



Near Northwest Community Area Plan Planning Team Meeting #3

Thursday, May 8, 2025
St. Mary's University
5:30-7:30PM



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



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Introductions



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Near Northwest Community Area Plan

Project Team



City of San Antonio, Planning Department

Chris Ryerson, Planning Administrator

Zack Magallanez, Project Manager



City of San Antonio, Planning Department

Isacc Levy, Senior Transportation Planner



MIG

Jay Renkens, Principal

Marco Hinojosa, Co-Project Manager



Cambridge Systematics

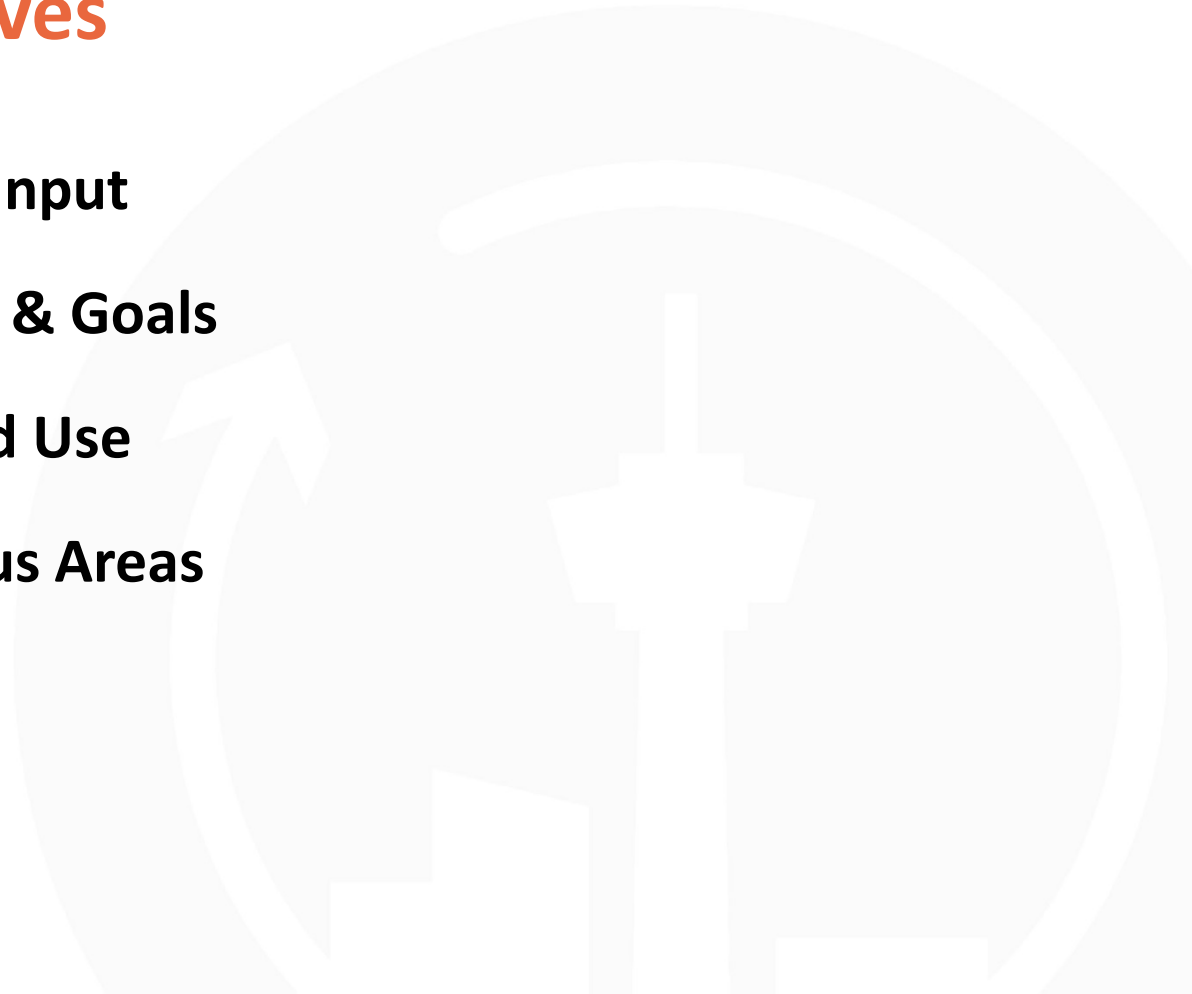
Hannah Santiago, Principal

Meeting Sequence

WE ARE HERE



Meeting Objectives

- **Overview of Public Input**
 - **Discuss Draft Vision & Goals**
 - **Introduction to Land Use**
 - **Introduction to Focus Areas**
- 
- A faint, light gray background graphic is visible on the right side of the slide. It consists of a large, thin circular arrow that curves around a central, stylized tree-like shape. The tree has a vertical trunk and a canopy of horizontal lines, resembling a simplified urban or landscape plan.



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Mobility Vision and Goals

PT #2 Draft Vision

The Near Northwest Community Area maintains access to regional assets and protects existing neighborhoods for people of all ages, while offering a range of expanded housing options, recreational amenities, and business opportunities that are strengthened by improved safety and maintenance efforts.

Updated Draft Vision

The Near Northwest Community Area enhances access to regional assets and celebrates its diverse neighborhoods for people of all ages. The area embraces creativity and character by encouraging unique and varied housing options, supporting vibrant local businesses, and fostering recreational spaces that reflect community identity. Public art and cultural expression are woven into the fabric of everyday life, creating inspiring and inclusive places. Expanded non-vehicular transportation choices connect residents to opportunities and destinations, while ongoing safety and maintenance efforts strengthen the area's overall quality of life.

PT#2 Draft Goals (1 of 2)

- 1. Protect established neighborhoods and residential character that recognizes the affordability and diversity of existing housing stock.***
- 2. Maintain existing parks and green spaces, while determining opportunities to increase the range of green spaces, recreational facilities, and community amenities.***
- 3. Attract a larger range of commercial development to the area including small businesses and fresh food options.***

PT#2 Draft Goals (2 of 2)

- 4. Promote a greater range of creative housing options that offer opportunities for all, at a range of prices and locations throughout the area.***
- 5. Retain access to regional connections while addressing safety concerns, improving aging infrastructure, and offering additional options to travel throughout the area.***
- 6. Enhance connections between community members and strengthen partnerships with nearby institutional partners and community organizations.***
- 7. Improve safety throughout the area by addressing flooding and environmental concerns, light and noise pollution, overdue maintenance, and gaps in facilities and amenities to serve community members.***

Updated Draft Goals (1 of 2)

- 1. Protect established neighborhoods and residential character that recognizes the affordability and diversity of existing housing stock.***
- 2. Maintain and connect to existing parks and green spaces, while determining opportunities to increase the range of green spaces, recreational facilities, and community amenities.***
- 3. Attract a larger range of commercial development and “third places” to the area including small businesses and fresh food options that allow community members and students to live, work, and play in the area.***
- 4. Promote a greater range of creative housing options that offer opportunities for all, at a range of prices and locations throughout the area.***

Updated Draft Goals (2 of 2)

