



## NEAR NORTHEAST COMMUNITY AREA PLAN

### PLANNING TEAM MEETING #3 SUMMARY

**Topic:** PT3: Mobility I  
**Date:** May 8, 2025  
**Time:** 11:30 AM – 1:30 PM  
**Location:** Pre-K 4 SA East Education Center, 5230 Eisenhower Road, SATX 78218

#### Attendees:

Attendees consisted of COSA staff, NNE PT members, and guests from relevant organizations.

- Heather Yost, COSA Project Manager
- Chris Ryerson, AICP, COSA
- Jay Renkens, MIG
- Marco Hinojosa, MIG
- Isaac Levy, Transportation
- Hannah Santiago, Cambridge Systematics
- Paola Aguirre Serano, Borderless Studio (SAHT)
- Pauline Rubio, D10
- Gabriella April Reyes, Borderless Studio (SAHT)
- Jessica Sifuentes, VIA
- James Noggle, Camelot I NA
- Allison Pineda, VIA
- Peggy Wolfe-Jones, Marymont NA/Revitalize SA

#### I. MEETING PURPOSE & AGENDA

Planning Team Meeting #3 is the first of two meetings dedicated to Mobility. Mobility refers to the safe, efficient, and affordable movement of people and goods around the city. Mobility encompasses all modes of travel - auto, bike, pedestrian, and transit. The **purpose** of the meeting was to learn about COSA's different plans and policies related to transportation and safety, discuss the relationship between land use and mobility, and begin to identify mobility challenge and opportunity locations within the Near Northeast Community Area. The meeting agenda included:

- Welcome & Intros
- Review of Updated Vision & Goals
- Mobility Overview Presentation
  - COSA Transportation Department Initiatives
  - VIA Metro Transit Initiatives
- Discussion & Activity: Mobility Needs; Assets, Challenges, and Opportunities

#### II. MEETING SUMMARY

The meeting format was a combination of PowerPoint presentation, facilitated discussion, and break-out group mapping activities. **Key points from the meeting are described below and the complete PowerPoint presentation is attached at the end of this document.**

## **A. Review of Updated Vision & Goals**

The Near Northeast Community Area Plan Vision & Goals were revised based on feedback received In Planning Team Meeting #2. Feedback included emphasizing neighborhoods as the heart of the community, connectivity, sustainability, and pride of place. Goals were updated to include references to sustainable and green features and better transitions between residential and industrial areas.

### **Updated Vision Statement**

The Near Northeast Community Area builds on its established neighborhoods and commercial areas by revitalizing and enhancing existing development and increasing opportunities for residents to access a range of community-serving uses, green spaces, and amenities. The area fosters a strong sense of home and belonging, where residents feel safe, heard, and connected. Through inclusive collaboration, the community builds unity and resilience while improving mobility, maintenance, and environmental quality.

### **Updated Goals**

**GOAL 1:** Protect, revitalize, and beautify established residential neighborhoods and commercial corridors that are the heart of the community.

**GOAL 2:** Use a range of tools to encourage the redevelopment and revitalization of underutilized properties with neighborhood-serving, mixed-use, and commercial amenities that complement and enhance existing community character.

**GOAL 3:** Protect, enhance, and restore natural features including existing greenways, parks, and tree canopies, and consider opportunities to introduce additional green spaces.

**GOAL 4:** Address environmental concerns including industrial sites, drainage and stormwater runoff, noise, and light pollution to enhance well-being of residents.

**GOAL 5:** Improve connectivity, accessibility, and safety of major corridors by increasing mobility options, addressing increased traffic and high speeds, upgrading railroad crossings, and updating transportation infrastructure throughout the area.

**GOAL 6:** Consider opportunities for additional community amenities and/or programming that serve residents of all ages.

**GOAL 7:** Improve public safety and better connect those in need to available programs and services.

## **B. Mobility Overview Presentation**

This portion of the meeting consisted of a primer on the relationship between land use and mobility and best practices to encourage safe and efficient transportation networks. The COSA Transportation Department and VIA Metropolitan Transit then presented on their programs, policies, and initiatives. Summaries are below. **The complete PowerPoint presentations from COSA Transportation and VIA are included in the main PowerPoint presentation at the end of this document.**

### **COSA Transportation Department**

- Responsible for strategic transportation planning, project implementation, regional coordination of transportation projects
- Department programs and initiatives:
  - Vision Zero – multi-country (U.S., European countries, Australia, and New Zealand) effort to eliminate all traffic-related deaths and serious injuries. COSA passed Vision Zero Action Plan in 2024.

- Complete Streets – Complete Streets are roadways designed and operated to ensure safe and accessible travel for all users, including bicyclist, pedestrians, motorists, and transit riders of all ages and abilities. COSA first adopted a Complete Streets Policy in 2011 with an update in 2024.
- Bike Network Plan – the BNP aims to build and maintain an accessible, comfortable, and safe bicycle network in San Antonio. Update to the 2011 BNP adopted in 2025.

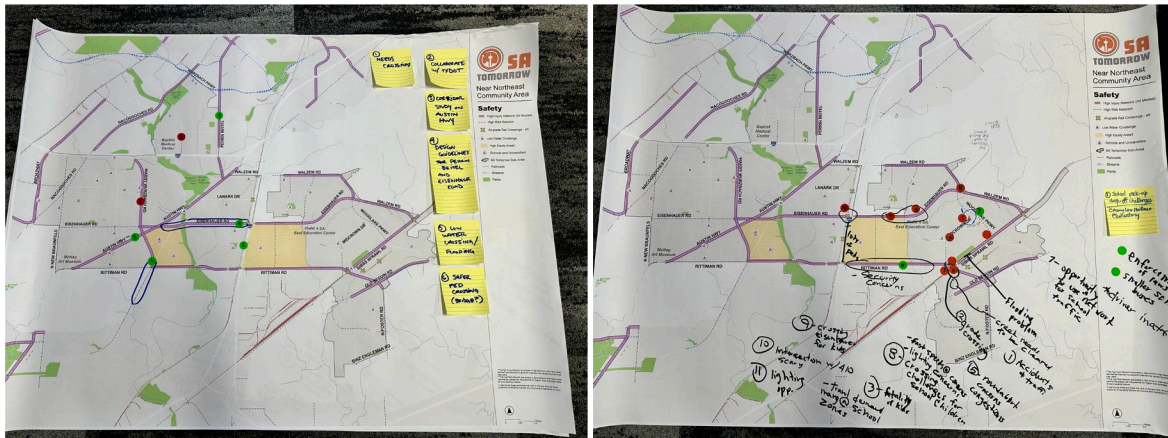
#### VIA Metro Transit

- VIA provides regional multimodal transportation options and provides the following services:
  - Bus service
  - VIA Trans 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
- Keep SA Moving is a comprehensive initiative focused on innovation in improving the transit system, expanding mobility options, and investing in technology.
  - The Better Bus Plan is component of Keep SA Moving. The Better Bus Plan specifically targets traditional bus routes to make them more efficient, reducing wait times and increasing frequency.
  - Advanced Rapid Transit (ART) – Green (north/south) and Silver Lines (east-west)

#### C. Mobility Assets, Challenges, and Opportunities Mapping Activity

After a general discussion of NNE area mobility assets including access to multiple major highways and thoroughfares, multiple VIA routes, adequate sidewalk coverage in most places, and the Salado Creek Greenway, meeting attendees were divided into two groups. **Each group was presented with four different mobility-related maps (safety, transit, bike & pedestrian, and freight & congestion) along with sets of questions to prompt discussion.** A summary of key points for each map, as well as photos of each group's annotated maps, is presented on the following pages. **Original maps and accompanying questions are included in the PowerPoint presentation attached to the end of this document.**

- **MAP 1: SAFETY**

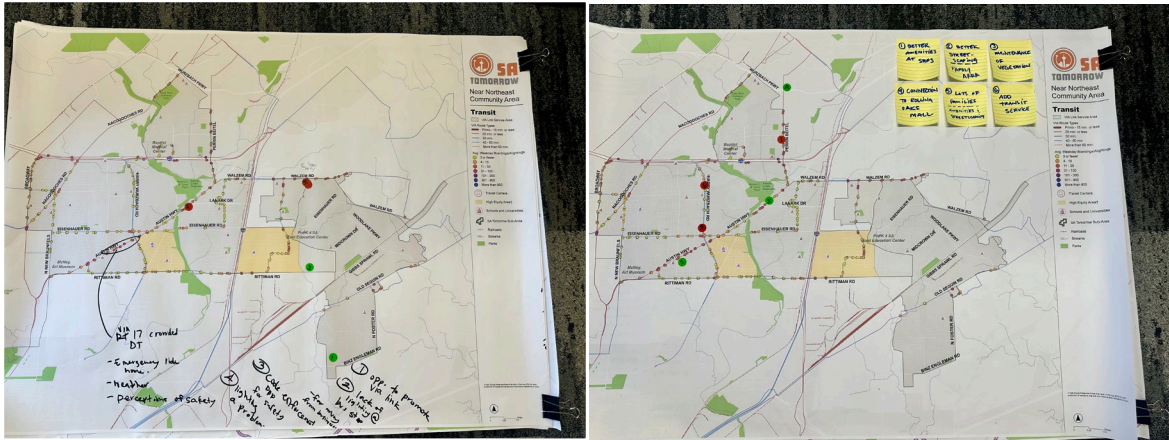


Key points on Safety Maps:

- Improved crossing needed across Harry Wurzbach Road to create safer access between neighborhoods and Salado Creek Trail. Signage directing all modes to trail would also be helpful.
- Collaborate with TXDOT on Austin Highway, Rittiman, and Harry Wurzbach into Ft. Sam.
- Corridor study for Austin Highway
- Design Guidelines for Perrin Beitel (in progress) and Eisenhower Roads
- Low water crossing on Starcrest near NE Baptist Hospital
- Safer pedestrian crossing (maybe a bridge) near RR tracks at Fairdale/Judivan (near East Terrell Hills Elementary)
- Lots of pedestrians along Loop 410 and RR tracks between Eisenhower and Rittiman.
- School drop-off/pick-up challenges at Mary Lou Hartman Elementary. Potential ideas include using parking lot for traffic control, outlet to Woodlake Parkway to alleviate traffic (only access now is on Midcrown), waiting cars cause Woodlake to be reduced to one lane. Maybe use smaller buses or rideshare network to reduce traffic.
- IDEA School on Walzem
- Kardon Park/Gibbs-Sprawl/Rittiman area: flooding problem at Gibbs-Sprawl and Kardon Park, at-grade crossing, flooding, lots of accidents.
- In general, more patrols to enforce traffic laws needed
- Rittiman feels unsafe, high-crime, lighting improvements needed
- Eisenhower – intersection of Loop 410 is unsafe; fast speeds, lighting, and crossing challenges for school children in vicinity of Pre-K 4 SA campus and intersection with Walzem
- Roundabout on Midcrown and Orchid Star causes confusion; medians on Midcrown dangerous



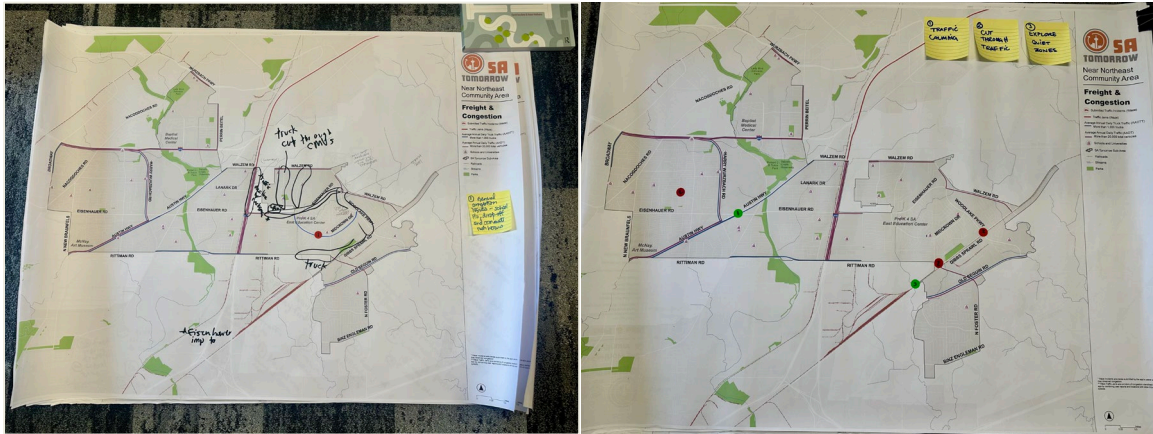
- **MAP 2: TRANSIT**



### Key points on Transit Maps:

- In general, VIA should advertise/educate/message better about service options (VIA Trans, VIA Link); have more public group pick-up areas
- Binz-Engleman Road – opportunity to promote VIA Link
- Lack of lighting on stops on Austin Highway near Lanark
- Rittiman near Rosillo/Rittiman Creek – code enforcement opportunity for safety VIA bus service stops on Rittiman at Fratt Rd.
- Walzem at Midcrown – lighting is a problem
- VIA Route 17 between Randolph and downtown is crowded
- Need better amenities at bus stops (shelters, trash cans, cleanliness, lighting)
- Austin Highway – needs better streetscaping/family area
- Maintenance of vegetation at SPUI at Harry Wurzbach and Eisenhower
- Connection to Rolling Oaks Mall at Wurzbach Parkway
- Lots of families at Austin Highway & Lanark – improve infrastructure/amenities to support
- Add Transit service on Harry Wurzbach

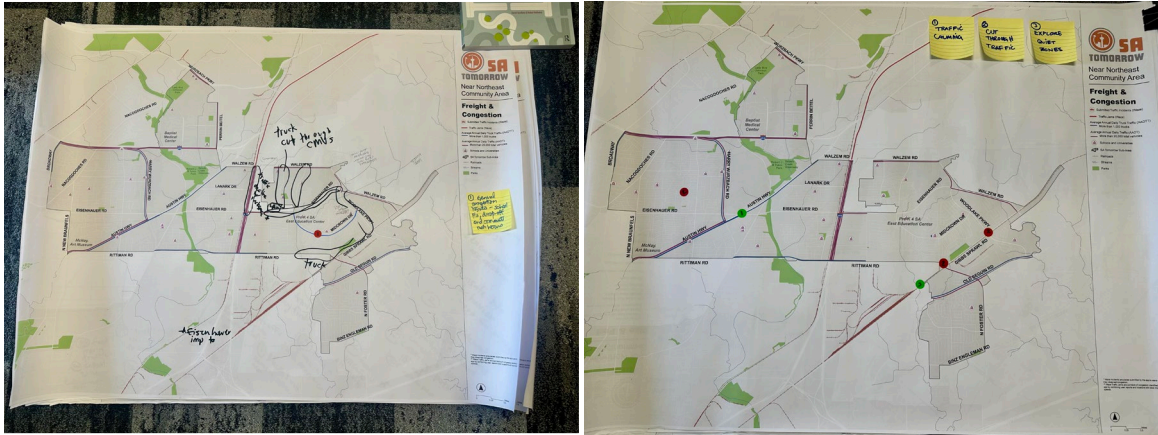
- **MAP 3: BIKE AND PEDESTRIAN**



Key points on Bike & Pedestrian Maps:

- Unsafe bike behavior on Midcrown near Pre-K 4 SA campus; opportunity for signage
- Need sidewalk along Gibbs-Sprawl – pedestrians forced to walk in road
- There is an opportunity to connect NE Crossing neighborhood with Kardon Park via easement off Woodlake Parkway (Cozy Run, Hazy Glen area)
- More lighting on Woodlake Parkway
- Feels unsafe on Salado Creek Trail and around John James Park
- Need trail connection from Eisenhower
- Better wayfinding signage could help promote trail and other assets (like Black Swan Inn) – create more sense of place.
- Midcrown (part of visionary bike network)- slower traffic for biking to commercial areas
- Greenbelt opportunities with creek system east of Loop 410 – Walzem Creek, etc.
- Implement CEPTED (Crime Prevention Through Environmental Design) throughout area, particularly around (like Kardon) and trails
- More visible, better-marked, ped/bike conscious access to Salado Trail from Harry Wurzbach (trail access on Ira Lee through Oakwell Farms)
- Safety concerns at Harry Wurzbach @ Loop 410 with pedestrian crossings; sidewalk and ADA improvements, complete sidewalks along Harry Wurzbach, especially since it's a gateway into Ft Sam.
- Fast-moving traffic on Loop 410 access road and Vandiver near STEM school – enforcement speed limit.
- Hard to see with blind turns at Dollar General
- Trash, flooding, and homeless encampments feel unsafe at Gibbs-Sprawl-Woodlake Parkway area
- Equipment and amenities for bikes/pedestrians at LBJ Park
- Connections to parks across 410
- Check sidewalk data for Eisenhower - particularly east of Pre-K 4 SA campus
- Build new connections to Salado Creek Trail from abutting neighborhoods to increase access to amenities.
- Foster Road should be a part of Primary Bike Network
- Trail-Oriented-Development (restaurants, breweries) opportunities at Salado Creek and Rittiman, vacant parcels at Eisenhower and Austin Highway

- **Map 4: Freight and Congestion**



Key points from Freight and Congestion Maps:

- Midcrown - general congestion issues with school pick-up/drop-off, commute rush hours
- Truck traffic on Gibbs-Sprawl, Woodlake Parkway, Walzem, Eisenhower; truck cut-throughs on Ray Bon and Midcrown
- Warehouses along Walzem – look at traffic data around Walzem/Woodlake Parkway
- Traffic calming needed on Austin Highway
- Problems with cut-through traffic on Gibbs-Sprawl and Woodlake Parkway, Rittiman/Castle Cross; Albin and Seidel in Oak Park-Northwood neighborhood.
- Explore quiet zones for RR at Gibbs-Sprawl and Rittiman

### III. NEXT STEPS

- **Planning Team Meeting #4: Housing & Economic Development** is scheduled for **Monday, June 2 from 11:30 AM to 1:30 PM. THIS WILL BE VIRTUAL MEETING.** Login information will be sent closer to the meeting day.
- **Planning Team Meeting #5: Community Amenities & Public Spaces** is scheduled for **Wednesday, July 2 from 11:30 AM to 1:30 PM. THIS WILL BE A VIRTUAL MEETING.** Invitation and Zoom login information will be sent in advance.

