

## MEETING SUMMARY

### **Southeast Planning Team Meeting #8: Mobility 1 of 2**

**Meeting Date:** Thursday, December 12, 2019

**Time:** 5:30 PM – 7:30 PM

**Location:** Southside Lions Community Center

**Attendees:**

*Sara Mendiola, SARA*

*Bea Imkin, Jupe Manor*

*Chris Dawkins, BEST*

*Ed Fears, Pasadena Heights*

*Isabel Fears, Pasadena Heights*

*Dr. D. Anthony Miles, Miles Development*

*Corporation*

*Chris Villa, District 3*

*Linda Cavazos, ECISD*

*Shepard Beamon, CoSA*

*Tim Mulry, VIA*

*Jana Wentzel, TCI*

*Krystin Ramirez, MIG*

*Mukul Malhotra, MIG*

*Hannah Santiago, Cambridge Systematics*

*Kevin Tillbury, Cambridge Systematics*

**Meeting Objectives:**

The purpose of Planning Team Meeting #8 was to begin the discussion on Mobility, by providing an initial overview of the mobility network for the Southeast Community Area, and to identify issues and opportunities in the area that may have been missed in the initial analysis.

**Meeting Format**

The meeting began with staff and planning team introductions and an overview of the Southeast plan process. Following this, a presentation was provided to the planning team to explain what is meant by mobility, an overview of the existing mobility conditions for the Southeast area, proposed street typology, community feedback, and important mobility connections and linkages. The team then broke out into a group discussion where the team was given maps that identified key mobility linkages using multiple transportation options. Attendees were then asked to identify any areas in need of improvement along corridors in the Southeast area or if the maps presented were missing any key linkages. The meeting concluded with next steps.

**Mobility Presentation**

Kevin Tillbury, mobility consultant from Cambridge Systematics, began the discussion by presenting a general overview of mobility for the area. He began by providing a definition of mobility and how it is integrated in the City policy and decision making. Mobility is defined as providing choices to move between home, work, school, errand and entertainment. The team was asked to consider mobility as providing choices such as private vehicles, VIA/Transit, shared mobility, cycling, walking, new mobility trends such as scooters and e-bikes. Jana Wentzel, from the city's TCI department, briefed the planning team on the mobility project process in San Antonio. Generally the projects begin by identifying the needs by the community or staff, followed by an inventory of area characteristics, which leads to the design, implementation, and maintenance of the projects.

### **Mobility in the Southeast Community Area**

The project manager and mobility consultant provided an overview of the Southeast area, to get the team to begin thinking about mobility specific to the study area. This was followed by an analysis of the existing mobility network in the Southeast area, including:

- Primary and secondary arterials, which are the major roadways that typically experience a higher volume of traffic compared to local, residential streets
- Which roads receive the highest amount of traffic volume, which were the highways, followed by New Braunfels, Southcross, WW White, SE Military, and Rigsby.
- Where there were higher public transit boarding at VIA bus stops, which were at the Wal-Mart at Rigsby and Loop 410, WW White and Rigsby, Southcross and WW White, Pecan Valley Drive and Southcross, along the New Braunfels corridor, and near McCreless Shopping Center.
- Where there is good sidewalk coverage and where it is not as present. Where there is sidewalk coverage, most sidewalks are less than 4 feet in width.
- Cycling in the Southeast area is most stressful along major roadways, compared to the greenway, which is very comfortable for cyclists. Bicycle usage is more accommodating west of Southside Lions Park.
- Bicycle and pedestrian crash history is lower throughout the Southeast area. Most crash activity occurs along the borders of the plan area, along Rigsby, near McCreless Shopping Center, and in the northern sections of the Highland Park, near I-10 highway access.
- The highest volume of motor vehicle crashes occurs along WW White and SE Military, and is relatively low along highways and Rigsby.
- There are a few public roadways and other bond projects in the area.

The project manager and mobility consultant both elaborated on the future land use map and the relation to mobility. When overlaid with draft future land use map that was developed by the planning team in previous planning team meetings, the intensity and traffic volumes of the roadways align the draft land use map. The future land use is suitable along the assigned roadways, and is supportive of the daily traffic activity. For example, Urban Mixed Use and Neighborhood Mixed Use have been assigned along Highway 87 and S WW White Road, both of which are Primary Arterials and can support a higher traffic volume compared to Urban Low Density Residential along Clark Avenue, which cannot support a large daily traffic volume.

