



NEAR NORTH

COMMUNITY AREA PLAN

Planning Team Meeting 3 Summary | Mobility



PLANNING

PLANNING TEAM MEETING 3 SUMMARY

1. Date, Time, Location

- Date: Tuesday, April, 22nd, 2025
- Time: 5:45 – 7:45 p.m.
- Location: Trinity University, Korbell Hall, 1 Trinity Pl, San Antonio, TX 78212

2. Attendees

Attendees included Near North Community Area Plan Planning Team members, City of San Antonio Planning Department staff and project consultants from MIG and Cambridge Systematics. Also attending were VIA Metropolitan Transit staff and City of San Antonio Transportation Department staff. Planning Teams consist of a wide variety of stakeholders from the Near North Community area including neighborhood associations, residents, business owners, community leaders, employers, and major institutions.

PLANNING TEAM

- Gemma Kennedy, River Road Neighborhood Association
- Victoria German, Monte Vista Historical Association
- Bianca Maldonado, Monticello Park Neighborhood Association
- Drea Garza, Monticello Park Neighborhood Association
- Mary Johnson, Monte Vista Terrace Neighborhood Association
- Ted Guerra, Jefferson Neighborhood Association
- Cosima Colvin, Beacon Hill Neighborhood Association
- Clarence Wyatt, Trinity University
- Emily Hutchinson, Beacon Hill Neighborhood Association
- Jon Watson, Jefferson Neighborhood Association
- Zan Marshall, City of San Antonio Transportation Department
- Veronica Escalera-Ibarra, VIA
- Jessica Sifuentes, VIA

STAFF

- Jacob Howard, City of San Antonio Planning Department, *Project Manager*
- Chris Ryerson, City of San Antonio Planning Department
- Marcia Boyle, MIG, Project Consultant
- Marco Hinojosa, MIG, Project Consultant
- Lily Louder, Cambridge Systematics, Project Consultant

3. Meeting Purpose & Agenda

The purpose of this meeting was to discuss Mobility in the area including related assets, needs, and challenges for the Near North Community and to start prioritizing mobility opportunities. This is the first of two Planning Team meetings dedicated to mobility.

AGENDA

- 5:45 – 5:50 Welcome and Introductions
- 5:50 – 6:05 Vision and Goals Update
- 6:05 – 6:10 Mobility Overview Presentation
- 6:10 – 6:15 Transportation Department Initiatives
- 6:15 – 6:25 VIA Metropolitan Transit Overview
- 6:25 – 6:35 Mobility Overview Discussion
- 6:35 – 6:45 Assets, Challenges, and Opportunities
- 6:45 – 6:55 Mobility Needs Discussion
- 6:55 – 7:40 Mobility Mapping and Strategies Discussion
- 7:40 – 7:45 Next Steps

4. Vision and Goals Update

Prior to beginning the conversation about Mobility, an updated draft of the Vision and Goals, that incorporated edits made on the basis of comments received at Planning Team Meeting 2 was presented and changes were highlighted to meeting participants. Below is the Updated Draft Vision and Goals presented at the meeting:

DRAFT VISION AND GOALS PRESENTED AT PLANNING TEAM MEETING 3

The Near North Community Area preserves its many historic and cultural resources for future generations, encourages connections among the diverse residents and organizations of the area, and supports compatible growth within established and historic neighborhoods. New investments and safe mobility options respond to existing neighborhood character and advance community goals of high quality of life, sustainability, and diverse housing opportunities that serve residents at every stage of life.

- 1) Preserve and activate historic places and structures while promoting high-quality, context-sensitive development that respects existing community character.*
- 2) Support a range of accessible and supportive housing opportunities for residents at all stages of life. Prioritize the preservation of existing homes, reducing displacement, and supporting first-time homebuyers, long-time residents, and older adult populations.*
- 3) Improve safe and accessible connectivity throughout the area with expanded walking, biking, and transit options that encourage transit use and address current challenges like high-speed roadways and disconnected sidewalks.*
- 4) Support and grow local and small businesses by building on the area's economic strengths and cultural identity, while aligning new investment with community priorities.*
- 5) Create and enhance safe, vibrant, and walkable mixed-use corridors that support local, neighborhood-serving businesses and services and connect area residents and visitors to green spaces.*
- 6) Preserve, protect, and expand parks, green space, and outdoor gathering areas, ensuring equitable access to natural assets and addressing environmental needs such as flooding and urban heat.*
- 7) Strengthen connections among residents, organizations, and small businesses through targeted outreach, inclusive events, and communication strategies that build community pride and shared identity.*
- 8) Enhance neighborhood safety, comfort, and resilience through infrastructure improvements that address stormwater issues, rail adjacency concerns, and other localized conditions.*

COMMENTS RECEIVED ABOUT THE DRAFT VISION AND GOALS

Planning Team Members generally acknowledged that the edits made to the Vision and Goals addressed the comments they gave during Planning Team Meeting 2 but did question what the word “activate” included under Goal 1 means and how it could be used influence development in the area, asking that the term be clearer and better defined. Additionally, some members questioned whether the Vision and Goals were too general or if it could have been written for any part of the city, hoping to include more specific sites or landmarks into the statement.

5. Mobility Overview Presentation

To begin the conversation about mobility, Cambridge Systematics, the project consultant specializing in mobility, provided a high-level introduction to mobility as a general concept and an overview of “Fast Facts,” best practices, a brief comment on the connection between Land Use and Mobility.

6. Transportation Department Initiatives

The City of San Antonio Transportation Department provided a summary of recent, ongoing, and future Transportation Department projects located within the Near North Community Area. Important Transportation Department Projects located in the area include:

- Vision Zero Plan
- Bike Network Plan
- Complete Streets Policy Update
- Transit – Oriented Mobility Implementation (TOMI) plan

7. VIA Metropolitan Transit Overview

The City of San Antonio Transportation Department provided a summary of recent, ongoing, and future Transportation Department projects located within the Near North Community Area. Important VIA Projects located in the area include:

- Green Line Advanced Rapid Transit line on San Pedro
- Better Bus Plan that may result in changes to area bus service

8. Mobility Overview Discussion, Mobility Challenges and Opportunities, Mobility Needs Discussion

Brief highlights of Plan Area mobility assets were presented, along with a quick discussion of the connection between opportunities and challenges, and finally a quick review of public comments relating to mobility that have been gathered to-date. Printed copies of summaries of Planning Team Meeting 1, Community Meeting 1, Survey 1 and Planning Team Meeting 2 were also provided to the Planning Team for context.

9. Mobility Mapping and Strategies Discussion

Following the presentation, Planning Team and project staff worked in three groups to provide general comments about and identify specific locations of challenges and opportunities relating to mobility in the Plan Area. Each breakout group was provided four maps that included context and spatial data relating to the topics of Safety, Bike and Pedestrian, Transit, and Freight and Congestion, as well as sticky notes and red and green dots that could be used to identify on the map the location of specific challenges and opportunities respectively.

Below is list of comments provided by topic, while figures one through twenty-four show images of the map after the activity that include site-specific opportunities and challenges as identified by the participants in the activity. In total well over 100 comments were collected during the meeting and will be used to develop the Mobility map, recommendations, and strategies in the plan.

SAFETY: Challenges

- *Hildebrand and Howard super dangerous intersection, no crosswalk, scary bus stop*
- *Do not block intersection, sign needed, crosswalk needed, traffic blocking intersection at Belknap, Howard, and McCullough*
- *Crossing Fredericksburg Road from bus stops bus turnaround near H-E-B*
- *[?] at Woodlawn + Blanco: Blanco two lanes from Summit so people heading south speed up (Four bus stops unsafe)*
- *Blanco miserable to walk, traffic too fast [?] sidewalk too narrow.*
- *[Outside Plan Area] Kenwood USPA "Jurassic Park" because of so many loose dogs*
- *School (pretty much all schools bad for) pick up/drop off issues line up McCullough*
- *Rail Crossings Hildebrand near Summit / No sidewalks poor visibility*
- *SAISD Schools*
- *Thomas Jefferson High School/Young Women's Leadership Academy/Woodlawn*
- *Traffic to and from schools*
- *Queuing on street prevents access to homes for EMS and SAFD*
- *Inadequate off-street parking, a lot of on-street parking*

- *Thomas Jefferson High School parking in bike lanes on Kampmann Boulevard*
- *Narrow streets – emergencies: cannot get access*
- *VIA Challenges: pedestrian crossing, congestion, bottlenecks, visibility, lack of infrastructure, no facilities, other (trash, lack of respect for properties)*
- *VIA Challenges: pop-up vendors, alcohol consumption at stop, H-E-B carts, eat dinner at stops*
- *100-year Flood Plain; Babcock, Kampmann, West Woodlawn*
- *Life Safety / access to homes and constant flooding in right of way*
- *[River Road] General challenge: events w/ mobility impacts make it difficult to access their neighborhood, “we live in the park” Traffic backs up into the neighborhood*
- *Dangerous intersection at Trail*
- *Crossing Blanco and Summit, the railroad tracks, San Pedro*
- *Summit at rush hour is really bad*
- *Crosswalk at Magnolia*
- *Congestion caused by San Pedro*
- *Howard to Ashby, not any sidewalks (Hildebrand to Summit)*
- *Hildebrand at Howard – too wide, not clear lane distinction, bid [?] dip slows traffic*
- *Which project is on Hildebrand / Blanco / McCullough, when does it start?*
- *Mary Louise at Fredericksburg: the Bus Stop quality, security? (Feel safe)*
- *Incarnate Word walking and transit not great*
- *Elmendorf – shaded and bench VIA stop*

SAFETY: Opportunities

- *Potential bike priority: Aganier up to Olmos*
- *Potential bike priority: Summit to Howard*
- *Olmos great opportunity for more walkability*
- *Another great walkability opportunity [West Kings Highway]*
- *Olmos at H-E-B/train track also an opportunity*
- *Need ADA sidewalks and bike lanes*
- *[Outside Plan Area] Want a left turn on Broadway at Mulberry*
- *Bike lanes Blanco south of Hildebrand (protected)*
- *Security and bike parking for Green Line (mobility hub) [Fulton at San Pedro]*
- *East-west protected bike facility [Grant near West Summit]*
- *Roundabout at Woodlawn [and Blanco]*
- *Quarry bike racks / Bike parking at zoo (mobility hub) [Alpine near Sunken Garden]*
- *St. Mary bike paths*
- *Want more frequent east-west transit services (++++)*
- *Park and ride need better coordination to decrease confusion and increase participation (wayfinding)*

BIKE AND PEDESTRIAN: Challenges

- *Sidewalk gaps*
- *No protected bike lanes in front of homes – Monticello and Jefferson*
- *High walking areas, 444 Club Drive, around Woodlawn Lake, Lake Boulevard to Park*
- *Lake Boulevard: Sidewalks only on westside! (Monticello / Jefferson)*
- *No addition sidewalk in the 100-year flood plain – Kampmann, 100-1600 blocks of Kampmann, do not add impervious cover*
- *Enforce no parking in bike lanes – Kampmann*
- *Can't cross the railroad track*
- *Fulton needs to be made walkable (train and IH-10) (Barner)*

BIKE AND PEDESTRIAN: Opportunities

- *Bike Network Plan needs east-west bike facilities [Jefferson Neighborhood Area]*
- *Sidewalk gaps [Beverly Drive]*
- ** Don't want sidewalks on corner from Babcock to Woodlawn fear of flooding damaging sidewalks*
- *Bike parking is always needed*
- *Fredericksburg road is terrifying for bikes – not on Bike Network Plan in most of Near North*
- *In general: Signage/wayfinding needs to be built, especially where bike lanes start / finish*
- *Follow up on Woodlawn Lake bike facility: peds in bike lanes need safe bike area!*
- *(Opportunity) Woodlawn Lake, pedestrian, and bike improvements. See mater plan underway by District 7*
- *Connect all parks w/bike trails*
- *Opportunity: connect green spaces and schools going bike infrastructure*
- *Summit protected bike facility*
- *More physical protection, improve/underutilized San Pedro Springs, brewery is comfortable ride to Pearl*
- *Midblock no flashing or light – improve to H.A.W.K.*
- *Magnolia is a current bike path but not protected*
- *School traffic calming increase walking / bike, Cotton and Twain are walkable*
- *A lot of kids to great hearts, increase walking to Landa*
- *Twain to San Pedro Springs increase walkability*
- *Increase connectivity to Woodlawn Lake Park to the east side of area*
- *Improving connection to downtown (a part trails [?] plan)*
- *Bike Parking at Blanco, Fredericksburg to existing business*
- *More park policing*

TRANSIT: Challenges

- *Hildebrand / Belnap + Howard no room, people don't want cut-through foot traffic*

- *H-E-B Olmos + San Pedro, unpleasant to get from stop to H-E-B*
- *Section 8 housing + lower income – bus stops shelters, etc.*
- *Five Points bus center: still too many mid-block crossings, bike lanes confusing*
- *Possible VIA link in future*
- *Walking to and from H-E-B bus stop very difficult*
- *5 points bus stop: Bike lane dumps out where they wait*
- *No shading “feels like a desert”*
- *Bike lanes not intuitive – improve signage wayfinding*
- *Any VIA school incentives to increase school [bus] ridership? (currently have discount) (no current education)*
- *VIA creates a “transit center” at Primo/Mary Louise, at Fredericksburg Road and West Hildebrand, at West Hildebrand and West without providing proper services to support the 3,500 people who ride.*
- *Why people don’t ride the bus, it doesn’t take me where I need to go: The Rim, La Cantera, St. Mary’s, downtown, Airport, UTSA, Trinity*
- *The smell, people use the bathroom*
- *Be a good neighbor*

TRANSIT: Opportunities

- *Dangerous for all four bus stops – One stop just pole, no shade. [Woodlawn at Blanco]*
- *O.H. senior and disabled home need better access to bus stops, Eastside – no shelter, need better / safer crossing opportunity*
- *Opportunities: Consolidate stops, Transit Police presence – more is needed, increase cleaning and trash collection, address intoxicates riders, smoking ban, no loitering of riders, homeless escapements clean up*
- *East-west connections are difficult north of Culebra*
- *Shaded Bus Stops*
- *Summit protected bike facility to stay off Woodlawn*

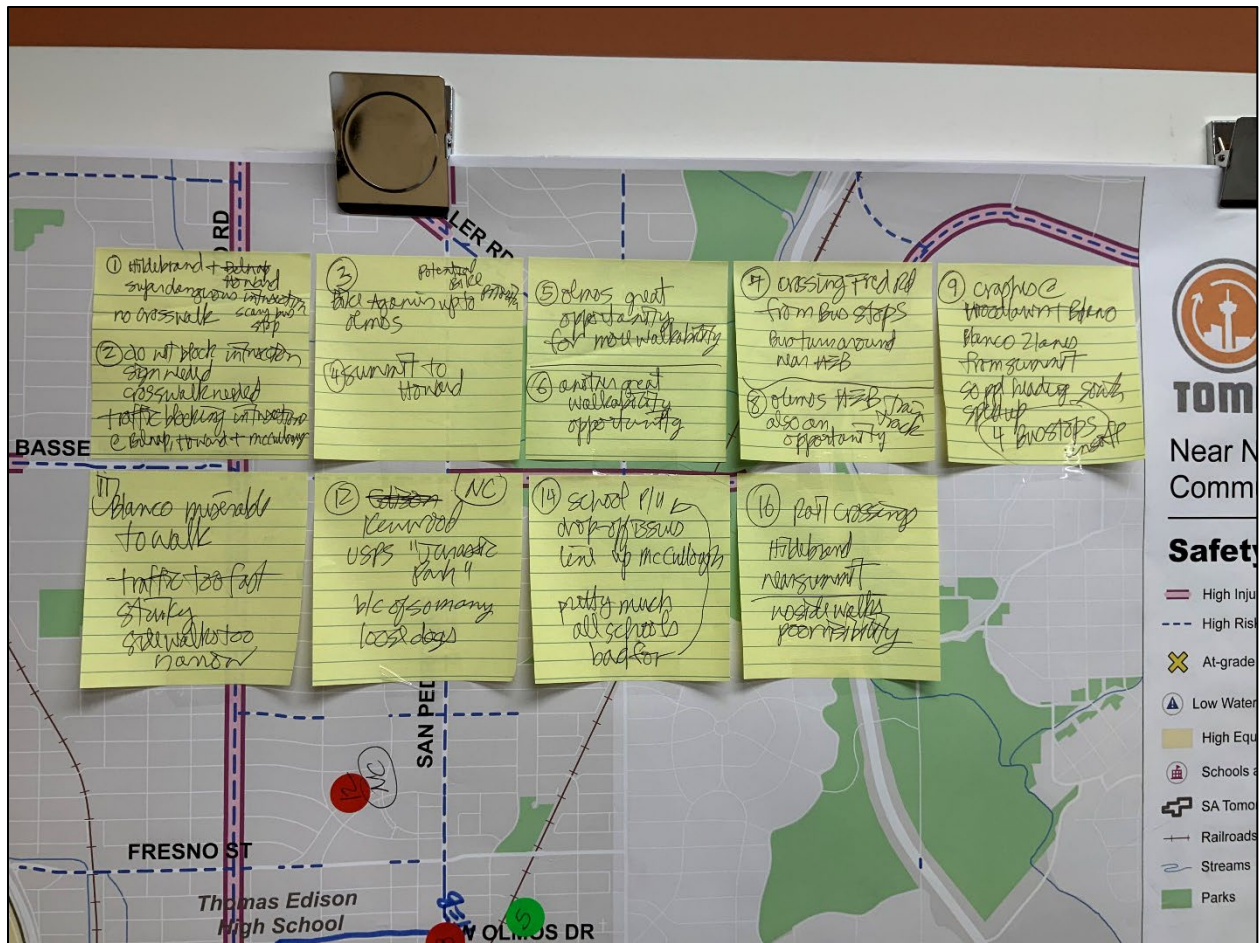
FREIGHT AND CONGESTION: Challenges

- *281 – Broadway back up*
- *Traffic backs up see crashes traffic going through increase alleys (rush hoyr and weekends)*
- *High traffic*
- *Avoid truck parking in bike lanes (no parking signs) (lets add them)*
- *ALL of Hildebrand gets backed up from 4:00-6:00 p.m. and 7:30-8:30/9:00 a.m*
- *The Hildebrand street layout changes from one to two lanes and back (it is confusing)*
- *Blanco land decreases causes speeding/racing*
- *Woodlawn [?] heading west really backups “it’s a bit of a nightmare”*
- *Babcock at Sunshine has high congestion would like a roundabout*

