



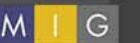
Texas A&M San Antonio Area Regional Center Planning Team Meeting #10

Tuesday, December 10, 2019

Texas A&M-SA Campus

Building #108B

10 AM to Noon



Auxiliary Marketing Services

Bowtie

Cambridge Systematics, Inc.

Economic & Planning Systems, Inc.

Mosaic Planning and Development Services

Ximenes & Associates



SA



TOMORROW

Welcome and Introductions

Texas A&M San Antonio Project Team

- Carlos Guerra, Project Manager
City of San Antonio
- Mukul Malhotra, Principal
MIG, Inc.
- Krystin Ramirez, Senior Project Associate
MIG, Inc.
- Kevin Tilbury, Senior Associate
Cambridge Systematics, Inc.



Meeting Objectives

- Welcome and Introductions
- Planning Team Meeting No. 8 Recap
- Proposed Street Typology
- Mobility Framework
- Table Exercise
- Wrap-up and Next Steps

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Project Process and Schedule

Sub-Area Planning Project Phases

1

Analysis & Visioning

Existing conditions; existing plans review; vision and goals; focus areas and corridors; Community Meeting #1

Early 2019

2

Plan Framework

Develop plan elements; focus areas and key corridors; transformative projects; Community Meeting #2

Mid 2019-Early
2020

3

Recommendations & Implementation

Action and phasing strategies; draft Plan elements; Community Meeting #3

Late 2019-Early
2020

4

Documentation & Adoption

Public Hearings, adoption, final summary and ePlan

Early-Mid 2020

Overall of Planning Team Meetings

- ✓ **Meeting #1:** Kick-Off and Orientation; Sub-Area Plan Overview
- ✓ **Meeting #2:** Preliminary Identification of Opportunities of Challenges; Preliminary Visioning
- ✓ **Meeting #3:** Confirm Vision and Goals; Focus Areas and Corridors
- ✓ **Meeting #4:** Housing and Job Projections; Land Use (1 of 2)
- ✓ **Meeting #5:** Land Use (2 of 2)
- ✓ **Meeting #6:** Housing and Economic Development Strategies (1 of 2)
- ✓ **Meeting #7:** Housing and Economic Development Strategies (2 of 2)
- ✓ **Meeting #8: Mobility**
- ✓ **Meeting #9:** Infrastructure and Amenities
- ➡ **Meeting #10: Mobility (2 of 2)**
 - **Meeting #11:** Transformative Projects; Design Character

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Planning Team Meeting No. 8 Recap

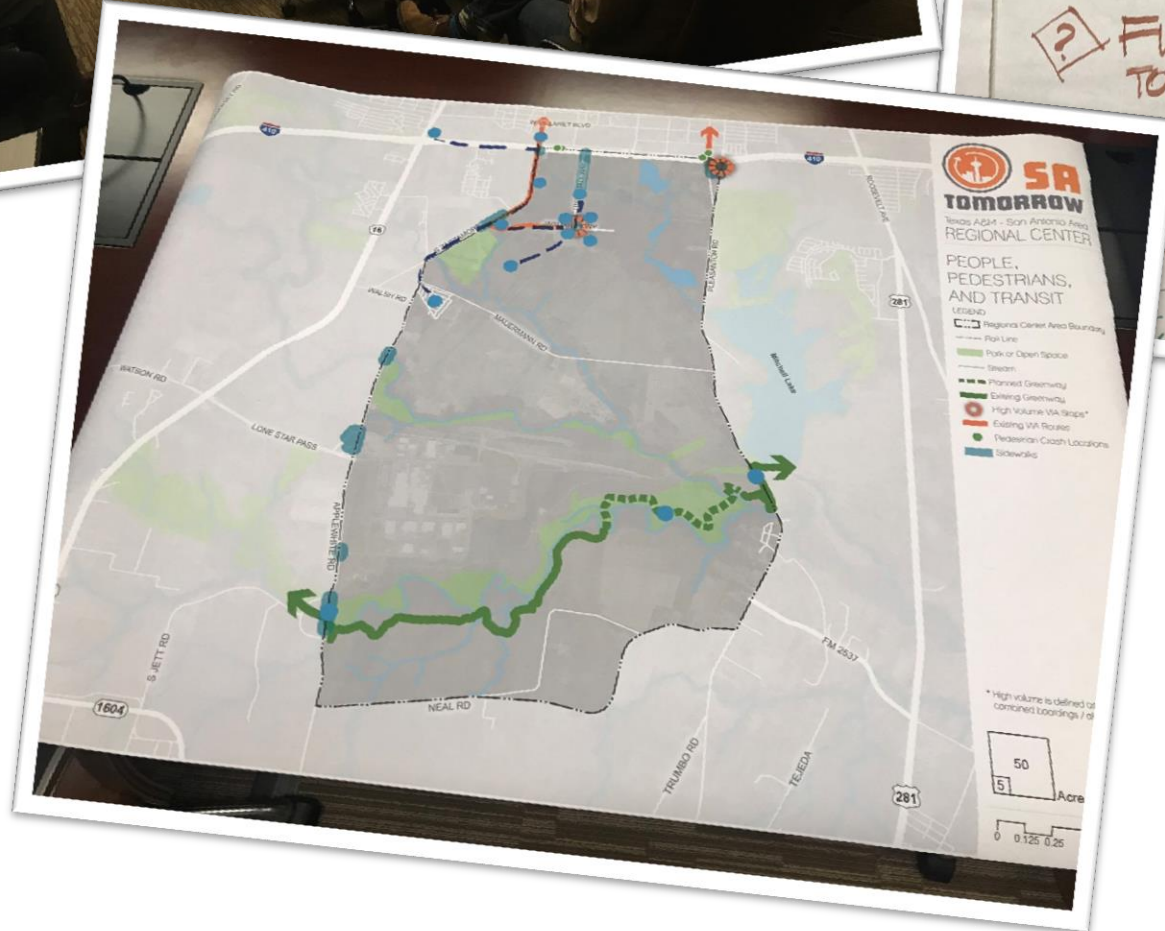




? FINANCIAL BENEFIT FOR AN INDIVIDUAL

- ◇ # ABOUT EDUCATION TO INDIVIDUALS, DEVELOPERS
- ◇ CONCRETE V/S ASPHALT
- ◇ INCREASED COST ANALYSIS
- ◇ FINANCIAL INCENTIVES TO DO LID.
 - PENALTIES
 - STORMWATER FEE
 - IN-USE FEE
 - AFFORDABLE
 - BUILT

