

## Loop 1604 Environmental Impact Statement Public Scoping Meeting No. 2 MEETING BRIEF

The second Public Scoping Meeting was held on three consecutive evenings, April 12, 13, and 14, 2010 at the Valero Headquarters, the Live Oak Civic Center, and Vale Middle School Cafeteria, respectively. The purpose of the meeting was to gather public input on the draft alternatives, the process being used to evaluate these alternatives, and how community feedback has been incorporated to date.



### Attendance:

- 54 people signed in on April 12<sup>th</sup>
- 49 people signed in on April 13<sup>th</sup>
- 23 people signed in on April 14<sup>th</sup>



### Comments:

Of the 53 commenters, 83% had not previously provided comments. Comments primarily related to:

- Funding sources being considered for Loop 1604 improvements
- Design and specific local operational issues and concerns along the corridor
- Modal choices
- Sustainability considerations
- Existing and future traffic problems (traffic bottlenecks, signal delays, long queues, and congested areas) and the transportation network
- Study limits
- Public participation and outreach
- Potential social, economic, and environmental impacts and surveys
- Participating and cooperating agencies
- Camp Bullis
- Protection of the Edwards Aquifer
- Other projects located on Loop 1604
- Project timeline and construction
- Alternatives analysis process



### Actions resulting from the comments received:

- A more detailed engineering review of improving parallel facilities within 3 miles of either side of Loop 1604 will be conducted to better understand the viability of this alternative.
- The Alamo RMA will continue to evaluate the effectiveness of the tools and techniques outlined in the community engagement and public information coordination plan to determine if there are more effective ways to outreach to surrounding neighborhoods and interested organizations.
- As applicable, comments will continue to be considered as the EIS is developed.

The Meeting Summary Report  
will be posted on the Web  
once it is approved

[www.MoreFor1604.com](http://www.MoreFor1604.com)



*"Stay in the Loop."*

## In this issue...

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- **Putting the Pieces Together in the EIS**
- **More News on the Loop – Super Street is Coming**

## ¿Habla español?

Para recibir esta información sobre en español, por favor llame al 888-457-1604 y oprima el número 2 seguido por el número 5 para hablar con un miembro del equipo bilingüe.

## Your News on the Loop!

October 2010

Dear Friends and Neighbors,

The Loop 1604 Environmental Impact Statement (EIS) evaluating improvements between US90 West and IH35 North is well underway. Since you last heard from us, we have been completing the scoping process and exploring the potential transportation benefits and environmental effects of various alternatives in more detail.

We want you to **Stay in the Loop** as we develop the EIS through a series of e-newsletters. **Click here** to send us an e-mail and let us know what you think. We welcome your ideas and input.

Keep reading for the latest information on how the Alamo Regional Mobility Authority (Alamo RMA) is working to provide More for Loop 1604. We also encourage you to share this information with your friends, neighbors, and co-workers. If you know of anyone else who would like to receive this e-newsletter, please direct them to "Join Our Mailing List" at [www.morefor1604.com/involved.html](http://www.morefor1604.com/involved.html).

Sincerely,

The Alamo Regional Mobility Authority



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## Contact us

### Alamo RMA

ATTN: Loop 1604 EIS  
1222 N. Main Avenue, Ste 1000  
San Antonio, TX 78212

Fax: 210.495.5403

## Closing the Loop on Scoping

The first step of the Loop 1604 EIS study process is scoping. Scoping is a formal coordination process used to help define the problem and determine the scope of issues to be addressed. Scoping occurs early in the process and involves both affected agencies and interested public.

For the Loop 1604 EIS, our scoping process officially kicked off July 31, 2009 with the publication of a Notice of Intent in the Federal and State registers. The milestones achieved through scoping have helped set the foundation for the Draft EIS. Opportunities for involvement in these milestones included:

- Public Scoping Meeting #1 – October 21 and 22, 2009
- Public Scoping Meeting #2 – April 12, 13, and 14, 2010
- Community Advisory Group Meetings
- Agency Coordination Meetings



## You Spoke, We Listened

Through scoping, the Loop 1604 Project Team learned that water quality, karst species, and operations at Camp Bullis are some of the key issues to address in the EIS. We are also taken action as a direct result of what we heard:

- The Alamo Regional Mobility Authority and their partners continue to seek money to pay for Loop 1604 improvements utilizing all possible funding mechanisms including traditional federal and state funds.
- We invited the U.S. Army Medical Department Center and School and Fort Sam Houston (also commonly referred to as Camp Bullis) to be a participating agency. They accepted.
- We commissioned a technical drainage and water quality study to measure runoff, as well as other water quality parameters associated with various design concepts, so that the potential effects of these alternatives on water quality and the Edwards Aquifer can be easily compared.
- We revised the need and purpose. The language “to deliver and implement benefits in an expeditious manner” was removed. Additional information regarding current and future traffic conditions, congestion, safety, and other transportation problems in the corridor will be included in the Draft EIS.
- We modified the alternative screening criteria and screening process. Criteria were added and a more detailed engineering review of improving parallel facilities within 3 miles of either side of Loop 1604 was conducted to better understand the potential viability of this alternative.
- We continue to evaluate the effectiveness of the tools and techniques outlined in the community engagement, as well as public information coordination plan, to determine if there are more effective ways to provide outreach to surrounding neighborhoods and interested organizations. This e-newsletter is an example of new ideas being pursued.
- We will continue to consider other comments, as applicable, as the EIS is developed.

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## Putting the Pieces Together in the EIS

The next step for the Loop 1604 EIS process is to refine the designs, estimate costs, and measure the effects on the natural and human environment for each Build Alternative and then compare them to the status quo also known as the No-Build Alternative. All these pieces come together and are documented in the Draft EIS. All of the proposed Build

## Need to Catch Up?

To catch up on information presented during the scoping process, please visit [www.MoreFor1604.com/EIS.html](http://www.MoreFor1604.com/EIS.html).

Alternatives are based on a multi-modal concept and accommodate future transit improvements within the Loop 1604 corridor. The **detailed Draft EIS Alternatives** include:

**No-Build Alternative** – Maintain the status quo. The No-Build Alternative is required in an Environmental Impact Statement as a baseline for comparison.

**Build Alternative 1** – Add general purpose lanes to the inside of the existing Loop 1604 lanes.

**Build Alternative 2** – Add **managed lanes** to the inside of the existing Loop 1604 lanes, leaving the existing lanes as general purpose lanes and shifting them slightly to the outside.

**Build Alternative 3** – Add primarily elevated **managed lanes** to the outside of existing Loop 1604, between the main lanes and frontage roads.

Information we received during scoping will be considered along with further studies as the Draft EIS is developed. The document will also be modified based on a series of agency reviews. Once approved, you will be invited to participate in a Public Hearing and have the chance to review and comment on the information in the document.

