SA TOMORROW
sub area planning

Eastside Community Area

Planning Team Meeting No. 8

Wednesday, December 11, 2019
St. Philip's College
Campus Center Building Heritage Room
6 to 8 PM

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

Port San Antonio Area Project Team

- Garrett Phillips
  City of San Antonio
- Jay Renkens, Principal
  MIG, Inc.
- Mukul Malhotra, Principal
  MIG, Inc.
- Kevin Tilbury, Senior Associate
  Cambridge Systematics, Inc.

Today's Meeting

- Welcome and Introductions
- Sub Area 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***?

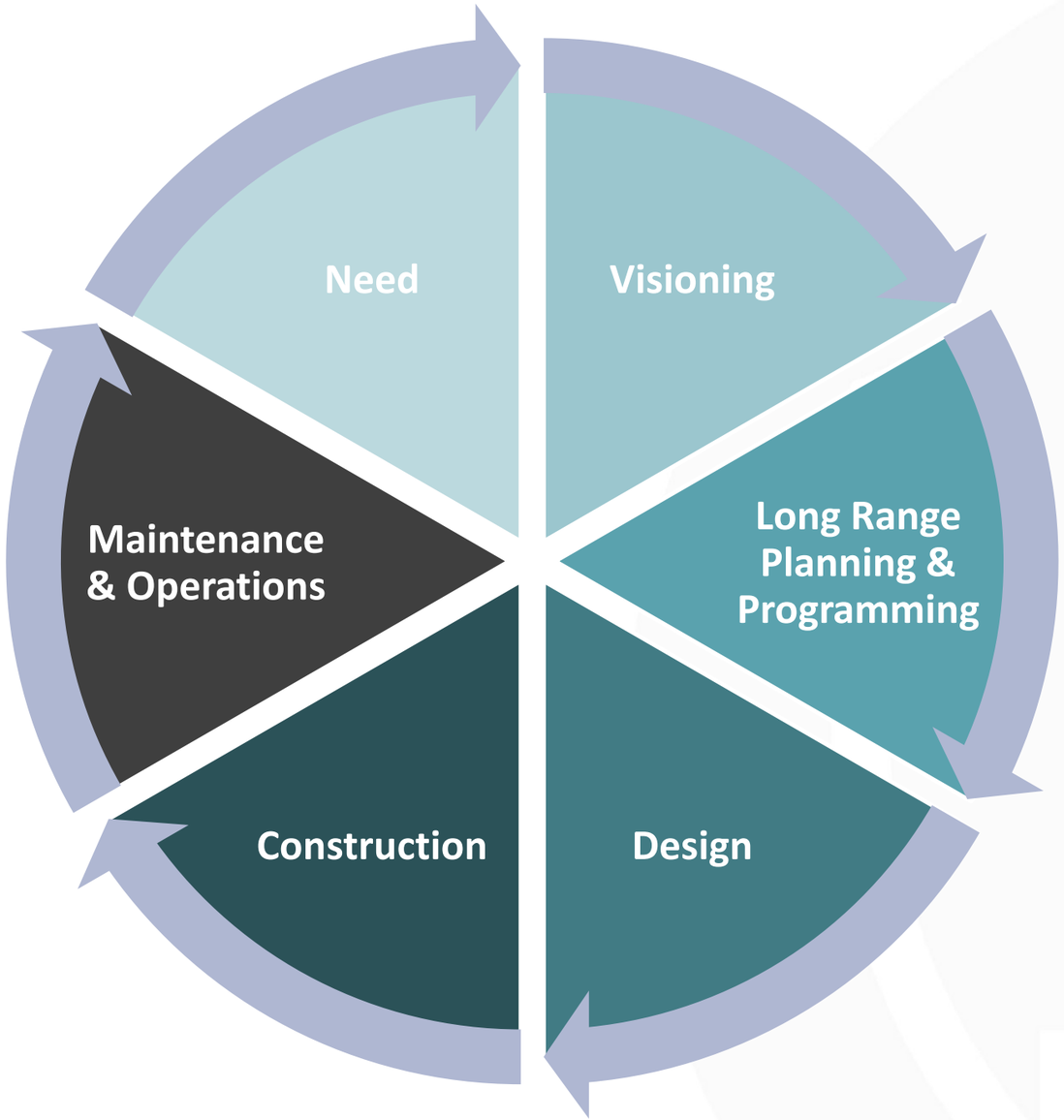
What is mobility?

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

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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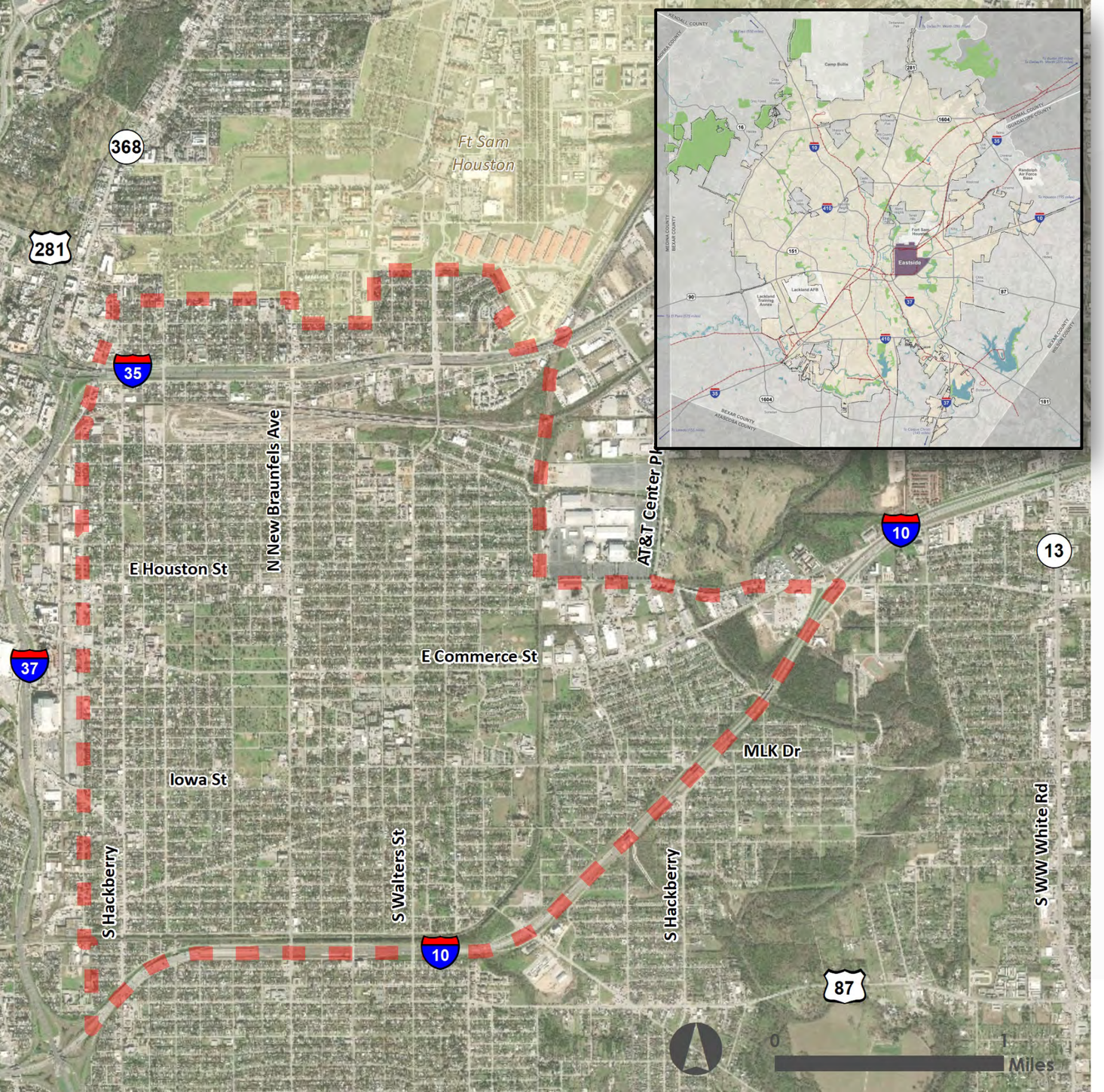
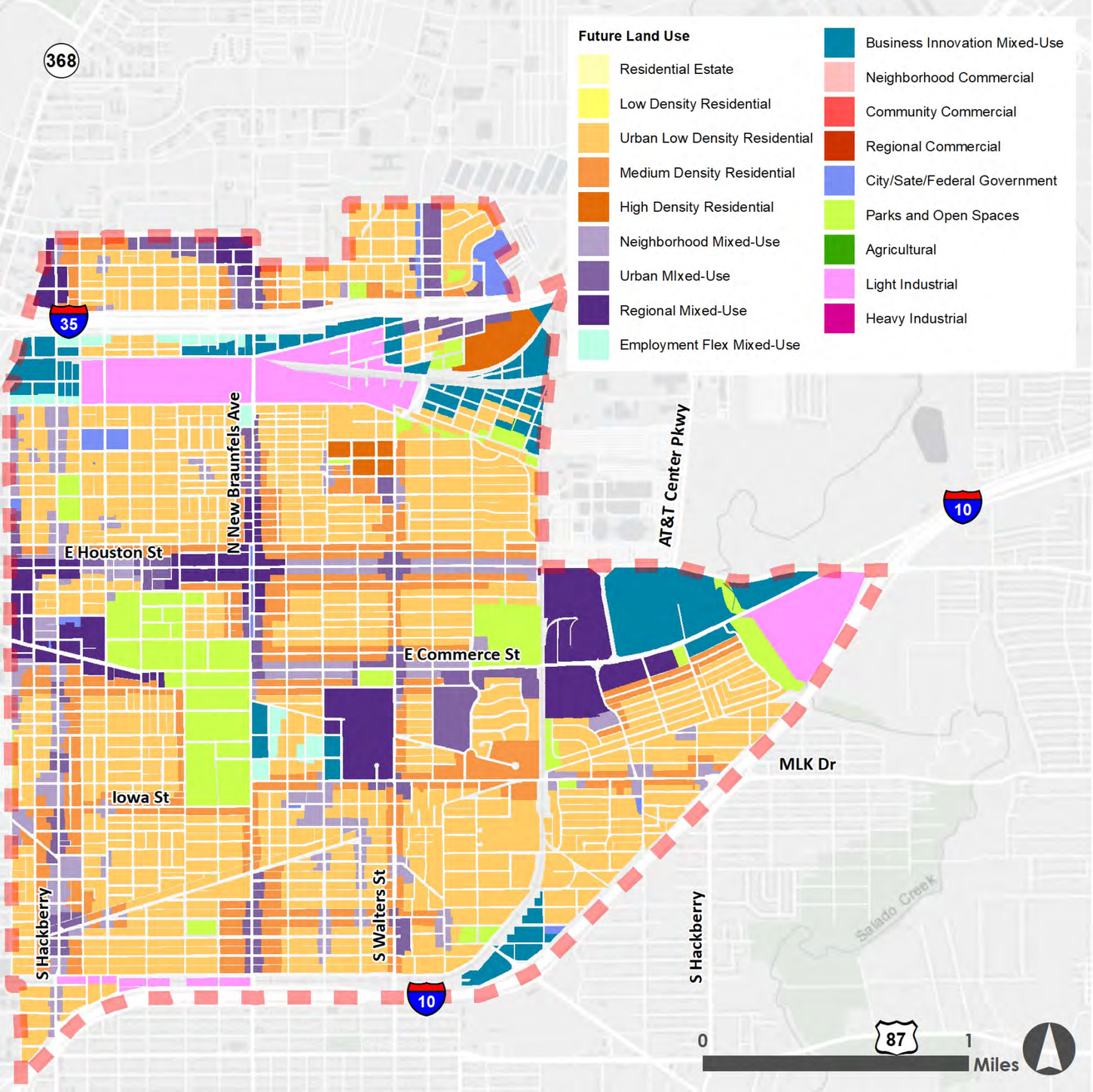
Existing Conditions



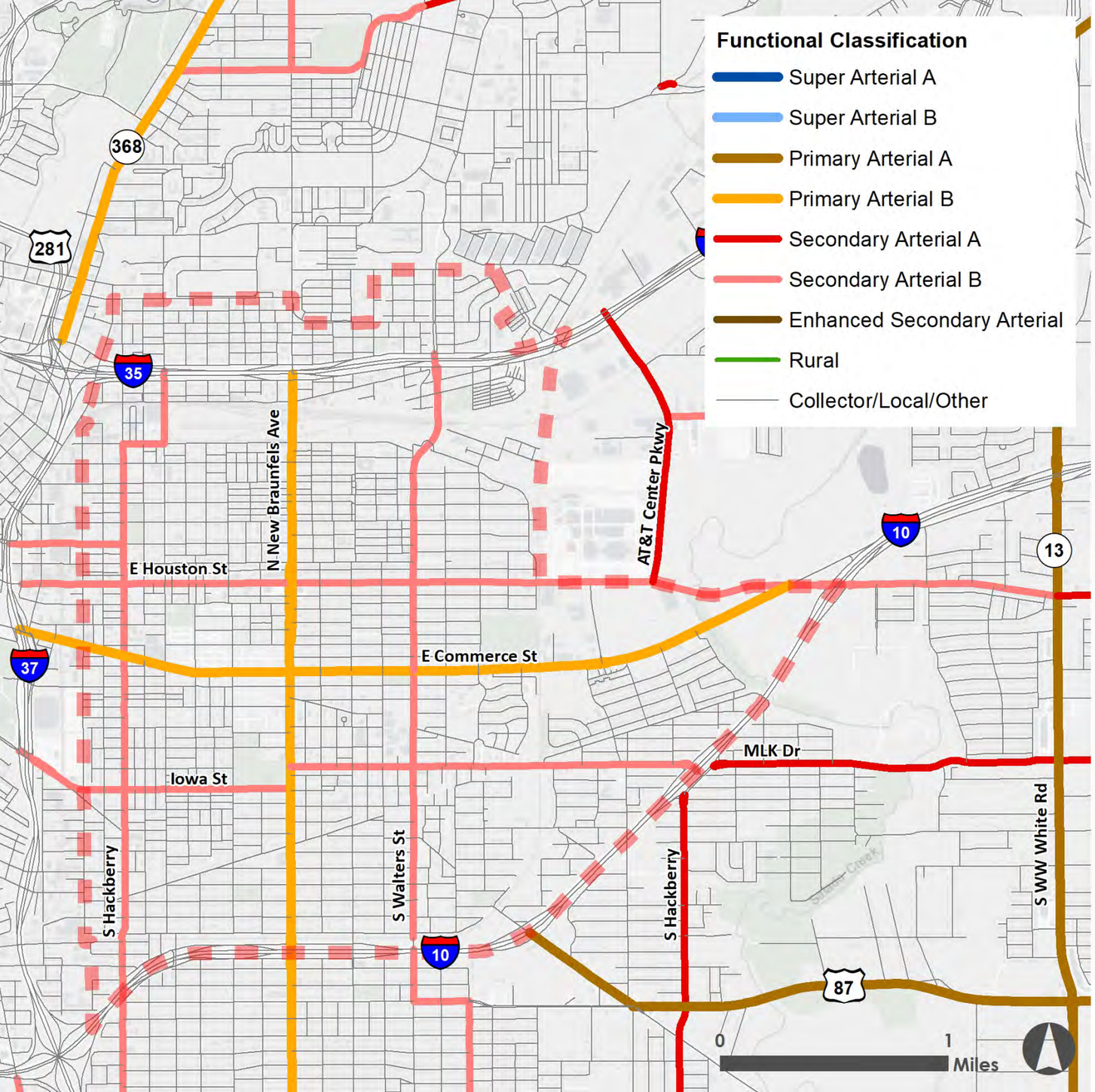
Overview

- Historic streetcar neighborhoods
- Local retail
- Industrial/warehousing
- Framed by downtown on the west; AT&T Center on the east



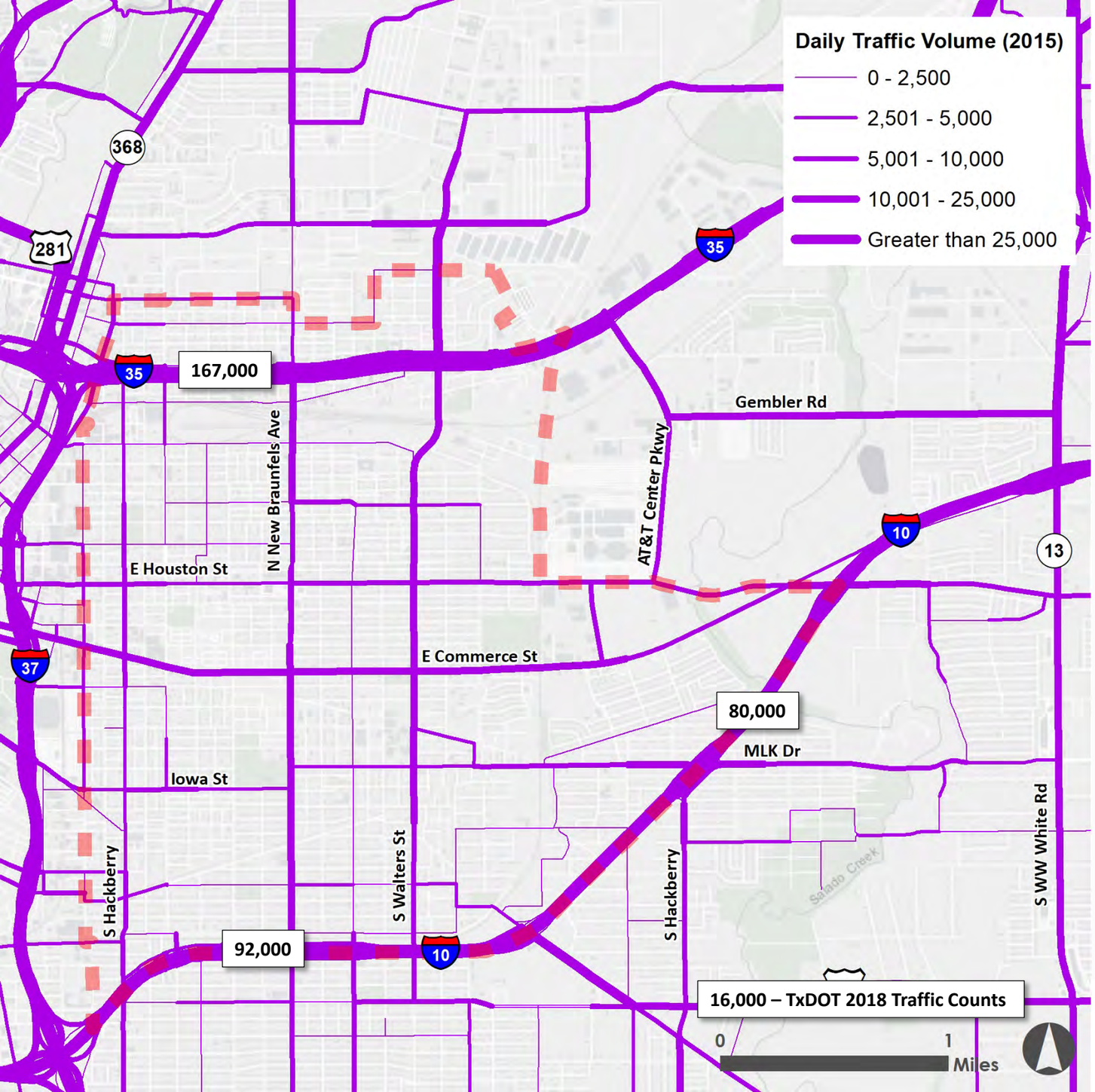
Future Land Use

- Urban Low Density Residential
- Medium Density Residential
- Neighborhood and Urban Mixed Use
- Regional Mixed Use
- Light Industrial
- Business Innovation
- Parks and Open Space



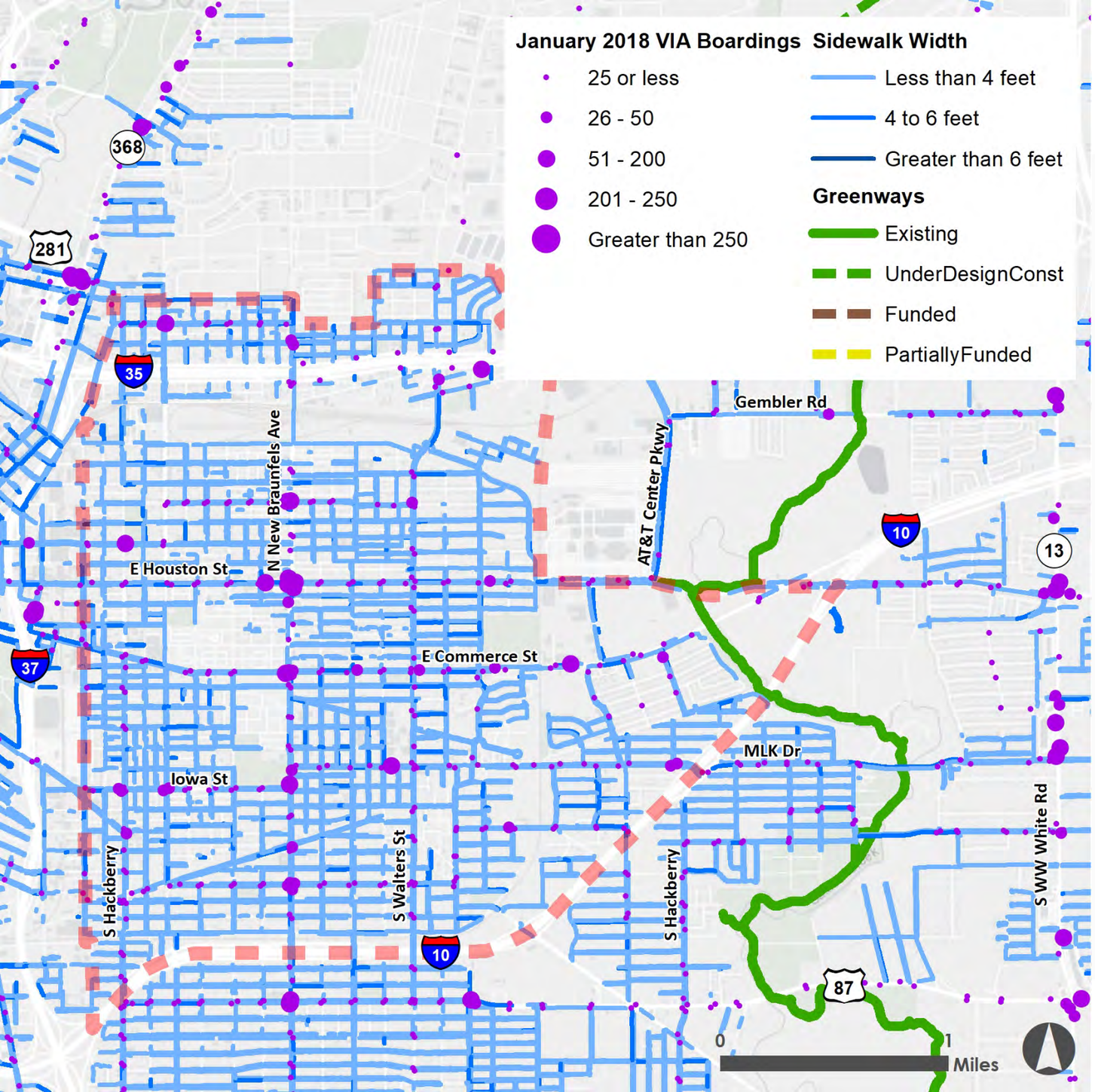
Functional Class

- Primary Arterial traverse the heart
  - Commerce (east-west)
  - New Braunfels (north south)
- Evenly spaced Secondary Arterials
  - Houston,
  - Iowa/MLK
  - Hackberry
  - Walters
- Dense local street network



