

Appendix I – Website

Comments 130 through 132

Mtg 1 Comment ID	Comment Date	First	Last	Email	Phone	Address	Comments
130	3/14/2010 4:15:11 AM	Jina	Wilde	jinawilde@ yahoo.com	210-945-0970	2645 Ashley Oak Dr. Schertz, TX 78154	UTSA is an important institution that contributes heavily to San Antonio's economic future by graduating students with Bachelors Degrees and beyond as our current single public university. A major function of 1604 is getting students to UTSA. Our family lives in Schertz after retiring from the military and Schertz continues to grow and has been featured as the best place in Texas to live, and 3 members of our family are currently enrolled in studies there, one in a Masters program, and others are in a similar circumstance, and use 1604 to go to UTSA almost every day of the week, sometimes even twice a day, from Schertz. The turnoff from IH 35 to West 1604 is always slightly congested all the way from Schertz. That problem needs to be alleviated, and it seems 1604 on both sides needs at least one more lane added on each side all the way to UTSA, and probably even over by Bandera Road which is always a traffic problem. I hope engineers and planners study other problems of what is causing so much congestion at many of the exits on that part of the Loop. Thank you for listening.
131	4/16/2010 3:45:17 PM	David	Sizemore	sws062005@ sbcglobal.net	210-681-6072	12 Edgecreek San Antonio, TX 78254	I applaud the Alamo RMA's efforts and its drive "More for 1604." I am thrilled by the potential for improving 1604. After reviewing the draft alternatives handout, I believe immediate improvements would occur with the "NEW LANES MULTI MODAL UPGRADES, GENERAL PURPOSE LANES." I am convinced, however, that the approach's long-term impact is insufficient and would therefore support the "NEW LANES MULTI MODAL UPGRADES, ADD MANAGED LANES (OUTSIDE)" approach completely, even if it means paying tolls. The fact for the northwest stretch of 1604 near Braun Rd. is that too many cars travel on what is effectively a highway not designed for such extensive traffic. The two lights at Braun and New Guilbeau are so poorly timed and so close in proximity that traffic stalls completely in the afternoons. Furthermore, I see a clear trade-off for tolls: commuters can sit in traffic and lose time and money (i.e. wasting fuel) to congestion, or they can move along more freely, get to where they're going faster, and waste less money by improving MPG. I understand that no one, including myself, wants to pay tolls, but the logic of not wanting to pay more money for tolls fails to jibe with the fact that heavier congestion means more vehicular idling and fuel consumption, and time lost forever. I'd much prefer getting home 45 minutes earlier every day, using less \$2.70/gallon fuel, and not being exposed to traffic-associated stress, which I think is worth \$10 or so a month for tolls. The following is excerpted from a letter I wrote to SA city officials in May 2007 regarding improving 1604, and it gives a fair overview of a typical commute in the area, along with some solutions: The city's northwest side is, according to the Mayor's Five Year Consolidation Plan, one of San Antonio's hottest areas for growth, but it is not a focus of infrastructural improvements. Bexar County's Health Collaborative estimated that the Far Northwest [grew] 24 percent between 2000 and 2004. Alamo Ranch on the city's Westside includes up to 12,000 new homes alone, and more are planned in other nearby locations. The growth throughout San Antonio is extraordinary, but the northwest, like the south, exhibits much recent expansion which stifles traffic on nearly every road, particularly during rush hour. The Braun and 1604 exit traveling in both directions on 1604 is perhaps the worst designed intersection I have witnessed in 25 years of driving, particularly since 1604's freeway ends there. Light timings are ridiculous, giving frequent and unnecessary rush hour priority to cars on Braun. Recent construction's measly turn lane at New Guilbeau has caused 1604 traffic south to stall in the evenings. Impatient people drive off 1604 over the median and onto the access road to avoid backups, clearly elevating risks, although police patrols are not uncommon and barriers have been installed. I learned personally (Comment Continued on Next Page)

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131 (Cont.)							<p>(Continued)</p> <p>to simply avoid the traffic by exiting earlier at or before Bandera. Unfortunately, the one-lane Bandera/1604 (S) exit is ridiculous: just this past Wednesday (May 2005) congestion at that intersection alone added roughly 40 minutes to my commute (i.e. it took me 40 minutes to travel from the Hausman Rd. exit on 1604 to Braun and Tezel). All this leaves 1604 traffic in both directions backed up for miles, southbound 1604 typically jams back to the Bandera exit (although this has been somewhat relieved recently with changes at Braun Rd), and northbound traffic goes on endlessly to Shaenfield, nearly two and three miles, respectively. That means there are days when it takes roughly 35 minutes to travel from the 1604 Bandera exit to my home near Nichols school. Suggested improvements: Finish 1604 as a freeway and eliminate the point at Braun and elsewhere where it is a highway. Time the lights properly in the interim to give preference to traffic exiting 1604. Add exit ramps and lanes at major exit points such as Bandera and Braun: a one lane exit at Bandera is simply insufficient for current traffic volume. Subtracting the number of cars traveling on 1604 (S) after the Bandera exit from the number traveling between the Hausman and Bandera exits translates into roughly 20,000 vehicles entering/exiting 1604 (S) on Bandera daily in 2005 (81,220-60,830=20,390--2005 data cited), yet only a one-lane exit exists! Reevaluate all major freeway exit interchanges so that they use efficient and safer cloverleaf ingress/egress ramps rather than the outdated, confusing, and downright dangerous cross-over exits in place presently. I know of no other non-Texas major city that uses this cross-over technique that demands merging skills too few people engage effectively. Cloverleaf ramps allow smooth transitions from one freeway to another roadway without having to cross traffic that is trying pass into your lane. Nearly every major exit on 1604 requires exiting on to an access road and stopping at a traffic signal. This makes no sense beyond coercing people to stop at retailers along the access road. Again, a cloverleaf system would be more effective as would transition ramps that merge directly into the roadway rather than having to stop at a signal. Retailer entrances are obviously motivating factors in this system but separate entrances can be included for access to them, they should NOT take priority over efficient traffic flows. Thank you, David</p>
132	4/24/2010 10:12:23 PM	David	Drewa	david@drewadesigns.com	210-481-5335	21406 Encino Lookout San Antonio, TX 78259	<p>From all the information that has been presented, General Purpose lanes and Managed Lanes (Inside) appear to be the best choices. Managed Lanes (Outside) appears to waste resources by building more expensive elevated roadways, without the certainty of knowing that the existing median area will ever be used. Additionally, your plans should include a standalone Huebner Road exit from westbound 1604 so that the Huebner Road traffic doesn't have to go through the Blanco Road intersection. Also, an entrance ramp from Huebner Road going eastbound on 1604 should be included. Thank you.</p>