OPPORTUNITY TO PRESERVE





SA



TOMORROW

Proposed Street Typology





PIZZA

LEGENDS

MUSIC

CORNER

THE
SECOND
FIDDLE

MUSIC
CITY
ONE NIGHT
ONLY

ARTS
FESTIVAL
MUSIC CITY
ONE NIGHT
ONLY

NO
VENDING

LEGENDS
MUSIC
CORNER

Second
Fiddle

TONK



Dunglasson synergy Chicore
Life is good

MIA
East Avenue

SPRING
FORWARD

25%
OFF

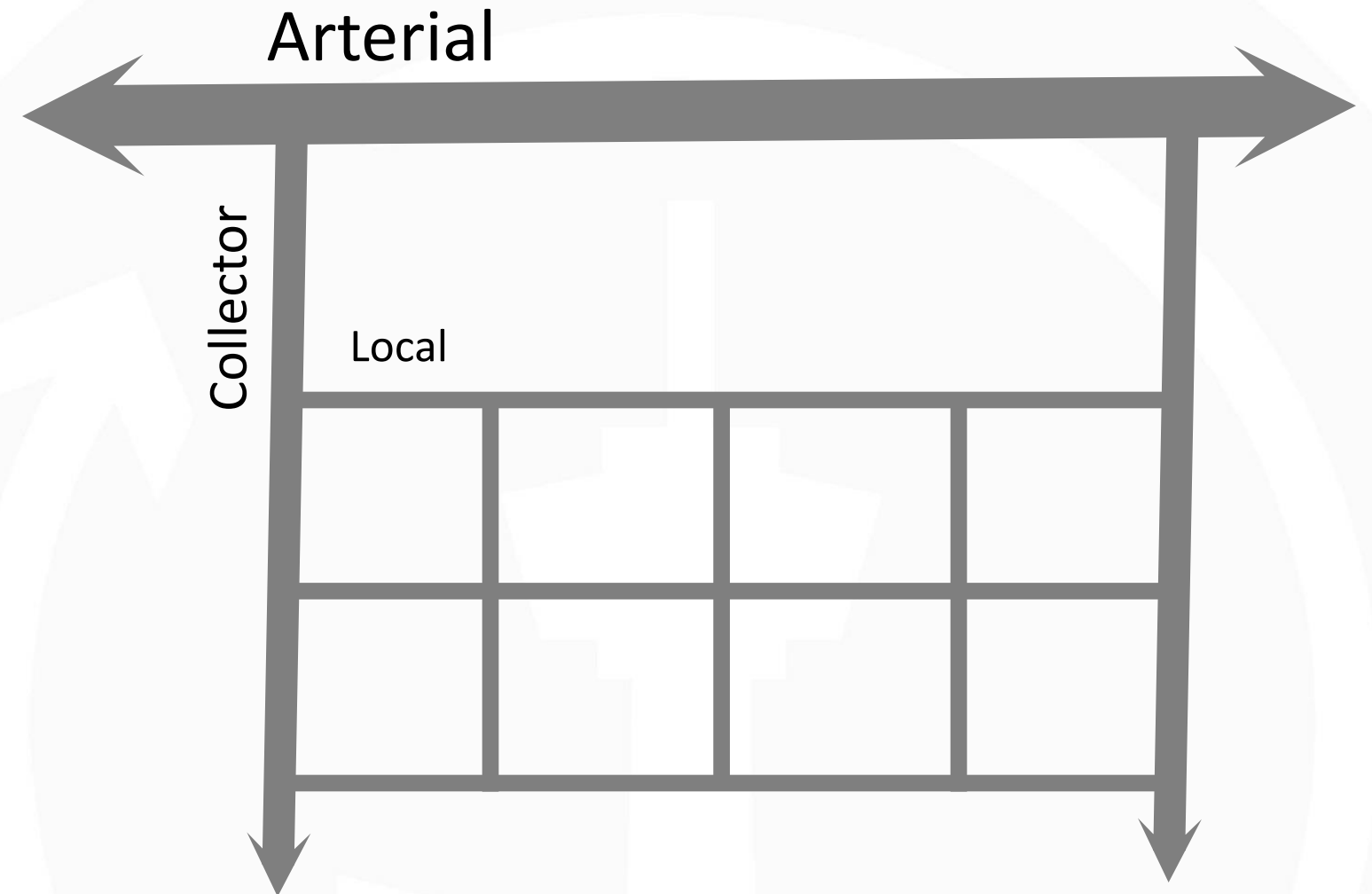
chicore



*What do you want your streets
to say about you?*

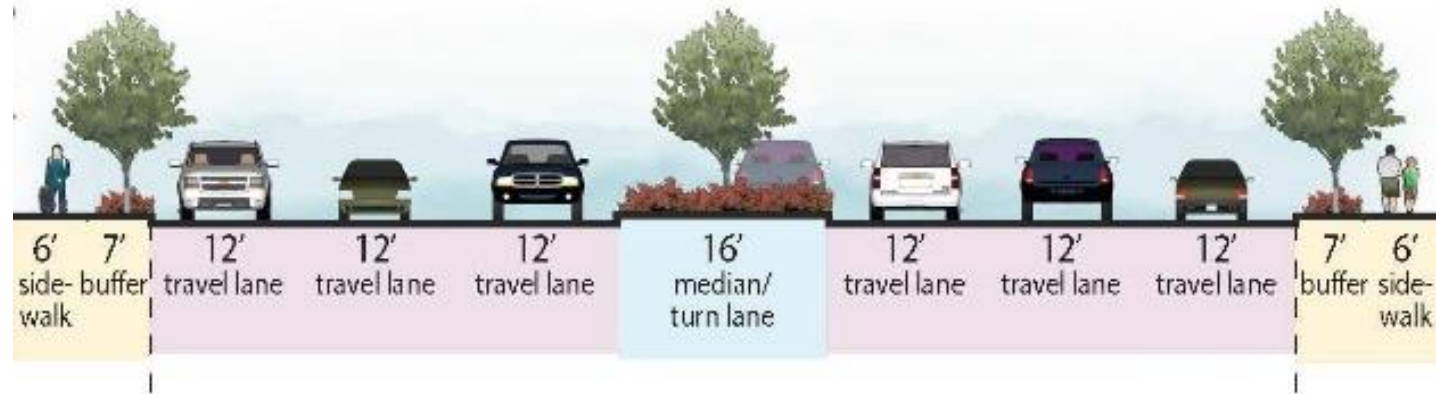
Traditional Approach to Streets

- Organized by function and role
- Hierarchical
- One-size-fits-all

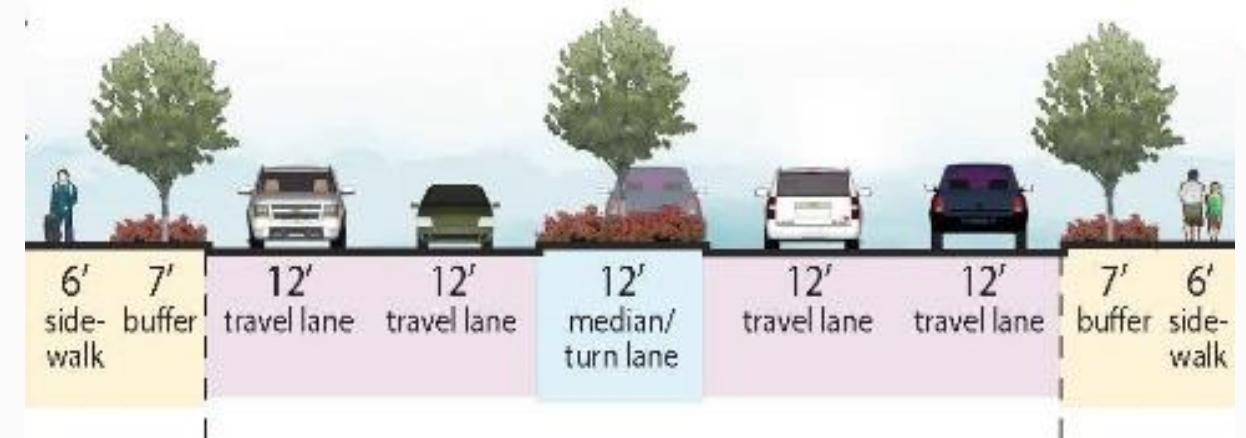


Street Classifications

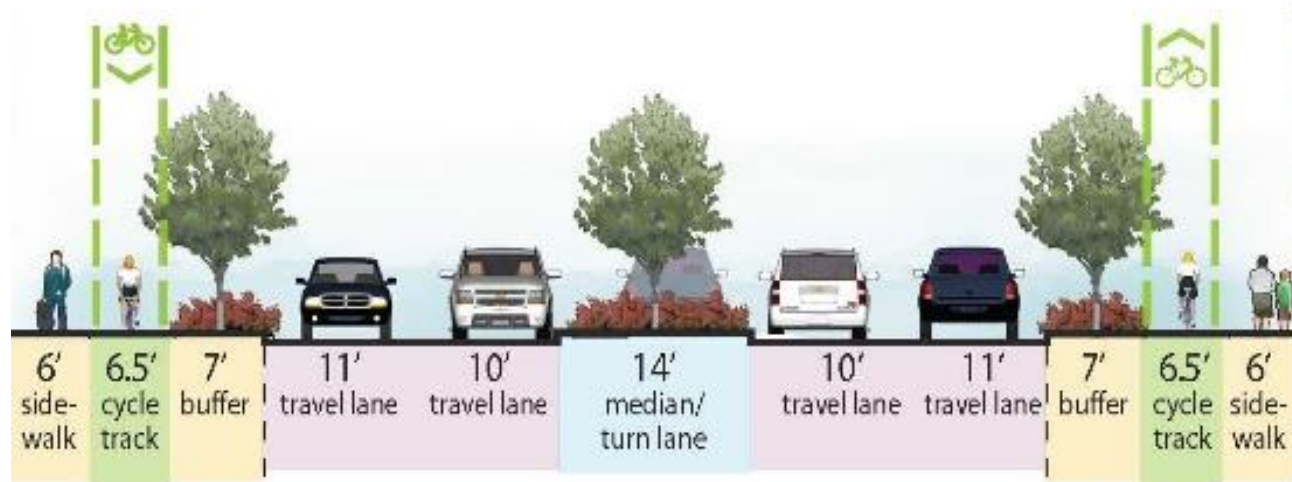
*information from AAMPO Major Thoroughfare Plan