- *[Outside Plan Area] Walmart causes truck parking on [?] streets park behind children's school*
- *Off-street parking too close to street – hard to back out*
- *H-E-B*
- *McCullough*
- *Hildebrand*
- *Hildebrand all bad congestion!*
- *Mulberry off 281*
- *An auto body shop congestion and cars parked everywhere*
- *SAISD traffic-cut through neighborhood and causes congestion on narrow streets – encourage parents to use specific streets*
- *Club Drive: High load vehicles cut through neighborhood*
- *VIA Buses stack at stops and create more congestion*
- *Donut shop customers avenue on street and block lane of traffic*

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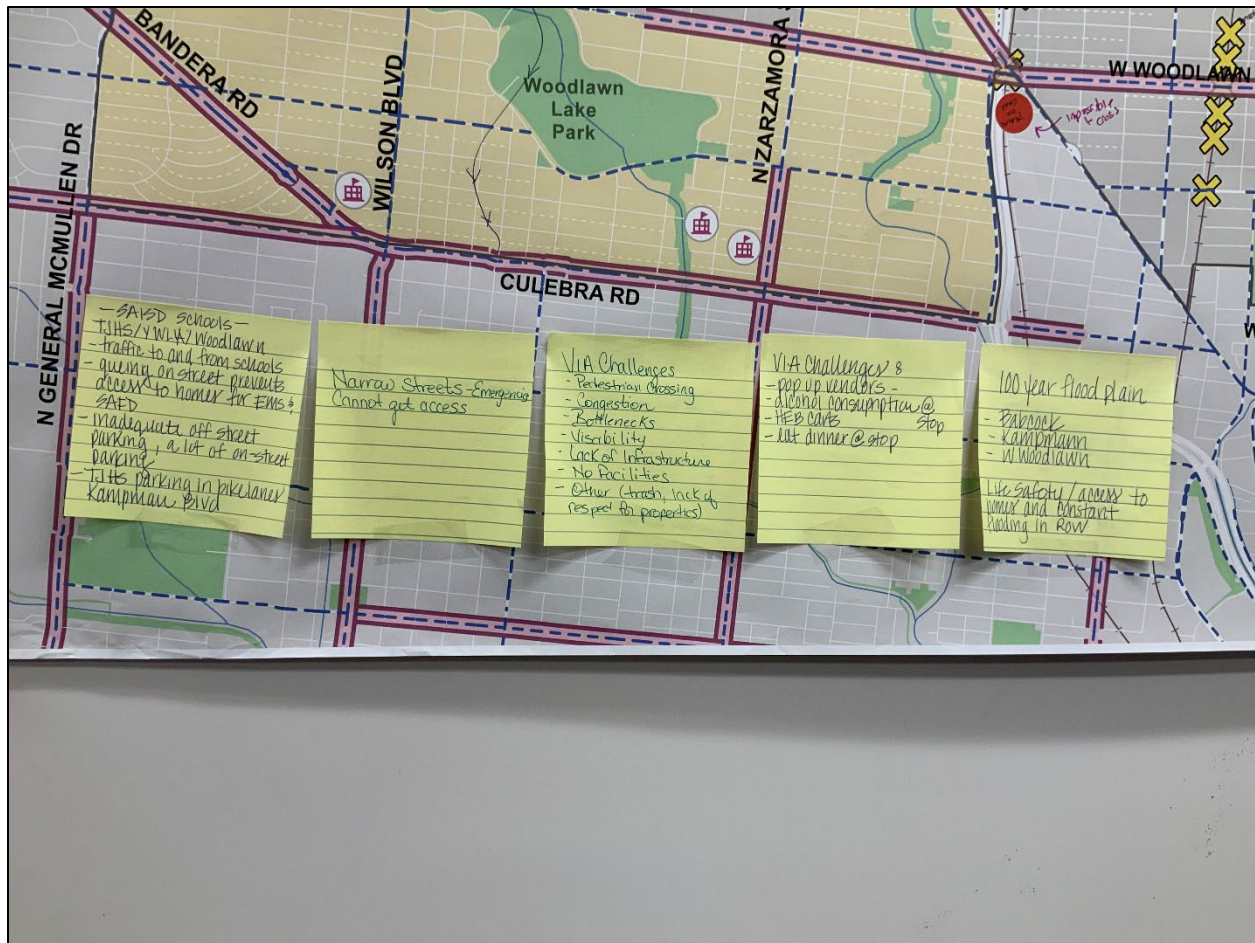
Figure 2:
Mobility Map - Safety 2



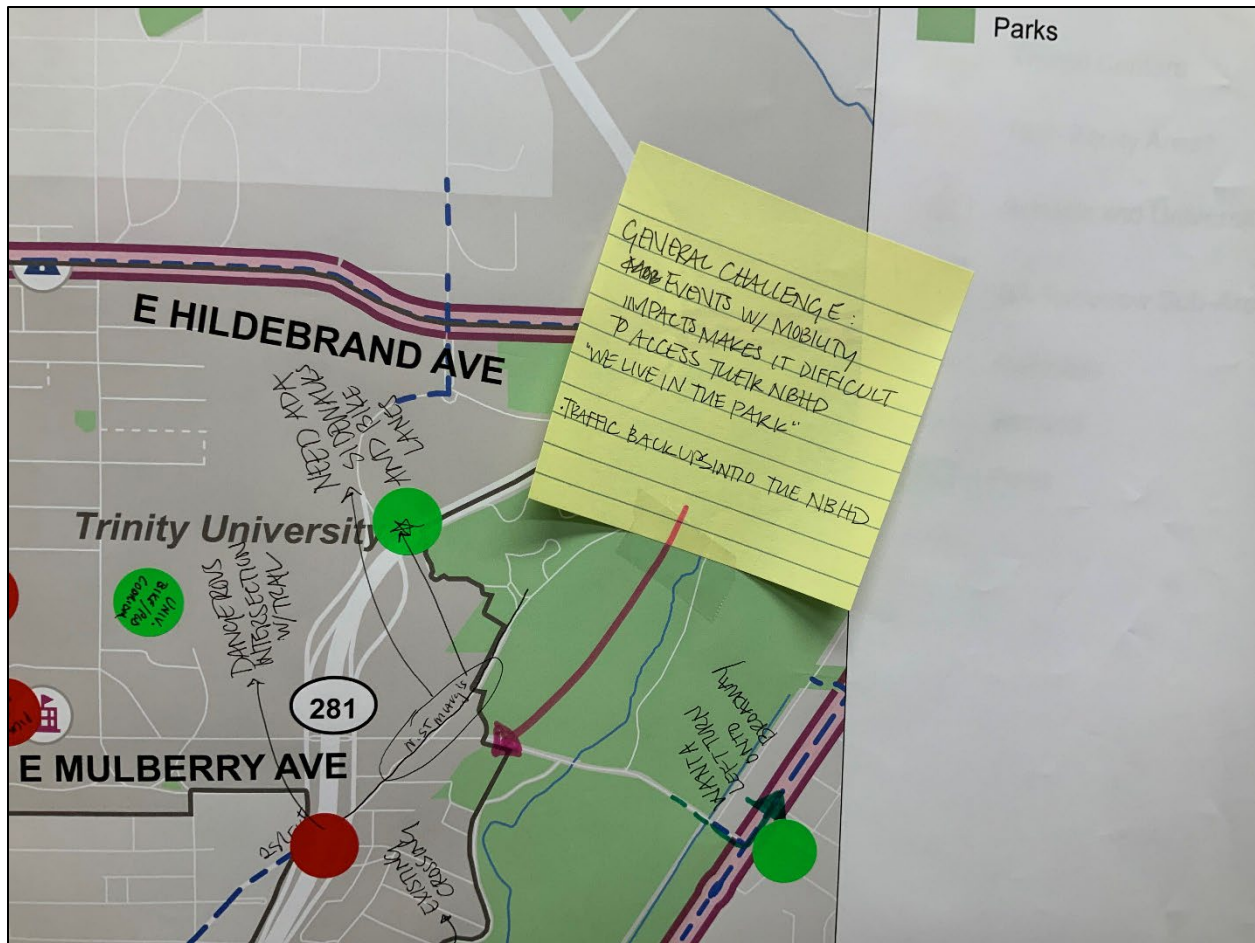
Mobility Map - Safety 3



Figure 4:
Mobility Map - Safety 4



**Figure 5:
Mobility Map – Safety 5**



[illegible]

Figure 7:
Mobility Map – Safety 7

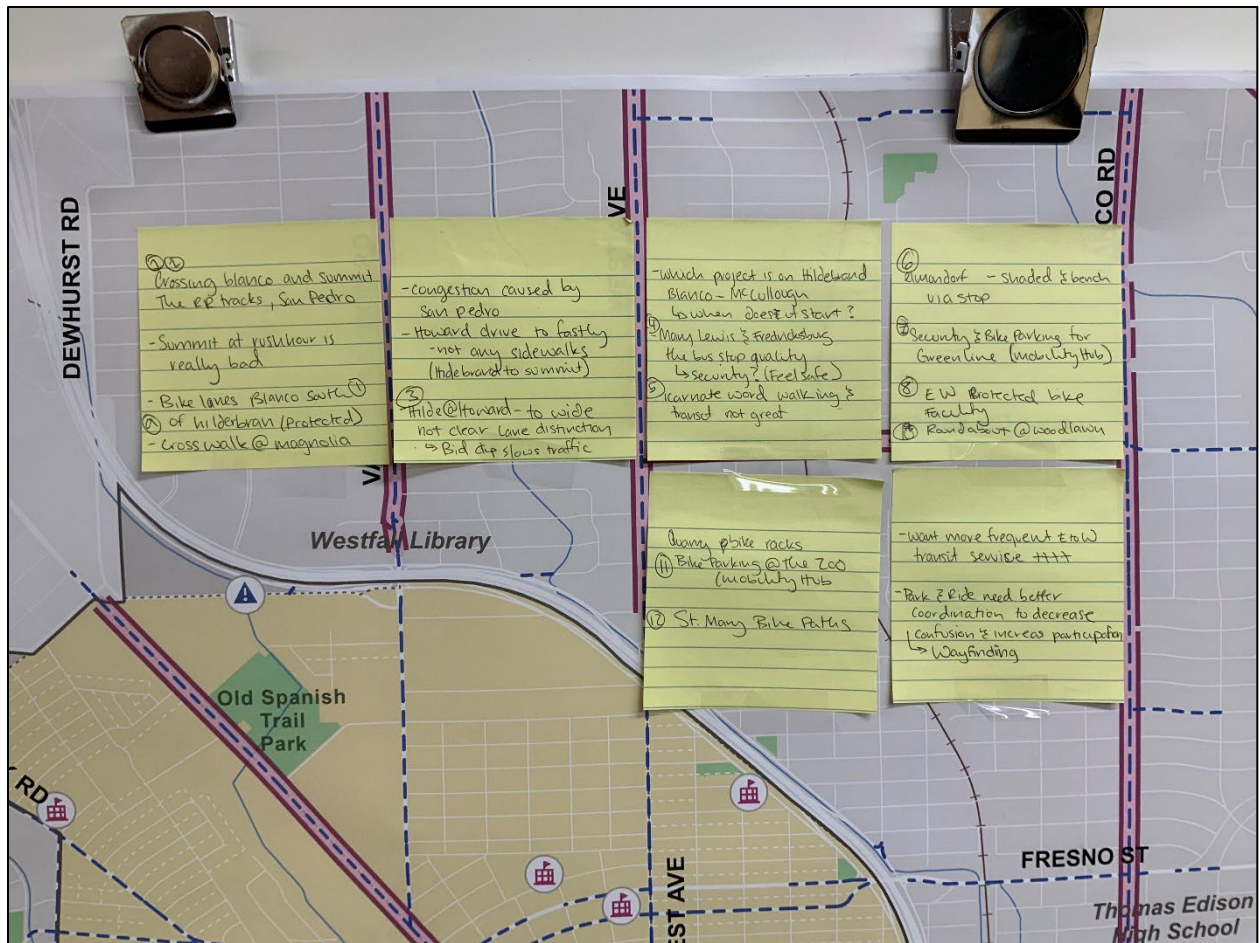


Figure 8:
Mobility Map – Bike and Ped 1



Figure 9:
Mobility Map – Bike and Ped 2

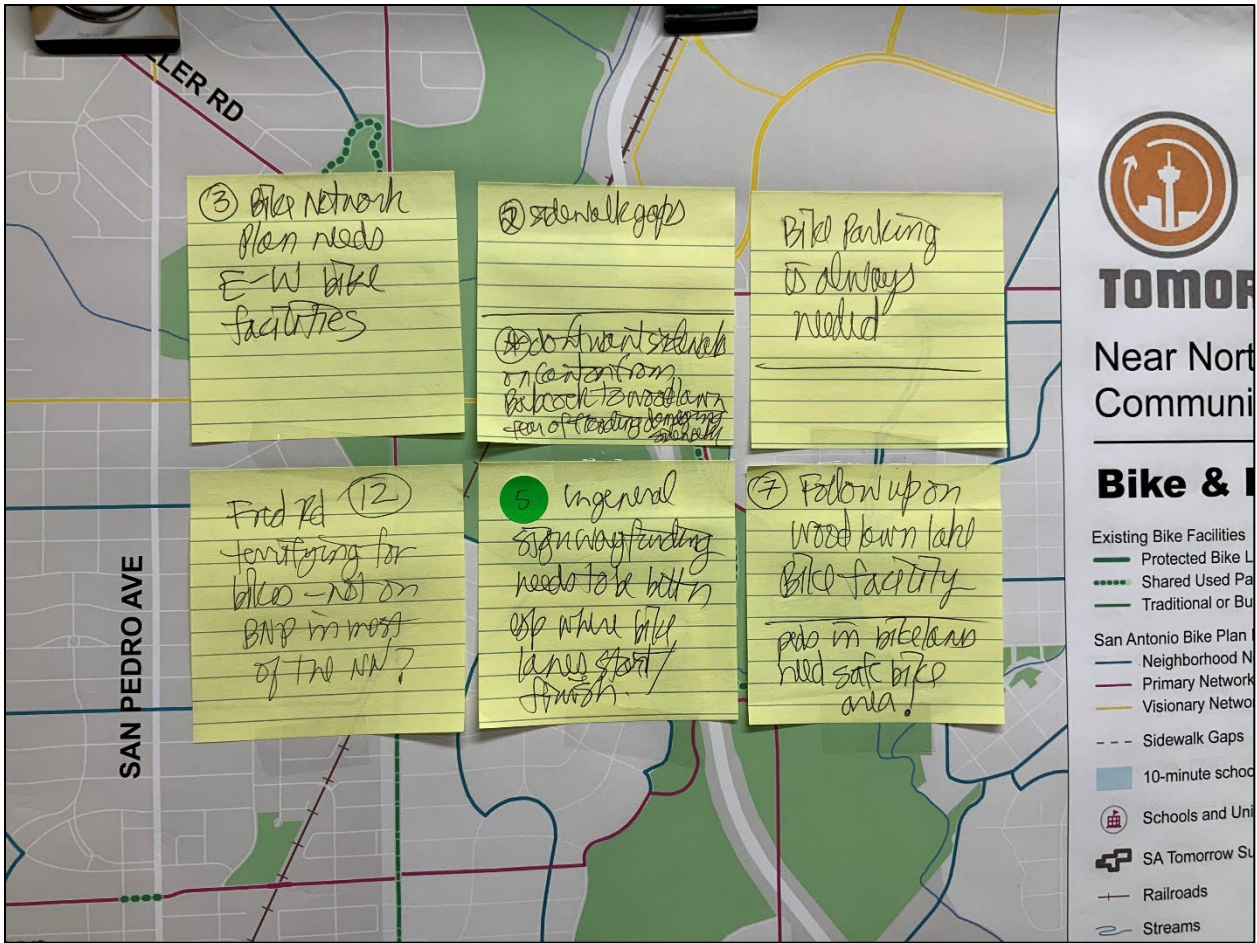
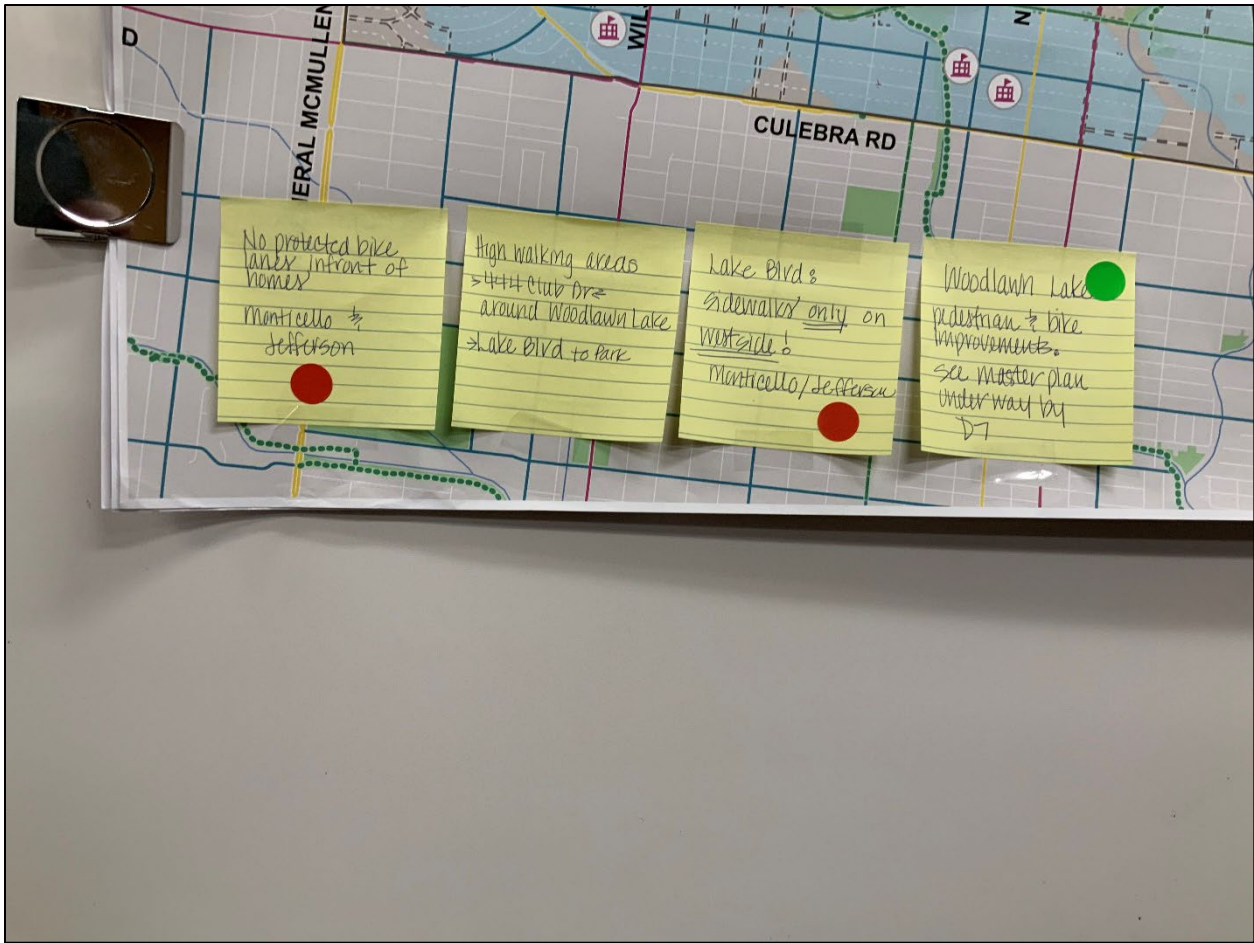


