



Southeast Community Area Planning Team Meeting No. 8

Thursday, December 12, 2019
Southside Lions Community Center
5:30 to 7:30 PM



Auxiliary Marketing Services
Bowtie
Cambridge Systematics, Inc.
Economic & Planning Systems, Inc.
Mosaic Planning and Development Services
Ximenes & Associates

Port San Antonio Area Project Team



- Shepard Beamon
City of San Antonio
- Mukul Malhotra, Principal
MIG, Inc.
- Krystin Ramirez, Senior Project Associate
MIG, Inc.
- Kevin Tilbury, Senior Associate
Cambridge Systematics, Inc.

Today's Meeting



- Welcome and Introductions
- Southeast Area Community Center Overview
- Summary of Issues and Opportunities
- Proposed Street Typology
- Multimodal Linkages
- Wrap-up and Next Steps

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Project Process and Schedule

Sub-Area Planning Project Phases

1

Analysis & Visioning

Existing conditions; existing plans review; vision and goals; focus areas and corridors; Community Meeting #1

Early 2019

2

Plan Framework

Develop plan elements; focus areas and key corridors; transformative projects; Community Meeting #2

Mid 2019-Early 2020

3

Recommendations & Implementation

Action and phasing strategies; draft Plan elements; Community Meeting #3

Late 2019-Early 2020

4

Documentation & Adoption

Public Hearings, adoption, final summary and ePlan

Early-Mid 2020

Overall schedule of Planning Team Meetings

- ✓ **Meeting #1:** Kick-Off and Orientation; Sub-Area Plan Overview
- ✓ **Meeting #2:** Preliminary Identification of Opportunities of Challenges; Preliminary Visioning
- ✓ **Meeting #3:** Confirm Vision and Goals; Focus Areas and Corridors
- ✓ **Meeting #4:** Housing and Job Projections; Land Use (1 of 2)
- ✓ **Meeting #5:** Land Use (2 of 2)
- ✓ **Meeting #6:** Housing and Economic Development Strategies (1 of 2)
- ✓ **Meeting #7:** Housing and Economic Development Strategies (2 of 2)
- **Meeting #8: Mobility**
- **Meeting #9:** Infrastructure and Amenities
- **Meeting #10: Mobility (2 of 2)**
- **Meeting #11:** Transformative Projects; Design Character

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Overview of Mobility

What is *mobility*?

What is mobility?



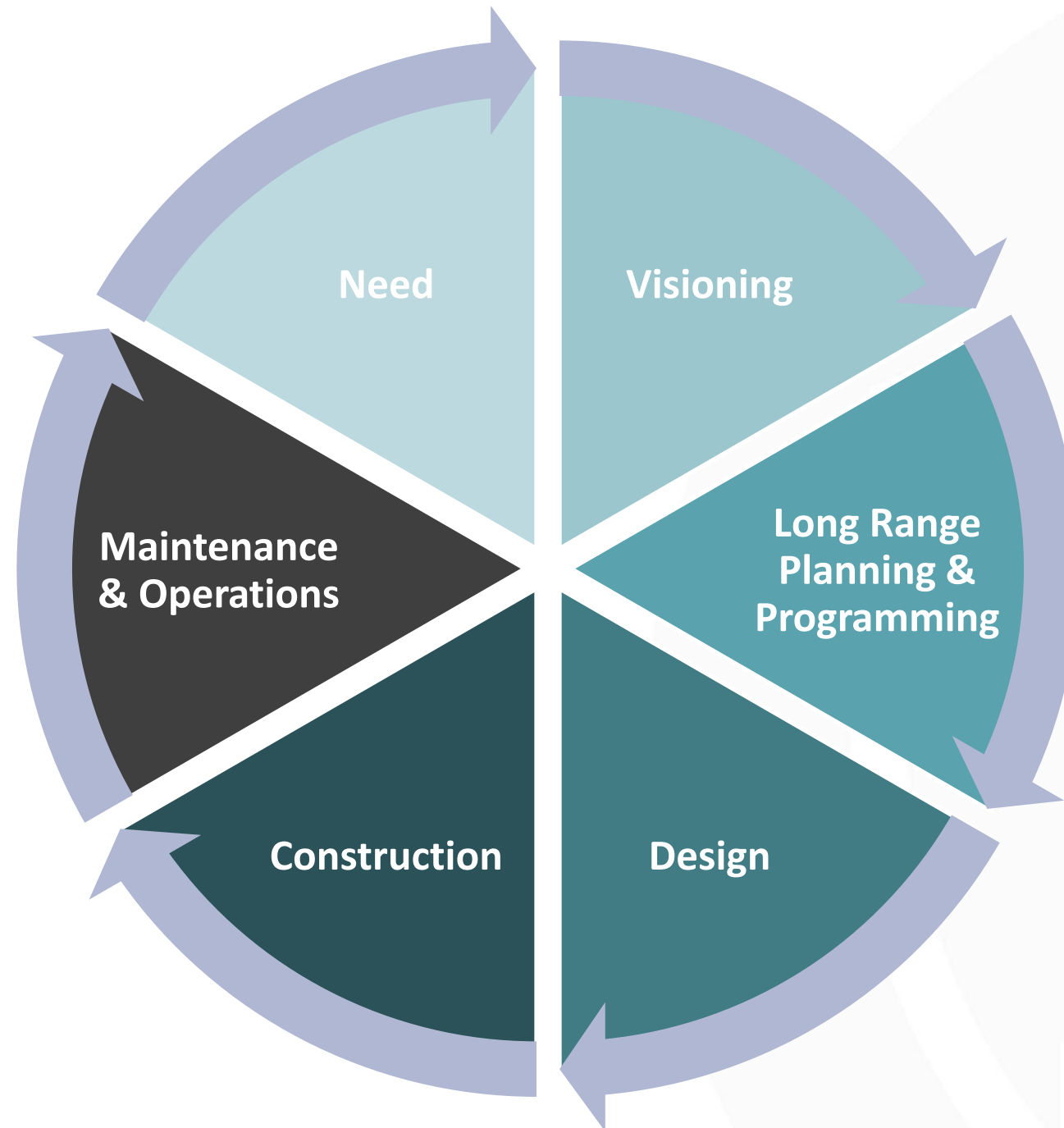
- Providing **choices** for people and things to move between:
 - Home
 - Work
 - School
 - Errands
 - Entertainment
 - Recreation

Mobility choices

- Private motor vehicles
- VIA/Transit
- Shared mobility (Uber/Lyft/carpools)
- Cycling
- Walking
- “New” mobility – e-scooters and e-bikes
- All ages and ability levels



Mobility Project Process in San Antonio



- Need identified by community or staff
- Inventory of area characteristics
- Project is designed, implemented and maintained



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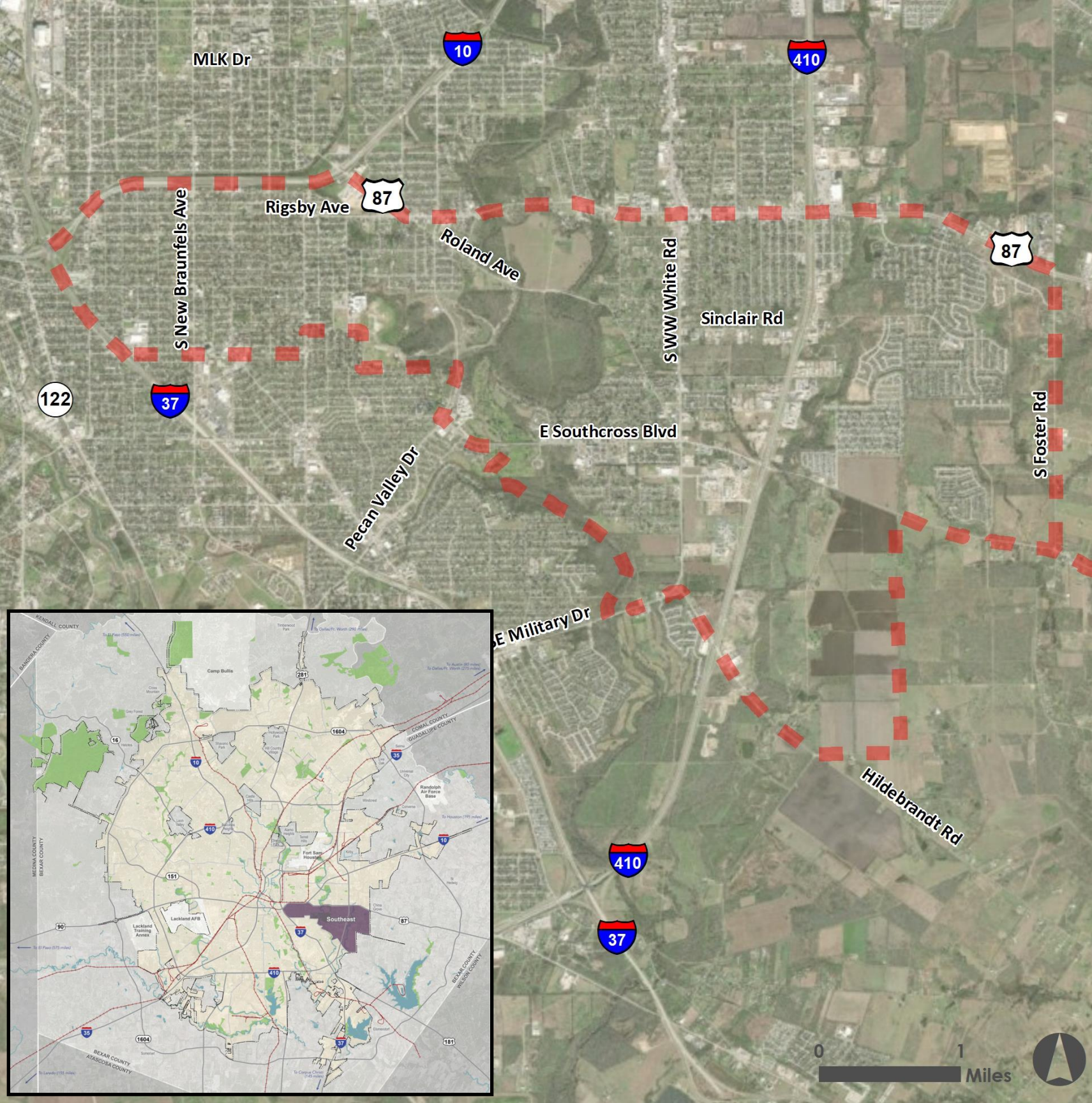


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Existing Conditions

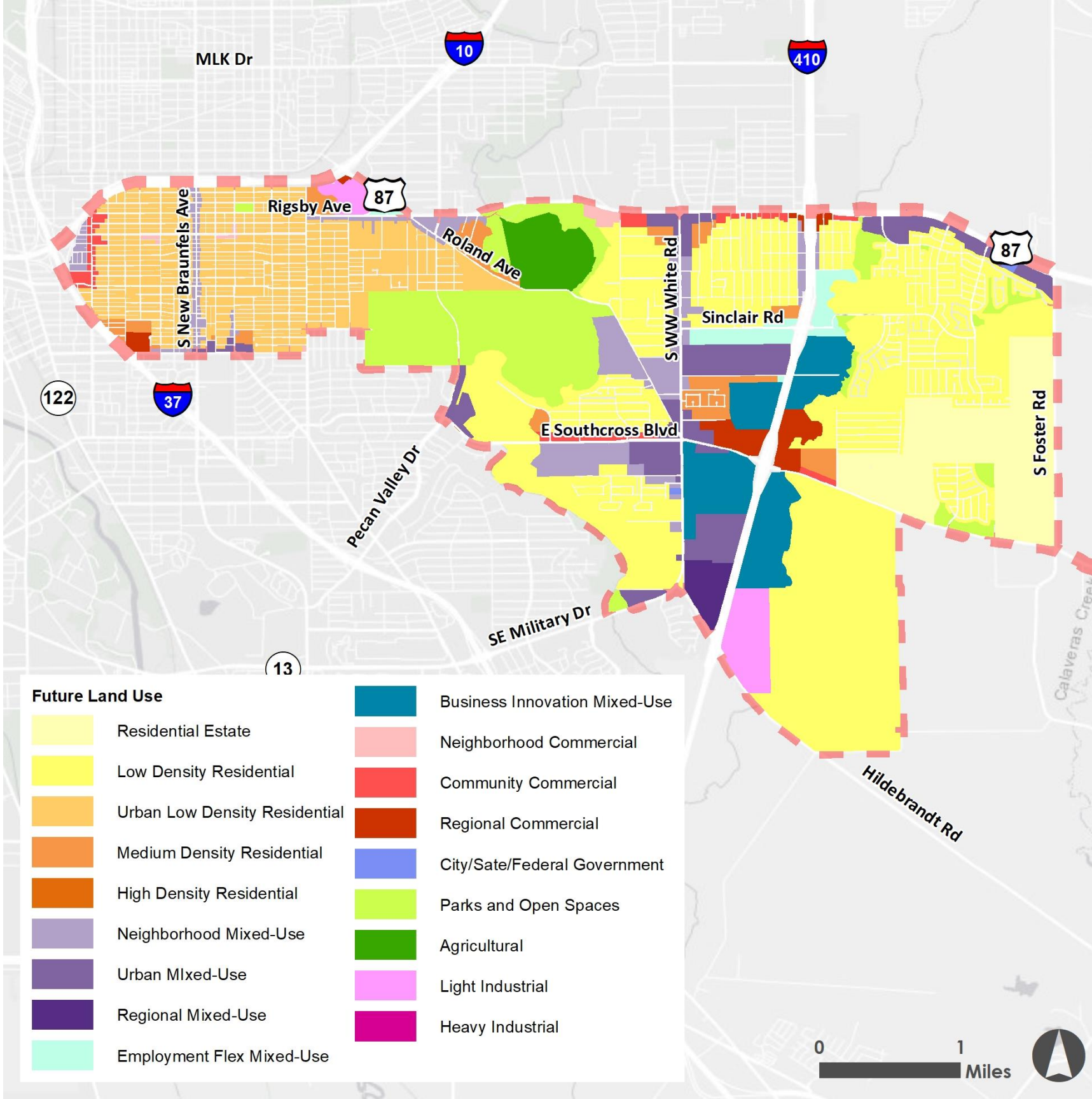
Overview

- Historic neighborhoods
- Newer subdivisions and agriculture east of Loop 410
- South Side Lions Park
- Commercial corridors along Rigsby/Hwy 87, Loop 410, Southcross, and WW White Road



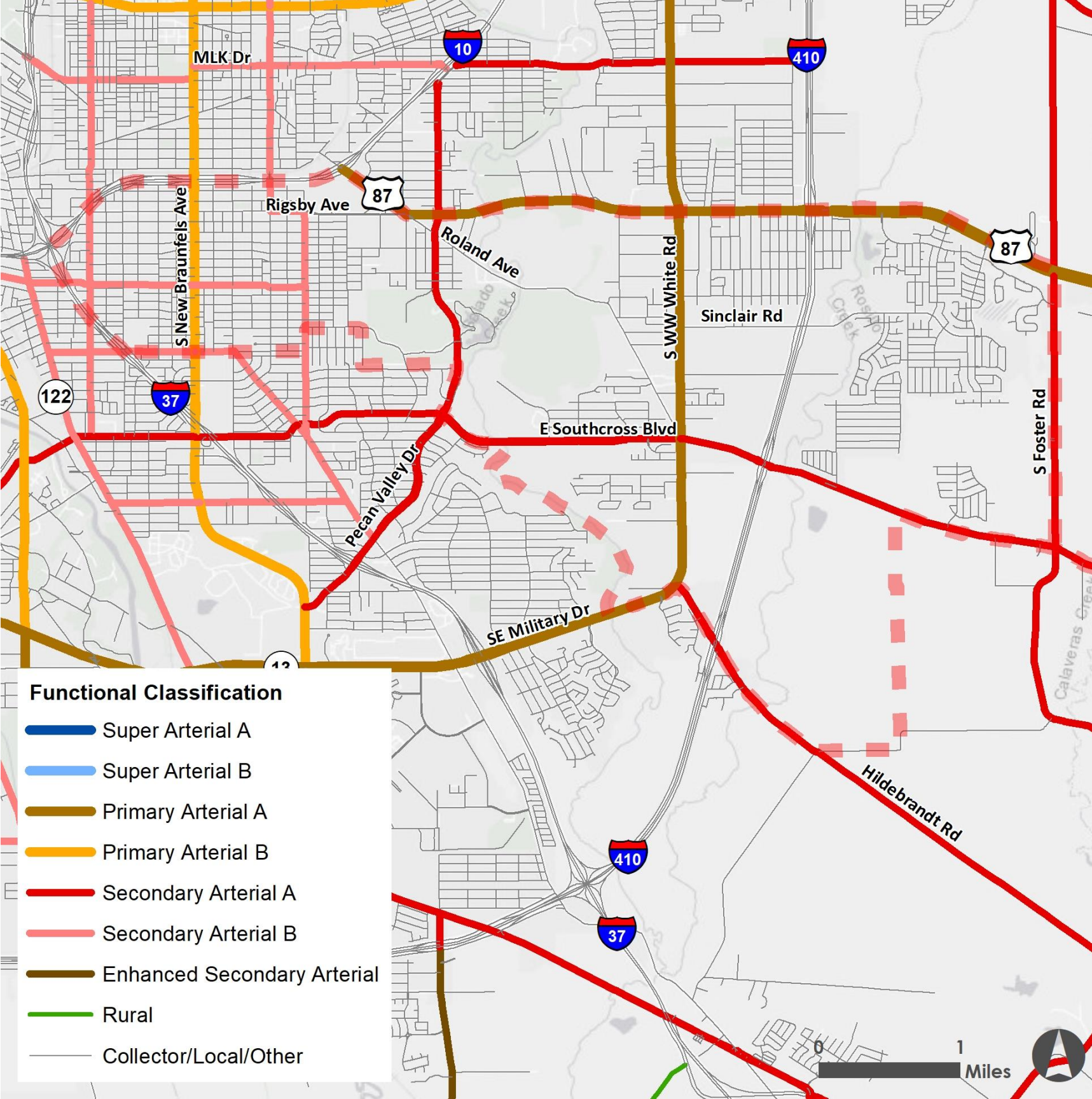
Future Land Use

- Urban Low Density Residential
- Low Density Residential
- Neighborhood and Urban Mixed Use
- Business Innovation along Loop 410
- Parks and Open Space



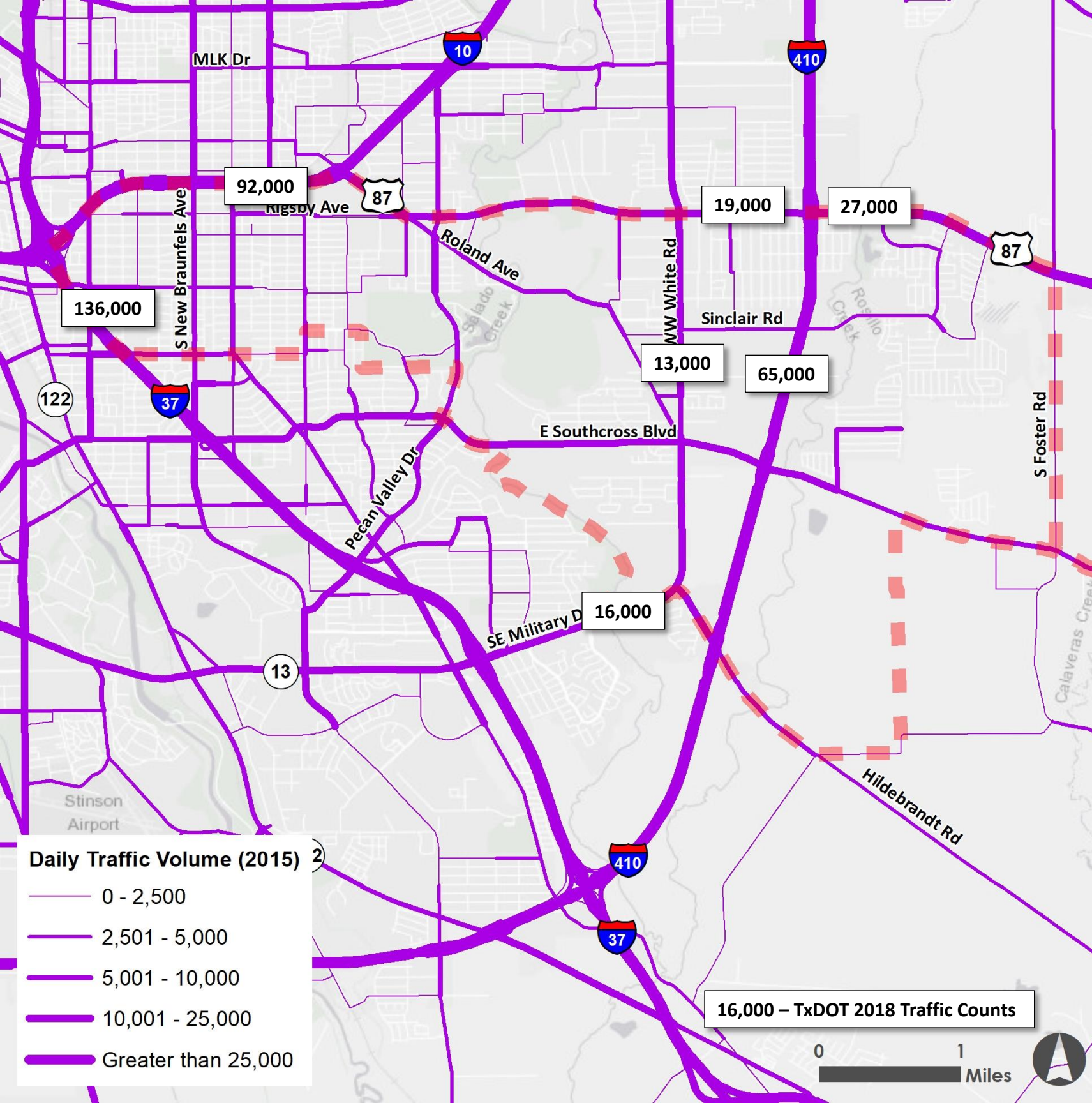
Functional Class

- Primary Arterial along northern boundary
 - US Hwy 87
- Secondary Arterials along southern boundary
 - Southcross Boulevard
 - Hildebrandt Road
- Traversed by Primary Arterials
 - WW White Road
 - New Braunfels Avenue
- Traversed by Secondary Arterials
- Arterial spacing and local street network becomes more dispersed east of the park