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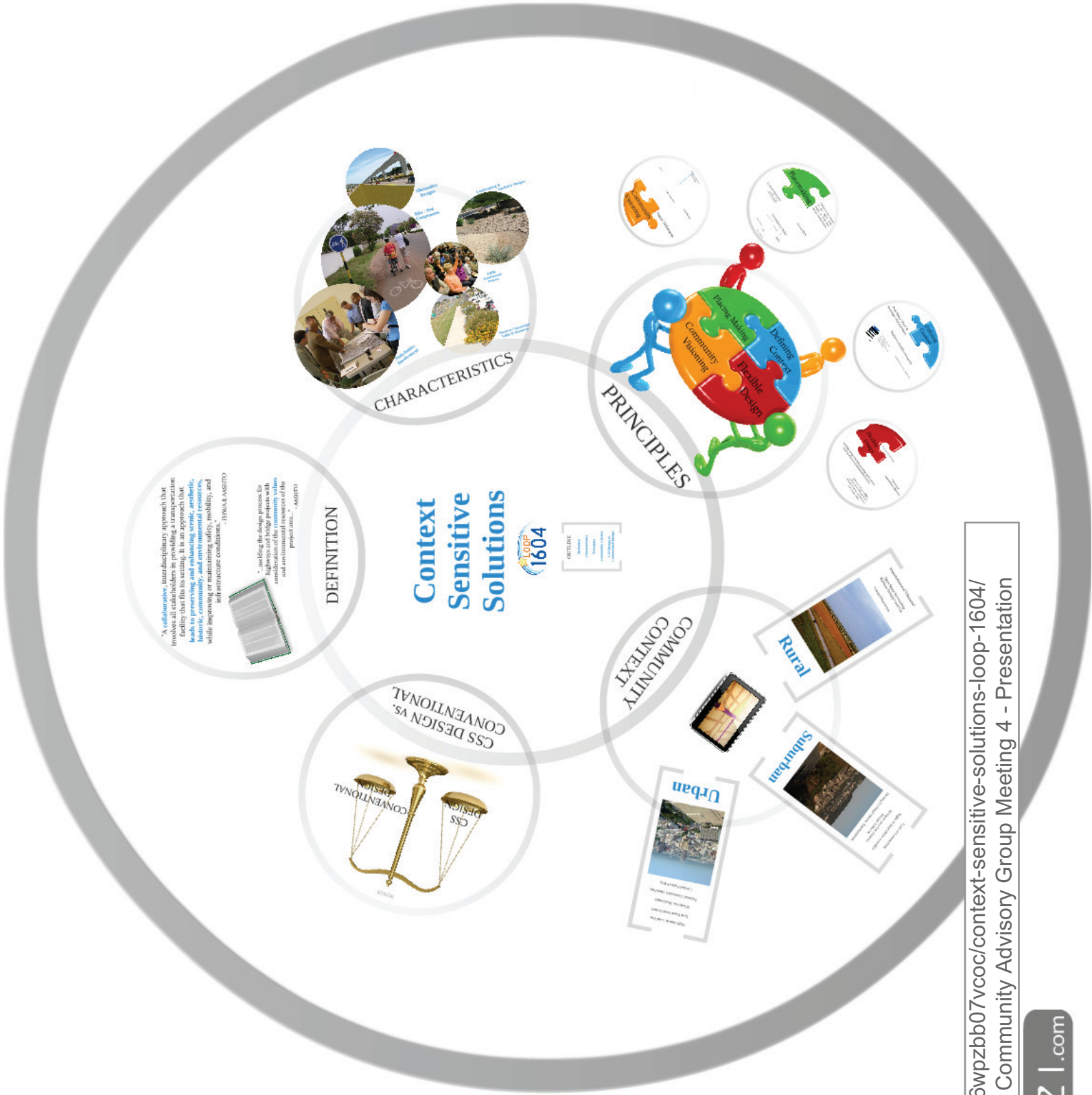
## More News on the Loop - Super Street is Coming

The 1604 Super Street project is a short-term solution that will provide operational and safety improvements without adding capacity. Last month the first segment, Braun Road to 151, received environmental clearance. Recently this part of Loop 1604 was ranked the 23rd most congested roadway in Texas. Similar to the 281 Super Street, we're bringing a short-term solution to the Loop while the EIS continues to move forward towards a long-term solution.

[Read more. . .](#)



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<http://prezi.com/6wpzbb07vcoc/context-sensitive-solutions-loop-1604/>  
 Loop 1604 EIS - Community Advisory Group Meeting 4 - Presentation

# Draft EIS Alternatives

*Build Alternatives are based on a multi-modal concept and accommodate future transit improvements within the corridor.*



- ◆ Maintain the status quo. Existing general purpose lanes and frontage roads kept as they are today.
- ◆ The No-Build Alternative is required in an Environmental Impact Statement as a baseline for comparison.
- ◆ The No-Build Alternative is defined as no capacity improvements in the Loop 1604 corridor through the design year, 2035.
- ◆ Minor projects, such as critical safety improvements or drainage improvements and maintenance projects such as guardrail repairs or restriping would be allowed but no capacity would be added to the corridor.
- ◆ Other planned projects in San Antonio-Bexar County Metropolitan Planning Organization's Mobility 2035 plan would not be affected.



- ◆ General purpose lanes added in the median of the existing Loop 1604 main lanes or the center of the right-of-way (ROW) where main lanes do not currently exist.
- ◆ These general purpose lanes would not cause the relocation of the main lanes.
- ◆ Frontage roads kept as they are today.
- ◆ Entrance and exit ramps stay where they are today.



- ◆ Managed lanes added in the median of the existing Loop 1604 main lanes, typically on ground level, although access at interchanges may require elevation of these lanes at times. Where main lanes do not exist, managed lanes would be added in the center of the ROW.
- ◆ Managed lanes would necessitate shifting and reconstruction of the main lanes to accommodate the barriers and shoulders required for the separation of the existing lanes from the new managed lanes.
- ◆ Access points would be provided using barrier openings or slip ramps from the main lanes and direct connections with other major freeways.
- ◆ Frontage roads kept as they are today.
- ◆ Entrance and exit ramps from the existing general purpose lanes likely stay in place.

