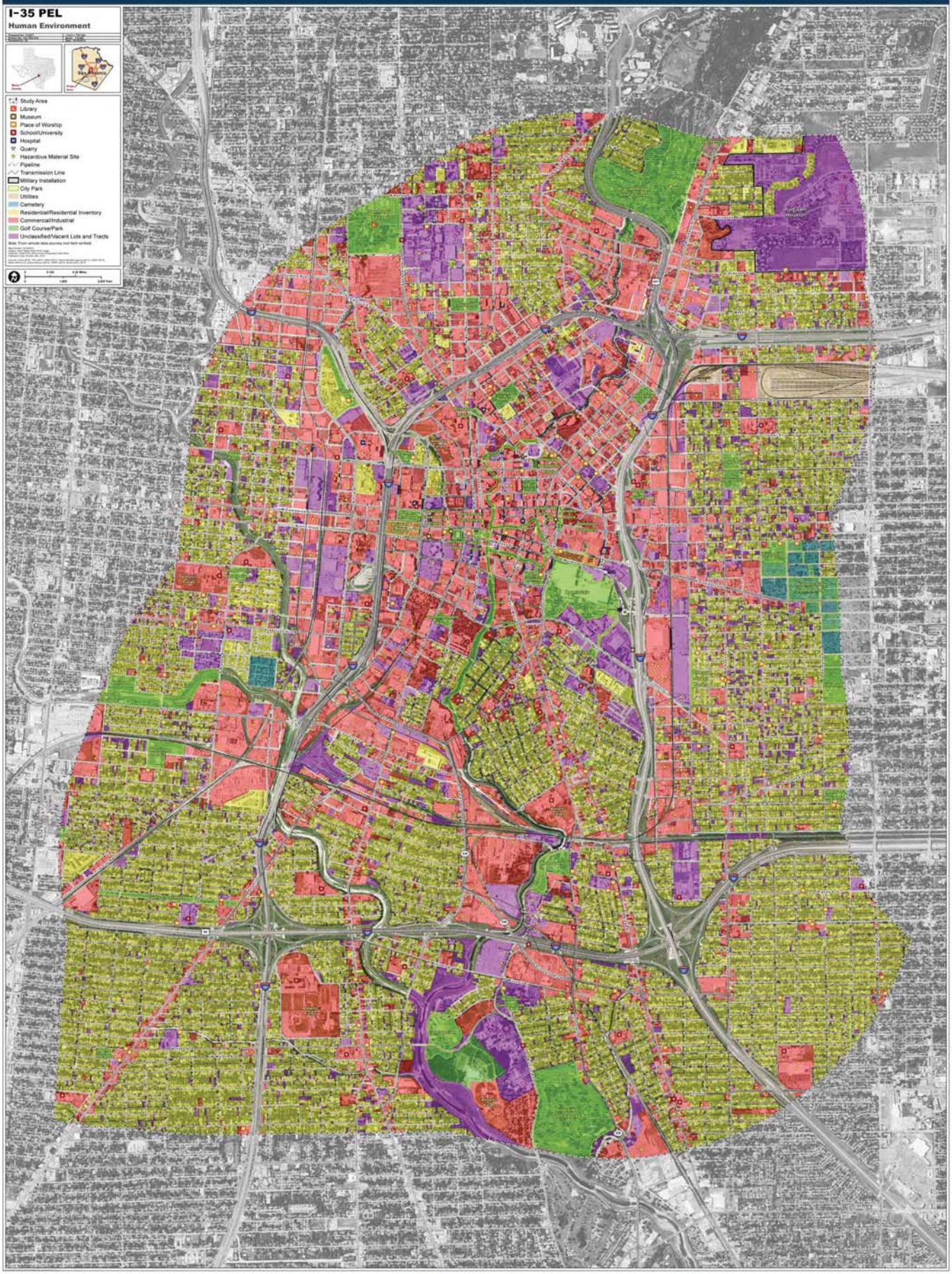

HUMAN ENVIRONMENT

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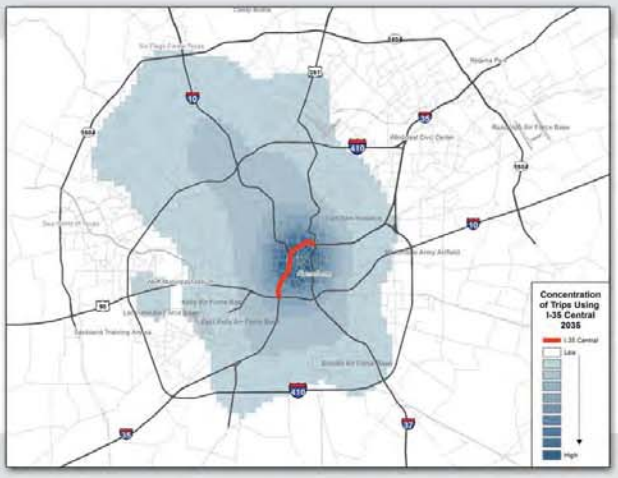
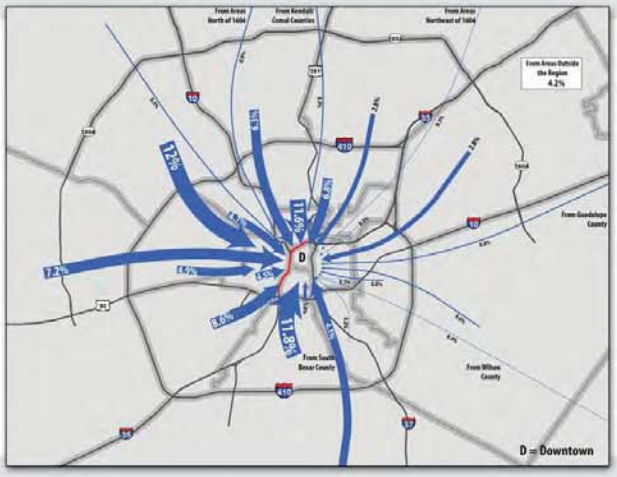
Where is I-35 Central Traffic Going?



Concentration of trips that use I-35 Central (Year 2035)

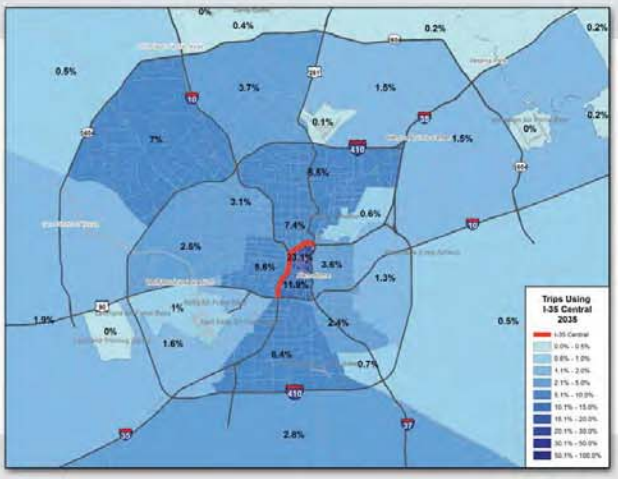
Highest proportion of trips originate and are destined around the downtown and along I-10 West.



Percent of trips going downtown that use I-35 Central (Year 2035)

Proportion of Downtown Destined Trips that use I-35 between I-37 and US 90.

25% of trips from areas directly north and south
25% of trips from areas along I-10 West
25% of trips from areas along US 90 West



Number of trips that use I-35 Central by Region Sector (Year 2035)

Proportion of trips that use I-35 Central.

Largest proportion of trips generated in the region are on the west side.

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What Happens if Nothing is Done?

Highest concentration of congestion on surrounding freeways.

Most severe congestion along I-35 and I-10 approaching from the northwest.

Cross street congestion in close proximity to freeways:

- Alamo Street
- Buena Vista Street
- Cesar Chavez Blvd.
- Martin Street
- San Pedro Avenue

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I-35 PEL
CONCEPTUAL STRATEGIES

No Build

No improvements are made in this scenario.

