



MEETING SUMMARY

Meeting: Eastside Planning Team Meeting #8
Date: December 11, 2019
Time: 6:00 – 8:00 pm
Location: St. Philip's College, Campus Center Building, Heritage Room
Attendees:

Chris Mongeon, Dignowity Hill

Christine Vina, VIA Metropolitan Transit

Lindsey Logan, SAGE

Michelle Garza, SARA

James Dickerson, Coliseum Willow Park

Gregory Street, at large

Denise Homer, Government Hill

Meeting Purpose

The eighth meeting of the Eastside Planning Team aimed to obtain input that the Planning Department will use to create the draft mobility recommendations for the SA Tomorrow Eastside Community Area Plan. The discussion in this meeting built upon previous Planning Team discussions regarding the draft vision and goals and draft future land use map.

Meeting Format

Planning Department staff and the consultant team facilitated the meeting, and provided a presentation which guided the meeting agenda. The presentation can be found at the documents library on the plan website: <https://eastside.sacompplan.com/documents/>.

To start the meeting, Cambridge Systematics presented an overview of what we mean by “mobility” within this plan context. Mobility here means providing people with choices about how they move between home, work, school, errands, or recreation. The presentation emphasized that the Eastside Plan will provide conceptual recommendations related to mobility, and that all recommendations are contingent on funding, engineering feasibility, and further public involvement that occurs through the Transportation and Capital Improvements Department planning and design processes.

After this introduction, the consultant team presented several maps and data points showing the mobility conditions within the area, and presented a review of prior planning team and public input related to transportation and future land use.

Then the consultant team presented a typology system for roads in the area as they relate to the future land uses assigned through previous meetings. This transportation planning approach is intended to integrate planning for multiple transportation modes with planning for the intended character of places as they relate to streets. Two example Eastside locations were reviewed in more detail, to illustrate the concept and seek planning team feedback.

Following this discussion, the planning team discussed key origins and destinations in the plan area, and key linkages for connecting origins and destinations with a multimodal street network. This discussion occurred using conceptual maps indicating discussion draft linkages on Eastside roads.

Discussion

Discussion throughout the Presentation

- Mobility is about the freedom to choose safe and convenient transportation to get where one needs to go, regardless of age or ability.
- To make biking, walking, and using transit safe and convenient, a variety of conditions need to be met that go beyond completing sidewalk networks and striping bicycle lanes. For example, there need to be more destinations close by, there needs to be adequate street lighting, and existing sidewalks and roads need to be maintained.
- The plan should include a target mode split based on best practices to inform the plan's recommendations, such as a principle that the transportation network and built environment would support 30% of trips occurring by automobile, 30% by bicycle and walking, and 30% by public transit.
- Additional opportunities and challenges are summarized in the photograph on the next page.

Discussion on the Street Typology and Key Linkages

- The Planning Team indicated some affirmation, and did not object to the street typology concept, including the precedent images comparing existing and potential future conditions for the two example locations on Hackberry Street near Porter Street, and on Houston Street, west of New Braunfels Avenue.
- All parks and the small mixed-use nodes identified on the draft future land use map should all be considered origins.
- They are roughly bounded by Cherry Street, Commerce Street, Pine Street, and Houston Street, should be considered a major destination, in addition to other major destinations just outside of the plan area, such as St. Paul Square, Downtown, Ft Sam Houston, and AT&T Center.
- As additional development occurs between Pine Street and Broadway Street in Government Hill, Pine Street will become increasingly important for multiple transportation modes connecting across I-35 and the Union Pacific Railroad.
- Additional pedestrian focus areas should be identified south of the AT&T center, and in Denver heights at the location of mixed-use nodes identified on the future land use map.
- Automobile traffic should be discouraged from cutting through neighborhood residential areas. Nolan Street west of Pine Street was identified as a problem area in this regard.
- A conceptual network of bicycle scooter lanes to connect key destinations was identified as an alternative to those that were presented on the discussion draft map. Typically the conceptual network was identified on streets other than arterials. These included but are not limited to Pine Street, Gevers Street, and Mel Walters Way for example.



Next Steps

The ninth Planning Team Meeting will occur in January, 2019. The objective for this meeting is to obtain initial input for the Amenities and Infrastructure section of the plan. The Planning Team will revisit mobility during its February 2020 meeting. A public meeting will be held in summer 2020, for the public to review the draft Eastside Community Area Plan.