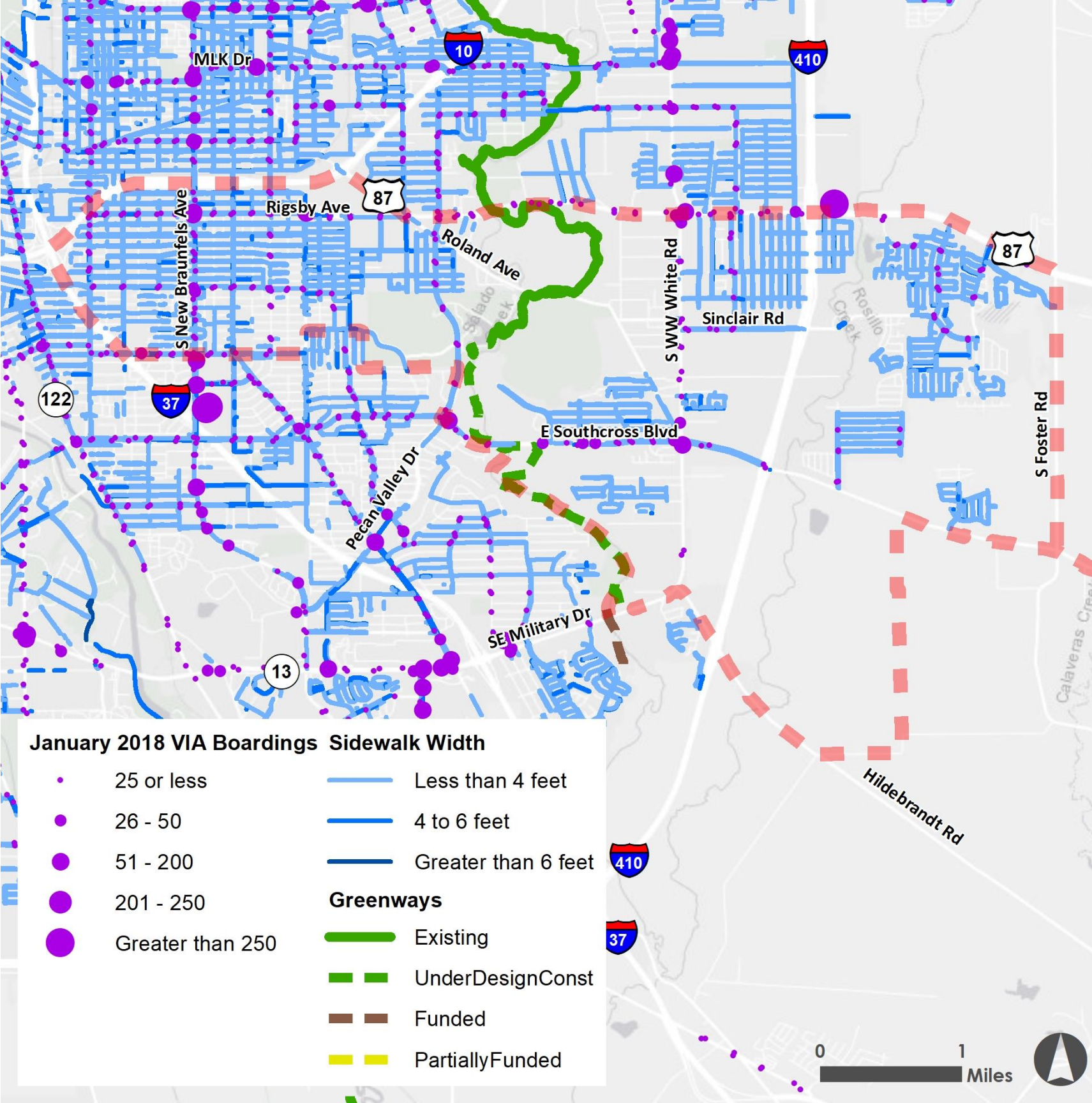
Daily Traffic Volumes

- Interstates carry a majority of the regional traffic
- Arterials carry between 10,000 and 25,000 vehicles per day
 - US Hwy 87
 - Southcross Boulevard
 - Military Drive/WW White Road
- Traffic volumes are more evenly distributed on the west side
 - Less than 10,000 vehicles per day



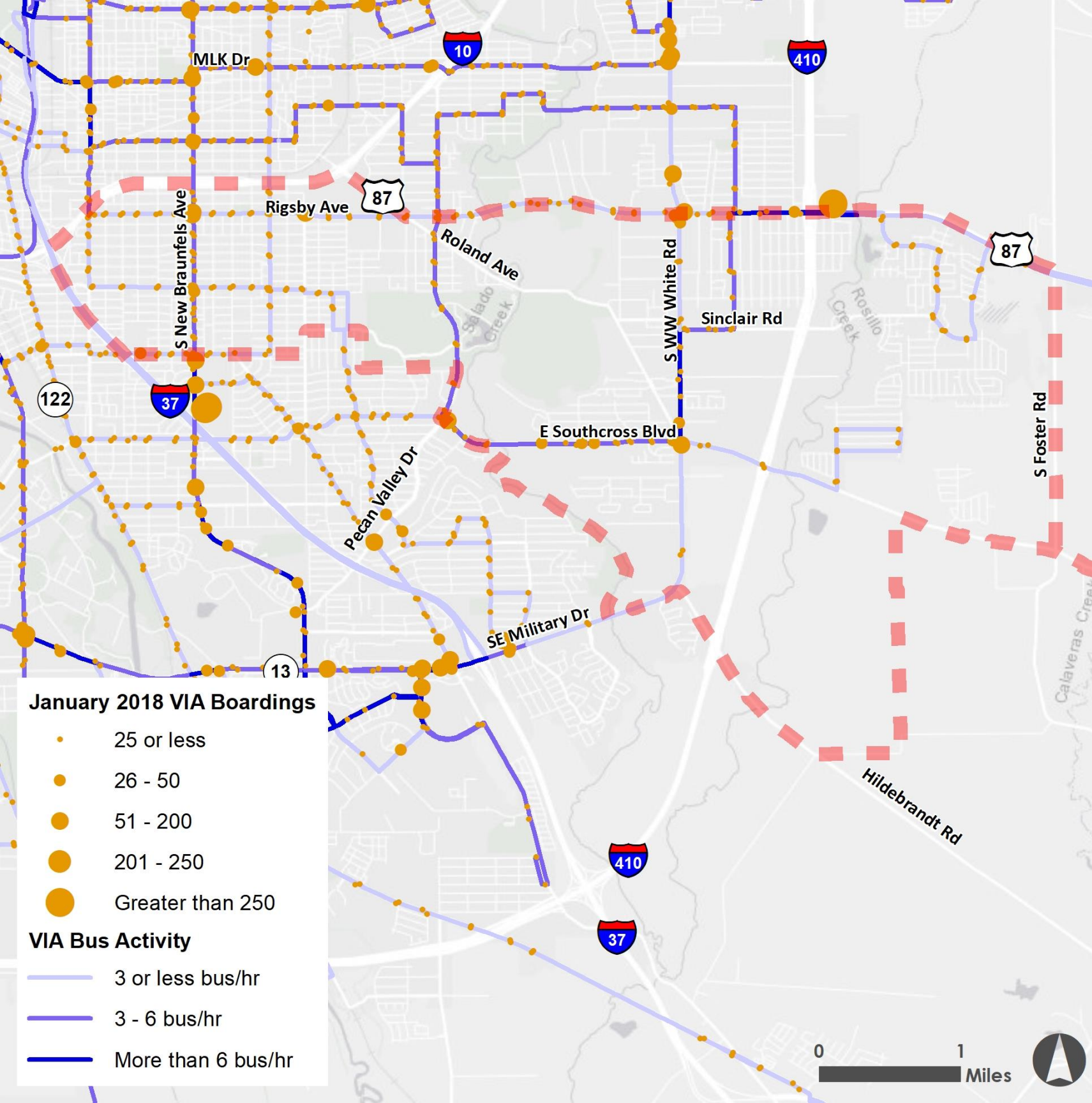
Walking and Transit

- Good sidewalk coverage west of the park (Highland Park)
- Inconsistent coverage east of the park
 - Many newer subdivisions have sidewalks
 - Some older neighborhoods do not (e.g. Pasadena Heights, Comanche)
 - Lacking on arterials



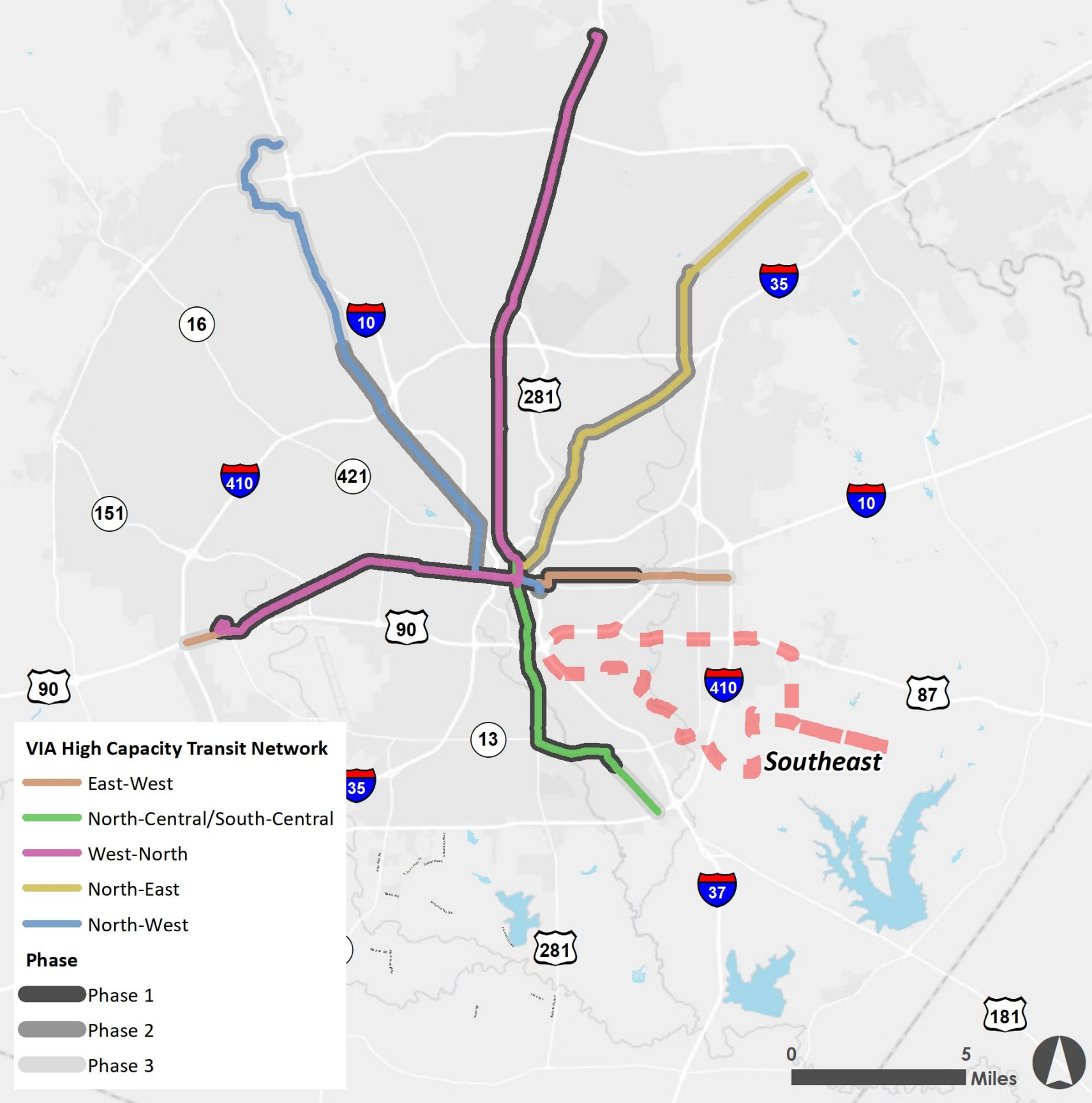
Walking and Transit

- Higher levels of service
 - Portions of US Hwy 87, WW White, Southcross, Pecan Valley Dr
 - New Braunfels Avenue
- Major trip generators
 - Wal-Mart at Loop 410 and US Hwy 87
 - New Braunfels corridor/McCreless Shopping Center
 - Southcross between Pecan Valley and WW White
 - WW White at US Hwy 87



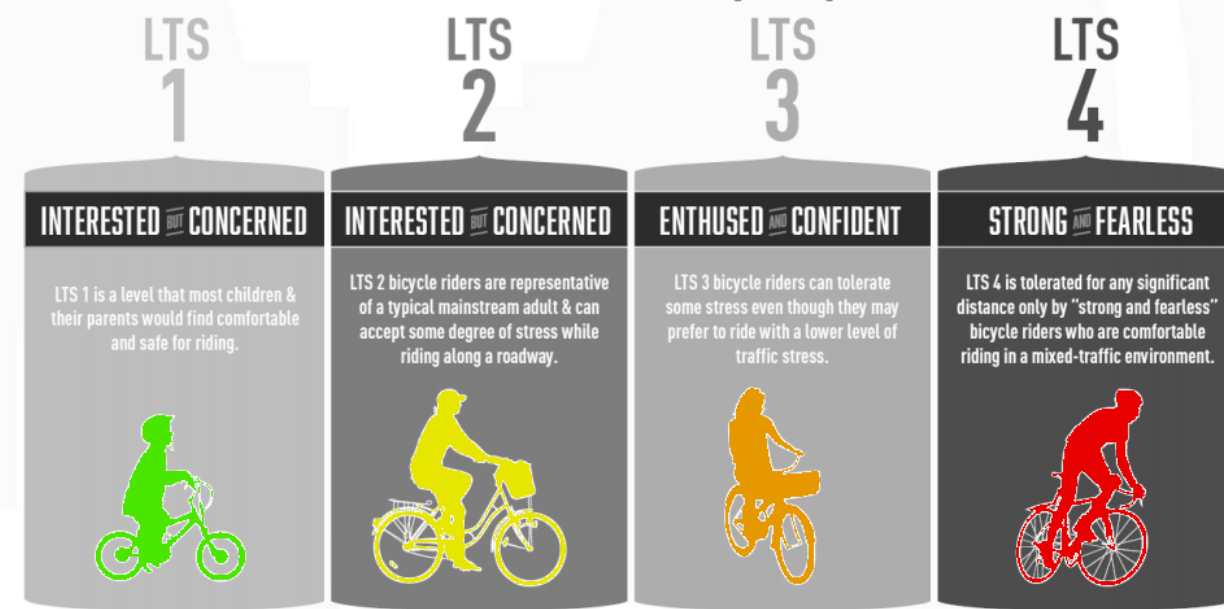
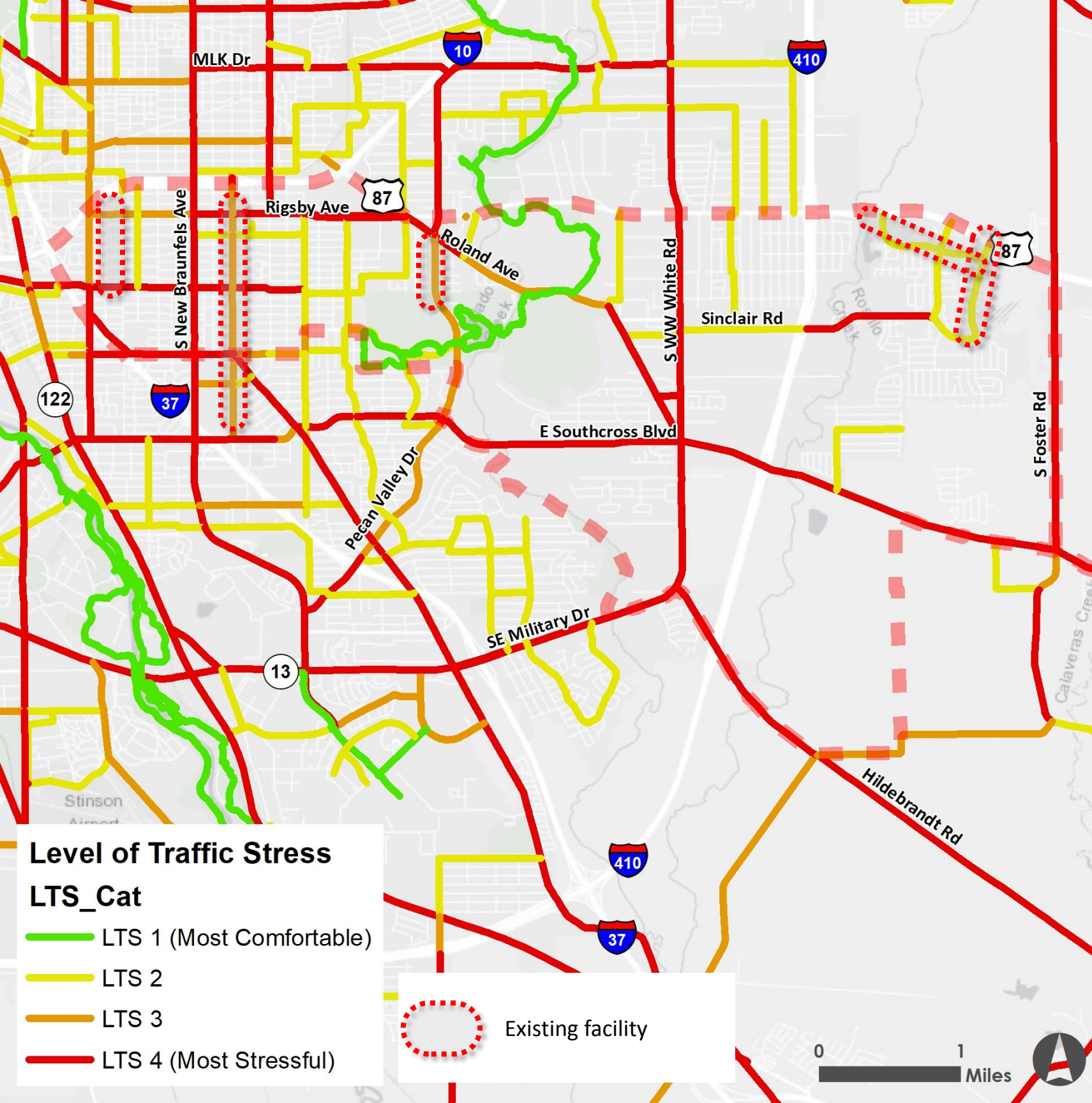
High Capacity Transit

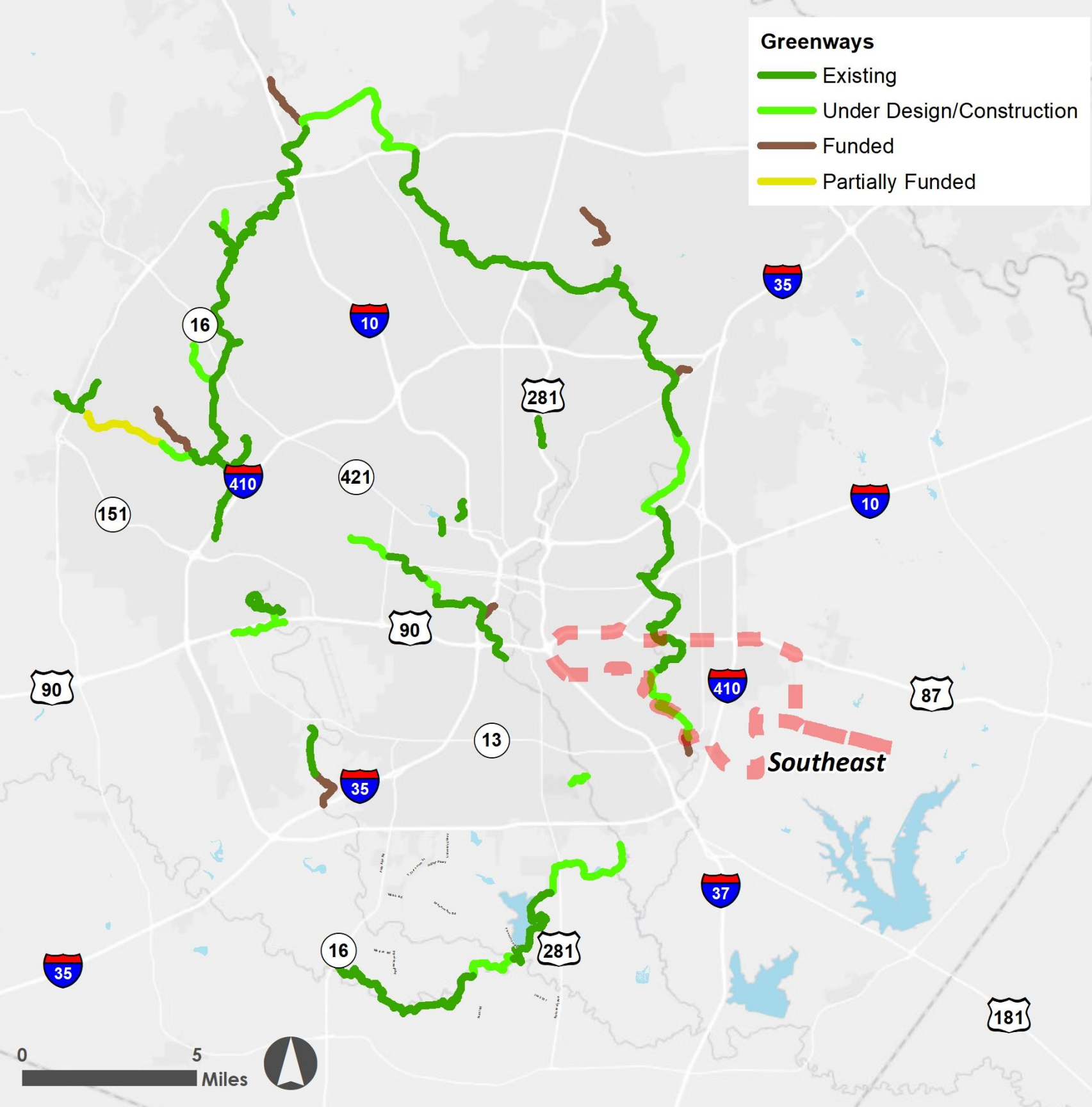
- South-Central Corridor
- Roosevelt Avenue
- Within walking distance



Cycling

- West of the park
 - Many options for reasonably confident cyclists
- East of the park
 - Limited to no options