#### Contact Info

Heather Yost, Project Manager, Planning Department

[Heather.Yost@sanantonio.gov](mailto:Heather.Yost@sanantonio.gov) or (210) 207-7919

Near Northeast Community Area Plan project website: <https://nearnortheast.sacompplan.com/>



# Near Northeast Community Area Plan Planning Team Meeting #3: Mobility

Pre-K 4 SA East Education Center

May 8, 2025

11:30 AM - 1:30 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

Heather Yost, Senior Planner / Project Manager



**TRANSPORTATION**

## **City of San Antonio, Planning Department**

Isacc Levy, Senior Transportation Planner



## **MIG**

Jay Renkens, Principal

Marcia Boyle, Co-Project Manager

Marco Hinojosa, Co-Project Manager



## **Cambridge Systematics**

Hannah Santiago, Principal

# Meeting Sequence

WE ARE HERE

Planning Team Meeting 1 (July 11, 2024)

Community Meeting 1 (February 19, 2025)

Planning Team Meeting 2 (April 2, 2025)

Planning Team Meeting 3 (May 8, 2025)

Planning Team Meeting 4 (June 2, 2025)

Planning Team Meeting 5 (TBD)

Planning Team Meeting 6 (TBD)

Community Meeting 2 (TBD)

Planning Team Meeting 7 (TBD)

Planning Team Meeting 8 (TBD)

Planning Team Meeting 9 (TBD)

Digital Design Charrette (DDC) (TBD)

Planning Team Meeting 10 (TBD)

Community Meeting 3 (TBD)

Planning Team Meeting 11 (TBD)

Community Meeting 4 (TBD)

Planning Team Meeting 12 (TBD)

Orientation | Sub-Area Planning Overview | Vision and Goals

Introduction to Land Use | Confirm Vision & Goals

Introduction to Mobility

Introduction to Housing & Economic Development

Introduction to Community Amenities & Public Space

Introduction to Focus Areas

Land Use | Focus Areas

Mobility | Focus Areas

Housing & Economic Development | Focus Areas

Visualization of Two Selected Sites

Community Amenities & Public Space | Focus Areas | DDC

Plan Priorities & Implementation

Public Draft Review

# Meeting Objectives

- **Discuss Updated Draft Vision & Goals**
- **Mobility Overview**
- **Mobility Needs Discussion**
- **Mobility Mapping and Strategies Discussion**





# SA TOMORROW

## Vision and Goals Update



## ***Draft Vision (original from PT#2)***

***The Near Northeast Community Area builds on its established neighborhoods and commercial areas by revitalizing and enhancing existing development and increasing opportunities for residents to access a range of community-serving uses, green spaces, and amenities, while addressing maintenance needs, mobility concerns, and environmental hazards.***

## ***Updated Draft Vision***

***The Near Northeast Community Area builds on its established neighborhoods and commercial areas by revitalizing and enhancing existing development and increasing opportunities for residents to access a range of community-serving uses, green spaces, and amenities. The area fosters a strong sense of home and belonging, where residents feel safe, heard, and connected. Through inclusive collaboration, the community builds unity and resilience while improving mobility, maintenance, and environmental quality.***

# *Draft Goals (original from PT#2)*

**GOAL 1:** *Protect, revitalize, and beautify established residential neighborhoods and commercial corridors that are the heart of the community.*

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# SA TOMORROW

## 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  
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**Provide mobility  
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**Align mobility  
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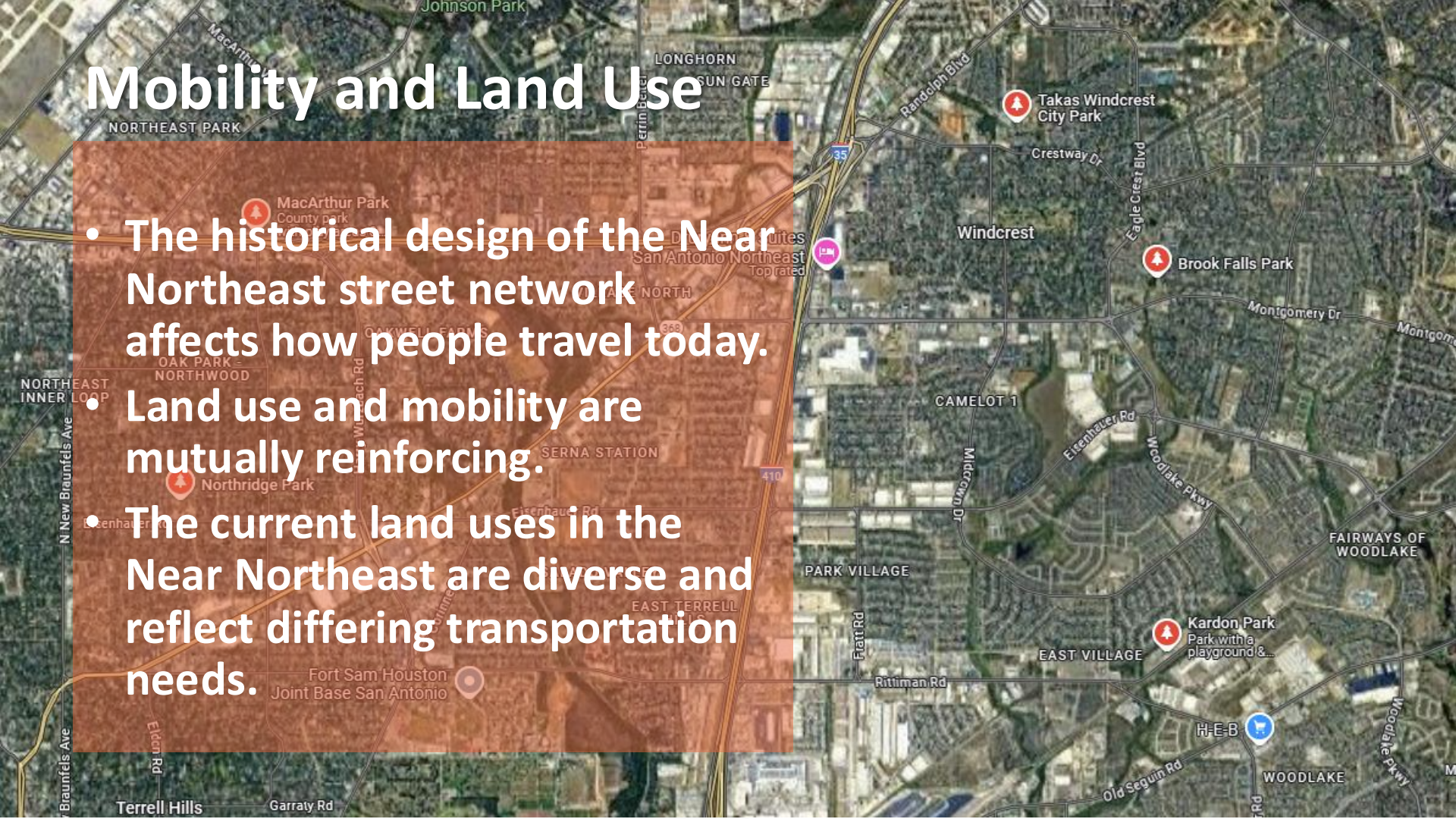
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**Align mobility  
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# Mobility and Land Use

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







# SA TOMORROW

## Past and Recent Mobility Planning Efforts



PLANNING



# **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

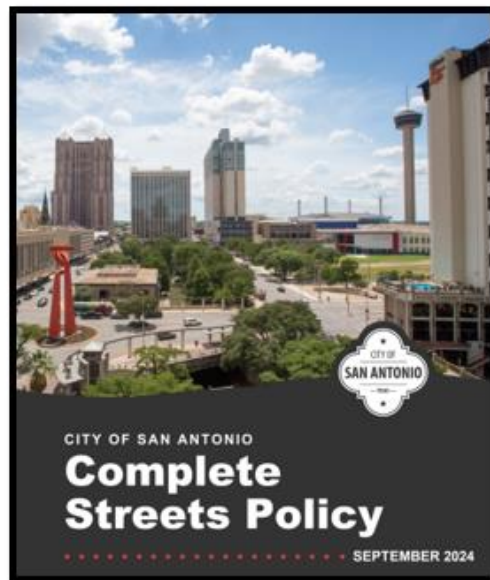
1. Equity Report
2. Engagement
3. High – Injury (HIN) and High – Risk (HRN) Network
4. Implementation