- 5. Retain access for people of all ages to regional connections while addressing safety concerns, improving aging infrastructure, and offering additional options to travel throughout the area.**
- 6. Enhance connections between community members and strengthen partnerships with nearby institutional partners such as St. Mary's University and community organizations.**
- 7. Improve safety throughout the area by addressing flooding and environmental concerns, light and noise pollution, overdue maintenance, and gaps in facilities and amenities to serve community members.**
- 8. Expand healthy and cultural amenities that promote active lifestyles, non-vehicular mobility, and community connection.**
- 9. Integrate public art and gathering spaces that celebrate local identity and foster a sense of belonging.**

Updated Draft Vision and Goals

The Near Northwest Community Area enhances access to regional assets and celebrates its diverse neighborhoods for people of all ages. The area embraces creativity and character by encouraging unique and varied housing options, supporting vibrant local businesses, and fostering recreational spaces that reflect community identity. Public art and cultural expression are woven into the fabric of everyday life, creating inspiring and inclusive places. **Expanded non-vehicular transportation choices connect residents to opportunities and destinations, while ongoing safety and maintenance efforts strengthen the area's overall quality of life.**

- 1) *Protect established neighborhoods and residential character that recognizes the affordability and diversity of existing housing stock.*
- 2) *Maintain and connect to existing parks and green spaces, while determining opportunities to increase the range of green spaces, recreational facilities, and community amenities.*
- 3) *Attract a larger range of commercial development and “third places” to the area including small businesses and fresh food options that allows community members and students to live, work, and play in the community area.*
- 4) *Promote a greater range of creative housing options that offer opportunities for all, at a range of prices and locations throughout the area.*
- 5) *Retain access for people of all ages to regional connections while addressing safety concerns, improving aging infrastructure, and offering additional options to travel throughout the area.*
- 6) *Enhance connections between community members and strengthen partnerships with nearby institutional partners like St. Mary's and community organizations.*
- 7) *Improve safety throughout the area by addressing flooding and environmental concerns, light and noise pollution, overdue maintenance, and gaps in facilities and amenities to serve community members.*
- 8) *Expand healthy and cultural amenities like linear parks that promote active lifestyles, non-vehicular mobility, and community connection.*
- 9) *Integrate public art and gathering spaces that celebrate local identity and foster a sense of belonging.*



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Mobility Overview



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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.**

Mobility Best Practices

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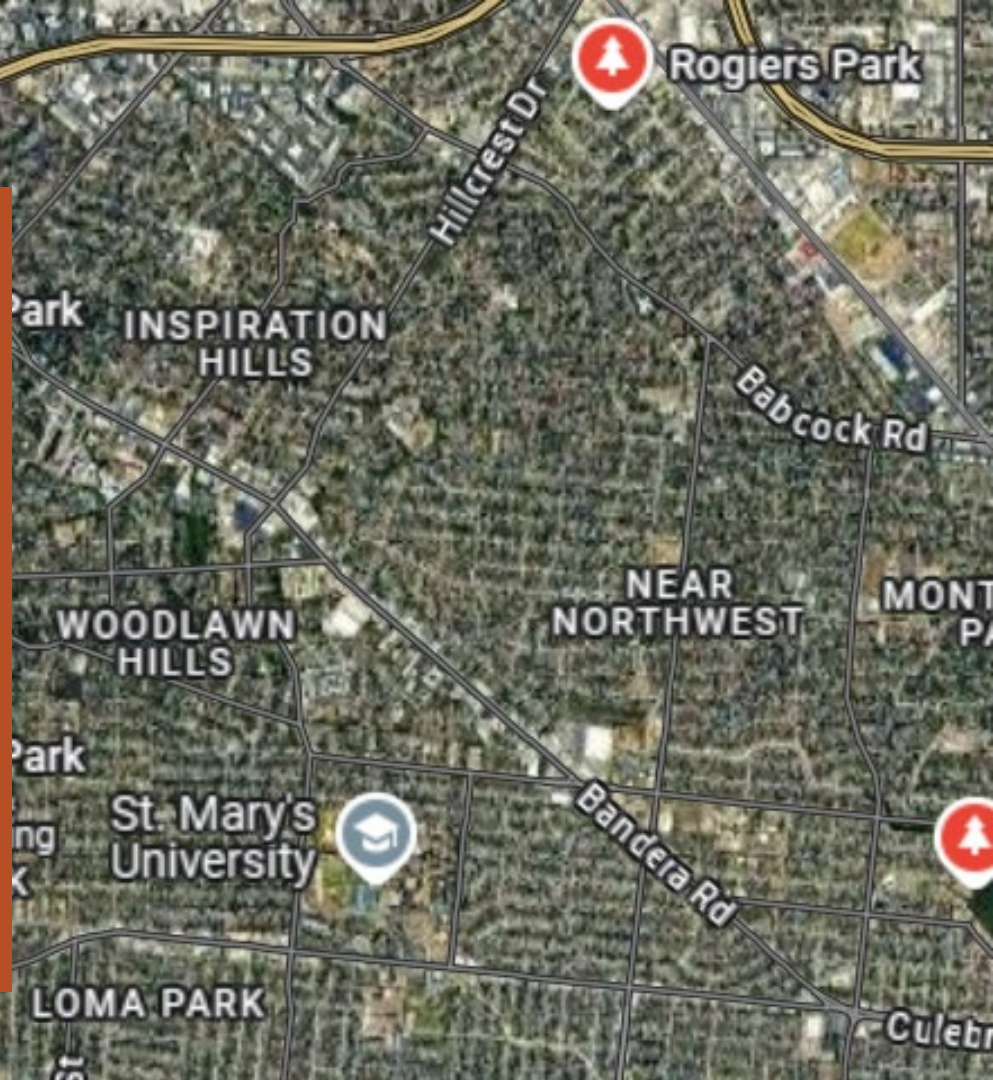
**Integrated
planning helps to
future-proof
communities.**

**Provide mobility
choices and
options.**

**Align mobility
network with land
uses.**

Mobility and Land Use

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



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Past and Recent Mobility Planning Efforts



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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



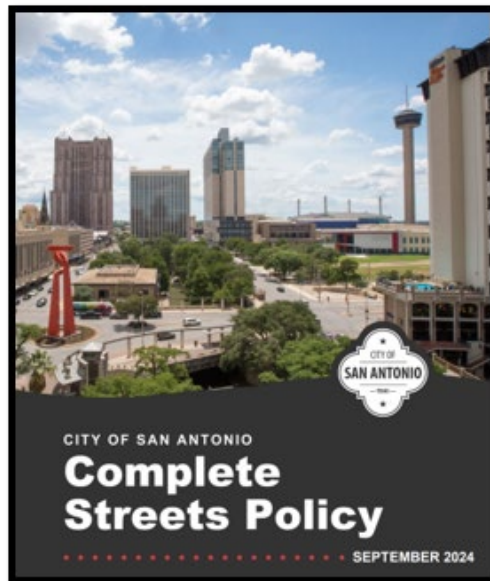
- Passed Action Plan in 2024

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



- 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!



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VIA Metropolitan Transit Overview



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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.