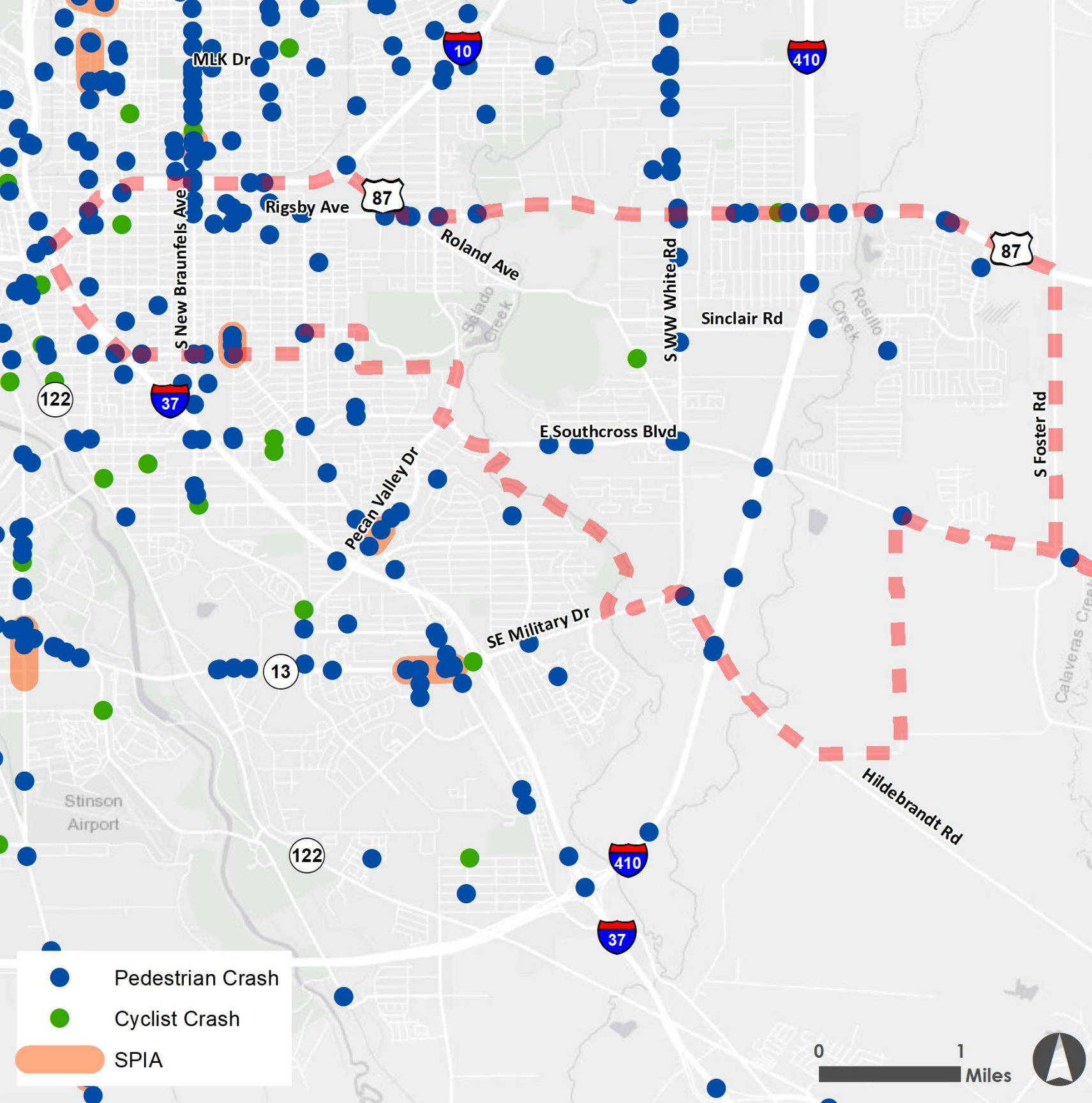


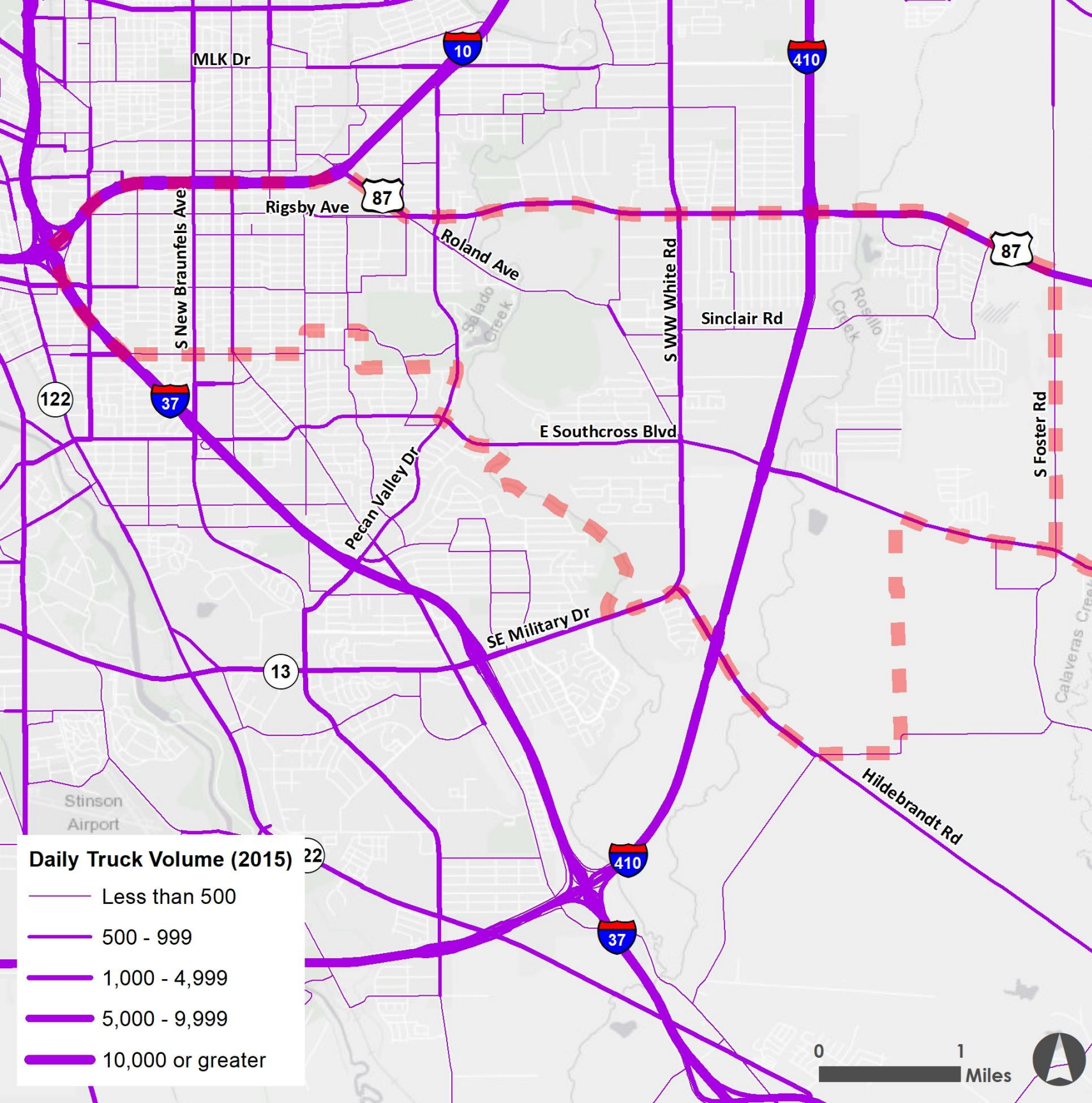
Greenway System

- Regional connectivity via Salado Creek Greenway
- Southern extension in the works

Bicycle and Pedestrian Crash History

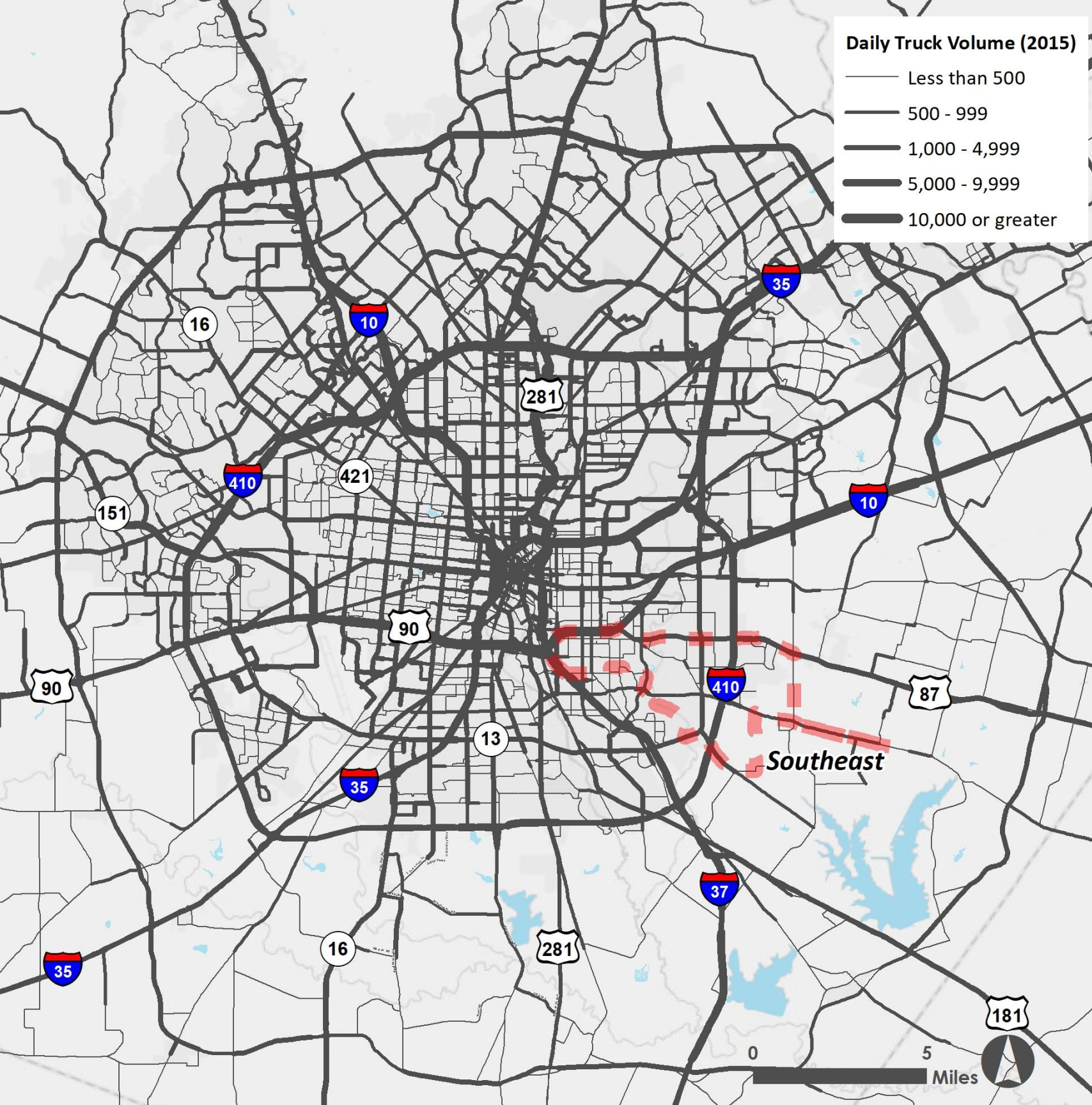
- Severe Pedestrian Injury Areas (SPIA) at Gevers Street and Fair Avenue
- Higher crash experience
 - US Hwy 87 east and west of Loop 410
 - New Braunfels at I-10
 - Highland Park and Community Center
 - Rigsby at Roland
- Fewer crashes elsewhere
 - Limited opportunities east of the park
 - Good low traffic, low speed local street network west of the park





Freight

- Heavy truck volumes on interstates
- Significant truck volume on US Hwy 87

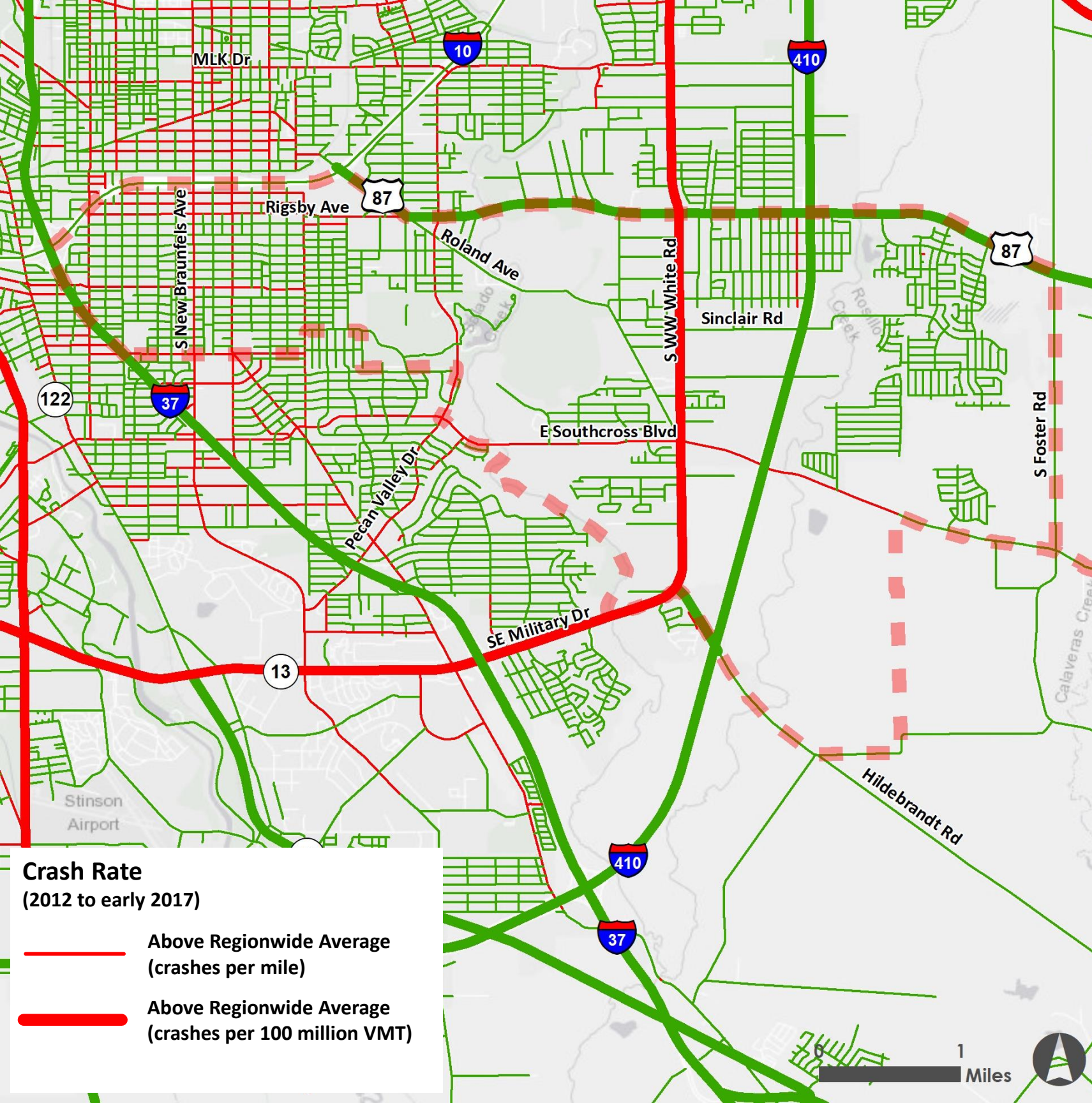


Regional Freight Context

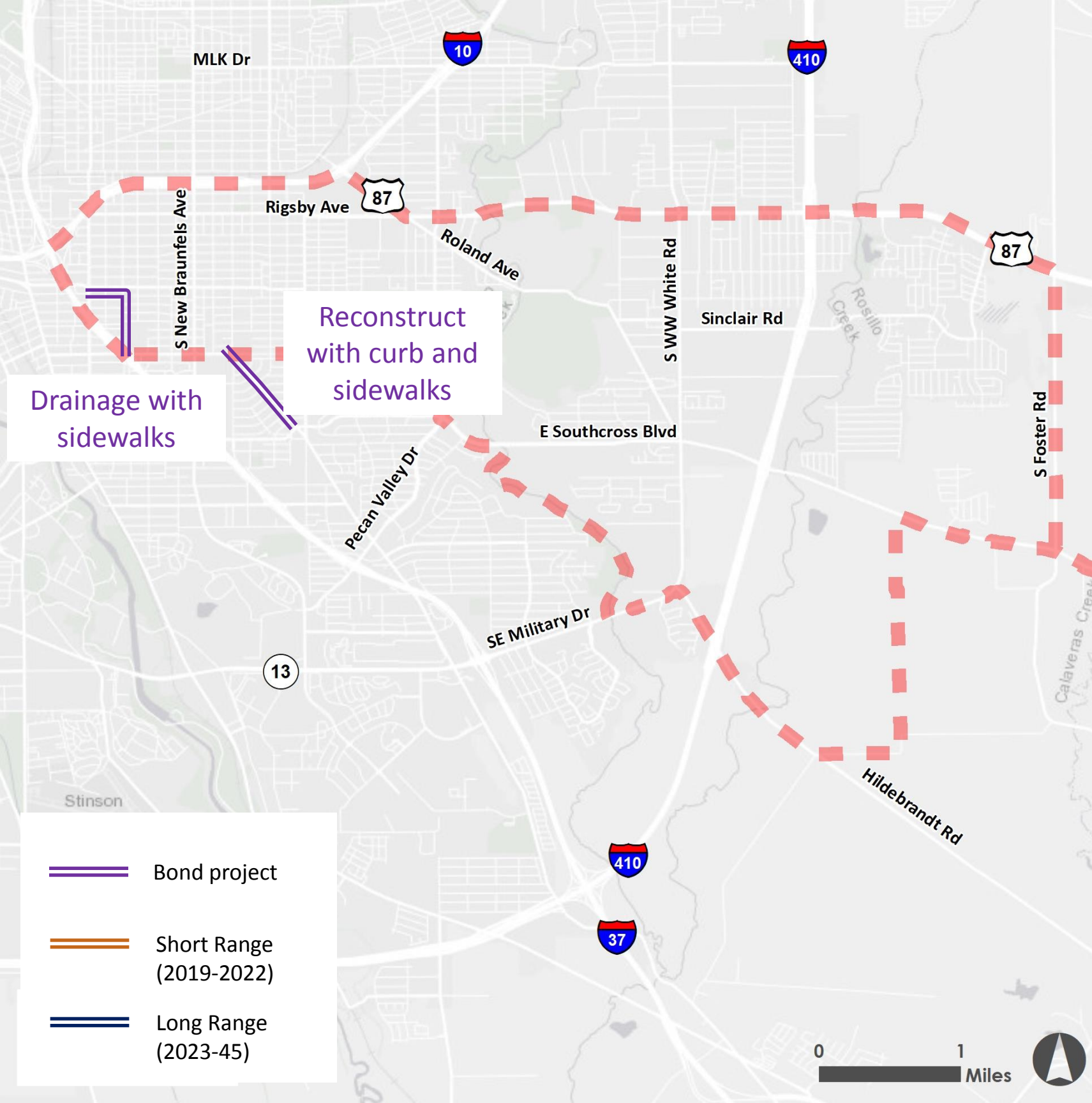
- I-10 and Loop 410
- Major components of regional freight network

Motor Vehicle Crash History

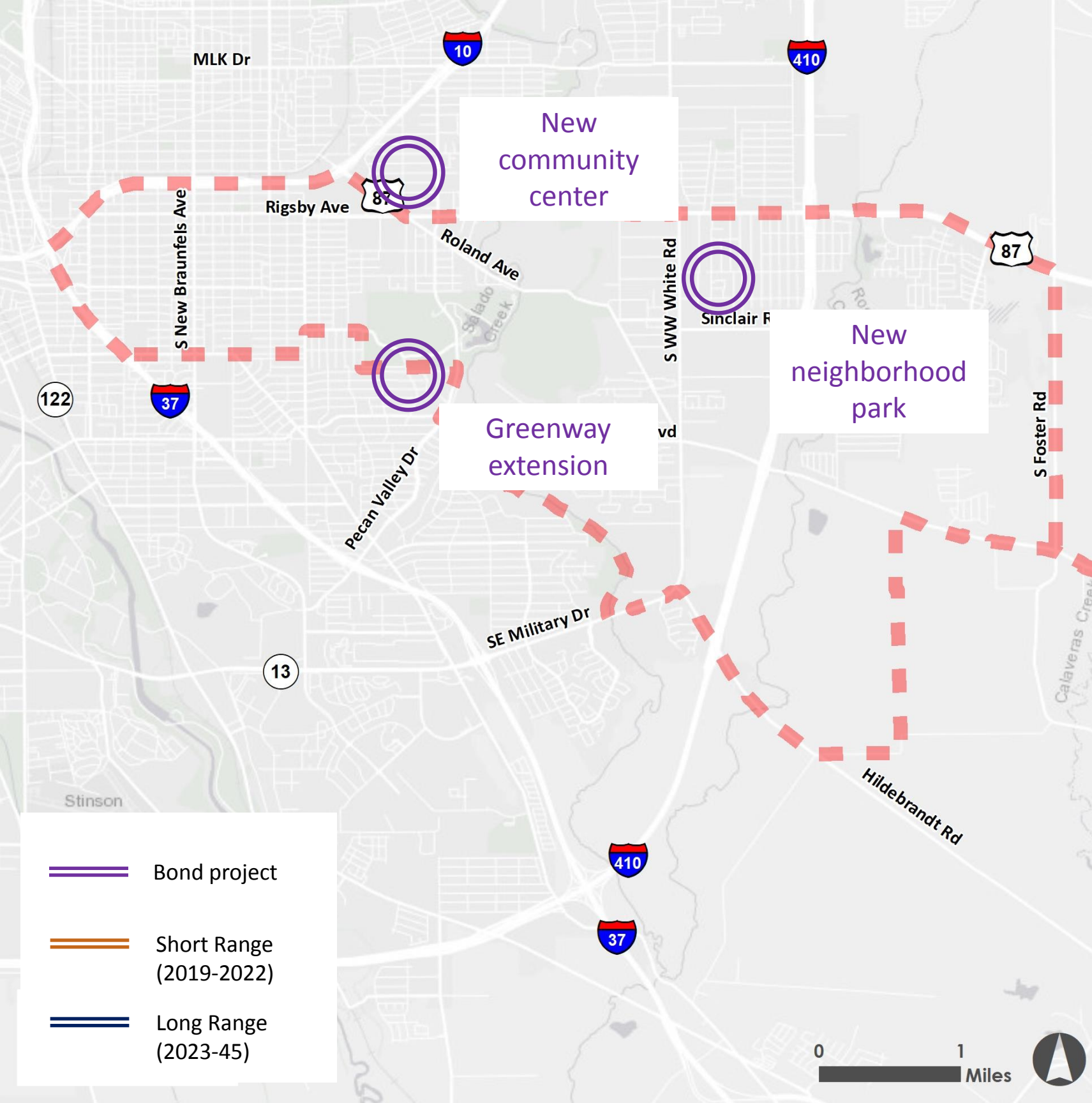
- Most arterials have higher than average crash experience
- US 87 is the exception



