

MEETING SUMMARY

Texas A&M San Antonio Regional Center Planning Team Meeting #8: Mobility 1 of 2

Meeting Date: October 9, 2019

Time: 10:00 AM – 12:00 PM

Location: Texas A&M San Antonio Campus, Building #108B

Attendees:

Brandon Herman, SARA

Dr. William Spindle, Texas A&M-SA

Todd Mocabee, Texas A&M-SA

Mirley Balasubramanya, Texas A&M-SA

Thad Rutherford, SouthStar Communities

Chris Villa, District 3

Raul Olveda, District 4

Irma Duran, NHSD

Trevor Liddle, Texas A&M-SA

Tim Mulry, VIA

Timothy Hayes, TCI

Karen Bishop, SARA

Krystin Ramirez, MIG

Andrew Rutz, MIG

Matt Prosser, EPS

Kevin Tillbury, Cambridge Systematics

Meeting Objectives:

The purpose of Planning Team Meeting #8 was to begin the discussion on Mobility, by providing an overview of the mobility network from a regional context, and to identify issues and opportunities for the area.

Meeting Format

The meeting began with staff introductions and followed with a presentation of the SARA watershed analysis by Brandon Herman. Following a discussion and Q&A session after the presentation, the discussion was steered to mobility. After the overview of mobility and existing mobility-related plans, an exercise to identify mobility networks was facilitated by the planning and consultant staff.

San Antonio River Authority Integrated Watershed Analysis

The San Antonio River Authority (SARA) provided the results from the watershed analysis. The purpose of the integrated watershed and land use study is to help inform land use and policy decisions, develop a holistic approach that mitigates storm water and improves community health, treat numerous parcels with one green storm water infrastructure (GSI) feature or treatment train, and promote multifunctional spaces. The presentation provided an overview of the study, inventory and analysis, evaluation criteria, existing plans, and mitigation recommendations. The presentation also included a Triple Bottom Line analysis that identified the financial, social, and environmental benefits. The presentation can be found here: <https://documentcloud.adobe.com/link/track?uri=urn%3Aaaid%3Aascds%3AUS%3Ac3096875-8ee0-4257-99f8-c9c9b28119a4>

Mobility Discussion

Kevin Tillbury, mobility consultant from Cambridge Systematics, began the discussion by presenting a general overview of mobility for the area. He began by identifying mobility as providing choices to move between home, work, school, errand and entertainment. The team was asked to consider mobility as providing choices such as private vehicles, VIA/Transit, shared mobility, cycling, walking, new mobility

trends such as scooters and e-bikes. Timothy Hayes, from the city's TCI department, briefed the planning team on the mobility project process in San Antonio. Generally the projects begin by identifying the needs by the community or staff, followed by an inventory of area characteristics, which leads to the design, implementation, and maintenance of the projects.

Overview of the Regional Center

The project manager and mobility consultant provided an overview of the regional center, to get the team to begin thinking about mobility specific to the regional center. The project manager reminded the planning team of the projected growth for the area, including the anticipated campus growth from Texas A&M-SA as well as a recent deal with AW Texas in Cibolo Tx, to provide transmission to the Toyota Plant, which will bring additional freight traffic to the area. The project manager also reminded the team that the mobility recommendations are long term, encouraged the team to consider traffic issues for more recently developed areas such as the University of Texas at San Antonio and to think about mobility solutions proactively.

The project manager and mobility consultant both elaborated on the future land use map and the relation to mobility. There is a transition from urban mixed use in the north to heavy industrial to the south. Overall, there is one major arterial, Loop 410, and there is limited internal connectivity. Generally less than 10,000 vehicle's per day, a limited sidewalk network, but a trail system south of Toyota, there is interest in (VIA) Primo service to A&M-SA and currently no service to Toyota. Currently, the area is not served by any planned high capacity transit corridors. There are also limited options for cyclists and limited connectivity to the rest of the city. There are few walking and cycling crashes, due to the limited number of pedestrians and cyclists to begin with. Freight traffic is mostly associated with Toyota and the supporting industries along Applewhite road. From a regional context, freight is connected via Loop 410 and SH 16. Similar to the pedestrian accidents, there are few motor vehicle crashes from 2012-2017, mostly due to the low amount of traffic in the area.