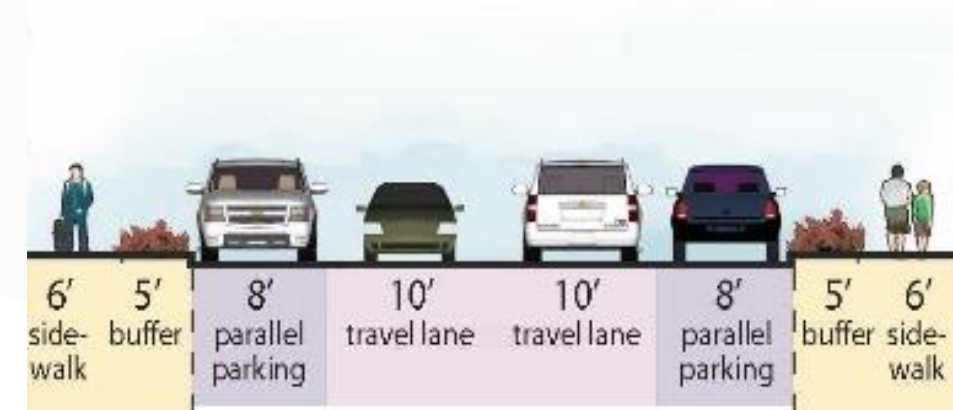
Super Arterial



Primary Arterial



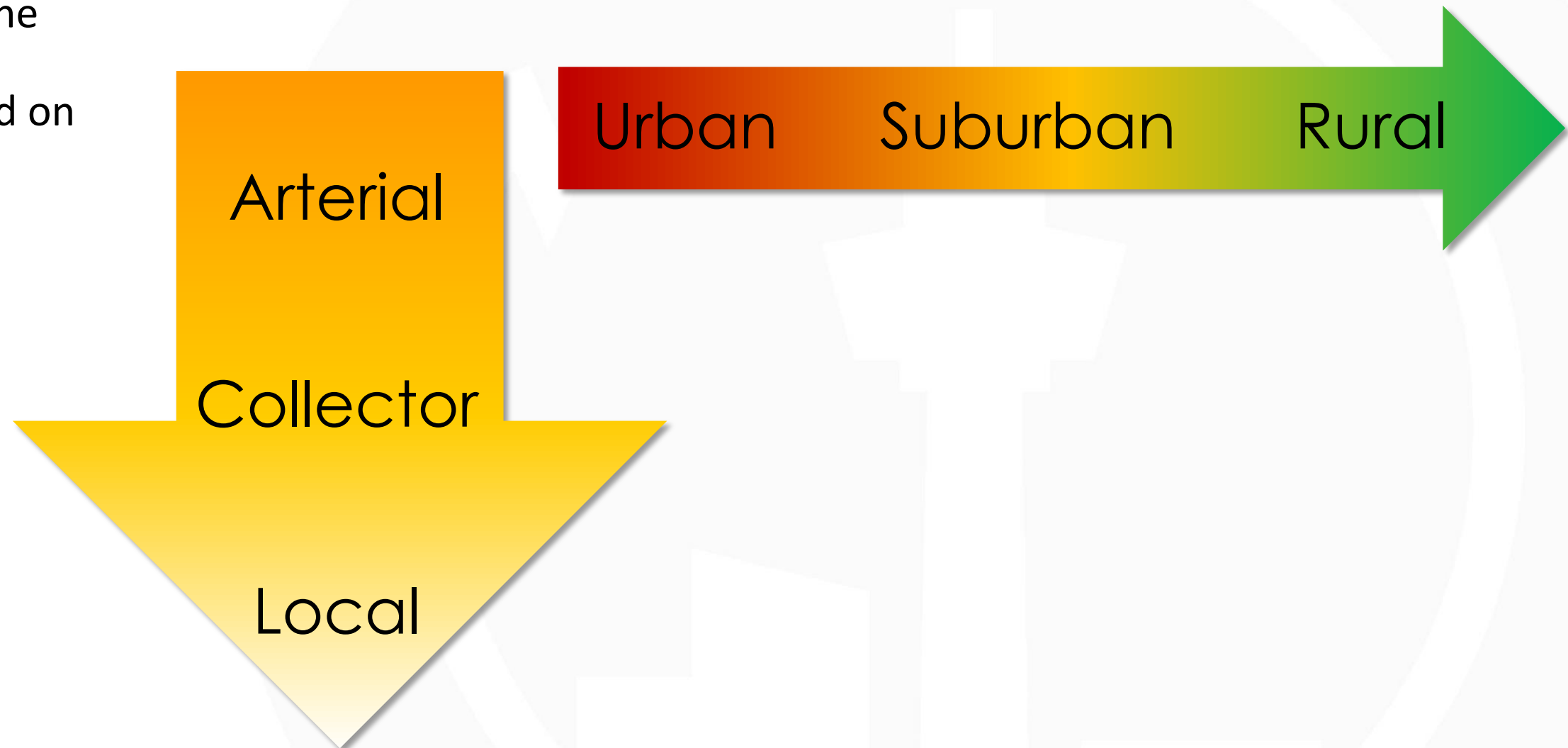
Secondary Arterial



Local

“Hybrid” approach

- Role and function stay the same
- Character changes based on context



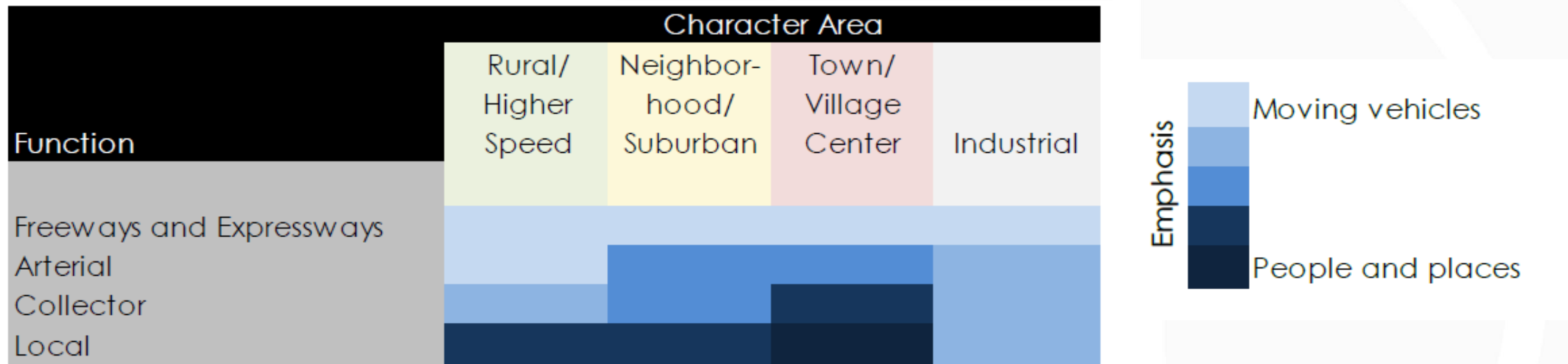
The map displays the City of Lincoln, Nebraska, with its city limits shaded in light green. Major roads and highways are shown in blue, with route numbers 171, 174, and 67. The map includes a legend for road types: Interstate (thick blue line), Major (blue line), County (thin blue line), Private (dotted line), Residential (dashed line), RTD (dashed line), and City Limits (light green area). A scale bar indicates distances in miles (0, 1, 2, 3, 4, 5, 6, 7, 8, 9, 10). An inset map in the bottom left corner shows the location of Lincoln within the state of Nebraska.



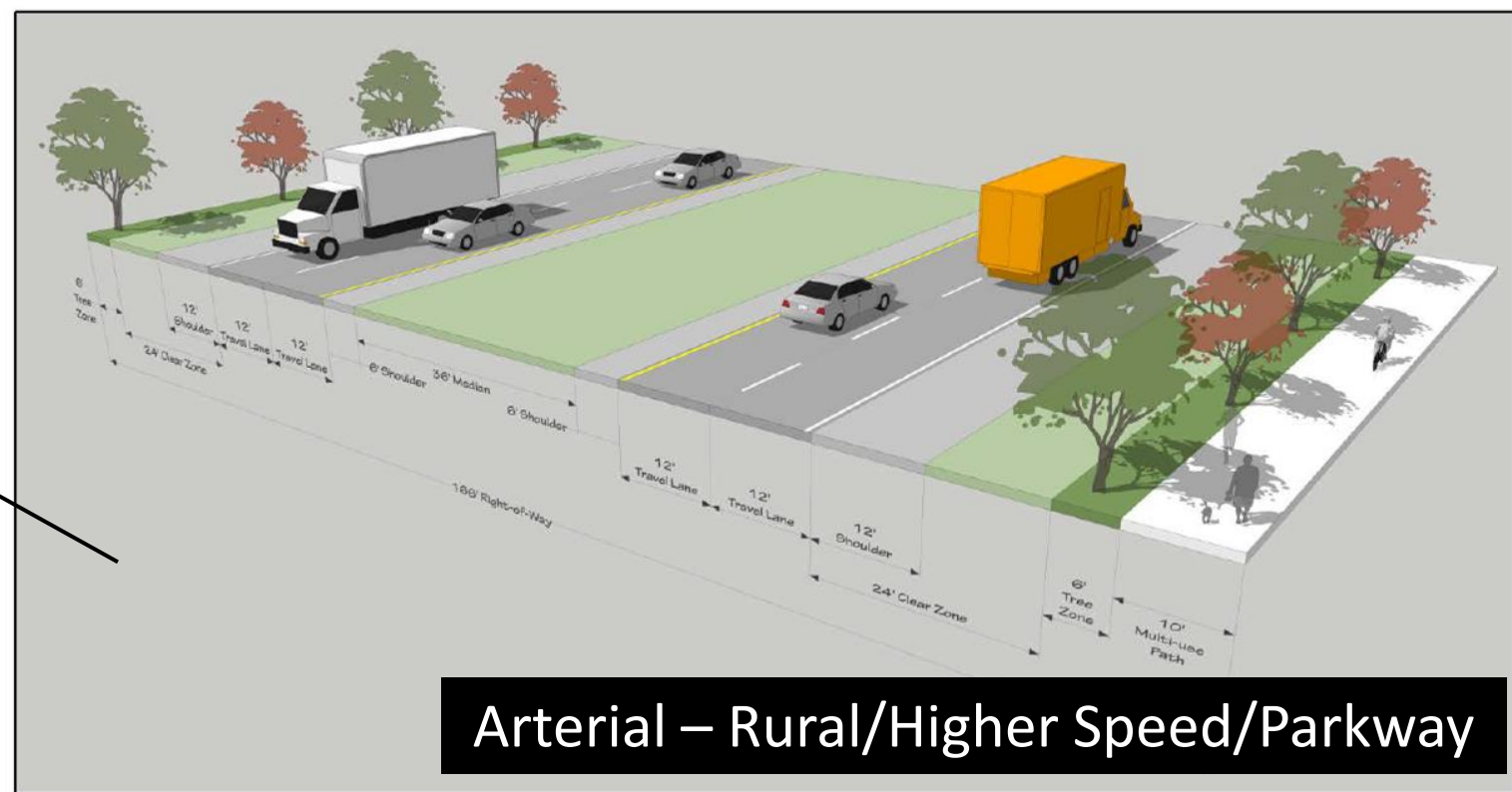
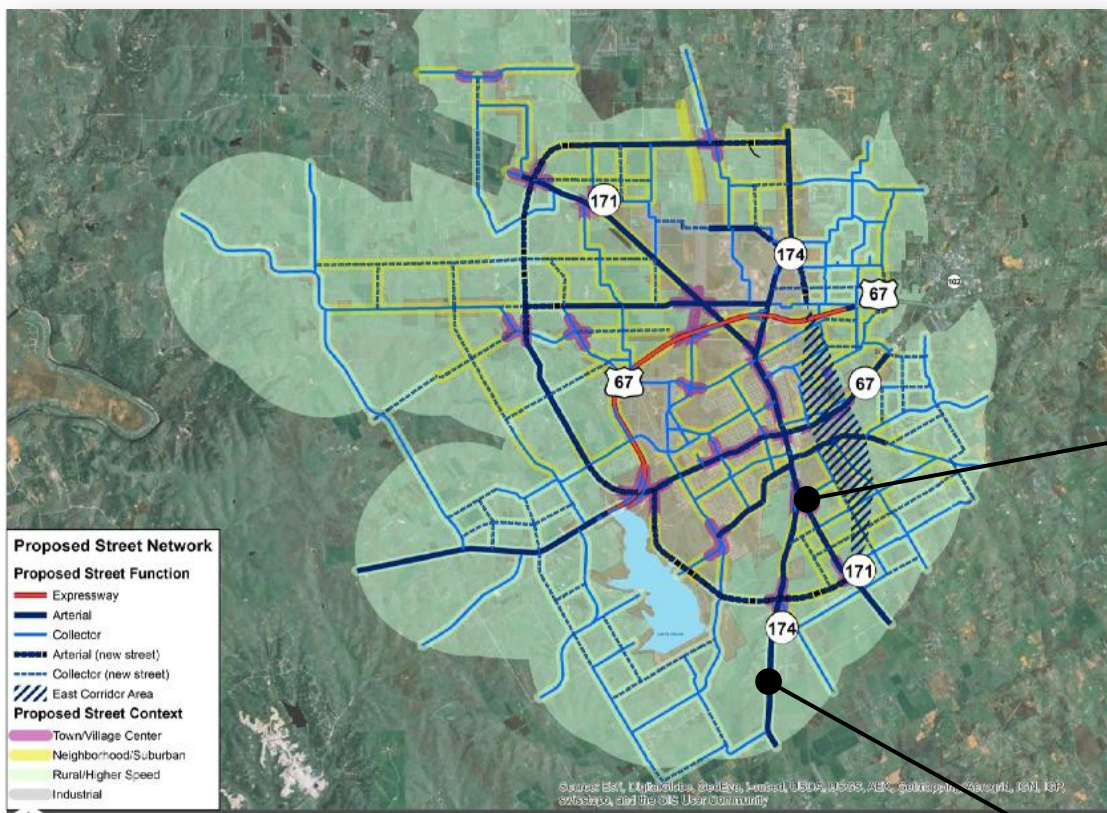
COMMUNITIES		TDAs		NODES		CORRIDORS	
Traditional Neighborhood  Support the integrity of future development growth in a traditional neighborhood context.	Preservation  Maintain and increase property values and preserve historic features.	Center City West  Stabilize and increase property values and create neighborhood definition.	Disturbance  Reinforce character of the neighborhood as a historic district.	Regional Commercial  Define a role for the neighborhood against commercial development with historic and historic architecture.	Regional Corridor  Place emphasis on historic preservation, historic architecture, and historic architecture.		
Sustainable Communities  Encourage sustainable development, historic architecture, historic architecture, historic architecture.	Center City East  Stabilize and increase property values and create neighborhood definition.	Future Traditional Neighborhood  Support future development growth within the historic neighborhood context.	Landmark  Highlight historic architecture within the historic district, historic architecture, historic architecture.	Community Commercial  Create opportunities for commercial development, historic architecture, historic architecture.	Approach Corridor  Place historic architecture within the historic district, historic architecture, historic architecture.		
Widened  Create a street with historic architecture, historic architecture, historic architecture.	Center City East  Stabilize and increase property values and create neighborhood definition.	Revised Community  Preserve historic architecture within the historic district, historic architecture, historic architecture.	Industrial  Highlight historic architecture within the historic district, historic architecture, historic architecture.	Transportation & Industry  Create opportunities for commercial development, historic architecture, historic architecture.	Central Corridor  Place historic architecture within the historic district, historic architecture, historic architecture.		