Figure 10:
Mobility Map – Bike and Ped 3



Figure 11:
Mobility Map – Bike and Ped 4



The map displays the Near North Community Area, bounded by San Antonio Avenue to the north and the city limits to the south. Key streets shown include San Antonio Avenue, Basse Road, Fresno Street, Wolmos Drive, W. Hildebrand Avenue, W. Woodlawn Avenue, W. Myrtle Street, W. Ashby Place, E. Mulberry Avenue, E. Hildebrand Avenue, M. C. Lough Avenue, San Pedro Avenue, Blanco Road, West Avenue, Donaldson Avenue, W. Woodlawn Avenue, Wilson Blvd., Culebra Road, N. General McMillen Drive, St. Cloud, Sunshine Drive, and Barcock Road. Parks such as Woodlawn Lake Park, Barton Park, and San Antonio Park are marked. Educational institutions like Thomas Jefferson High School and Trinity University are indicated. The map also shows the proposed San Antonio Blue Line Transit route and various bus lines. A legend on the right side, titled 'SA Tomorrow', defines symbols for existing bus facilities, proposed bus lanes, transit stations, and parks. A scale bar and north arrow are located at the bottom right.

SA Tomorrow
Near North Community Area

Bike & Ped

Existing Bus Facilities
 - Proposed Bus Lane or Cycle Track
 - Streetcar/Bus Rapid Transit
 - Station or Transfer Point
 - Pedestrian or Bicyclist Lane

San Antonio Blue Line Transit
 - Neighborhood Network
 - Regional Network
 - Primary Network
 - Secondary Network

Legend
 - Proposed Bus Lane or Cycle Track
 - Streetcar/Bus Rapid Transit
 - Station or Transfer Point
 - Pedestrian or Bicyclist Lane
 - San Antonio Blue Line Transit
 - Neighborhood Network
 - Regional Network
 - Primary Network
 - Secondary Network
 - Proposed Bus Lane or Cycle Track
 - Streetcar/Bus Rapid Transit
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 - Pedestrian or Bicyclist Lane
 - San Antonio Blue Line Transit
 - Neighborhood Network
 - Regional Network
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 - Secondary Network