Planned Roadway Projects

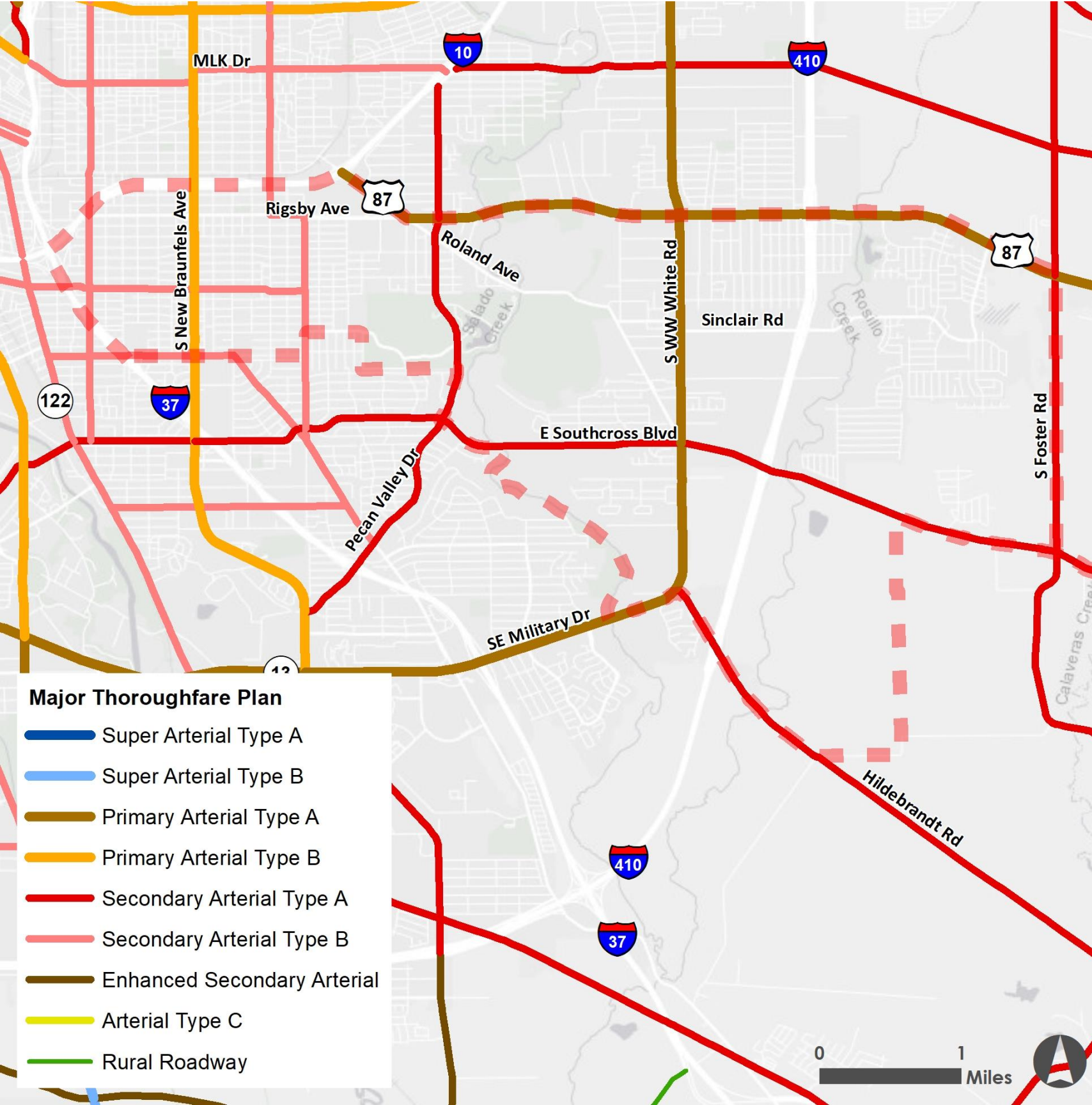


Planned Bicycle/Pedestrian/Transit/ Park Projects

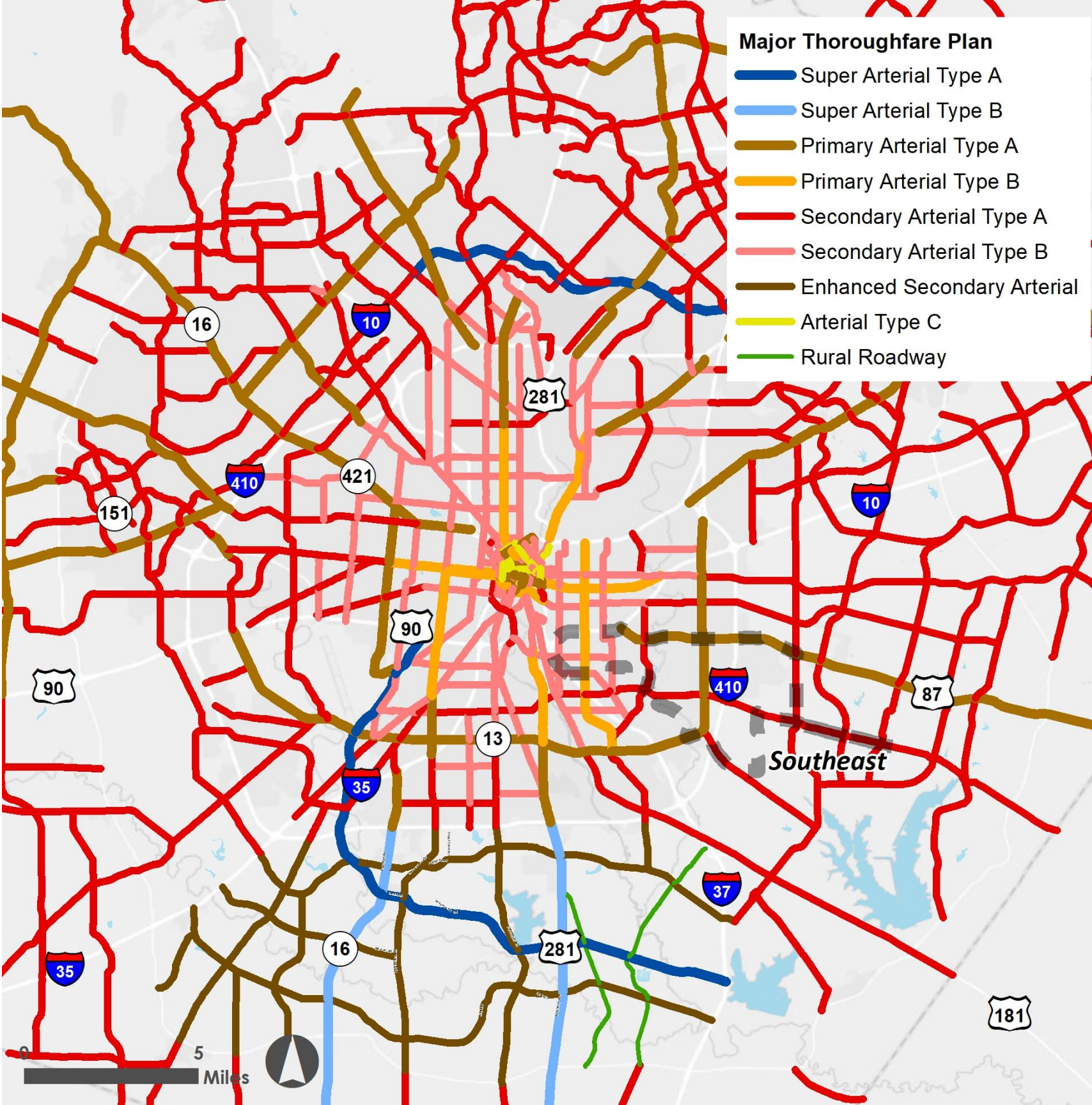


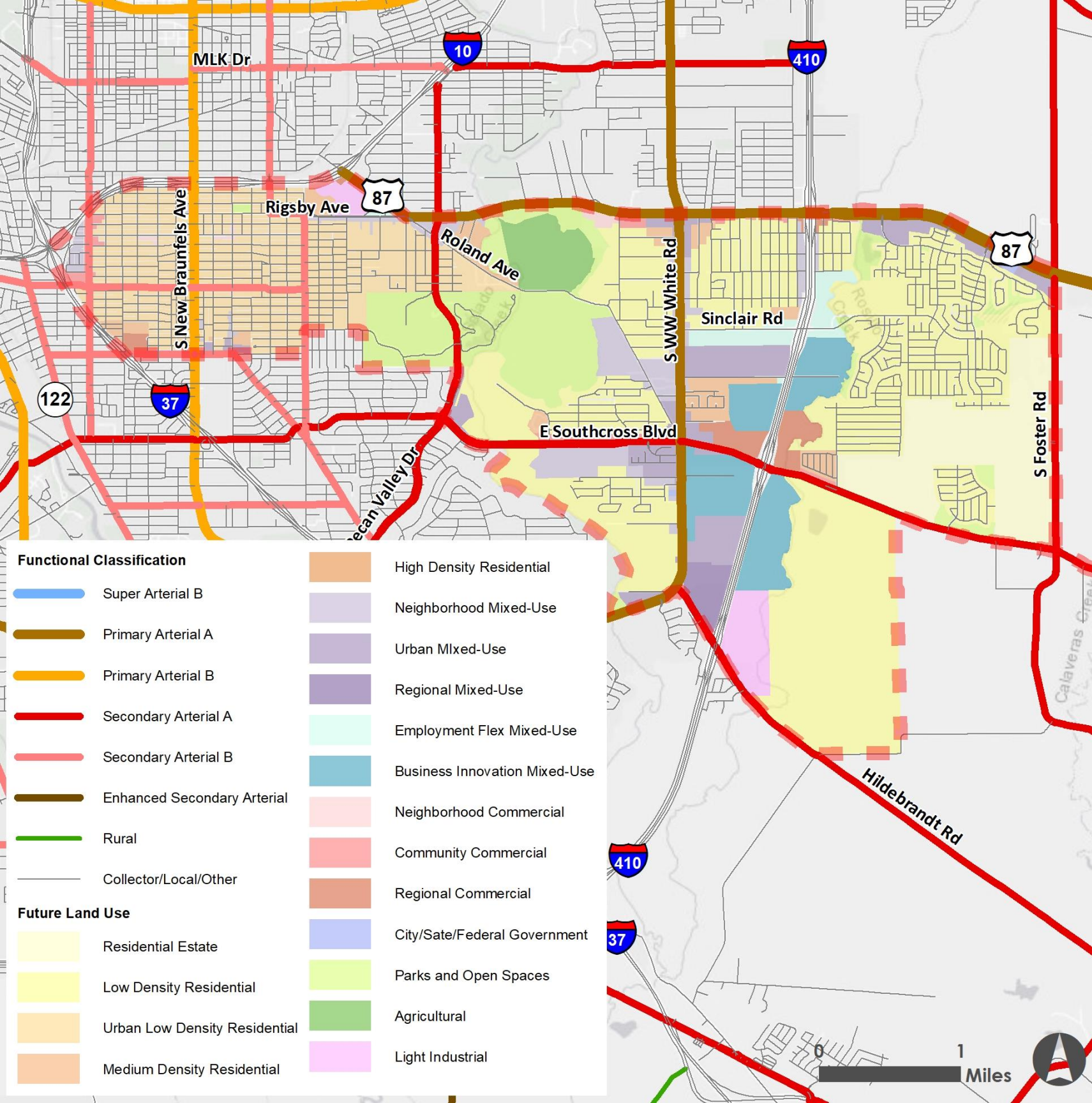
CoSA Major Thoroughfare Plan

- Not a fundamental difference from existing network



Major Thoroughfare Plan: Regional Context





Combined Context

- Urban context
- Park context
- Suburban context
- “One-size-fits-all” east of the park

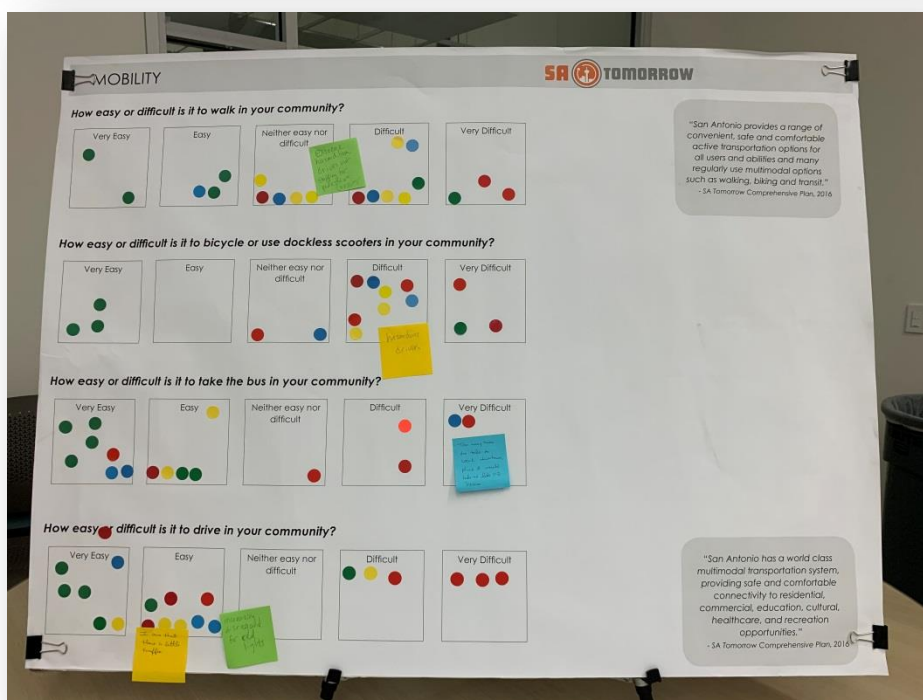


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Issues and Opportunities

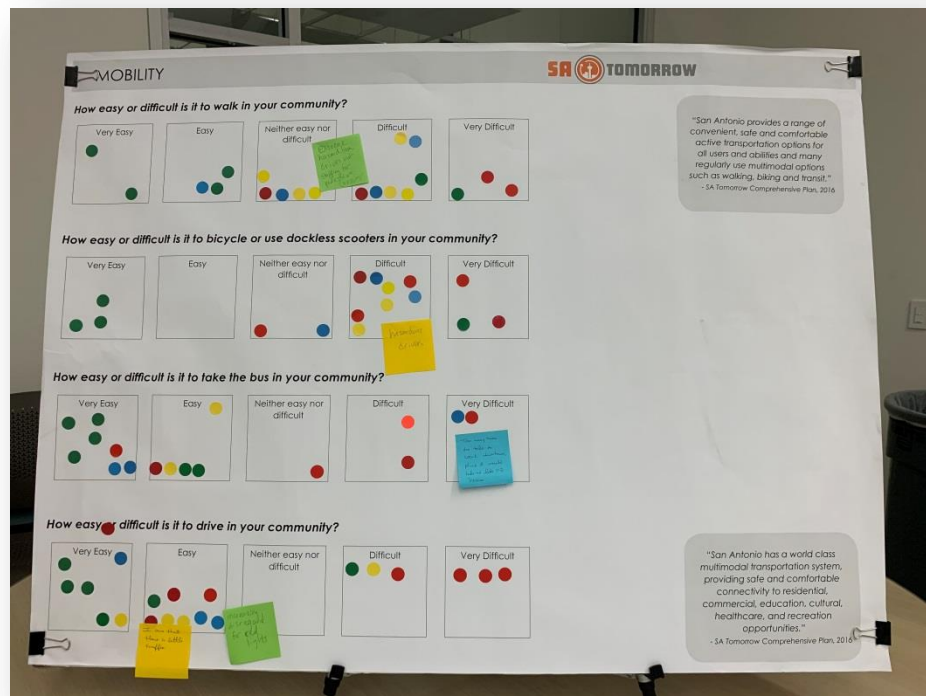


Community Feedback

- 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

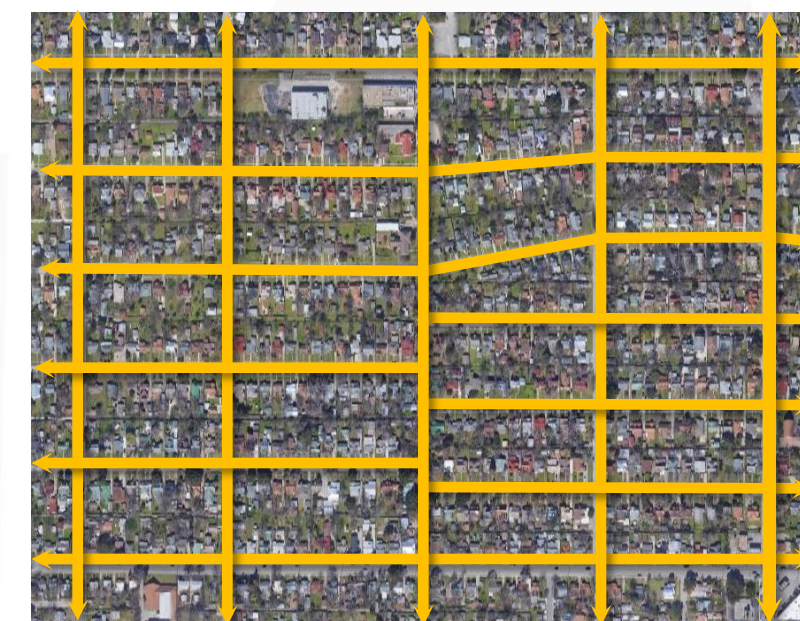
Community Feedback

- Majority say taking transit is “Easy” or “Very Easy”
- Increase in transit frequency and improved facilities desired
- Most use cars for mobility
- Increase in congestion in recent years



Issues and Opportunities

- Disinvestment in multimodal infrastructure
- Network favors autos at the expense of other modes
- Lack of connected network on east side
- Dense, interconnected street network on west side
- Proximity to planned high capacity transit
- Connectivity to downtown





