

SH 16 (Bandera Road) from I-410 to Loop 1604 Virtual Public Meeting with In-Person Open House



Virtual Public Meeting with In-Person Open House

SH 16 (Bandera Road) From I-410 to Loop 1604

Bexar County | CSJs 0291-10-099 & 0291-10-100

TxDOT San Antonio District

National Environmental Policy Act Assignment to TxDOT: 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 9, 2019 and executed by FHWA and TxDOT.

Welcome to the Texas Department of Transportation San Antonio District's pre-recorded presentation for the proposed improvements to SH 16, or Bandera Road, from I-410 to Loop 1604 in Bexar County, Texas.

We appreciate your interest in this project and thank you for your participation.

This is a pre-recorded presentation made available online on Thursday, Feb. 6, 2025, by 5 p.m.

The National Environmental Policy Act review and approval process applies to this project. 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 9, 2019 and executed by FHWA and TxDOT.

PRESENTATION AND SCRIPT

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PRESENTATION AND SCRIPT

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HELP
#EndTheStreakTX
End the streak of daily deaths on Texas roadways.

TxDOT.gov
#EndTheStreakTX Toolkit

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Because safety is a priority at TxDOT, we begin each meeting with a safety minute. Today we will highlight TxDOT's End The Streak campaign. The last deathless day on Texas roadways was Nov. 7, 2000. That means for over 24 years, at least one person has died every single day on Texas roadways. We all have a part to play in changing that. Texans can play a major role to End the Streak of deaths on Texas roadways with a few simple driving habits: wear seatbelts, drive the speed limit, put away the phone and other distractions and never drive under the influence of alcohol or drugs.

SH 16 (Bandera Road) from I-410 to Loop 1604

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What is the purpose of the virtual public meeting with in-person open house?

-  Learn about the latest project updates
-  Review the refined improvements
-  Provide comments

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This presentation will provide an overview of the Bandera Road project, details of the proposed refined improvements and how you can provide input.

At the end of the presentation, there are instructions on how to submit questions and comments. To be included in the official record, comments must be received on or before Friday, Feb. 21, 2025.

Your comments are an important part of this process and will be considered in project development. You are encouraged to talk to your neighbors and refer them to the TxDOT San Antonio District so they can also make comments and be included in this process. Open house materials may be viewed at www.txdot.gov, keyword search “SH 16 (Bandera Road)”. The information on this webpage is the same information being shown at the in-person open house.

Let’s get started!

SH 16 (Bandera Road) from I-410 to Loop 1604

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Project location

Project limits

- SH 16 (Bandera Road) from I-410 to Loop 1604

Project length

- Approximately 6.5 miles

County

- Bexar

Right of Way

- Approximately 17 acres of proposed right of way and 2 acres of proposed drainage easement



The project limits are SH 16, or Bandera Road, from I-410 to Loop 1604. The project is approximately 6.5 miles in length, and it is located in Bexar County, Texas. Subject to final design, the proposed project would require approximately 17 acres of right of way and 2 acres of drainage easement.

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Project goals

What are we trying to do?

- Improve mobility, safety and community connectivity
- Reduce congestion on the SH 16 (Bandera Road) corridor
- Accommodate bicyclists and pedestrians

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The goals of this project are to:

- Improve mobility, safety and community connectivity,
- Reduce congestion on the Bandera Road corridor, and
- Accommodate bicyclists and pedestrians.

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Proposed improvements

What are we proposing?


- Expand existing four to six-lane divided road to an eight-lane parkway
- Convert 12 existing traditional signalized intersections to signalized restricted crossing U-turn (RCUT) intersections
- Add shared-use paths to both sides of the roadway for bicyclists and pedestrians

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Proposed improvements for Bandera Road include:

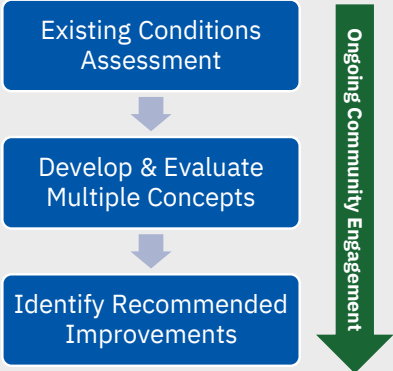
- Expanding the existing four to six-lane divided road to an eight-lane parkway,
- Converting 12 existing traditional signalized intersections to signalized restricted crossing U-turn (RCUT) intersections, and
- Adding shared-use paths to both sides of the roadway for bicyclists and pedestrians.