Figure 13:
Mobility Map – Bike and Ped 6

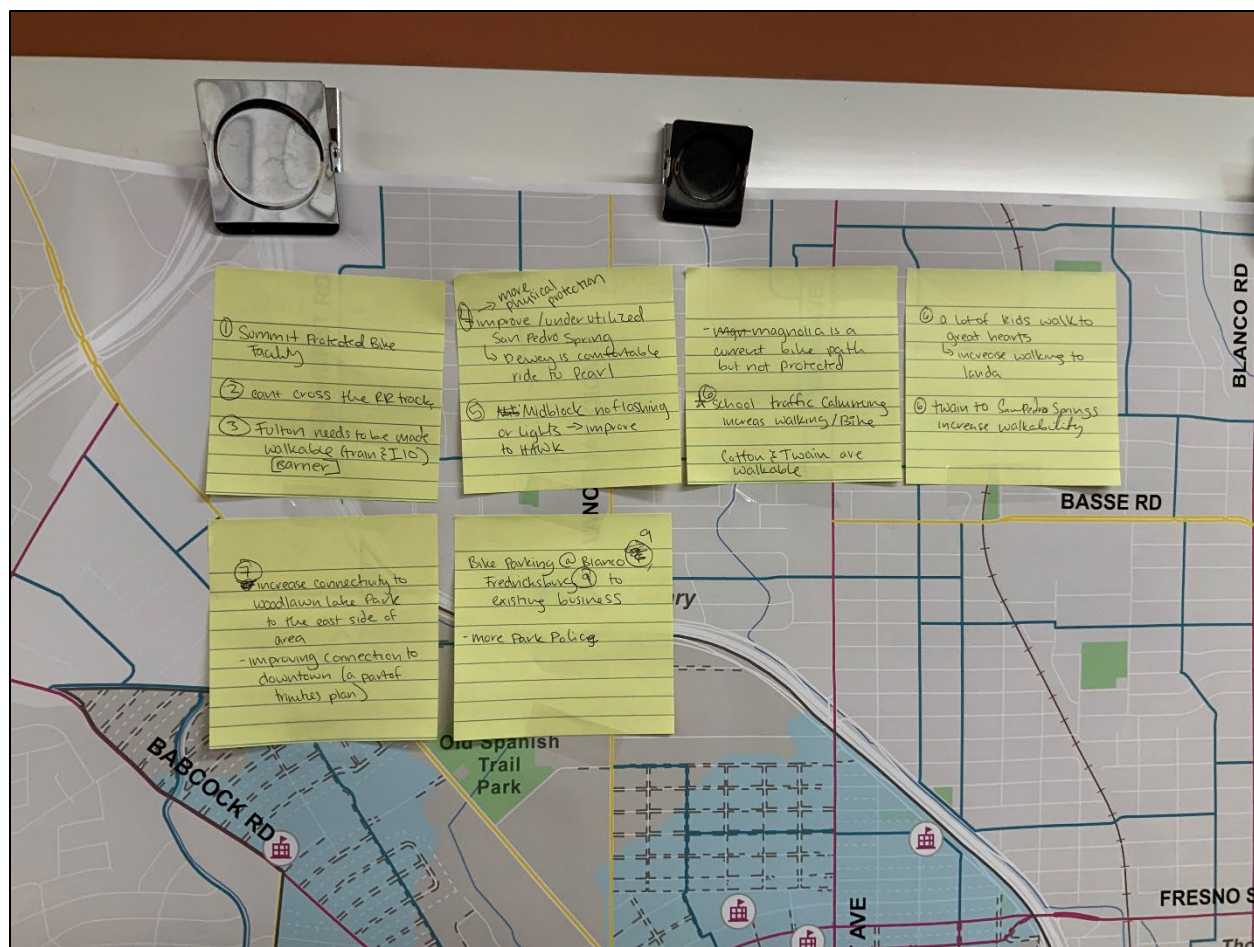


Figure 14:
Mobility Map – Freight and Congestion 1



Figure 15:
Mobility Map – Freight and Congestion 2

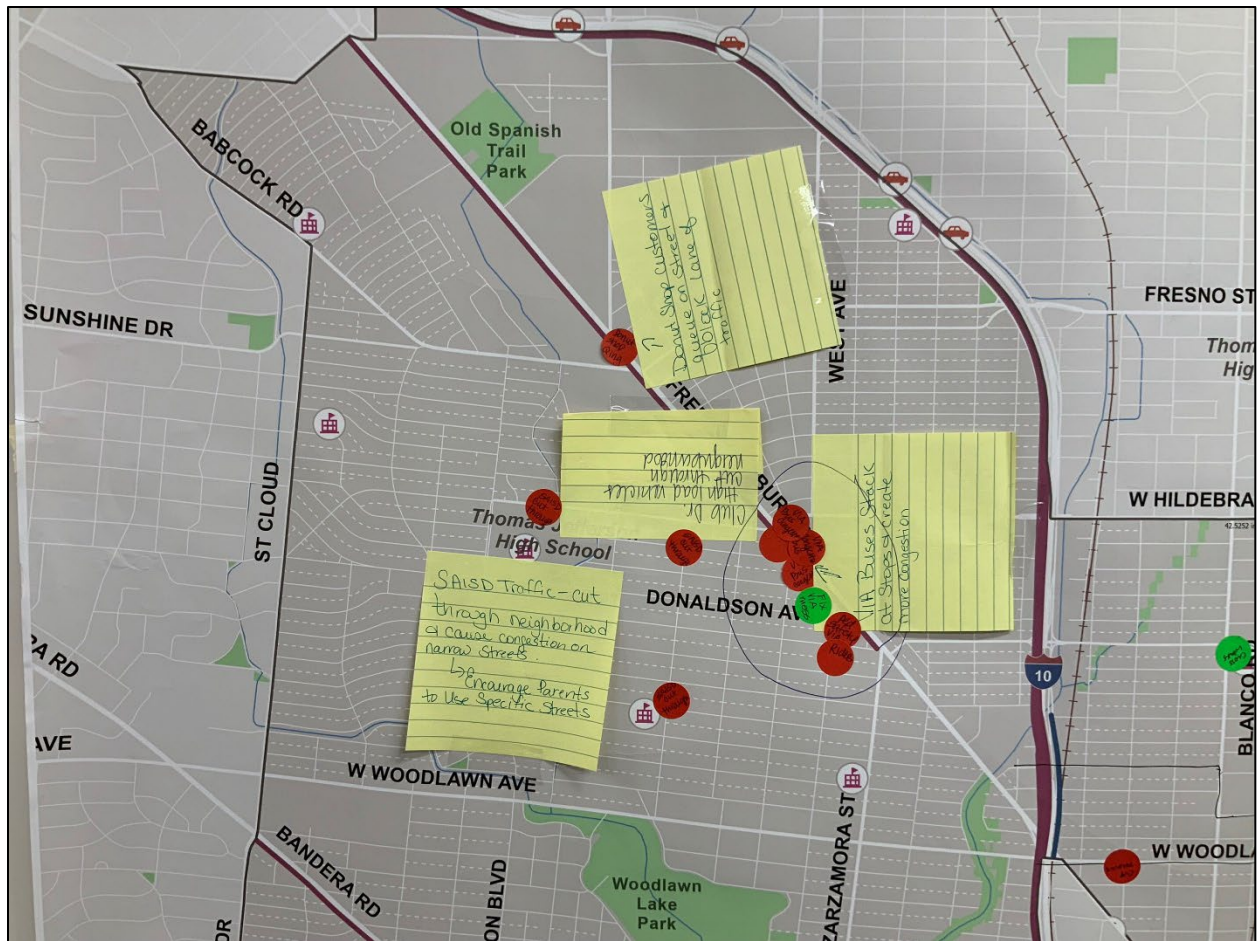


Figure 16:
Mobility Map – Freight and Congestion 3

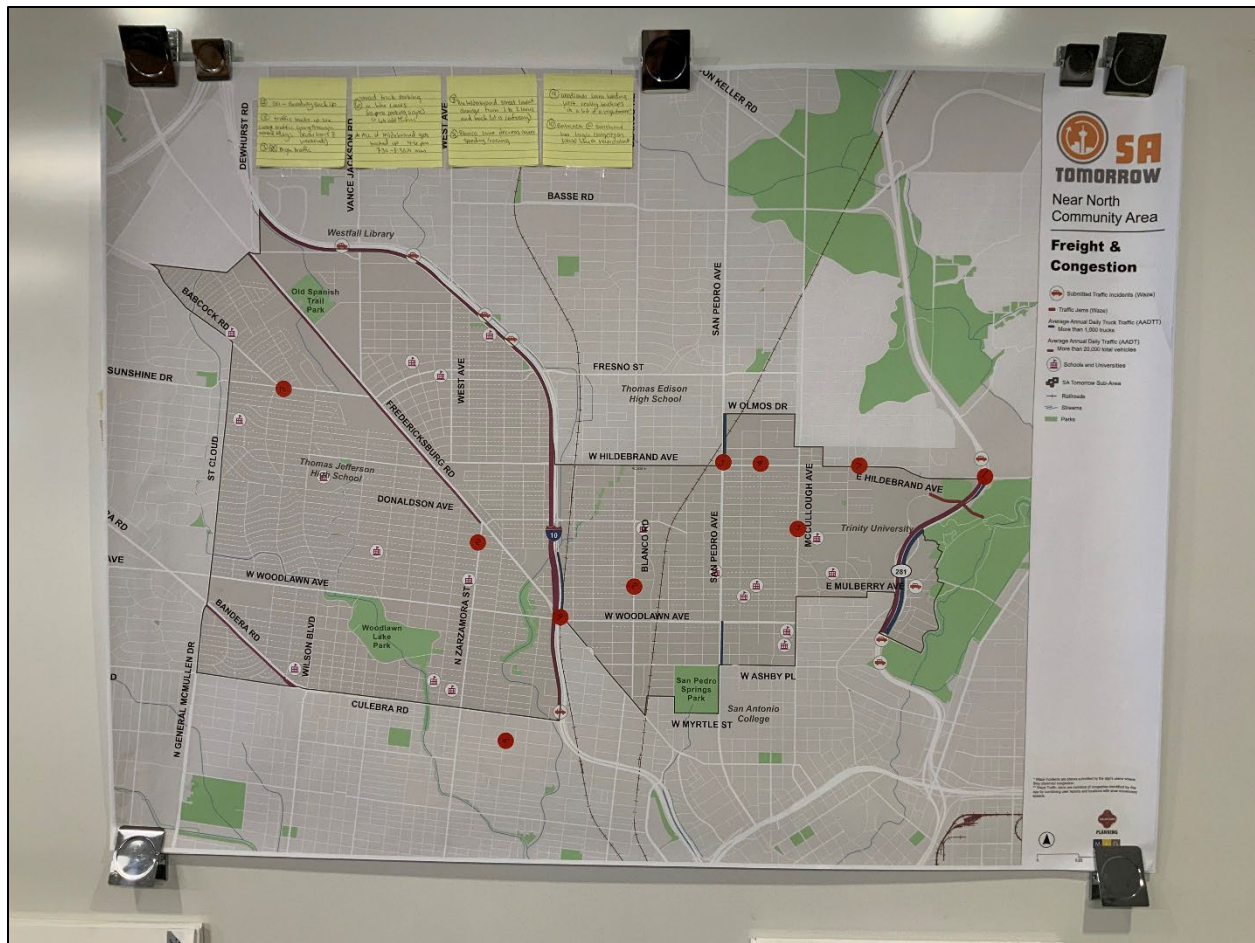


Figure 17:
Mobility Map – Freight and Congestion 4

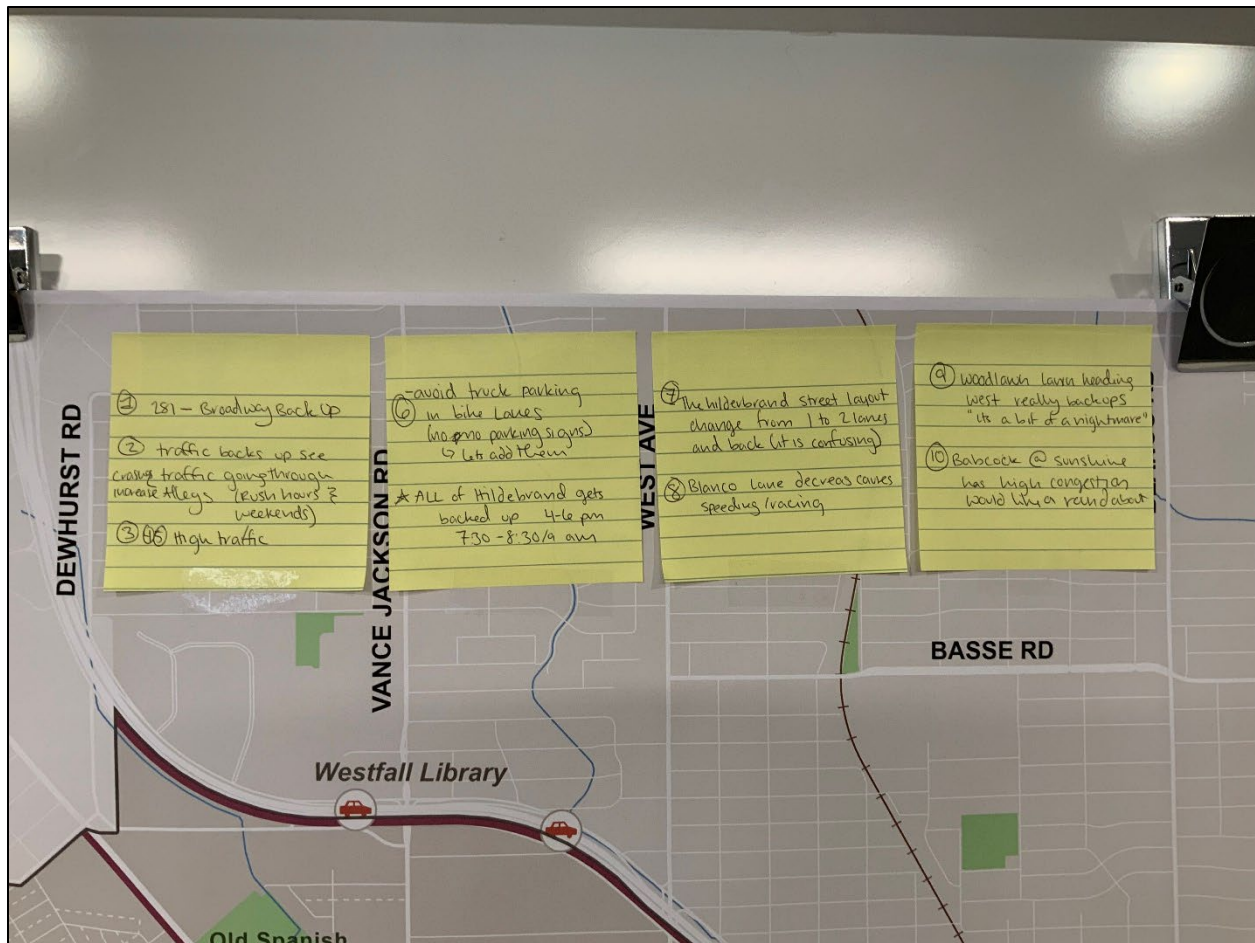


Figure 18:
Mobility Map – Freight and Congestion 5



Figure 19:
Mobility Map – Freight and Congestion 6

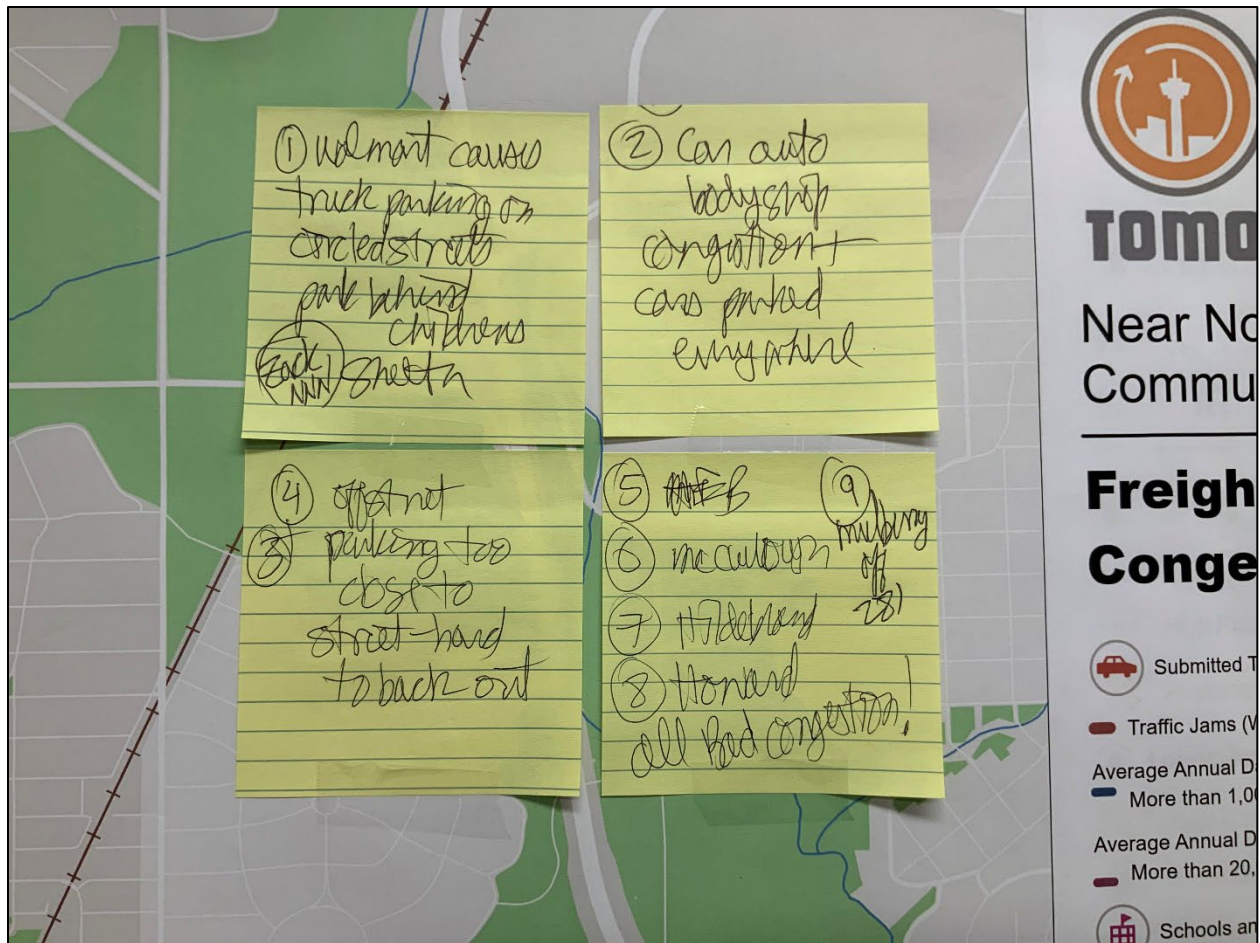


Figure 20:
Mobility Map – Tranist 1



Figure 21:
Mobility Map – Transit 2

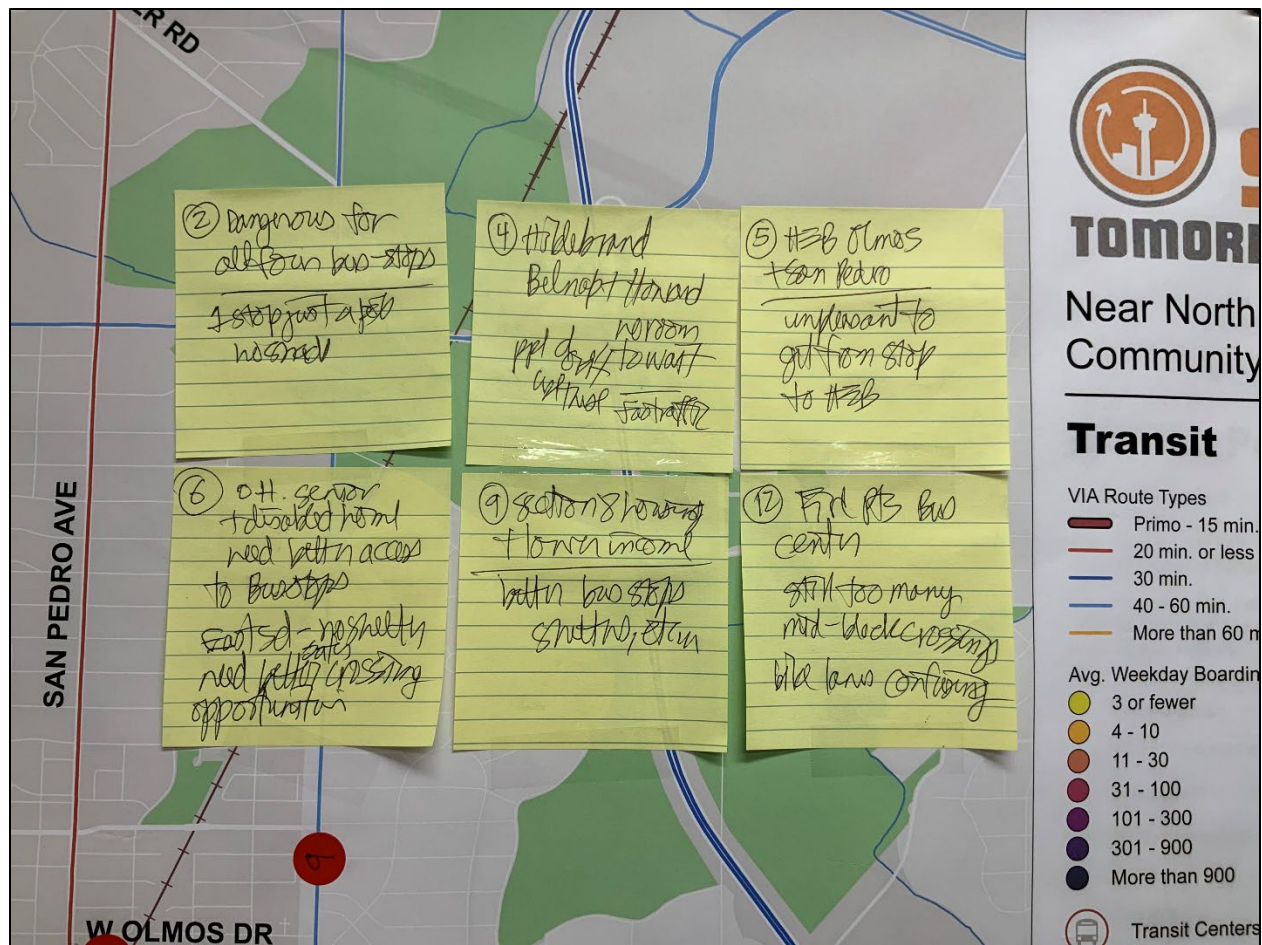


Figure 22:
Mobility Map – Tranist 3



Figure 23:
Mobility Map – Tranist 4

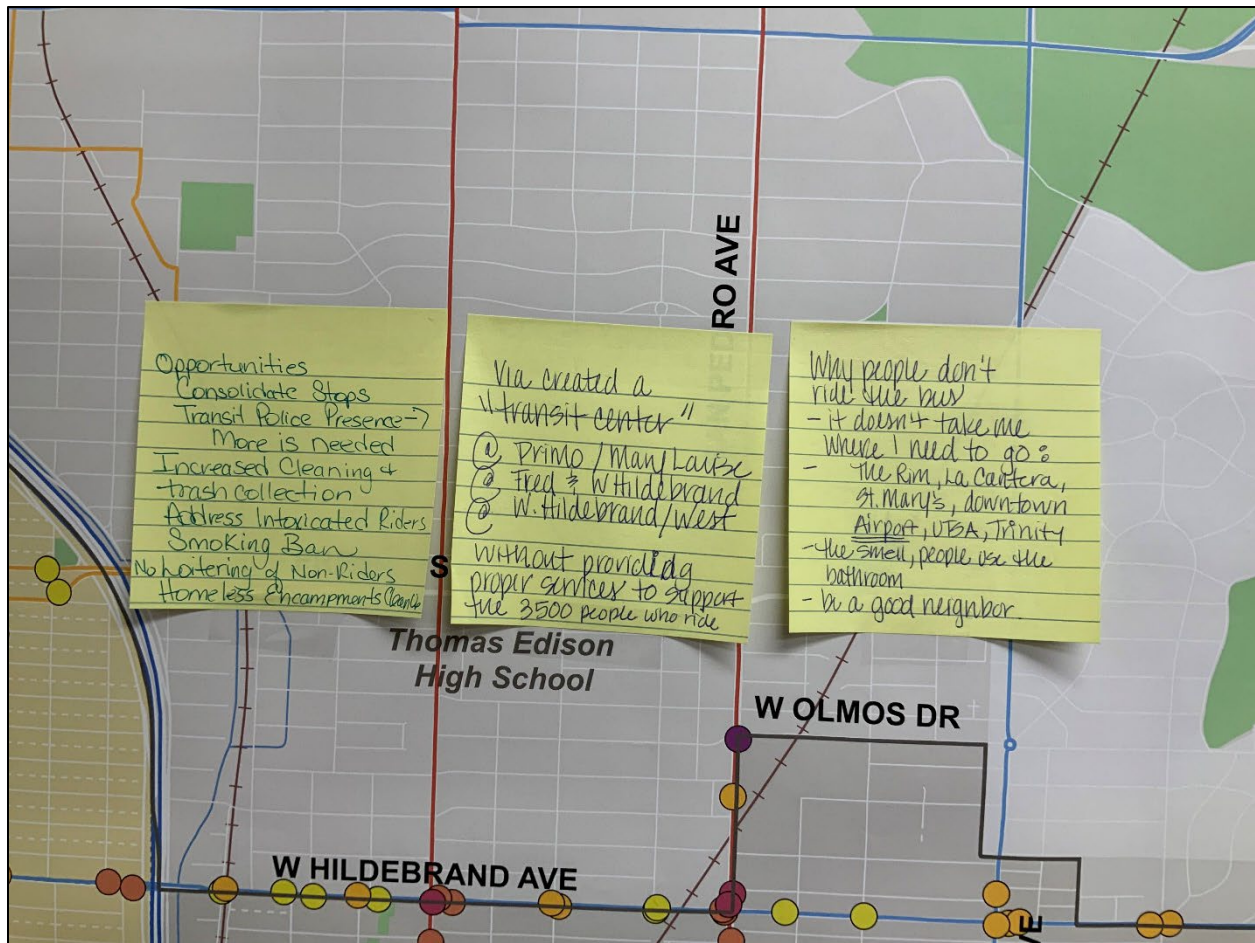


Figure 24:
Mobility Map – Tranist 5

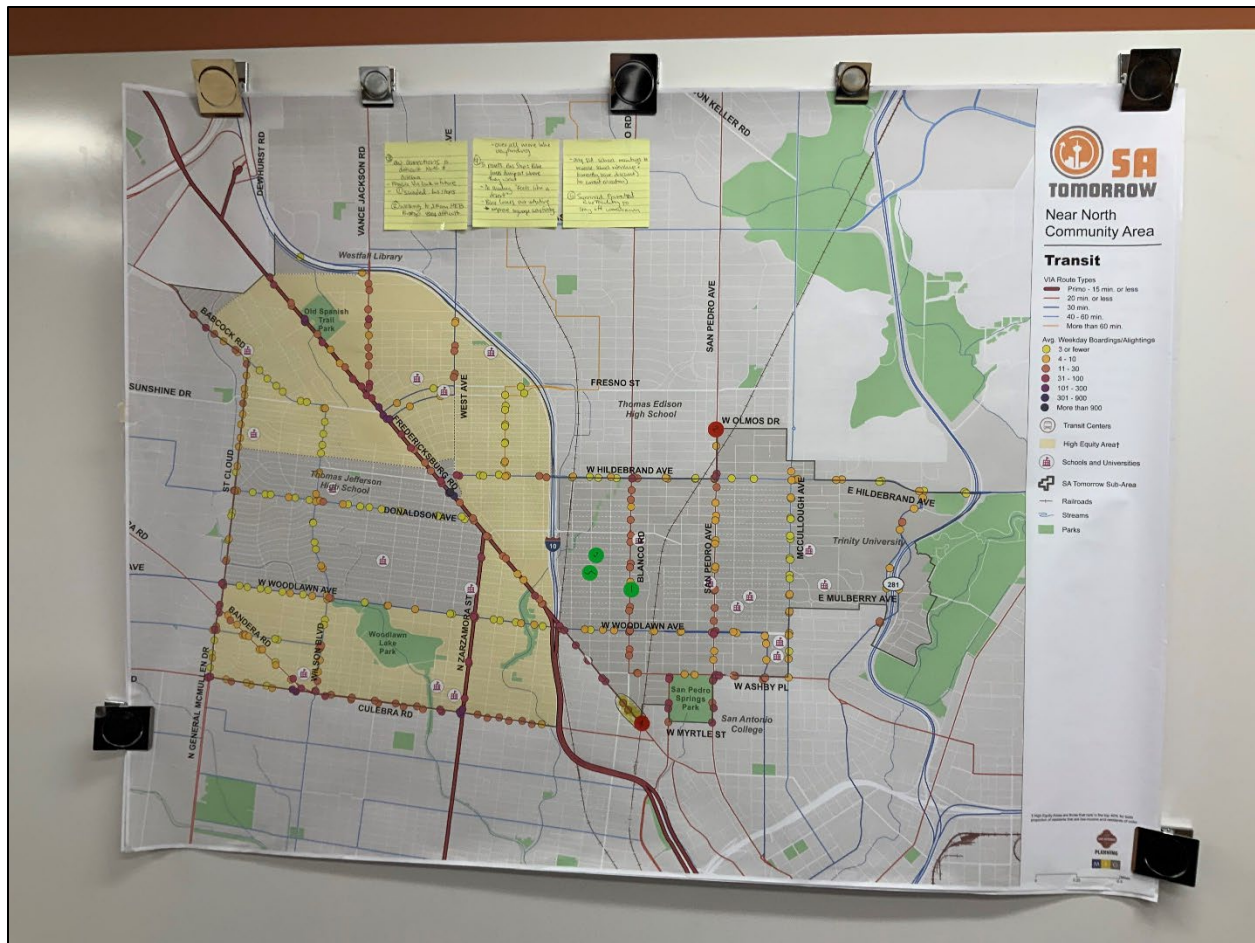
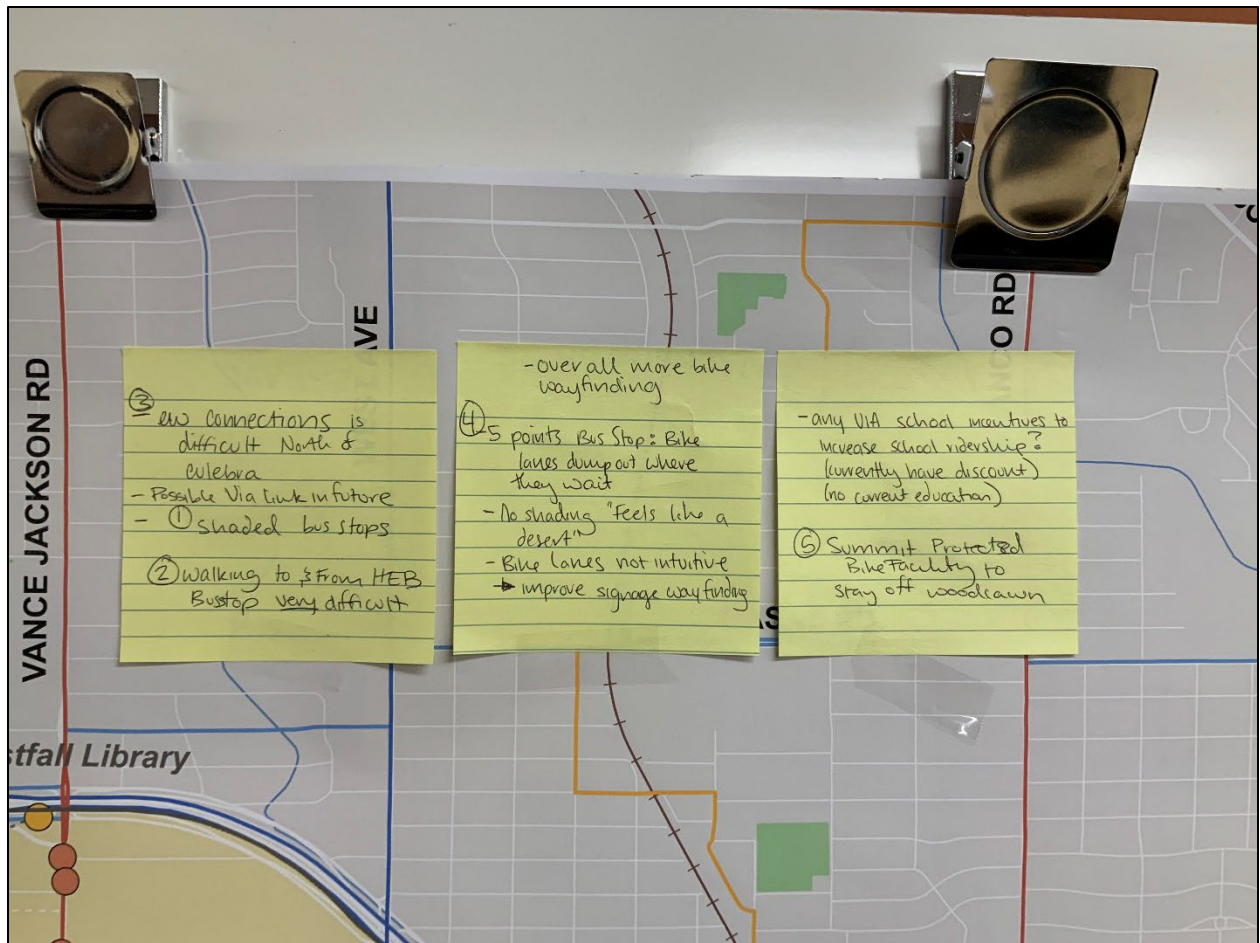