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Proposed Street Typology



BALLY'S

MGM

THE CITY OF
ENTERTAINMENT

TROPICANA

NEW YORK
NEW YORK

ROCK

ZUMANITY

W.K. IRISH

planet
hollywood

ph

MIRACLE MILE

McDonald's

CIRQUE DU SOLEIL





Sunglasses
synergy
Life is good

MIA
East Avenue

SPRING
FORWARD

25%
OFF

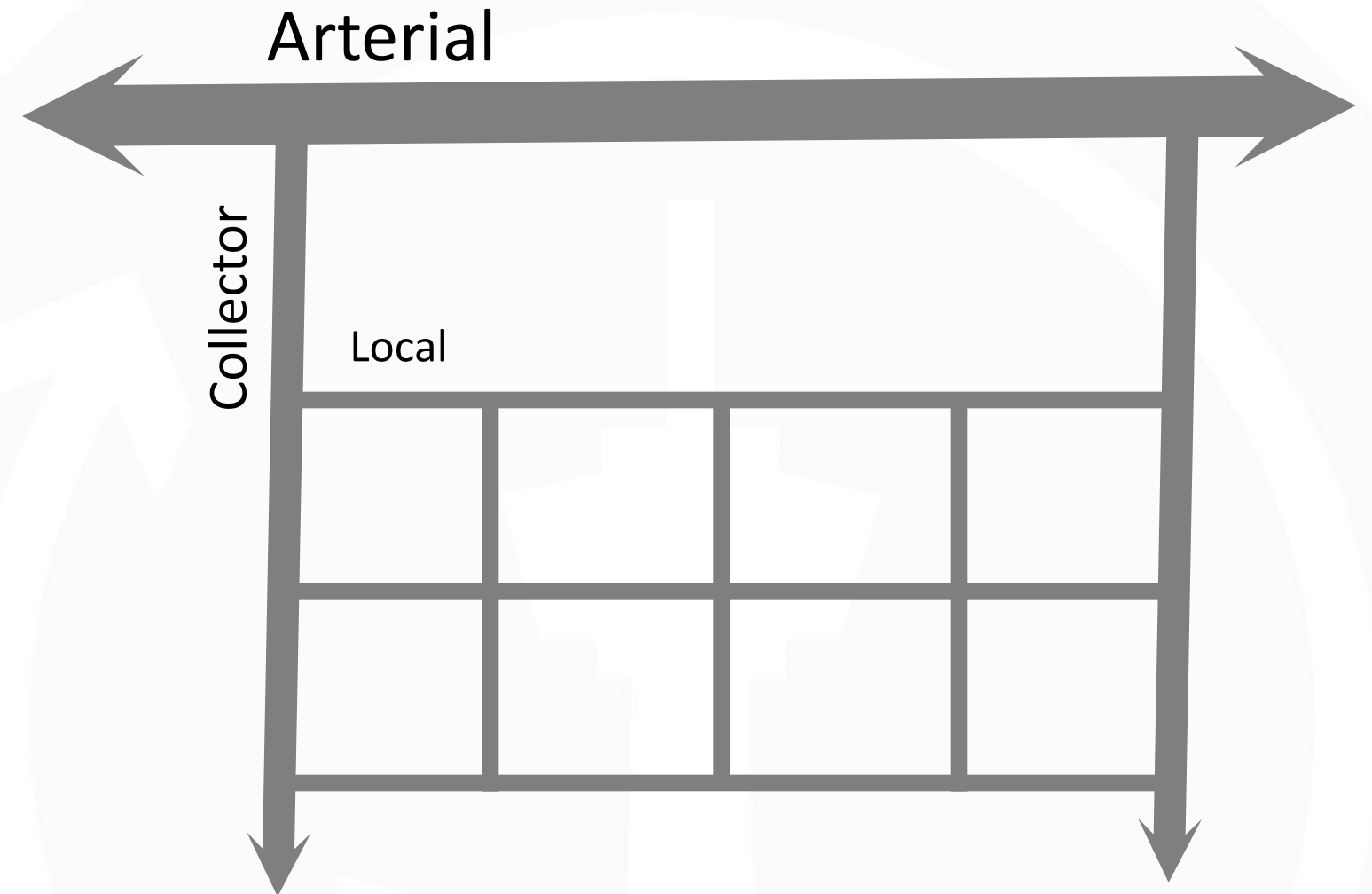
chicos



*What do you want your streets
to say about you?*

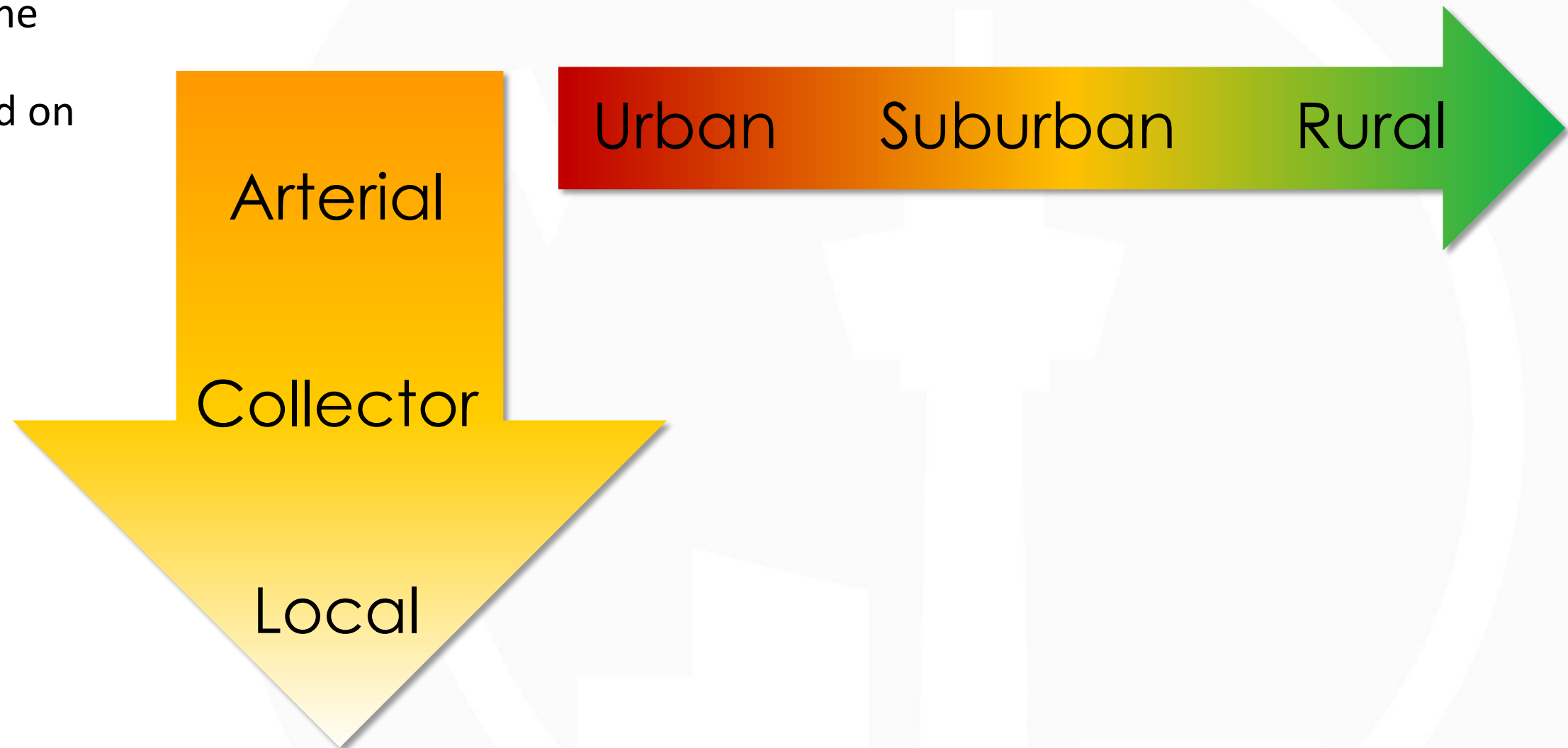
Traditional Approach to Streets

- Organized by function and role
- Hierarchical
- One-size-fits-all



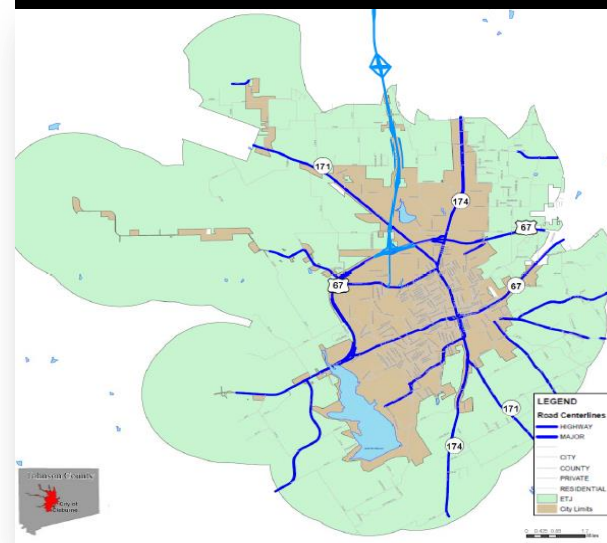
“Hybrid” approach

- Role and function stay the same
- Character changes based on context

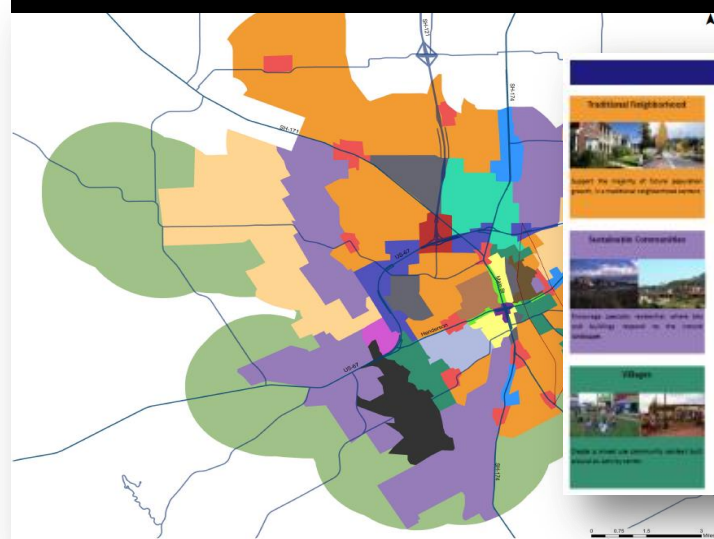


Example: Cleburne, Texas

STREET FUNCTION

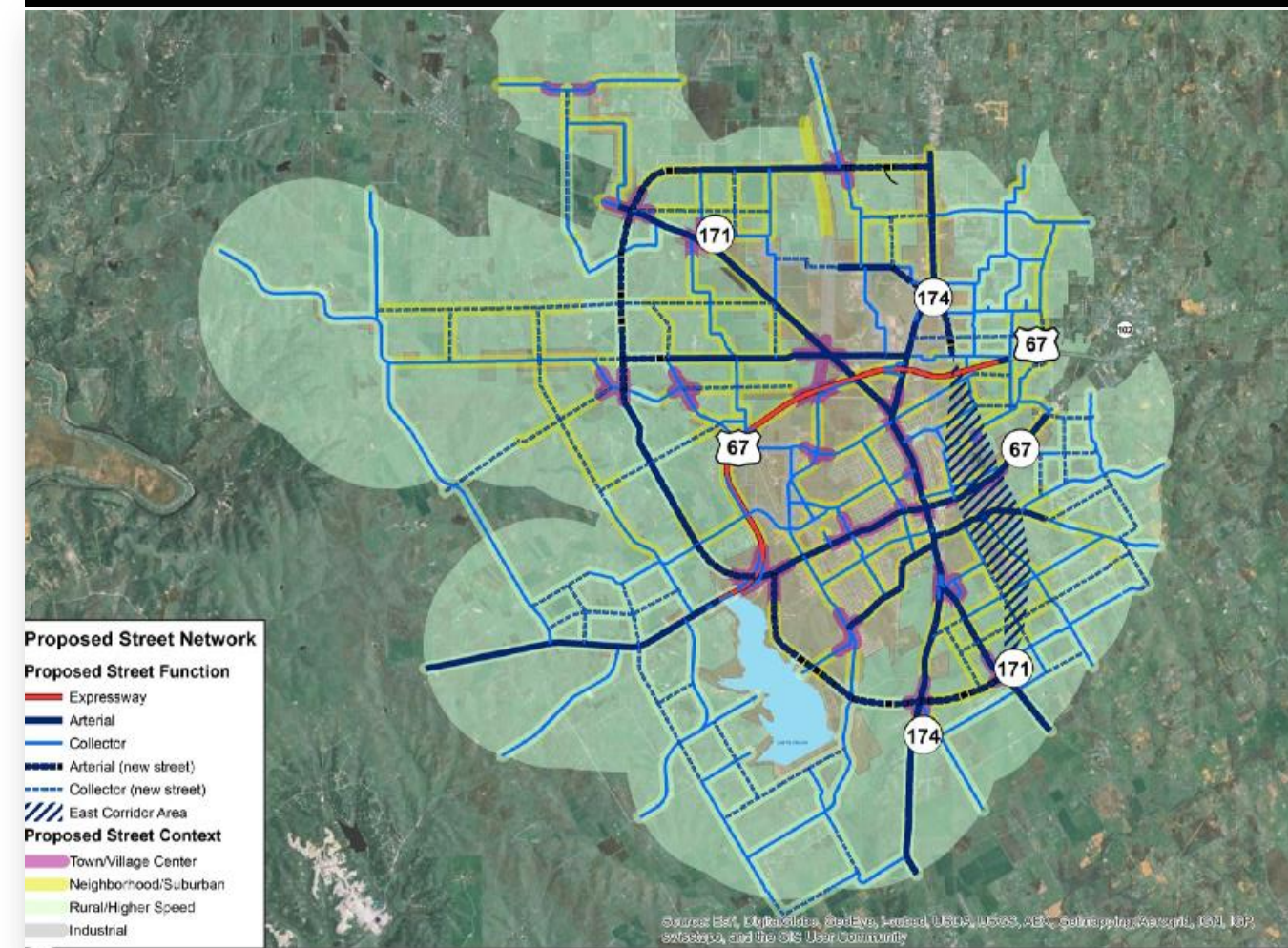


LAND USE/CHARACTER

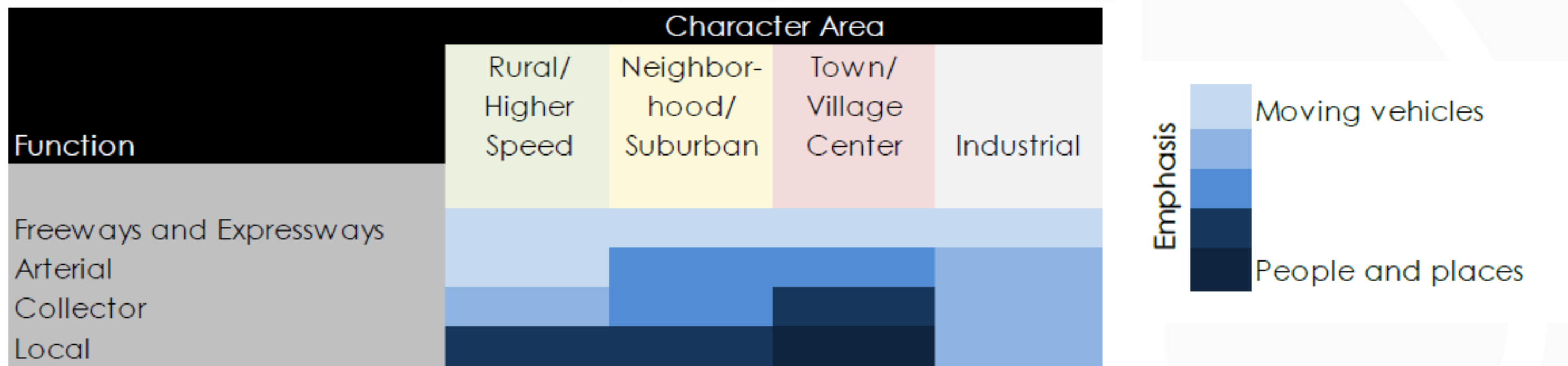


COMMUNITIES			TDA	NODE	CORRIDOR
Traditional Neighborhood Support the integrity of future development growth in a traditional neighborhood setting.	Preservation Protect and increase property values and preserve historic homes.	Center City West Protect and increase property values and create neighborhood definition.	Urban Develop and protect the urban environment in the city.	Regional Commercial Develop and protect the regional commercial environment in the city.	Regional Corridor Develop and protect the regional corridor environment in the city.
Sustainability Corridor Encourage density, innovation, and the use of sustainable resources in the corridor.	Center City North Protect and increase property values and create neighborhood definition.	Future Traditional Neighborhood Support future preservation growth and the urban environment in the city.	Urban Develop and protect the urban environment in the city.	Community Commercial Develop and protect the community commercial environment in the city.	Approach Corridor Develop and protect the approach corridor environment in the city.
Villages Develop and protect the village environment in the city.	Center City East Protect and increase property values and create neighborhood definition.	Farmstead Community Preserve agricultural land and create neighborhood definition.	Industrial Develop and protect the industrial environment in the city.	Transportation & Industry Develop and protect the transportation and industry environment in the city.	Central Corridor Develop and protect the central corridor environment in the city.

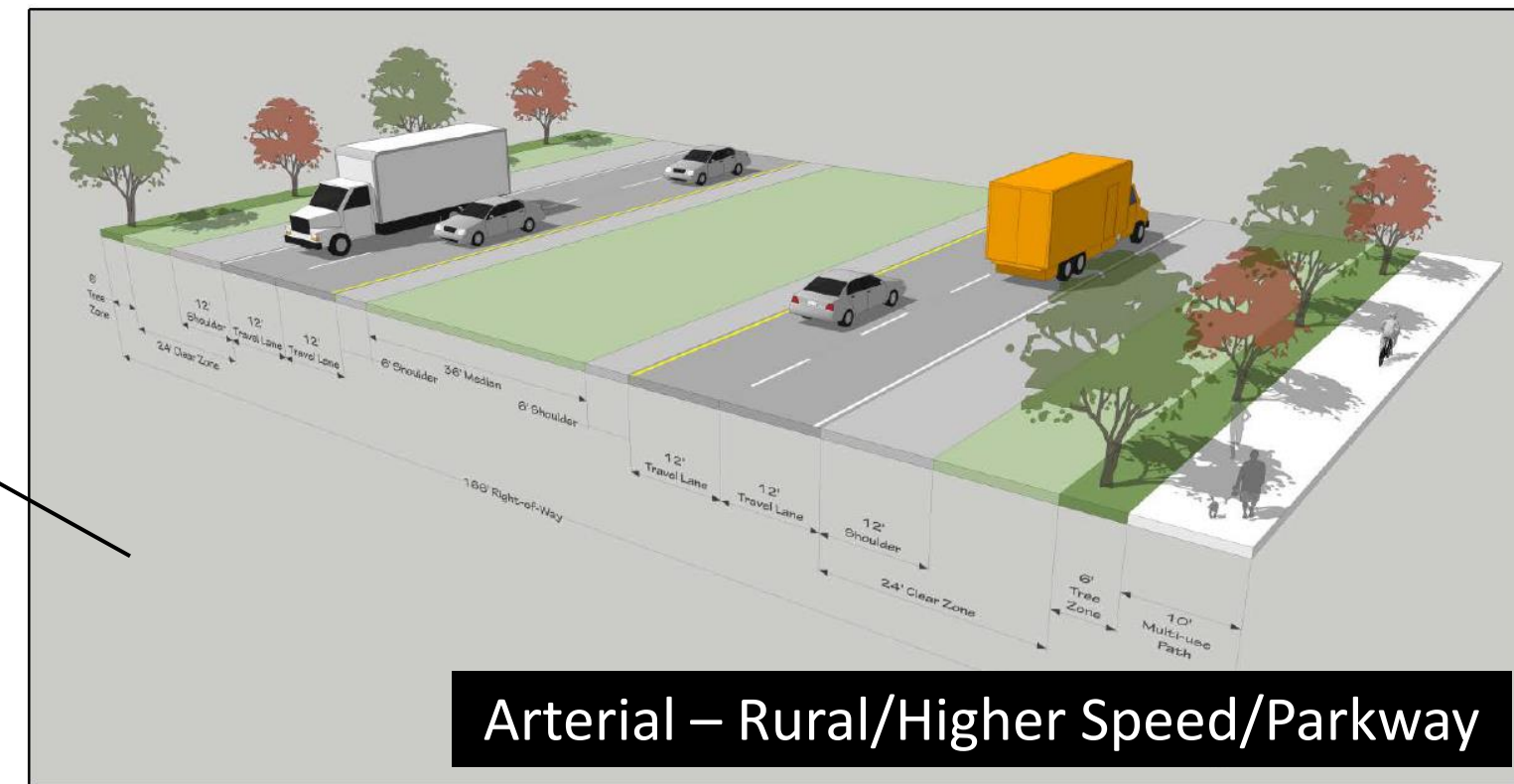
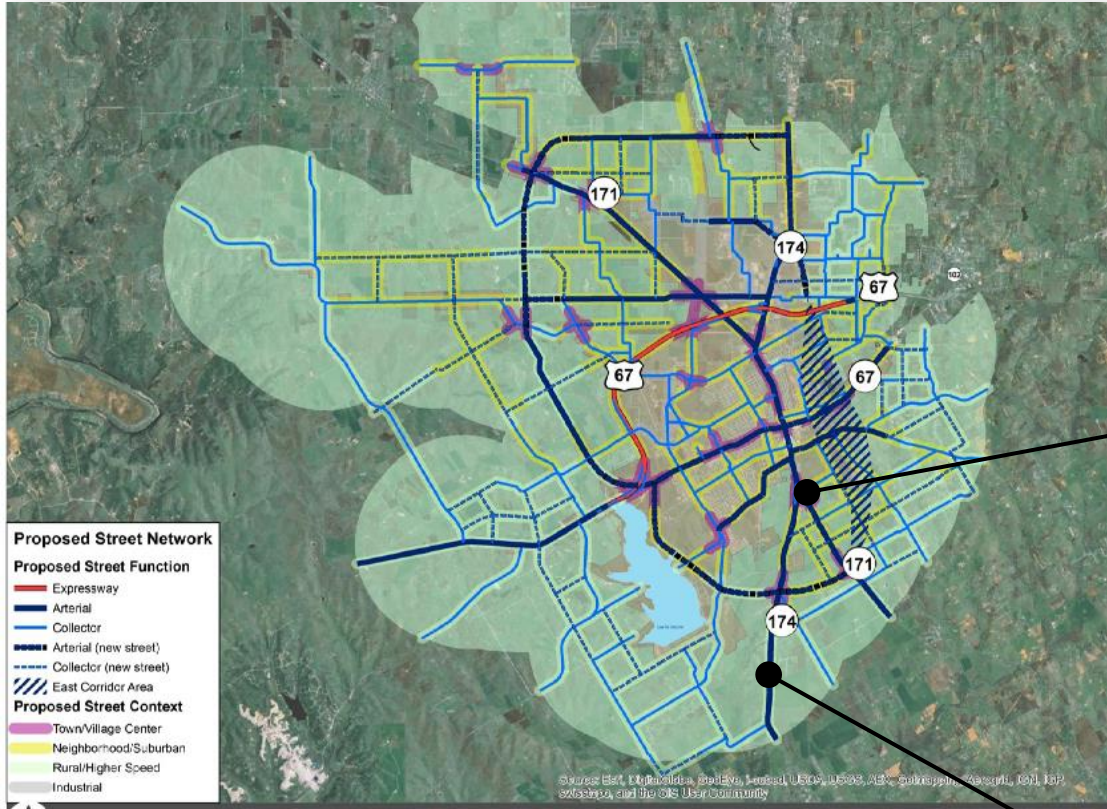
CONTEXT-SENSITIVE STREET TYPES

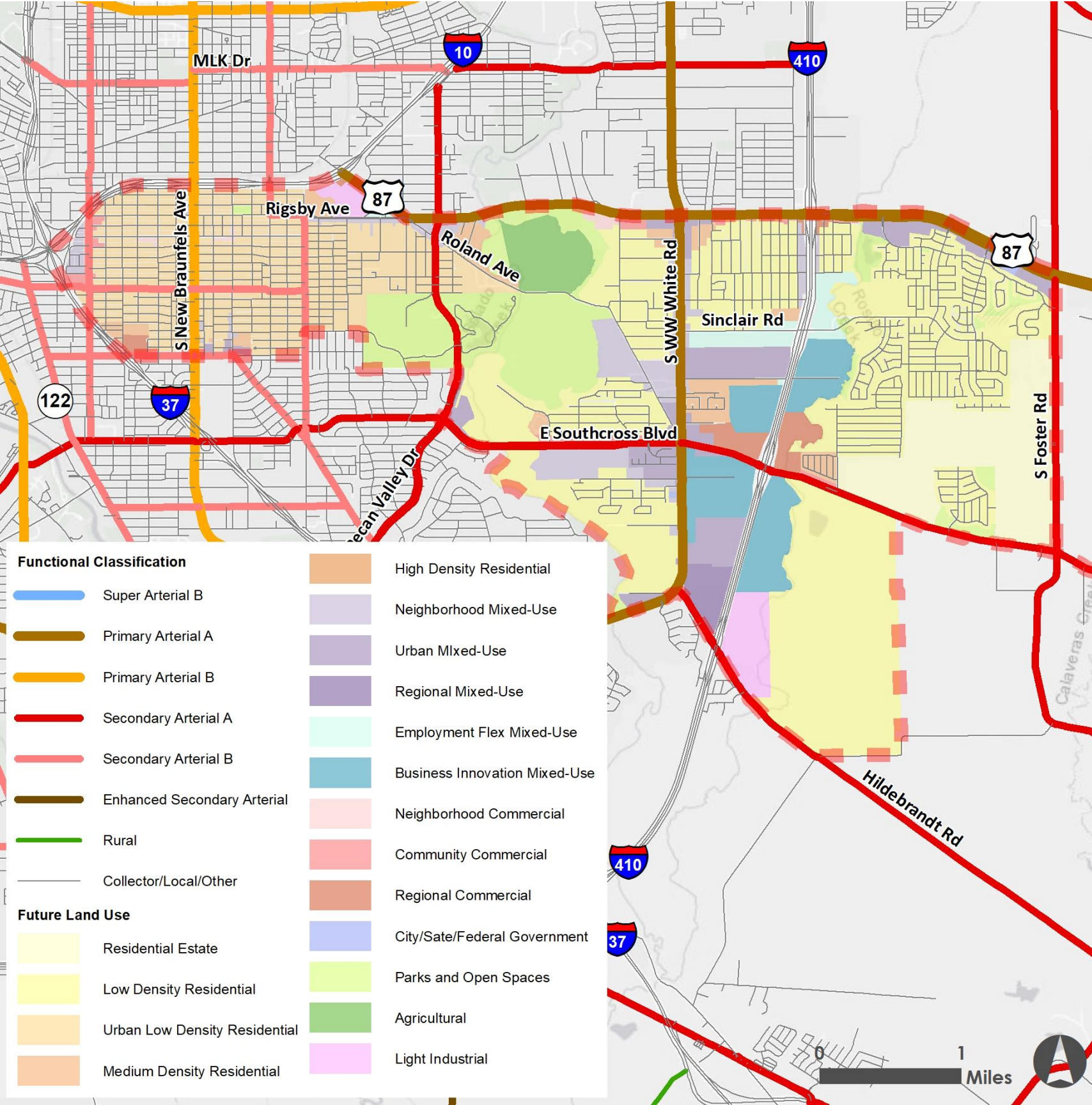


Relationship Between Streets and Character Areas



Typical Section

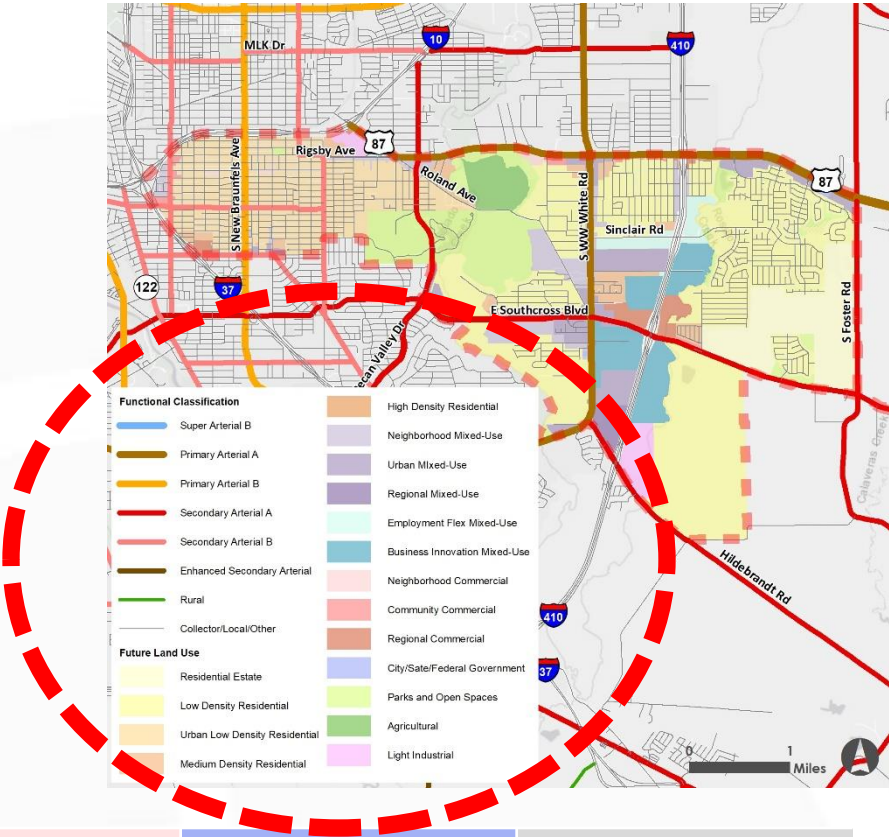




Land Use Link

- Street character/context
- Major trip generators
- Access management
- Parking (street, bundled/unbundled, etc.)
- Drop off/delivery zones
- Pedestrian
- Informs other plan sections

Context areas



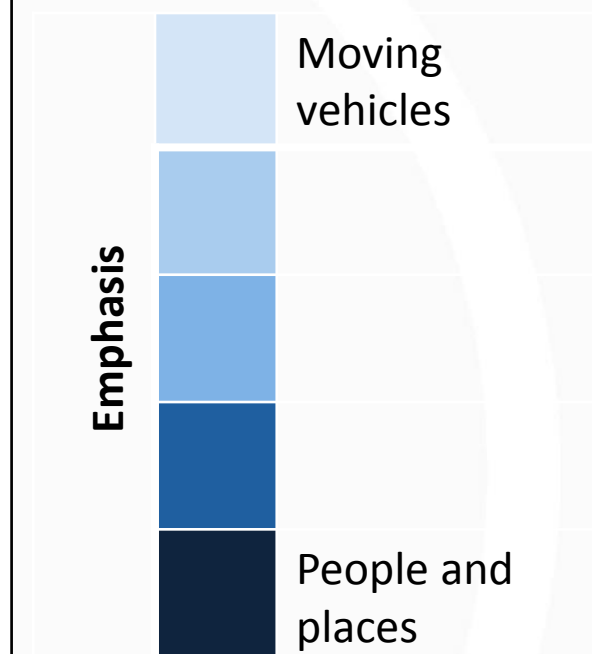
		Business and Innovation Mixed-Use	Agricultural	Urban Low Density Residential	Neighborhood Commercial	Business and Innovation Mixed-Use	
	Residential Estate	Community Commercial	Light Industrial	Medium Density Residential	Urban Mixed Use	Employment/Flex Mixed Use	Parks and Open Space
	Low Density Residential	Regional Commercial	Heavy Industrial	High Density Residential	Neighborhood Mixed Use	Regional Mixed-Use	City/State/Federal Government
Context	Suburban Residential	Suburban Commercial	Industrial	Multi-family Residential	Mixed Use Residential/Storefront	Mixed Use Employment/Civic	Variable