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Project history

Feasibility Study (2018 to 2023)



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graph TD; A[Existing Conditions Assessment] --> B[Develop & Evaluate Multiple Concepts]; B --> C[Identify Recommended Improvements];
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On Oct. 26, 2022, recommendations were presented at Virtual Public Meeting with In-Person Open House.

In December 2023, the Feasibility Study was approved by TxDOT and the cities of Leon Valley and San Antonio expressed support to move the project forward to the schematic and environmental phase.

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The Bandera Road project started with a Feasibility Study from 2018 to 2023. Throughout this time, there was continuous community engagement including workshops, business forums, briefings, pop-up events, public meetings and property owner meetings. In October 2022, several roadway recommendations were presented at the Virtual Public Meeting with In-Person Open House. In December 2023, the Feasibility Study was approved by TxDOT, and the cities of Leon Valley and San Antonio expressed support to move the project forward to the schematic and environmental phase.

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Recommended features carried forward

At-Grade Parkway with RCUTs Concept	Shared-Use Paths for Bicyclists and Pedestrians
Access Management	Opportunities for Corridor Placemaking by Others

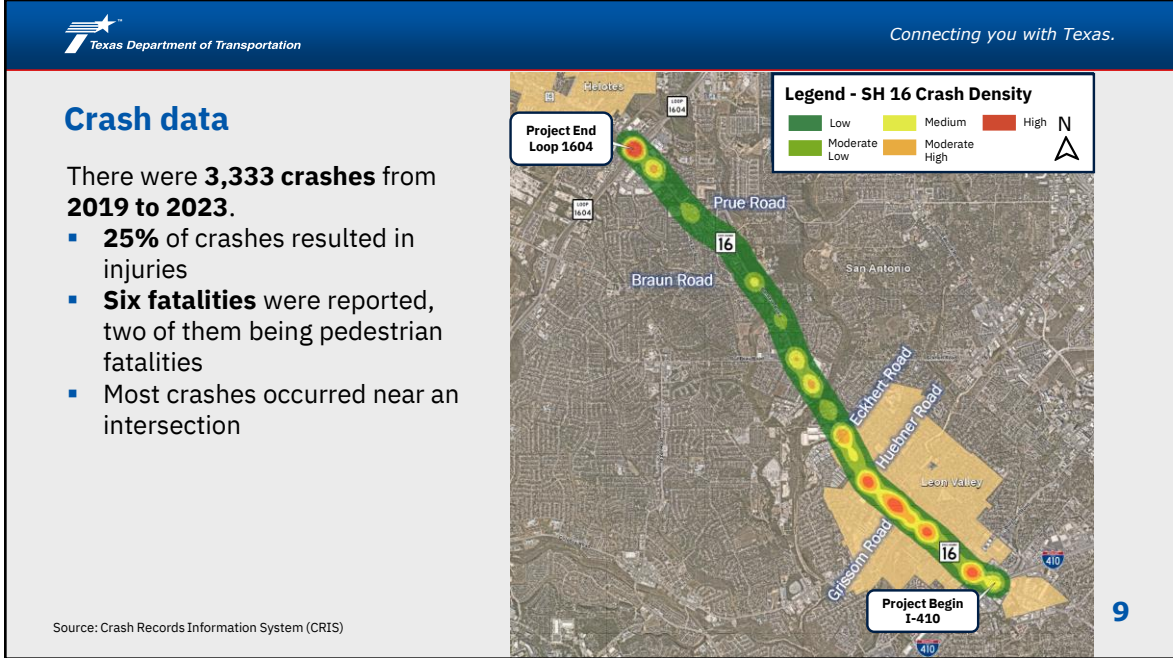
8

Recommended features carried forward for the Bandera Road corridor include:

- At-grade parkway with RCUTs concept,
- Shared-use paths for bicyclists and pedestrians,
- Access management, and
- Opportunities for corridor placemaking by others.

