



Loop 1604 Environmental Impact Statement
Community Advisory Group
October 26, 2010

Meeting Summary

6:00 p.m. to 6:30 p.m.

Open House - Overview of the Draft Alternatives

6:30 p.m. to 8:30 p.m.

Valero Corporate Headquarters

Building F – Room FB 118

One Valero Way, San Antonio, Texas 78249

Attendance:

Members: Robert Arias, *Town of Hollywood Park*; William Atkins, *Southwest ISD*; Richard Alles, *Aquifer Guardians in Urban Areas*; David Hagerman, *Martin Marietta Materials, Inc*; Letti Bresnahan, *North East ISD*; Ronnie Hernandez, *San Antonio River Authority*; J. Douglas Lipscomb, *The University of Texas at San Antonio*; Dick McNary, *North San Antonio Chamber of Commerce*; Nolan Kuehn, *Hill Country Bicycle Touring Club*; Marty Wender, *Westover Hills and the Greater San Antonio Chamber of Commerce*; and Dominic Zickgraf, *Six Flags Fiesta Texas*.

Members of the Public: David Elizondo, *HNTB*.

Alamo Regional Mobility Authority (Alamo RMA): Terry Brechtel, Lisa Adelman, Bob Thompson, Pat Irwin, and Leroy Alloway.

Michael Baker, Jr., Inc.: Tim Smith, Matt Barkley, Lorraine Richards, Mark Bunnell, Mike Ryan, and Lacy Guaderrama.

RJ RIVERA Associates, Inc.: Linda Vela, Rudy Rivera, and Steve Perez.

Poznecki-Camarillo, Inc.: Crystal Benavides.

Rodriguez Transportation Group: Brock Miller.



Meeting Objectives:

- Provide status update since the last advisory group meeting
- Review Draft Environmental Impact Statement (EIS) alternatives advancing for more detailed study
- Learn about Context Sensitive Solutions (CSS) and discuss opportunities for these solutions along the Loop 1604 corridor

Handouts:

- Community Advisory Group (CAG) Agenda
- Public Scoping Meeting No. 2 Meeting Brief
- Draft E-Newsletter
- Draft EIS Alternatives
- Technical Presentation Overview/Link and Group Exercise Worksheets
- Presentation Request Form

Open House

Members were able to review scroll plot maps of Build Alternatives 1, 2 and 3 and discuss their questions with members of the design team. Issues discussed included the process used and facilities evaluated for improving parallel routes.

Welcome and Approval of the Meeting Summary

Tim Smith, Project Manager with Michael Baker Jr., Inc., welcomed everyone to the meeting and reviewed the meeting agenda items. He also invited members to post their ideas for future meeting topics on the wall. He then asked Lorraine Richards with Michael Baker, Jr., Inc. to approve the prior meeting's summary. Ms. Richards said the study team had received one comment on the meeting summary for the third advisory committee meeting. The change was a clarification on page 4. The corrected summary was e-mailed to the committee. With this clarification, the meeting minutes stand approved as corrected.

Status Update

Ms. Richards reviewed the handout package that includes a briefing of the scoping meeting held in April, a draft of the e-newsletter that will be sent out shortly, a handout describing the Draft EIS alternatives advancing for more detailed study, and handouts that will be used for the group exercises. She also referred to the technical presentation handout that includes the link to where the CSS presentation can be viewed (<http://prezi.com/6wpzbb07vcoc/context-sensitive-solutions-loop-1604/>). She then introduced Leroy Alloway with the Alamo RMA for further updates.

As a follow-up from the previous CAG meeting, Mr. Alloway noted that the Alamo RMA extended invitations to VIA Metropolitan Transit and the San Antonio-Bexar County Metropolitan Planning Organization to present information about their planning



processes as part of this meeting. Unfortunately, both agencies had other commitments and so the Alamo RMA will extend the invitation again in the future.

Mr. Alloway then provided an update on the Loop 1604 Super Street Project. Participants were given copies of a press release dated September 27, 2010 and a Loop 1604 Super Street information packet dated May 2010. Mr. Alloway said environmental clearance has been received for Braun Road to 151 and the contract has been let. Hunter Enterprises' estimate came in well under the engineer's estimate. Construction is anticipated to start in January 2011 and should take approximately 8 months to complete.