Figure 25:
Mobility Map – Transit 6



12. Next Steps

- Planning Team Meeting #4 | Housing and Economic Development
Scheduled virtually, Tuesday, May 20, 2025 from 5:45-7:45 PM

CONTACT INFORMATION:

Jacob Howard, Project Manager, San Antonio Planning Department

Email: Jacob.Howard@sanantonio.gov

Phone: (210) 207-5441



Near North Community Area Plan Planning Team Meeting #3

Tuesday, April 22, 2025
Trinity University
5:45-7:45 PM



Cambridge Systematics, Inc.
Bowtie
Economic & Planning Systems, Inc.
Auxiliary Marketing Services
Mosaic Planning and Development Services
Worldwide Languages
Able City



SA



TOMORROW

Introductions

Near North Community Area Plan Project Team



City of San Antonio, Planning Department

Chris Ryerson, Planning Administrator

Jacob Howard, Planning Coordinator / Project Manager



City of San Antonio, Planning Department

Zan Marshall, Senior Transportation Planner



MIG

Marcia Boyle, Co-Project Manager

Marco Hinojosa, Co-Project Manager



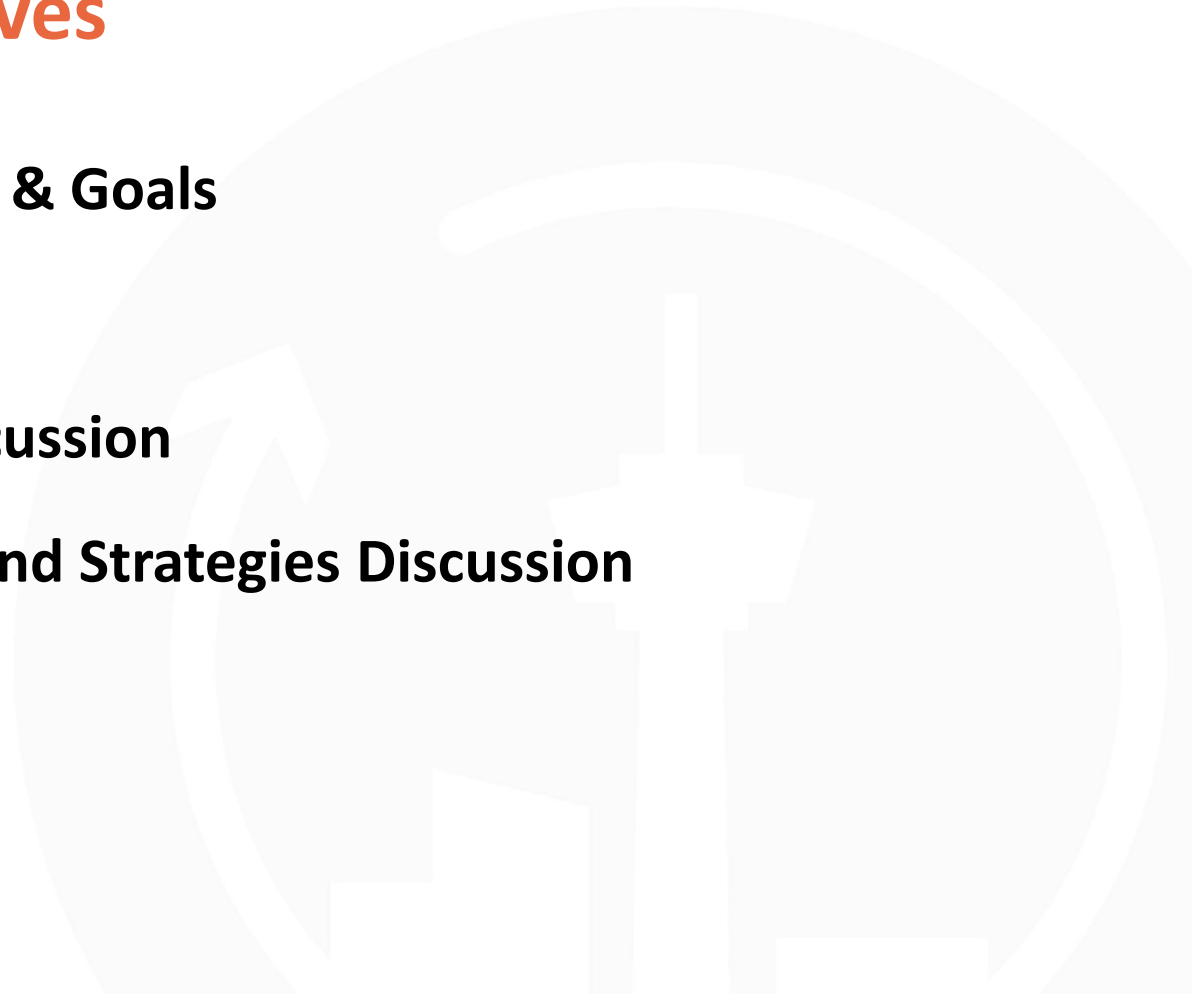
Cambridge Systematics

Lily Lowder, Associate

Meeting Sequence



Meeting Objectives

- **Discuss Draft Vision & Goals**
 - **Mobility Overview**
 - **Mobility Needs Discussion**
 - **Mobility Mapping and Strategies Discussion**
- 
- A faint, light gray background graphic is visible on the right side of the slide. It consists of a large circle with a white arrow curving around its perimeter. In the center of the circle is a stylized white tree with a thick trunk and several horizontal branches.



Vision and Goals Update

PT#2 Draft Vision

The Near North Community Area preserves key elements of its historic charm while accommodating a variety of additional housing for a range of residents, and safely connects community members to the neighborhoods' vibrant destinations, amenities, and green spaces with context-sensitive multimodal mobility.

Updated Draft Vision

The Near North Community Area preserves its many historic and cultural resources for future generations, encourages connections among the diverse residents and organizations of the area, and supports compatible growth within established and historic neighborhoods. New investments and safe mobility options respond to existing neighborhood character and advance community goals of high quality of life, sustainability, and diverse housing opportunities that serve residents at every stage of life.

PT# 2 Draft Goals (1 of 2)

- 1. Promote high quality development that is compatible with existing neighborhood character, and enact policies to preserve key elements of the area's historic charm.***
- 2. Support housing opportunities for all community members at all stages of life including first time homebuyers, reducing homeowner turnover for existing residents, and assisting senior residents with supportive housing options.***
- 3. Increase connectivity to and through the neighborhood through a range of safe and accessible mobility options include walking, biking, and transit.***
- 4. Support new small businesses and growth of local businesses within the neighborhood.***

PT#2 Draft Goals (2 of 2)

- 5. Create vibrant, safe corridors that incorporate mixed use development, connections to green spaces, and support local businesses.***
- 6. Enhance existing parks, green space, and outdoor gathering places throughout the neighborhood.***
- 7. Connect community members, organizations, and small businesses through communications and messaging around community events and programming.***
- 8. Improve neighborhood safety and comfort through infrastructure and other improvements.***

Updated Draft Goals (1 of 2)

- 1. Preserve and activate historic places and structures while promoting high-quality, context-sensitive development that respects existing community character.*
- 2. Support a range of accessible and supportive housing opportunities for residents at all stages of life. Prioritize the preservation of existing homes, reducing displacement, and supporting first-time homebuyers, long-time residents, and older adult populations.*
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Updated Draft Goals (2 of 2)

- 5. Create and enhance safe, vibrant, and walkable mixed-use corridors that support local, neighborhood-serving businesses and services and connect area residents and visitors to green spaces.***
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- 8) *Enhance neighborhood safety, comfort, and resilience through infrastructure improvements that address stormwater issues, rail adjacency concerns, and other localized conditions.*



Mobility Overview

Mobility Challenges

Fast Facts



DANGEROUS BY DESIGN

People of color and low-income populations are disproportionately burdened by pedestrian injuries and deaths.



CHILDREN, OLDER ADULTS, AND PEOPLE WITH DISABILITIES ARE MOST AT RISK

Every day, 3 children and 25 older adults are killed in a car crash. Wheelchair users are 36% more likely to die in a car crash.



TRANSPORTATION CONTRIBUTES TO GREENHOUSE GASES

38% of San Antonio's Greenhouse Gas Emissions come from passenger cars, light trucks and heavy trucks

Sources: Centers for Disease Control and Prevention, SA Climate Ready.

Mobility Best Practices

**Design
infrastructure for
all ages and
abilities.**

**Lower speeds save
lives.**

**Balance regional
mobility and local
livability.**

**Integrated
planning helps to
future-proof
communities.**

**Provide mobility
choices and
options.**

**Align mobility
network with land
uses.**

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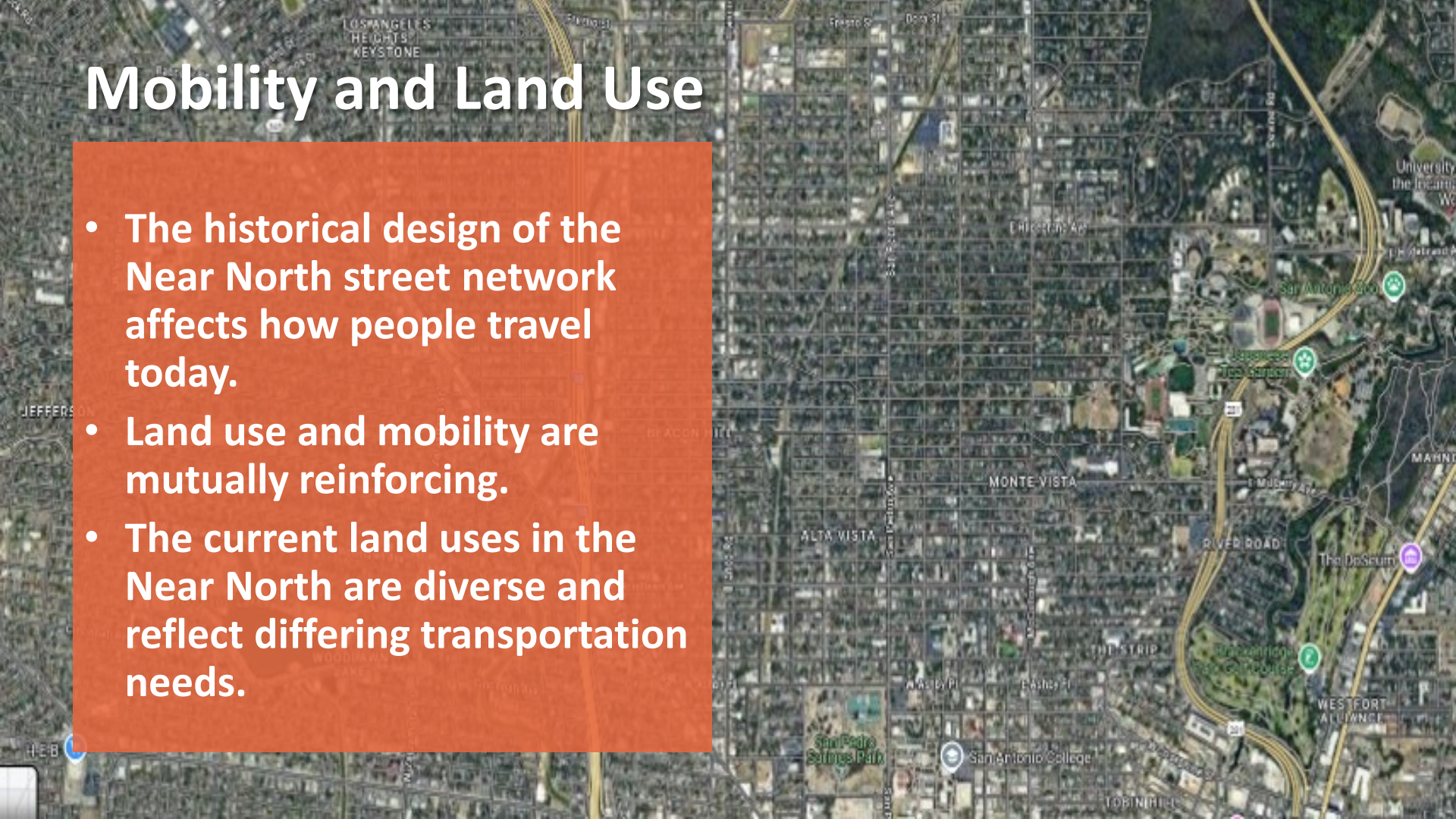
**Integrated
planning helps to
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**Provide mobility
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options.**

**Align mobility
network with land
uses.**

Mobility and Land Use

- The historical design of the Near North street network affects how people travel today.
- Land use and mobility are mutually reinforcing.
- The current land uses in the Near North are diverse and reflect differing transportation needs.



Transportation Department

Our Initiatives





TRANSPORTATION

Introduction

- “The Transportation Department is dedicated to creating a safe, sustainable and equitable, multi-modal transportation system for San Antonio.”
- Previously part of Public Works (PWD) and Transportation & Capital Improvements (TCI)
- Responsibilities
 - Strategic Transportation Planning
 - Project Implementation
 - Community Engagement
 - Regional Coordination of Transportation Projects
 - Data Analysis & Safety Education

Vision Zero

- Eliminate all traffic – related deaths and serious injuries from our streets.