SH 16 (Bandera Road) from I-410 to Loop 1604

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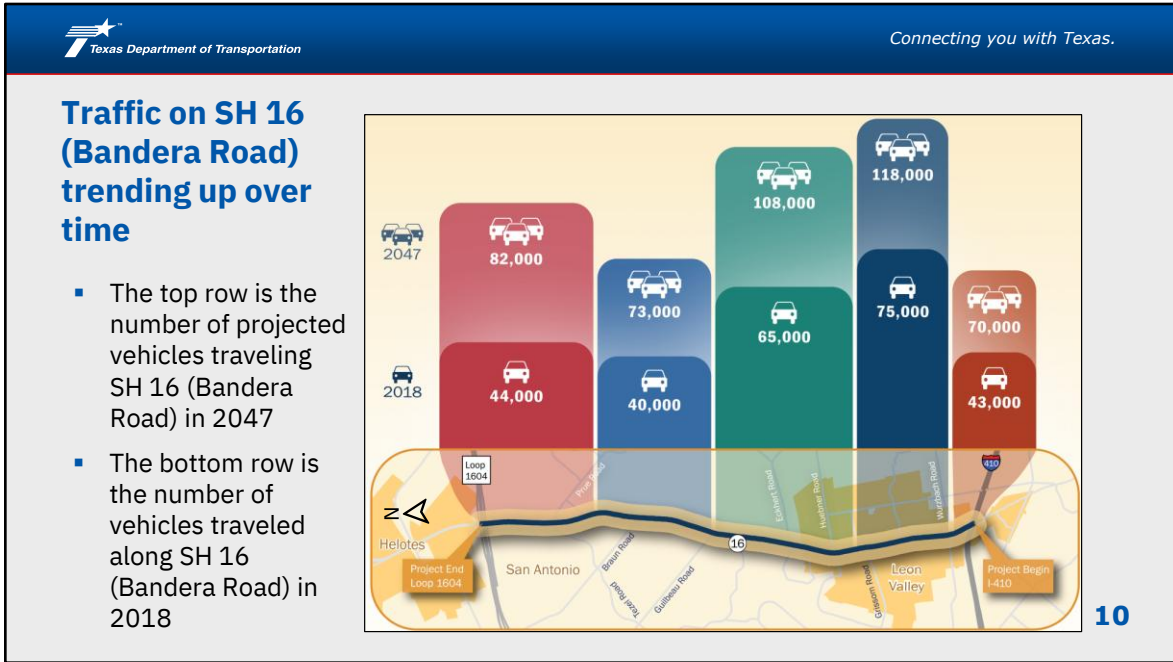


The map illustrates crash data along the Bandera Road corridor. From 2019 to 2023 there were 3,333 crashes along the corridor. Twenty five percent of these crashes resulted in injuries and six fatalities were reported, two of them being pedestrian fatalities. The analysis of crash data from 2019 to 2023 showed that most crashes occurred near or at an intersection.

The bright orange/red color on the map indicates areas where there are a higher number of crashes. The green color indicates where there are a lower number of crashes.

SH 16 (Bandera Road) from I-410 to Loop 1604

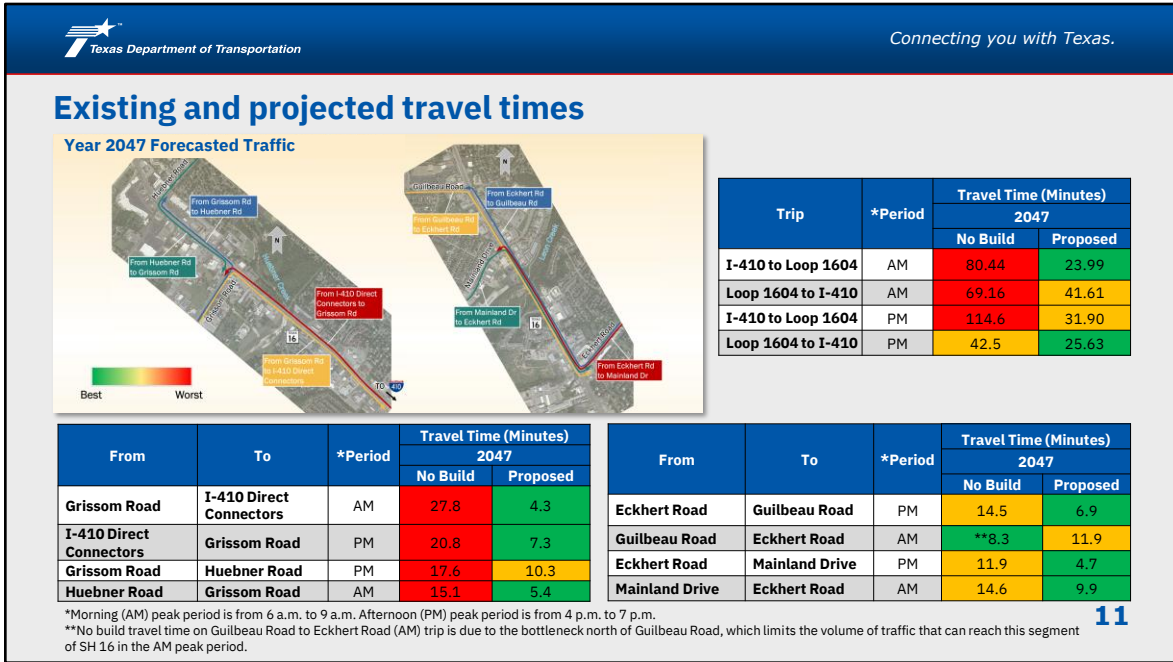
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As population growth continues in the project area, more vehicles are using this roadway. This chart shows the average daily number of vehicles that traveled along the corridor in 2018, when the Feasibility Study began, and the projected number of vehicles that will travel along the corridor in 2047. As you can see, the greatest volumes of vehicles are observed on the southern end of the corridor when compared to the northern end.