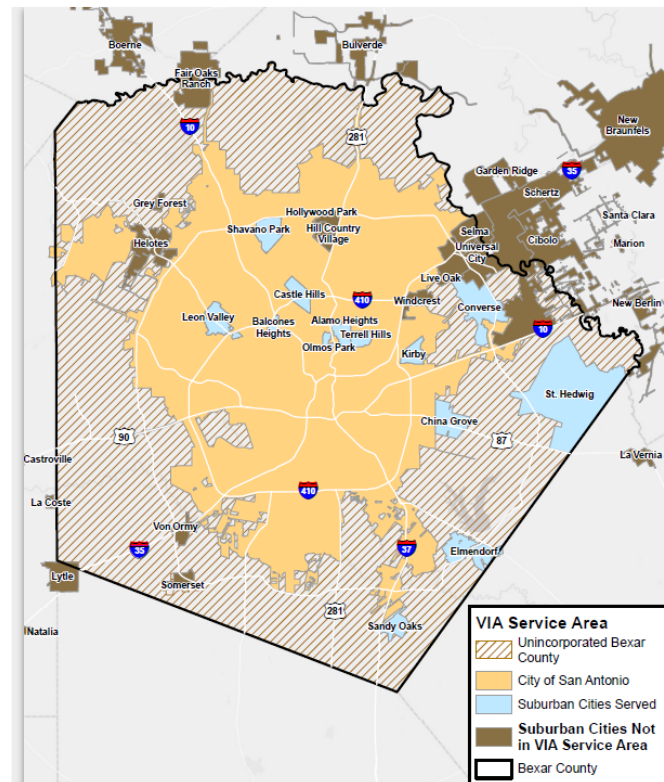




ABOUT VIA

- » 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.



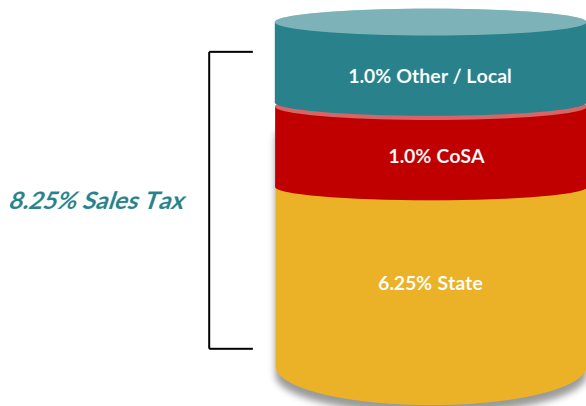


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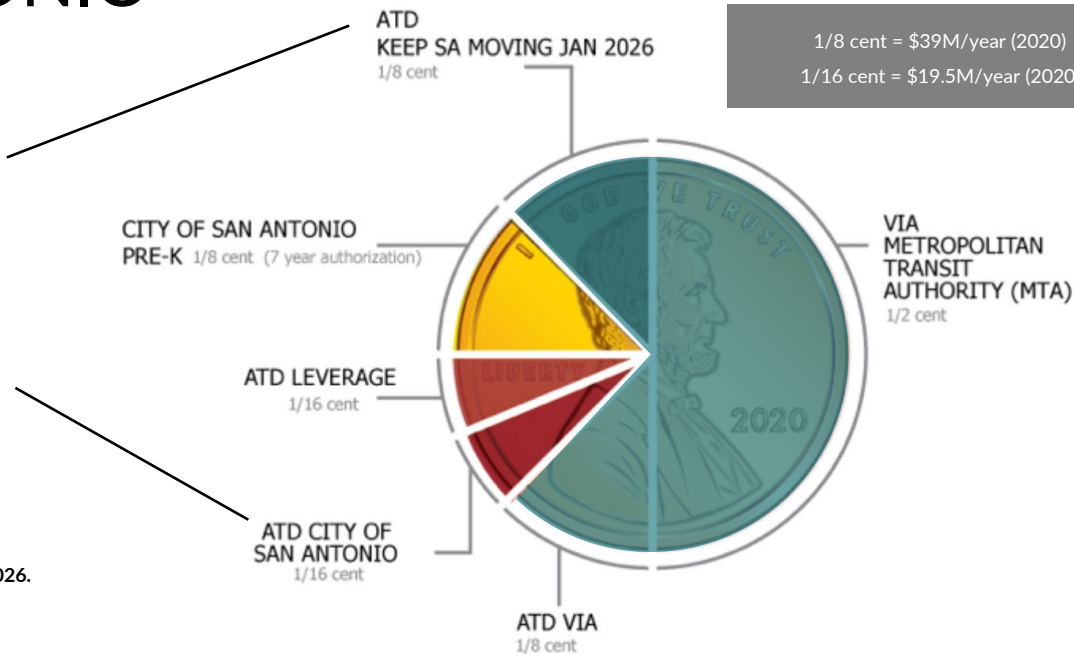


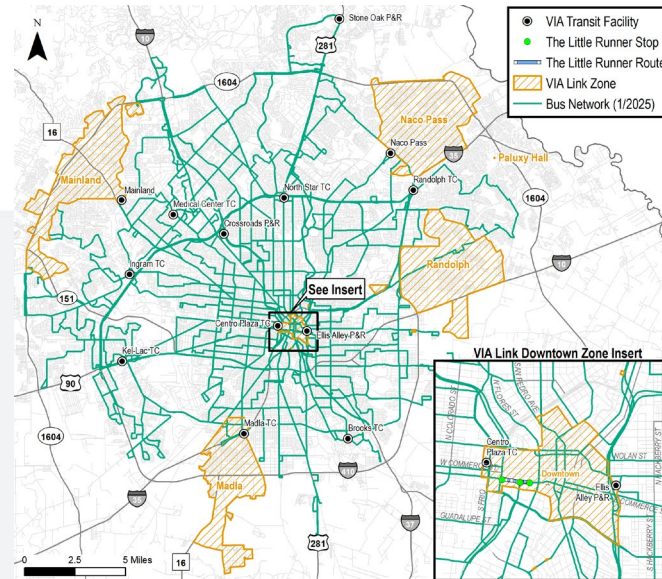
CITY OF SAN ANTONIO

SALES TAX ALLOCATION 2026



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







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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