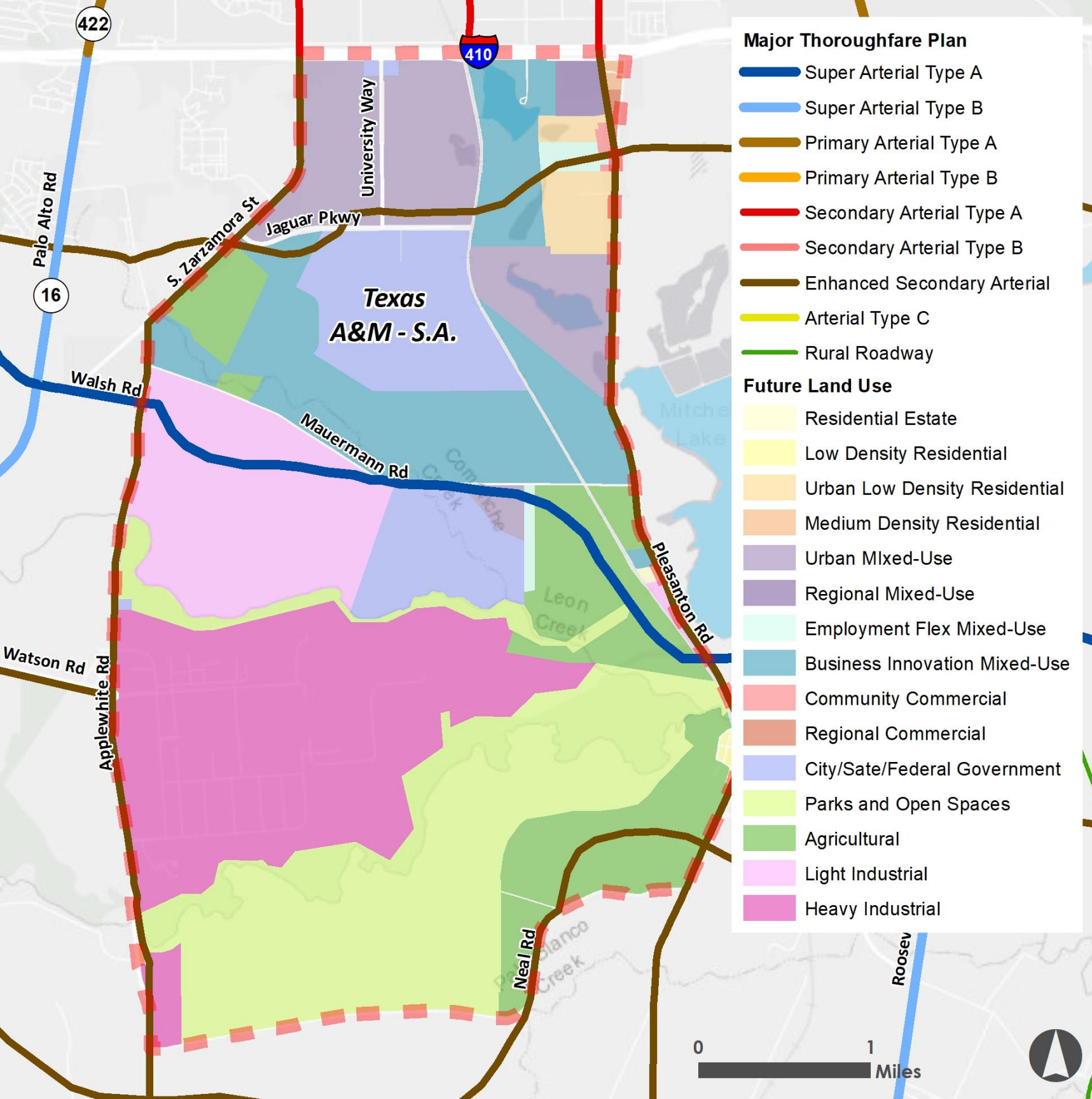
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Relationship Between Streets and Character Areas