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Now, let's compare travel times. The top chart compares the projected delays for the entire corridor of Bandera Road for 2047. The bottom two charts compare projected delays at intersections along Bandera Road for 2047. All three charts show delays during the AM peak period from 6 a.m. to 9 a.m. and the PM peak period from 4 p.m. to 7 p.m.

For 2047, two scenarios are presented: the "no build" condition and the "proposed" condition. The no-build condition serves as a baseline, assuming no improvements are made and Bandera Road remains in its current state. The proposed condition assumes that the project is implemented.

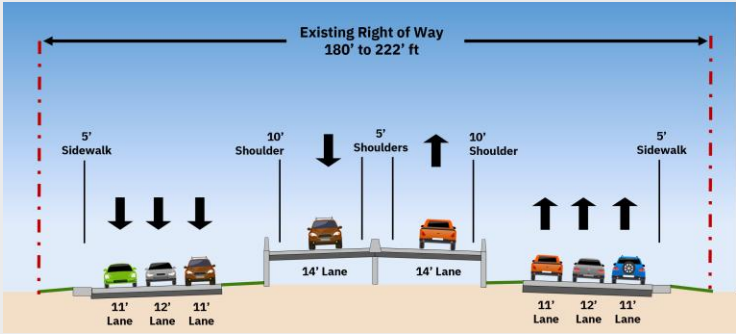
The proposed improvements would reduce most of the travel times. Please note that the no build travel time on Guilbeau Road to Eckhert Road in the AM trip is due to the bottleneck north of Guilbeau Road, which limits the volume of traffic that can reach this segment of Bandera Road in the AM peak period.

SH 16 (Bandera Road) from I-410 to Loop 1604 Virtual Public Meeting with In-Person Open House

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Existing typical section

SH 16 (Bandera Road) from I-410 to south of Seneca Drive



The diagram illustrates a cross-section of the existing road. It shows a central two-lane highway with two 14-foot lanes. On either side of the highway are 10-foot shoulders. Further out are 5-foot sidewalks. The total width of the existing right-of-way is indicated as 180 to 222 feet. Lane widths are specified as 11', 12', and 11' feet for the three lanes in each direction. The sidewalks are discontinuous, with gaps over the shoulders and between the main sidewalk sections.


- Three lanes in each direction
- Direct connector ramps with one lane in each direction
- Discontinuous sidewalks

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To better understand the proposed improvements, we will look at the existing conditions of Bandera Road.