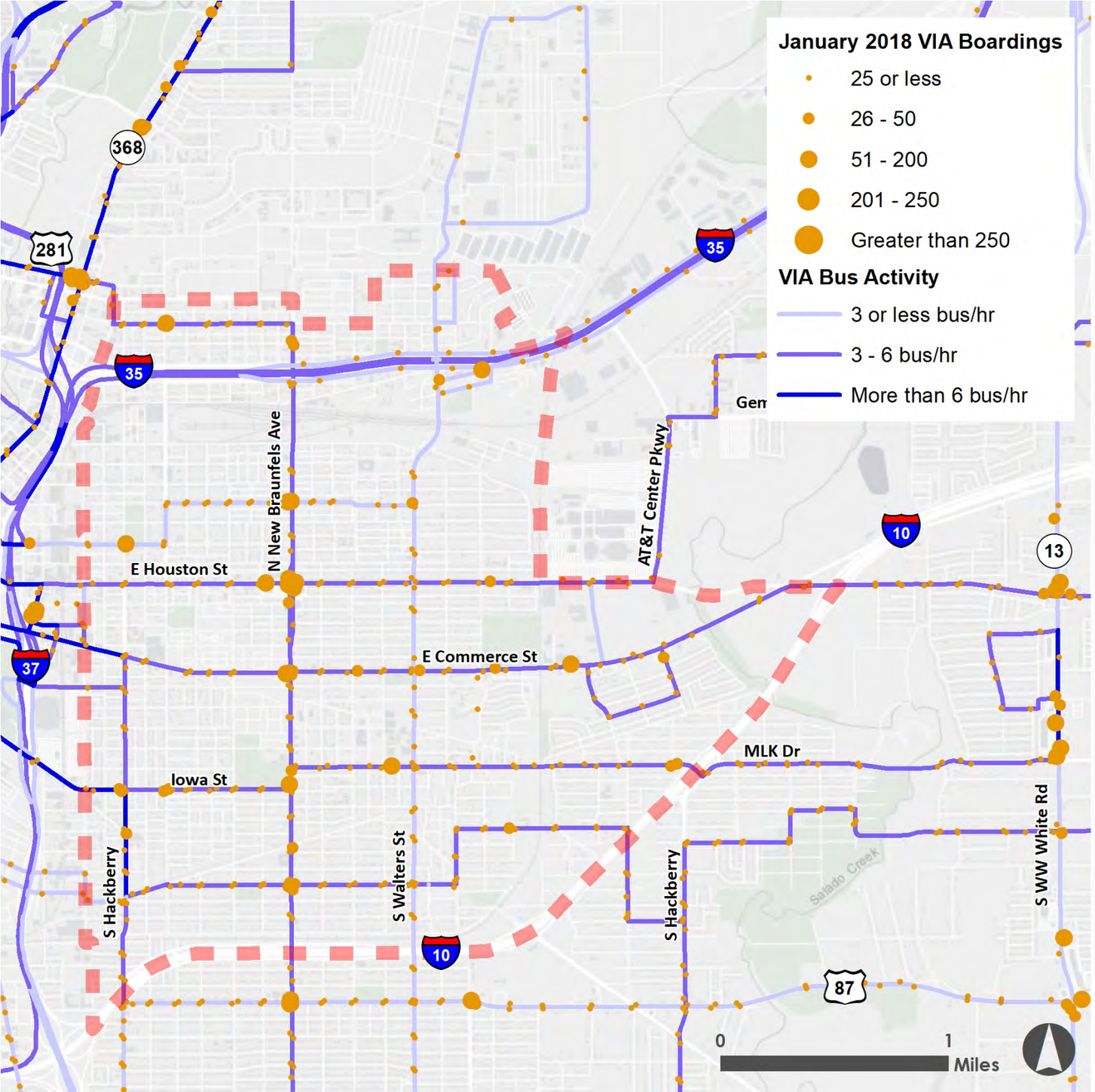
Daily Traffic Volumes

- Interstates carry a majority of the regional traffic
- Arterials carry between 10,000 and 25,000 vehicles per day or less
- Well-connected network disperses traffic



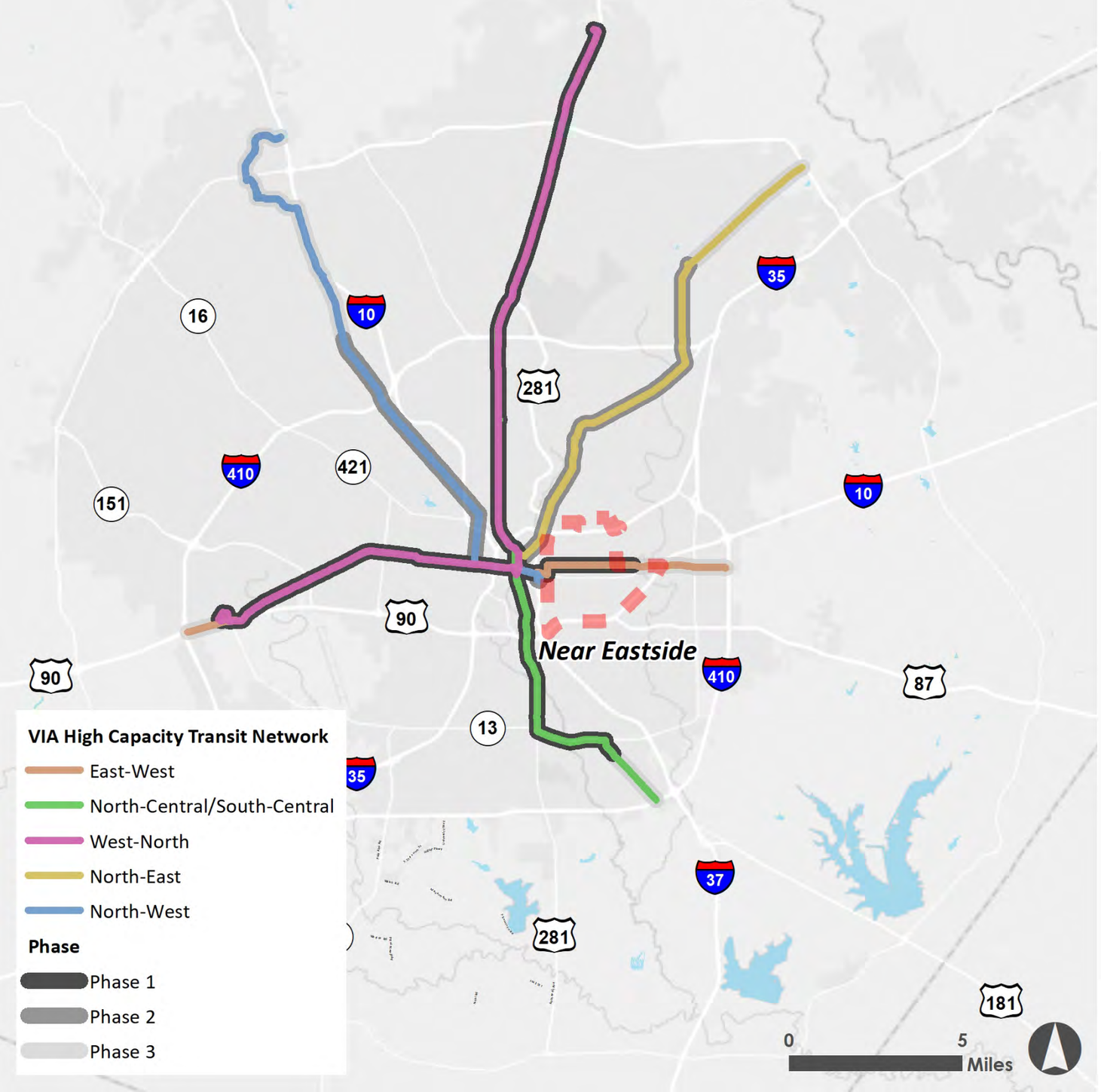
Walking and Transit

- Good sidewalk coverage
- Inadequate width, lack of buffer



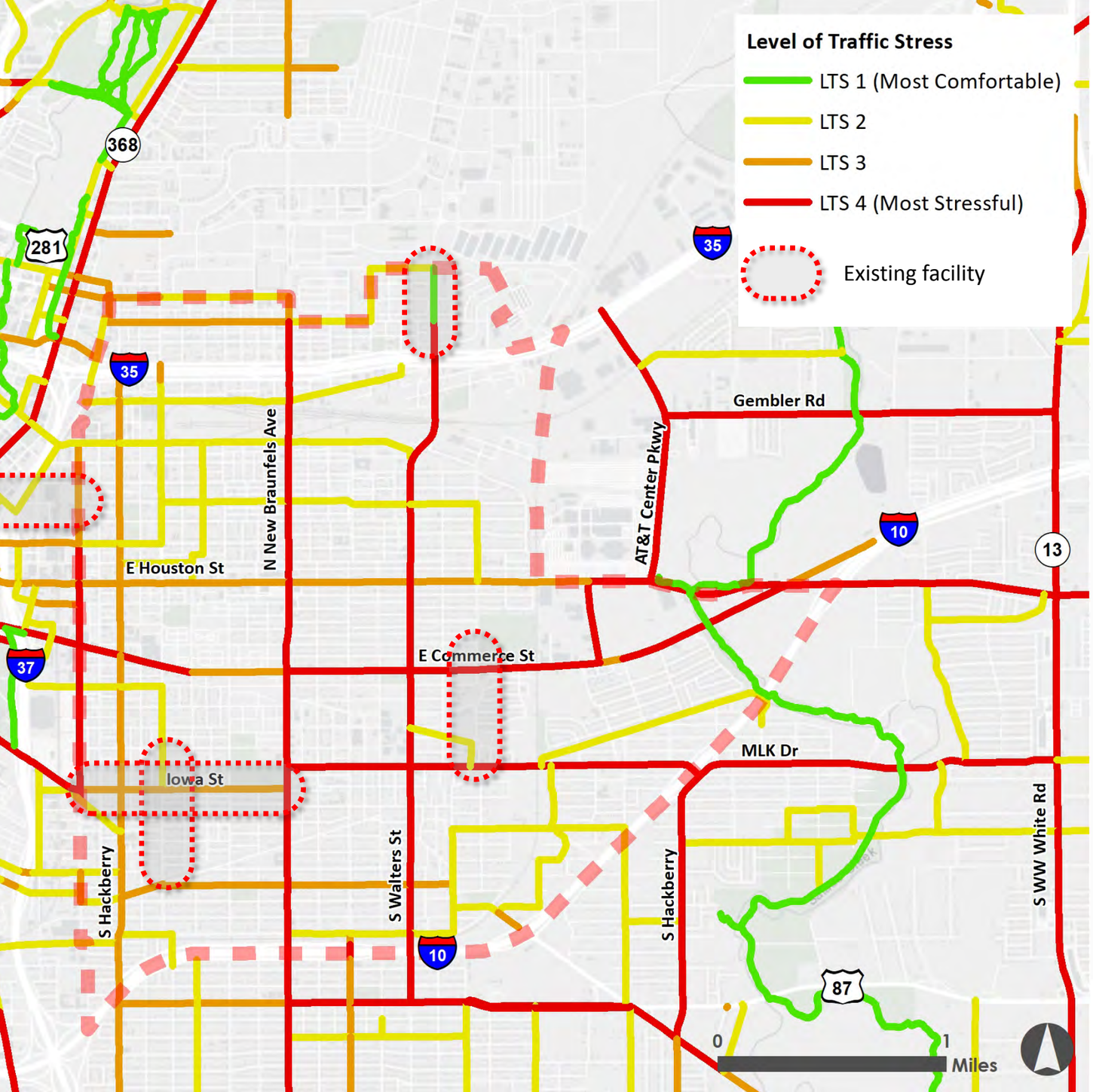
Walking and Transit

- Higher levels of service on east-west arterials, New Braunfels
  - Houston, Commerce, Iowa/MLK, Porter
  - New Braunfels Avenue
- Major trip generators
  - New Braunfels corridor
  - Commerce between Spriggsdale and New Braunfels
  - MLK/Iowa between Walters and Hackberry



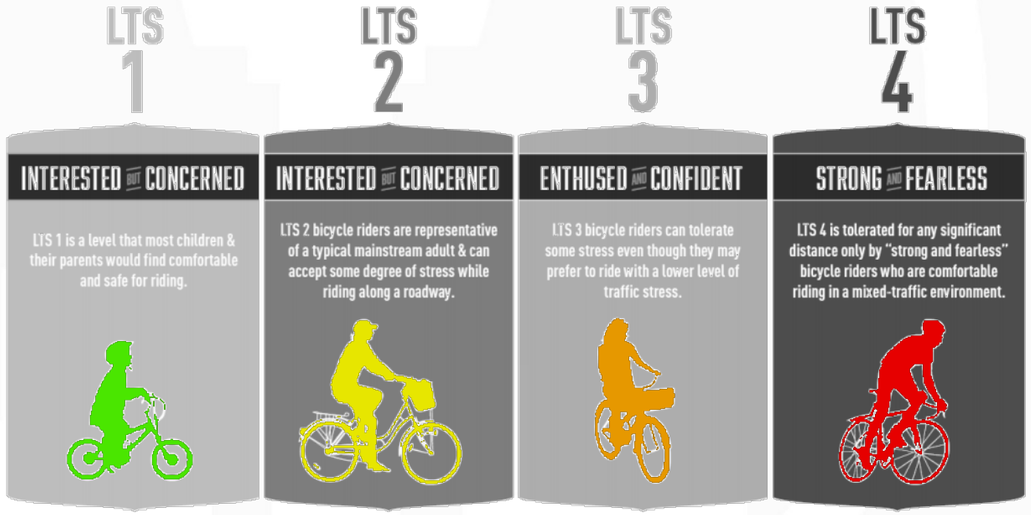
High Capacity Transit

- East-West Corridor
- Houston Street
- Planned Primo service on New Braunfels

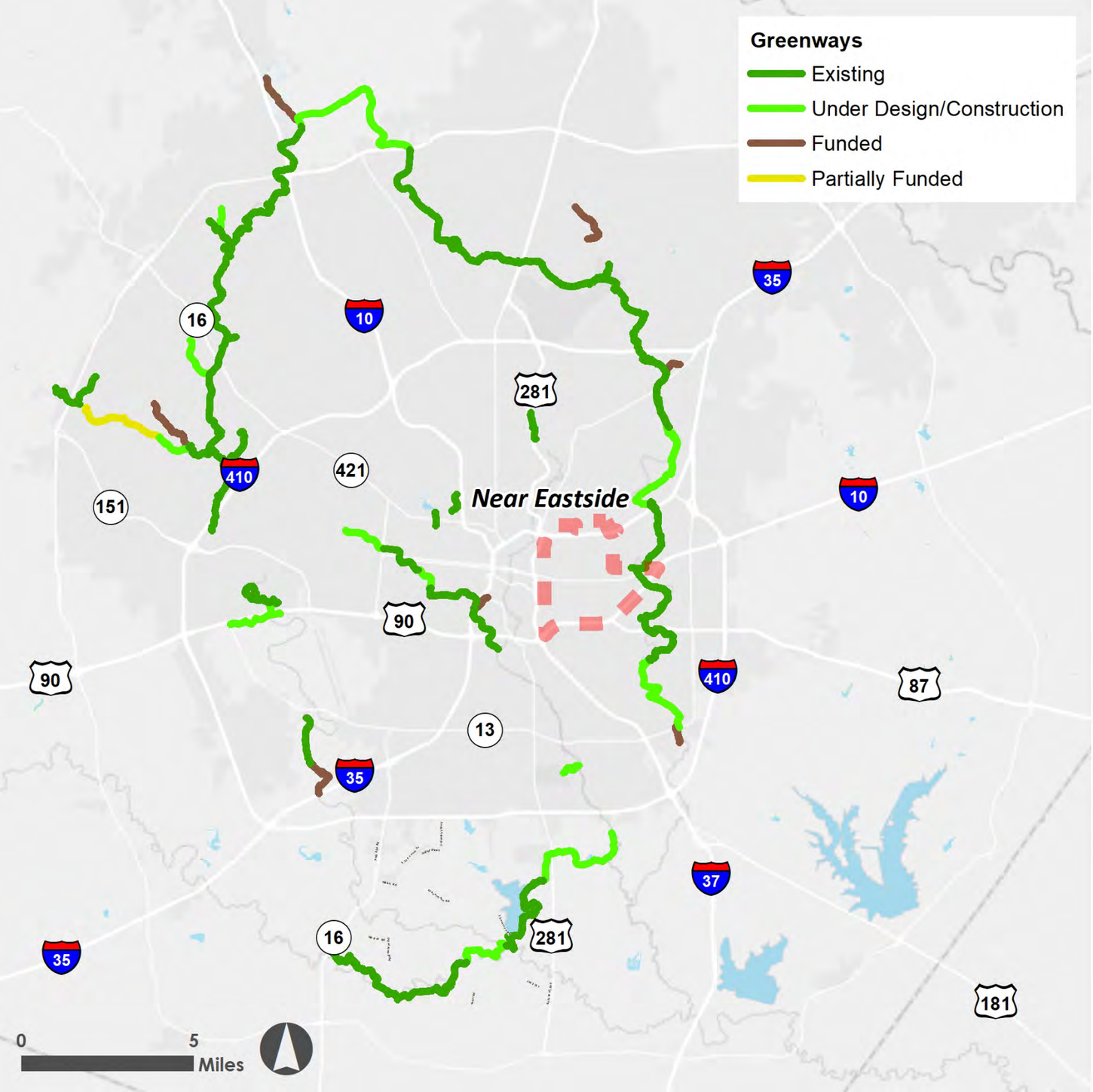


Cycling

- Traffic speed, lane width limit cycling options on arterials
- Local streets provide better opportunity
  - Grayson
  - Hayes
  - Montana