Mr. Alloway also said that there is a meeting planned at Calvary Hill Baptist Church on November 18, 2010 for the 1604 Underpass Project. He explained that this project would include taking the main lanes of SH 151 under Loop 1604 and tying 151 into Alamo Ranch Parkway to help clear up some of the traffic choke points at this intersection.

Technical Presentation – Context Sensitive Solutions

Mr. Smith thanked Mr. Alloway for his update and then introduced Mike Ryan with Michael Baker, Jr. who delivered the technical presentation regarding CSS. Mr. Ryan thanked everyone for having him at the meeting. He began with a brief outline of his presentation. Mr. Ryan said CSS is truly a collaborative process to incorporate scenic, aesthetic, and historical components of the community into the design of a project. He said some of the general characteristics of a CSS design process include stakeholder involvement, bicycle and pedestrian components, alternative designs, landscaping and aesthetics, input from the general public, and the preservation of community values and resources. He then reviewed the various principles that make up a successful CSS project. Mr. Ryan talked further about the process involved in defining the community context. He said that one of the goals for the evening is to identify the community context of the various sections of Loop 1604. He said that participants would be completing a community context audit to look at the community needs that help support the development of the community context statement. A context statement should describe what Loop 1604 is about today and how the community wants it to be 20 years in the future. Various context elements and the importance of considering these elements in the design will also be reviewed. He explained that ultimately the goal is to balance the design goals and project needs with stakeholder concerns in order to provide a design that best fits the community.

Mr. Ryan then asked for questions. Hearing none, he talked about the cost of incorporating CSS. He said a common misconception is that communities cannot afford CSS. He said that it is important to first identify community values and extract context elements that support these values. Once this is achieved these can be reviewed to determine how best to incorporate them into the design. He said items can often be incorporated that provide a richer product with little or no cost. He cited examples, including painting of structures and striping of pavement for bicycle facilities. His point was that not all CSS solutions require additional funds to implement. Once the desired



context elements are defined and evaluated further, the cost and benefits of including these in the design could be discussed as part of future meetings.

Small Group Exercises – Context Sensitive Solutions

Mr. Smith provided a brief overview of the small group exercise. Members were assigned to one of four groups in advance based on their e-mailed responses about their interest in the west, east, or entire corridor. Groups 1 and 2 (west groups) were consolidated, as were Groups 3 and 4 (east groups) due to low attendance. Mr. Smith explained that in order to develop CSS options, the study team needed the group's input regarding the context of the overall corridor and potential elements and or amenities that should be considered to make any of the build alternatives more sensitive to the context of the corridor. He said the exercises were designed to get the advisory group's input on the context of the corridor and the types of elements they would like to see included. Following is a summary of each exercise:

Exercise #1

Participants were asked to work together and answer a series of questions in order to fill out a context audit matrix. They were then asked to summarize the information on the matrix into a brief context statement of 3-5 words that was documented in the center circle of the matrix chart. The results of Exercise #1 for each section of Loop 1604 are found on pages 6 and 7.

Exercise #2

Participants were asked to place color-coded dots next to the design elements based on how important they felt each element is to this particular section of the corridor. The colors corresponded to three categories – 1) Transportation, 2) Natural Environment, and 3) Community Related Elements. Participants were provided one dot for each context element listed under the category and instructed to use the dots only in the matching category. Additional items could also be added under "Other," and dots could be applied to that item using dots from the category that the item best fit in. The results of Exercise #2 for each section of Loop 1604 are found on page 8 and 9.

Report Results of Small Group Exercise

Once the group exercises were completed, a representative for each of the groups reported back the results of the context statement defined for each section of the corridor. Linda Vela with RJ RIVERA Associates, Inc. presented on the section from US 90 to Bandera Road and said that the group deemed this as one of the most active areas of growth in San Antonio and that the table is set for this to continue in the future. She also reported on the section of Loop 1604 from Bandera Road to NW Military Highway and said the group called this section the Gateway to the Hill Country.