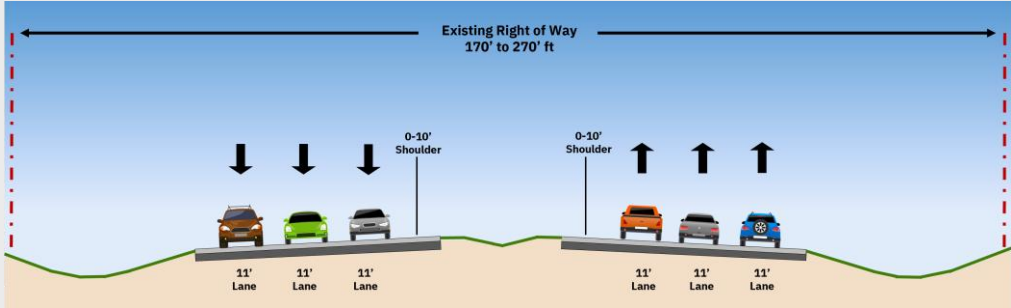
Bandera Road from I-410 to south of Seneca Drive currently has three lanes in each direction, direct connector ramps with one lane in each direction and discontinuous sidewalks within an existing right-of-way width of 180 to 222 feet.

SH 16 (Bandera Road) from I-410 to Loop 1604 Virtual Public Meeting with In-Person Open House

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Existing typical section

SH 16 (Bandera Road) from south of Seneca Drive to Guilbeau Road



The diagram illustrates a cross-section of a road with three lanes in each direction. Each lane is 11 feet wide. There are 0-10 foot shoulders on both sides. The existing right-of-way width is indicated as 170 to 270 feet. The road is shown with a slight dip in the center and a slight rise on the sides. The text 'Existing Right of Way 170' to 270' ft' is written above the road. Below the road, there are three cars in each direction, with arrows pointing to them. The text '11' Lane' is written below each car. The text '0-10' Shoulder' is written above the shoulders. The text 'Existing Right of Way 170' to 270' ft' is written above the road.

- Three lanes in each direction
- Signalized intersections
- Discontinuous sidewalks

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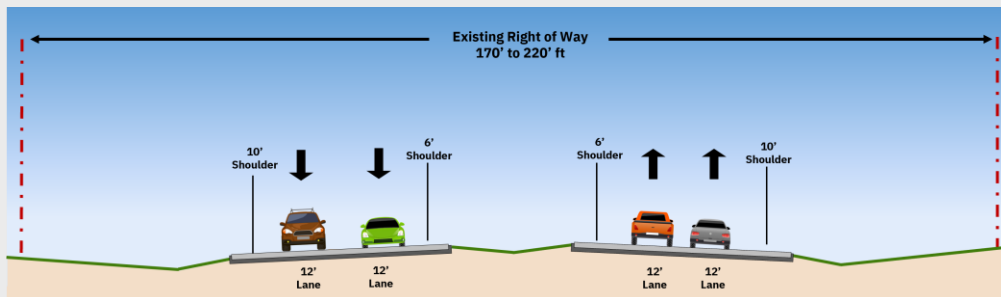
As you continue to travel north along Bandera Road, the corridor from south of Seneca Drive to Guilbeau Road currently has three lanes in each direction, signalized intersections and discontinuous sidewalks within an existing right-of-way width of 170 to 270 feet.

SH 16 (Bandera Road) from I-410 to Loop 1604

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Existing typical section

SH 16 (Bandera Road) from Guilbeau Road to Loop 1604



- Two lanes in each direction
- Signalized intersections
- Discontinuous sidewalks

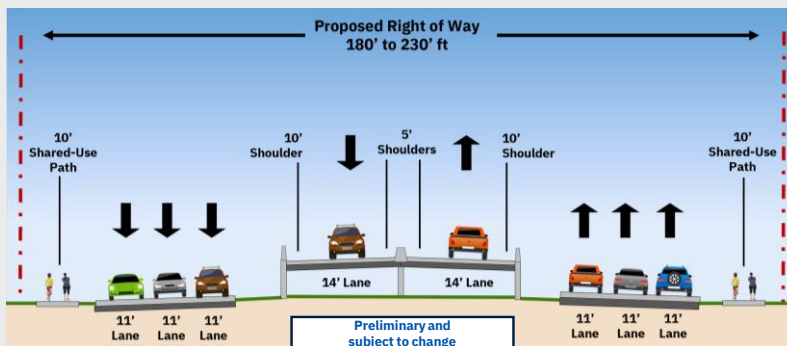
Bandera Road from Guilbeau Road to Loop 1604 currently has two lanes in each direction, signalized intersections and discontinuous sidewalks within an existing right-of-way width of 170 to 220 feet.