### **Issues and Opportunities**

The mobility consultant and planning staff continued the discussion by presenting the issues and opportunities in the area that have been identified by the planning team and from community meetings and online surveys.

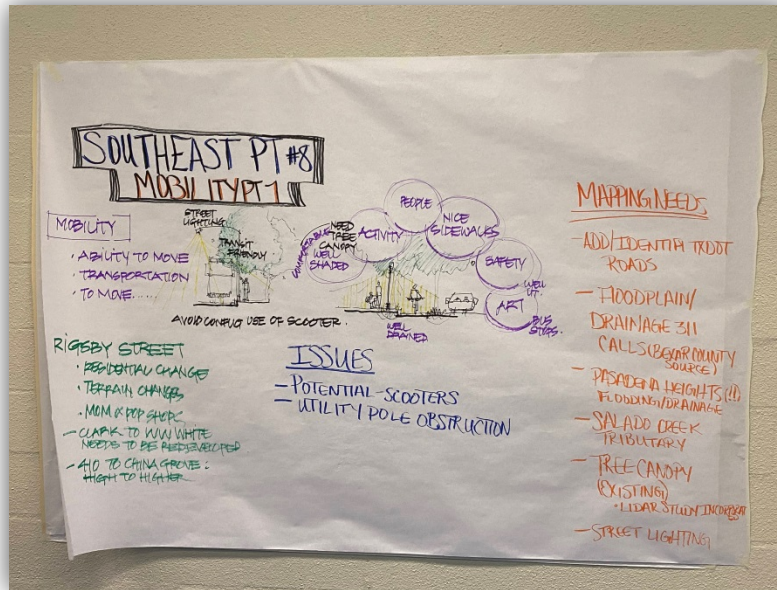
- Majority say walking and cycling is “Difficult” or “Very Difficult”
- Lack of, inadequate and poorly maintained sidewalks
- Lack of dedicated bicycle facilities and/or cars park in bicycle lanes
- Presence of stray dogs, absence of police presence, lighting
- High traffic speeds
- Wheelchair accessibility
- Majority say taking transit is “Easy” or “Very Easy”
- Increase in transit frequency and improved facilities desired



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- Most use cars for mobility
- Increase in congestion in recent years

Other issues include poor maintenance and disinvestment in infrastructure for the various modes of transportation and mobility. The Southeast area's transportation network favors cars over other modes of transportation. There is also a lack of connected and well-maintained sidewalks. Some opportunities that could be advantageous for other modes of transportation include the greenway creek system, proximity to downtown, and the dense gridded street network on the west side of Southside Lions Park.



The presentation continued by providing a few examples of other streets across the United States and how each street helps define the space, how it's used, appropriate modes of transportation, building heights, etc. This was followed with an explanation of the traditional street hierarchy: Arterial (Streets that connect us to larger destinations), Collectors (Connect us from arterials and larger nodes of activity to neighborhoods), Local (Neighborhood scaled and residential streets).

Using a consolidated land use map that collapsed similar land use categories into broader categories, it was determined which street functional classifications were appropriate with certain land uses and which streets should have more of an emphasis on moving people, vehicles, or both. Three examples were provided: New Braunfels Avenue between Fair Avenue and Steves Avenue, WW White Road between Sinclair Road and Rigsby Avenue, Southcross Boulevard between WW White Road and Loop 410, and the planning team were shown a cross section of the roadways and shown examples of similar streets, and different techniques used to define the street and the character of the surrounding neighborhood and buildings.