Next, Matt Barkley with Michael Baker Jr., Inc. presented on the section from NW Military Highway to Redland Road. He said the group felt this area was most concerned



about the future livability, water quality, ability to retain natural elements, and landscaping. They wanted to make sure that if the project happens it looks like it fits in with the community. He then reported on the section from Redland Road to IH 35 North where the group said the area feels like it did 20 years ago on the other sections of Loop 1604 and that it is more geared to industrial development with lesser concerns about water and the aquifer.

Wrap-up and Next Steps

Mr. Smith then thanked the committee for attending and for their input. He said the study team would take this back and come back at a future meeting with further information for the group to consider. He also noted that the suggestions for future meeting topics recommended by the group would be reviewed as part of developing future agendas.

These topics include:

- Stormwater Management
- Stormwater Harvesting
- Stormwater BMPs
- Maximizing transportation capacity while minimizing impervious cover.
- “Road Diets”
- 2020 Mayor’s Vision and how Loop 1604 is being addressed in the overall vision for the city.
- How can traffic noise be mitigated?
- Reduction of cut through traffic adjacent neighborhoods.
- “Connectivity” is the buzz word regarding the unification of the various greenways, bike lanes, bike paths, etc. that would result in a more functional system for recreation, exercise, and commuting. What will be done to ensure that this is considered on the Loop 1604 part of this system?

Terry Brechtel, Executive Director, Alamo RMA, then asked if the group liked the format of the meeting. Receiving a positive response from group members, Ms. Brechtel said that the Alamo RMA would try to incorporate this type of setting into future meetings.

Adjourn



CAG Meeting 4 Exercise #1 Results

	US 90 West to Bandera Road	Bandera Road to NW Military Highway	NW Military Highway to Redland Road	Redland Road to IH 35 North
Community / Land Use Context	<ul style="list-style-type: none"> • Metro study: US 90 to Bandera outside 1604 has 45%+ growth • 151 corridor: 3rd major employment corridor • Suburban outside 1604 • Urban inside 1604 (more commercial, job generators) • Natural features (not over recharge zone, not hard rock, terrain not as hilly, easier to develop, no endangered species) 	<ul style="list-style-type: none"> • Suburban • UTSA and Westin/LaCantera Mall • Fiesta Texas • Schools – brand new high school – Brandeis • NS Athletic Center will have an aquatic center outdoor • Valero • 3 golf courses • UTSA will also have athletic center at Hausman • Huge push back re: expansion of UTSA apts. • Planned high end office building across from Rim off of IH 10 • Camp Bullis • Quarry both sides of 1604 • Future more of the same, could be more urban around UTSA • Rim, USAA, and Medical Center have major influence on 1604 and IH 10 	<ul style="list-style-type: none"> • Suburban and will continue to be developed • Anticipate increased density, noise • Future growth includes schools and churches • Intersection of geographic areas • There is diversity of wildlife and vegetation • Wildlife movement is already difficult • Mandate open space % requirements in the future • Aquifer recharge area • Endangered species: karst invertebrates 	<ul style="list-style-type: none"> • Transitioning from rural to suburban • Quarry present • There is a mall, but not as much commercial as other sections • Leaving Hill Country, gateway to IH 35 • Not as densely developed, but currently headed in the same direction as the rest of the corridor towards more development
Infrastructure	<ul style="list-style-type: none"> • Currently great except 1604 (utilities, roads, etc) • Existing signalized major intersections • Don't want signalized intersections in the future • VIA service is currently lacking • Improve VIA service routes in the future • Existing connectivity with 151 (Potranco, Military, Wiseman) • Not enough continuous connections • Does not currently accommodate biking • Add Northwest Vista biking routes in the future 	<ul style="list-style-type: none"> • Don't mix cars and bikes in the future, would rather separate bike lanes along creeks • If bicycles are accommodated, connectivity is important • 1604/IH 10 intersection is very problematic – it is horrible and a deterrent to commercial expansion. Is anything proposed to improve it? • A lot of people bike, but no good place to do it • What is speed limit at which bicycles should not be there? No legal requirement. • Park and ride under IH 10/1604 • We have a lot of students that ride bikes and not good infrastructure to do it on • My teenager is more open to bicycles and transit is trend headed that way? • Want to enhance mass transit opportunities for students in future • Truck traffic intermingling with passenger traffic • A lot of through traffic from IH 10 • On Military have a lot of heavy traffic 	<ul style="list-style-type: none"> • More growth requires more infrastructure in the future (utilities, transportation) • Make it “more livable” in the future • Mostly geared to autos and bus • Not friendly to bicycles • SAFETY – signs and striping in the future • Accommodate school kids with safe routes to school in the future • Dominated by high-speed traffic • Provide for wildlife migration in the future • Stormwater management exists • Adjacent roads are congested 	<ul style="list-style-type: none"> • Two railroad lines exist • Limited bicycle facilities exist, but less traffic is conducive to biking • Exits are further apart • Power transmission line exists • Future San Antonio to Austin passenger rail, transit station