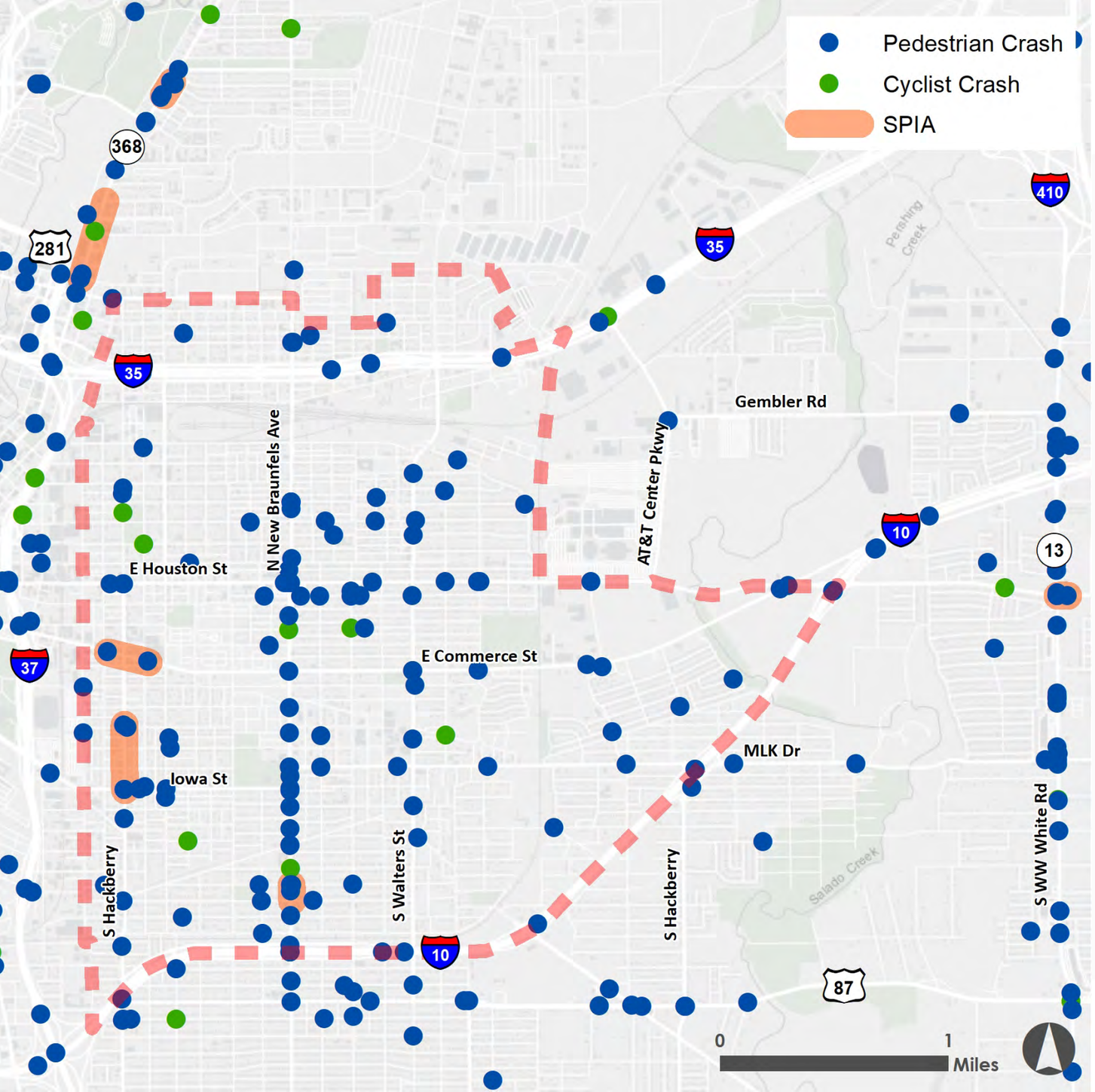


City of Bellevue, WA



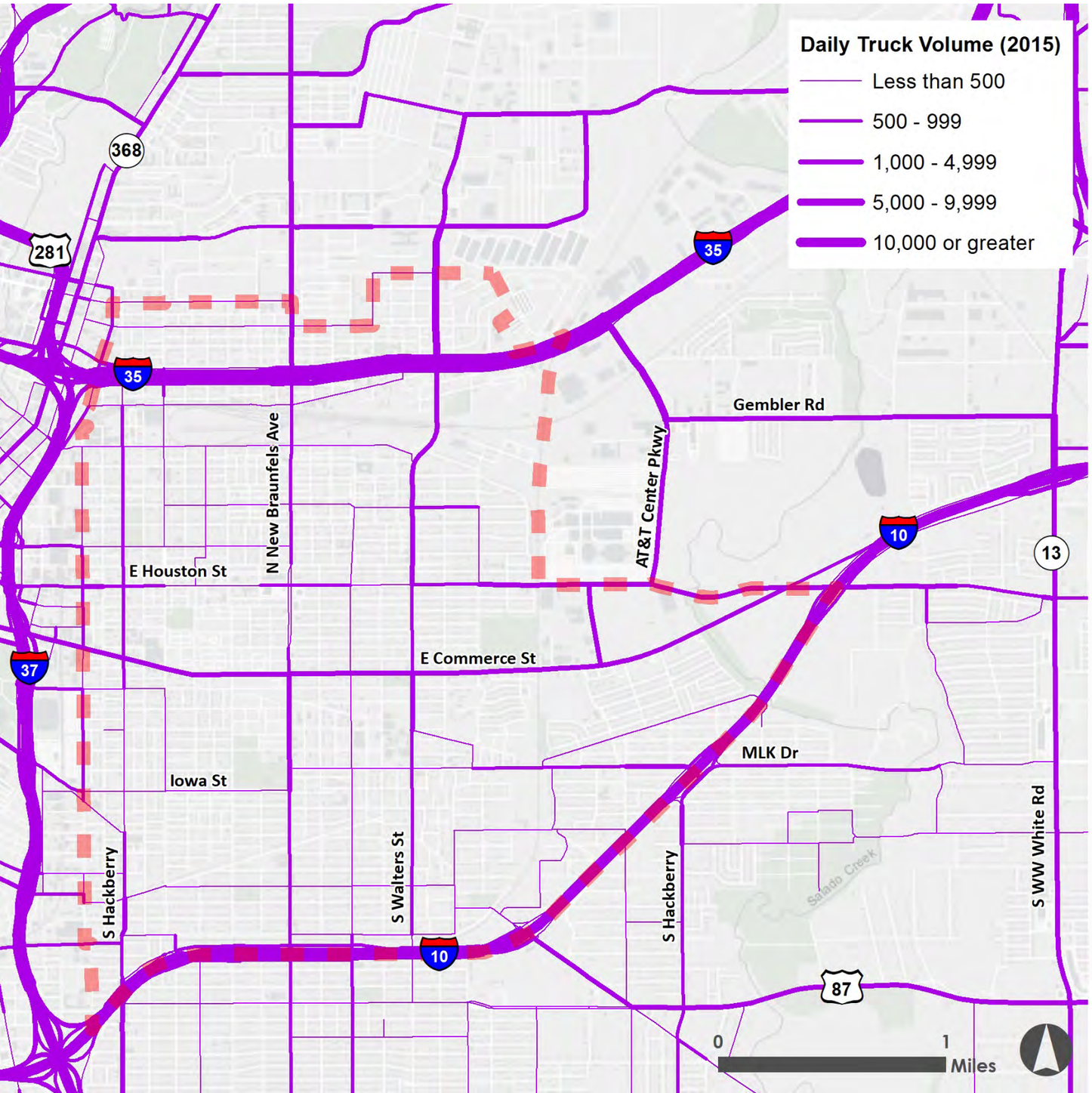
Greenway System

- Regional connectivity via Salado Creek Greenway



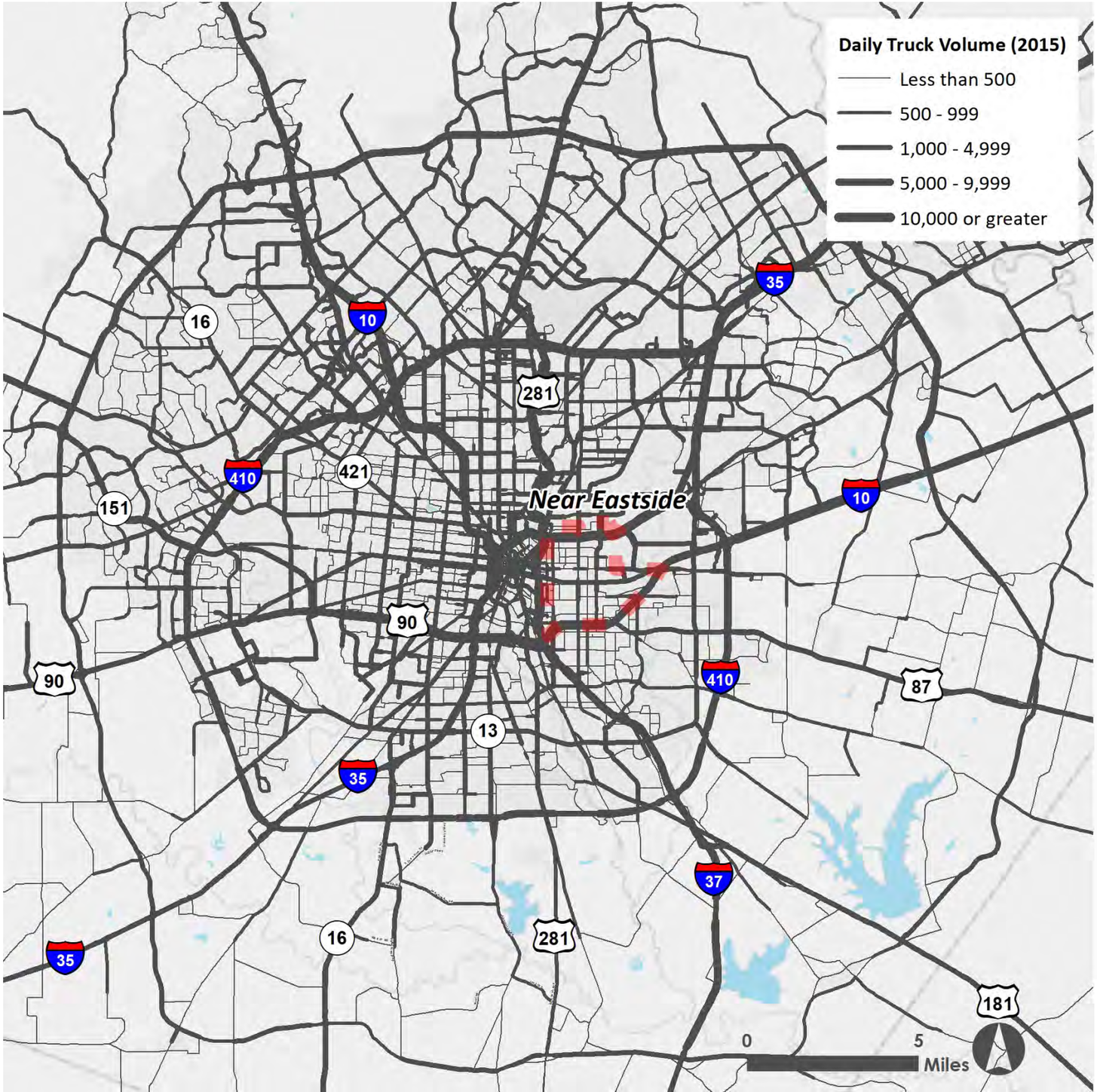
Bicycle and Pedestrian Crash History

- SPIAs
  - Commerce from Mesquite to Olive
  - Hackberry from Iowa to Dakota
  - New Braunfels from Denver to Porter
- Higher crash experience
  - New Braunfels corridor
- Crashes dispersed elsewhere



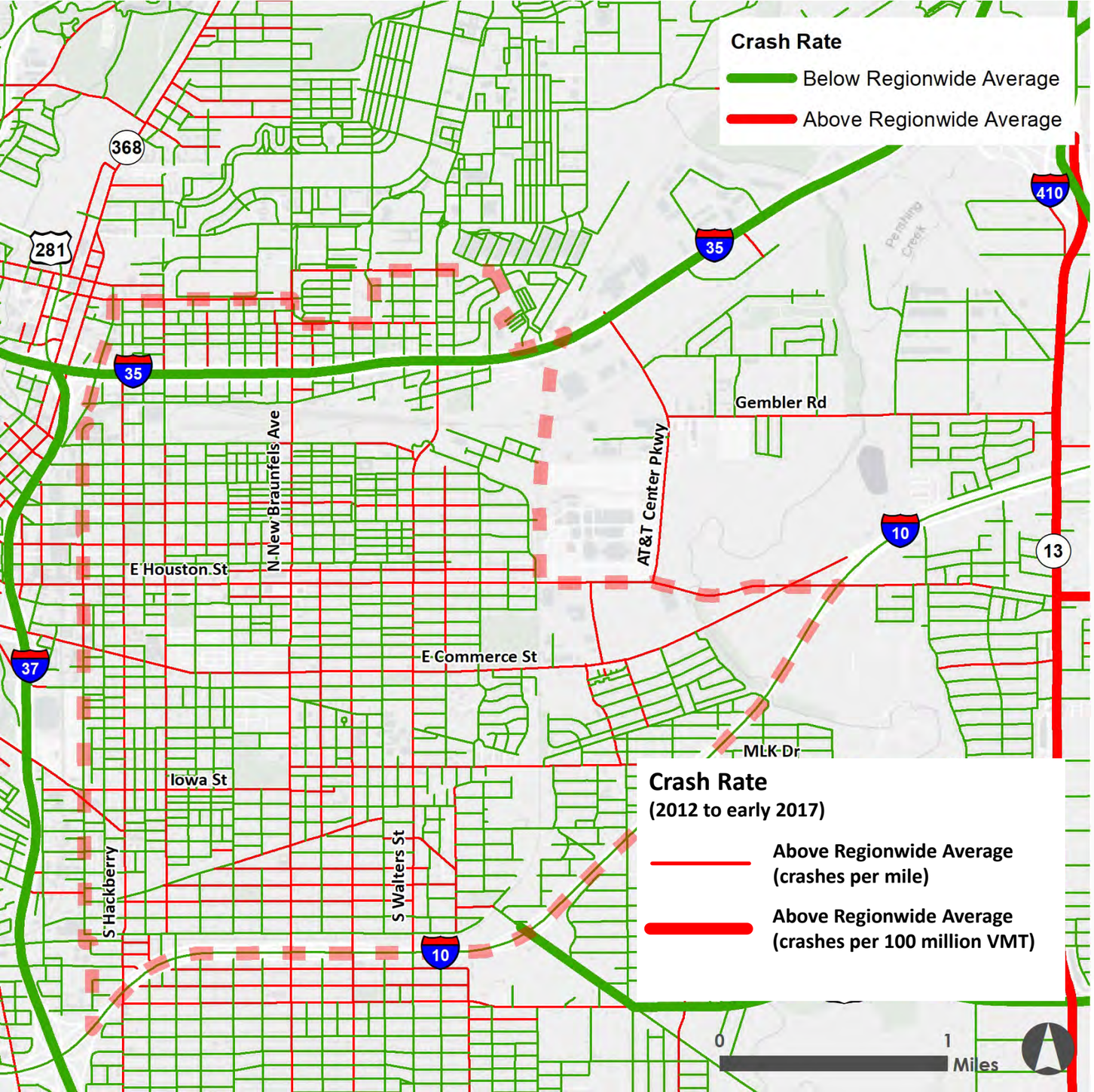
Freight

- Heavy truck volumes on interstates
- Lower volumes on Commerce, New Braunfels, Walters



Regional Freight Context

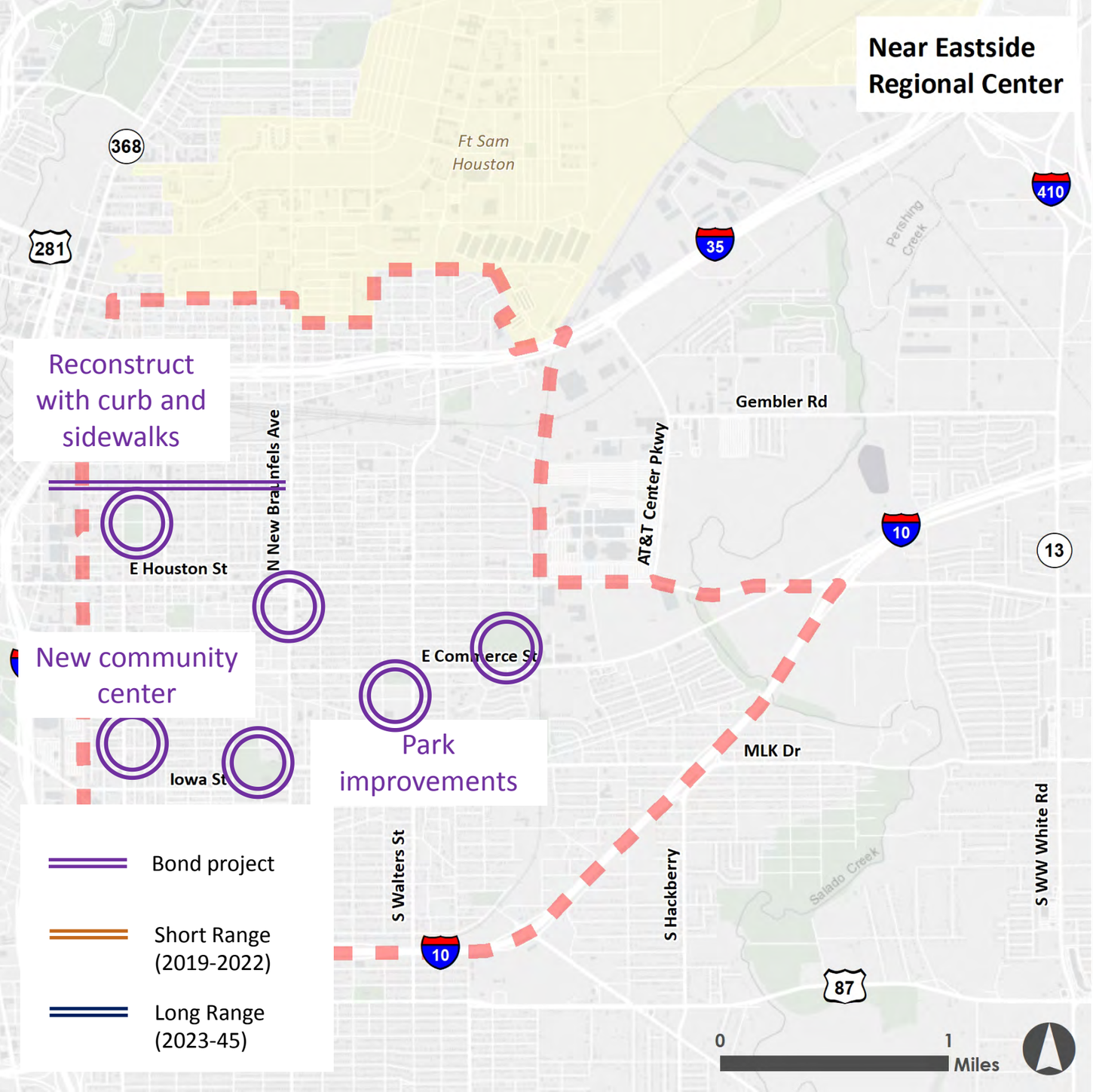
- I-10 and I-35
- Major components of regional freight network



Motor Vehicle Crash History

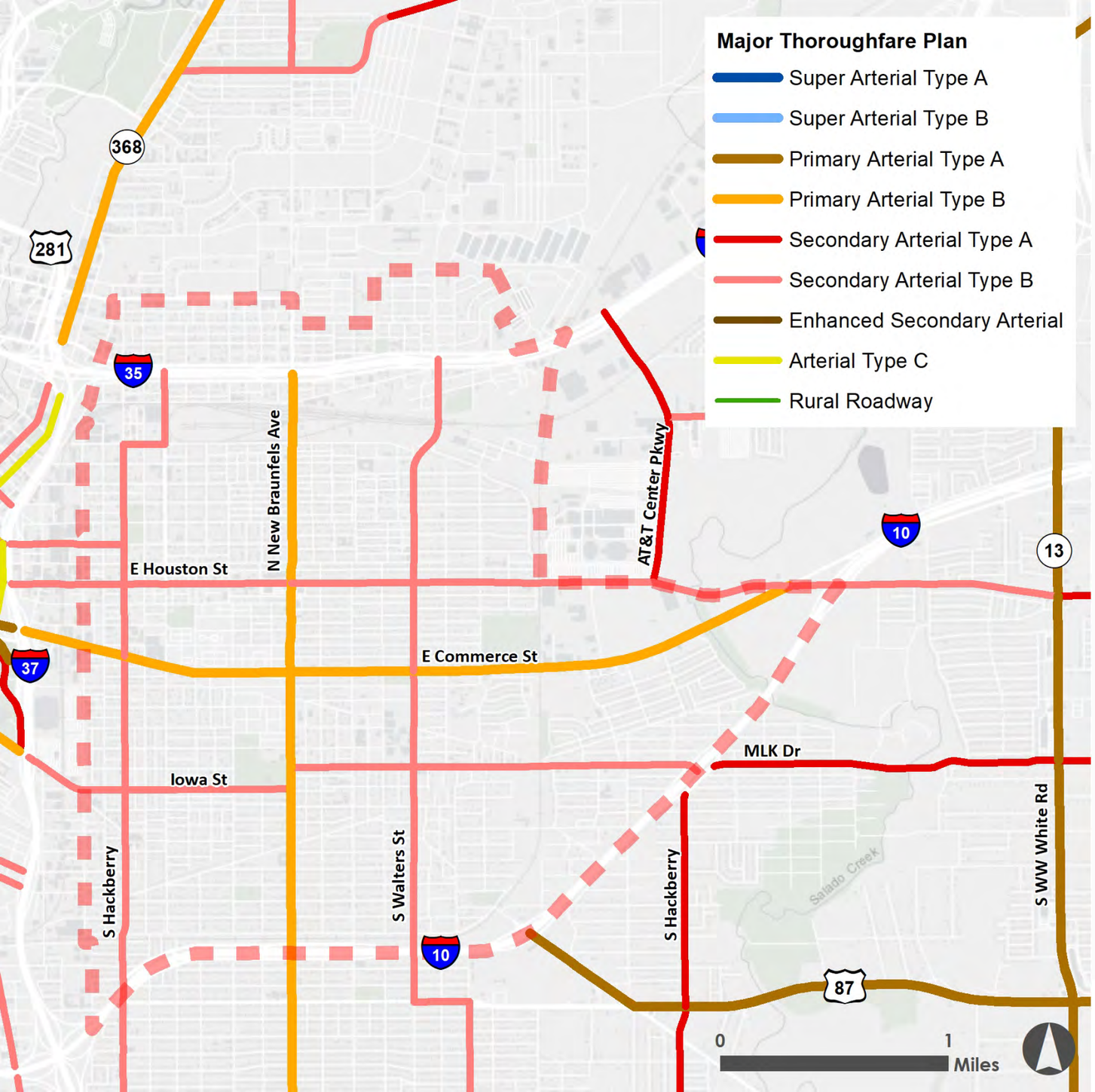
- Most arterials have higher than average crash experience