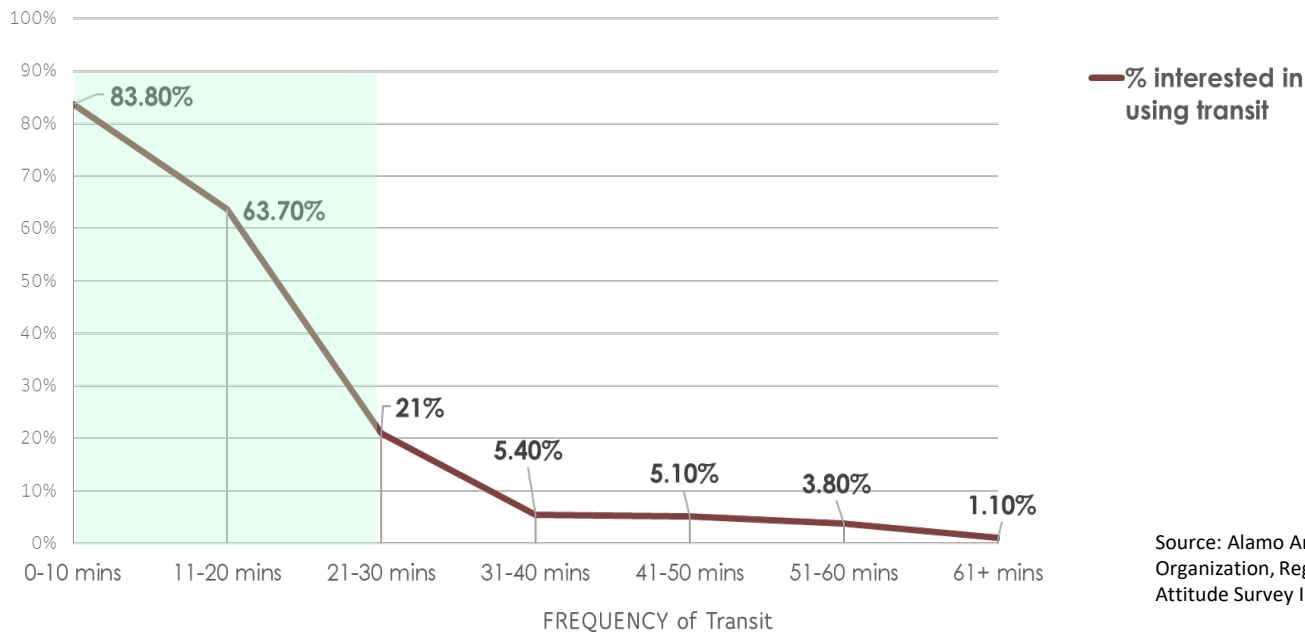




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FREQUENCY DRIVES TRANSIT



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

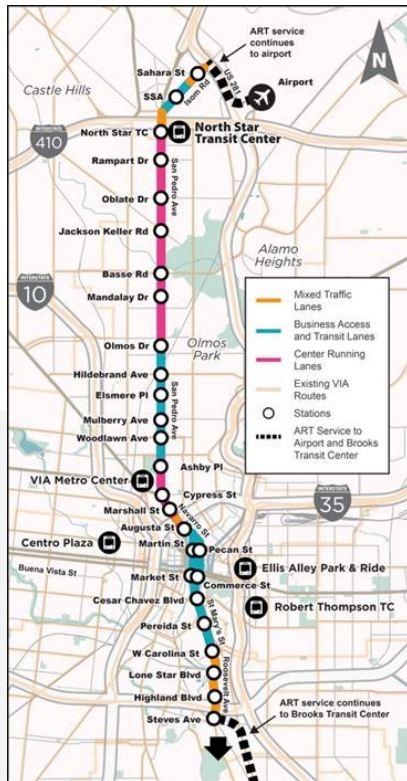


Connect to
goods/services



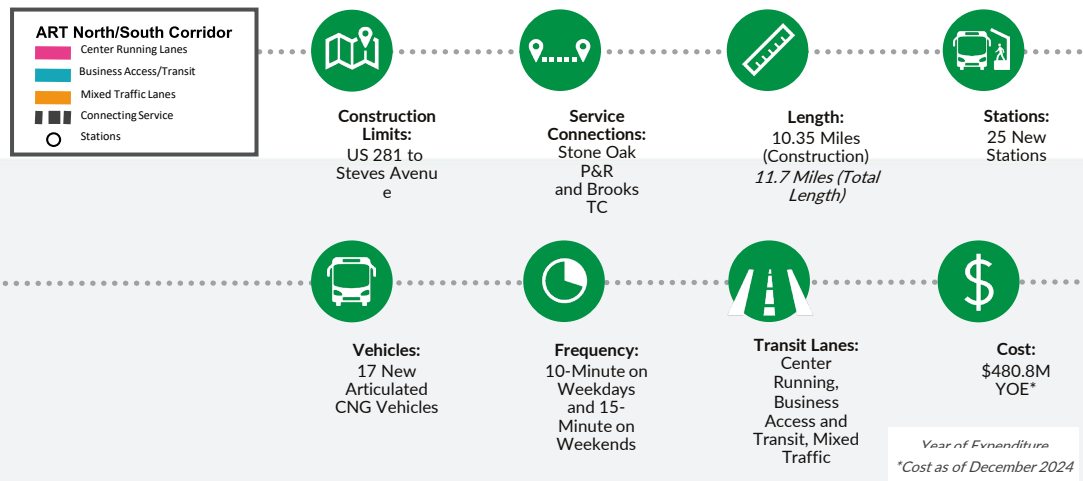
Support economic
development





Current as of December 2024

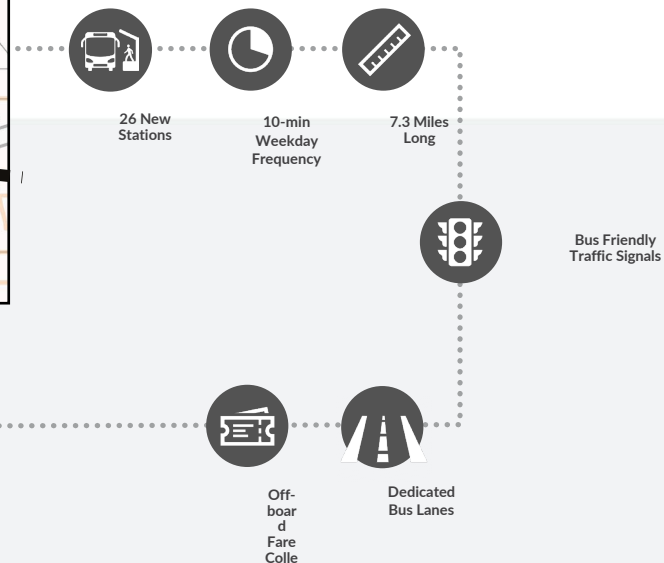
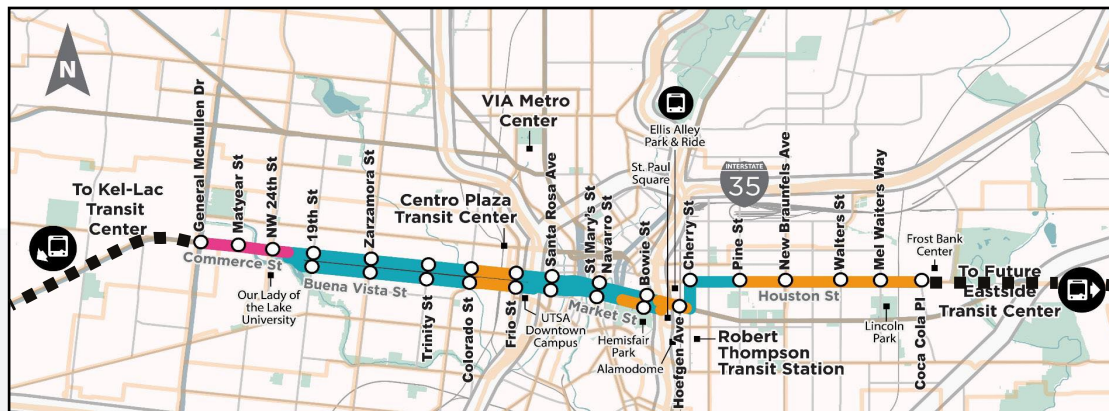
GREEN LINE PROJECT OVERVIEW