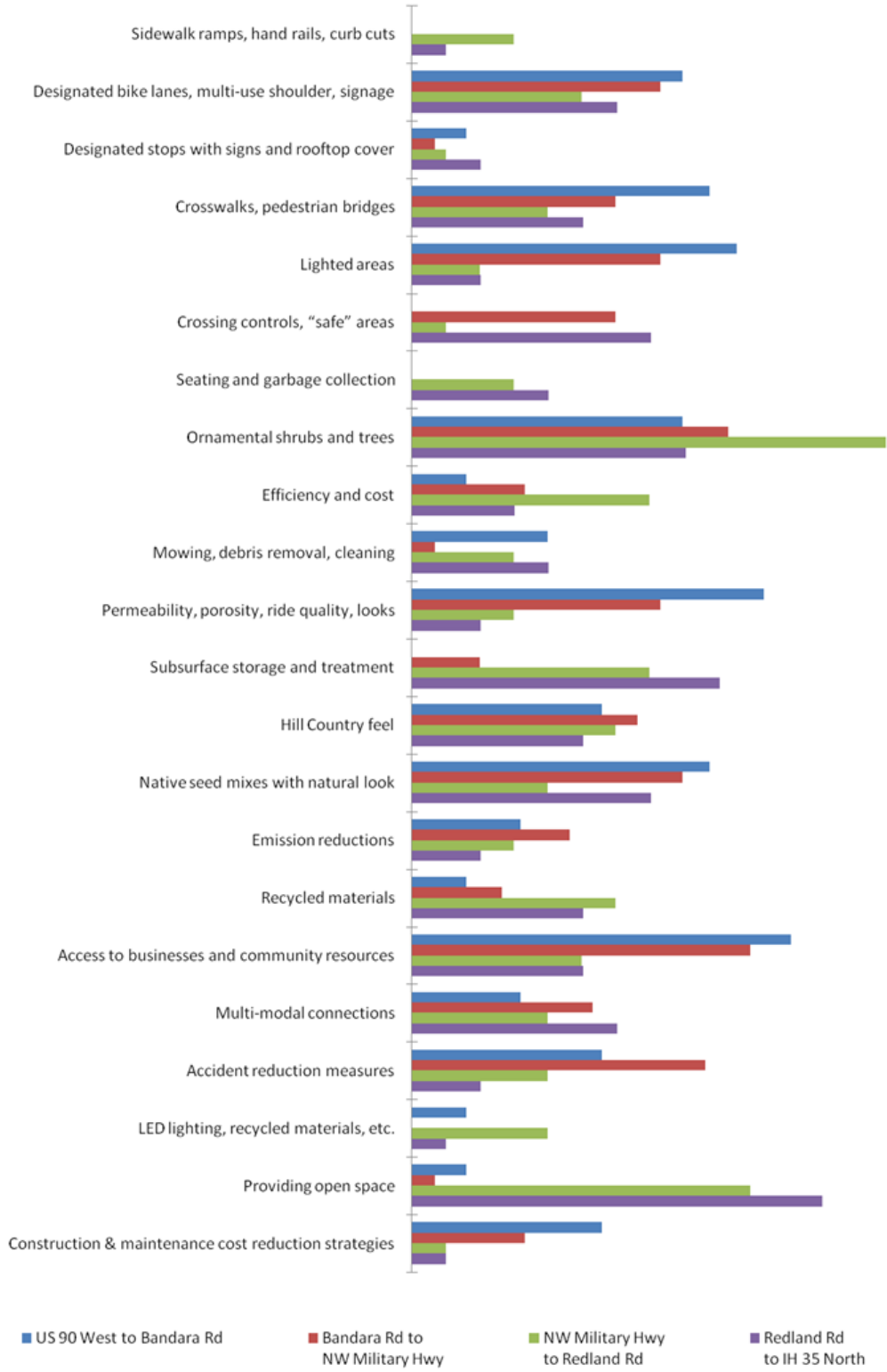
CAG Meeting 4 Exercise #1 Results

	US 90 West to Bandera Road	Bandera Road to NW Military Highway	NW Military Highway to Redland Road	Redland Road to IH 35 North
Neighborhood Amenities	<ul style="list-style-type: none"> • Land with nice features like oak trees • Nice schools (K-12, Northwest Vista) – All • Theme Parks • Golf Course • Near jobs • New neighborhoods exist • Lack of parks and libraries • City has 14, 000 acres of parks – check location? • Lack of places to worship, not enough churches • Lack of hospitals • Future Methodist and Baptist Hospitals – both own land • Future trend toward more clinics • Need more internet closer to US 90 in the future • Future athletic fields 	<ul style="list-style-type: none"> • 3 golf courses • A lot of shopping\ • Schools and universities • Corporate campuses – Metronix, NuStar • Six Flags Fiesta Texas • Hotels • Academy • Really well planned neighborhoods – well planned, upscale, good utilities • Military Highway is first bedroom community • Shavano 	<ul style="list-style-type: none"> • Grocery stores, schools, church, special events, hospitals currently exist • Close and convenient to walk, bike, or reasonable drive • Floodplain and open space exist 	<ul style="list-style-type: none"> • Churches • Rolling Oaks Mall • Golf driving range • Open space • More intense development in the future • Bicycle facilities in the future • Convert quarry to reservoir, other open space, flood control in the future
Economic Development	<ul style="list-style-type: none"> • Sea World - 2 million visitors each year • Six Flags • Government Canyon • Gun Club – Culebra outside 1604 • Hyatt resort – Hill Country and Timeshares • Natural features that support development and population • Telecom data centers and infrastructure and CPS substations • Increased density • Future service industry, residential and commercial • Balance of ownership and rental homes in the future • SW Research Park • Economic development is not limited to infill, will encompass all types. 	