Planned Roadway Projects



Planned Bicycle/Pedestrian/Transit/ Park Projects

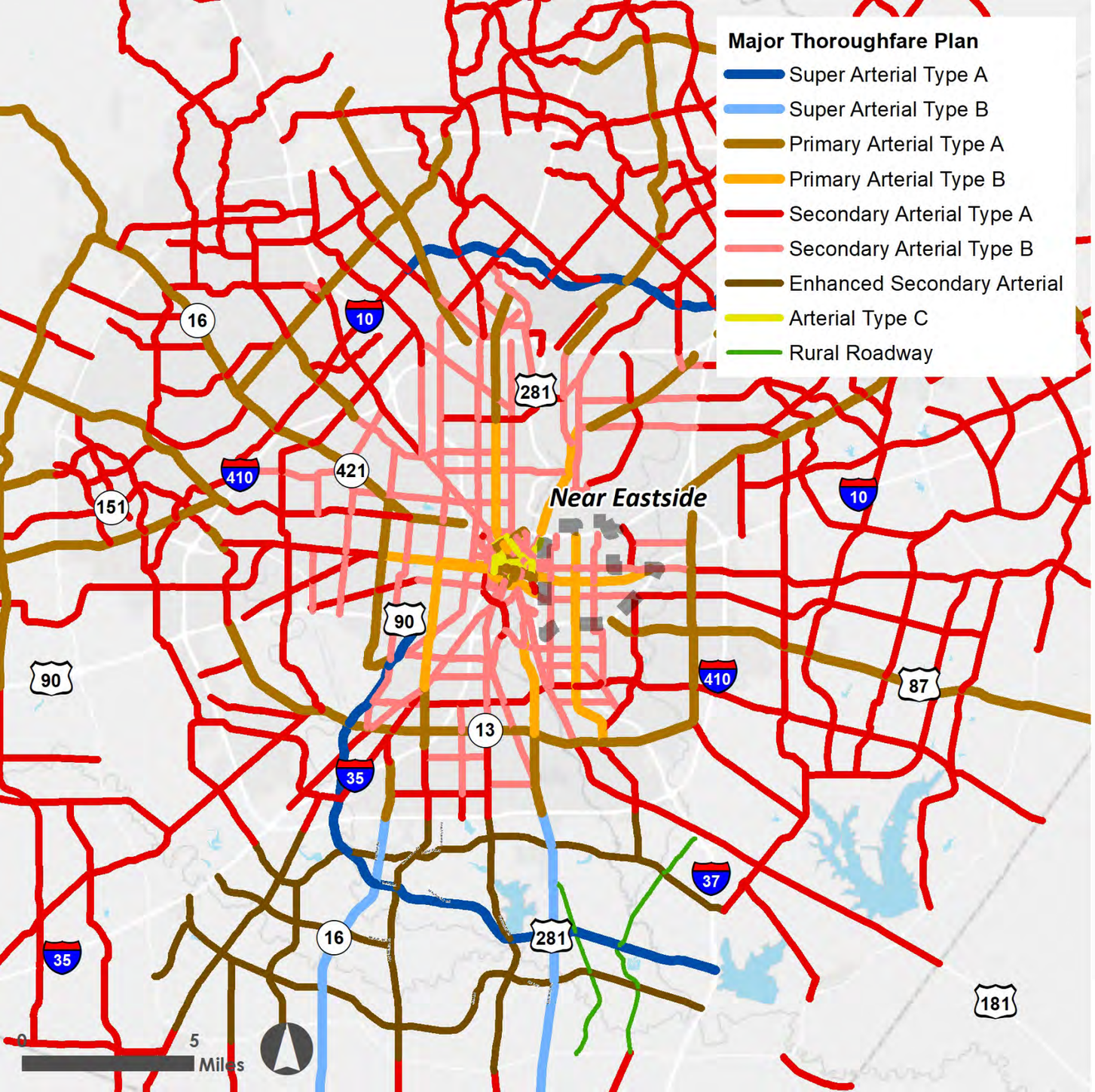
- New sidewalks
- Park improvements

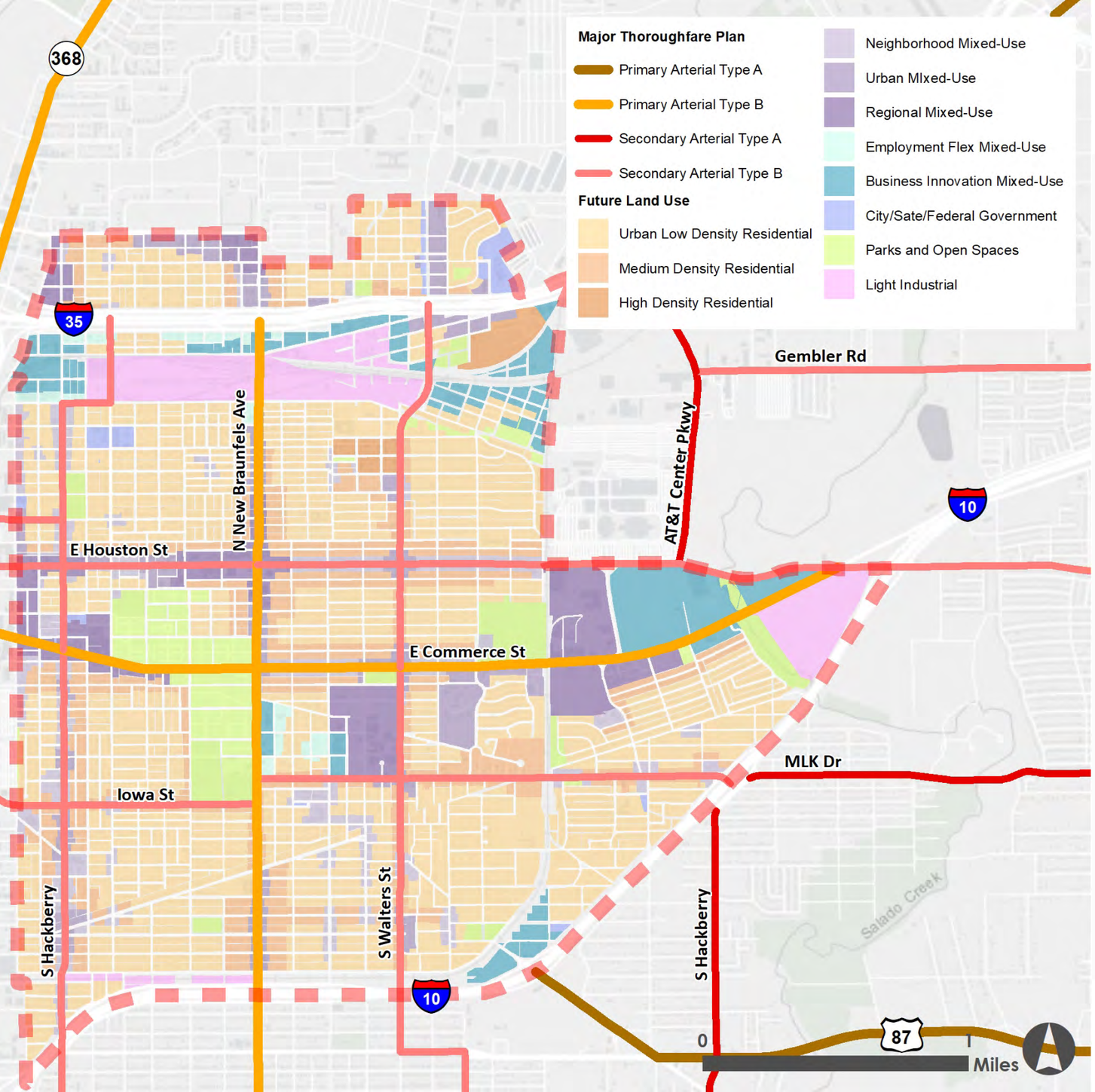


Major Thoroughfare Plan

- Not a fundamental difference from existing network

Major Thoroughfare Plan: Regional Context





Combined Context

- Predominantly urban context

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Issues and Opportunities

Vision and Goals

Neighbors will feel comfortable, safe, and secure spending time outside, getting exercise, traveling, walking, and engaging with neighbors.

Diverse communities of people will live, participate, and thrive together in Eastside neighborhoods. Places of historical and cultural heritage will be preserved and valued. More employment opportunities will be located in the area and available for local residents. ***Neighbors will feel comfortable, safe, and secure spending time outside, getting exercise, traveling, walking, and engaging with neighbors.***

Vision and Goals

Gathering Places

- Public places will support interaction among people from diverse backgrounds.
- A complete and maintained network of sidewalks will provide easy access to public places.

Connected Neighborhoods

- Basic infrastructure for walking, such as sidewalks, lighting, and trees will be complete and maintained.
- Additional infrastructure improvements will be of exemplary quality, supporting multiple community goals, including social interaction and health, complementing cultural assets, and enhancing transportation choices.
- Complete streets will make walking, bicycling, and riding transit safe, convenient, and comfortable.

Healthy Green Neighborhoods

- Residents will be connected to trails, parks, and other green spaces.

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Vision and Goals

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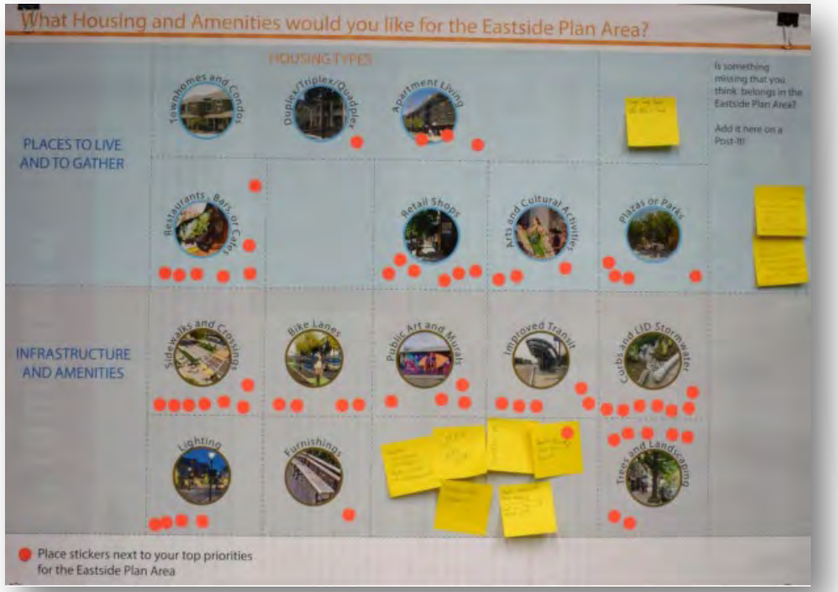


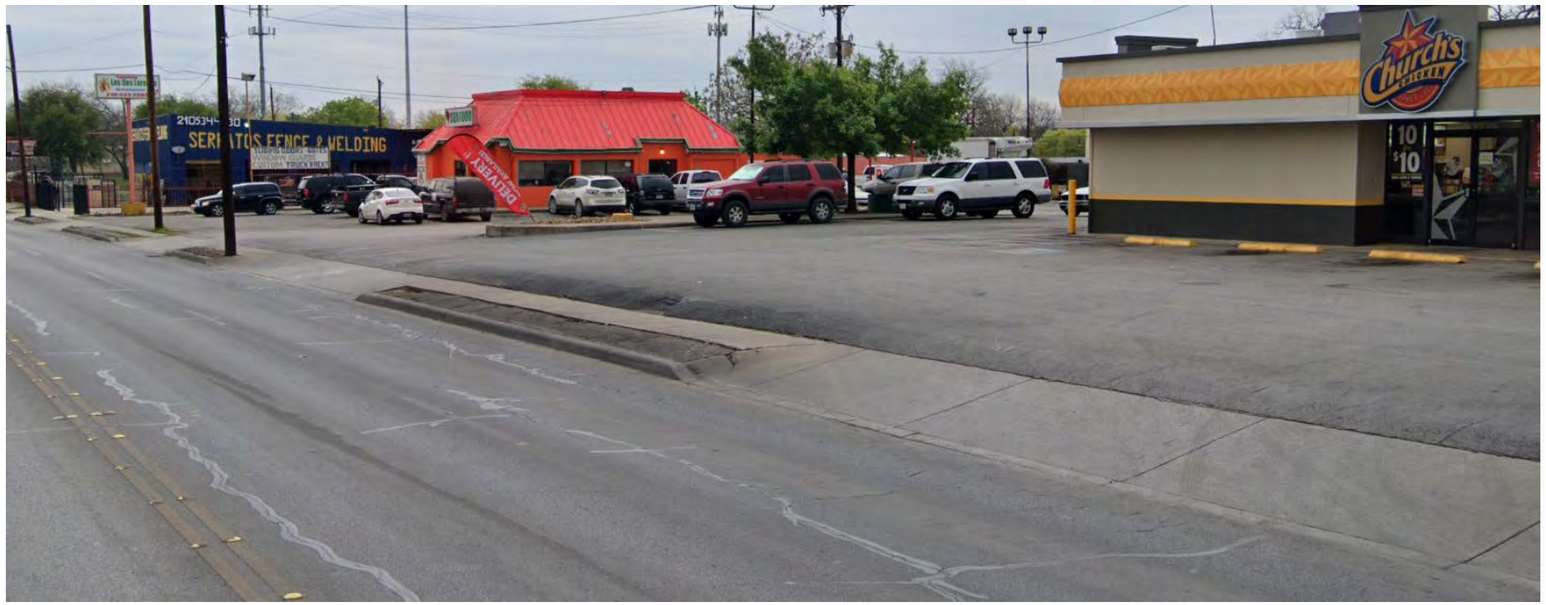
Community Feedback

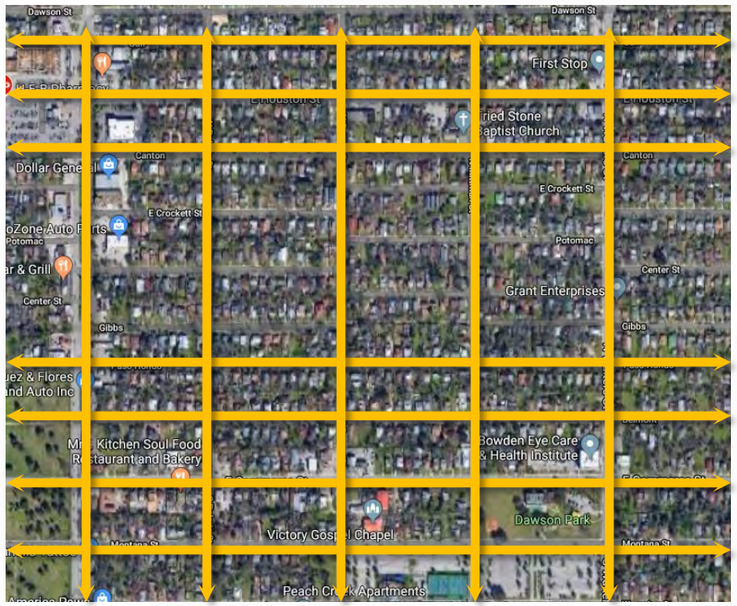
- Majority say walking and cycling is “Difficult” or “Very Difficult”
- Majority say taking transit is “Easy” or “Very Easy”
- Even split on Driving
- Sidewalk gaps or poor condition
- Lack of bike lanes

Issues and Opportunities

- Lack of pedestrian (and transit) infrastructure
- Disconnected cycling network

- Premium and high capacity transit
- Connectivity to downtown
- Dense, interconnected street network





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Proposed Street Typology

BALLYS
planet hollywood
NEW YORK
NEW YORK
MGM
THE CITY OF
ENTERTAINMENT
BALLYS
TROPICA

LIVE MUSIC
LEGENDS
CORNER
THE SECOND FIDDLE
ONE NIGHT ONLY
NO VENDING

Mama Mia
PIZZA, WINGS, SALADS & SUBS
404-221-9296
JIMMY JOHN'S
Pepsi-Cola
Pepsi-Cola

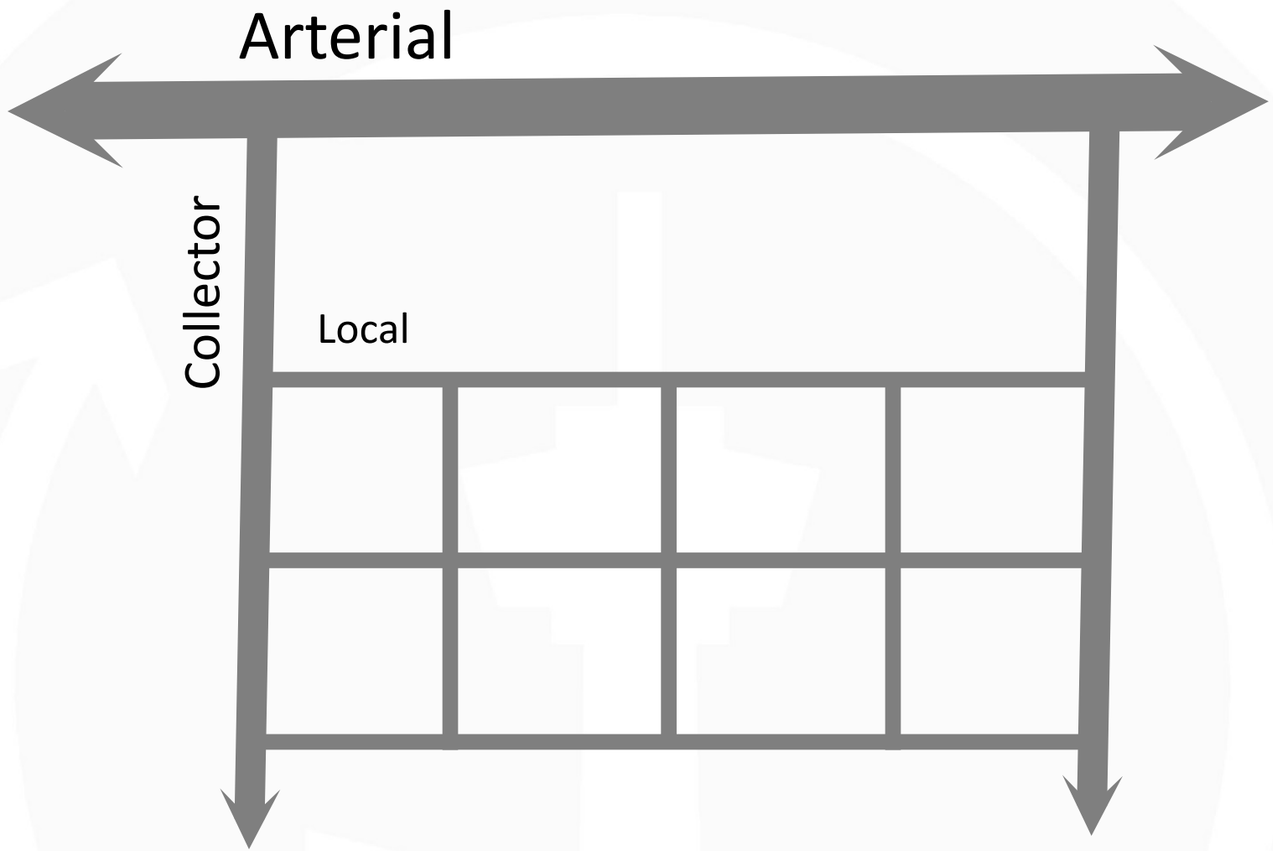
CMN-0475

DRURY
PLAZA HOTEL

What do you want your streets to say about you?

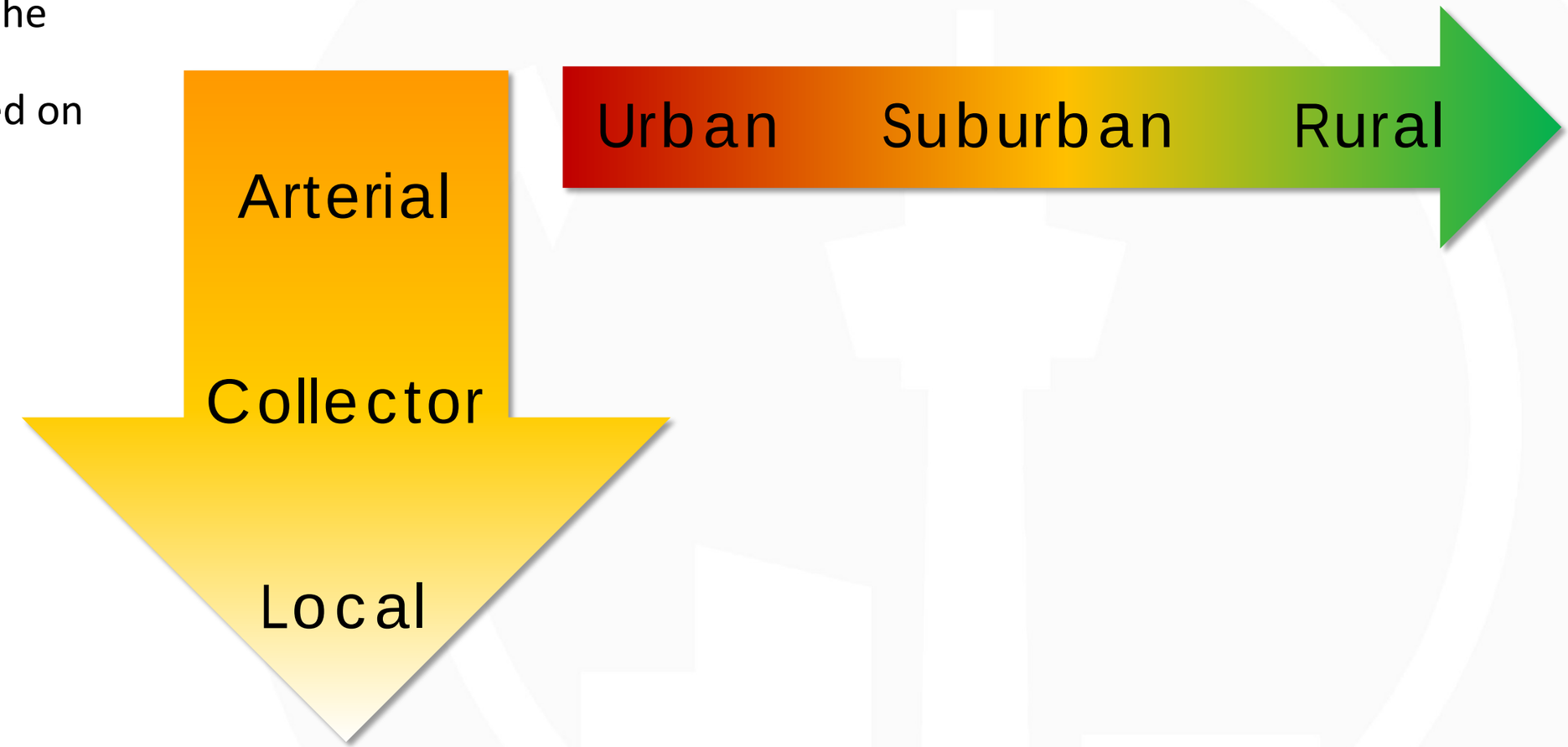
Traditional Approach to Streets

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



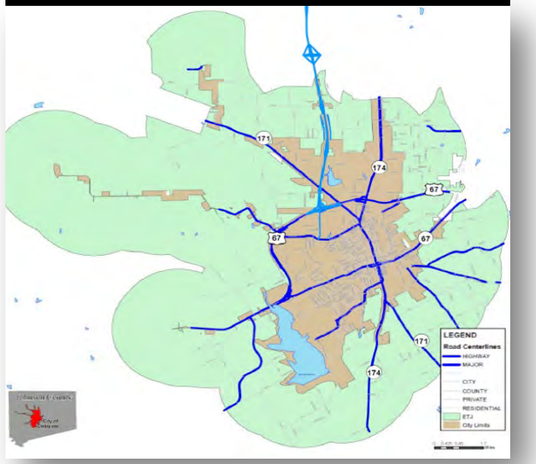
“Hybrid” approach

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



Example: Cleburne, Texas

STREET FUNCTION



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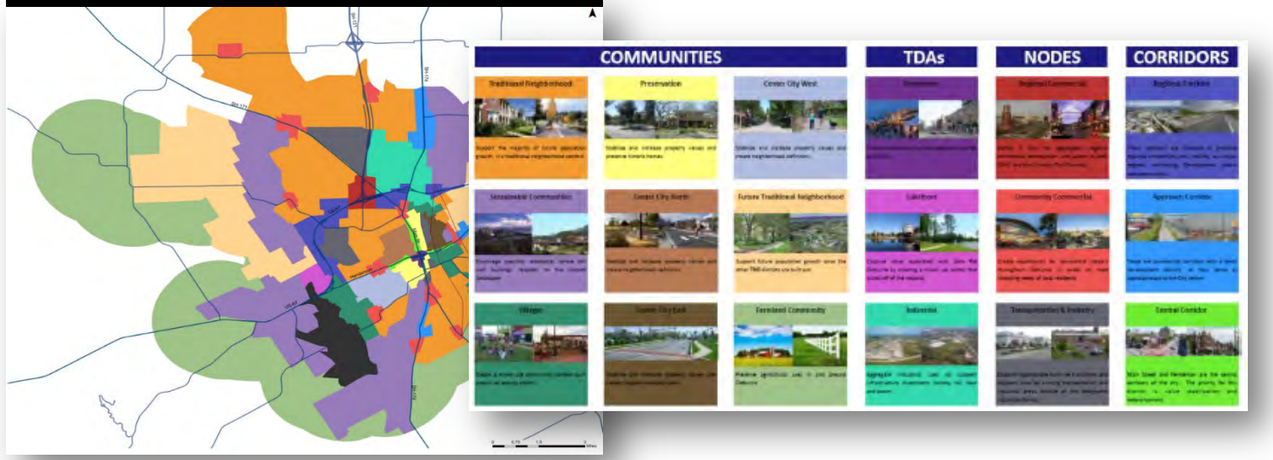
LAND USE/CHARACTER