*Year of Expenditure
Cost as of December 2024



SILVER LINE PROJECT OVERVIEW



Current as of April 10, 2025

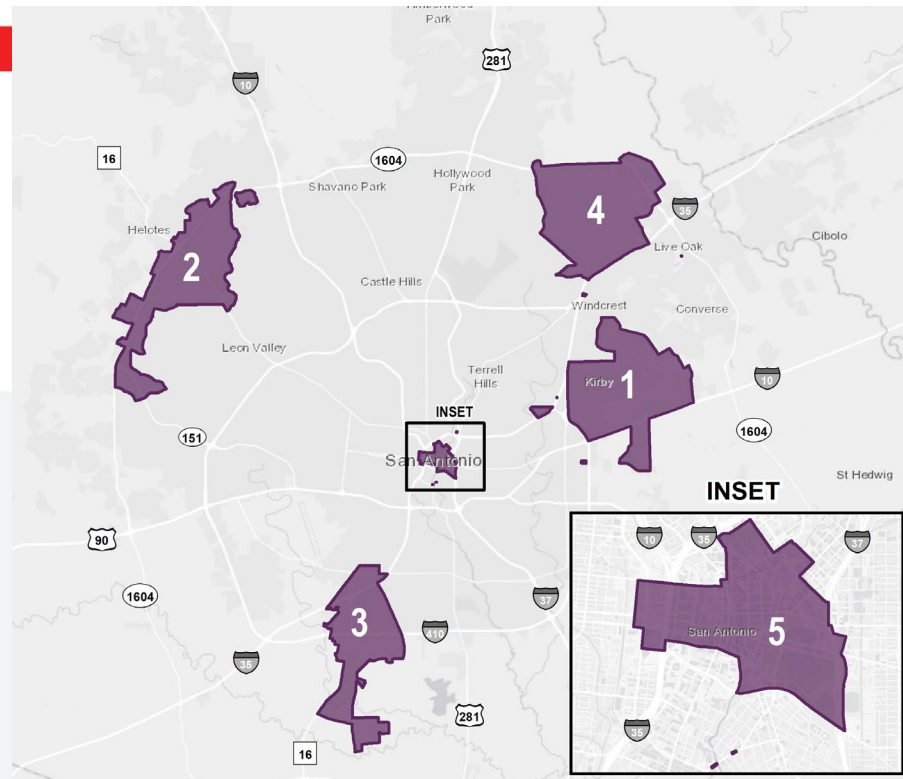
* Costs as listed in FTA Annual Report on Funding Recommendations FY 2025



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].

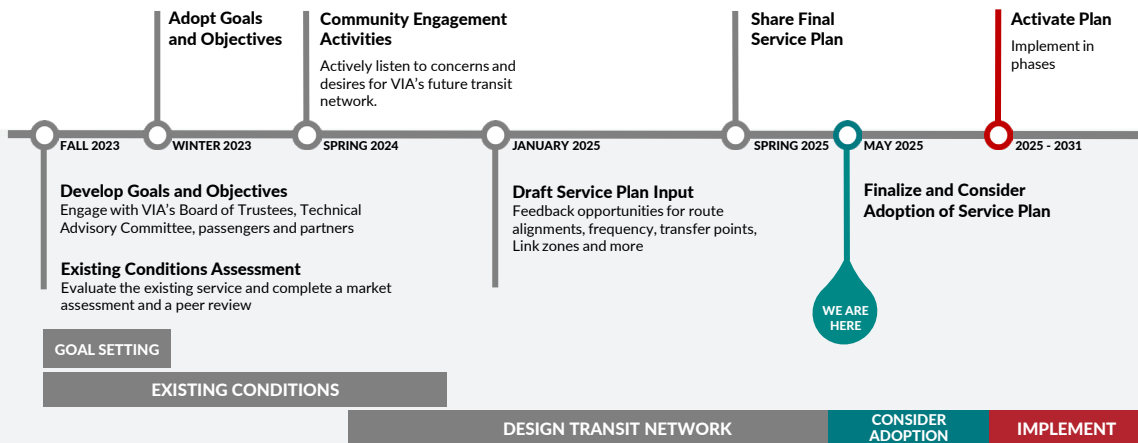
Riders also can connect to regular VIA bus service to continue their trip to bus stops across the VIA service area.





BETTER BUS PLAN

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



FREQUENT



SIMPLE



DIRECT



CONVENIENT

**Project Schedule subject to change*



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

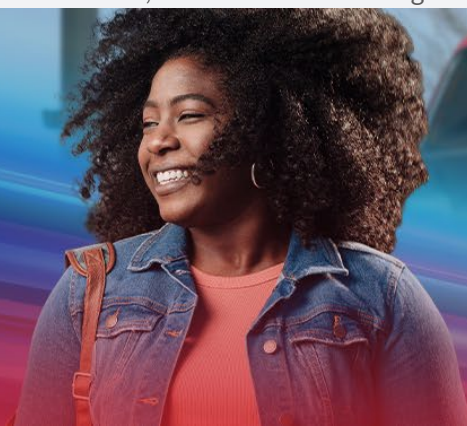
FREQUENCY INCREASES

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.