Travel Options

Travel Options offer just that: ***options****- to drivers that can help to reduce traffic on our roads. Think Ride Sharing, Off-Peak Travel, or ITS, to name a few.*

Connecting Arterial Improvements

Improved Signal Timing and Intersection Upgrades

Capacity is increased by building elevated sections above existing roadway, or by tunneling under.

Added Capacity/ Expansion of I-35

Truck-Only Lanes

Operational Improvements

Re-designation of I-35

An option that will 're-designate' I-35 from a primary through-route for traffic, making it more of a local/ business route for commuters and Central San Antonio-bound traffic.

RAIL

Multi-modal connectivity

HOV/ TRANSIT

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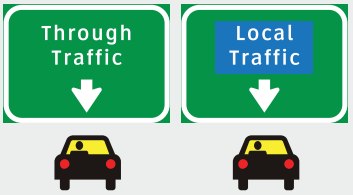
TRAVEL **OPTIONS**

There are many minor improvements, generally within the existing right-of-way, that can enable the existing system to operate more efficiently and safely.

Transportation System Management

Improved Signing

Advance guide signing can help separate local traffic from through traffic.

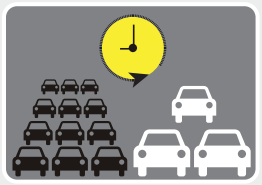


Other improvements might include:

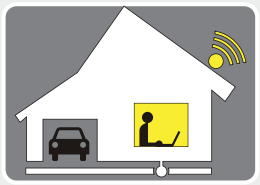
- Ramp Modifications
- Geometric Improvements
- Auxiliary Lane Additions

Traffic Demand Management

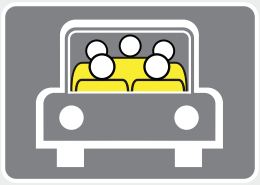
Traffic Demand Management is the application of strategies and policies to reduce travel demand, specifically that of single-occupancy private vehicles, or to redistribute this demand in space and time.



Off-Peak Travel



Telecommuting



Ride Sharing

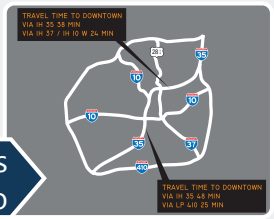
Downtown employer-based programs may include Commute Programs, In-House Ride-Matching, Transit Pass Subsidies, or Alternative Work Hours.

Intelligent Transportation Systems (ITS) focuses on advanced technologies that enable drivers to operate vehicles with greater knowledge about existing traffic conditions, e.g., during lane closures or unplanned incidents.

Intelligent Transportation Systems

Cameras monitor traffic conditions

Built-in navigation system alerts



Advance Message Signs and Real Time Travel Info

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INTERSTATE 35 ReDESIGNATION

With the changes to land use and overall corridor function, the I-35 corridor could be '**re-designated**' as a local or business route rather than a corridor used as a through-route. Through the improvements identified in this study, I-35 Central may evolve from a "through" facility to a "local or alternate" facility.

How does a "Re-Designation" Alternative work?

1. Re-designate I-37 (north of I-10 to I-35) — BUSINESS 35
2. Create a dual I-10 and I-35 designation for east-west traffic south of downtown — INTERSTATE 35 / INTERSTATE 10
3. Separate local traffic from through movements — 10 Through Traffic / 35 Local Traffic
4. Improve interchanges to accommodate continuous movement at higher speed

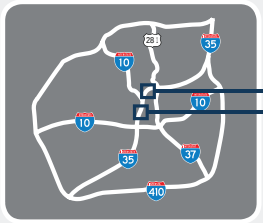
A designated travel lane allows through traffic an alternate movement past the city and to their destinations.

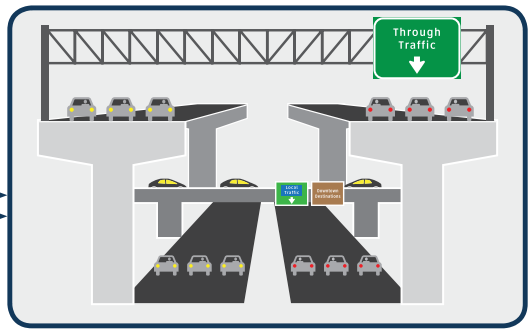
These alternatives can result in improvements in corridor operation.