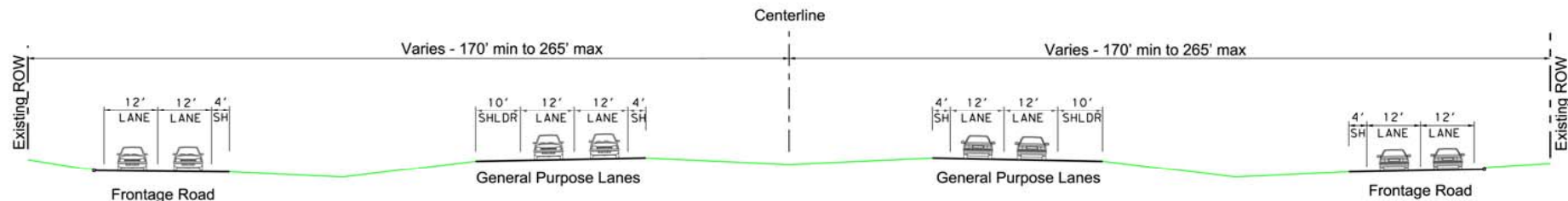


- ◆ Managed lanes added to the outside of the existing Loop 1604 main lanes, typically elevated, although at times on ground level where the ROW and terrain allow. Where main lanes do not exist, managed lanes would be added to the outside of the reserved general purpose corridor in the ROW.
- ◆ Managed lanes would not affect the main lanes and would be placed between the existing main lanes and frontage roads.
- ◆ Access points would be provided using entrance / exit ramps and direct connections with other major freeways.
- ◆ Frontage roads kept as they are today.
- ◆ Entrance and exit ramps from the existing general purpose lanes would likely be modified.

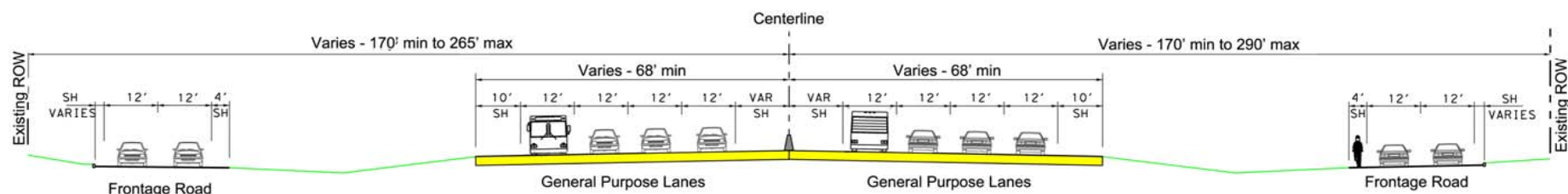
*Managed lanes would include restrictions for the users of these lanes, such as:*

- *User fees (fixed or variable tolls)*
- *Vehicle occupancy (High Occupancy Vehicles)*
- *Vehicle type (truck, car, bus, motorcycle)*