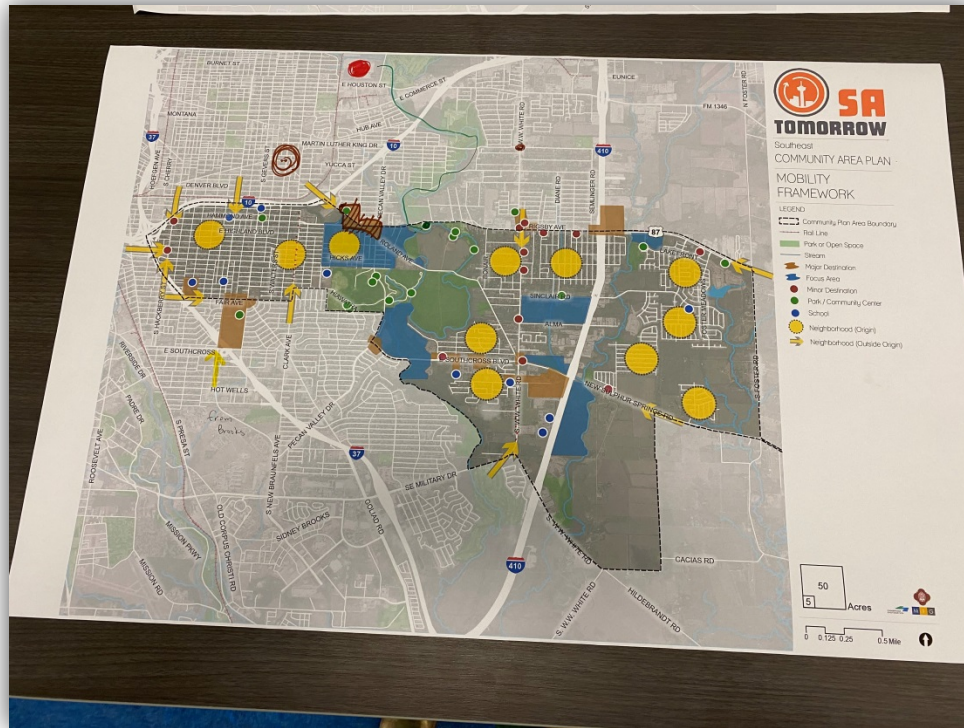
The planning team was also introduced the "road diets", which are roads that have a wide right-of-way, or an excessive number of lanes dedicated to cars and could reduce the number of lanes to accommodate other modes of transportation, such as bike lanes, wider sidewalks, shading and tree canopies, or buffers to separate the modes of transportation and increase safety and comfortability.



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### Origins, Destinations, and Key Linkages

The planning team was then shown a series of map to provide further insight to the mobility in the Southeast area, beginning with origins and destinations, or where people come from and where they go in the Southeast area. Most origins are neighborhoods where people live, and destinations are typically commercial areas, parks and public spaces, restaurants, and other popular destinations. This was followed with explanation of the mobility framework, including important linkages using cars, bikes, foot, and public transit.



### Mapping Exercises

Prior to this meeting, a series of three maps were made that identified priority corridors and linkages in the Southeast area, using multiple modes of transportation. Each map showed a different mode of mobility and modes included: Cycling and Micromobility; Motor Vehicle and Freight; and People, Pedestrian and Transit. The planning team then gathered around each map and provided their feedback on each map. They were asked to confirm that the appropriate linkages had been identified and why each was important. They were also asked to explain what improvements need to be made or if there were any linkages missing the maps.

**Bicycles and Micromobility:** the team agreed with the pre-selected corridors. They then identified Hackberry, WW White as key



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linkages. WW White was selected due to the wide right-of-way that could be a good candidate for a road diet. Pecan Valley should consider extending the linkage beyond the southern boundary of the plan to connect to the Brooks Regional Center. Similar to Salado Creek, Rosillo Creek was identified as key potential north/south connection east of Loop 410. The gridded street network in Highland Park provides several opportunities for east/west connections. The planning team identified Highland Blvd as another connection.

**Motor Vehicles and Freight:** participants agreed with the pre-selected important automobile linkages. They also identified Walters, Hackberry, and Sinclair as additional key linkages.

**People, Pedestrians, and Transit:** participants agreed with the selected important linkages. They suggested extending linkages beyond the plan area boundaries. They also recommended an important pedestrian connection along Walters and Clark to connect from McCreless north beyond I-10. Similar to bicycles linkages, Rosillo Creek was identified as a potential important linkage north/south.



**NEXT STEPS:** Planning staff will analyze the discussion and exercise results as well as provide updates to the planning team.

### Planning Team Meeting #9: Amenities

Monday, January 13, 2020; 5:30 PM – 7:30 PM  
Bode Community Center

Meeting summaries and presentations will be available on the sub area plan website:

<https://southeast.sacompplan.com/>

If you have any questions about the Southeast Community Area Plan, please contact: **Project Manager:** Shepard Beamon, City of San Antonio Planning Department.

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