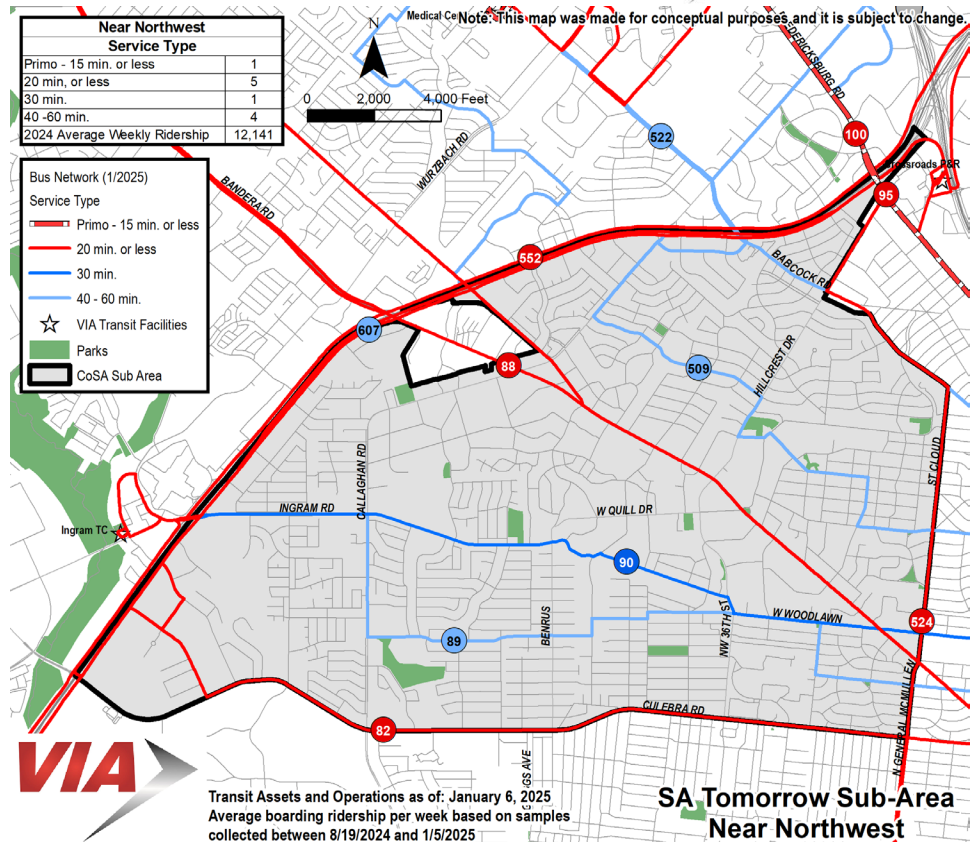
RIDE ON





TRANSIT NETWORK IN NEAR NORTHWEST COMMUNITY

- 11 Bus Routes
- Average Weekly Ridership = 12,141

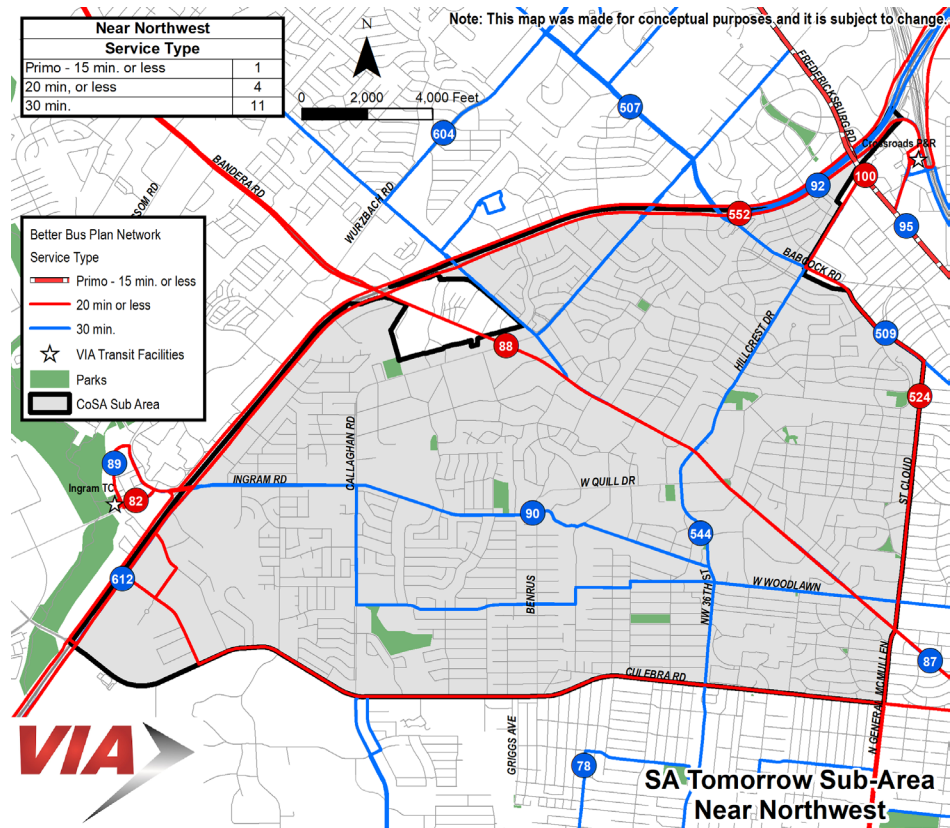




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TRANSIT NETWORK IN NEAR NORTHWEST COMMUNITY

- All routes will have 30 minutes or less service
- New routes with more direct service



THANK YOU.



THANK YOU FOR YOUR TIME.

VIAINFO.NET



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Mobility Overview Discussion



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Assets, Challenges, and
Opportunities



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Mobility Assets

Interstate and Arterial Roadways

- N/S Roadways: I-410, St Cloud Rd, Callaghan Rd, Culebra Rd, 36th St, Benrus Blvd, Hillcrest Dr
- E/W Roadways: Culebra Rd, Bandera Rd, Gen McMullen Dr, Ingram Rd, W Quill Dr, Babcock Rd, W Woodlawn Ave

Public Transit

- VIA bus routes #77, #82, #88, #89, #90, #509, #522, #552, and #607 – all provide either Metro or Frequent service

Bike/Pedestrian Infrastructure

- Sidewalk network
- Bike facilities around St. Mary's University and on Ingram, Callaghan, and Broadview



Source: KSAT News

Linking Challenges & Opportunities

Traffic fatalities and congestion on key roadways including Bandera, Culebra, and Callaghan



Multilayered strategy focusing on safety, throughput/volume, and mode shift

Traffic congestion can occur during peak hours and special events, especially along Culebra Rd and Hillcrest Dr



Implement traffic-calming measures on routes experiencing congestion

Sidewalk gaps limit access to transit and other key destinations



Identify key locations for sidewalk improvements (e.g. neighborhoods close to shopping centers and bus stops)



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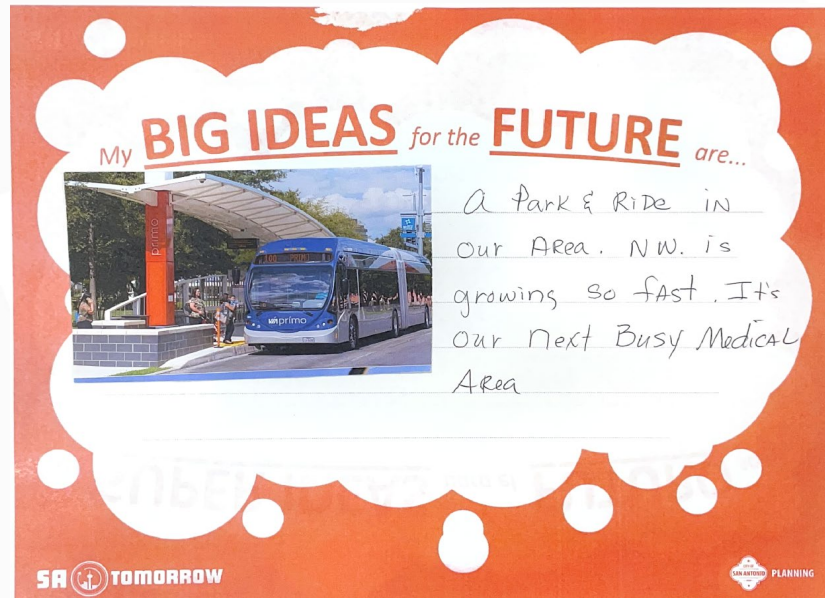
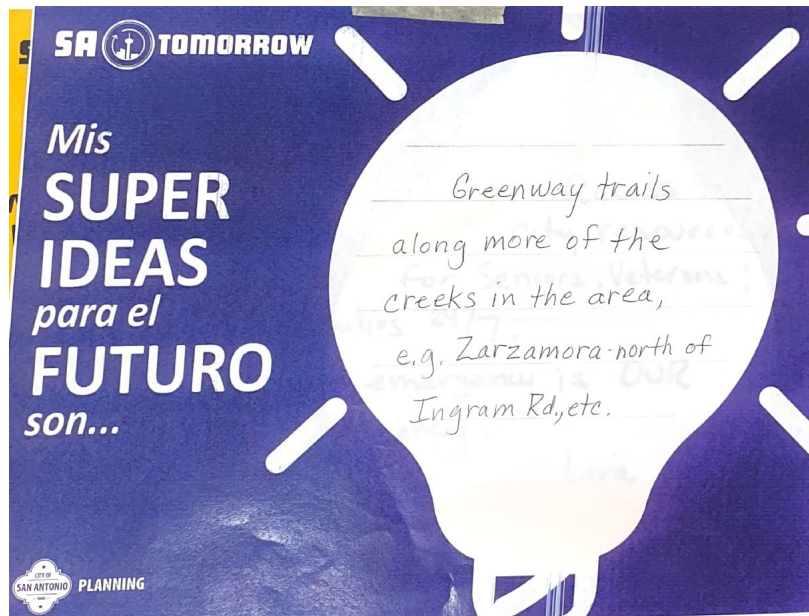
Mobility Overview Discussion



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Mobility related comments so far...