- Safe System Approach



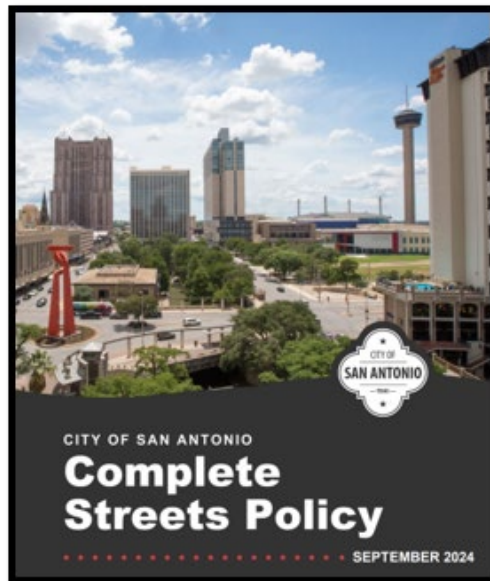
- Passed Action Plan in 2024

1. Equity Report
2. Engagement
3. High – Injury (HIN) and High – Risk (HRN) Network
4. Implementation



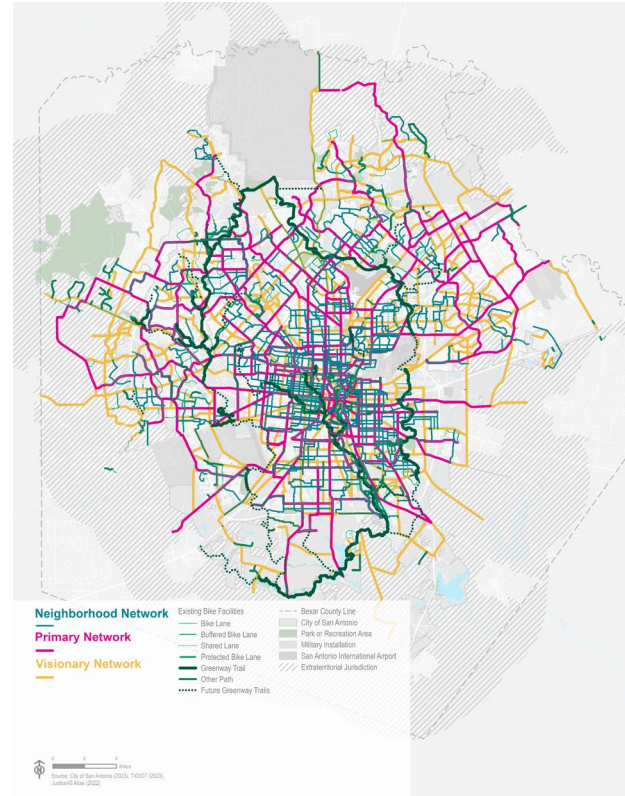
Complete Streets

- Adopted in 2011, Updated in 2024
- Two Phased Approach
 1. Update Policy (**COMPLETE**)
 2. Implementation (**IN PROGRESS**)
 - a) Community Engagement
 - b) Design Guide
 - c) Performance Metrics
 - d) Project Prioritization
 - e) Transportation Committee
 - f) Interagency Partnerships
 - g) Educate!!!
- Emphasizes:
 - All Modes, All Users
 - Flexibility
 - New Focus Areas

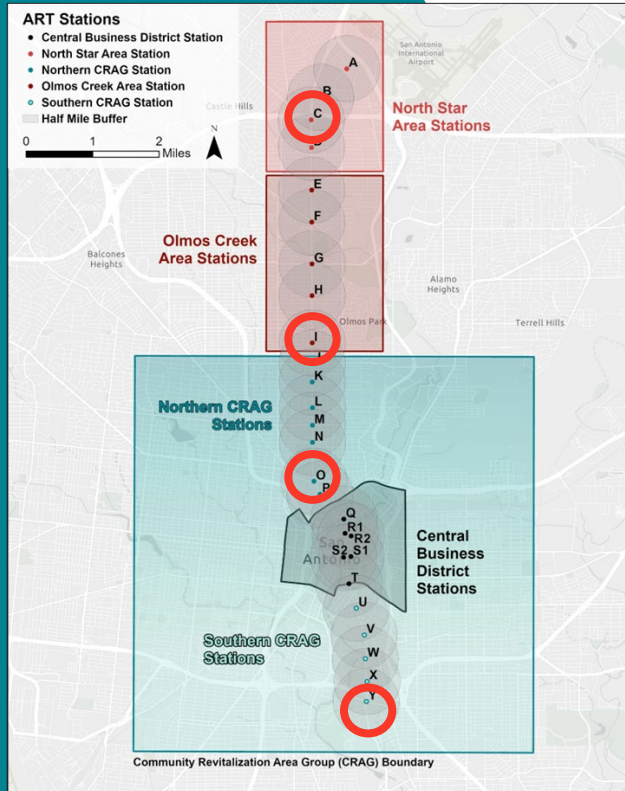


Bike Network Plan

- Update to the 2011 Bike Plan
- “Building and maintaining an accessible, comfortable, complete, and safe bicycle network”.
- 1,740 miles of new and upgraded bike facilities.



Transit – Oriented Mobility Implementation (TOMI) Plan



Station Selection based on key data:

- Connectivity – 35 pts
- Safety – 30 pts
- Equity – 20 pts
- Environment – 15 pts

North Star, Olmos, Cypress, Steves Will be analyzed for:

- How far can you walk today?
- What are the barriers and hazards?
- What improvements would allow you to walk further?

THANK YOU!





VIA Metropolitan Transit Overview



April 22, 2025

OUR VISION AND MISSION

CONNECTING OUR REGION

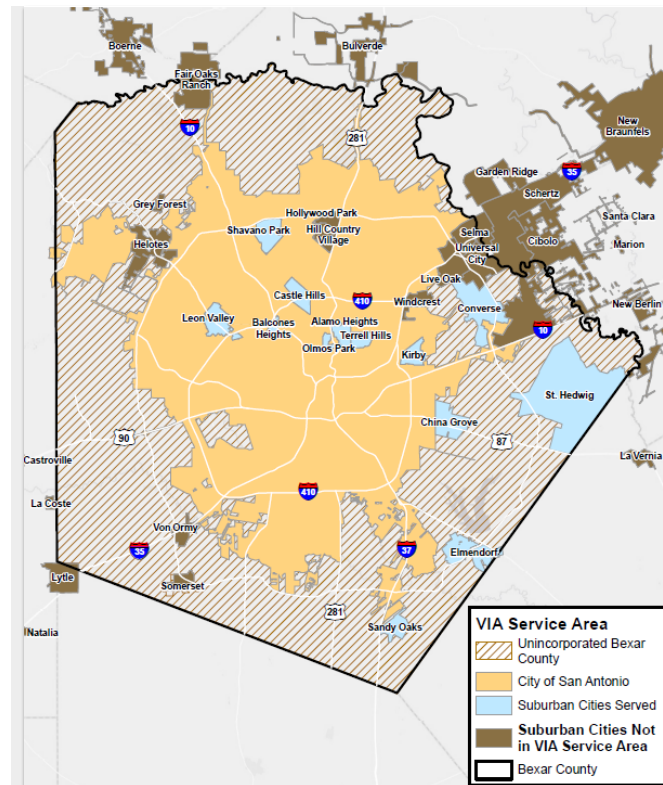
VIA Metropolitan Transit provides regional multimodal transportation options that connect our community to opportunity, support economic vitality and enhance quality of life throughout our region.





ABOUT VIA

- » Founded in 1977
- » Governing Board: 11 appointed board trustees serve both VIA and ATD Boards
- » Our service area covers 1,210 square miles
- » VIA buses operate seven days a week from 4 a.m. to 1 a.m.
- » VIA provides the following services in our community:
 - Bus service
 - VIAtrans paratransit service for riders with disabilities
 - VIA Primo high-frequency service
 - VIA Link ride-sharing service
 - Vanpool service for commuters
 - Park & Ride Service to events
- » Three times a year service revisions are made to adjust for changes in ridership demand patterns and cost-effectiveness.





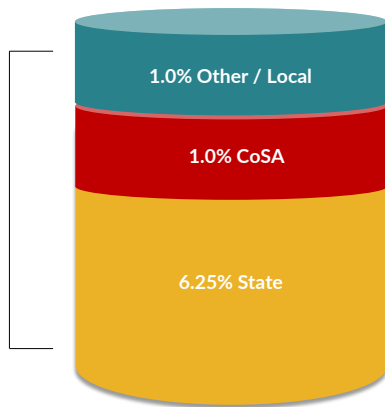
⓪ ✓ ✗ → [KEEPSAMOVING.COM](https://www.keepsamoving.com)



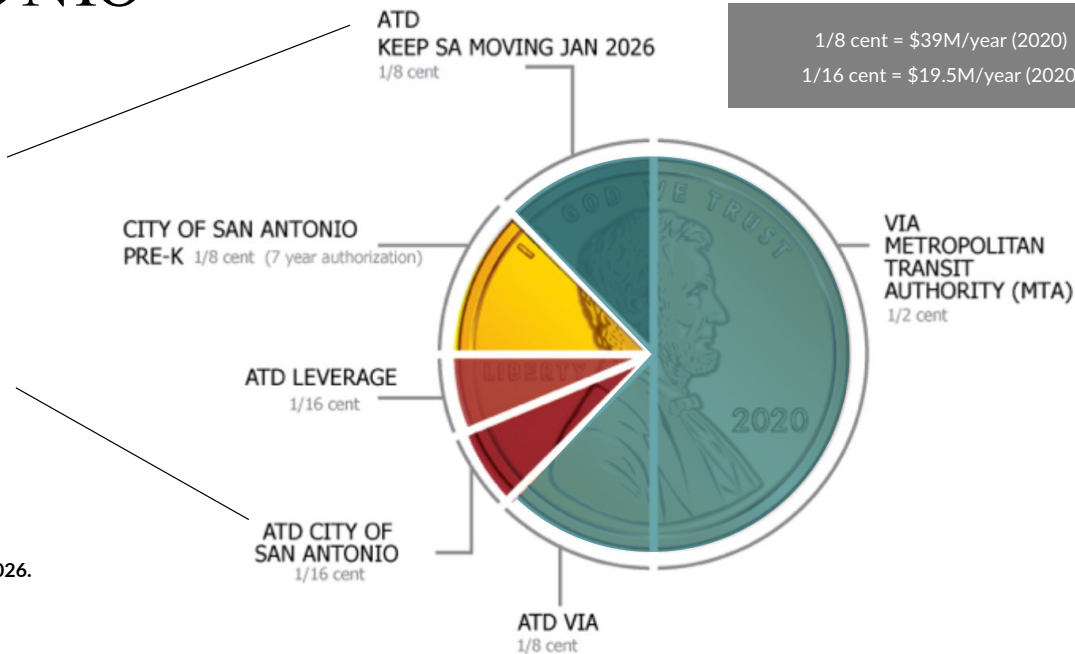
CITY OF SAN ANTONIO

SALES TAX ALLOCATION 2026

8.25% Sales Tax



VIA will receive $\frac{3}{8}$ cent of a sales tax after January 1, 2026.





AS OF 3/25/25

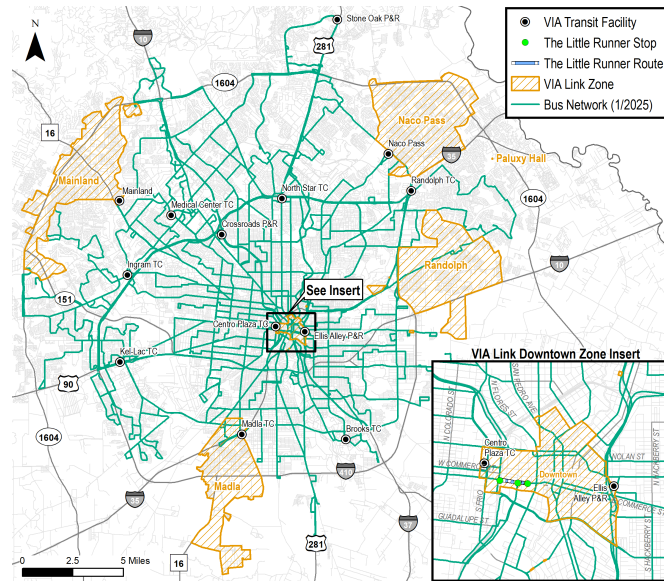
VIA

BY THE NUMBERS

VIAINFO.NET

<p>29</p> <p>MILLION PASSENGER TRIPS</p>	<p>8</p> <p>TRANSIT CENTERS</p>	<p>75</p> <p>ROUTES</p>	<p>137</p> <p>VIA & TRANS VANS</p>
<p>2,128</p> <p>EMPLOYEES</p>	<p>14</p> <p>MEMBER CITIES</p>	<p>454</p> <p>BUSES</p>	<p>5</p> <p>VIA LINK ZONES</p>
<p>3</p> <p>PARK & RIDE FACILITIES</p>	<p>14</p> <p>MEMBER CITIES</p>	<p>5,985</p> <p>BUS STOPS</p>	<p>2</p> <p>HOV LANE</p>
			<p>1,210</p> <p>SQUARE MILES</p>

Please check our website or call 210-362-2020 for help planning your trip.





④ ✓ ✕ ➔ [KEEPSAMOVING.COM](https://www.keepsamoving.com)



Keep SA Moving (KSAM)

» IMPROVE THE SYSTEM

- Connect more people to more places with additional options by offering more frequent and reliable transit service
- Focus on innovation

» EXPAND MOBILITY OPTIONS

- Make more trip options available to fit different specific needs
- More VIA Link zones

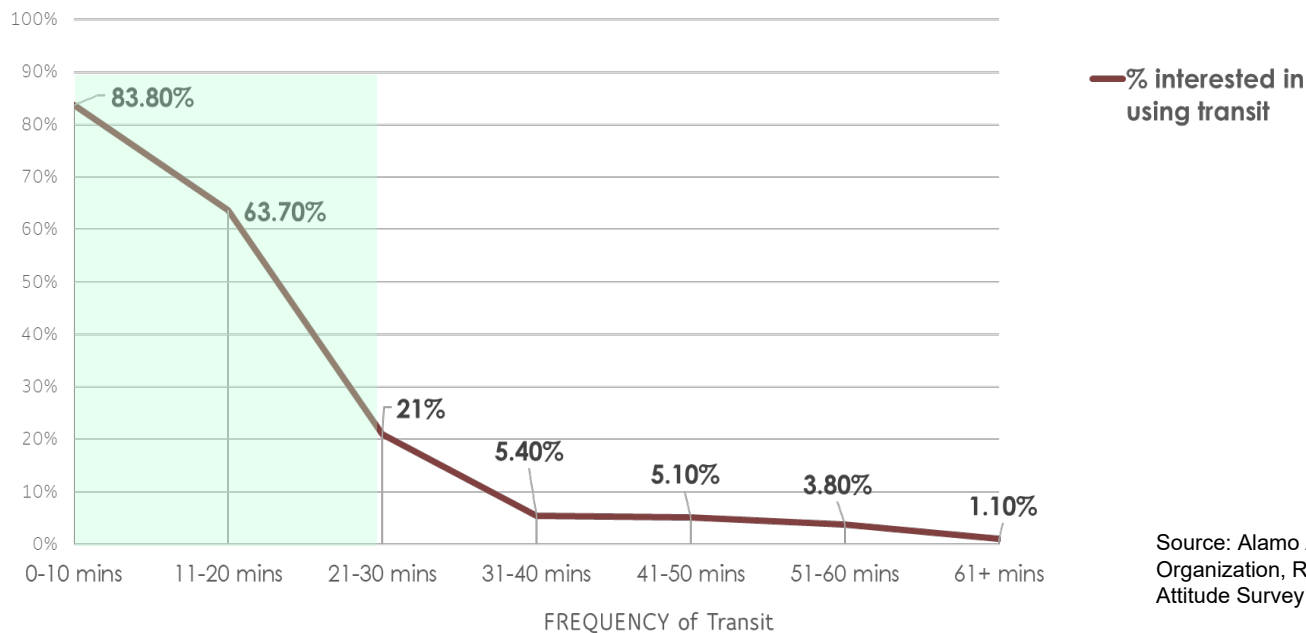
» INVEST IN CAPITAL AND TECHNOLOGY

- Advanced Rapid Transit (ART)
- Universal Travel App
- Attract federal dollars





FREQUENCY DRIVES TRANSIT



Source: Alamo Area Metropolitan Planning Organization, Regional Transportation Attitude Survey III, 2018



VIA RAPID SERVICE IS DESIGNED TO...



Connect to schools/
jobs/training



Help with
traffic flow



Improve
safety

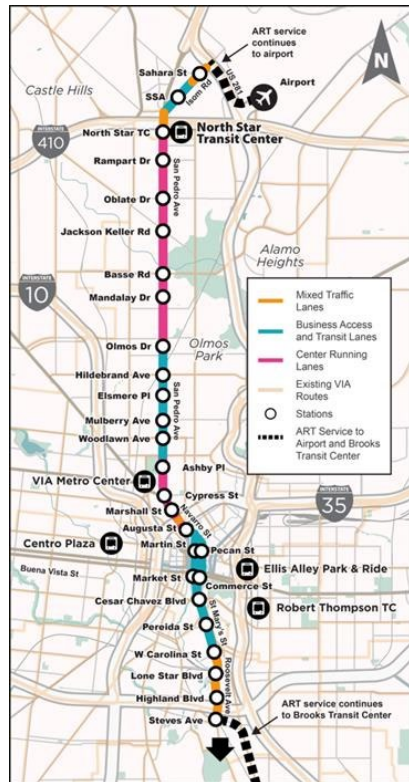


Connect to
goods/services



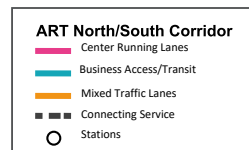
Support economic
development





Current as of December 2024

GREEN LINE PROJECT OVERVIEW



Construction Limits:
US 281 to Steves Avenue



Service Connections:
Stone Oak P&R and Brooks TC



Length:
10.35 Miles (Construction)
11.7 Miles (Total Length)



Stations:
25 New Stations



Vehicles:
17 New Articulated CNG Vehicles



Frequency:
10-Minute on Weekdays and 15-Minute on Weekends



Transit Lanes: Center Running, Business Access and Transit, Mixed Traffic

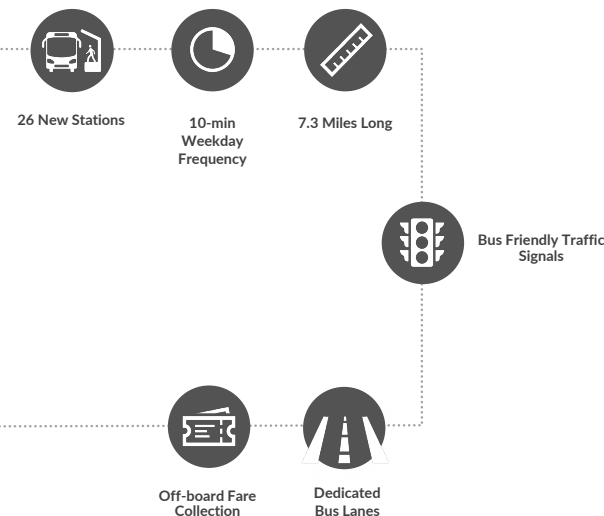
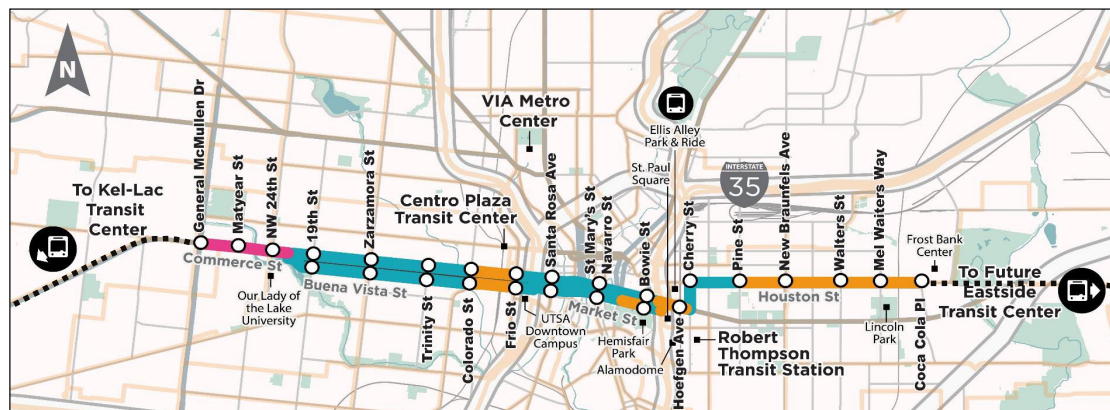