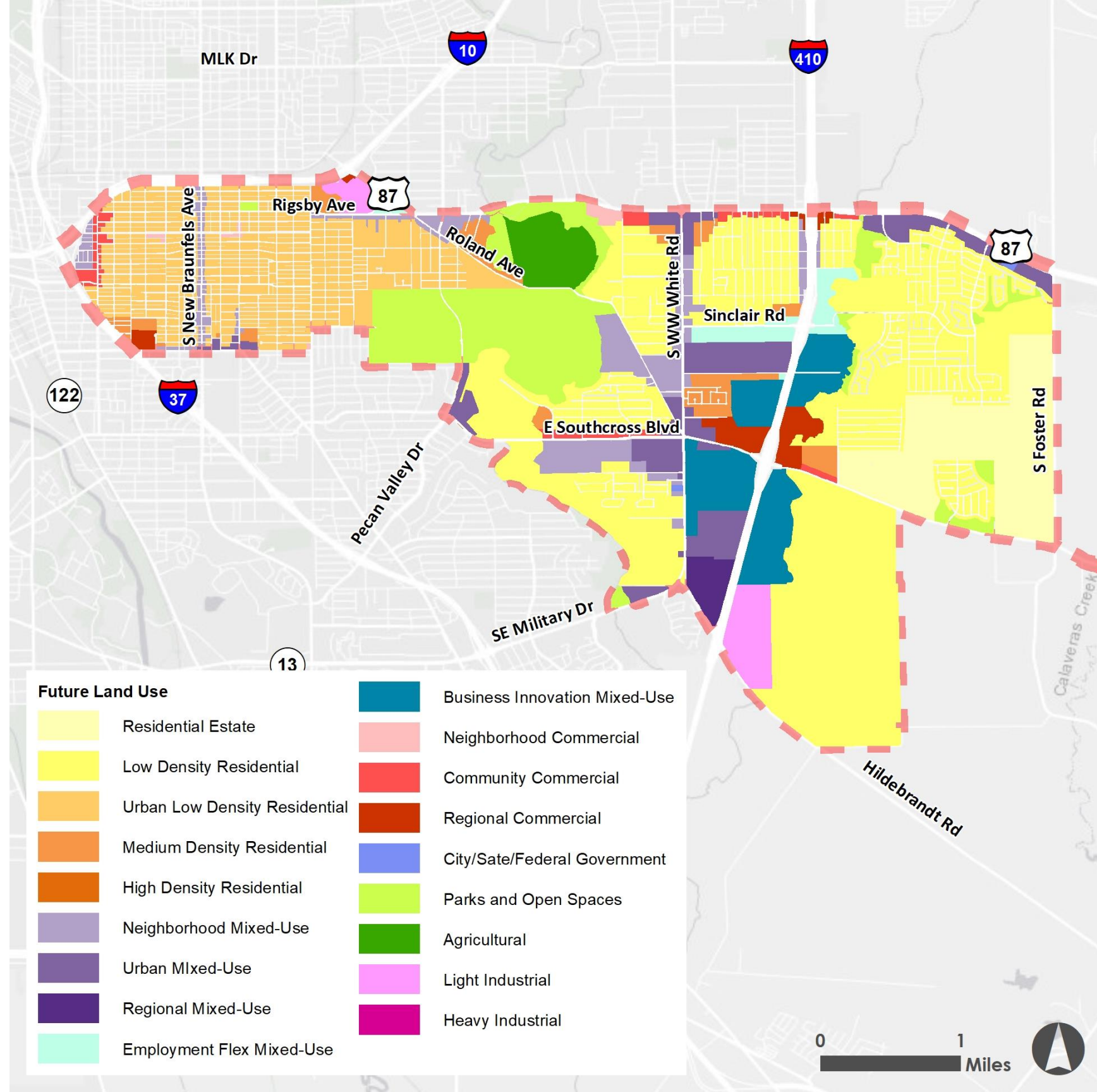
Proposed Street Types

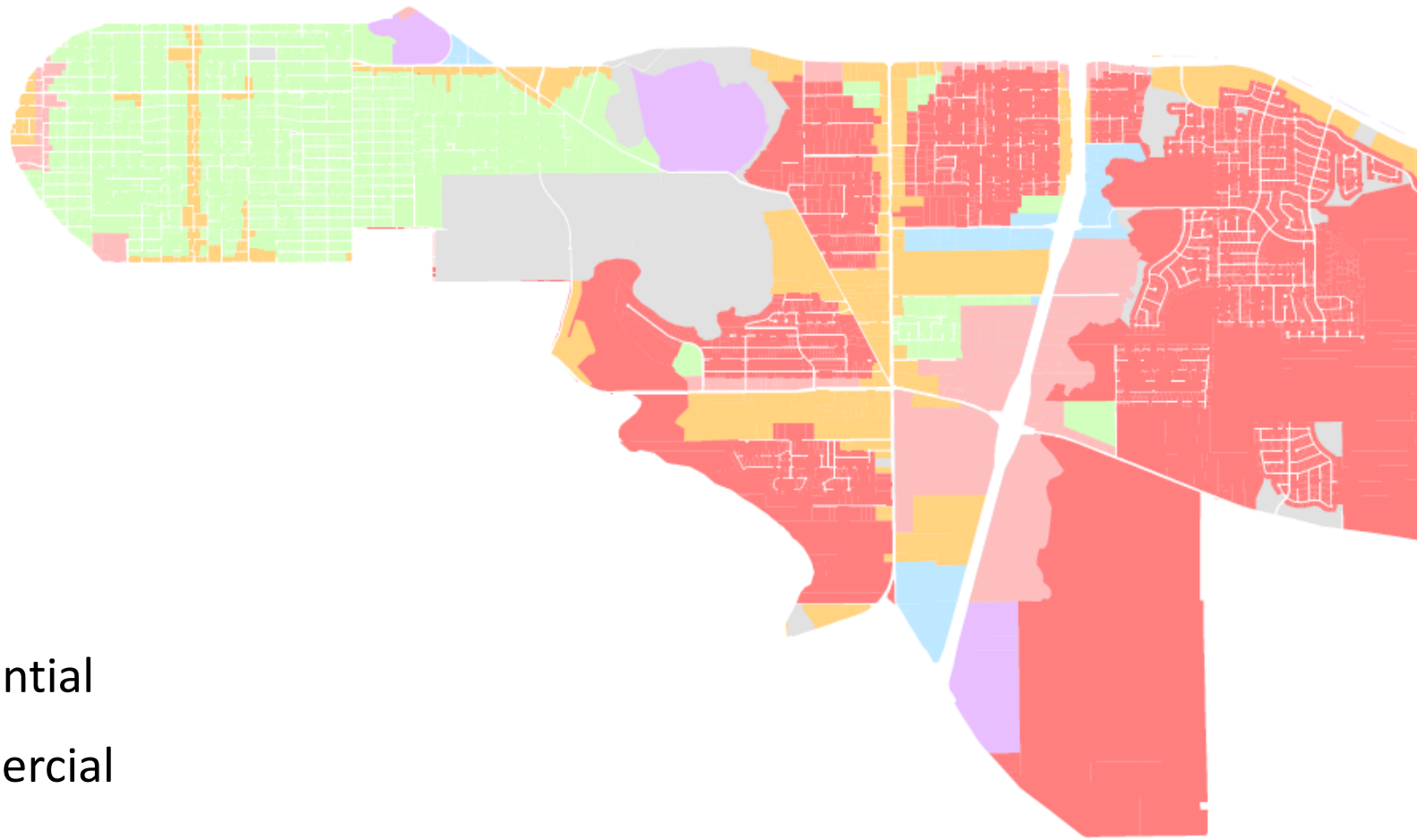
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Functional Classification	Super Arterial	NA	Suburban Commercial Super Arterial	Industrial Super Arterial	NA	NA	Mixed Use Employment/ Civic Super Arterial	Depends on specific context.
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	Rural	Rural Residential	Rural Commercial	Industrial Rural	NA	NA	NA	
	Local/Other	Suburban Local		Industrial Local	Urban/ Suburban Local	Mixed Use Local		

Emphasis: Cars vs. People and Places





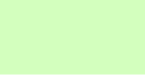
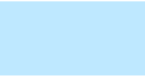
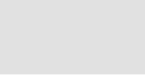
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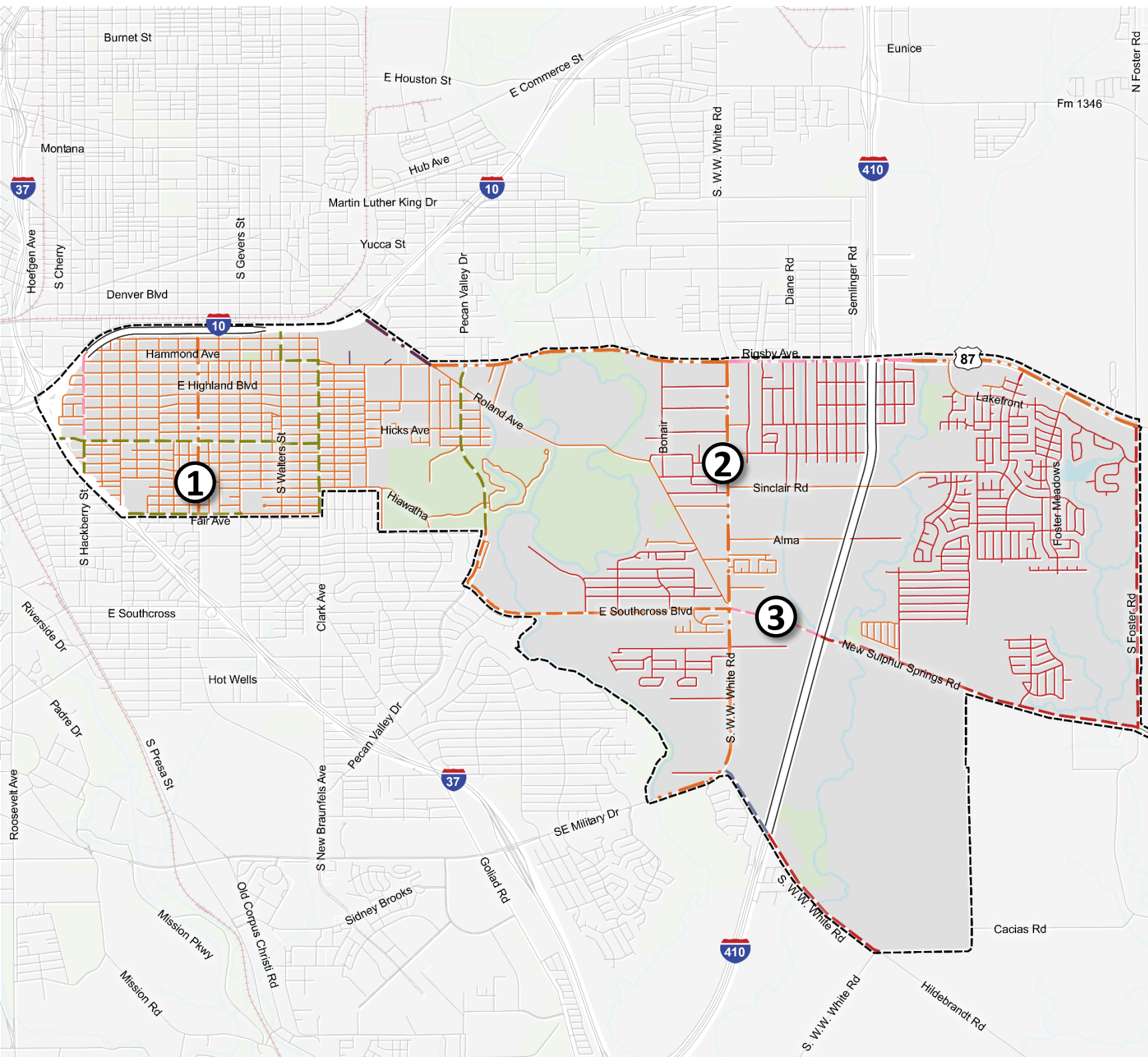


Context

-  Suburban Residential
-  Suburban Commercial
-  Industrial
-  Mixed Use Residential
-  Multi-family Residential
-  Mixed Use Employment
-  Variable

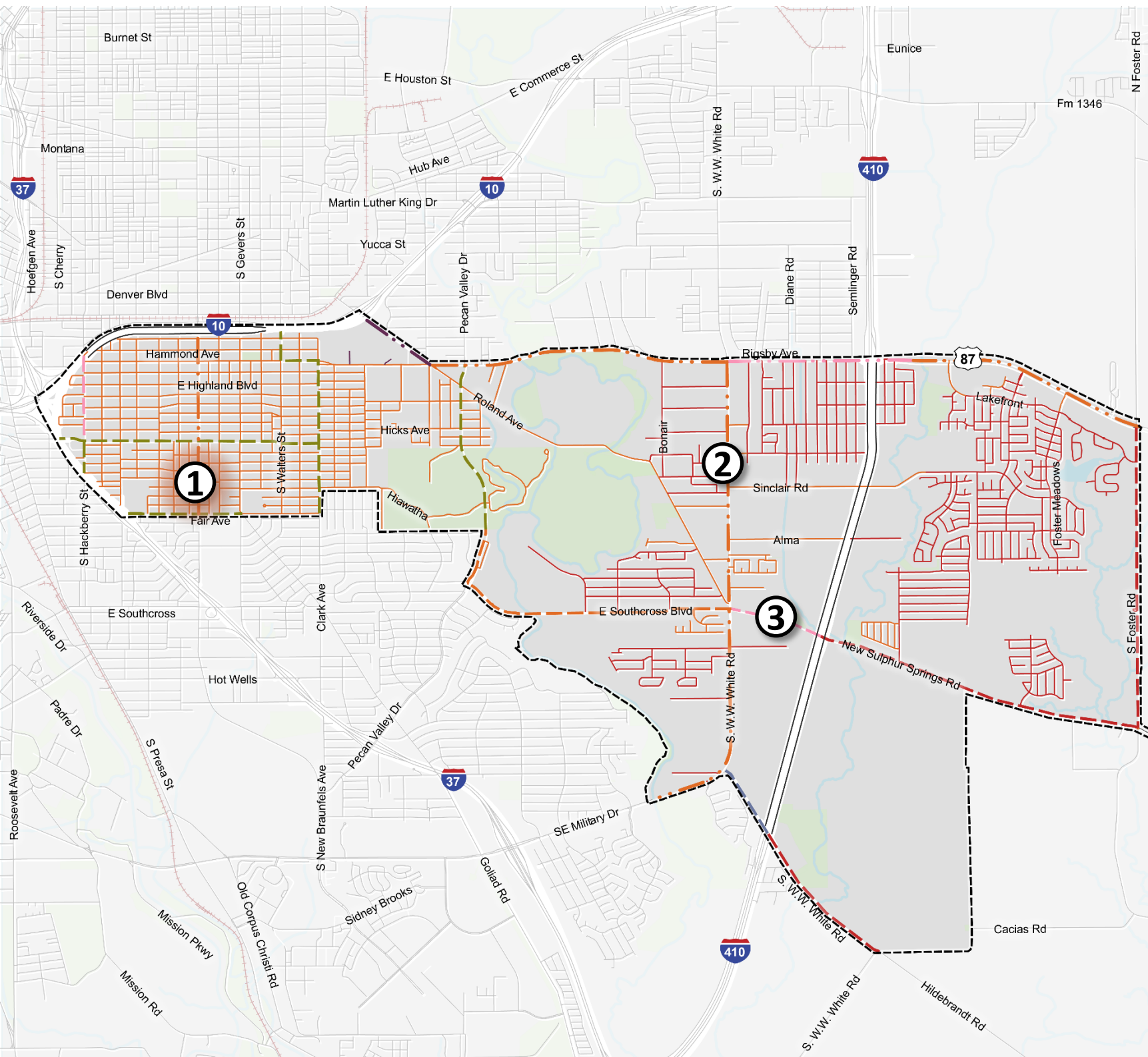
Reality Check

1. New Braunfels Avenue between Fair Avenue and Steves Avenue
2. WW White Road between Sinclair Road and Rigsby Avenue
3. Southcross Boulevard between WW White Road and Loop 410



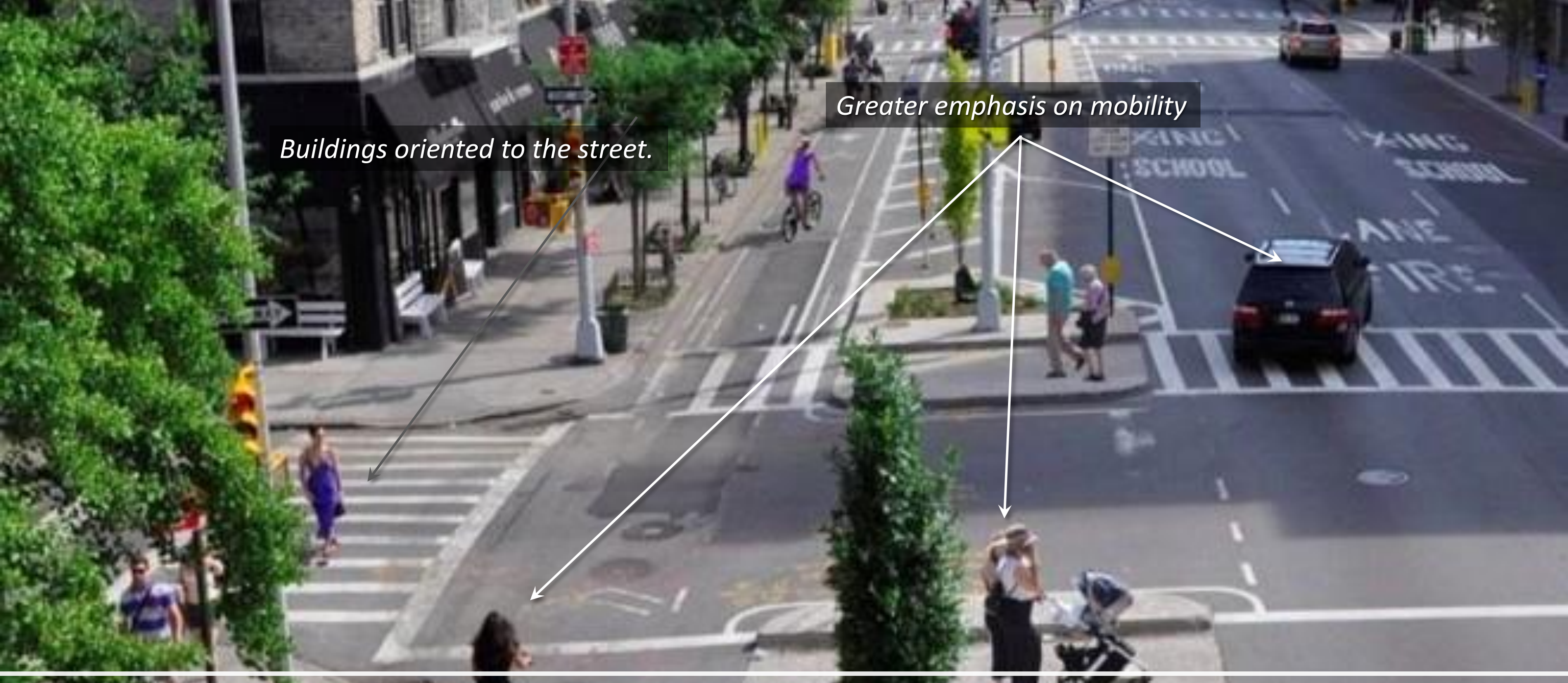
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Buildings oriented to the street.

Greater emphasis on mobility

Mixed Use Residential/Storefront Primary Arterial

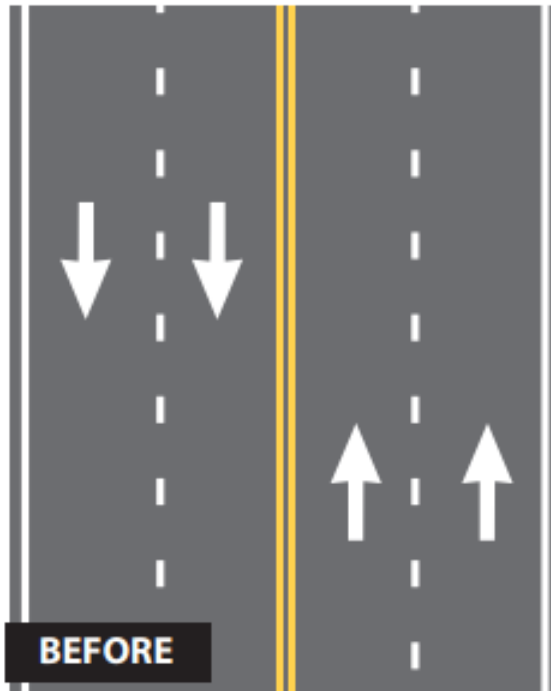




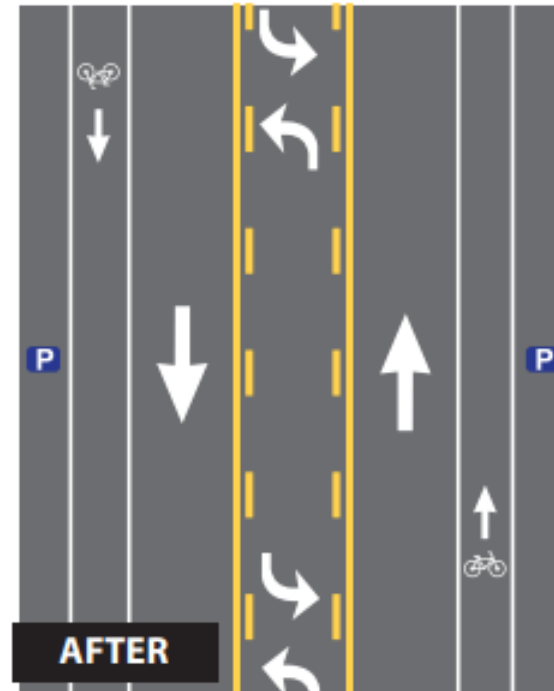
New Braunfels Avenue

Road Diet?