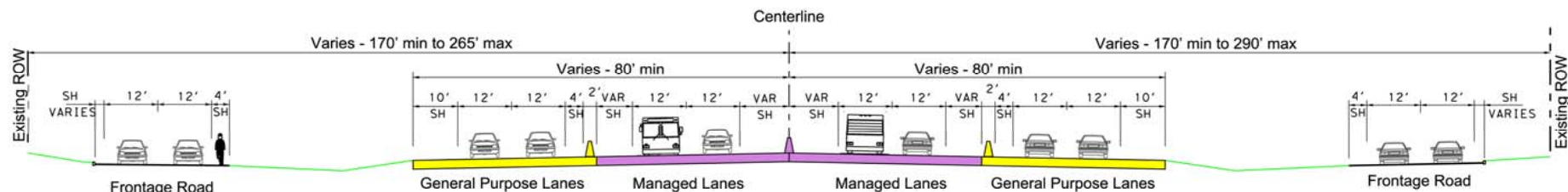
# Draft EIS Alternatives



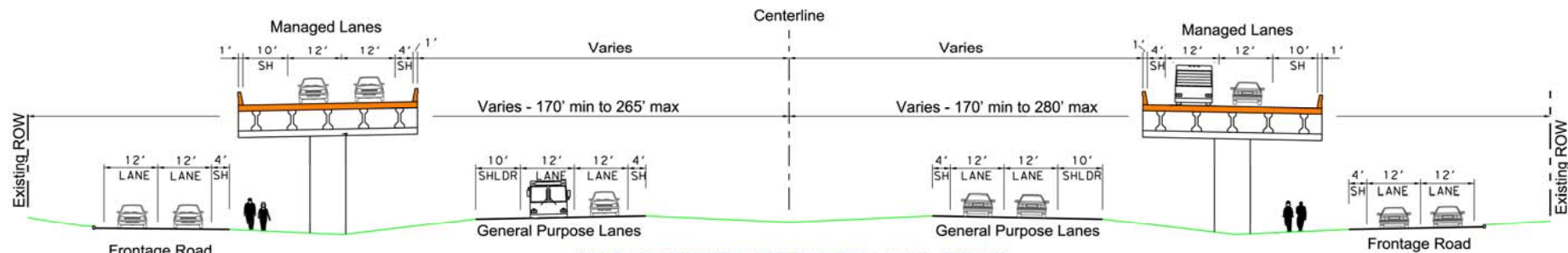
NO BUILD ALTERNATIVE (EXISTING CONDITIONS)