Cost:
\$480.8M YOY*

*Year of Expenditure
Cost as of December 2024



SILVER LINE PROJECT OVERVIEW



Current as of April 10, 2025

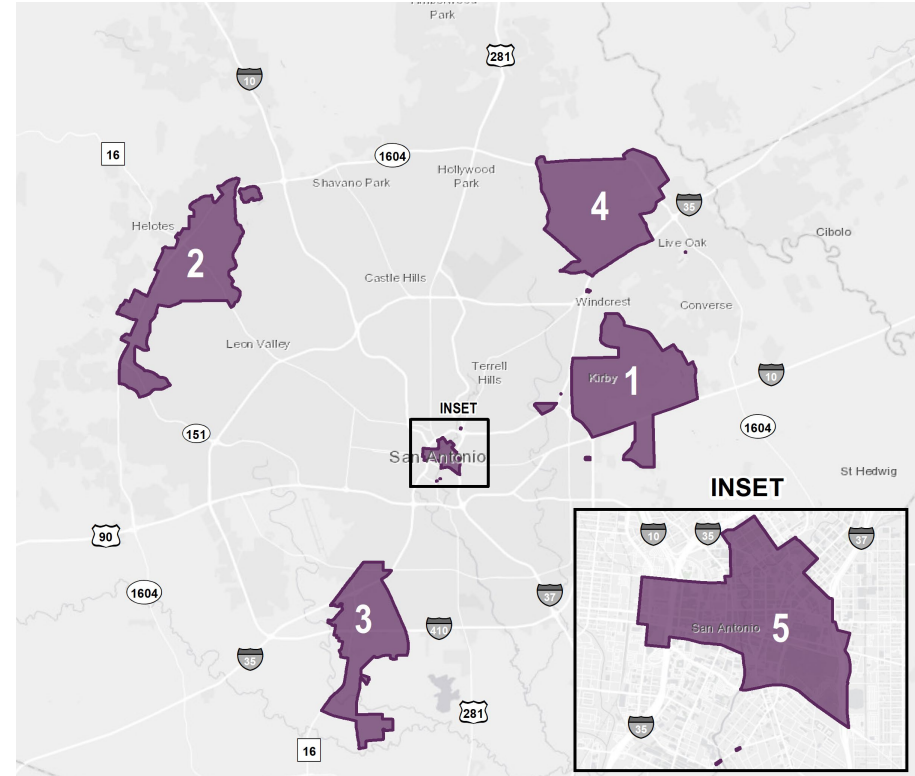
* Costs as listed in FTA Annual Report on Funding Recommendations FY 2025



VIA Link is an on-demand ride-sharing service that offers affordable public transit options to neighborhoods within dedicated zones in the VIA service area.

Customers can request a trip – for just \$1.30 per trip – using the convenient VIA Link app, Booking Online, or by calling (210) 655-Link [5465].

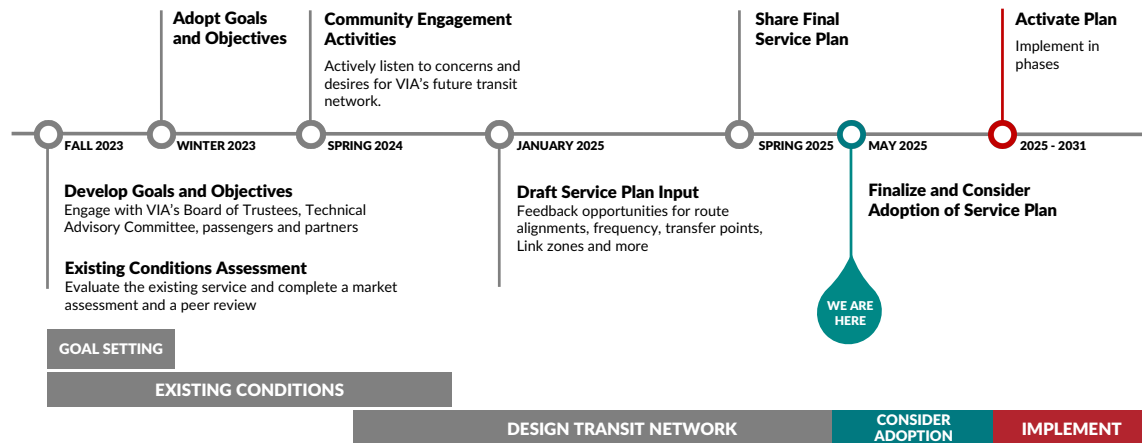
Riders also can connect to regular VIA bus service to continue their trip to bus stops across the VIA service area.





BETTER BUS PLAN

A comprehensive transit network service evaluation and plan, inclusive of Bus and Link service, designed to strengthen VIA's transit system.



**Project Schedule subject to change*



FREQUENT



SIMPLE



DIRECT



CONVENIENT



UPCOMING SERVICE CHANGES

- » VIA is committed to implementing meaningful improvements that will *enhance service* and *attract more riders*.
- » Considerations include changes in post-COVID travel patterns, requests from the public to increase service and workforce availability.

April 2025 Service Changes

FREQUENCY INCREASES

Weekdays: 44 Pleasanton, 68 Guadalupe, 102 Primo Military

Weekends: 20 New Braunfels, 26 Martin Luther King

WAIT LESS DO MORE

Get where you're going
faster than before.

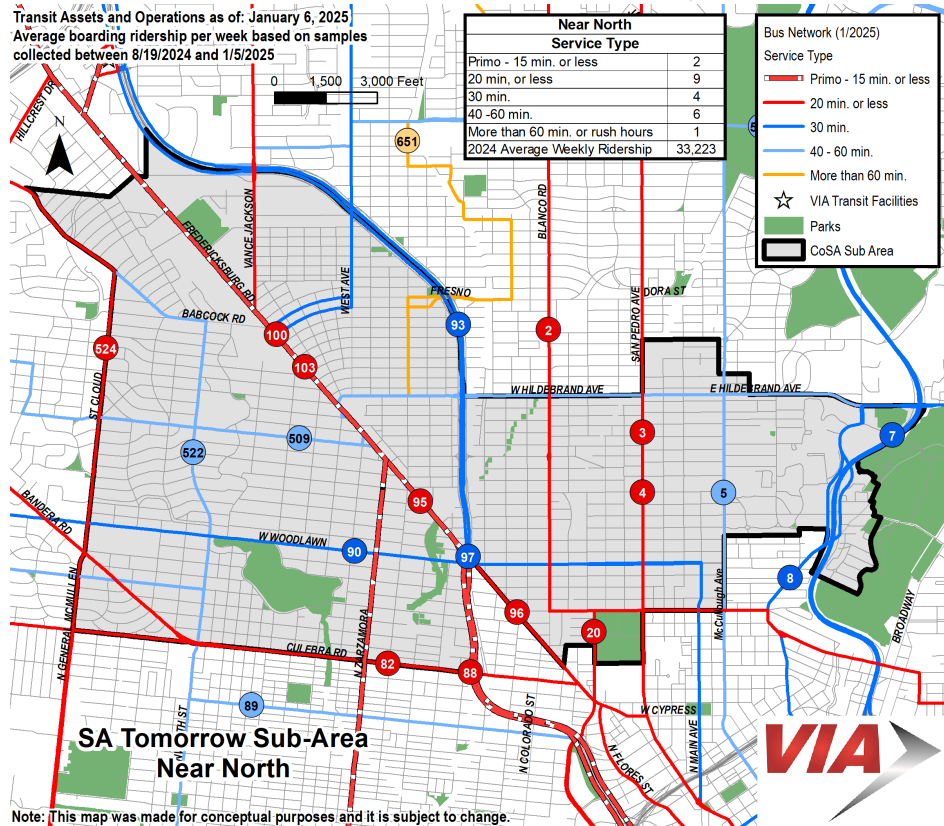


RIDE ON
VIA 



TRANSIT NETWORK IN NEAR NORTH COMMUNITY

- 22 Bus Routes
- Average Weekly Ridership = 33,223

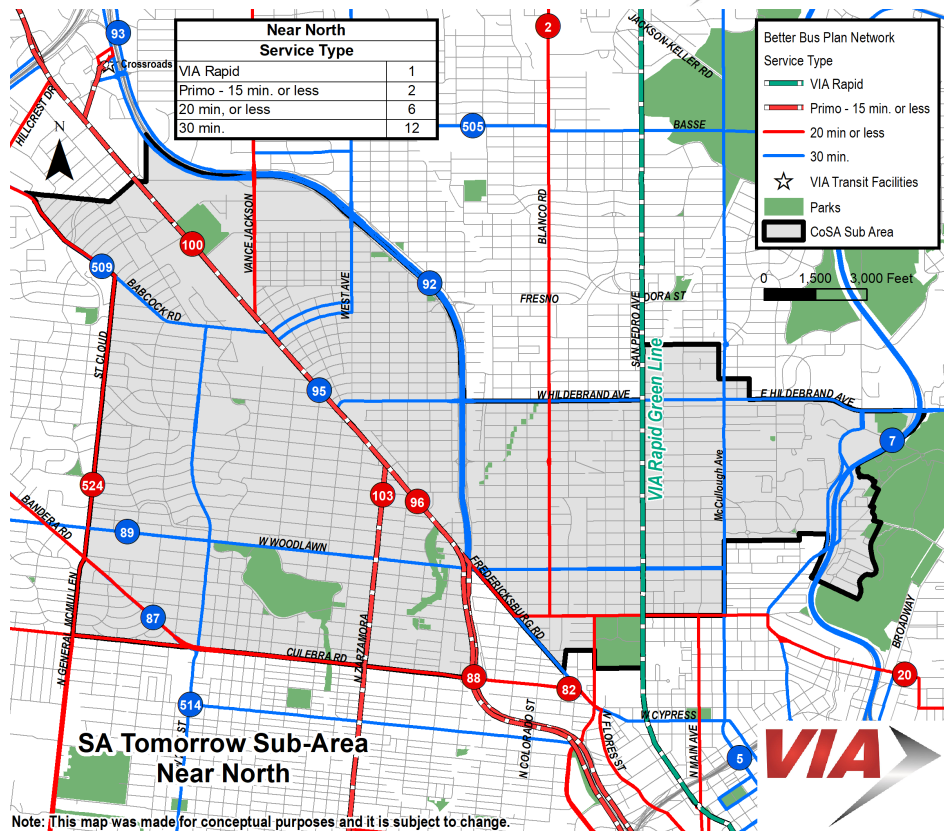




PLANNED

TRANSIT NETWORK IN NEAR NORTH COMMUNITY

- Five 60-minute routes improved to 30-minute service.
- Rapid Green Line operational



THANK YOU.



THANK YOU FOR YOUR TIME.

VIAINFO.NET



SA



TOMORROW

Mobility Overview Discussion



SA TOMORROW

Assets, Challenges, and
Opportunities

Mobility Assets

Interstate and Arterial Roadways

- N/S Roadways: I-10, San Pedro Ave, Blanco Rd, McCullough Ave, West Ave, St. Cloud Rd
- E/W Roadways: Culebra Rd, Hildebrand Ave, Fresno St, Fredericksburg Rd, Woodlawn Ave

Public Transit

- 11 routes including Primo
- Advanced Rapid Transit planned

Bike/Pedestrian Infrastructure

- Martinez Creek Trail
- Sidewalk network
- Bike facilities



Martinez Creek Trail, Source: SanAntonioReport.org

Linking Challenges & Opportunities

Considerable traffic (including trucks) within the sub-area; sub-area also has a lot of through traffic to nearby destinations



Introduce traffic-calming solutions *throughout the sub-area*

Fatalities along high-capacity roadways and intersections



Focus on high-crash corridors such as Fredericksburg Road

Sidewalk gaps and poor pavement quality hinder access to key destinations



Improve pedestrian access to key destinations; **connect trail** to greenway system

What We've Been Hearing - Mobility

Linear Park / Trailway in
Los Angeles Heights...

PUBLIC TRANSIT!!!

MAKE
FREDRICKSBURG RD.
WALKABLE AND
ACCESSABLE TO ALL SAN
ANTONIANS...

Sidewalks on east side
of San Pedro between
Hildebrand and Ashby

Add protected
bike lanes

...More roundabouts
Traffic calming!!!

Make better mass transit
options...

Better street repair...



Mobility Needs Discussion



SA TOMORROW

Mobility Mapping and Strategies Discussion

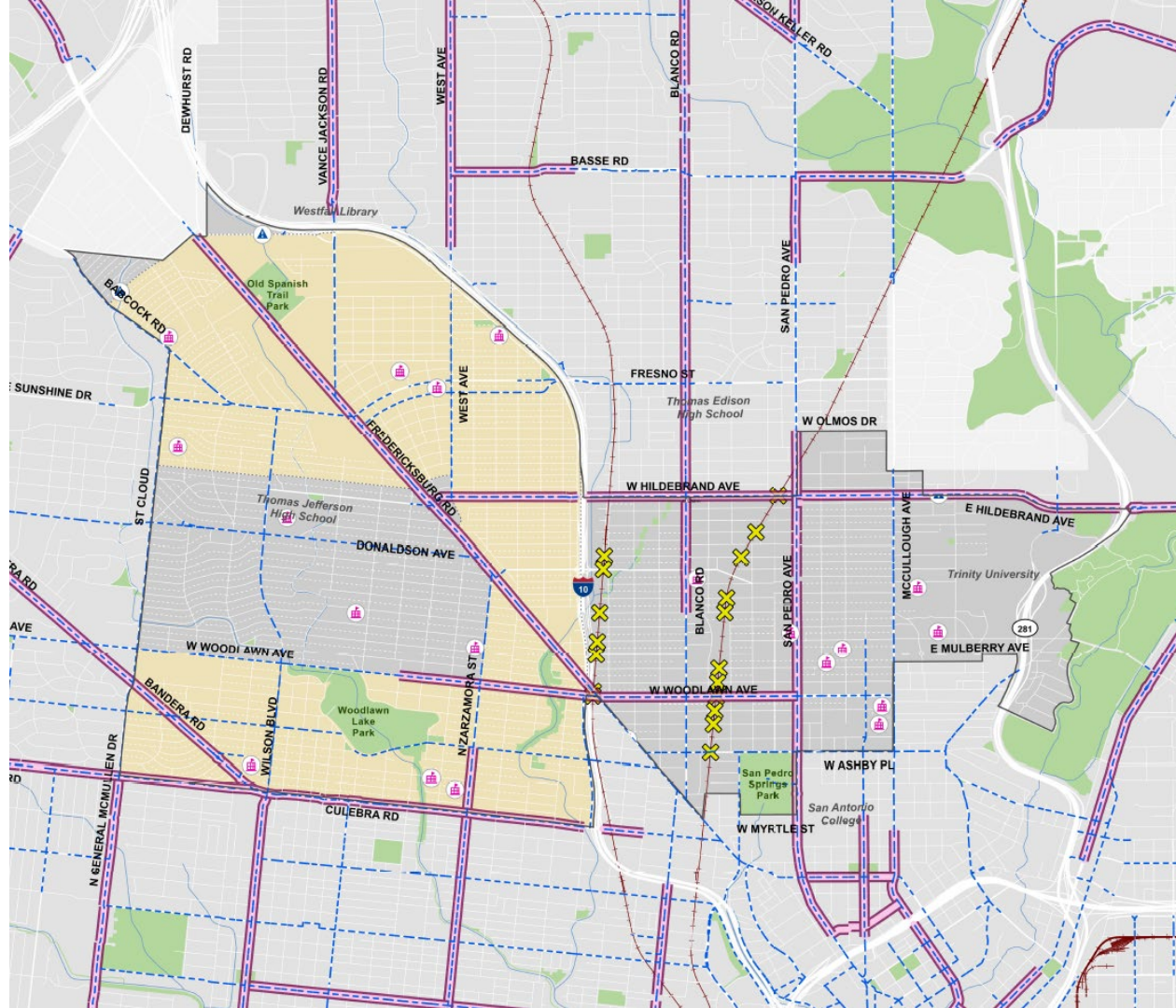
Mapping Group Exercise

- Maps
 - Safety (15 minutes)
 - Transit (10 minutes)
 - Bike/Ped (10 minutes)
 - Freight & Congestion (10 minutes)
- You'll be provided with stickers to note locations where there are specific concerns. Use red stickers for challenges and green stickers for opportunities.
- Number the stickers so the Facilitator can include corresponding details.



You have **45 minutes** for discussion.

Safety



Near North Community Area

Safety

— High Injury Network (All Modes)

— High Risk Network

✕ At-grade Rail Crossings

▲ Low Water Crossings

■ High Equity Area†

🏫 Schools and Universities

— Railroads

— Streams

■ Parks

⬛ SA Tomorrow Sub-Area

* The High Injury Network are streets in San Antonio that have been identified as historical hot spots for crashes that cause injuries to all road users.

† The High Risk Network are streets in San Antonio that have been identified as places with the potential for higher than average rates of injury-causing crashes.

‡ High Equity Areas are those that rank in the top 40% for both proportion of residents that are low-income and residents of color.