Mobility related comments so far...

What would you change about this area?

¿Qué cambiaría de esta área?

Write your thoughts below / Comparta su opinión

- I would fix the potholes on the roads.
- Visibility and blind spots for driving and walking (intersections are dangerous)
- Parks and free activities that are accessible (family friendly)

What would you change about this area?

¿Qué cambiaría de esta área?

Write your thoughts below / Comparta su opinión

- Smaller V.2 buses & more routes.
- Smaller buses + more routes will help keep traffic moving.
- Set Up 18 wheeler Parking in Neighbor hoods to raise income for streets & parks

Mobility related comments so far...


What is missing from this area?
¿Qué le falta al área?

Write your thoughts below / *Comparta su opinión*

More sidewalks (and accessible walkways for those with disabilities) as well as more options to decrease reliance on vehicles to get around. Additional bike paths and increased safety features to keep pedestrians/cyclists safe would be beneficial. More resources and affordable housing for those who are homeless, renting, or are prospective new homeowners.

What would you change for the future?
¿Qué cambiaría de esta área?

1: Tape or draw an image in the space below /



2: Write your thoughts below / *Comparta su opinión*

- Increase walkability by calming traffic and planting more shade trees.
- Provide more linear trails along more of the creeks in the area.

What We've Been Hearing - Mobility

Better walking/biking
infrastructure

Safe walking areas

Proximity to major
highways; easy to
head downtown

Friendlier
sidewalks

More frequent
bus service

Access to all of San
Antonio

Would like access to E-bikes or
bikes in general

It is very unsafe to be
walking around



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Mobility Needs Discussion



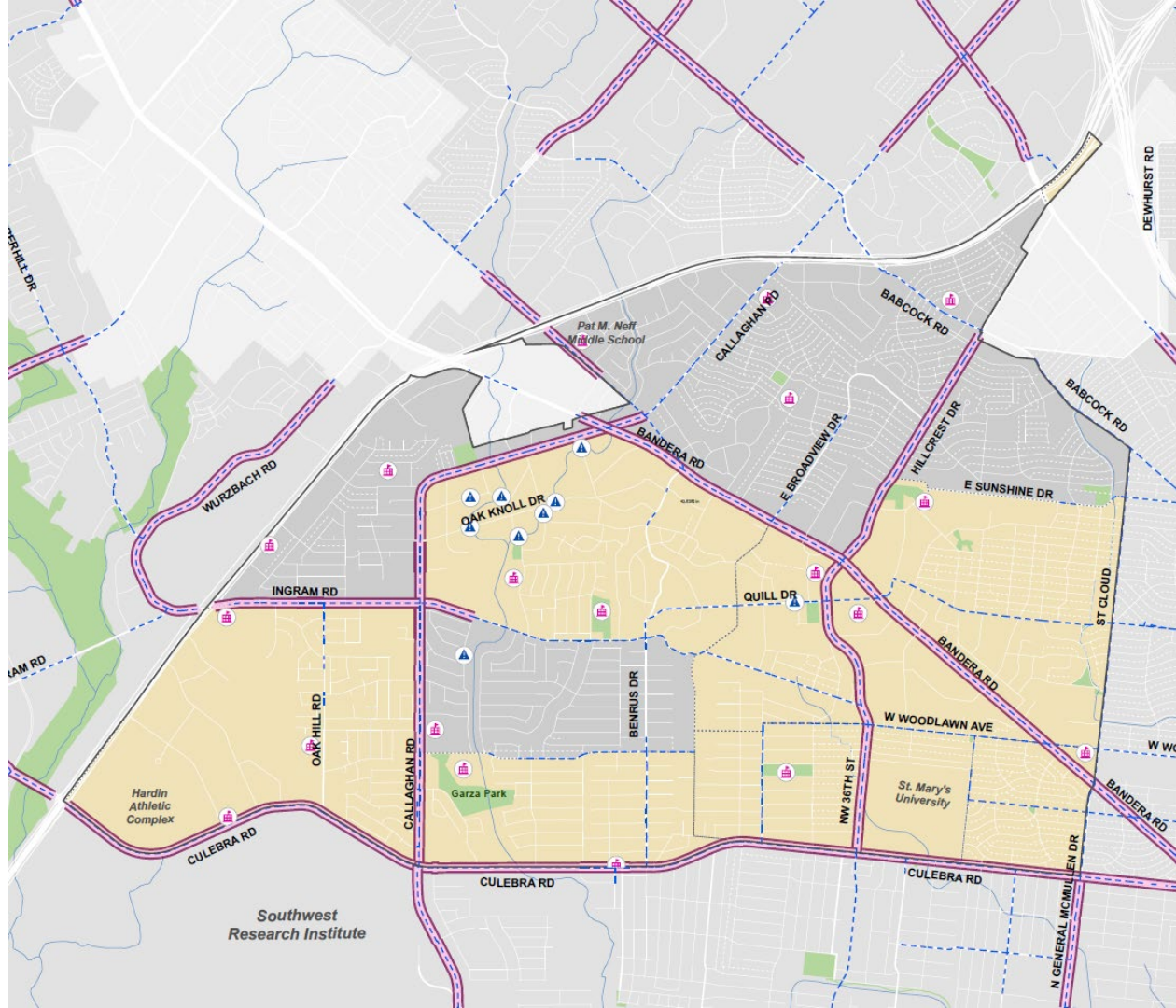
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Mobility Mapping and Strategies Discussion

Safety



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



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?