BUILD ALTERNATIVE 1: ADD GENERAL PURPOSE LANES



BUILD ALTERNATIVE 2: ADD MANAGED LANES - INSIDE



BUILD ALTERNATIVE 3: ADD MANAGED LANES - OUTSIDE

**Loop 1604 – Community Advisory Group – Worksheet for Notable Features**

Notable Features by Section	Section 1: US 90 West to Bandera Rd	Section 2: Bandera Rd to NW Military Hwy	Section 3: NW Military Hwy to Redland Rd	Section 4: Redland Rd to IH 35 North
<b>Environmental</b>	<ul style="list-style-type: none"> <li>◆ Karst Zones 5, 3, 2, 1</li> <li>◆ Aquifer – Artesian Zone</li> <li>◆ Critical Habitat Unit 16</li> <li>◆ Medio Creek and Floodplain</li> <li>◆ Caracol Creek, Floodplain, and Wetland Area</li> <li>◆ Culebra Creek, Floodplain, and Wetland Area</li> <li>◆ Helotes Creek and Floodplain</li> </ul>	<ul style="list-style-type: none"> <li>◆ Karst Zones 5, 3, 2, 1</li> <li>◆ Aquifer – Mostly Recharge Zone</li> <li>◆ Critical Habitat Unit 9</li> <li>◆ French Creek and Floodplain</li> <li>◆ Huesta Creek and Floodplain</li> <li>◆ Leon Creek and Floodplain</li> <li>◆ Olmos Creek and Floodplain</li> </ul>	<ul style="list-style-type: none"> <li>◆ Karst Zones 5, 3, 2, 1</li> <li>◆ Aquifer – Recharge Zone</li> <li>◆ Salado Creek and Floodplain</li> <li>◆ Panther Springs Creek and Floodplain</li> <li>◆ Lorence Creek and Floodplain</li> <li>◆ Mudd Creek and Floodplain</li> </ul>	<ul style="list-style-type: none"> <li>◆ Karst Zones 5, 3, 2</li> <li>◆ Aquifer – Recharge Zone (west) / Artesian (east)</li> <li>◆ Elm Creek and Floodplain</li> <li>◆ Elm Waterhole Creek and Floodplain</li> <li>◆ Cibalo Creek and Floodplain</li> <li>◆ Selma Creek and Floodplain</li> </ul>
<b>Transportation/ Connectivity</b>	<ul style="list-style-type: none"> <li>◆ Rural highway with at-grade intersections</li> <li>◆ US 90</li> <li>◆ Marbach Road</li> <li>◆ Potranco Road</li> <li>◆ Military Road West</li> <li>◆ Wiseman Boulevard</li> <li>◆ SH 151</li> <li>◆ FM 471</li> <li>◆ Braun Road</li> </ul>	<ul style="list-style-type: none"> <li>◆ Controlled access freeway</li> <li>◆ Bandera Road</li> <li>◆ West Hausman Road</li> <li>◆ Babcock Road</li> <li>◆ IH 10</li> <li>◆ Vance Jackson Road</li> <li>◆ Railroad Crossing</li> </ul>	<ul style="list-style-type: none"> <li>◆ Controlled access freeway</li> <li>◆ NW Military Highway</li> <li>◆ Bitters Road / Rogers Ranch Parkway</li> <li>◆ Huebner Road</li> <li>◆ Blanco Road</li> <li>◆ Stone Oak Parkway</li> <li>◆ US-281</li> </ul>	<ul style="list-style-type: none"> <li>◆ Controlled access freeway</li> <li>◆ Redland Road</li> <li>◆ Bulverde Road</li> <li>◆ O’Conner Road</li> <li>◆ Judson Road</li> <li>◆ Green Mountain Road</li> <li>◆ Nacogdoches Road</li> <li>◆ Lookout Road</li> <li>◆ IH 35 North</li> <li>◆ Railroad Crossings</li> </ul>
<b>Community</b>	<ul style="list-style-type: none"> <li>◆ Sociedad Cemetery</li> <li>◆ Culebra Creek Park</li> <li>◆ San Antonio Wildlife Center</li> <li>◆ Offerings of Peace</li> <li>◆ Mount Olive Luthern Church</li> <li>◆ Calvary Hills Baptist Church</li> <li>◆ Shiloh Missionary Baptist Church</li> <li>◆ Northwest Park Baptist Church</li> <li>◆ Northwest Church of Christ</li> <li>◆ Zion Lutheran Church of Helotes</li> <li>◆ The Pillars Christian Learning Center</li> <li>◆ Francis R. Scobee Middle School</li> <li>◆ Big Country Elementary School</li> <li>◆ Brauchle Elementary School</li> <li>◆ Northwest Vista College</li> <li>◆ Residential Subdivisions</li> <li>◆ Commercial Centers</li> <li>◆ Sea World of San Antonio</li> <li>◆ Southwest Independent School District</li> <li>◆ Northside Independent School District</li> <li>◆ Power Corridor Crossing (between Braun Road and Bandera Road)</li> </ul>	<ul style="list-style-type: none"> <li>◆ Camp Bullis</li> <li>◆ BAPS Shree Swaminarayan Mandir Temple</li> <li>◆ HOPE Center</li> <li>◆ University Church of Christ</li> <li>◆ Medical Clinics</li> <li>◆ Dub Farris Athletic Complex</li> <li>◆ Monroe S. May Jr. Elementary School</li> <li>◆ UTSA</li> <li>◆ Shops at LaCantera</li> <li>◆ Valero Headquarters</li> <li>◆ Residential Subdivisions</li> <li>◆ Commercial Centers</li> <li>◆ Quarrys</li> <li>◆ Six Flags Fiesta Texas</li> <li>◆ Northside Independent School District</li> </ul>	<ul style="list-style-type: none"> <li>◆ Camp Bullis</li> <li>◆ The Club at Sonterra</li> <li>◆ Patricia J. Brattman Elementary School</li> <li>◆ Montessori School of San Antonio</li> <li>◆ Concordia Luthern Church</li> <li>◆ Alzafar Temple</li> <li>◆ Cornerstone Church</li> <li>◆ Harvest Fellowship Community Church</li> <li>◆ St. Thomas Episcopal Church and School</li> <li>◆ Community Bible Church</li> <li>◆ Northside Independent School District</li> <li>◆ Northeast Independent School District</li> </ul>	<ul style="list-style-type: none"> <li>◆ Northern Hills Church and Day School</li> <li>◆ New Life Deaf Fellowship</li> <li>◆ Christian Family Church and Daycare</li> <li>◆ Church of Jesus Christ of Latter Day Saints</li> <li>◆ Trinity Church</li> <li>◆ Rolling Oaks Mall</li> <li>◆ University of Incarnate Ward</li> <li>◆ Judson Learning Academy</li> <li>◆ Live Oak Civic Center</li> <li>◆ Medical Centers</li> <li>◆ Residential Subdivisions</li> <li>◆ Commercial Centers</li> <li>◆ Quarry</li> <li>◆ Cement Plant</li> <li>◆ Northeast Independent School District</li> <li>◆ Judson Independent School District</li> </ul>
<b>Other</b>	◆	◆	◆	◆

A wide-angle photograph of a multi-lane road with several cars driving. The road is flanked by green trees and a clear sky. The image is positioned at the top of the page, below the logo.