<ul style="list-style-type: none"> • Visitors come for shopping/entertainment, university, medical • University is a big contributor to the economy • Rock quarries – economic driver – ship all over state • Military – Camp Bullis • Valero, USAA, Medical Center • Rim • IH 10 is still the “Golden Corridor” • Mix of business, education, medical 	<ul style="list-style-type: none"> • People currently moving to this area • Mobility could impact Stone Oak Medical Facility in the future • Nothing will stop growth north of Loop 1604 in the future 	<ul style="list-style-type: none"> • Location of IH 35/Loop 1604 currently invites economic development • Industrial and warehouse • Ripe for development in the future
Context Statement	<ul style="list-style-type: none"> • Most active and will continue to be • Table is set 	<ul style="list-style-type: none"> • Gateway to the Hill Country 	<ul style="list-style-type: none"> • Livability in the future - Retain natural elements such as water quality, landscaping • It doesn’t matter, it’s going to happen regardless • Devastating, looks terrible 	<ul style="list-style-type: none"> • Still feels like it did 20 years ago on the other section • Geared to industrial development (not as concerned about water, aquifer)

Note: This summary table was developed from the matrix completed in the small workgroups and includes minor edits to provide clarification or improve readability.



Importance of Context Element Considerations CAG Meeting 4 Exercise 2 Results Based on % of Responses by Section





CAG Meeting 4 Exercise 2 Results Comparison of Western and Eastern Sections