SH 16 (Bandera Road) from I-410 to Loop 1604

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Proposed typical section

SH 16 (Bandera Road) from north of I-410 to south of Seneca Drive



- Providing shared-use paths for bicyclists and pedestrians

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Now let's talk about the proposed design. From north of I-410 to south of Seneca Drive, TxDOT's proposed design includes:

- Providing shared-use paths for bicyclists and pedestrians

Please note that this is the only proposed change in this section of the roadway. The proposed right-of-way width would be 180 to 230 feet in this section.

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Proposed typical section

SH 16 (Bandera Road) from south of Seneca Drive to south of Loop 1604

Proposed Right of Way 180' to 280' ft

10' Shared-Use Path

10' - 46' Median

11' Lane 11' Lane 11' Lane 11' Lane

11' Lane 11' Lane 11' Lane 11' Lane

Proposed Enclosed Drainage

Preliminary and subject to change

- Widening the road to four lanes in each direction
- Converting 12 existing traditional signalized intersections to signalized RCUT intersections
- Providing shared-use paths for bicyclists and pedestrians

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From south of Seneca Road to south of Loop 1604, TxDOT's proposed design includes:

- Widening the road to four lanes in each direction,
- Converting 12 existing traditional signalized intersections to signalized RCUT intersections, and
- Providing shared-use paths for bicyclists and pedestrians.

The proposed right-of-way width would be 180 to 280 feet in this section.


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Anticipated construction phasing

- Construct project in 2 separate phases
 - Phase 1: From I-410 to Guilbeau Road (southern segment)
 - Phase 2: From Guilbeau Road to Loop 1604 (northern segment)

Construction funding to be determined.



Preliminary and subject to change


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TxDOT evaluated multiple breakout projects and may construct the project in two separate phases:

- Phase 1: From I-410 to Guilbeau Road which is the southern segment, and
- Phase 2: From Guilbeau Road to Loop 1604 which is the northern segment.

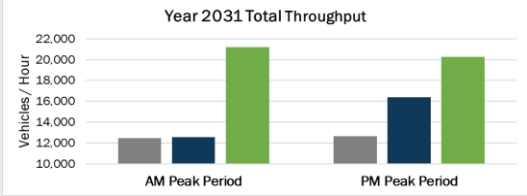
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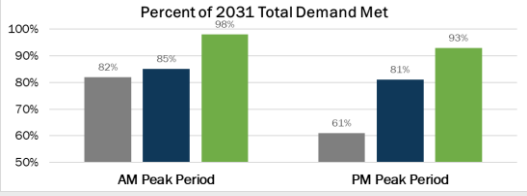
Why build the south half first?

- Provides greatest reduction in delay and improvement in throughput
- Improves segment with the highest traffic volumes and the highest crash rate
- Constructs shared-use paths for about 60% of the corridor
- Constructs ADA crossings at 12 street/RCUT turnaround intersections



Year 2031 Total Throughput

Peak Period	No-Build (Leave As-Is)	Build North Half First (N. of Guilbeau to LP 1604)	Build South Half First (I-410 to N. of Guilbeau)
AM Peak Period	~12,500	~13,500	~21,000
PM Peak Period	~13,000	~16,500	~20,500



Percent of 2031 Total Demand Met

Peak Period	No-Build (Leave As-Is)	Build North Half First (N. of Guilbeau to LP 1604)	Build South Half First (I-410 to N. of Guilbeau)
AM Peak Period	82%	85%	96%
PM Peak Period	61%	81%	93%

No-Build
(Leave As-Is)

Build North Half First
(N. of Guilbeau to LP 1604)

Build South Half First
(I-410 to N. of Guilbeau)


Preliminary and subject to change

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TxDOT is proposing to build the south half of the Bandera Road corridor first. Building the south half first would:





- Provide the greatest reduction in delay and improvement in throughput,
- Improve the segment with the highest traffic volumes and crash rates,
- Construct shared-use paths for about 60% of the corridor, and
- Construct ADA crossings at 12 street/RCUT turnaround intersections.

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National Environmental Policy Act (NEPA)

These are some of the social, economic and environmental resources that are being studied:

 Water Resources	 Traffic Noise	 Biological Resources	 Social and Community Resources
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With any project that receives federal funds, TxDOT is required to evaluate the potential environmental impacts and follow the National Environmental Policy Act of 1969, otherwise known as NEPA.

In compliance with NEPA and other federal and state environmental regulations, the environmental process included evaluations of potential impacts to the natural and human environment. This included evaluations of water resources, traffic noise, biological resources and social and community resources.