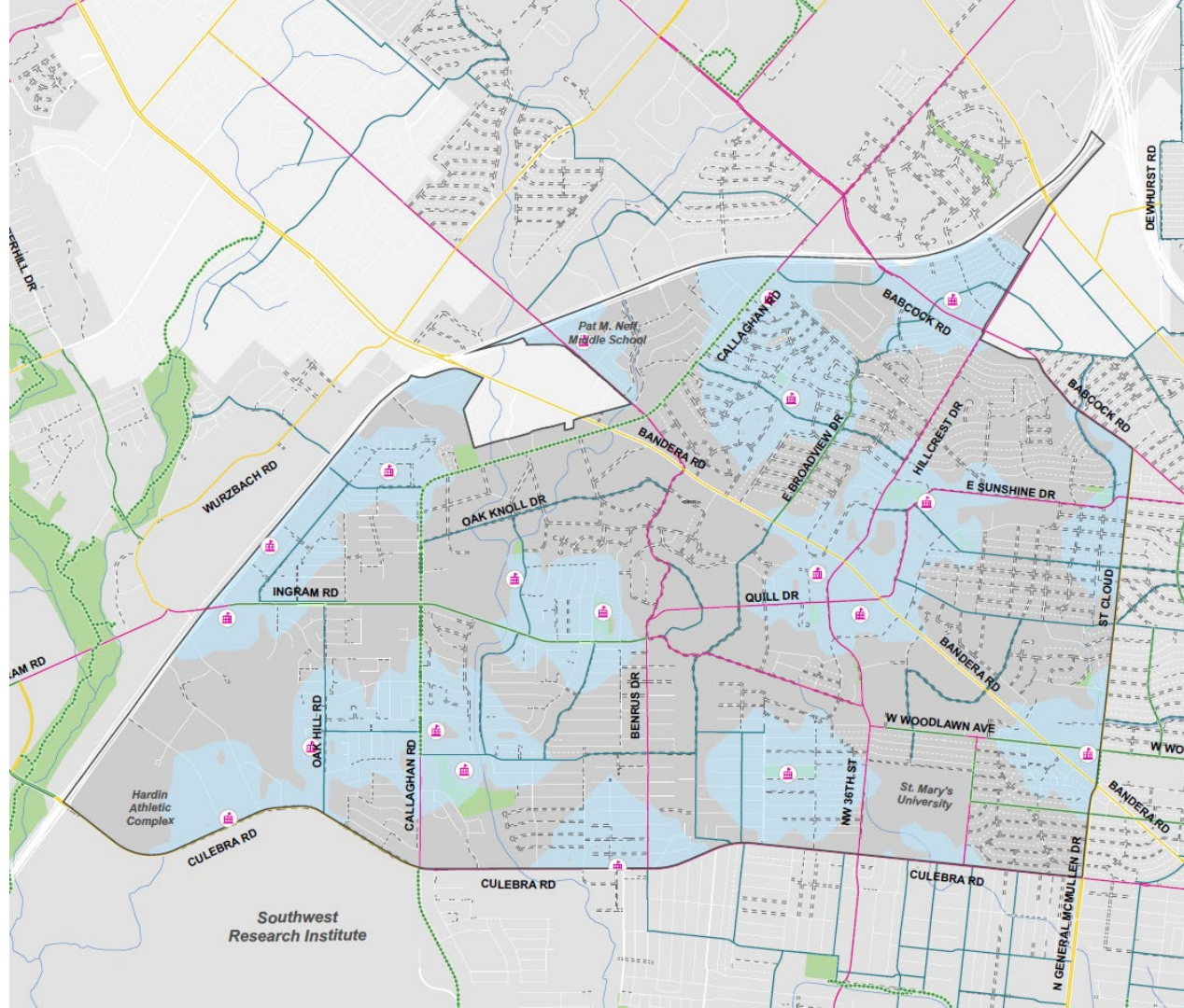
OPPORTUNITIES

- 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 Northwest
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?

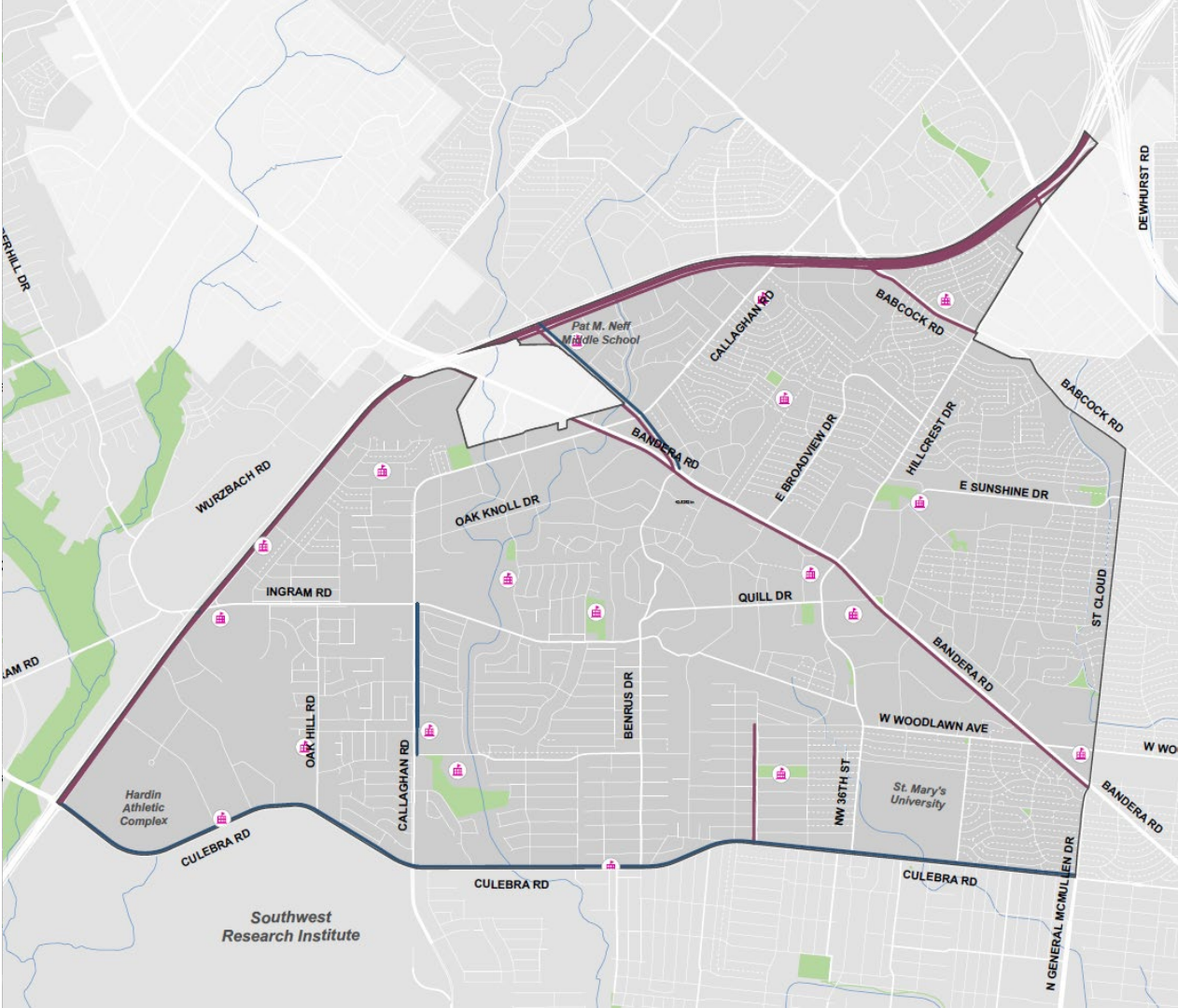
OPPORTUNITIES

- 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 Northwest
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.

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Mobility Mapping and Strategies Discussion



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Next Steps



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Next Steps

Next Planning Team Meetings

- **Planning Team Meeting #4:** Thursday June 5th, 5:30pm to 7:30pm (virtual)
 - Housing and Economic Development
- **Planning Team Meeting #5:** Monday June 30th, 5:30pm to 7:30pm (virtual)
 - Community Amenities and Public Spaces

Questions

- Zack Magallanez
- Zack.Magallanez@sanantonio.gov
- 210-207-7681



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St. Mary's University
5:30-7:30PM



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Directions

1 Camino Santa Maria, San Antonio, TX 78228

St Louis Hall

Destination: Room 330

- Stair entrance located in the front of St. Louis Hall
- Elevators located in the rear of St. Louis Hall
- Take to the 3rd floor
- Walk to St. Louis Hall room 330

Visitor Parking

Destination: Visitor Parking Lot

- Parking lot located off Camino Santa Maria

 Entrance

 Parking

 Elevators

 Access Point