Typical Section

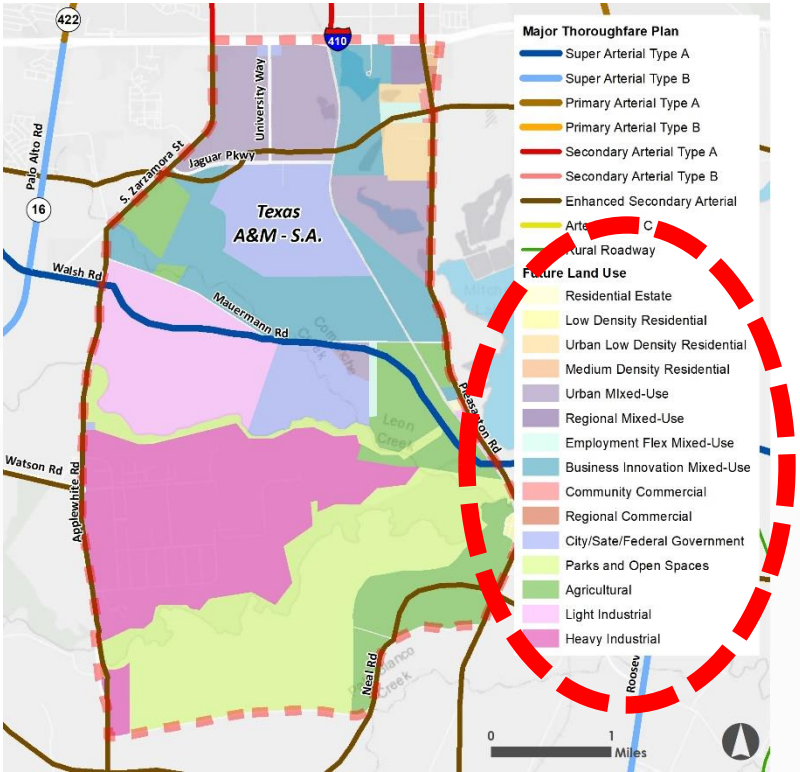




Land Use Link

- Street character/context
- Major trip generators
- Access management
- Parking (street, bundled/unbundled, etc.)
- Drop off/delivery zones
- Pedestrian
- Informs other plan sections

Context areas



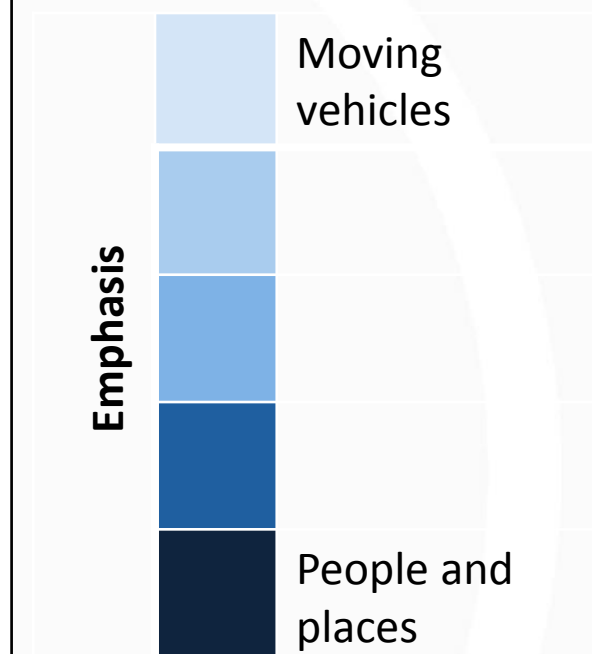
		Business and Innovation Mixed-Use	Agricultural	Urban Low Density Residential	Neighborhood Commercial	Business and Innovation Mixed-Use	
	Residential Estate	Community Commercial	Light Industrial	Medium Density Residential	Urban Mixed Use	Employment/Flex Mixed Use	Parks and Open Space
	Low Density Residential	Regional Commercial	Heavy Industrial	High Density Residential	Neighborhood Mixed Use	Regional Mixed-Use	City/State/Federal Government
Context	Suburban Residential	Suburban Commercial	Industrial	Multi-family Residential	Mixed Use Residential/Storefront	Mixed Use Employment/Civic	Variable