TxDOT avoids, minimizes and mitigates environmental impacts to the greatest extent feasible.

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Proposed right of way

Subject to final design, the proposed project would require approximately 17 acres of right of way and 2 acres of drainage easement.

The proposed project would potentially displace non-residential structures.

No final decisions regarding the proposed design or right-of-way footprint have been made.

All right-of-way acquisition would be completed in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.

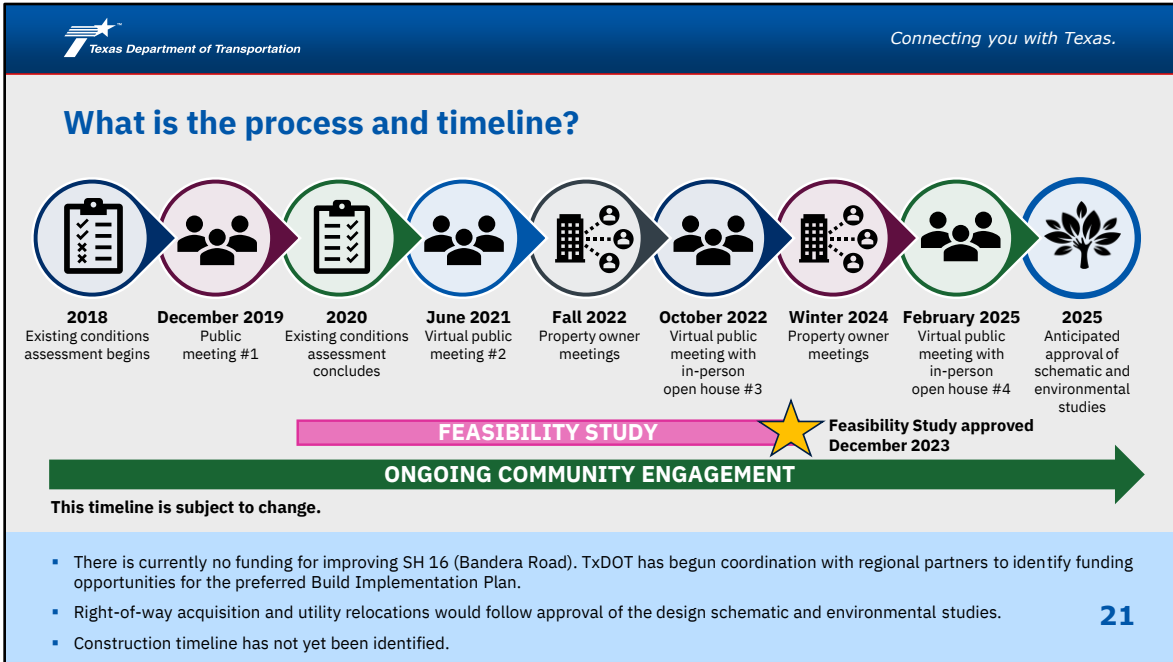
 TxDOT.gov Landowner Bill of Rights and resources webpage

[SCAN ME](#) **20**

Subject to final design considerations, the proposed project is anticipated to require approximately 17 acres of right of way and 2 acres of drainage easement. Non-residential structure displacements are anticipated.

All right-of-way acquisition would be completed in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. For further information on TxDOT's right of way acquisition process, please visit txdot.gov, keyword search "Landowner Bill of Rights" or scan the QR code shown on the screen.

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The Bandera Road project started in 2018 with an existing conditions assessment. In 2020, the Feasibility Study was conducted, and multiple alternatives were presented to the public. In December 2023, the Feasibility Study was approved by TxDOT moving the project forward to design schematic and environmental studies. TxDOT anticipates environmental and schematic design approval in 2025. This timeline is subject to change.

A couple of things to note:

- There is currently no funding for improving Bandera Road. TxDOT has begun coordination with regional partners to identify funding opportunities for the preferred Build Implementation Plan.
- Right-of-way acquisition and utility relocations would follow approval of the design schematic and environmental studies.
- Construction timeline has not yet been identified.

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Next steps

- Document, evaluate and address public input
- Refine proposed roadway design, where feasible
- Finalize schematic and environmental documentation for submission and approval

TxDOT encourages and requests public input on:

- Proposed improvements under consideration
- Any additional environmental issues
- Access and travel concerns

The next steps in this project will be to:

- Document, evaluate and address public input,
- Refine the proposed roadway design, if applicable, and
- Finalize schematic and environmental documentation for submission and approval.