If you have questions about the Eastside planning project, please contact Project Manager Garrett Phillips, City of San Antonio Planning Department.

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TOMORROW EASTSIDE PLANNING TEAM MEETING #8 - 12.11.19

MOBILITY

- ▷ POINT A → POINT B
- ▷ BUS SERVICE
- ▷ FREEDOM TO MOVE PEOPLE OF ALL AGES ... TO ALL LOCATIONS.

CHOICES

- ▷ SHARED BIKE ROUTES ON SLOW MOVING LOCAL STREETS.
- ▷ EMERGENCY ACCESS TO COURGES
- ▷ REGULATION FOR BICYCLISTS
- ▷ CLEAR VISIBLE BIKE STRIPING

CHALLENGES

- ▷ POOR MAINTENANCE OF EXISTING FACILITIES
- ▷ MISSING SIDEWALKS
- ▷ UTILITY POLES IN MIDDLE OF SIDEWALKS ... ADA INACCESSIBLE



OPPORTUNITIES

- ▷ CARPOOLING
- ▷ ALIBYS - PAVED FROM EXISTING DIRT ROADS
- UDC AMENDMENT OPPORTUNITY

OPPORTUNITY

- ▷ BANKING OFFICES ALONG BROADWAY.
- ▷ LACK OF CARPOOLING LOTS.
- ▷ DISTANCE BETWEEN JOBS & HOUSING
- ▷ TRUCK TRAFFIC ON COMMERCE

CHALLENGES TO BIKING

- AGE
- SAFETY
- LACK OF SHOWERS STORAGE

POORLY LIT STREETS.