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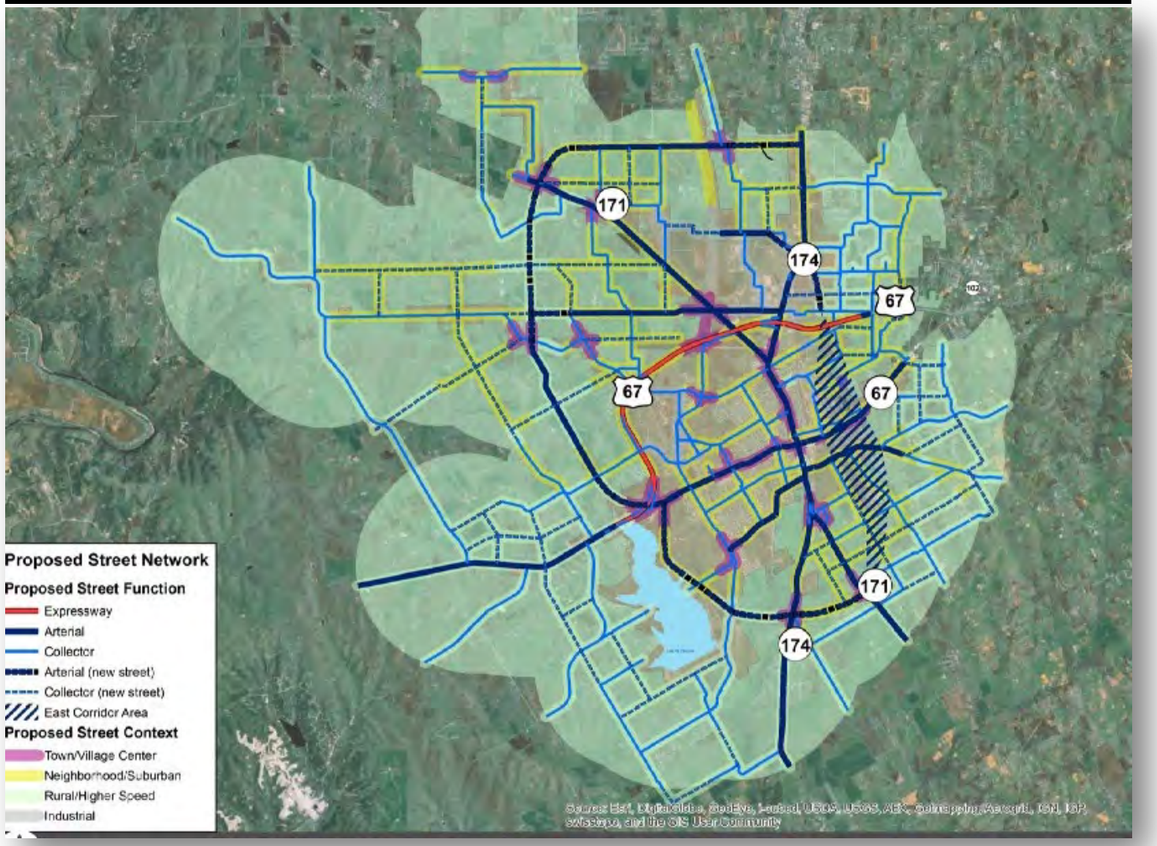
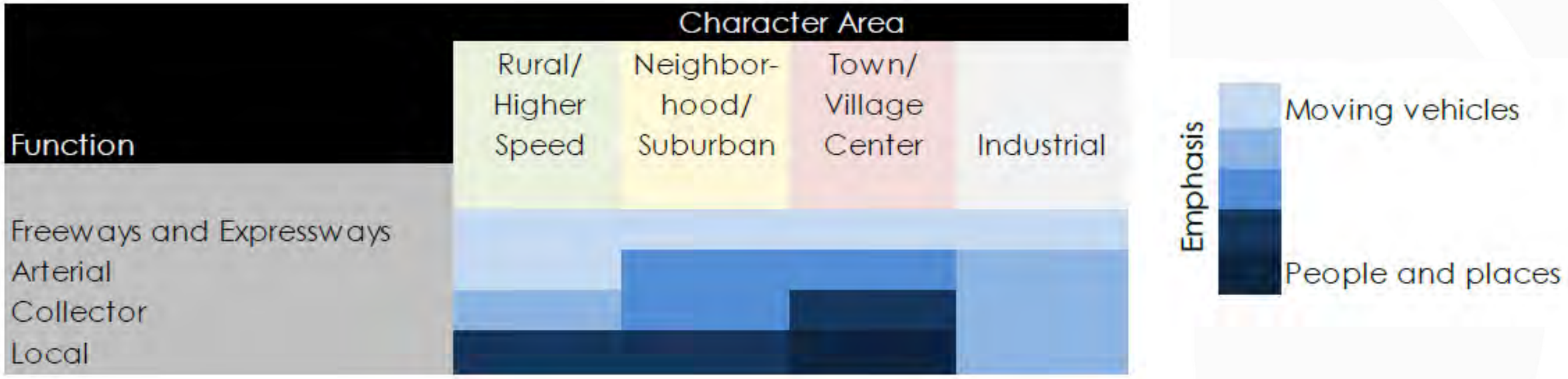
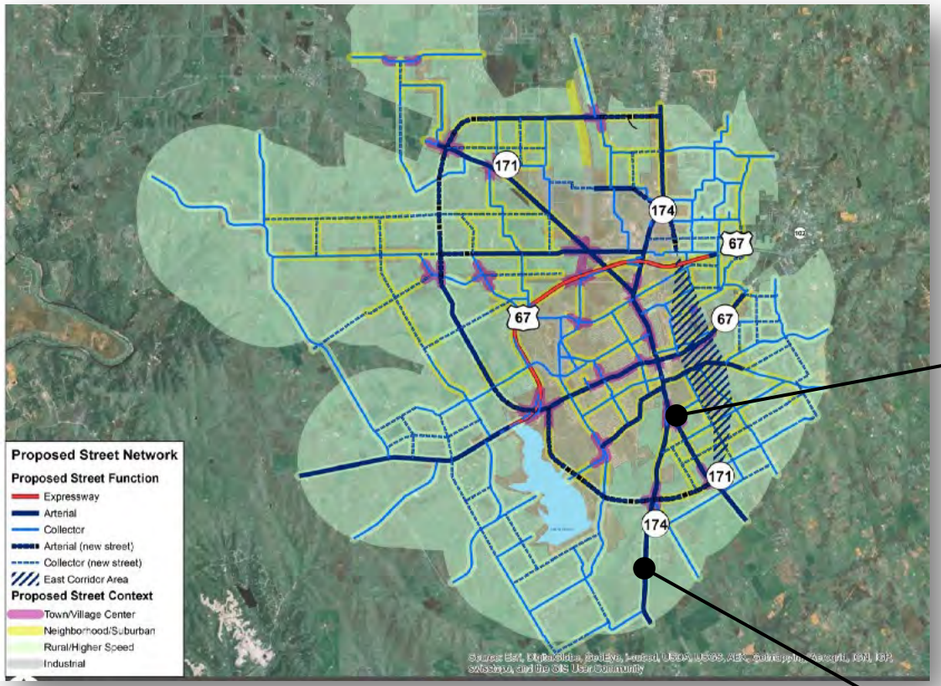
CONTEXT-SENSITIVE STREET TYPES



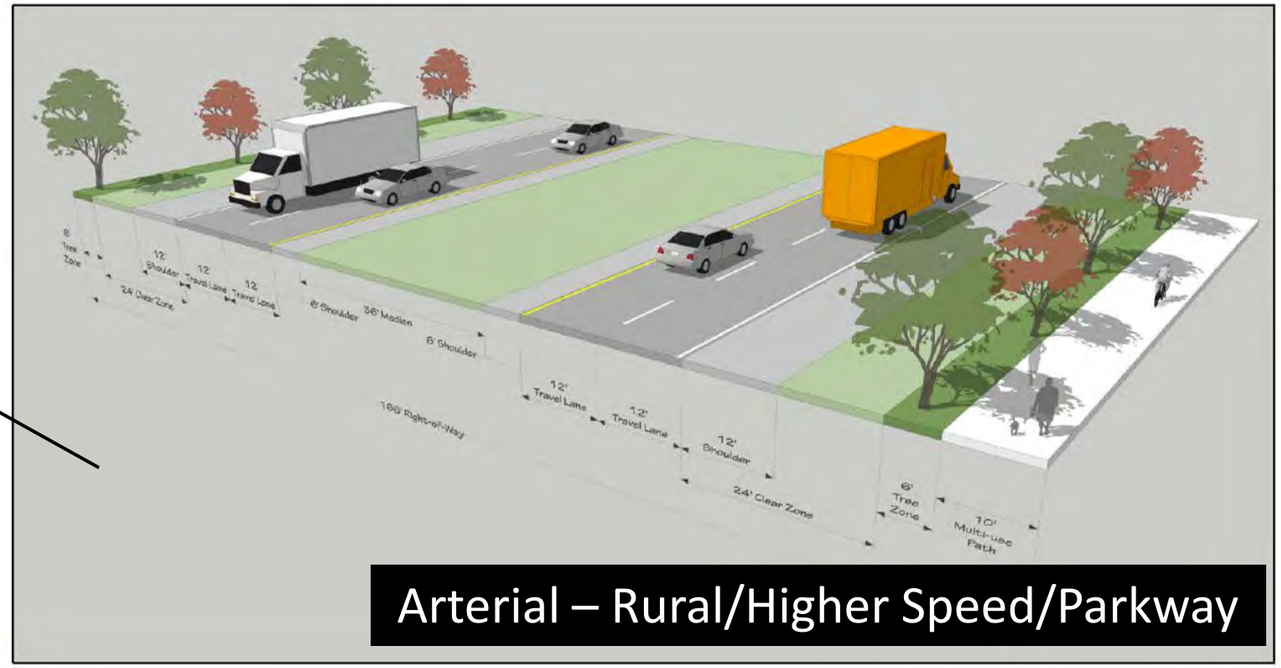
Relationship Between Streets and Character Areas