- Reduce travel time through San Antonio
- Continuous I-35 and I-10 movements with appropriate access
- Minimize weaving segments

Upper & Lower Decks

Further separate traffic by directing through traffic to the upper deck and local traffic to the lower deck.

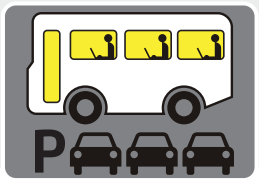




HOV/TRANSIT

Park & Ride

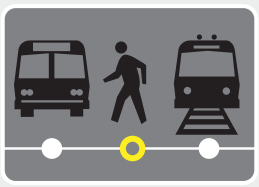
Park & Ride (or incentive parking) facilities provide connections to public transit that allow commuters and other people headed downtown to leave their vehicles and transfer to a bus or carpool for the remainder of the journey.



8 Number of Park & Rides currently available to San Antonio Commuters.

Park & Rides are used by commuters going to work, by other riders transferring from one route to another, and for special event services.

- Crossroads
- Ellis Alley
- Elmendorf
- Randolph Blvd.
- University
- Parkhills
- Blossom
- SeaWorld



Transit Centers

Transit Centers often offer enclosed waiting areas with restrooms, vending machines and staff to assist riders. Customers using transit systems converge at these 'hubs' to take advange of route-to-route transfers and access to more destinations.

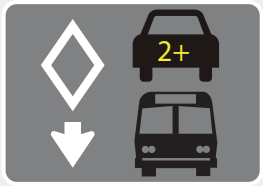
Bicycle storage and enhanced transit information such as real-time departure signs are also usually found at Transit Centers.

- Ingram
- Kel-Lac
- Madla Transit Center
- South Texas Medical Center
- Northstar Transit Center

5 Number of Transit Centers currently available to San Antonio Commuters.

A combination of possible HOV lanes could feed downtown San Antonio, thereby decreasing travel times on multiple routes and offering a more reliable trip time downtown.

HOV/ Managed Lanes



A managed lane, or high-occupancy vehicle (HOV) lane, is a restricted traffic lane reserved at peak travel times or longer for exclusive use of vehicles with two or more passengers. *Managed/HOV lanes may also be called carpool or transit lanes.*

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Evaluating the Strategies

Goals and Objectives

The "Evaluation Criteria" shown here will be used to help determine the next steps in the I-35 PEL Study.

Safety

Does the alternative reduce crashes on I-35?

Public Support

What level of public support is the alternative likely to have?

Economic

Does the alternative support economic development?

Mobility

Does the alternative reduce congestion on I-35 through the study area?

Does the alternative...

- Alternate Routes — encourage use of other routes?
- Vehicle Miles Traveled (vmt) — reduce vehicle miles traveled?
- Vehicle Hours Traveled (vht) — reduce travel time?

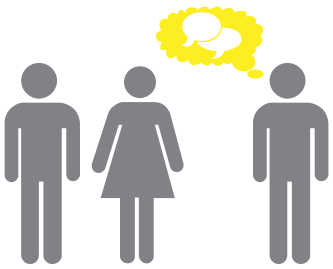
Environmental Impacts

What are the potential environmental impacts of the alternative?

- Land Use
- Cultural Resources
- Wetland/Water Resources
- Vegetation and Wildlife Habitats

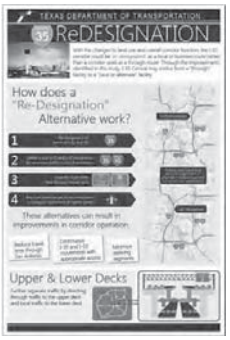
What Comes Next?

Consider community input from tonight's public meeting.



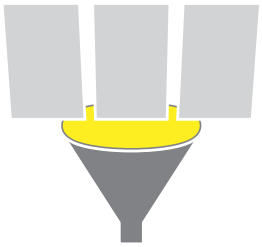
Continue collecting and considering community input throughout the study.

Conduct an initial screening of alternatives.



Refine the alternatives.

Continue screening refined alternatives.



Consider viable alternatives to move forward for further study.