Current plans include intersection improvements along Applewhite Road at South Zarzamora and the Toyota entrance. The city's Major Thoroughfare Plan includes Mauermann Road as a super arterial and Jaguar Parkway as a through arterial. From a regional context, the Major Thoroughfare Plan includes a super arterial connection to Port San Antonio. The planning team identified Texas A&M-SA and Toyota as major mobility destinations. New jobs and housing will require more mobility options.

The full presentation on Mobility is available on the Planning Team Meeting #8 PowerPoint in the Documents Library.

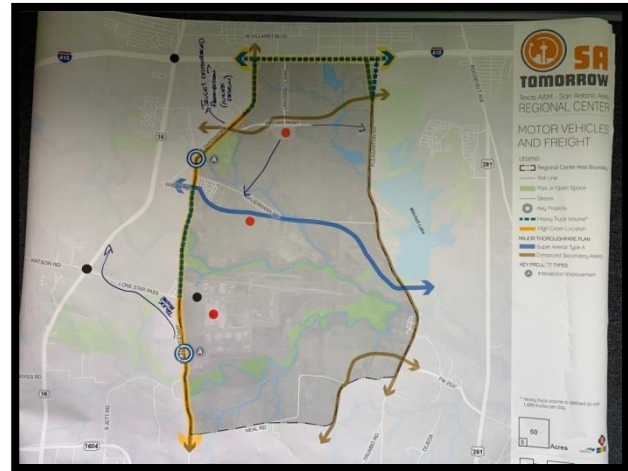
Issues and Opportunities

The mobility consultant and planning staff continued the discussion by presenting the issues and opportunities in the area. The area is in a period of transition with the growth of the Texas A&M SA Campus and the future plan for Vida! San Antonio (formerly Verano), given the area's rural nature, there are fundamentally different mobility needs. East-West connectivity is vital, specifically Mauermann Road. There needs to be additional connectivity to Palo Alto Community College, the Medina River Greenway, and Transit services. The area is changing and the transportation network should adapt. The planning team noted that there are opportunities for a more extensive trail network, connectivity to Jaguar Parkway (South) and Mauermann road. The team also noted that a complete green street grid should be emphasized.

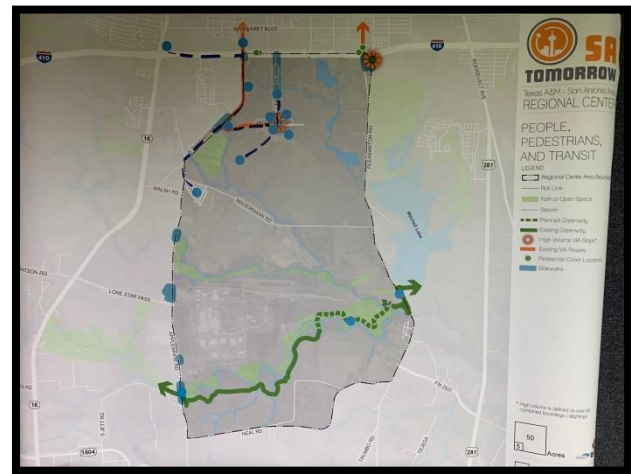


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Motor Vehicles and Freight: participants identified the industrial uses directly south of Mauermann, the Toyota Motor Manufacturing Plant, and the A&M-SA campus as supporting freight origins and destinations. Notes were made to identify SH 16 as an alternate route for freight to avoid traffic on Zarzamora and SH 16 has direct access to Loop 410. Also, it was noted that freight use may be discouraged on University Way, with the exception of campus deliveries.



People, Pedestrians, and Transit: participants identified origins and destinations in the area around Jaguar Parkway and University way, Zarzamora Road, the Medina River Trail, and the area north of 410 (outside the plan area) which would provide a pedestrian or transit connection to Palo Alto College.



The full meeting presentation is available in the document library of the sub area website: <https://texasam.sacompplan.com/documents/>

NEXT STEPS: Planning staff will analyze the discussion and exercise results as well as provide updates to the planning team.

Planning Team Meeting #9: Amenities

Wednesday, November 6, 2019; 12:00 pm – 2:30 pm.

Texas A&M SA Campus, Building 108B

Meeting summaries and presentations will be available on the sub area plan website:

<https://texasam.sacompplan.com/>

If you have any questions about the Texas A&M San Antonio Regional Center Plan, please contact:

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