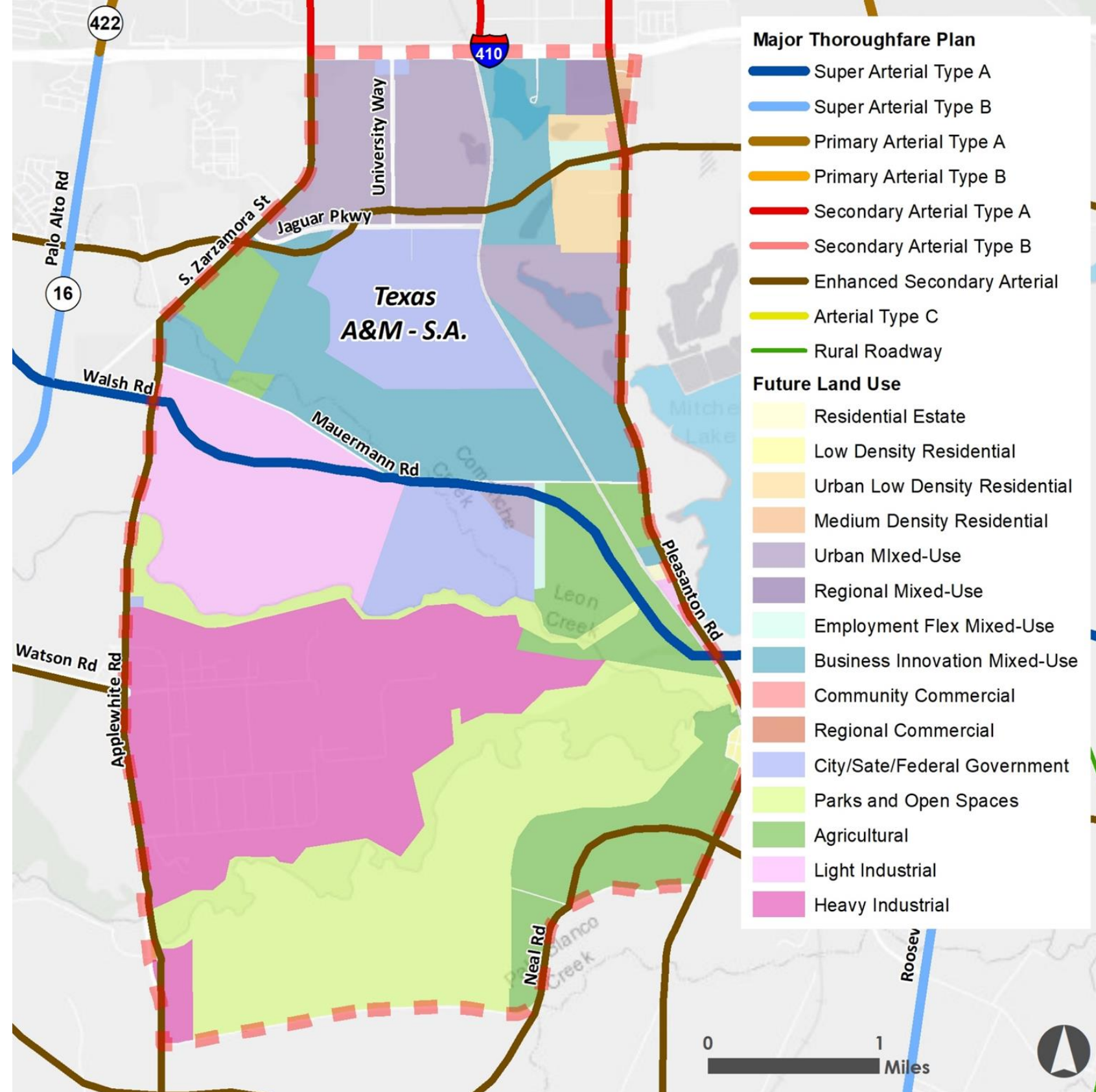
Proposed Street Types

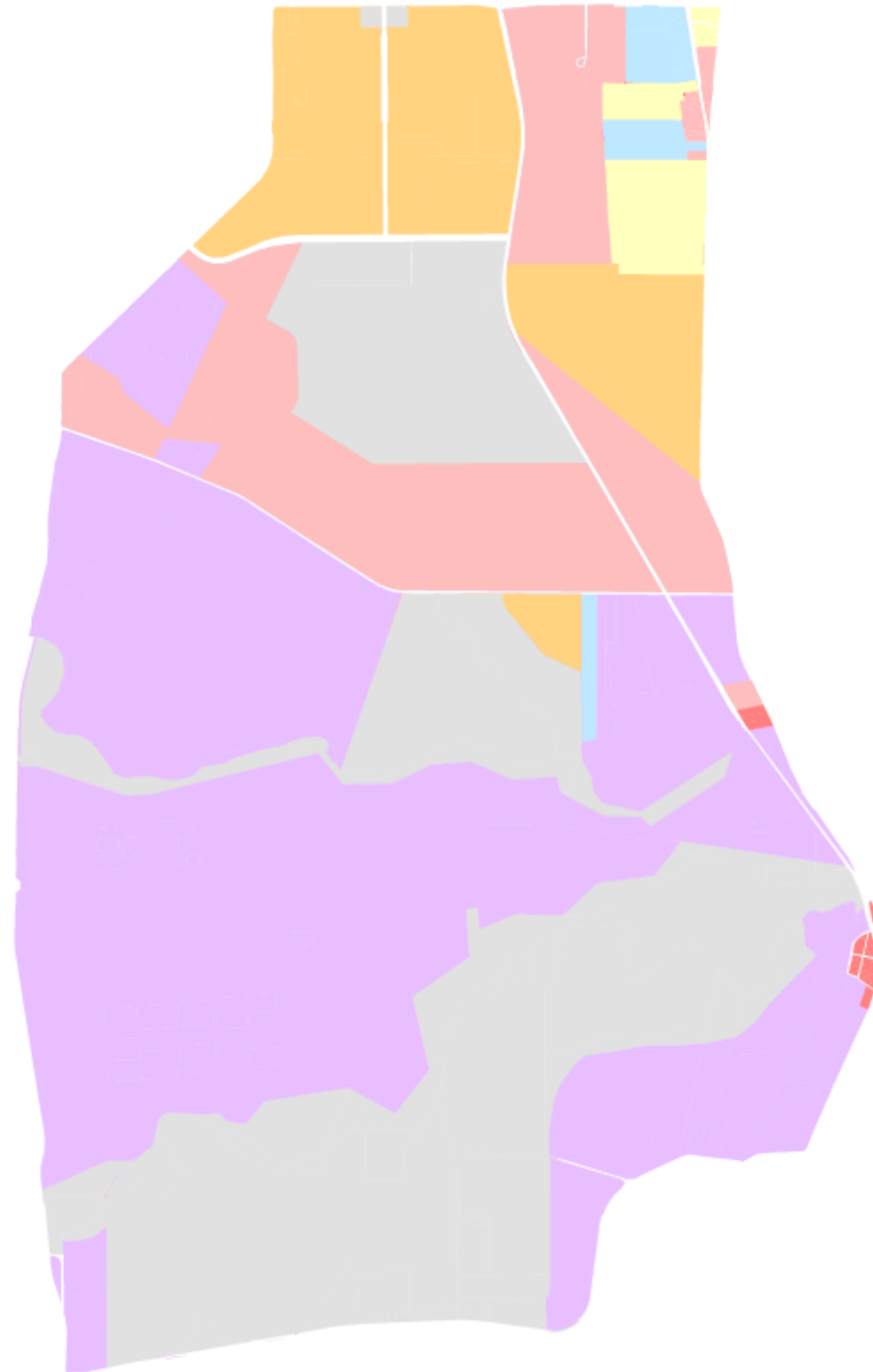
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Emphasis: Cars vs. People and Places

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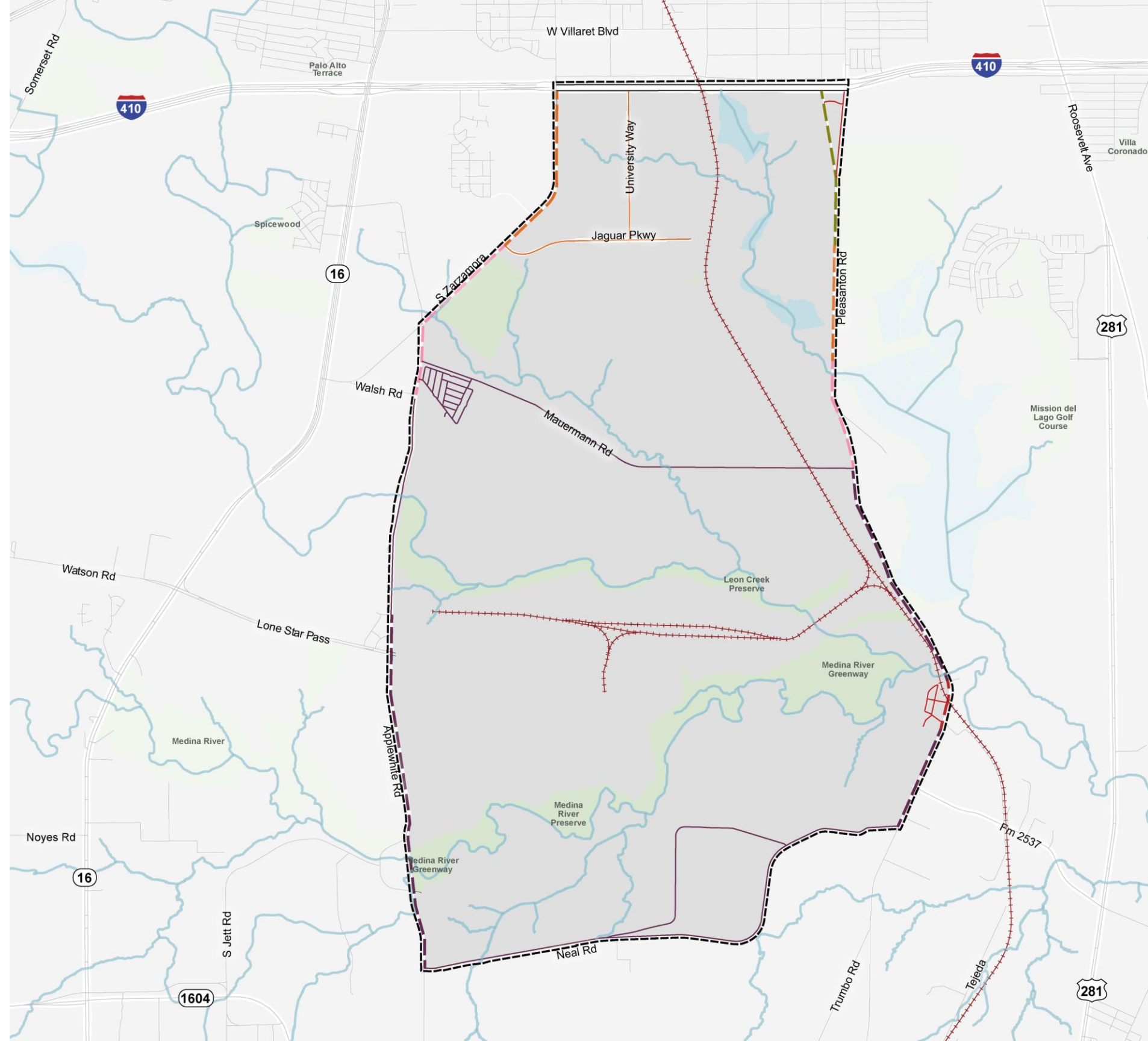