# Loop 1604 Environmental Impact Statement

## Community Advisory Group

### Context Sensitive Solutions Exercise #1

#### Community Context Audit

**Directions:** As you complete this audit, please consider the interaction of persons and groups within your community when considering factors such as mobility and access (vehicular, non-vehicular and transit modes), safety, local and regional economics, aesthetics and overall quality of life. The community context matrix will focus on four different aspects of the Loop 1604 corridor that help define the context of this section. These include land use considerations, transportation infrastructure in the corridor, neighborhood or community amenities, and economic development. You can use the maps or notable features handout to identify specific resources that are important, and we will document your answers to the questions related to each of the four quadrants of the community context matrix board.

#### Aspect 1: Land Use Considerations / Community Context

**Question 1:** *How would you characterize this section of the Loop 1604 corridor and do you expect this to change over time or remain the same in the future? Please describe:*

**Question 2:** *What are the most important/notable features in the Loop 1604 corridor (i.e. cultural, natural, architectural, social, community, or of historical)?*

#### Aspect 2: Transportation Infrastructure Assessment

**Question 3:** *What transportation related elements are present in the Loop 1604 corridor and what elements do you think are the most important to have in the future?*

#### Aspect 3: Neighborhood or Community Amenities

**Question 4:** *What types of neighborhood or community amenities are present in this section of the corridor? What amenities are most important to consider in the future?*

#### Aspect 4: Community Economic Development Considerations

**Question 5:** *Are visitors attracted to this area? If yes, why?*

**Question 6:** *Is the local economy supported by historic, natural, cultural and entertainment resources? Please identify.*

**Question 7:** *What types of community economic development do you expect to occur in this area in the future (e.g., new development, infill, increased density, mixed use, redevelopment, mixed-use centers, unique destinations, other)?*

# Context Elements

	Element	Considerations	Importance
TRANSPORTATION	ADA Compliant Enhancements	<i>Sidewalk ramps, hand rails, curb cuts</i>	
	Bicycle Lanes, Paths, and Facilities	<i>Designated bike lanes, multi-use shoulder, signage</i>	
	Transit Shelters	<i>Designated stops with signs and rooftop cover</i>	
	Pedestrian Crossings	<i>Crosswalks, pedestrian bridges</i>	
	Lighting	<i>Lighted areas</i>	
	Pedestrian and Bicyclist Intersection Treatments	<i>Crossing controls, "safe" areas</i>	
	Benches and Trash Receptacles	<i>Seating and garbage collection</i>	
	Landscaping	<i>Ornamental shrubs and trees</i>	
NATURAL ENVIRONMENT	Stormwater Treatment	<i>Efficiency and cost</i>	
	Maintenance	<i>Mowing, debris removal, cleaning</i>	
	Pavement Type	<i>Permeability, porosity, ride quality, looks</i>	
	On-site Stormwater Treatment	<i>Subsurface storage and treatment</i>	
	Aesthetics	<i>Hill Country feel</i>	
	Native Vegetation	<i>Native seed mixes with natural look</i>	
	Air Quality	<i>Emission reductions</i>	
	Green Design and Sustainability	<i>Recycled materials</i>	
COMMUNITY	Connectivity and Land Use Compatibility	<i>Access to businesses and community resources</i>	
	Transportation Choices	<i>Multi-modal connections</i>	
	Safety	<i>Accident reduction measures</i>	
	Energy Efficiency	<i>LED Lighting, recycled materials, etc.</i>	
	Open Space	<i>Providing open space</i>	
	Cost	<i>Construction and maintenance cost reduction strategies</i>	
OTHER			

OTHER



## Loop 1604 Environmental Impact Statement Community Advisory Group Presentation Request Form

The Loop 1604 Project Team is available to provide your group with the most current information available. Please use the form below to request an appointment for a project representative to come and present information about the project to your group.

Name \_\_\_\_\_ E-mail \_\_\_\_\_ Phone \_\_\_\_\_

Organization \_\_\_\_\_

Preferred Day(s):

Specific Date \_\_\_\_\_ Preferred Time \_\_\_\_\_

Monday

Tuesday

Location \_\_\_\_\_

Wednesday

Approximate # of Attendees \_\_\_\_\_

Thursday

Friday

Area or Topic of Interest \_\_\_\_\_



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