



Planning Team Meeting 9 Summary

1.1 Date, Time, Location

- Meeting Date: March 9th, 2023
- Time: 2:00 PM – 4:00 PM
- Location: Virtual

1.2 Project Staff

- Jacob Howard, Senior Planner, City of San Antonio Planning Department
- Jay Renkens, Principal, MIG
- Saul Vazquez, Senior Project Associate, MIG
- Marco Hinojosa, Senior Project Associate, MIG
- Hannah Santiago, Senior Associate, Cambridge Systematic

1.3 Planning Team Attendees

[ATTENDANCE NOT FORMALLY TAKEN]

- Stephen McGuire, Walkers Ranch Neighborhood
- Ryan Hall, Aviation Department
- Joey Pawlick, Activate SA
- Marco Barros, Bluffview Resident
- Karen Bishop, San Antonio River Authority
- Jeff Fair, SA Chamber of Commerce
- Donna Thompson, Arboretum Neighborhood Association
- Justin Crueger, VIA Metropolitan Transit
- Isaac Levy, City of San Antonio Transportation Department
- Steve Southers, City of San Antonio Aviation Department
- Milee Ray, District 9
- Christine Vina, VIA Metropolitan Transit
- Marilyn Jowdy, Blossom Park Neighborhood Association
- Tom Marks, VIA Metropolitan Transit
- Gary Gibbons, Greater Harmony Hills
- Bryan Hummel, District 9 Resident
- Eloy LaQue, VIA Metropolitan Transit
- Libby Day, Shearer Hills / Ridgeview Neighborhood Association

1.4 Meeting Objectives

The purpose of the seventh Planning Team Meeting was to continue discussions about mobility, and Amenities and Public Space in the area, and briefly touch on the Neighborhood Profile and Priorities Section.

1.5 Meeting Agenda

- a. Reintroduction of Mobility Recommendations
- b. Updated Amenities & Public Space Map and Draft Strategies
- c. Overview of Neighborhood Profile and Priorities (NPP)

a. Reintroduction of Mobility Recommendations

Edits made to the Recommendations and Strategies for mobility were presented to the Planning Team. Edits are shown below in red and underlined following:

PRIORITIZE SAFE MOBILITY FOR ALL.

- *Continue implementation of Vision Zero strategies (reduced speeds, narrow lanes) for key areas of conflicts between people driving, people walking and people bicycling*
- *Improve safety and reduce delay for crossings with at-grade railroads*
- *Eliminate low water crossings as roads are reconstructed*

TRANSFORMS STREETS INTO ATTRACTIVE AND FUNCTIONAL MULTIMODAL ASSETS.

- *Integrate green stormwater infrastructure and street trees into street reconstruction and traffic calming projects*
- *Add pedestrian crossing opportunities for people accessing transit, trailheads and school*
- *Improve walkability and multimodal accessibility of industrial sites and freight hubs to ensure access for freight workforce*

SUPPORT FUTURE GROWTH WITH CONNECTED TRANSPORTATION NETWORK.

- *Reconnect neighborhoods through pedestrian scale improvements at intersections of highways and arterials*
- *Eliminate sidewalks gaps and ensure maintenance of existing sidewalks along multimodal corridors*
- *Provide contiguous protected bicycle infrastructure to connect neighborhoods north and south of the Airport*
- *Develop connection from neighborhoods to access the trail network*

Planning Team Members noted the importance of making improvements to sites where fatalities have been reported. It was also noted that connections north and south of the airport are important. Understanding the origin of delays for railroads was identified as an important point that needs additional research before identifying a specific implementing project. Access to transit was also noted as an important consideration in the plan, especially multimodal access. Conflicts between multimodal transportation and industrial uses were highlighted as needing consideration, especially regarding business owners who may be concerned with increased liability in case of an accident. Planning Team Members noted a need for connectivity to the Airport for multimodal transportation. Broadway, just south of Loop 410, was also noted as an important area for improving pedestrian mobility. Following the presentation of the Recommendations and Strategies, a draft Mobility Map was presented for comment and suggested edits.