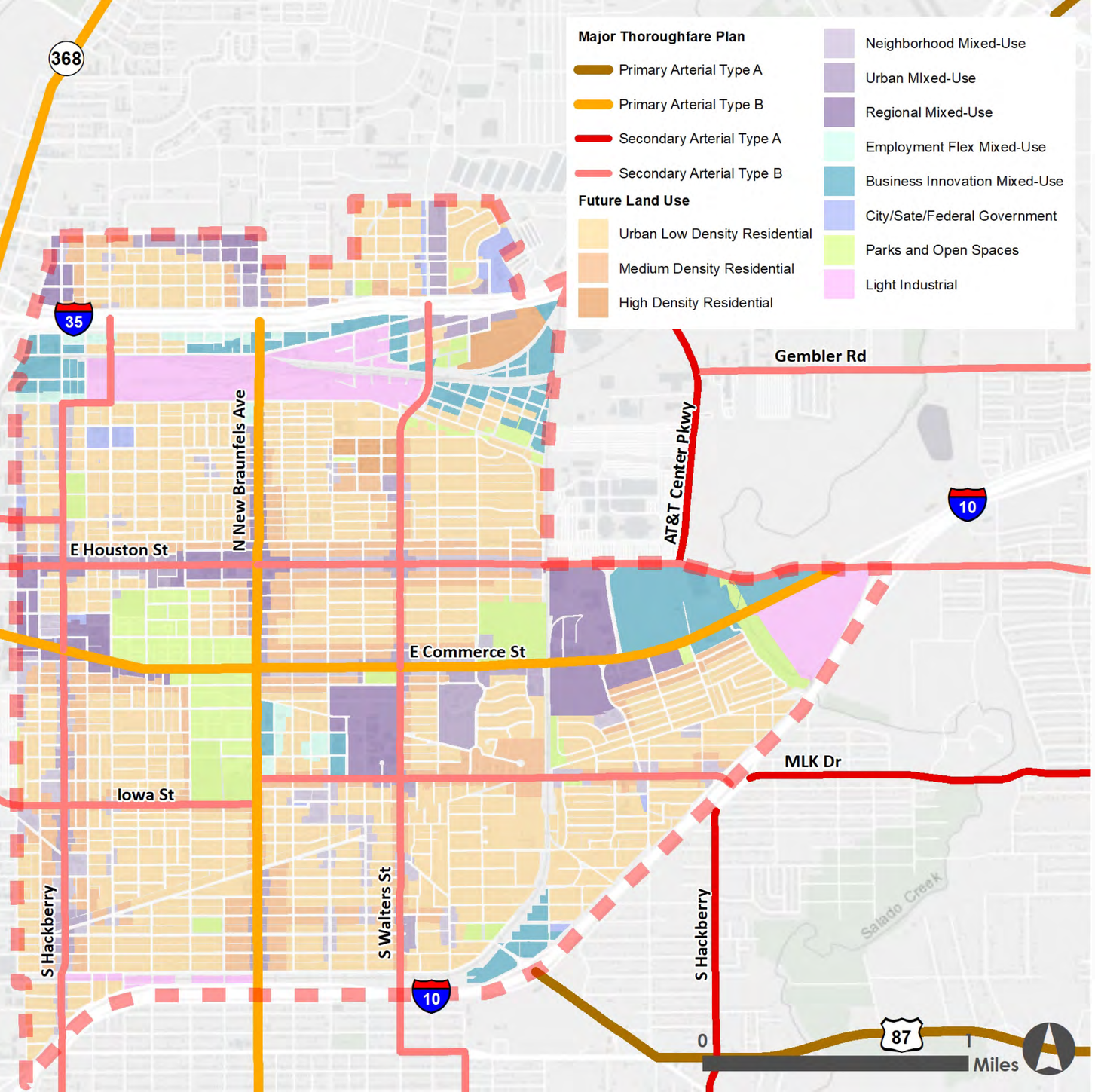
Typical Section



Arterial – Town/Village Center



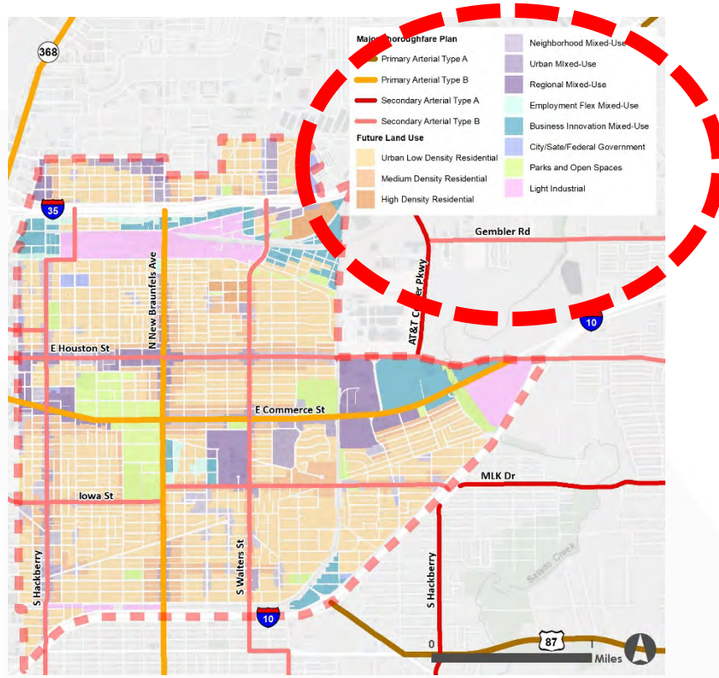
Arterial – Rural/Higher Speed/Parkway



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

	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		

Emphasis: Cars vs. People and Places

Functional Classification	Context	Suburban Residential	Suburban Commercial	Industrial	Multi-family Residential	Mixed Use Residential/ Storefront	Mixed Use Employment/ Civic	Variable
	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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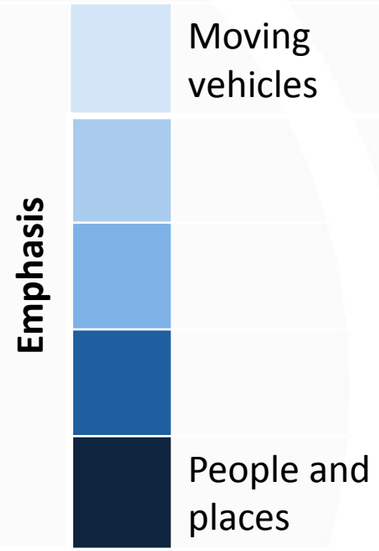
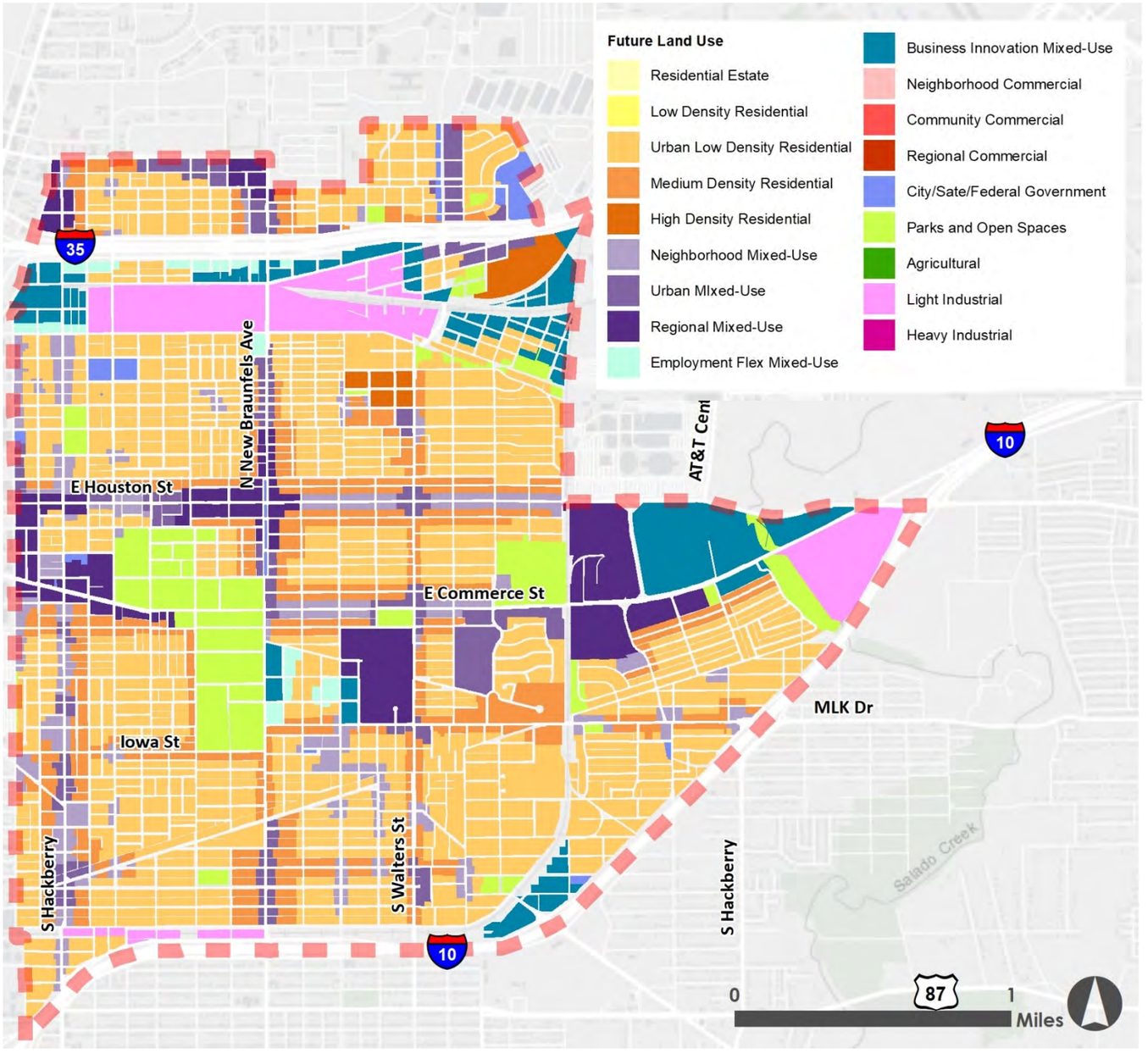
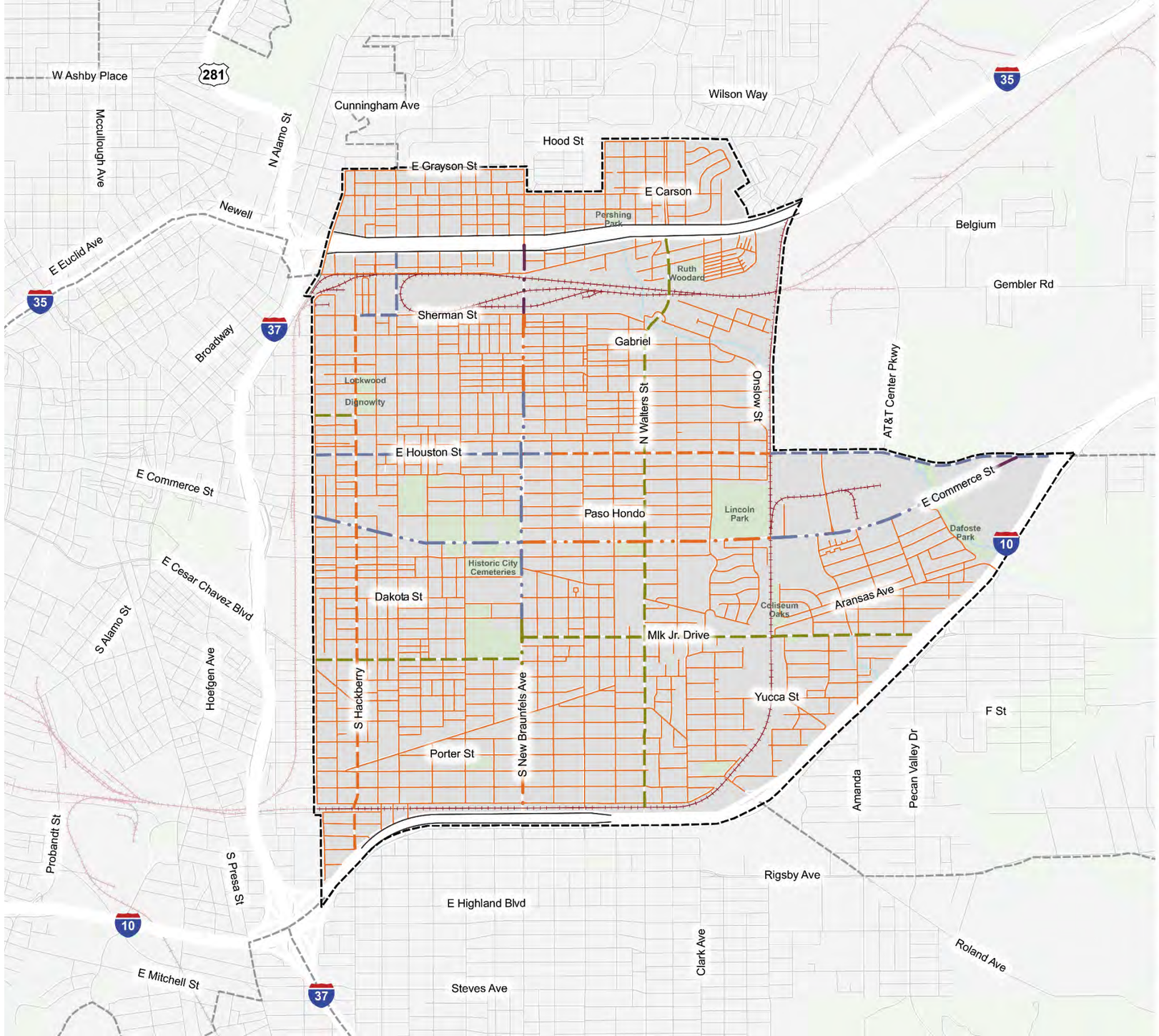
	Enhanced/ Secondary Arterial	Suburban Residential Secondary Arterial	Suburban Commercial Secondary Arterial	Industrial Secondary Arterial	Urban/ Suburban Multi-family Secondary Arterial	Mixed Use Residential/ Storefront Secondary Arterial	Mixed Use Employment/ Civic Secondary Arterial	
	Rural	Rural Residential	Rural Commercial	Industrial Rural	*NA*	*NA*	*NA*	
	Local/Other	Suburban Local		Industrial Local	Urban/ Suburban Local	Mixed Use Local		




Future Land Use
Residential Estate
Low Density Residential
Urban Low Density Residential
Medium Density Residential
High Density Residential
Neighborhood Mixed-Use
Urban MIxed-Use
Regional Mixed-Use
Employment Flex Mixed-Use
Business Innovation Mixed-Use
Neighborhood Commercial
Community Commercial
Regional Commercial
City/Sate/Federal Government
Parks and Open Spaces
Agricultural
Light Industrial
Heavy Industrial
35
10
N New Braunfels Ave
AT&T Cent
E Houston St
E Commerce St
MLK Dr
Iowa St
S Hackberry
S Walters St
S Hackberry
Salado Creek
87
0
1
Miles

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



SA TOMORROW

Eastside

COMMUNITY AREA PLAN

DRAFT STREET TYPES

LEGEND

- Regional Center Boundary
- Adjacent Regional Center or Community Area
- Stream, Creek or River

STREET TYPES

- Frontage Road

Suburban Residential
- Primary Arterial
- Enchanced / Secondary Arterial
- Rural
- Local / Other

Suburban Commercail
- Primary Arterial
- Enchanced / Secondary Arterial
- Rural
- Local / Other

Industrial
- Primary Arterial
- Enchanced / Secondary Arterial
- Rural
- Local / Other

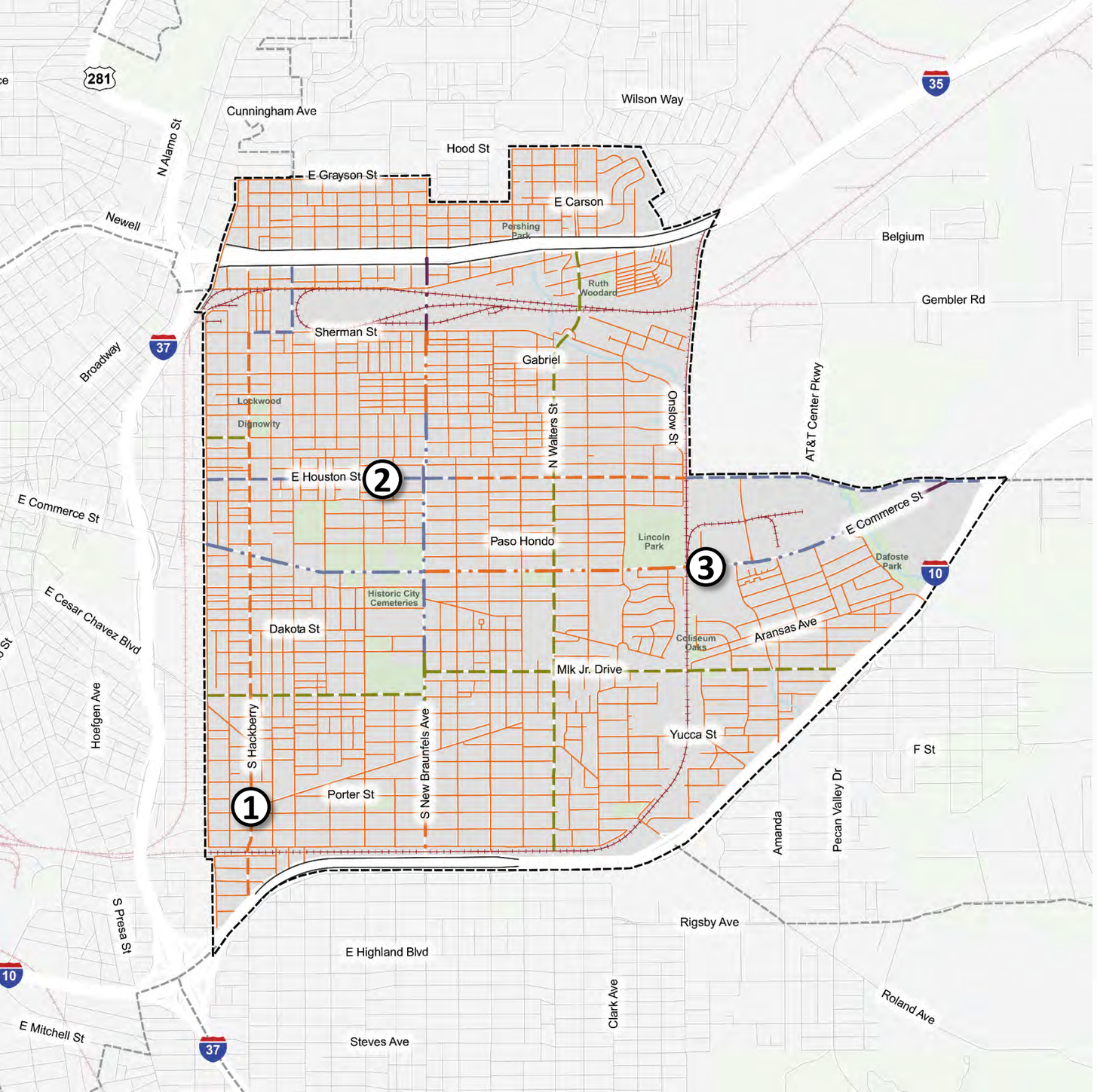
Mixed Use Residential / Storefront
- Primary Arterial
- Enchanced / Secondary Arterial
- Local / Other

Multifamily Residential
- Primary Arterial
- Enchanced / Secondary Arterial
- Local / Other

Mixed Use Employment / Civic
- Primary Arterial
- Enchanced / Secondary Arterial
- Local / Other

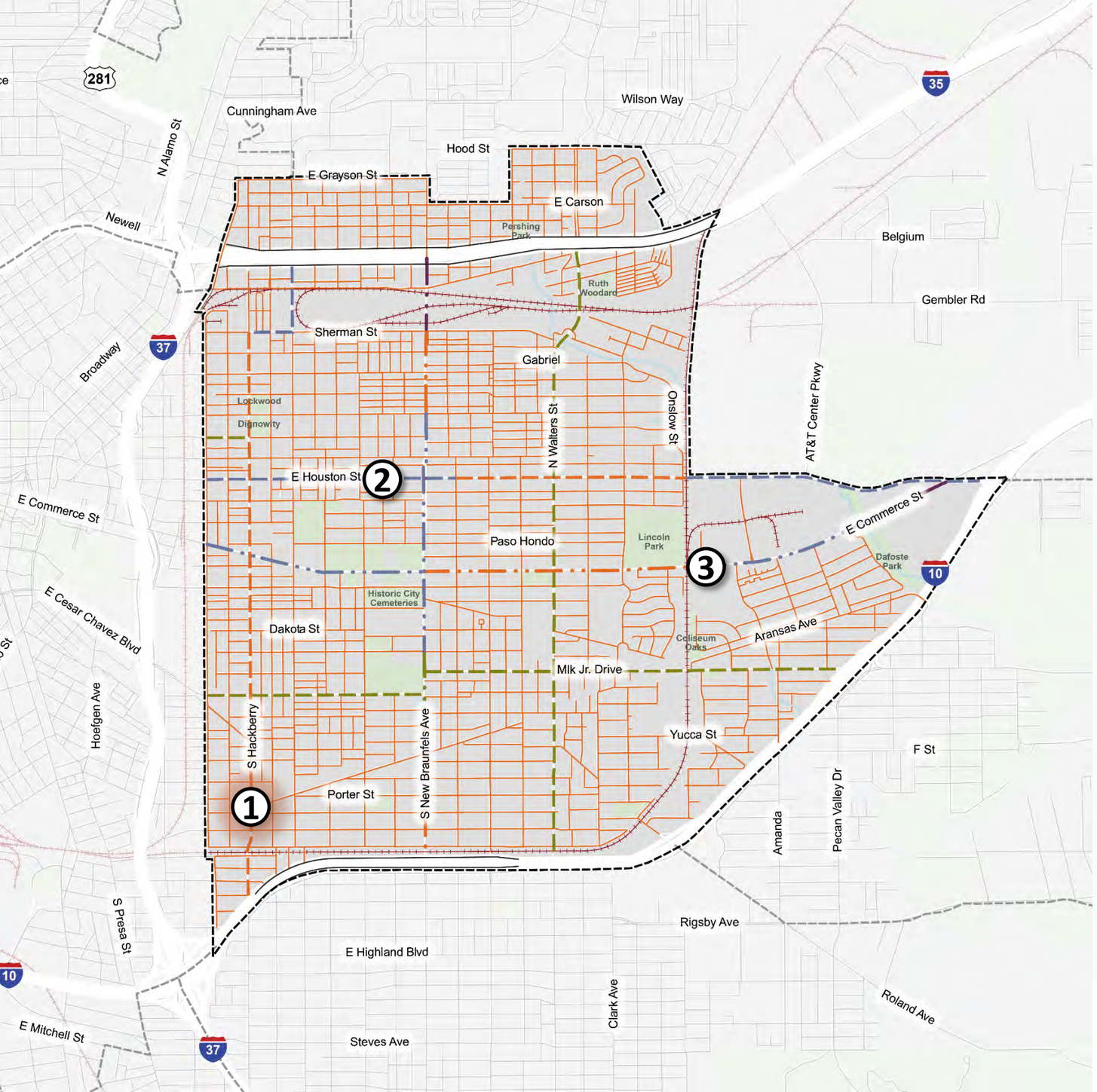
50
5
Acres

0 0.125 0.25 0.5 Mile



Reality Check

1. Hackberry south of Aransas Avenue
2. Houston Street west of New Braunfels Avenue
3. Commerce Street west of Spriggsdale Boulevard



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	Local/Other	Suburban Local		Industrial Local	Urban/ Suburban Local	Mixed Use Local		

Mixed Use Residential/Storefront Secondary Arterial

Before
Royal
Mixed Use Residential/Storefront Secondary Arterial

After
Royal
ONLY
Mixed Use Residential/Storefront Secondary Arterial

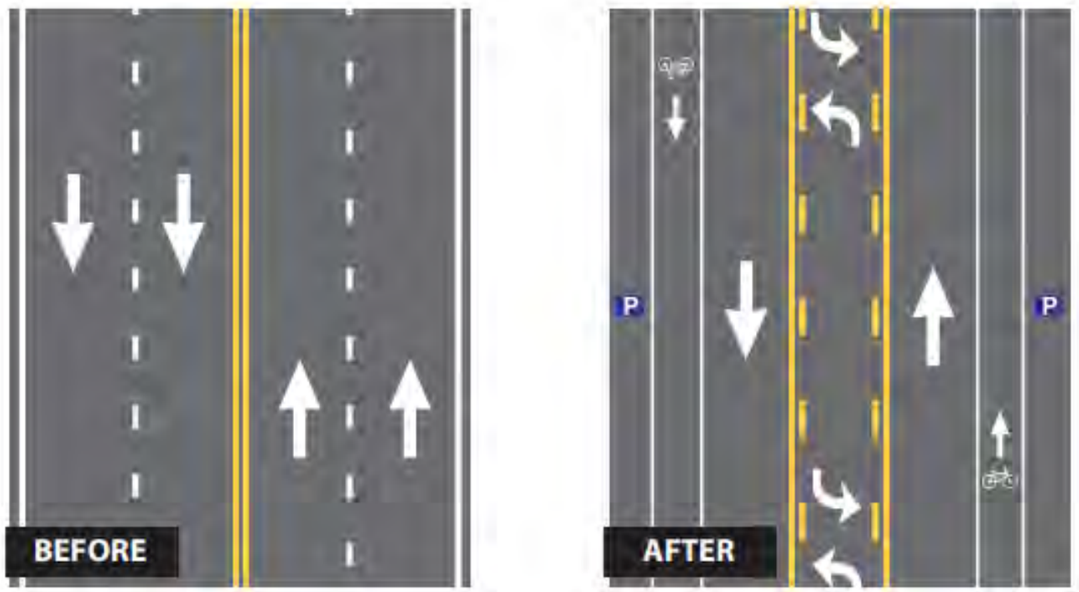
Mixed Use Residential/Storefront Secondary Arterial

Mixed Use Residential/Storefront Secondary Arterial

Mixed Use Residential/Storefront Secondary Arterial

STANLEY'S
BEST ATTORNEY
THOMAS HENRY
TIRES
ARTLIMPIAS FRUIT VEGETALE
S Hackberry

Hackberry



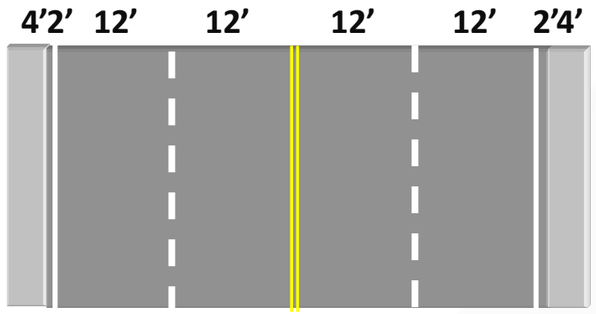
Source: FHWA

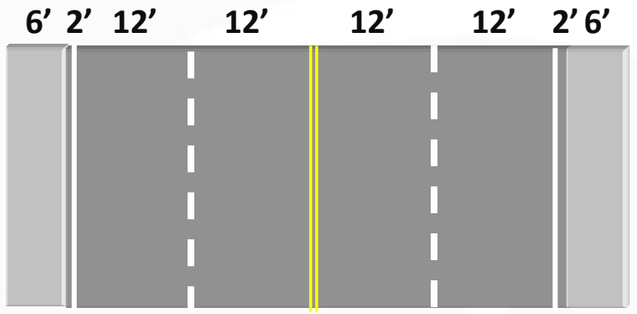
Road Diet?

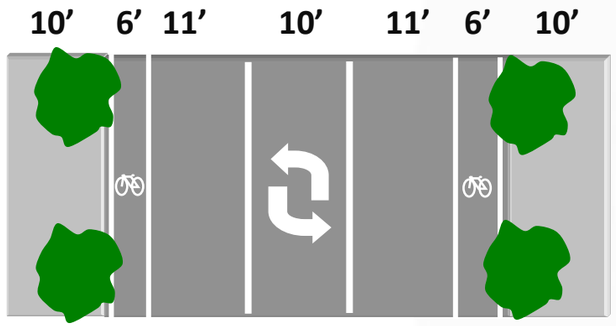
- Classic road diet is four lanes to three
- Use residual ROW for turn lanes, bike lanes, on-street parking, wide sidewalks, etc.
- Crash reduction
- Less than 20,000 vehicles per day

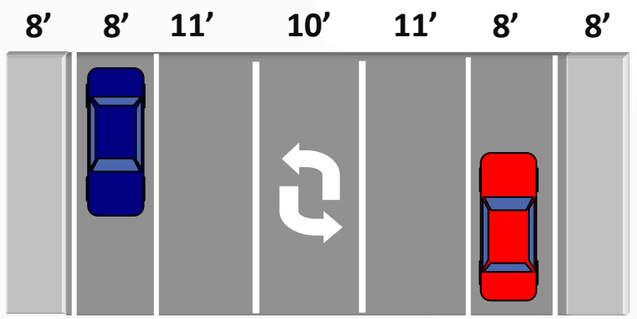
An Inexpensive Tool for Retrofitting Existing streets