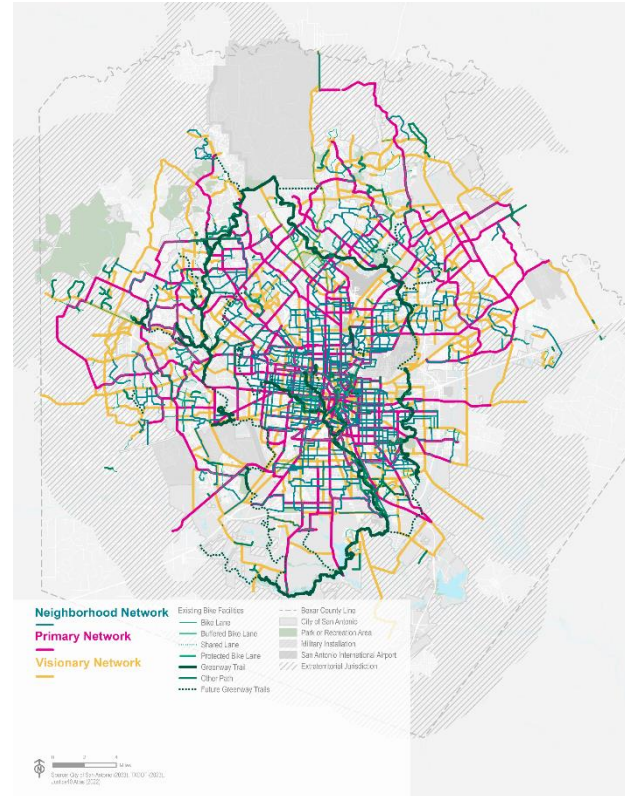
# Complete Streets

- 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.



**THANK YOU!**





# VIA Metropolitan Transit Overview



May 8, 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.







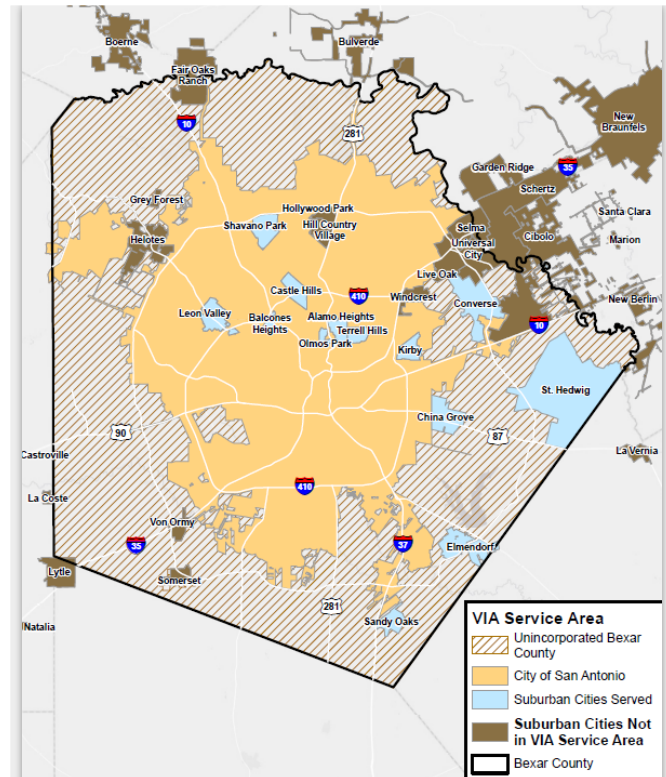
# ABOUT VIA

- » 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.



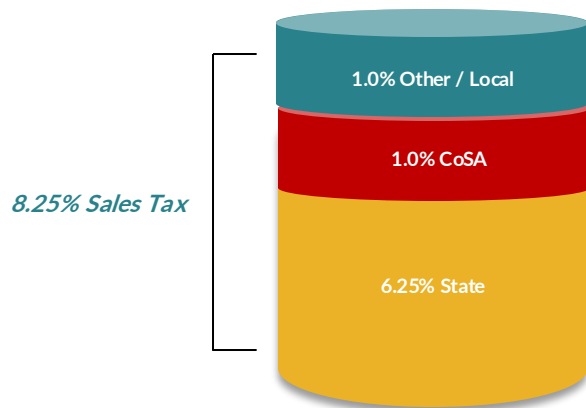


KEEPSAMOVING.COM

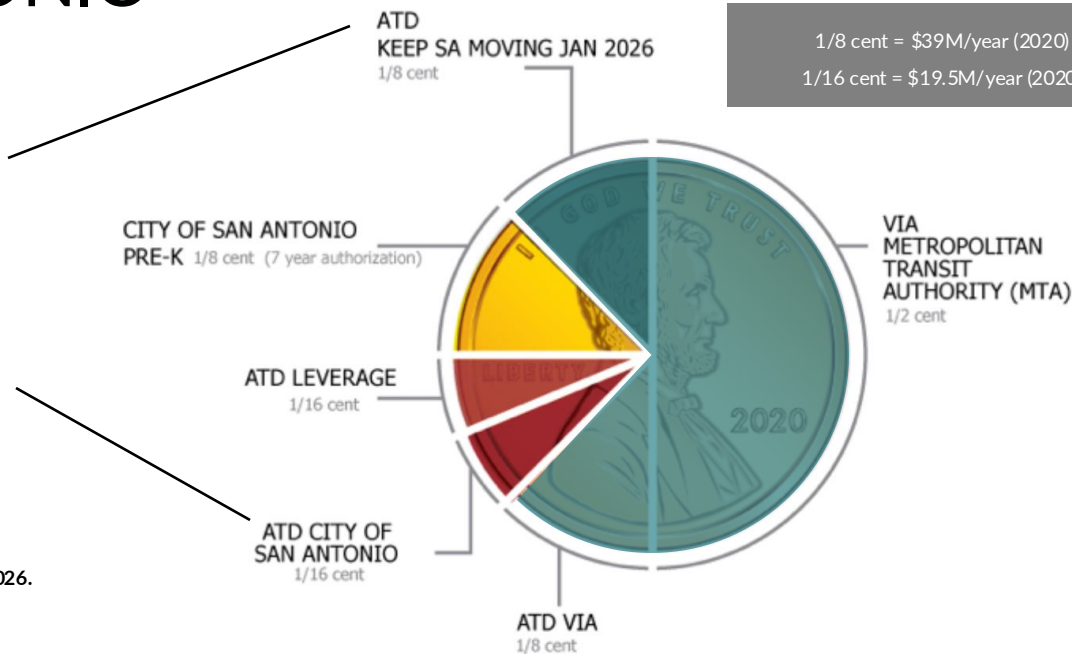


# CITY OF SAN ANTONIO

SALES TAX ALLOCATION 2026

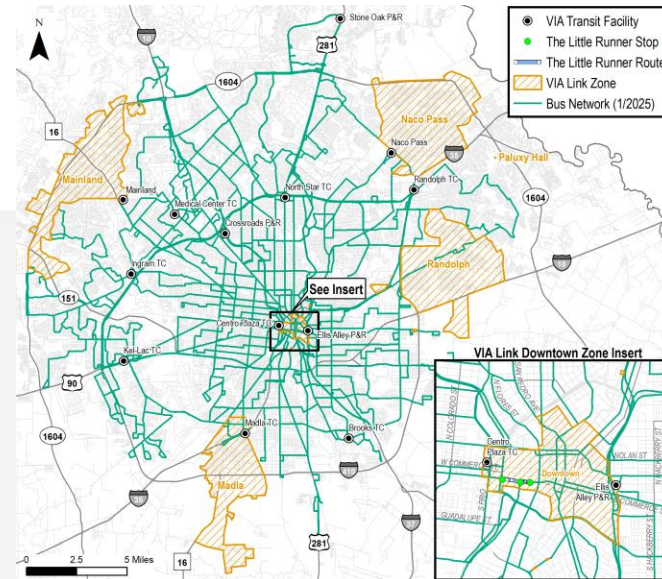
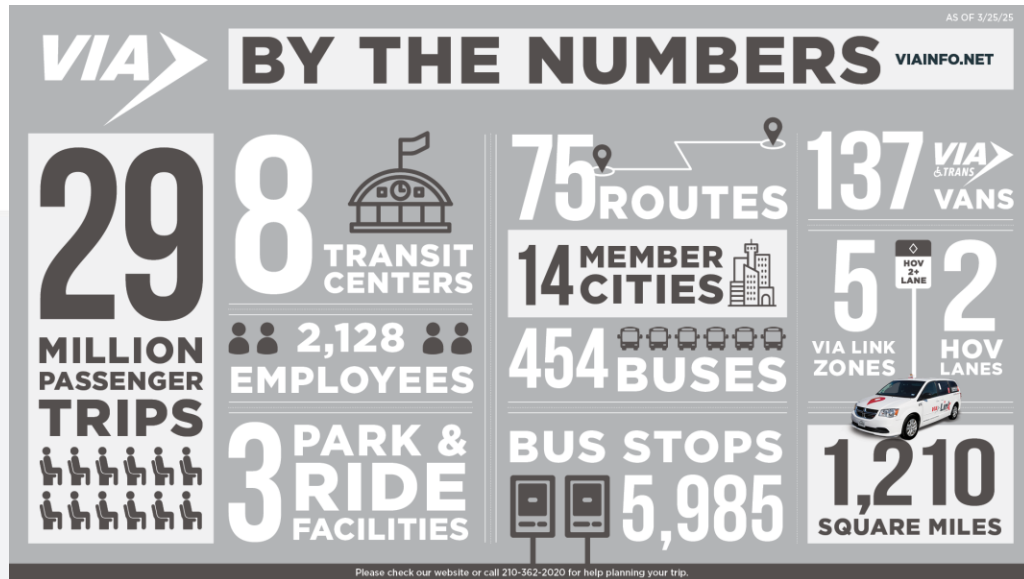


VIA will receive  $\frac{3}{8}$  cent of a sales tax after January 1, 2026.