- Classic road diet is four lanes to three
- Use residual ROW for turn lanes, bike lanes, on-street parking, wide sidewalks, etc.
- Crash reduction
- Less than 20,000 vehicles per day



BEFORE



AFTER



Road Before



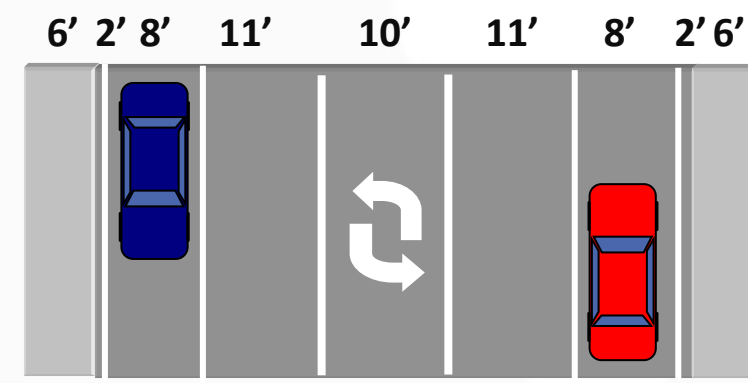
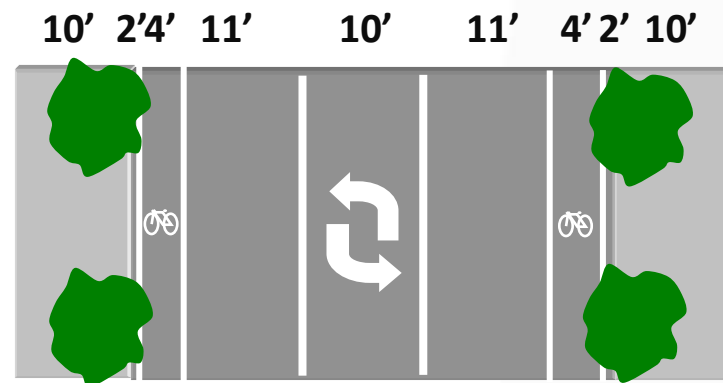
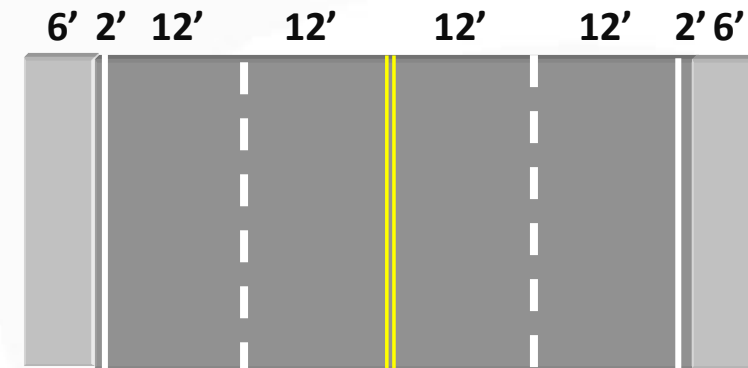
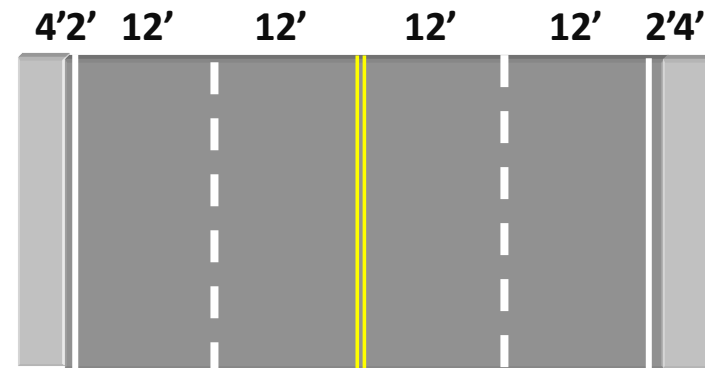
Road After



An inexpensive tool for retrofitting existing streets

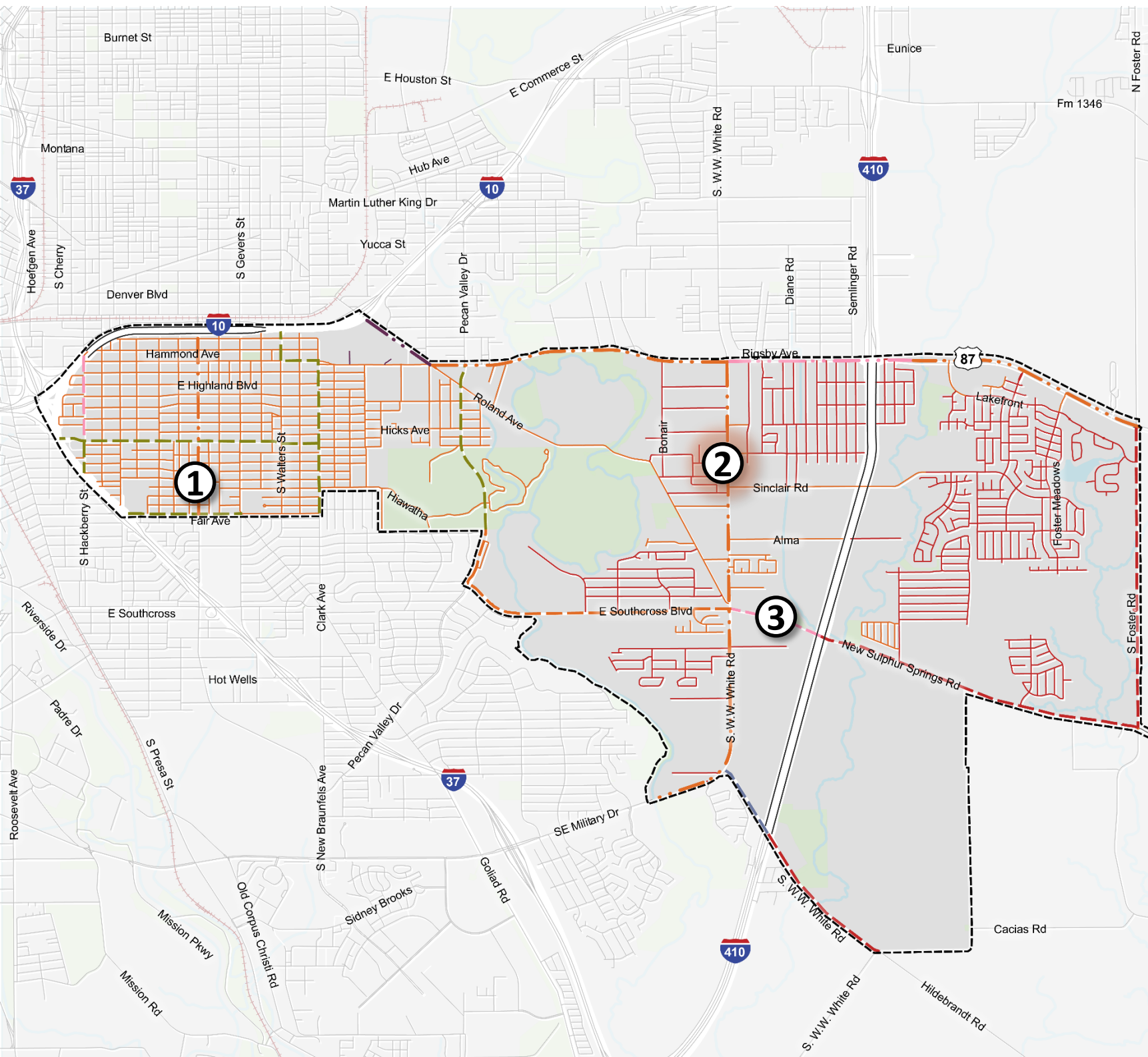


Four lane to three-lane conversion



Reality Check

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Roadway landscape buffer.

Greater emphasis on mobility

*Similar character, but
greater intensity of use.*

Mixed Use Residential/Storefront Primary Arterial

Buildings can have a relationship to the road in lower speed contexts.



Mixed Use Residential/Storefront Primary Arterial



People can get out of their cars and walk here, adjacent to the primary arterial.



Mixed Use Local “Enclave”

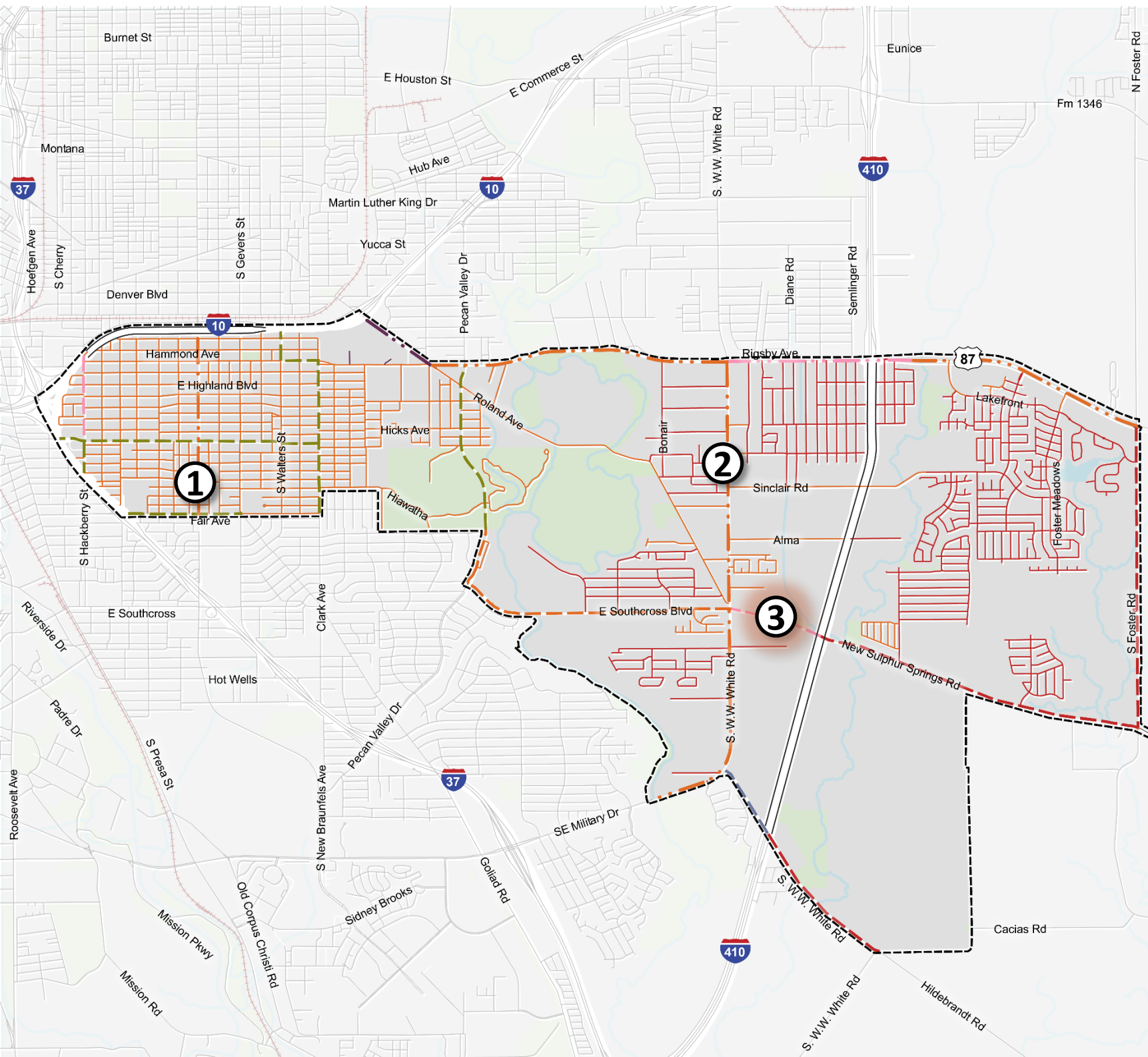




WW White Road

Reality Check

1. New Braunfels Avenue between Fair Avenue and Steves Avenue
2. WW White Road between Sinclair Road and Rigsby Avenue
3. Southcross Boulevard between WW White Road and Loop 410



Proposed Street Types

	Context	Suburban Residential	Suburban Commercial	Industrial	Multi-family Residential	Mixed Use Residential/Storefront	Mixed Use Employment/Civic	Variable
Functional Classification	Super Arterial	NA	Suburban Commercial Super Arterial	Industrial Super Arterial	NA	NA	Mixed Use Employment/Civic Super Arterial	Depends on specific context.
	Primary Arterial	Suburban Residential Primary Arterial	Suburban Commercial Primary Arterial	Industrial Primary Arterial	Urban/ Suburban Multi-family Primary Arterial	Mixed Use Residential/Storefront Primary Arterial	Mixed Use Employment/Civic Primary Arterial	
	Enhanced/Secondary Arterial	Suburban Residential Secondary Arterial	Suburban Commercial Secondary Arterial	Industrial Secondary Arterial	Urban/ Suburban Multi-family Secondary Arterial	Mixed Use Residential/Storefront Secondary Arterial	Mixed Use Employment/Civic Secondary Arterial	
	Rural	Rural Residential	Rural Commercial	Industrial Rural	NA	NA	NA	
	Local/Other	Suburban Local		Industrial Local	Urban/ Suburban Local	Mixed Use Local		

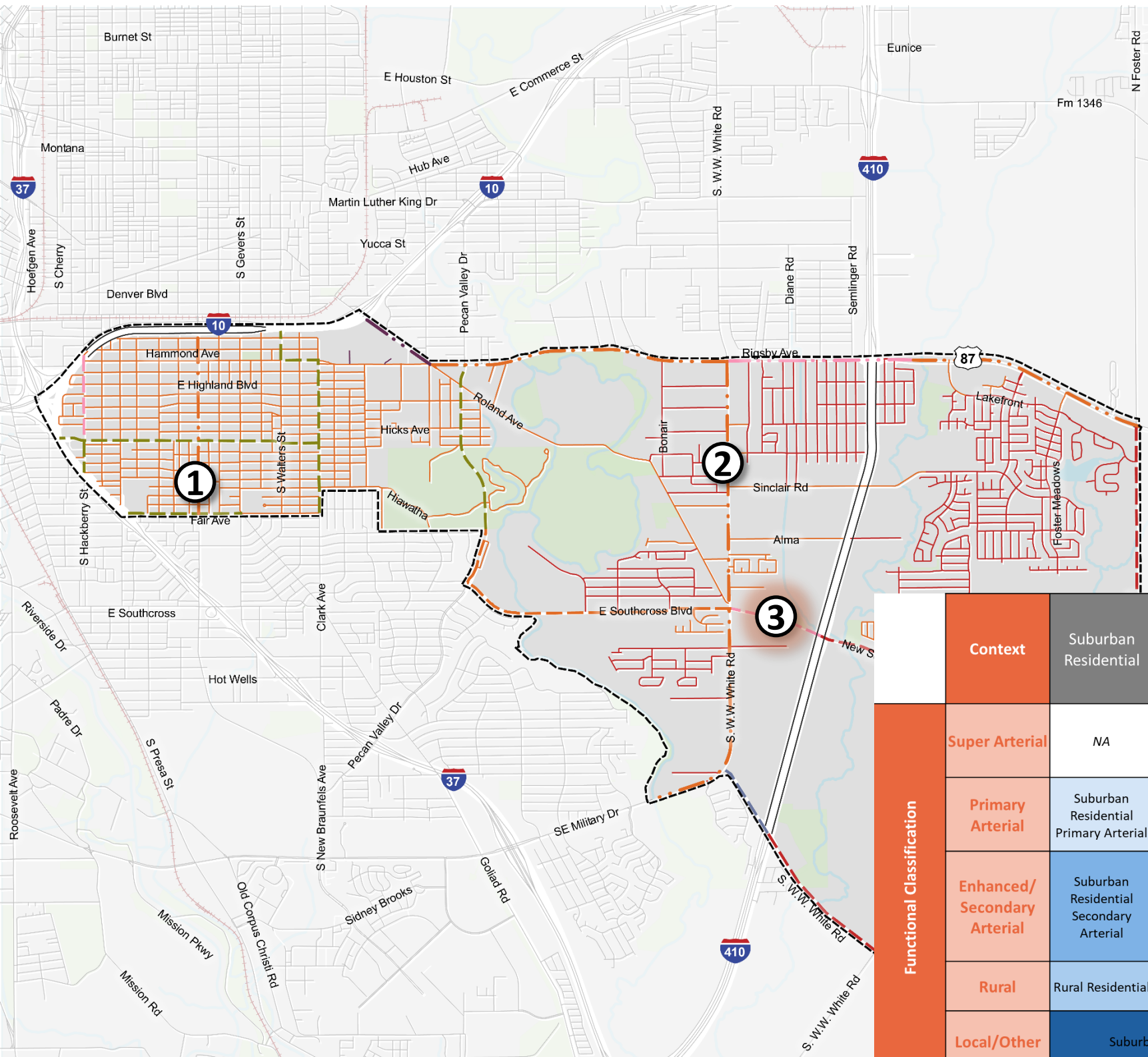


Suburban Commercial Secondary Arterial





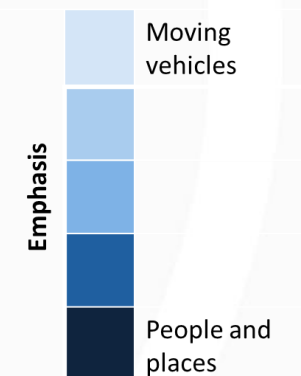
Southcross Boulevard



Reality Check

- Think about how these roads look and feel today
- Do you see them transforming into the proposed typology?

	Context	Suburban Residential	Suburban Commercial	Industrial	Multi-family Residential	Mixed Use Residential/ Storefront	Mixed Use Employment/ Civic	Variable
Functional Classification	Super Arterial	NA	Suburban Commercial Super Arterial	Industrial Super Arterial	NA	NA	Mixed Use Employment/ Civic Super Arterial	Depends on specific context.
	Primary Arterial	Suburban Residential Primary Arterial	Suburban Commercial Primary Arterial	Industrial Primary Arterial	Urban/ Suburban Multi-family Primary Arterial	Mixed Use Residential/Store front Primary Arterial	Mixed Use Employment/ Civic Primary Arterial	
	Enhanced/ Secondary Arterial	Suburban Residential Secondary Arterial	Suburban Commercial Secondary Arterial	Industrial Secondary Arterial	Urban/ Suburban Multi-family Secondary Arterial	Mixed Use Residential/ Storefront Secondary Arterial	Mixed Use Employment/ Civic Secondary Arterial	
	Rural	Rural Residential	Rural Commercial	Industrial Rural	NA	NA	NA	
	Local/Other	Suburban Local		Industrial Local	Urban/ Suburban Local	Mixed Use Local		





SA



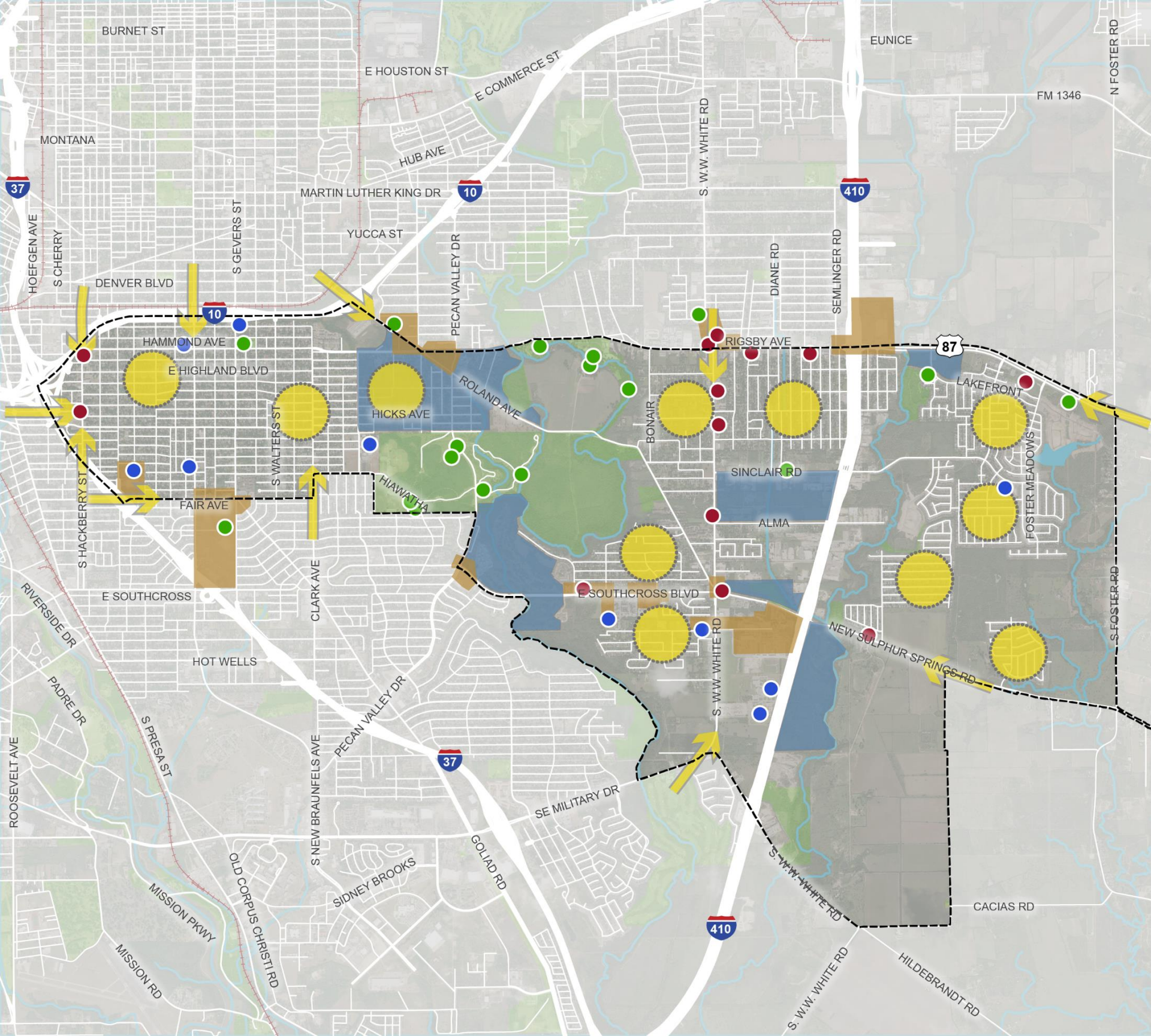
TOMORROW

Origins, Destinations and Key Linkages

Approach



- Where are people coming from?
- Where do they want to go?
- Pedestrians and transit
- Cycling and micromobility
- Autos and freight

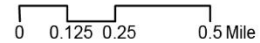
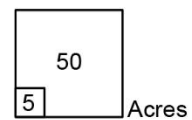


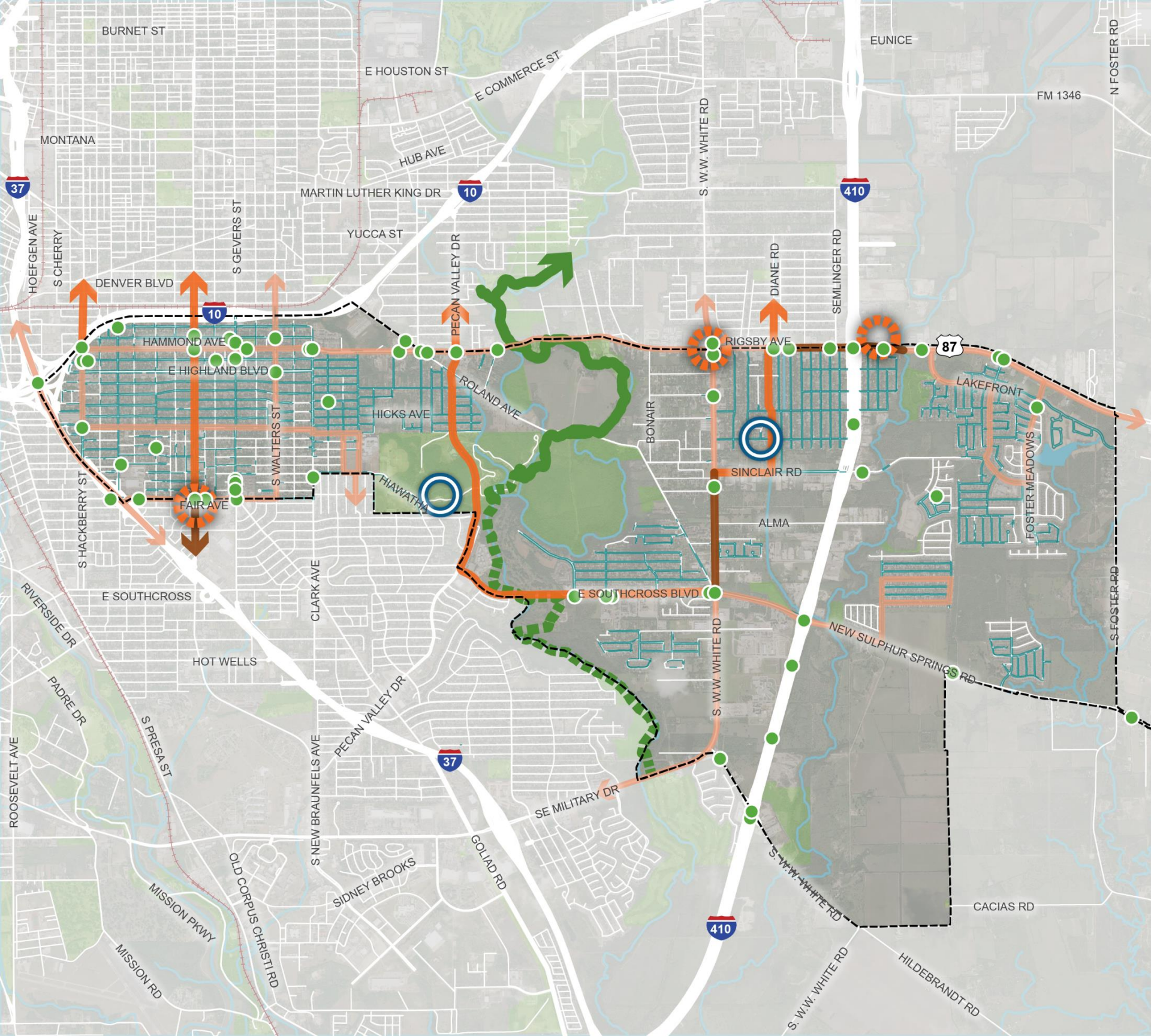
Southeast COMMUNITY AREA PLAN

MOBILITY FRAMEWORK

LEGEND

- Community Plan Area Boundary
- Rail Line
- Park or Open Space
- Stream
- Major Destination
- Focus Area
- Minor Destination
- Park / Community Center
- School
- Neighborhood (Origin)
- Neighborhood (Outside Origin)