Safety Questions

CHALLENGES

- Where are some areas where you feel unsafe while walking, biking, driving, or riding the bus?
- Are there intersections or streets where crossing is difficult or dangerous? Why?
- Have you seen or experienced near-misses or crashes? Where did they happen?

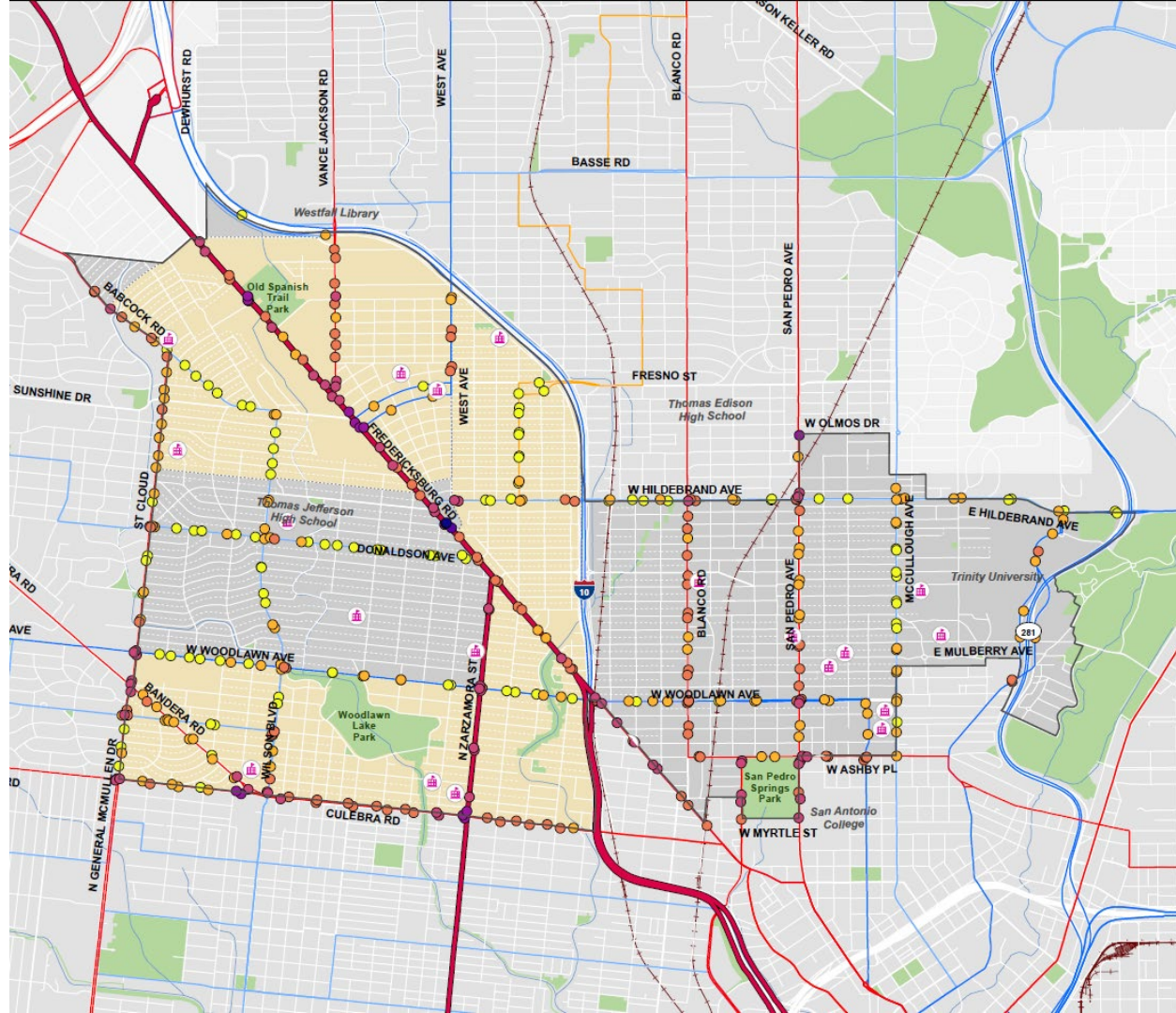
OPPORTUNITIES

- What kinds of bike facilities (e.g., bike lanes, trails, racks) would help you ride more?
- Are there areas where better lighting, shelters, or sidewalks would make transit or walking feel safer?
- Are there particular times of day (e.g., school drop-off, rush hour, night) when safety is worse?
- If you could improve one place in your neighborhood to make it safer for getting around, what would it be?



You have **15 minutes** for discussion.

Transit



Near North Community Area

Transit

VIA Route Types

- Primo - 15 min. or less
- 20 min. or less
- 30 min.
- 40 - 60 min.
- More than 60 min.

Avg. Weekday Boardings/Alightings

- 3 or fewer
- 4 - 10
- 11 - 30
- 31 - 100
- 101 - 300
- 301 - 900
- More than 900

- Transit Centers
- High Equity Area†
- Schools and Universities
- SA Tomorrow Sub-Area
- Railroads
- Streams
- Parks

Transit Questions

CHALLENGES

- How easy or hard is it for you to get to the nearest bus stop or transit center?
- Are there places in the neighborhood where it's especially hard for kids, older adults, or people with disabilities to access transit?
- Are there places where you feel unsafe walking to transit—because of traffic, lack of lighting, or other concerns?

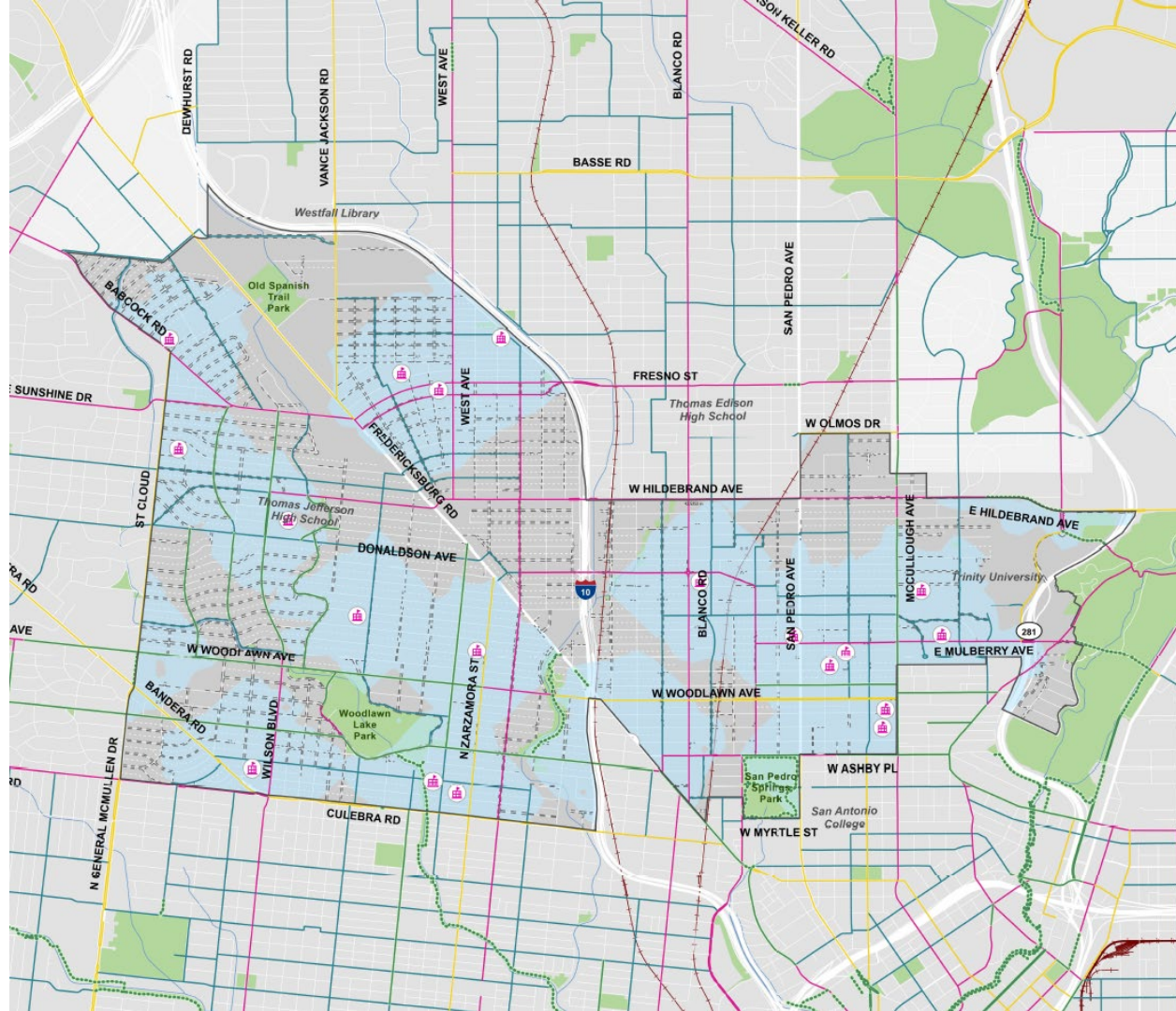
OPPORTUNITIES

- What would make the walk or bike to transit stops feel more comfortable (e.g., shade, lighting, benches)?
- Have you seen good examples in other parts of the city or other cities where transit access felt easy and safe?
- Where are locations in your community that you see a high number of transit users?



You have **10 minutes** for discussion.

Bike and Ped



Near North Community Area

Bike & Ped

San Antonio Bike Plan Network

- Neighborhood Network
- Primary Network
- Visionary Network

Existing Bike Facilities

- Protected Bike Lane or Cycle Track
- Shared Used Path
- Traditional or Buffered Bike Lane
- Sidewalk Gaps

10-minute school walk-shed

Schools and Universities

Railroads

Streams

Parks

SA Tomorrow Sub-Area

* Priority Bike Facilities are those identified as Tier 1 in the San Antonio Bike Network Plan.



Bike/Ped Questions

CHALLENGES

- Where do you walk or bike regularly, and how safe or comfortable does it feel?
- Can you easily walk or bike to the places you need to go—like schools, parks, shops, or transit?
- Are there places where it's hard for people using wheelchairs, strollers, or walkers to travel safely?

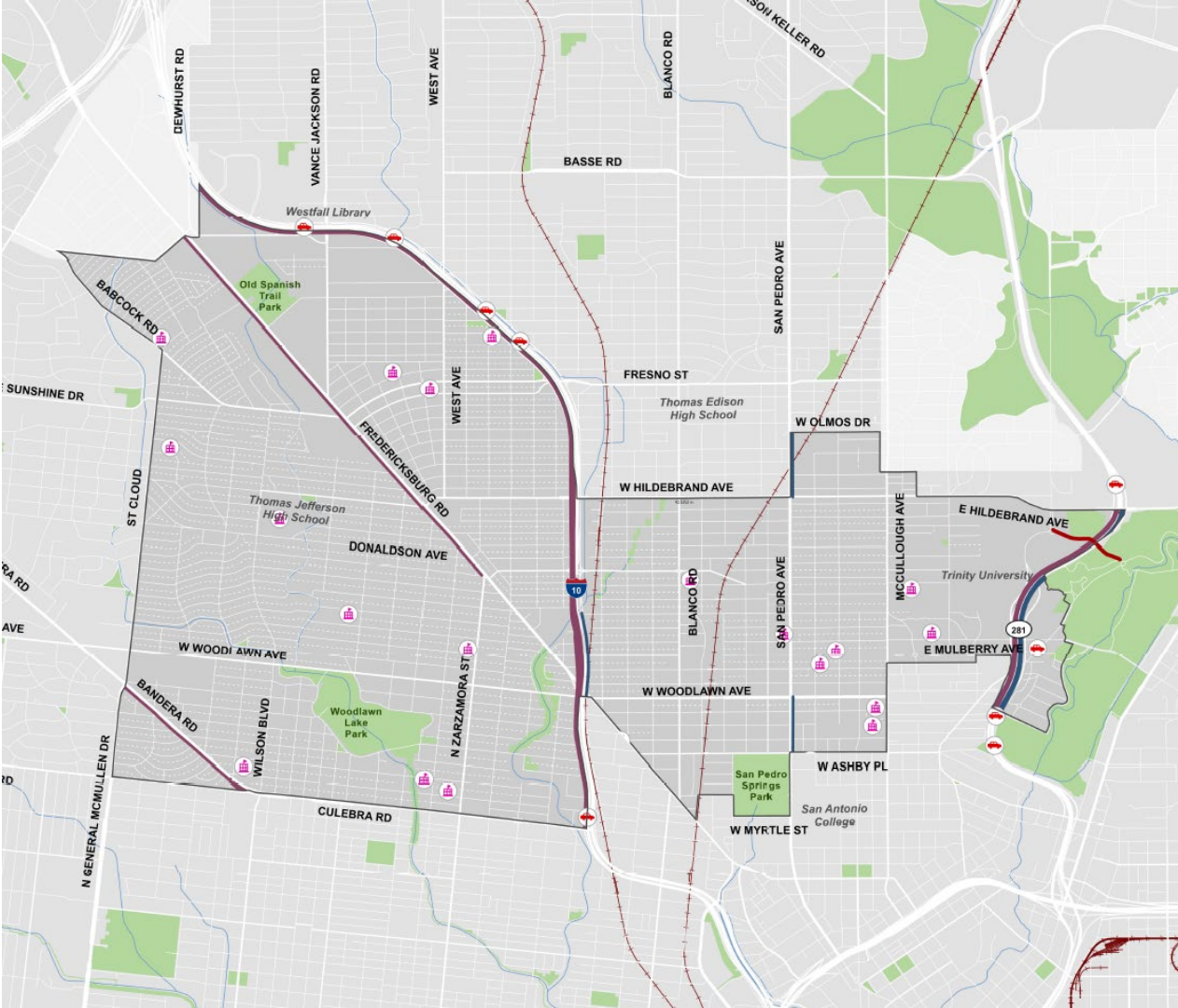
OPPORTUNITIES

- Are there bike lanes, trails, or bike racks missing where you need them? What about lighting, shade, or benches?
- What's one place or street where walking or biking could be made easier or safer?
- Have you seen great places in other neighborhoods or cities that could inspire improvements here?



You have **10 minutes** for discussion.

Freight and Congestion



Near North
Community Area

Freight & Congestion

Submitted Traffic Incidents (Waze)

Traffic Jams (Waze)

Average Annual Daily Truck Traffic (AADTT)
 More than 1,000 trucks

Average Annual Daily Traffic (AADTT)
 More than 20,000 total vehicles

Schools and Universities

SA Tomorrow Sub-Area

Railroads

Streams

Parks

* Waze Incidents are places submitted by the app's users where they observed congestion.
** Waze Traffic Jams are corridors of congestion identified by the app by combining user reports and locations with slow movement speeds.



Freight and Congestion Questions

CHALLENGES

- Where do you regularly see large trucks or delivery vehicles in your neighborhood? (e.g. truck parking)
- Are there places where delivery trucks block bike lanes, sidewalks, or driveways?
- What streets or intersections experience the worst traffic congestion?

OPPORTUNITIES

- What location is your top priority for addressing traffic jams and bottlenecks?
- Are there intersections or signal timings that could be adjusted to improve traffic? What about turn lanes or traffic circles?
- Where would clearer signage (e.g., "No Trucks," "Loading Only") help guide freight more effectively?



You have **10 minutes** for discussion.



SA TOMORROW

Mobility Mapping and Strategies Discussion



SA TOMORROW

Next Steps

Next Steps

Next Planning Team Meetings

- **Planning Team Meeting #4:** May 20, 2025 (Virtual)
 - Housing and Economic Development
- **Planning Team Meeting #5:** June 17, 2025 (Virtual)
 - Community Amenities and Public Spaces

Questions

- Jacob Howard, AICP
- Jacob.Howard@sanantonio.gov
- (210) 207-5441

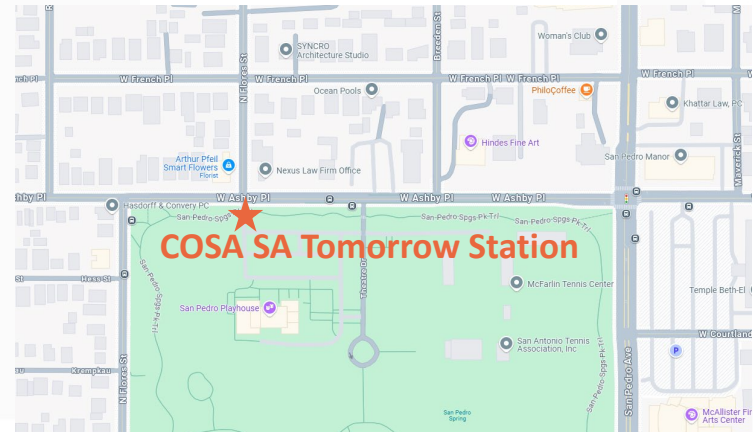
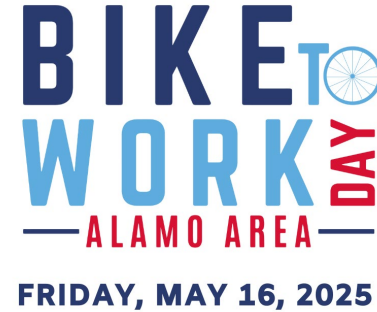


**COSA
SA Tomorrow
BTWD
Station!**

Bike-to-Work Day – Friday, May 16th!

COSA SA Tomorrow Station:

- North Flores St and W Ashby Pl
(north entrance to San Pedro Springs Park)
- Friday, May 16th
- Approximately 7:30 -10:30 am





Near North Community Area Plan Planning Team Meeting #3

Tuesday, April 22, 2025
Trinity University
5:45-7:45 PM



Cambridge Systematics, Inc.
Bowtie
Economic & Planning Systems, Inc.
Auxiliary Marketing Services
Mosaic Planning and Development Services
Worldwide Languages
Able City