# FACTS AND FIGURES ABOUT VIA





# 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

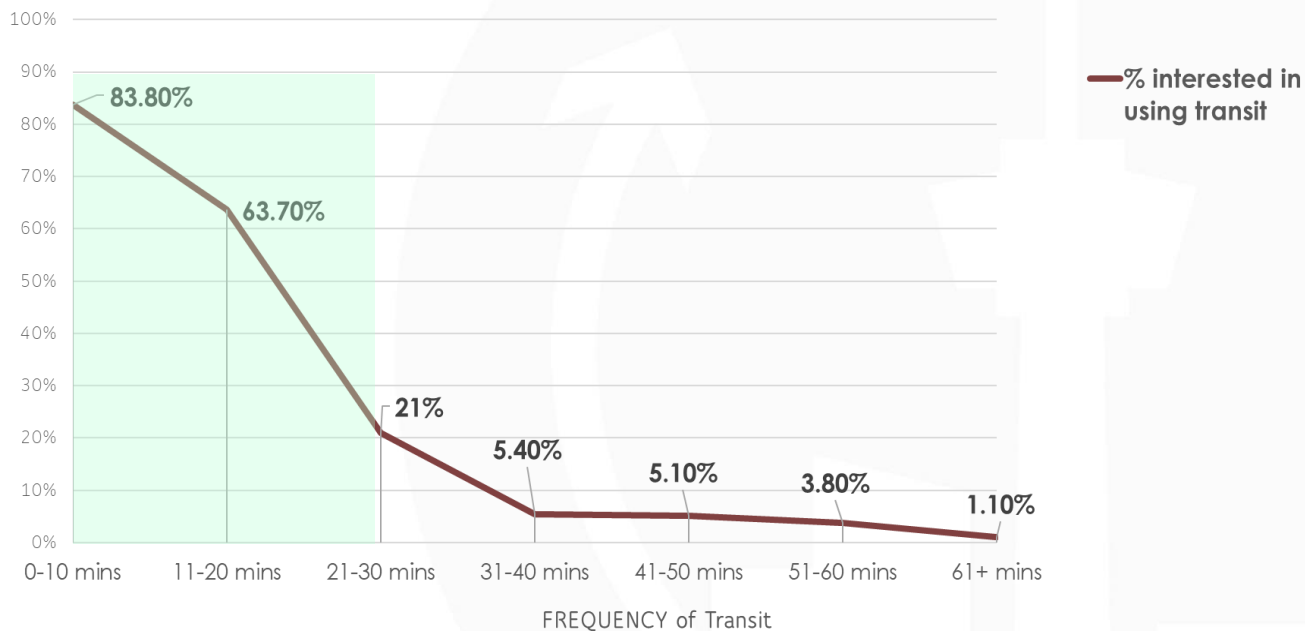
- Make more trip options available to fit different specific needs
- More VIA Link zones