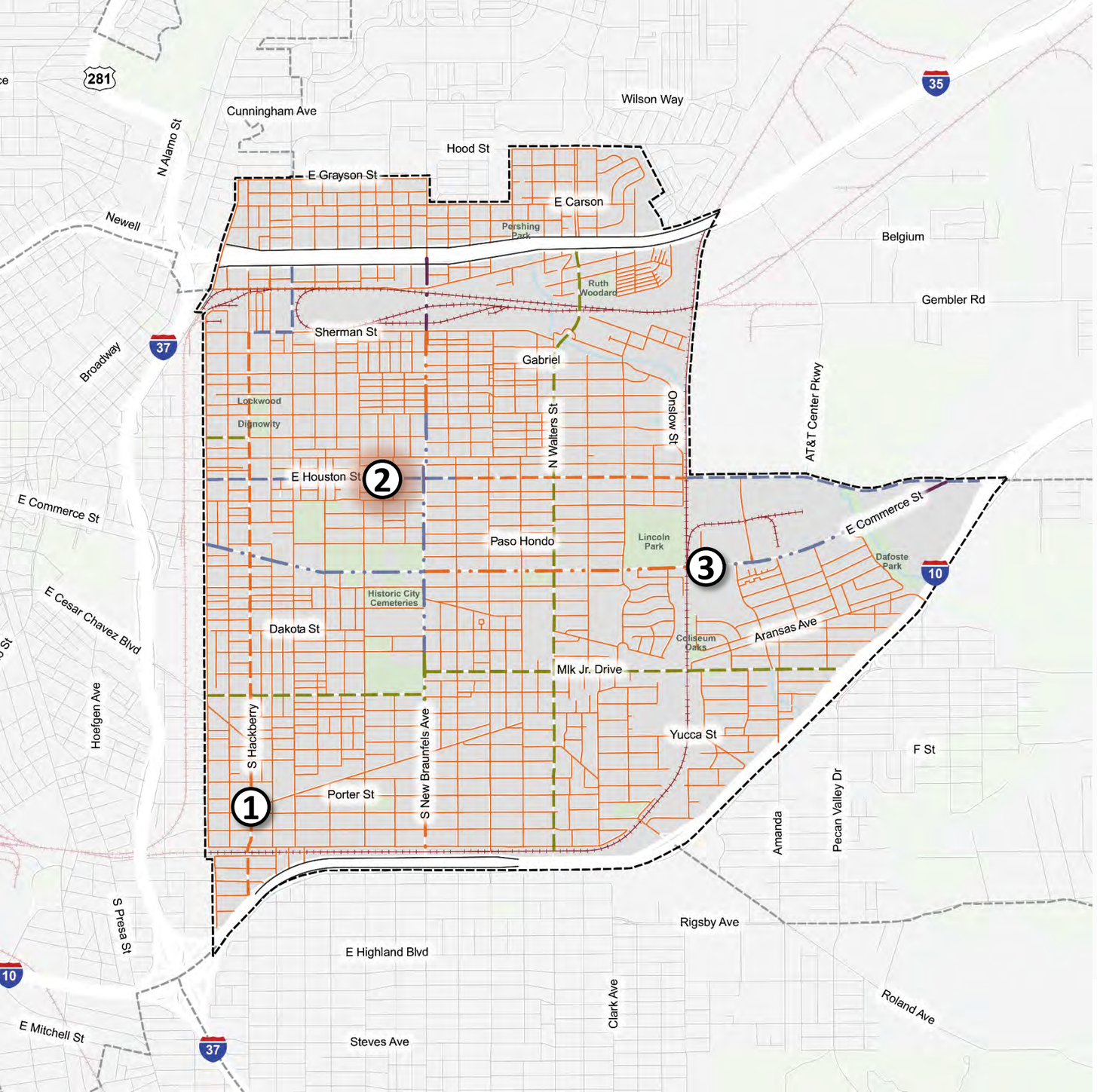
Four lane to three-lane conversion











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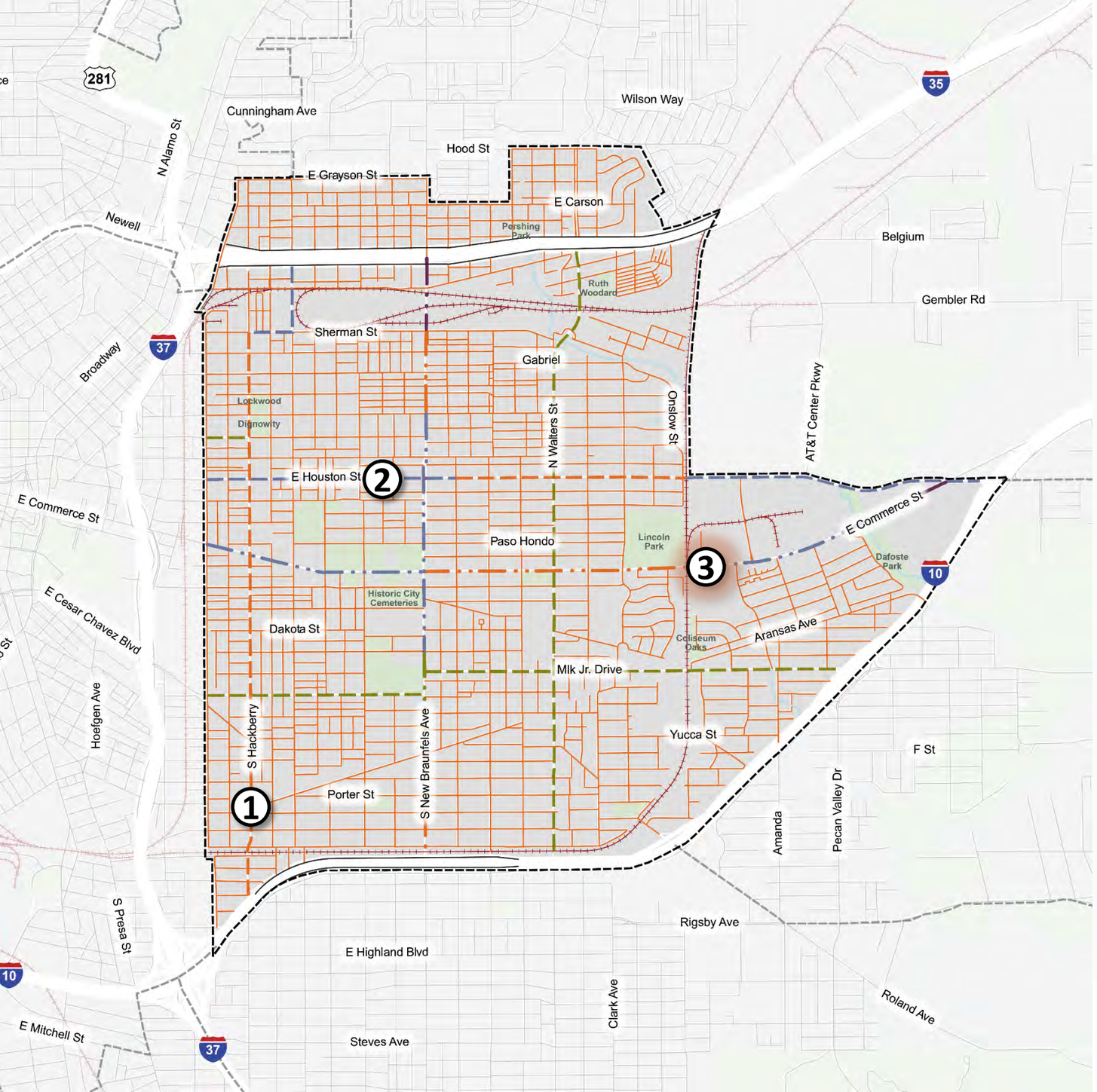
Mixed Use Employment/Civic Secondary Arterial

LIGHT
241 B

Mixed Use Employment/Civic Secondary Arterial

Houston Street



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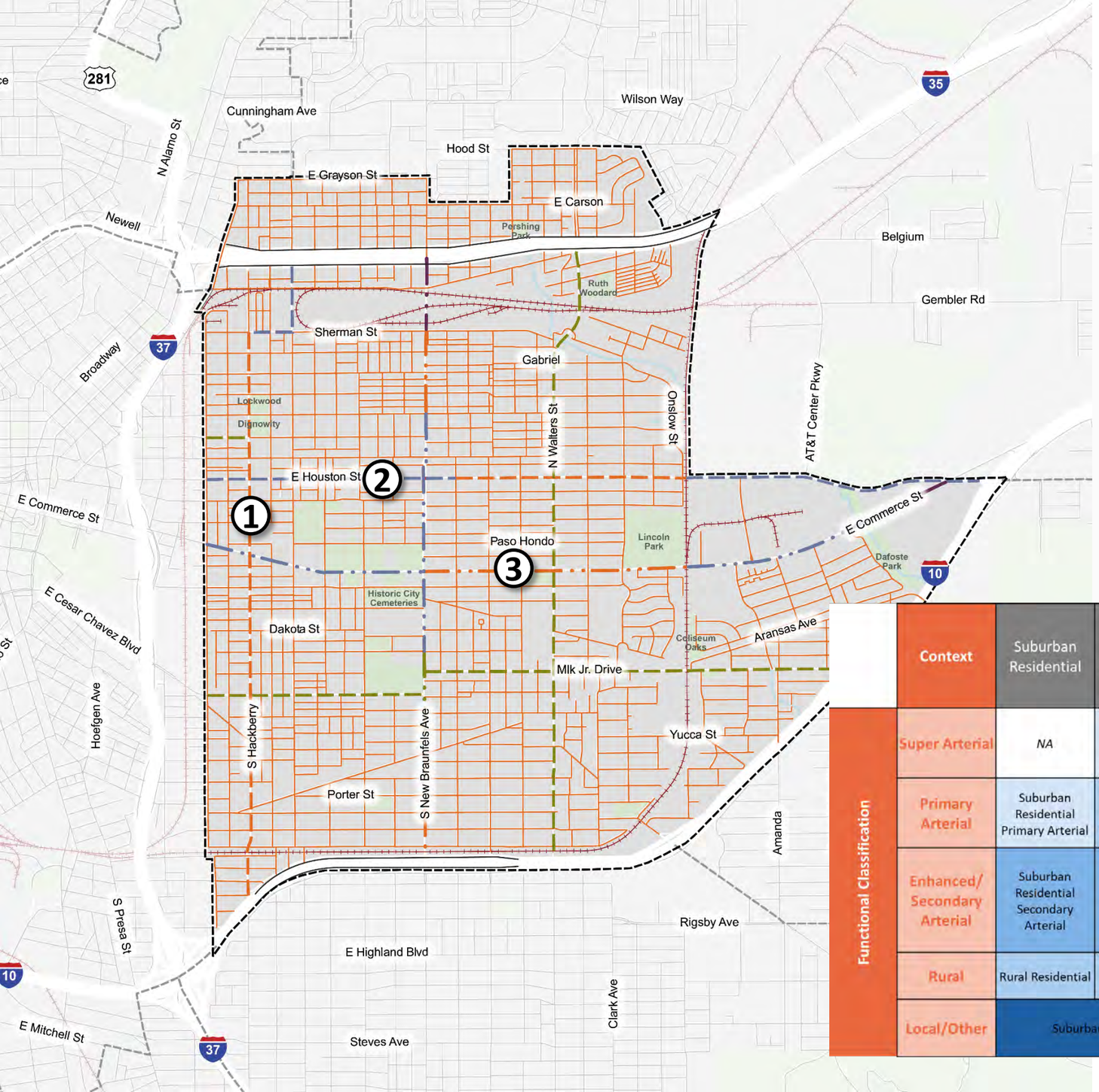
Mixed Use Employment Primary Arterial

Mixed Use Employment Primary Arterial

Commerce St West of Spriggsdale Blvd



Reality Check

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

Functional Classification	Context	Suburban Residential	Suburban Commercial	Industrial	Multi-family Residential	Mixed Use Residential/ Storefront	Mixed Use Employment/ Civic	Variable
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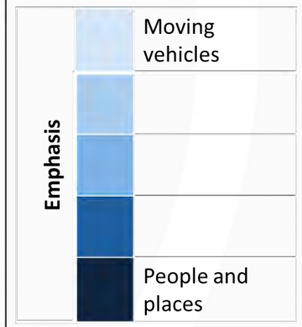
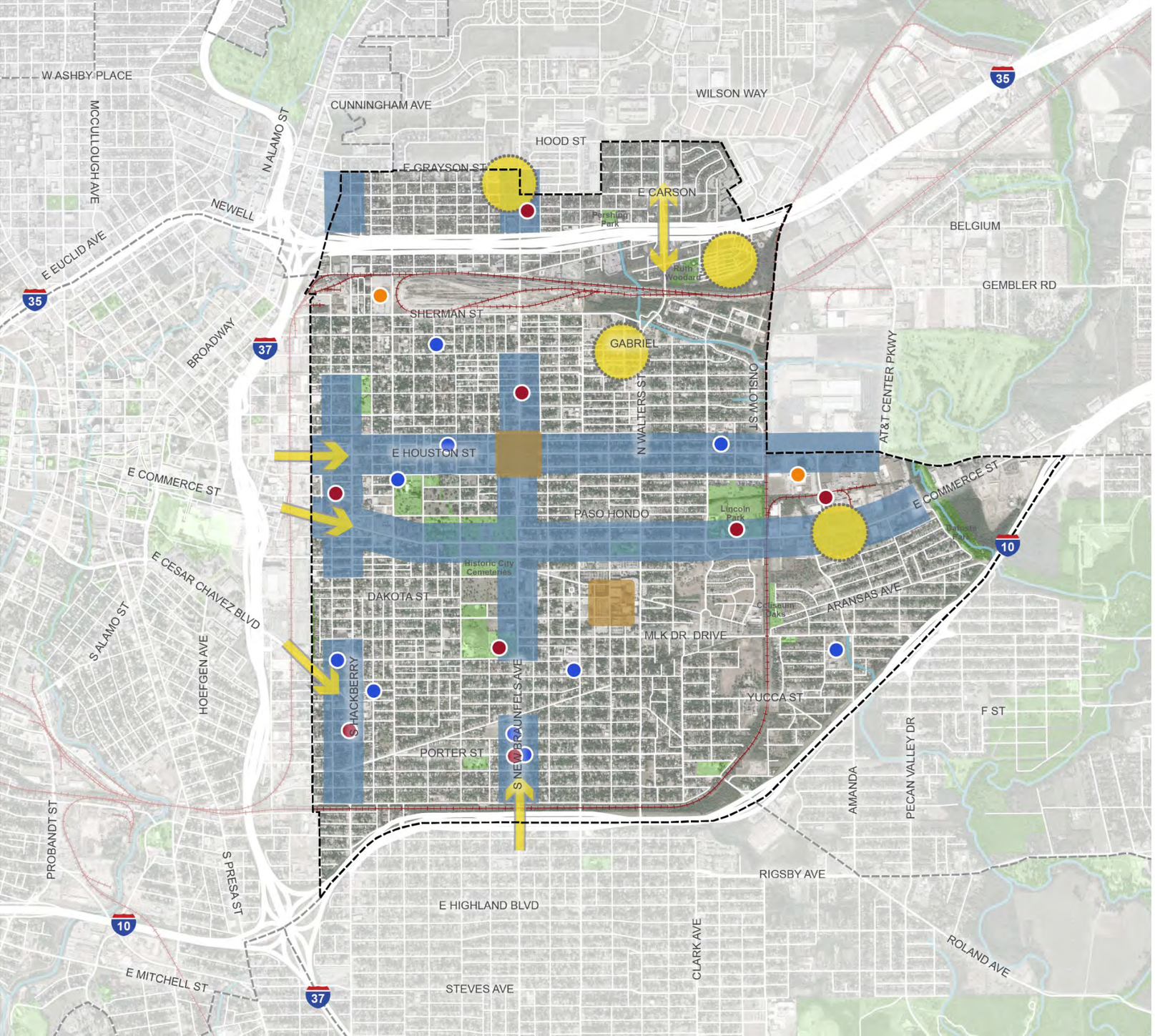


SA TOMORROW

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



SA TOMORROW

Eastside COMMUNITY AREA PLAN

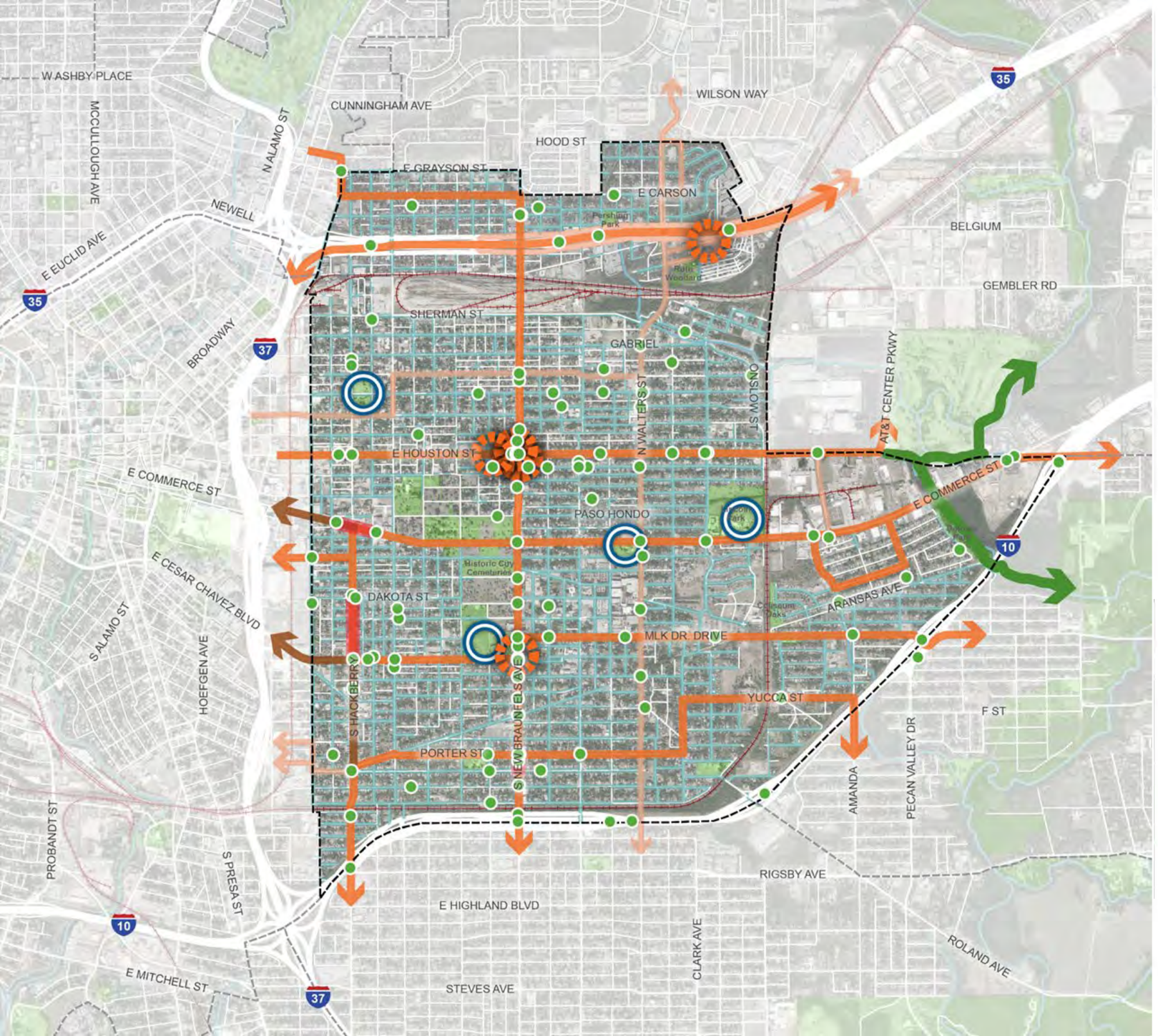
MOBILITY FRAMEWORK

LEGEND

- Community Plan Area Boundary
- Rail Line
- Park or Open Space
- Stream
- Major Destination
- Focus Area
- Minor Destination
- Potential Freight Origins
- Schools
- Neighborhood (Origin)
- Neighborhood (Outside Origin)

50
5
Acres

0 0.125 0.25 0.5 Mile



SA TOMORROW

Eastside COMMUNITY AREA PLAN

PEOPLE, PEDESTRIANS, AND TRANSIT

LEGEND

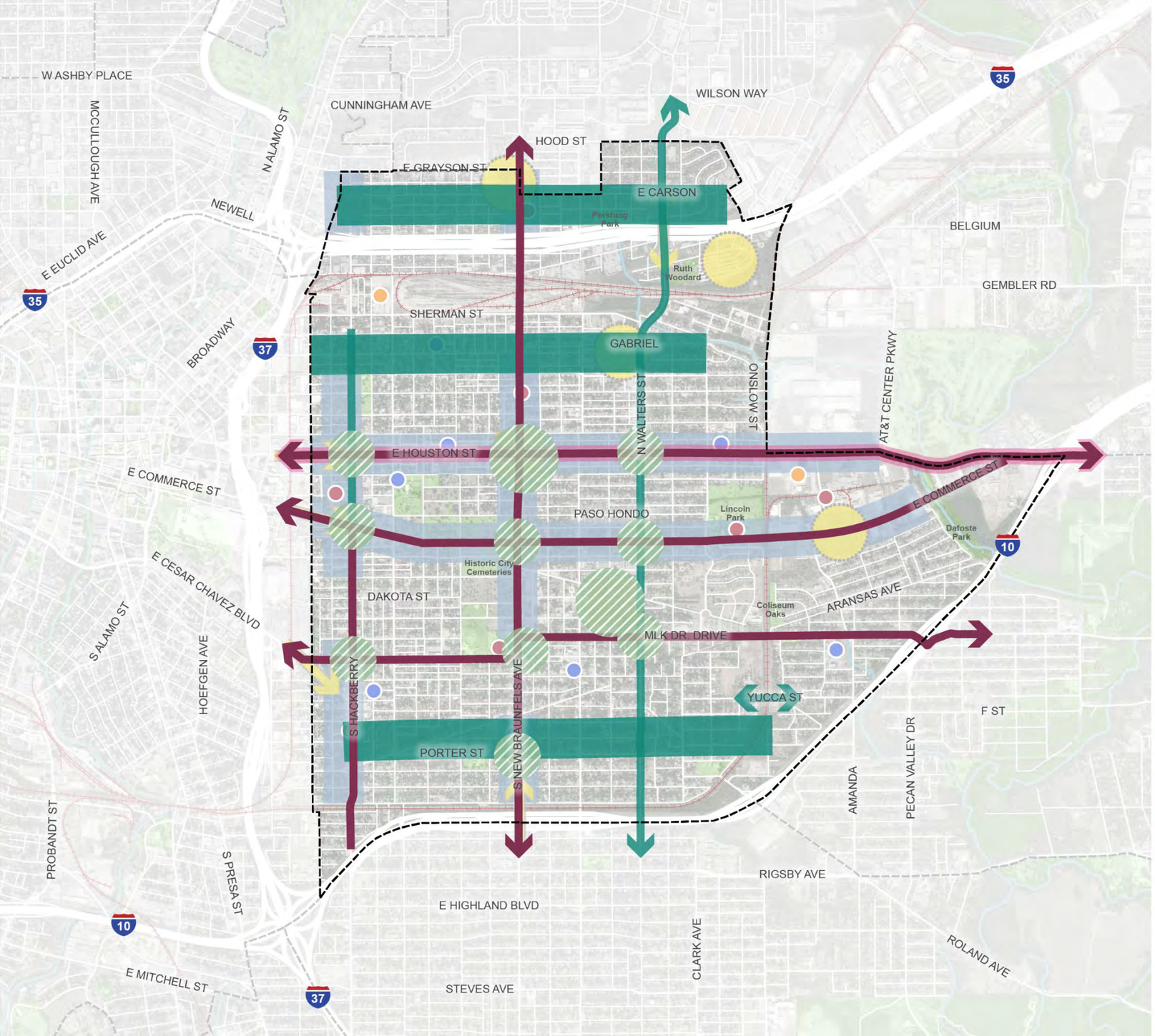
- Community Plan Area Boundary
- Adjacent Regional Center or Community Area
- Rail Line
- Park or Open Space
- Stream
- Key Projects
- Existing Greenway
- High Volume VIA Stops*
- SPIA
- Pedestrian Crash Locations
- Sidewalks