TxDOT encourages and requests public input on the following:

- Proposed improvements under consideration,
- Any additional environmental issues, and
- Access and travel concerns.

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How to submit your comments

 **Comment Form**
Submit a comment form online or in person.

 **Mail**
Submit a comment by mail to:
Poznecki-Camarillo, LLC
c/o SH 16 (Bandera Road) Project Team
4801 Northwest Loop 410, Ste. 108
San Antonio, Texas 78229

 **E-mail**
Submit a comment to:
BanderaRoad@pozcam.com

 **Online**
Visit www.txdot.gov and keyword search "SH 16 (Bandera Road)"

 **Court Reporter**
Give verbal testimony to the court reporter/transcriber during the open house.

Please submit or postmark comments by:

Friday, Feb. 21, 2025

 TxDOT.gov Hearings and Meetings webpage for SH 16 (Bandera Road)

SCAN ME

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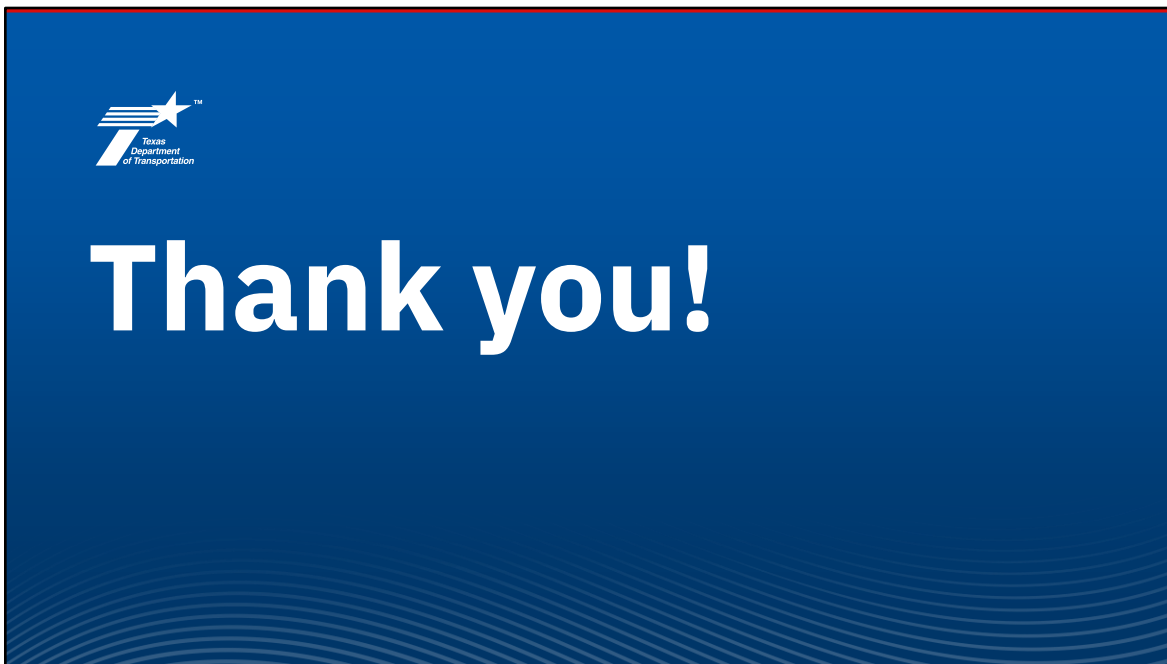
Your comments are important to TxDOT, and you can submit them in the following ways:

- At the in-person open house, please provide written comments on the forms provided,
- Visit TxDOT.gov, keyword search "SH 16 (Bandera Road)" to submit your comments on the online comment form,
- Email your comments to BanderaRoad@pozcam.com,
- Mail your comments to the address noted on the screen,
- Or, you may give verbal testimony to the court reporter/transcriber at the in-person open house.

Questions or comments may be submitted to TxDOT and the project team at any time during project development. However, to be included in the official record, all comments must be received or postmarked by Friday, Feb. 21, 2025. Responses to comments will be included in the official record and will be posted on txdot.gov, keyword search "SH 16 (Bandera Road)".

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Thank you for joining us today, this concludes the presentation.