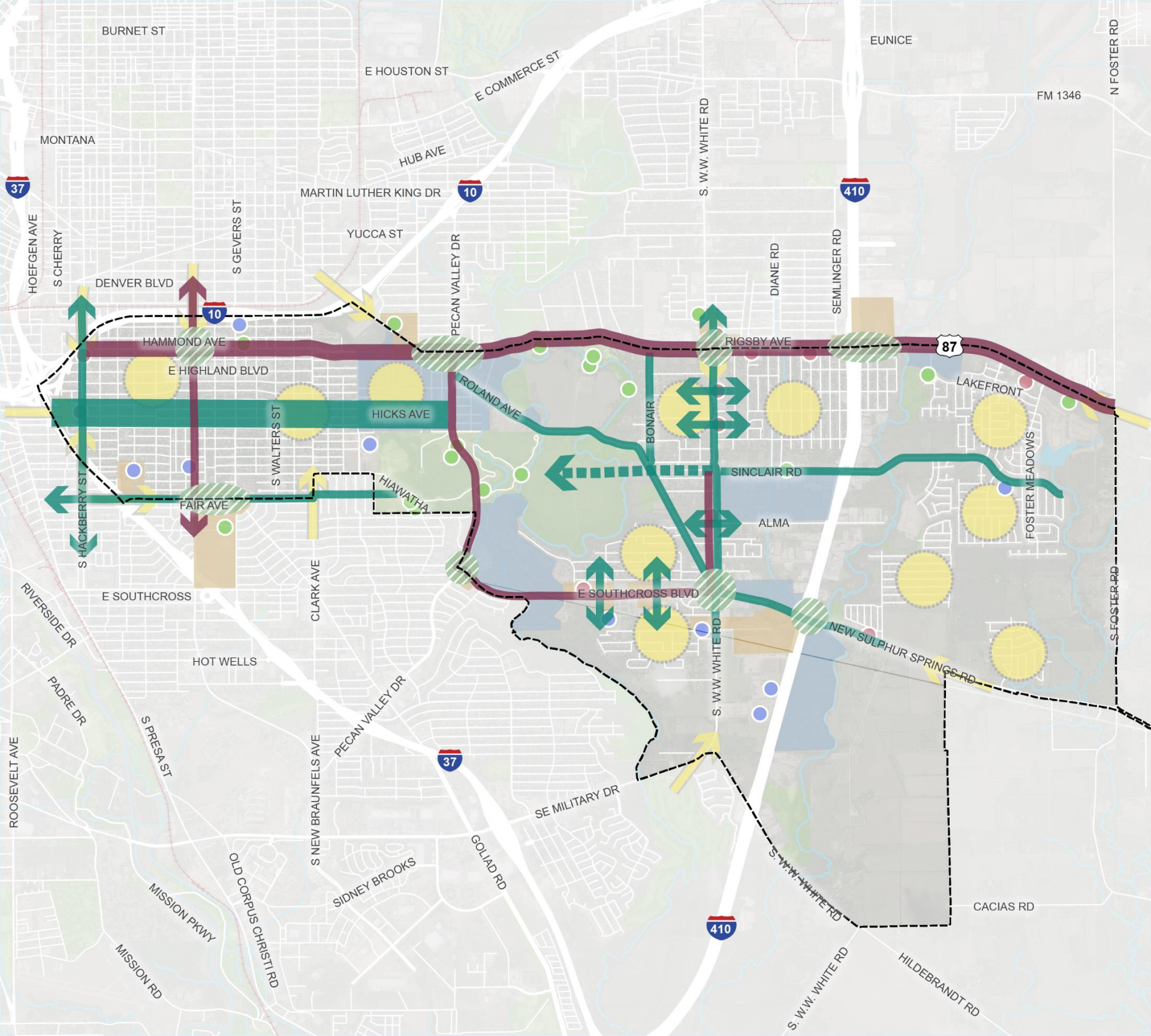
Southeast
COMMUNITY AREA PLAN

PEOPLE,
PEDESTRIANS,
AND TRANSIT

- LEGEND
- Community Plan Area Boundary
 - Rail Line
 - Park or Open Space
 - Stream
 - Key Projects
 - Existing Greenway
 - Planned Greenway
 - High Volume VIA Stops*
 - SPIA
 - Pedestrian Crash Locations
 - Sidewalks
- VIA BUS ACTIVITY
- Over 6 Buses per Hour
 - 3 to 6 Buses per Hour
 - 3 or Less Buses per Hour

* High volume is defined as over 125 combined boardings / alightings

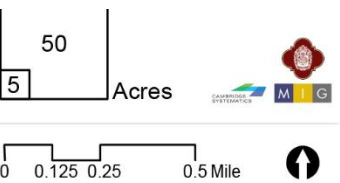


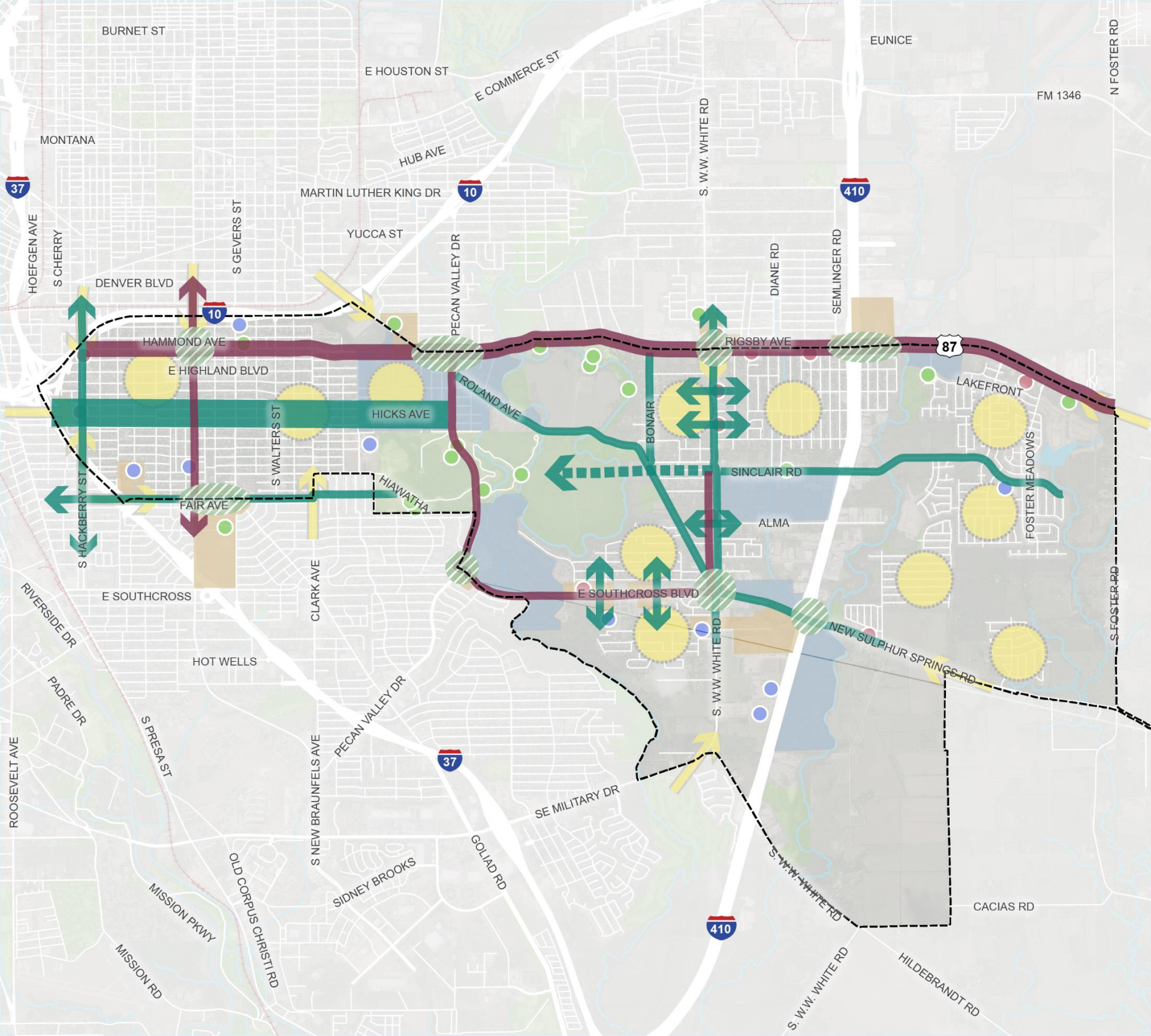


Southeast
COMMUNITY AREA PLAN

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 - Neighborhood (Outside Origin)
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 - Planned Greenway
 - Important Linkages / Focus Areas
 - Automobile
 - Bicycles / Micromobility
 - Transit / Pedestrian
 - Pedestrian
 - Pedestrian Focus Area
 - New Connection

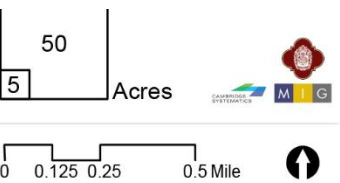




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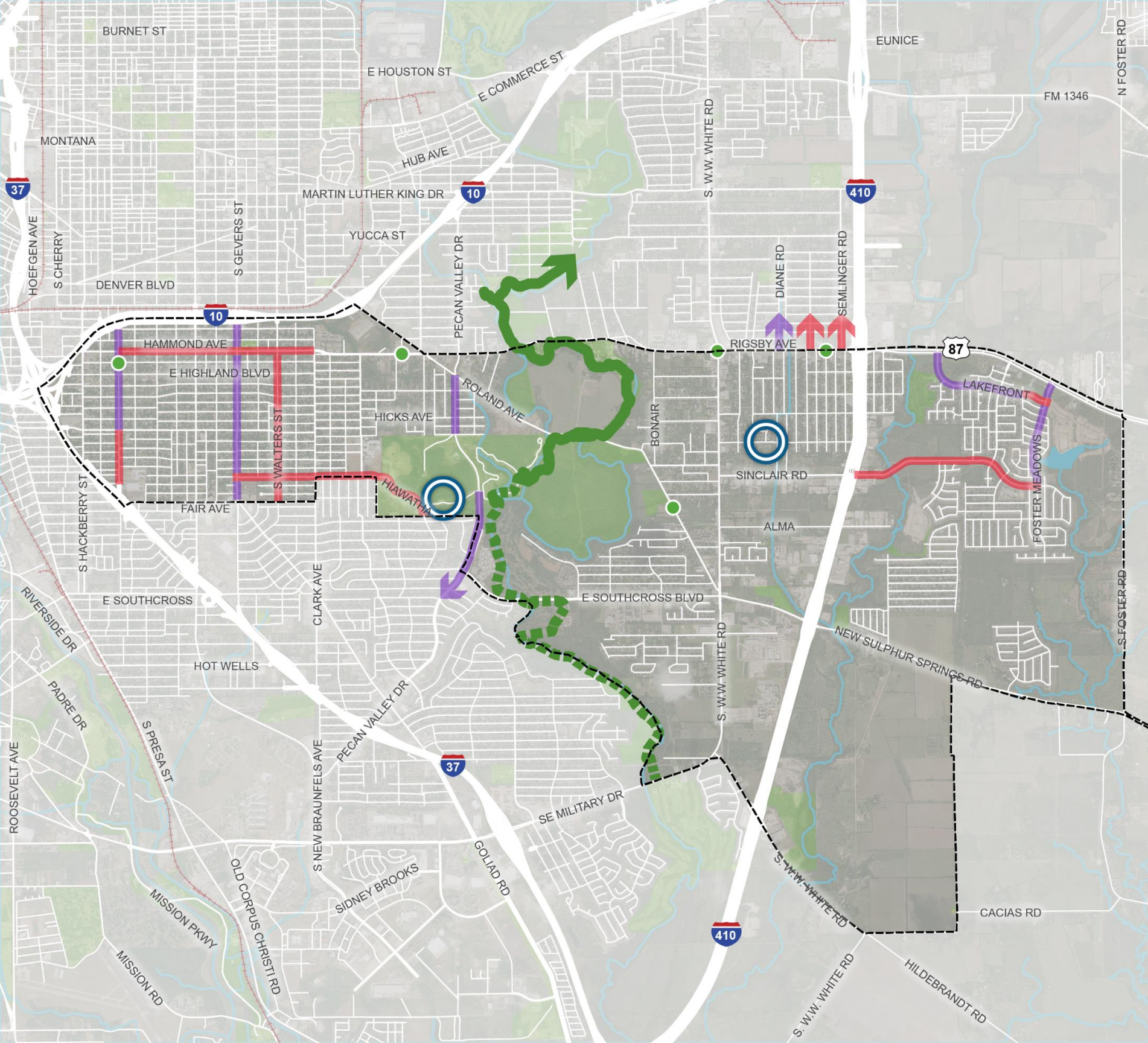


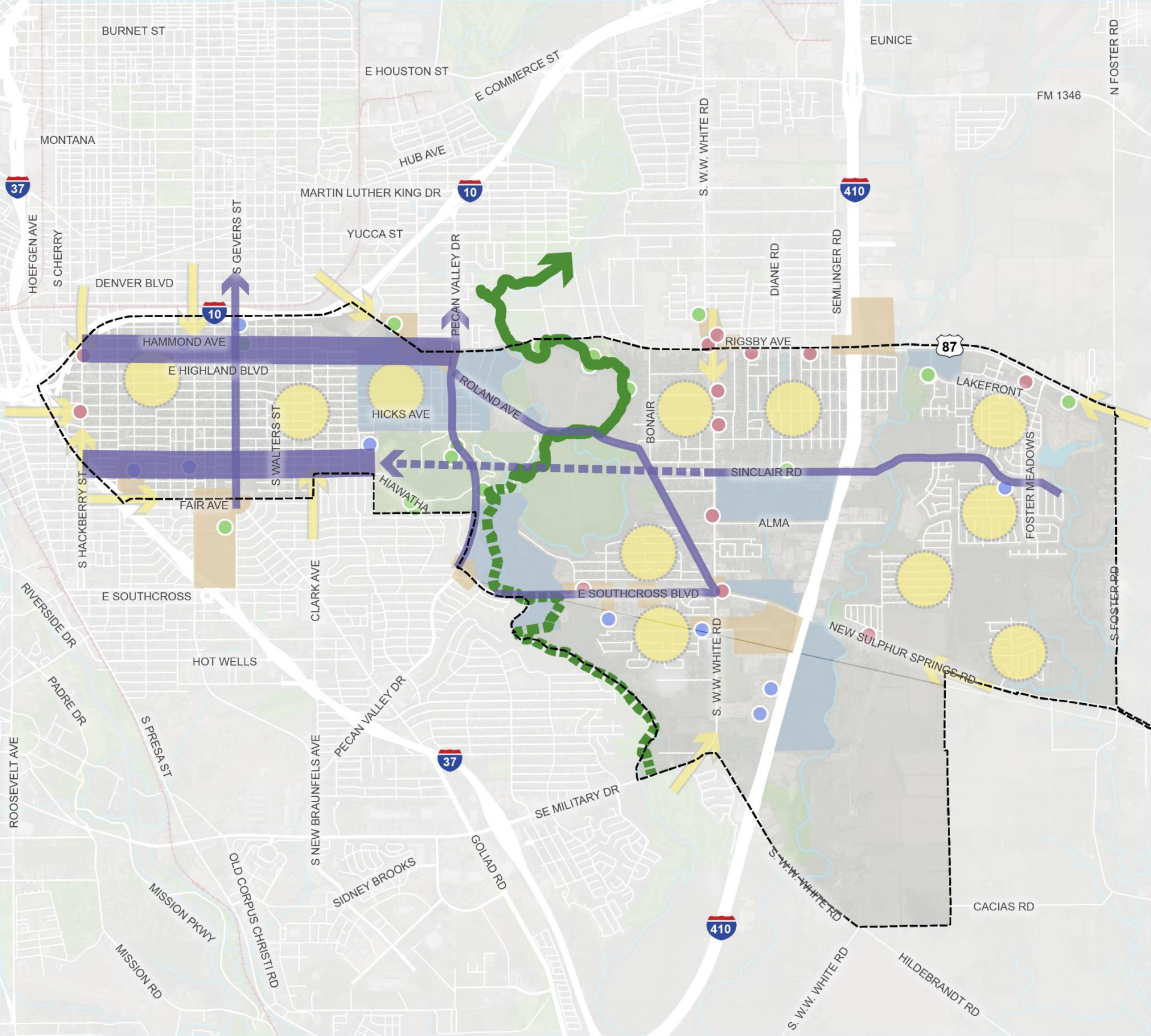


LEGEND

- ## BICYCLE FACILITIES

-
- 50
- 5
- Acres





Southeast
COMMUNITY AREA PLAN

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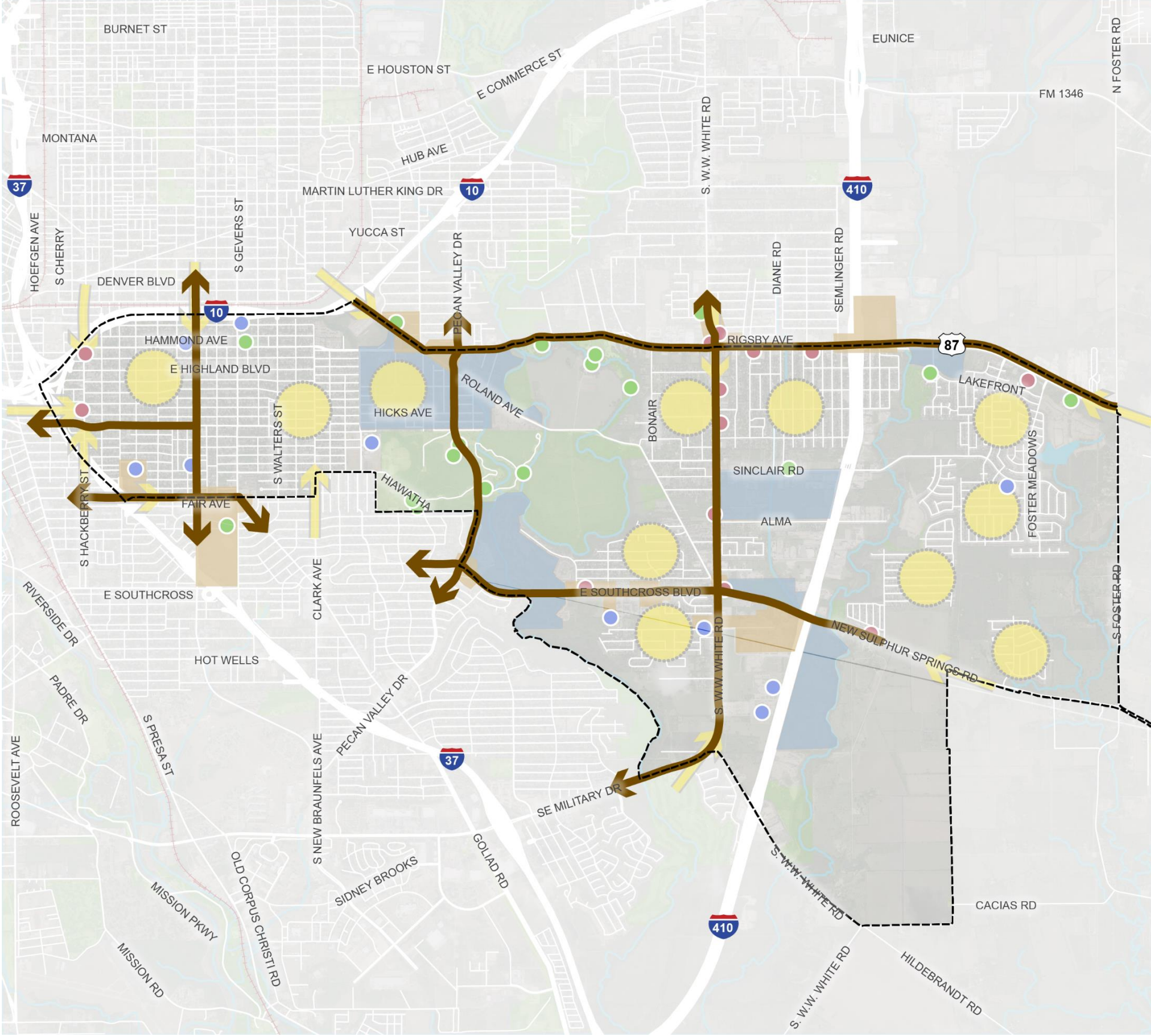


 High Crash Location

Secondary Arterial Type B

A step function graph with the x-axis labeled from 0 to 0.5 Mile. The function has three segments: a horizontal line at y=100 from x=0 to x=0.125, a horizontal line at y=50 from x=0.125 to x=0.25, and a horizontal line at y=100 from x=0.25 to x=0.5. Vertical lines connect the segments at x=0.125 and x=0.25.





Southeast
COMMUNITY AREA PLAN

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Destinations

Linkages

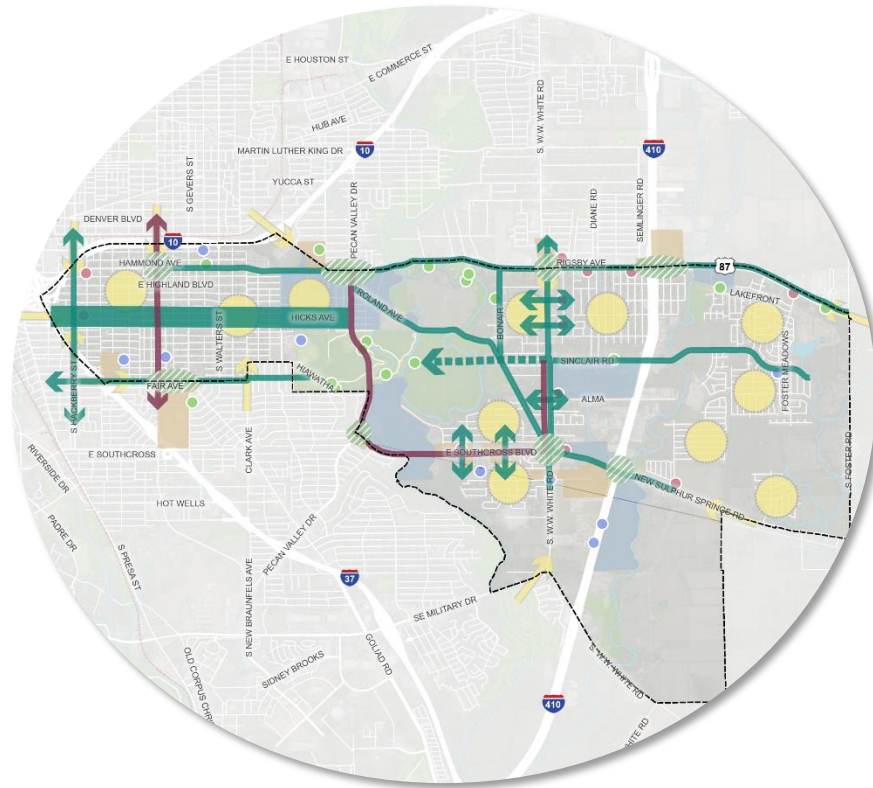
Priority
Corridors

Priority/Emphasis Corridors

- Emphasis on specific mode
- Design treatments
- Tradeoff decisions (limited ROW)
- Does not exclude other users



Discussion



- Did we miss any important **origins** and/or **destinations**? Key **linkages**?
- Which modes should take **priority** on which streets?
- What are the major **gaps** and **barriers** to each linkage?

SA TOMORROW

Project Process and Schedule

Up next...

Meeting #9:

Amenities and Public Spaces

- Monday, January 14th, 2020
- Bode Community Center



Meeting #10:

Mobility (Part 2)

- Week of February 11th, 2020

Stay Involved...

Neighborhood Profile and Priorities Survey

Tell us about your neighborhood...

What makes it unique...

What needs to be improved...

What are the key issues for neighborhood...

Are there any opportunities for positive change...

How do you envision your neighborhood for future generations...

Take our online survey here:

https://www.surveymonkey.com/r/SE_NeighborhoodSurvey

Or visit <https://southeast.sacompplan.com/get-involved/>



Southeast Community Area Planning Team Meeting No. 8

Thursday, December 12, 2019
Southside Lions Community Center
5:30 to 7:30 PM



Auxiliary Marketing Services
Bowtie
Cambridge Systematics, Inc.
Economic & Planning Systems, Inc.
Mosaic Planning and Development Services
Ximenes & Associates