VIA BUS ACTIVITY

- Over 6 Buses per Hour
- 3 to 6 Buses per Hour
- 3 or less Buses per Hour

50
5
Acres

0 0.125 0.25 0.5 Mile



SA TOMORROW

Eastside COMMUNITY AREA PLAN

MOBILITY FRAMEWORK

LEGEND

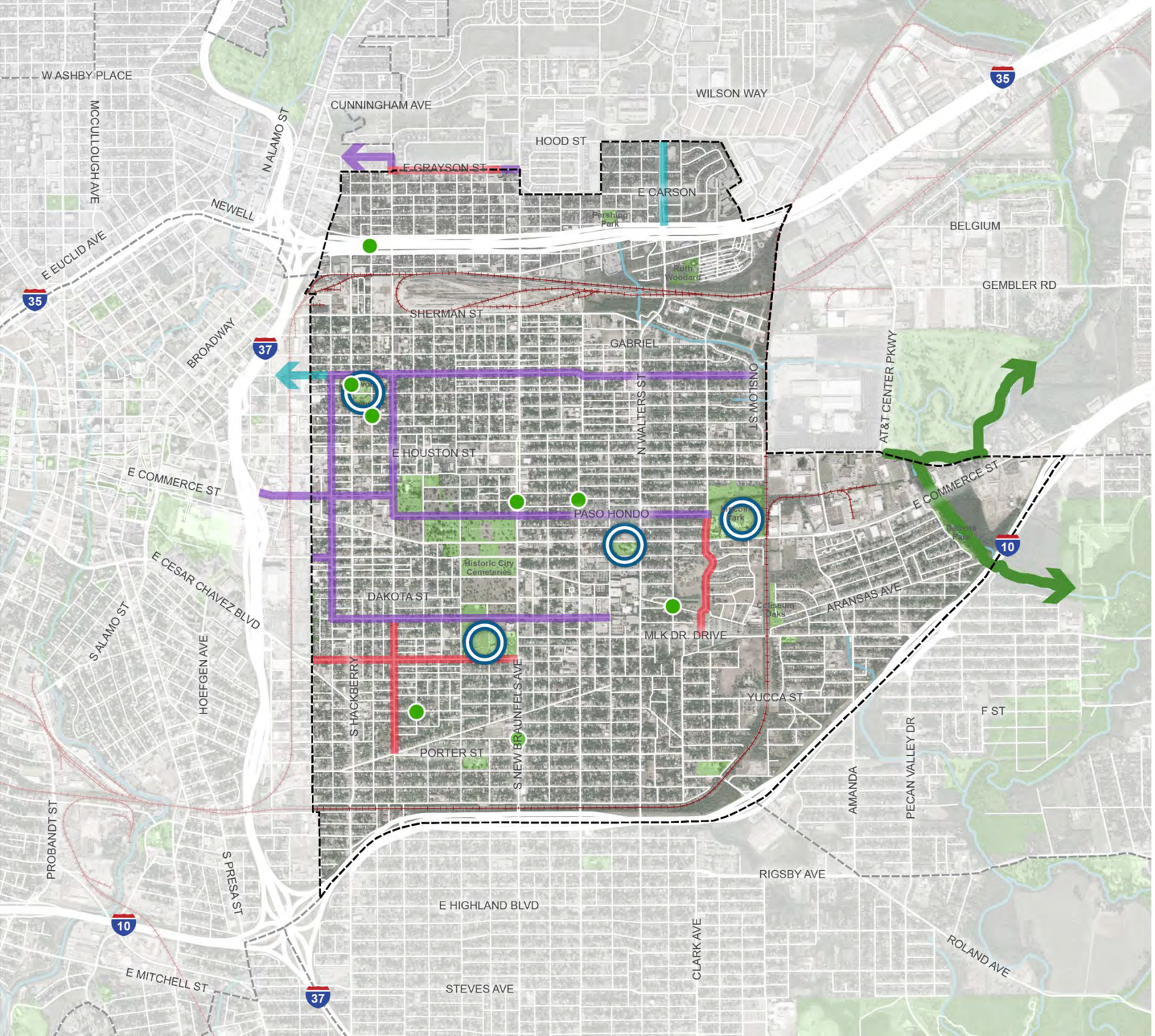
- Community Plan Area Boundary
- Rail Line
- Park or Open Space
- Stream
- Major Destination
- Focus Area
- Minor Destination
- Potential Freight Origins
- Schools
- Neighborhood (Origin)
- Neighborhood (Outside Origin)
- Existing Greenway

Important Linkages / Focus Areas

- Automobile
- Automobile + Freight
- Bicycles / Micromobility
- VIA High Capacity Transit Corridor
- Transit / Pedestrian
- Pedestrian
- Pedestrian Focus Area

50
5
Acres

0 0.125 0.25 0.5 Mile



SA TOMORROW

Eastside COMMUNITY AREA PLAN

CYCLING AND MICROMOBILITY

LEGEND

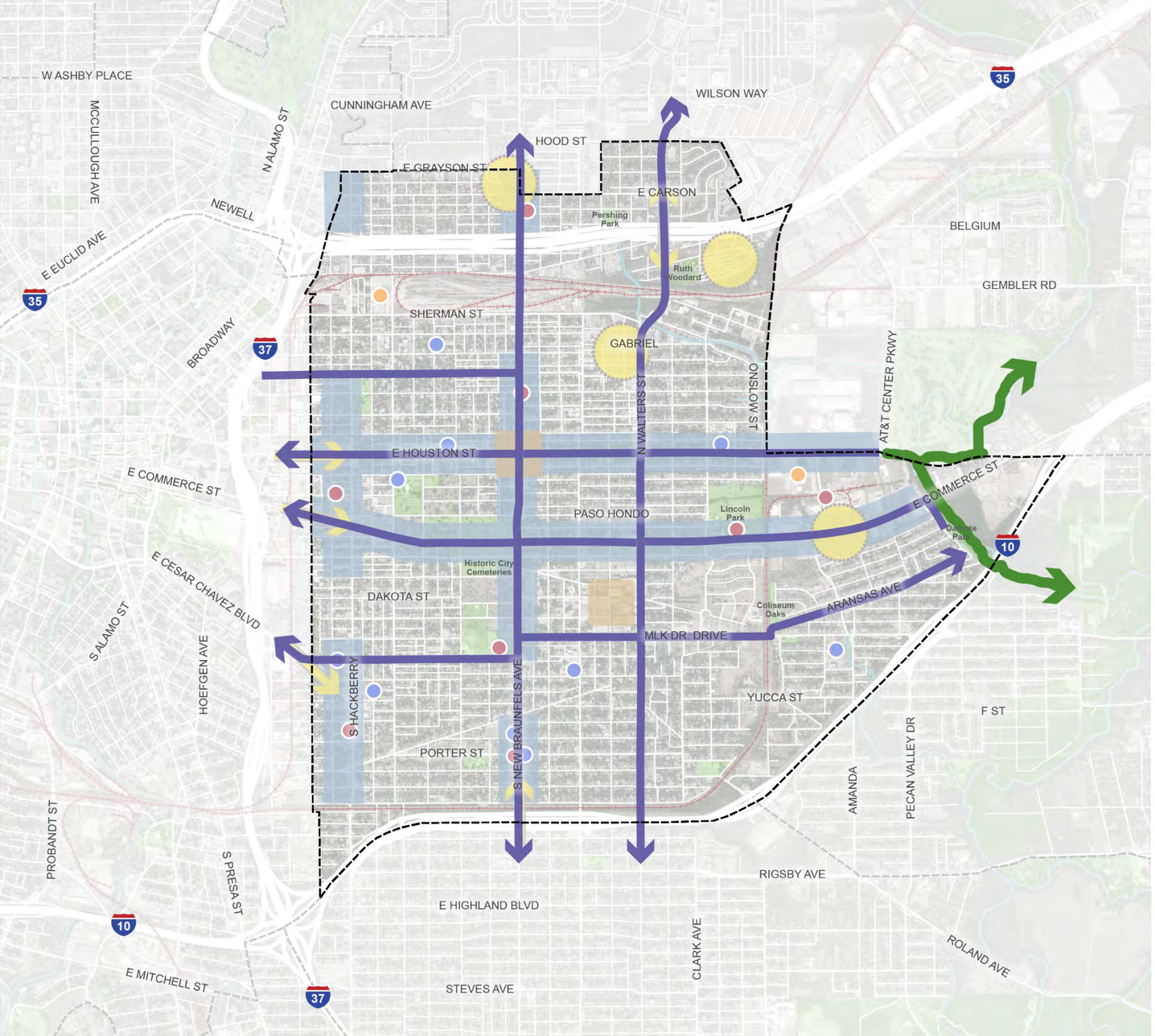
- Community Plan Area Boundary
- Adjacent Regional Center or Community Area
- Rail Line
- Park or Open Space
- Stream
- Key Projects
- Existing Greenway
- Cyclist Crash

BICYCLE FACILITIES

- Multi-Use Path
- Bike Lane
- Designated Route

50
5
Acres

0 0.125 0.25 0.5 Mile



SA TOMORROW

Eastside COMMUNITY AREA PLAN

MOBILITY FRAMEWORK

LEGEND

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50
5
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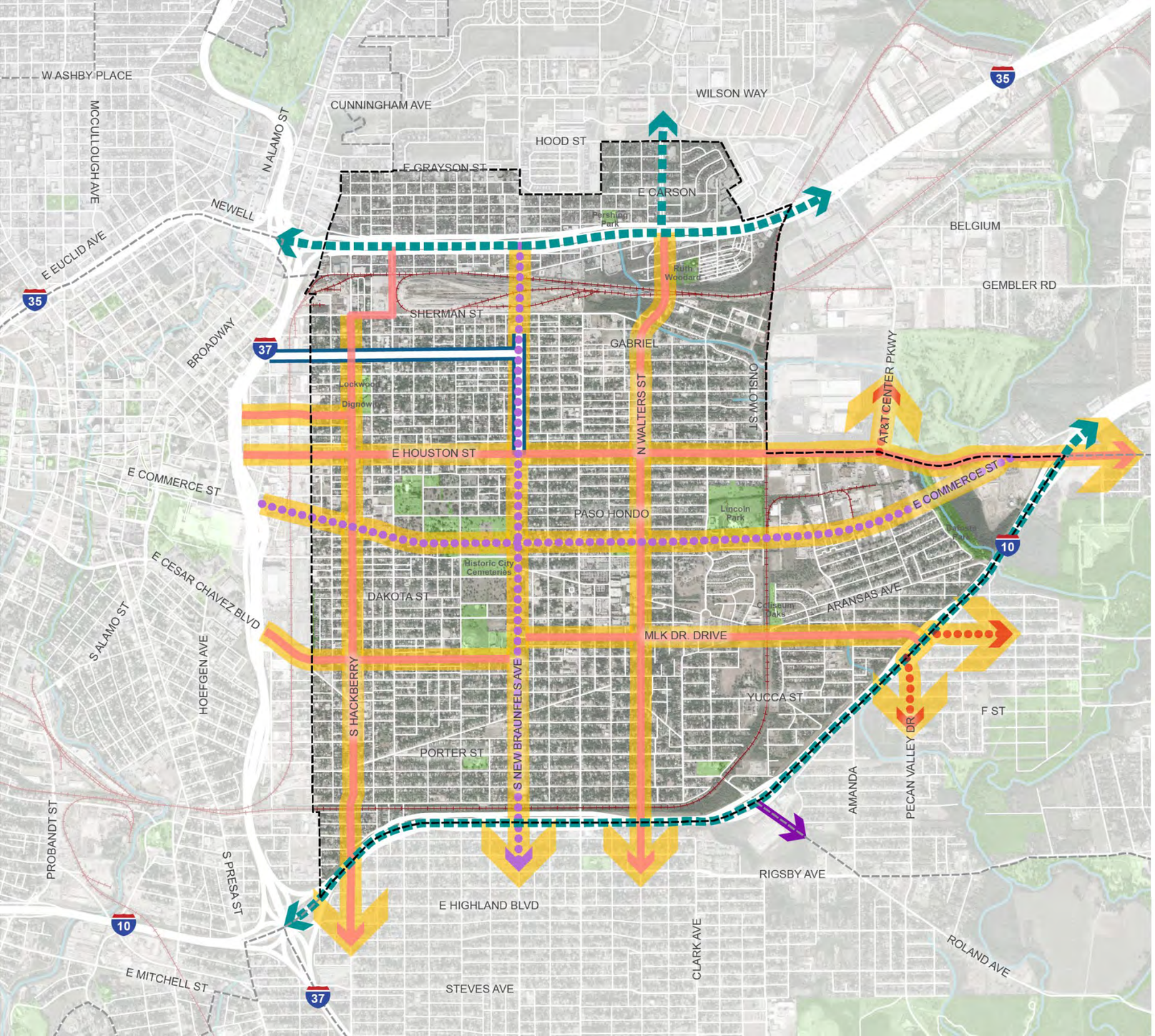
0 0.125 0.25 0.5 Mile



SA TOMORROW

Eastside COMMUNITY AREA PLAN

MOTOR VEHICLES AND FREIGHT

LEGEND

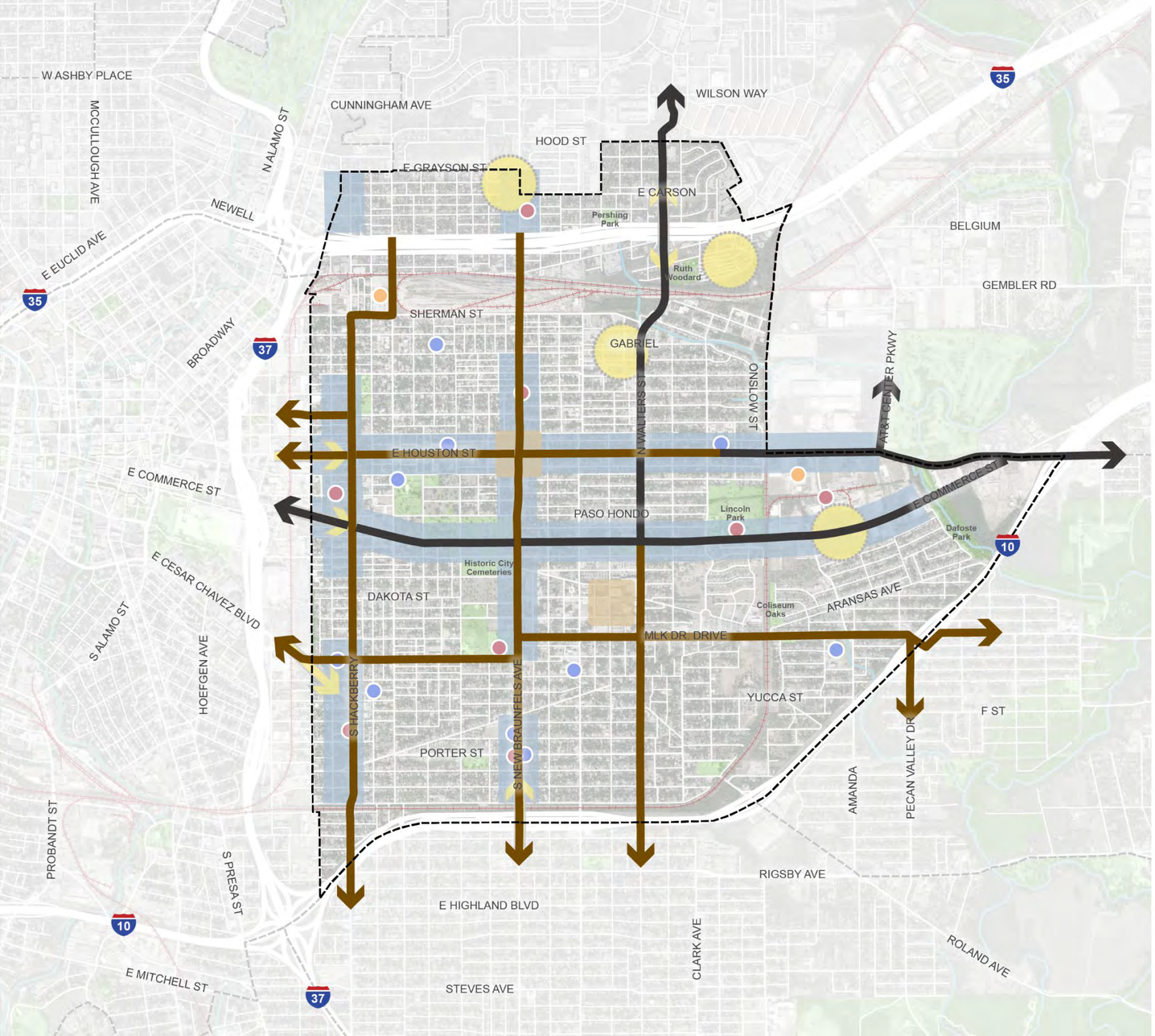
- Community Plan Area Boundary
- Rail Line
- Park or Open Space
- Stream
- Key Projects
- Heavy Truck Volume*
- High Crash Location

MAJOR THOROUGHFARE PLAN

- Primary Arterial Type A
- Primary Arterial Type B
- Secondary Arterial Type A
- Secondary Arterial Type B

50
5
Acres

0 0.125 0.25 0.5 Mile



SA TOMORROW

Eastside COMMUNITY AREA PLAN

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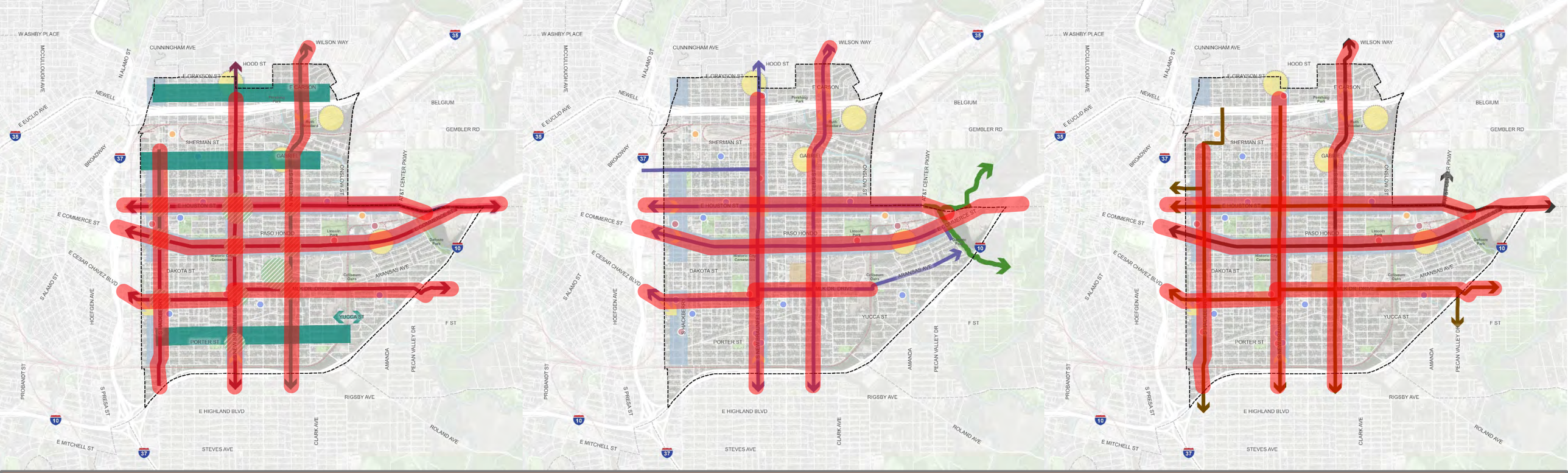


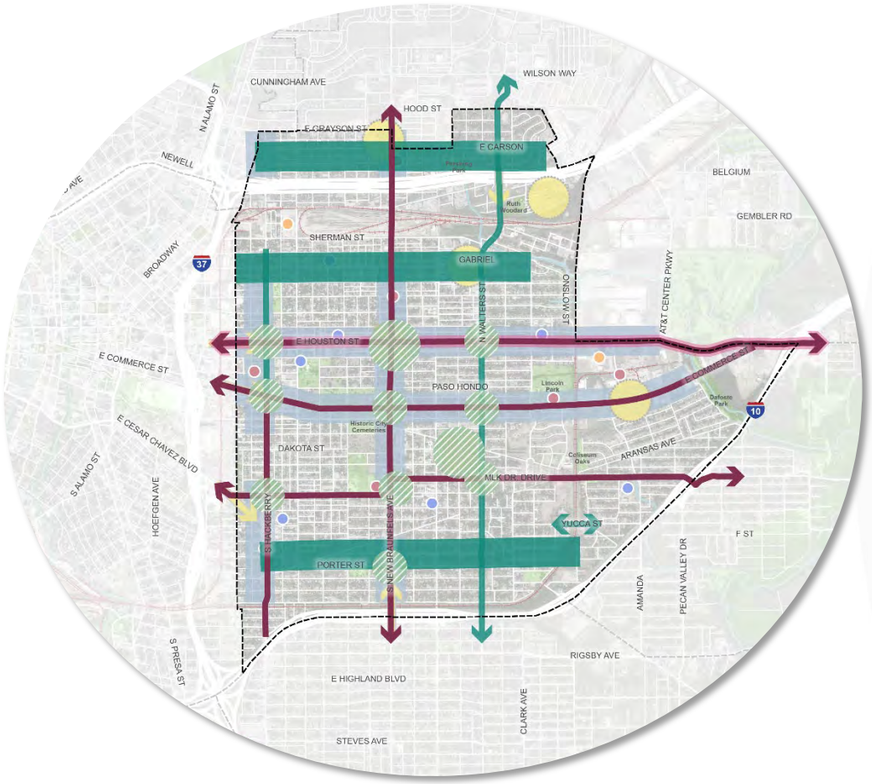
- Many streets are key linkages for multiple modes
- How do we address this?

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 Open Space

- January, 2020

Meeting #10:

Mobility

- February, 2020

SA TOMORROW
sub area planning

Eastside Community Area

Planning Team Meeting No. 8

Wednesday, December 11, 2019
St. Philip's College
Campus Center Building Heritage Room
6 to 8 PM

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