A series of graphics for showing potential mobility improvements at specific sites were presented, and discussed:

- Nacogdoches
- Sunset
- Bitter and US Highway 281
- Wetmore and Thousand Oaks
- West and Blanco

Planning Team members noted that plants included in any of these areas should be drought-tolerant and native. One planning team member identified the sidewalk near the DoSeum as a successful site with a planted strip included. For the area along Nacogdoches, the VIA representative pointed out that bus stations in the area should be considered and noted, with pull-out space for buses not preferred as it slows service for riders. Artwork near the intersection of US 281 and Bitters was noted as being at risk for damage or potentially contributing to accidents in the area. At the Nacogdoches site, transportation department staff noted that raised crosswalks are typically on streets with fewer than three lanes and speed limits of less than thirty miles per hour.

b. Updated Amenities & Public Space Map and Draft Strategies

Types of Amenities and Public Spaces were re-presented, and the draft amenities and public space map was shown to the team. Elements included on the map are the following:

- Parks
- Plazas
- Trails / Trailheads
- Signage and Wayfinding
- Improved Lighting
- Pedestrian Crossings
- Green Infrastructure
- Public Art
- Priority Connections
- Character Defining Features

Edits to the draft Recommendations and Strategies were also presented with new text shown underlined and in red and deleted text struck through as follows:

- *APS Recommendation #1: ~~Convert~~ Promote development of underutilized parking lots ~~into~~ with community serving uses, development, and open spaces, with and amenities.*
- *APS Recommendation #2: ~~Add protected crosswalks on busy streets to allow people to~~ Safely connect ~~from~~ neighborhoods to community destinations with high visibility pedestrian crossings, improved lighting, enhanced sidewalks.*
- *APS Recommendation #3: Utilize green stormwater elements and Low Impact Development (LID) to beautify spaces, create buffers, and mitigate flooding.*
- *APS Recommendation #4: Create indoor and outdoor community gathering spaces, ~~indoor and out,~~ at key destinations and at locations with underutilized land to cultivate community connections and ~~define~~ enhance community character.*
- *APS Recommendation #5: ~~Focus~~ Prioritize public investments in locations to improve safety and aesthetics ~~to serve~~ for existing residents and businesses and to encourage private investments.*

Amenities and Public Space Strategies were presented to the Planning Team for discussion included the following:

- *APS Strategy 1.1: Identify larger underutilized parking lots and initiate discussions with property owners.*
- *APS Strategy 1.2: Work with property owners to facilitate shared parking solutions that help meet demand with less overall parking supply.*
- *APS Strategy 1.3: Explore incentives to promote development of parking lots when projects create community benefits.*
- *APS Strategy 2.1: Prioritize access to shopping and activity centers, schools, parks, and open spaces with pedestrian crossing improvements, sidewalk enhancements, and trail connections.*
- *APS Strategy 2.2: Add people-scaled lighting along major roads and within neighborhoods.*
- *APS Strategy 2.3: Incorporate wayfinding signage for pedestrians and cyclists, especially leading to schools, parks, and other community destinations.*
- *APS Strategy 3.1: Integrate green infrastructure improvements in street maintenance and improvement projects.*
- *APS Strategy 3.2: Integrate green infrastructure elements and improvements in streets, parking lots, and landscaping.*

- *APS Strategy 3.3: Integrate Low Impact Development (LID) best practices to ensure new greenways and park space provide multiple benefits.*
- *APS Strategy 4.1: Work with developers and owners of larger properties to identify opportunities for new gathering spaces that are accessible to the public.*
- *APS Strategy 4.2: Engage the community in designing new or improved public spaces to ensure they reflect the people and culture of the area.*
- *APS Strategy 4.3: Integrate public art into community gathering spaces that helps to tell the story of the area.*
- *APS Strategy 5.1: Integrate safety elements, landscaping, and public art into maintenance and replacement projects.*
- *APS Strategy 5.2: Prioritize public improvement projects within and around identified focus areas and priority mobility areas as identified in this Plan.*

Planning Team Members noted that improvements to sidewalks outside neighborhoods need concurrent improvements inside neighborhoods to help residents access connectivity. Shading in parking lots was also noted as important where they exist. Making lighting safe for wildlife and aircraft was noted as important. Connecting neighborhoods to the greenway was supported, and a federal grant program was noted as a particularly good opportunity to get funding. San Pedro Creek was noted as a great local example of investments made into a local creek. Having access to drinking water was noted as important for users of local trails and other public amenities.

c. Overview of Neighborhood Profile and Priorities (NPP)

A brief overview of the Neighborhood Profiles and Priorities section of the plan was given to the Planning Team. The Section is meant to provide an additional opportunity for input from the community and specifically from registered Neighborhood Associations.

d. Next Steps

PLANNING TEAM MEETING 10 -- Planning Team Meeting #10 will be held virtually on Thursday, August 17th, 2023, from 2:00 PM to 4:00 PM

PUBLIC REVIEW DRAFT -- Winter of 2023

COMMUNITY MEETING 4 -- Early 2024

PLANNING TEAM MEETING 11 -- Early 2024

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