## » INVEST IN CAPITAL AND TECHNOLOGY

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



# FREQUENCY DRIVES TRANSIT





# VIA RAPID SERVICE IS DESIGNED TO...



Connect to schools/  
jobs/training



Help with  
traffic flow



Improve  
safety

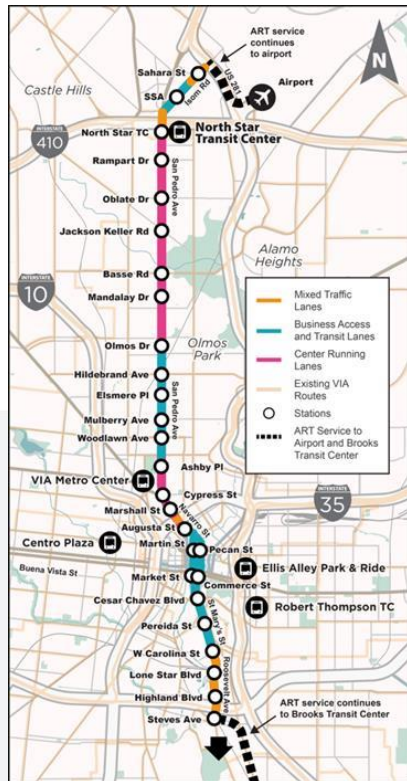


Connect to  
goods/services

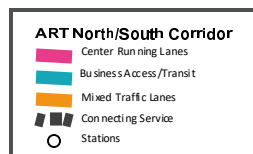


Support economic  
development





# 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

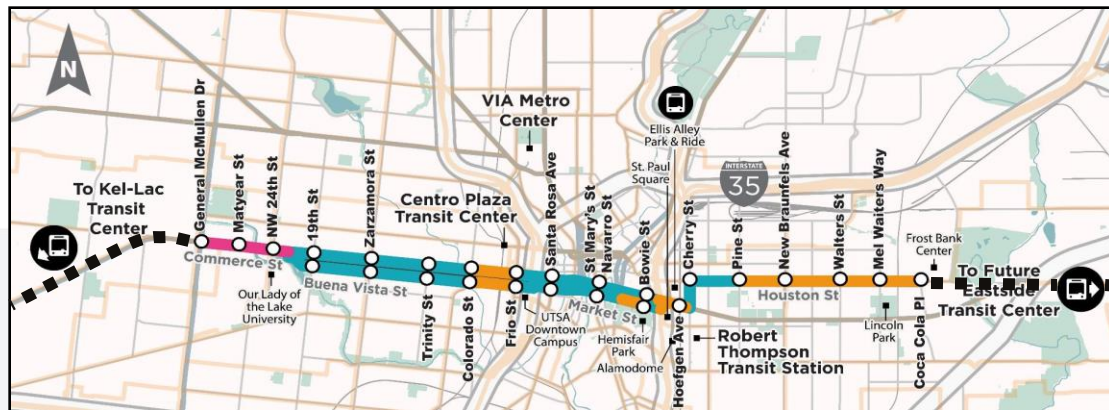


**Cost:**  
\$480.8M YOY\*

*VIA of San Antonio  
\*Cost as of December 2024*



# SILVER LINE PROJECT OVERVIEW



26 New Stations



10-min  
Weekday  
Frequency



7.3 Miles  
Long



Bus Friendly  
Traffic Signals



Off-board  
Fare  
Collection



Dedicated  
Bus Lanes

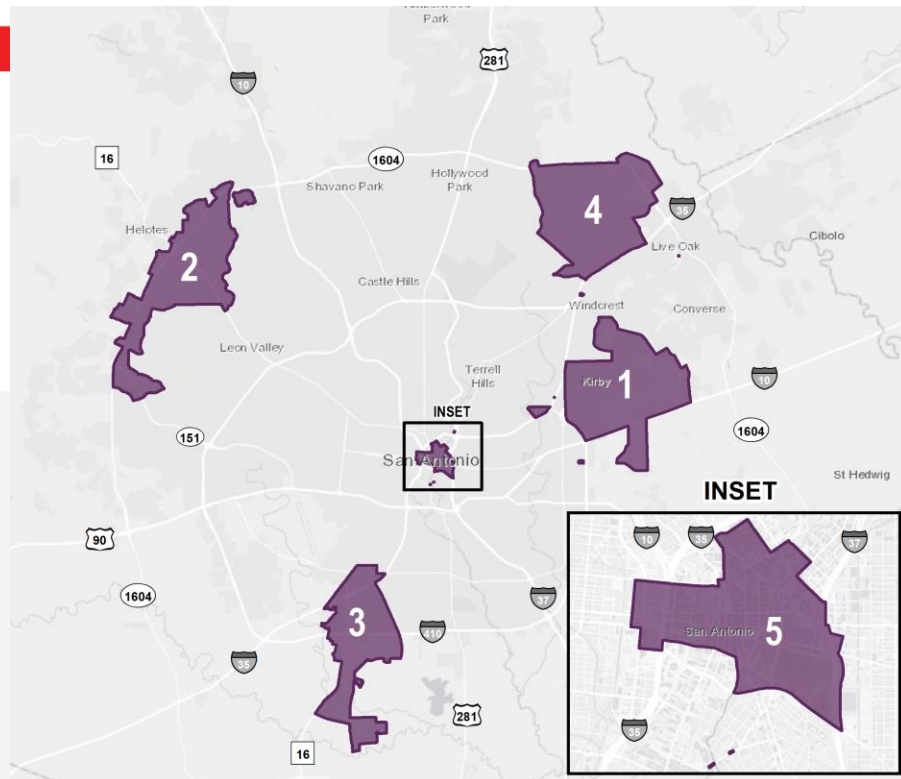
Current as of April 10, 2025

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



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].**

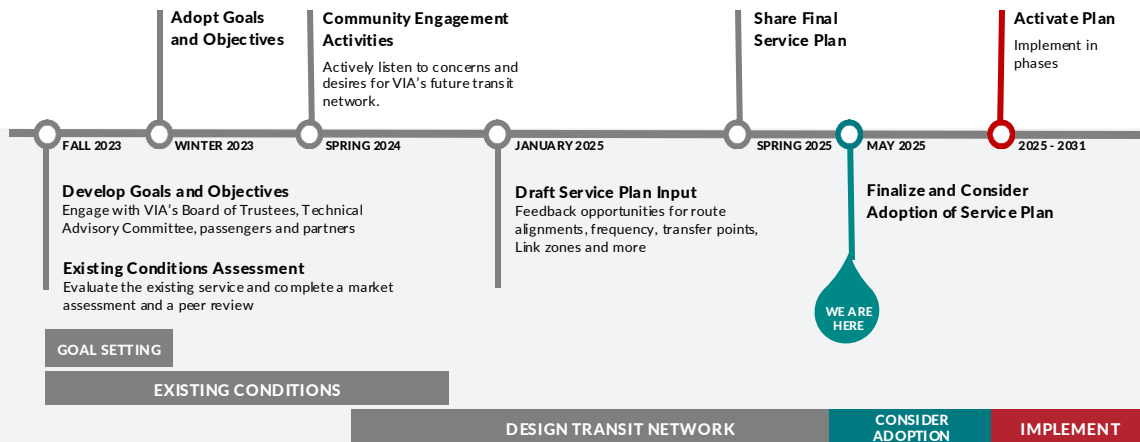
Riders also can **connect to regular VIA bus service** to continue their trip to bus stops across the VIA service area.





# 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.



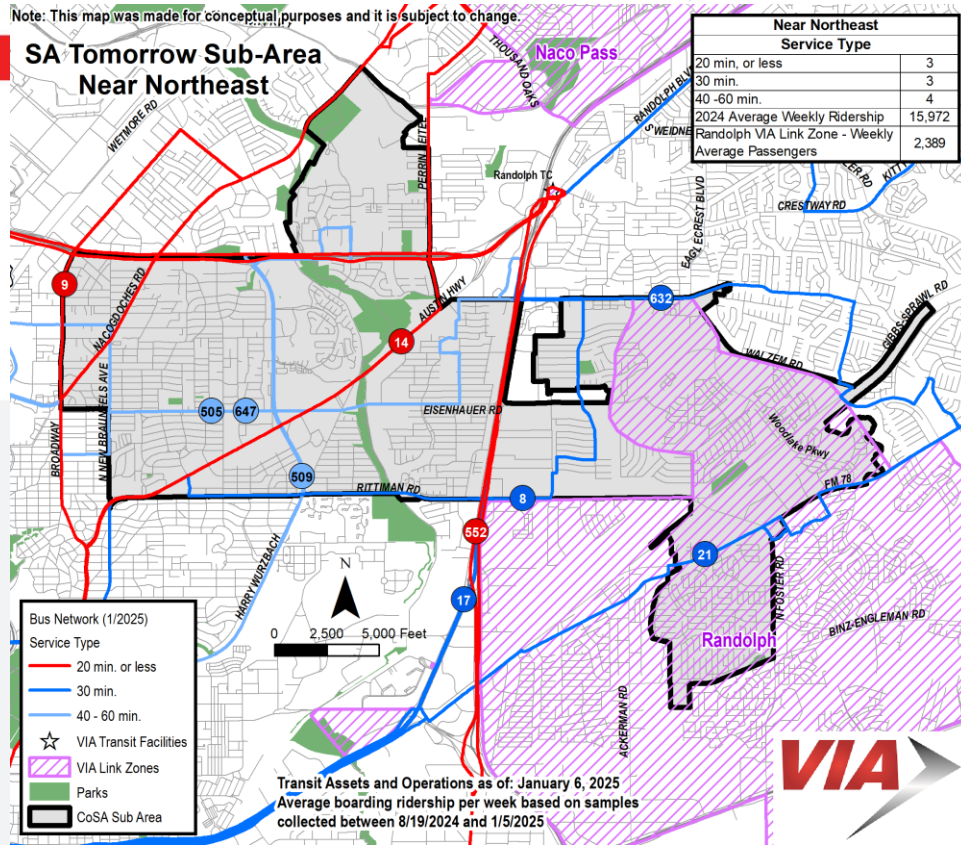
## RIDE ON

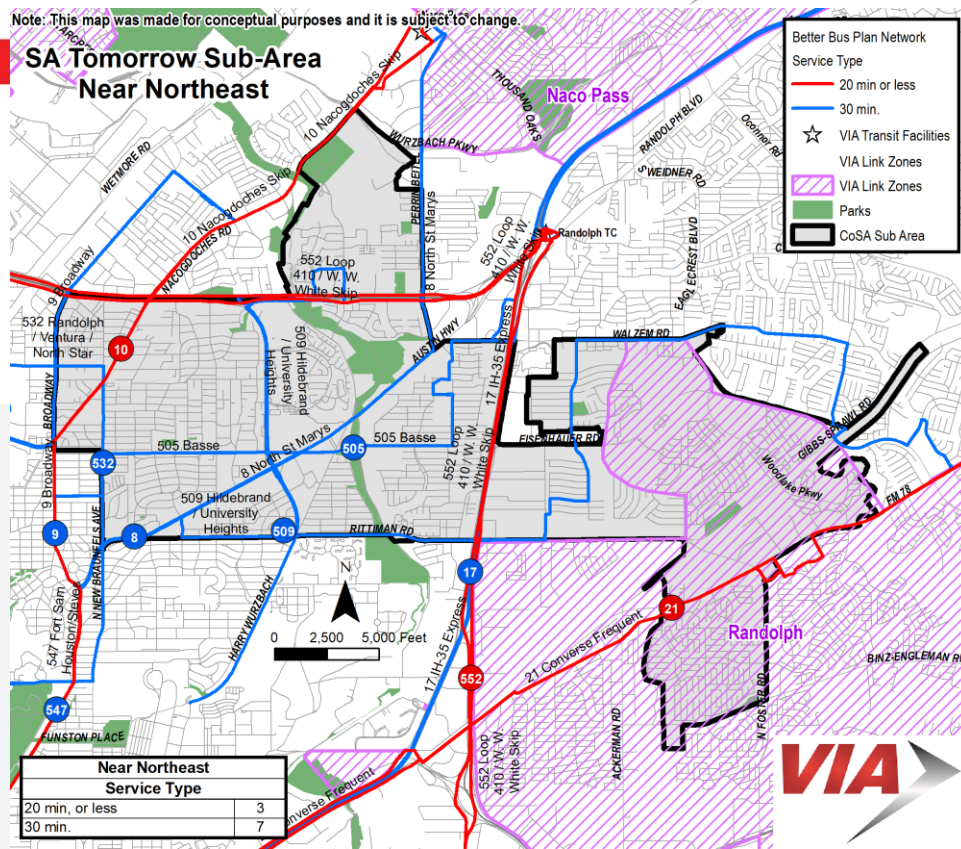




# TRANSIT NETWORK IN NEAR NORTHEAST COMMUNITY

- 10 Bus Routes
- Average Weekly Bus Ridership = 15,972
- Average Weekly VIA Link Ridership = 2,389





# THANK YOU.



THANK YOU FOR YOUR TIME.