TRASH PICK-UP

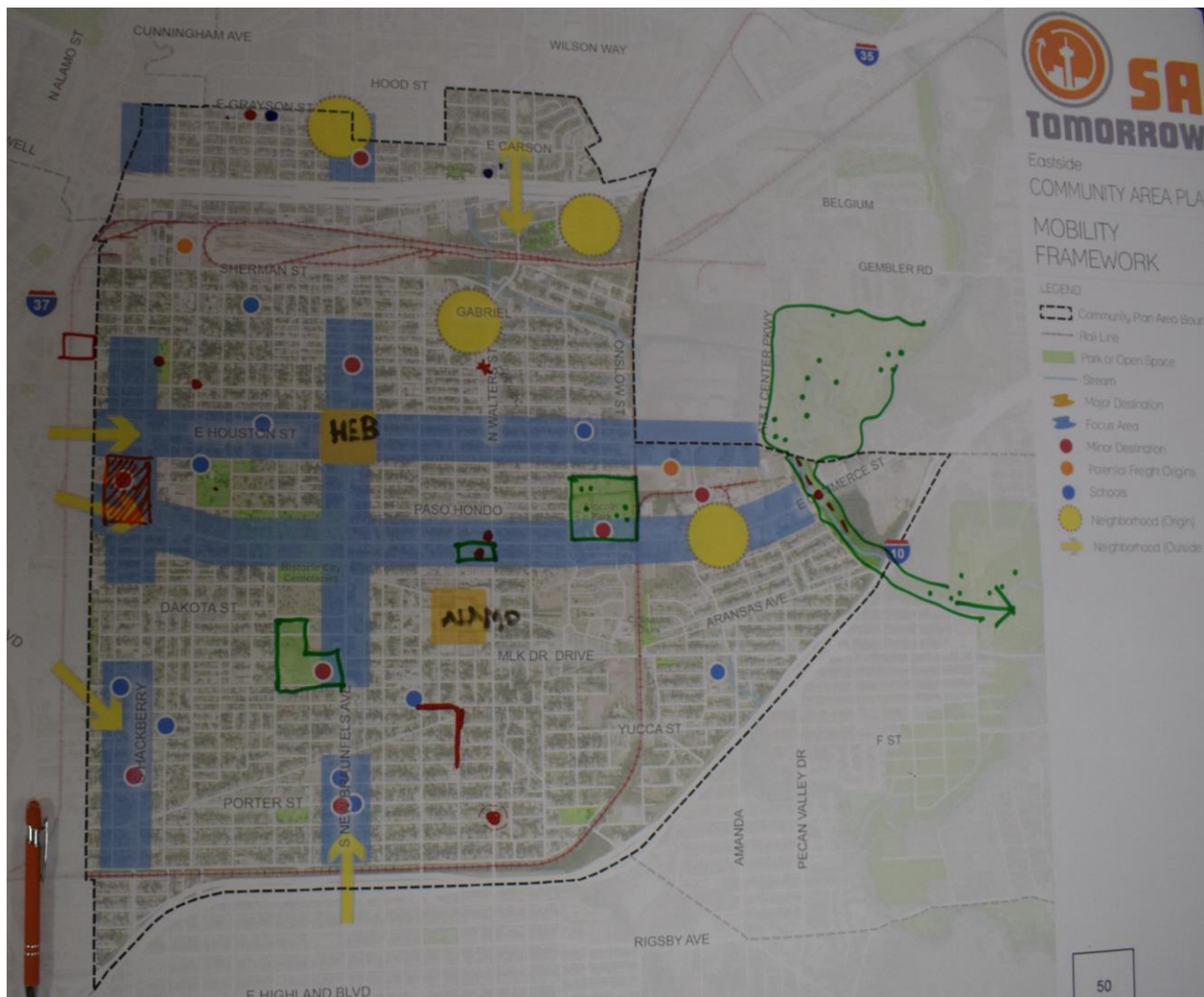
INADEQUATE LIGHTING ON BIKE ROUTES

PROTECTED BIKE FACILITIES ON FAST MOVING STREETS



Recording of the Planning Team's overall discussion of mobility issues.





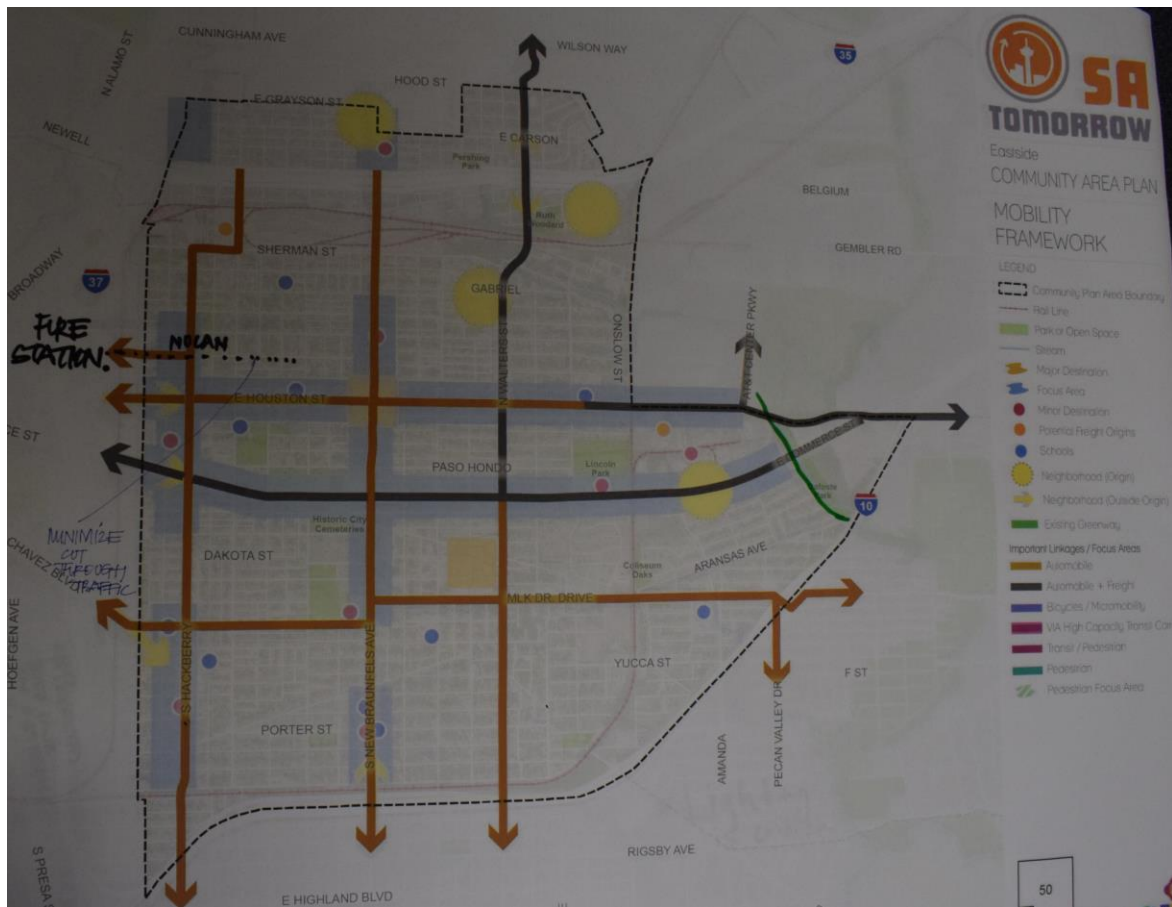
Recording of the Planning Team's discussion of key origins and destinations.