[VIAINFO.NET](http://VIAINFO.NET)



# SA TOMORROW

## Mobility Overview Discussion



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# SA TOMORROW

Assets, Challenges, and  
Opportunities



# Mobility Assets

## Interstate and Arterial Roadways

- N/S Roadways: Woodlake Pkwy, Nacogdoches Rd, Broadway St, and N New Braunfels Ave
- E/W Roadways: I-410, Rittman Rd, Seguin Rd, Austin Hwy, Harry Wurzbach Rd, and Binz Engleman Rd

## Public Transit

- Multiple VIA routes, including routes with Frequent Service, Skip Service, Metro Cross-Town Service, and Express Service

## Bike/Pedestrian Infrastructure

- Ample sidewalk coverage in much of the area
- Some bike facilities
- Salado Creek Greenway



Salado Creek Greenway, Source: [Phil Hardberger Park Conservatory](#)



# Linking Challenges & Opportunities

**Fatal motor vehicle crashes**, especially along high-capacity roadways and intersections



**Introduce traffic-calming solutions** to address speed-related concerns

**Pedestrian fatalities**, especially along the I-35 frontage road, and Seguin Rd



**Focus on high-crash corridors** to improve speed and roadway width concerns

**Sidewalk gaps** hinder access in a number of neighborhoods



**Improve pedestrian access to key destinations** (e.g. transit stops west of Ira Lee, along Austin Hwy and Eisenhower Rd)



# SA TOMORROW

## Mobility Needs Discussion



# SA TOMORROW



## Mobility Mapping and Strategies Discussion



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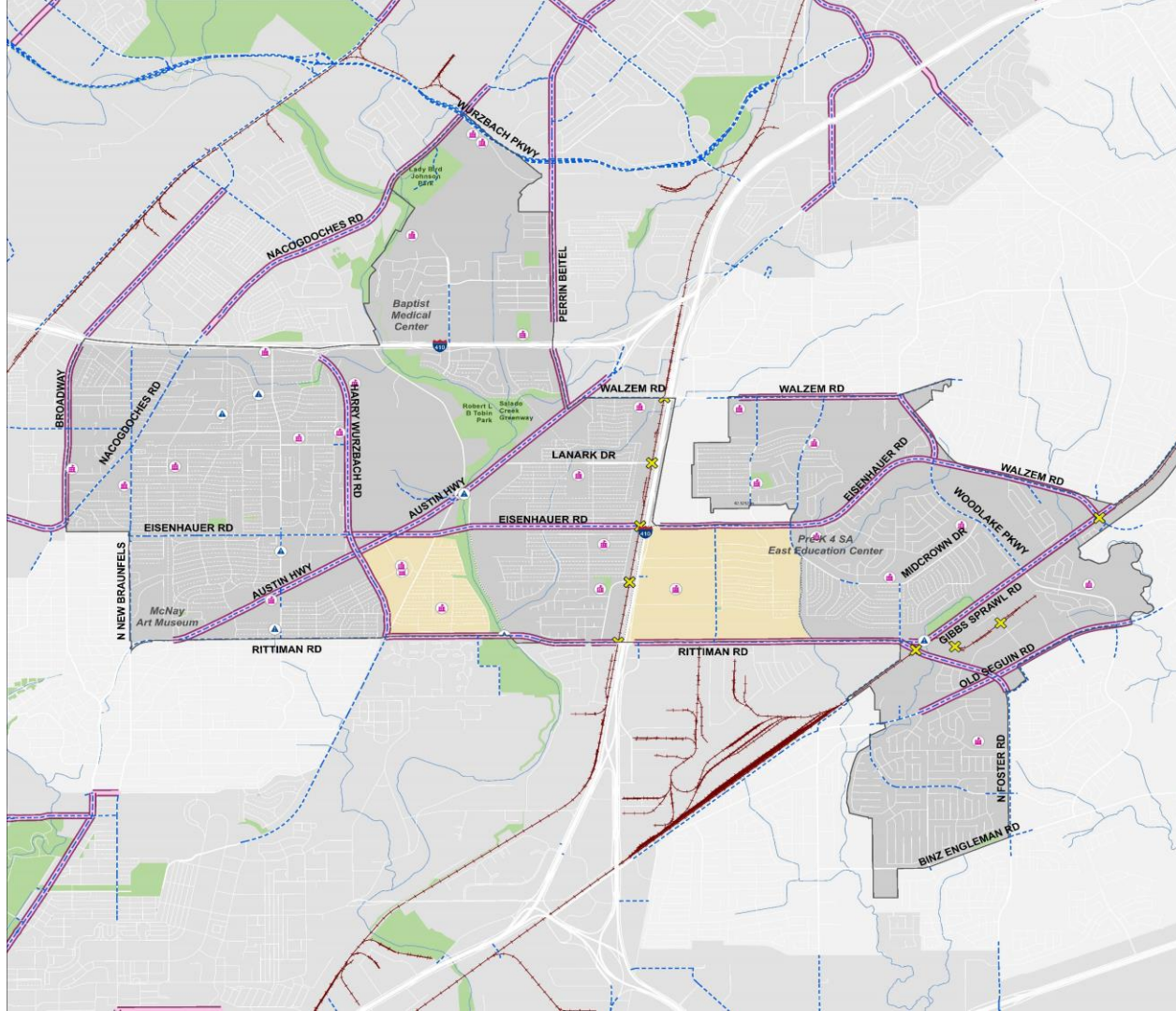
# Safety



## Near Northeast Community Area

### Safety

- High Injury Network (All Modes)
- - - High Risk Network
- ✕ At-grade Rail Crossings
- ▲ Low Water Crossings
- High Equity Area†
- 🏫 Schools and Universities
- ⬛ SA Tomorrow Sub-Area
- Railroads
- Streams
- Parks



\* 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?