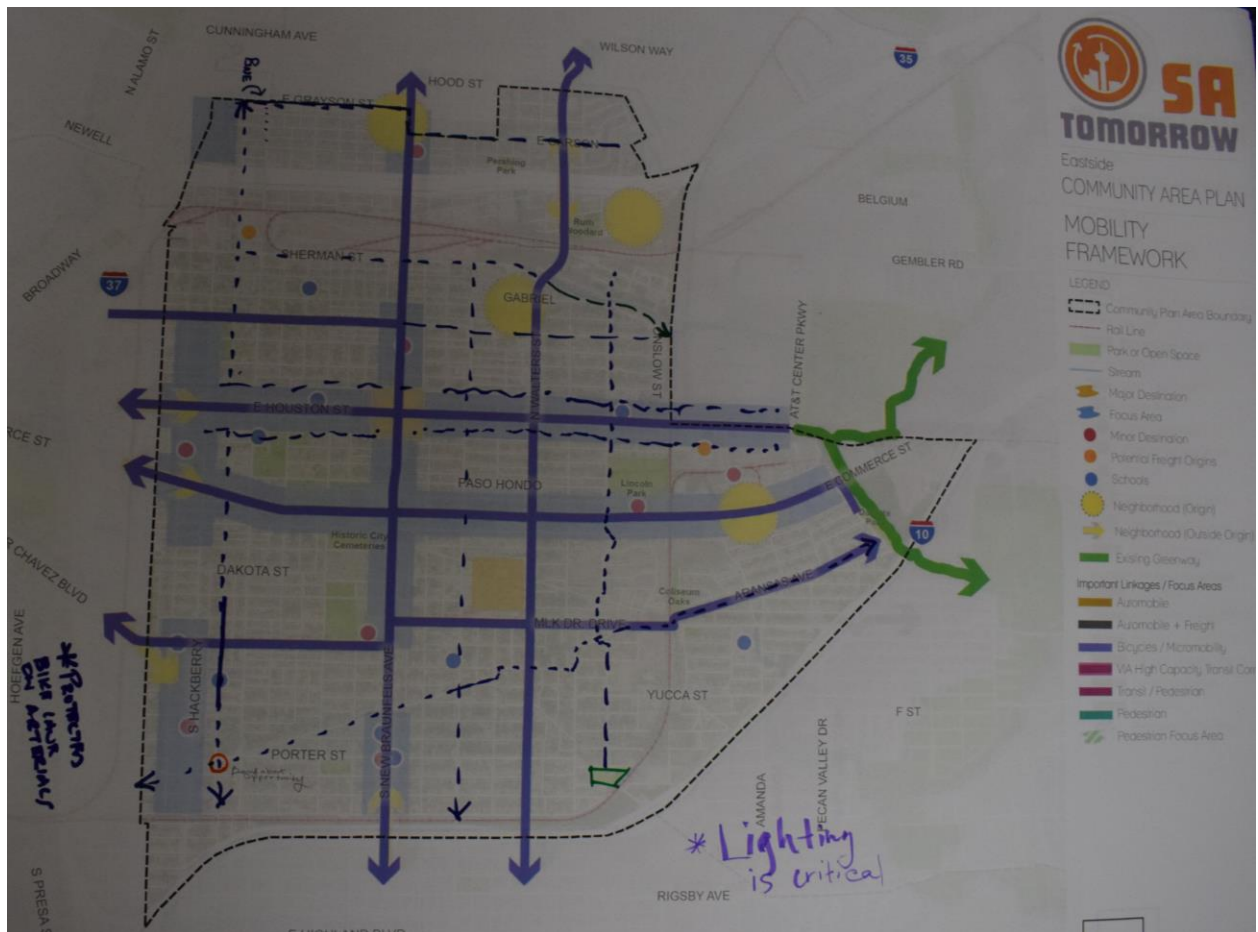
Recording of the Planning Team's discussion of key transit linkages and pedestrian focus areas.





Recording of the Planning Team's discussion of key automobile and freight linkages.





Recording of the Planning Team's discussion of key bicycle and scooter linkages.