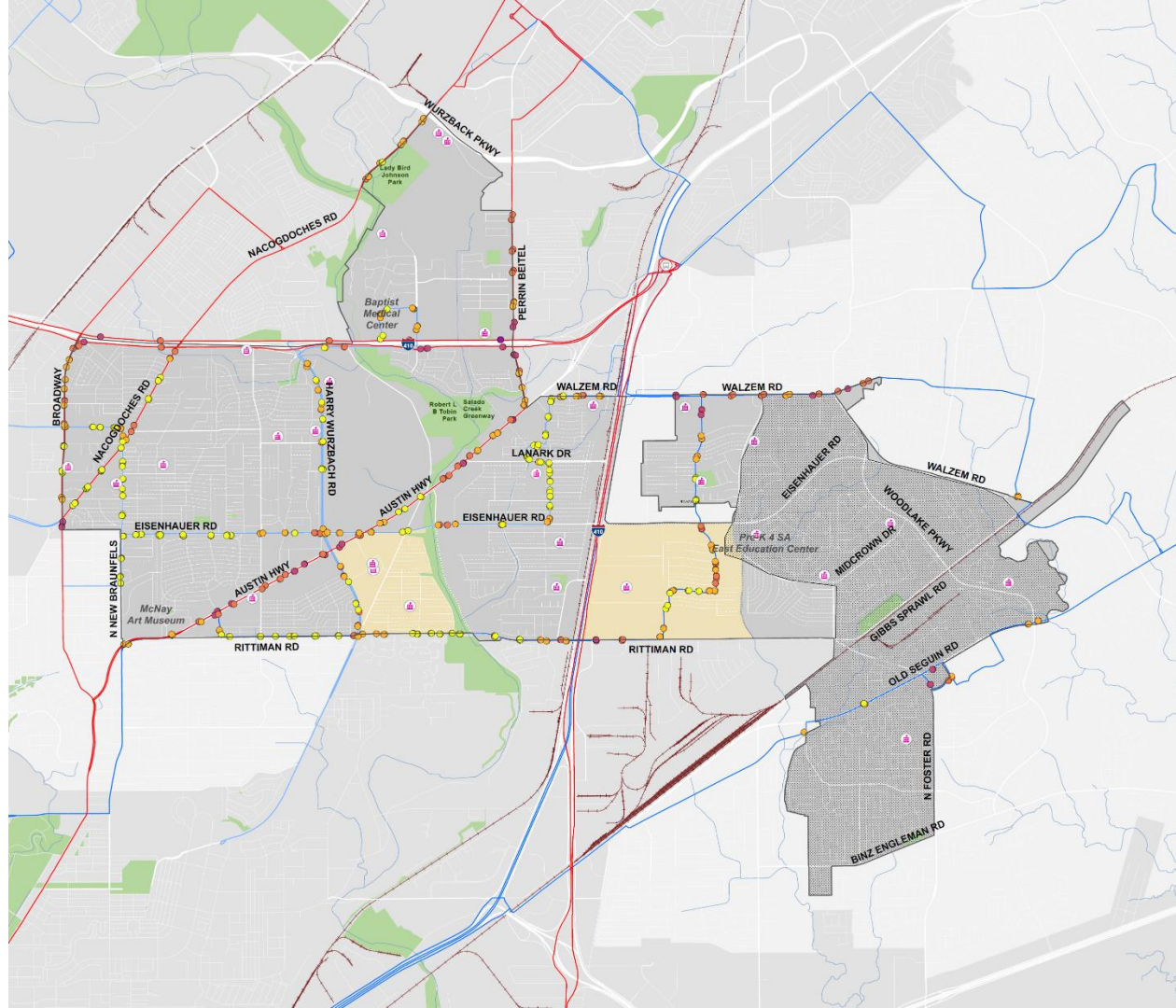
## OPPORTUNITIES

- 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 Northeast Community Area

### Transit

VIA Link Service Area

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

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



# 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 Northeast Community Area

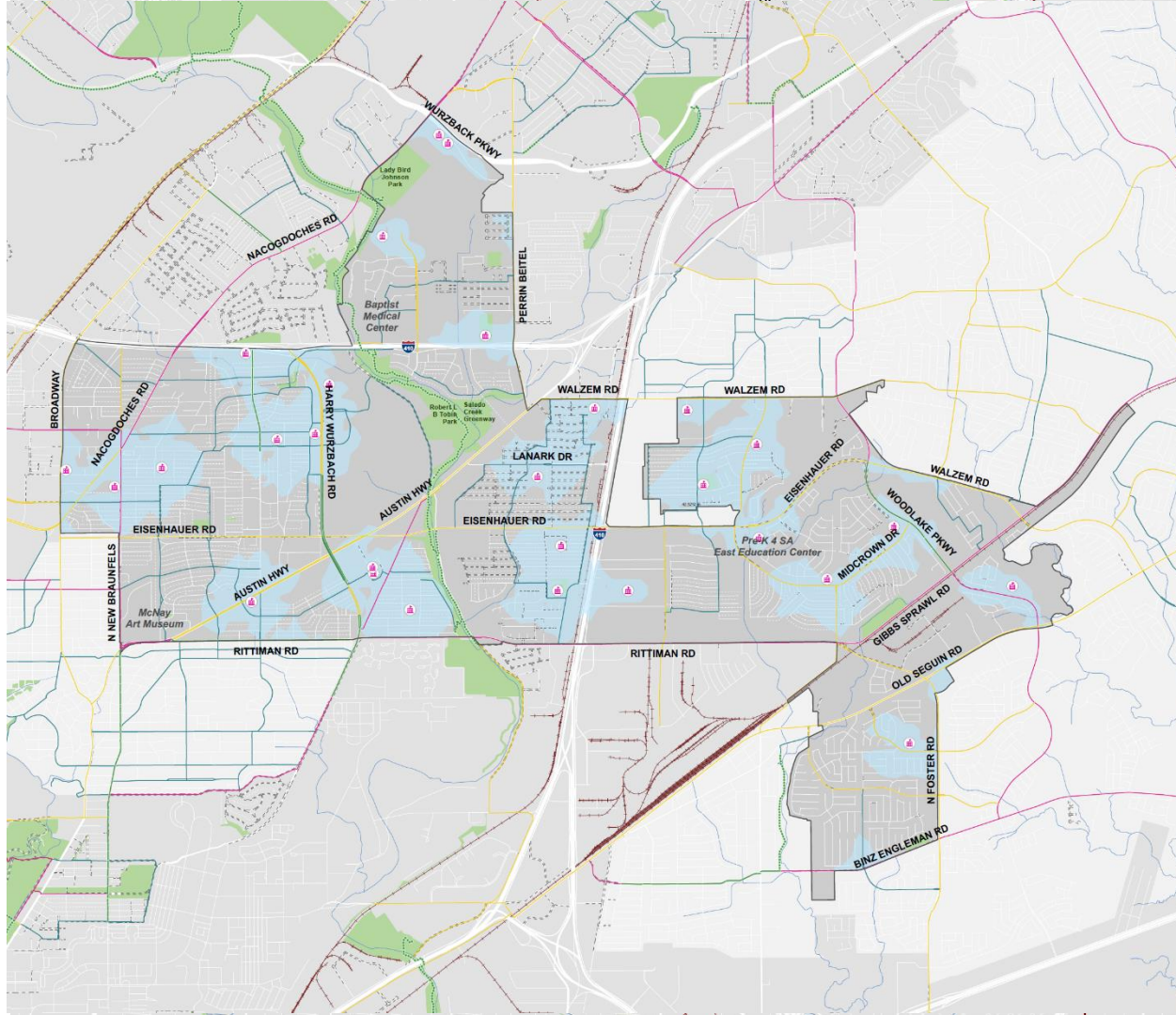
### Bike & Ped

- Existing Bike Facilities
- Protected Bike Lane or Cycle Track
  - Shared Used Path
  - Traditional or Buffered Bike Lane

- San Antonio Bike Plan Network
- Neighborhood Network
  - Primary Network
  - Visionary Network

- Sidewalk Gaps
- 10-minute school walk-shed
- Schools and Universities
- SA Tomorrow Sub-Area
- Railroads
- Streams
- Parks

\* 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?

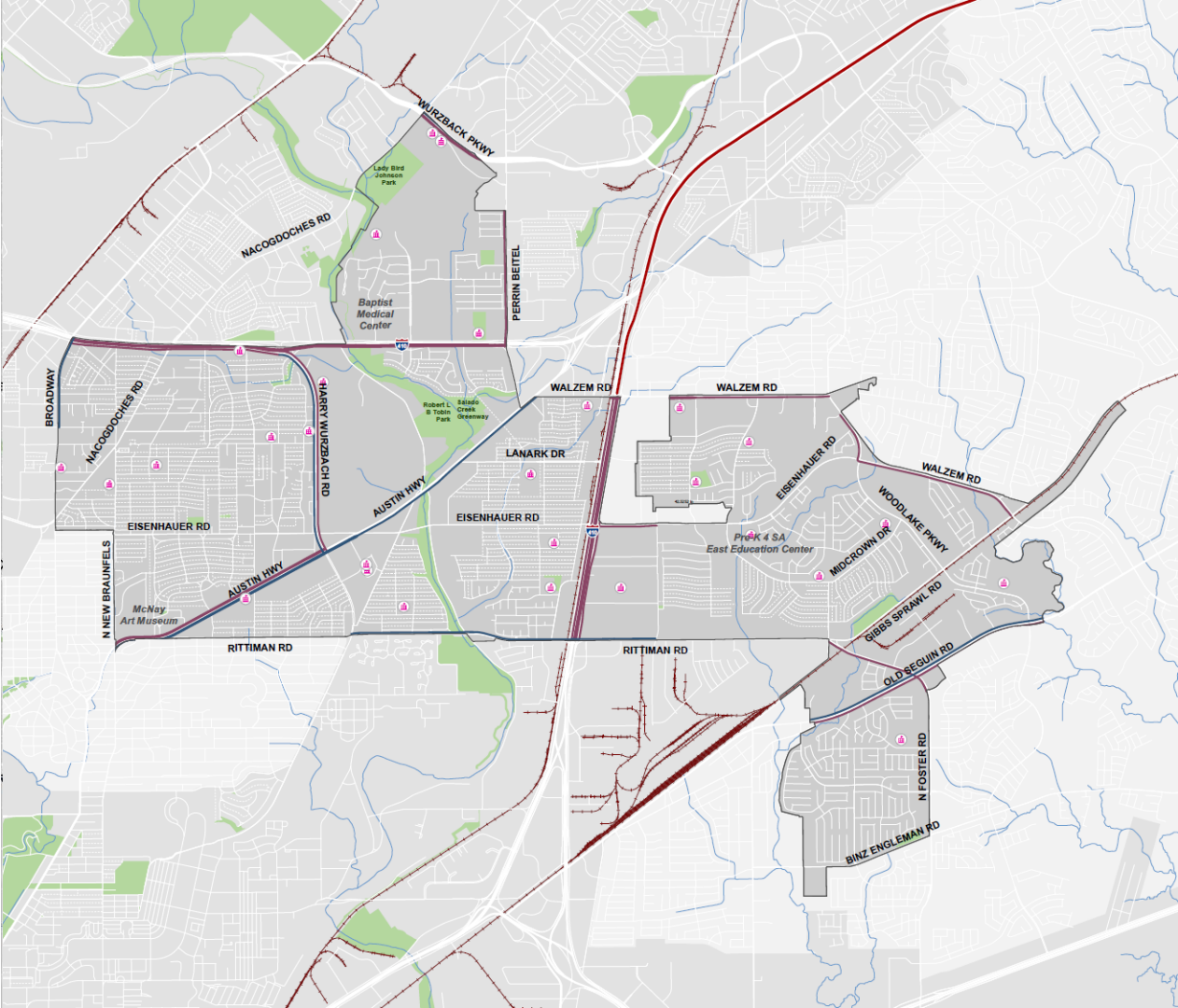
## OPPORTUNITIES

- 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 Northeast  
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 (AADT)
  - 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



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# Next Steps

## Next Planning Team Meetings

- **Planning Team Meeting #4: Housing & Economic Development**
  - Monday, June 2 from 11:30 AM – 1:30 PM; VIRTUAL
- **Planning Team Meeting #5: Community Amenities & Public Spaces**
  - Wednesday, July 2 from 11:30 AM – 1:30 PM; VIRTUAL

## Questions

- Heather Yost
- Heather.Yost@SanAntonio.gov
- (210) 207-7919



# Near Northeast Community Area Plan Planning Team Meeting #3

Thursday, May 8, 2025  
Pre-K 4 SA East Education Center  
11:30 AM – 1:30 PM



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