Context Areas

-  Suburban Residential
-  Suburban Commercial
-  Industrial
-  Urban Residential
-  Urban Employment

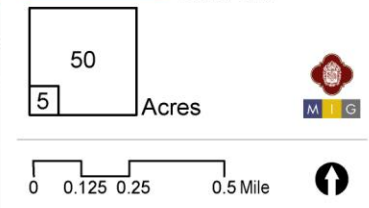


Texas A&M - San Antonio Area
REGIONAL CENTER

DRAFT STREET TYPES

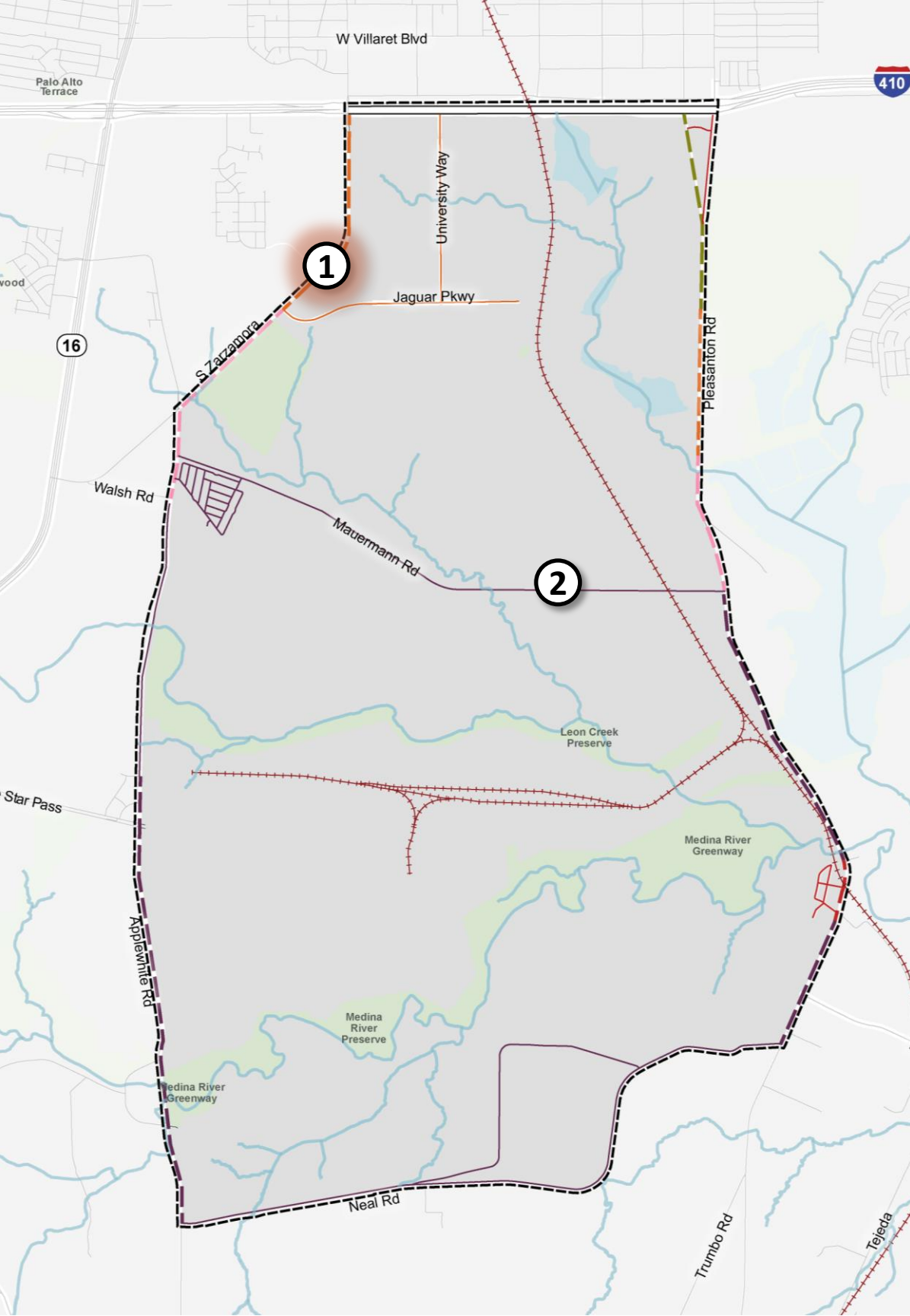
- LEGEND
- Regional Center Boundary
 - Adjacent Regional Center or Community Area
 - Stream, Creek or River

- STREET TYPES
- Frontage Road
- Suburban Residential
- Primary Arterial
 - Enhanced / Secondary Arterial
 - Rural
 - Local / Other
- Suburban Commercial
- Primary Arterial
 - Enhanced / Secondary Arterial
 - Rural
 - Local / Other
- Industrial
- Primary Arterial
 - Enhanced / Secondary Arterial
 - Rural
 - Local / Other
- Mixed Use Residential / Storefront
- Primary Arterial
 - Enhanced / Secondary Arterial
 - Local / Other
- Multifamily Residential
- Primary Arterial
 - Enhanced / Secondary Arterial
 - Local / Other
- Mixed Use Employment / Civic
- Primary Arterial
 - Enhanced / Secondary Arterial
 - Local / Other



Reality Check

1. Zarzamora
2. Mauremann Road



Proposed Street Types

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An aerial photograph of a city street intersection. The street is paved and has a red car driving through it. On the left side of the street, there is a modern building with a red brick facade and large windows. On the right side, there is a modern building with a light-colored facade and large windows. The building on the right has a sign that says "Channer's". There are traffic lights at the intersection. A white arrow points from the text "Slower vehicle speeds (30 mph or less)." to the red car. The background shows more buildings and trees.

Slower vehicle speeds (30 mph or less).

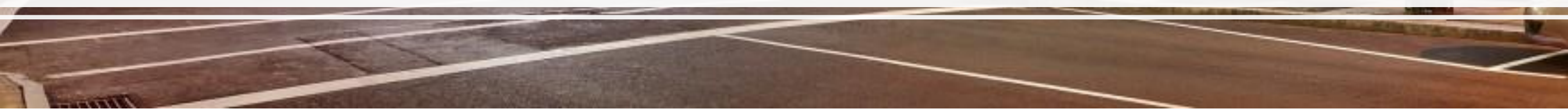
Mixed Use Residential/Storefront Secondary Arterial

Buildings oriented to the street.

Mixed use “node” at intersections.



Mixed Use Residential/Storefront Secondary Arterial



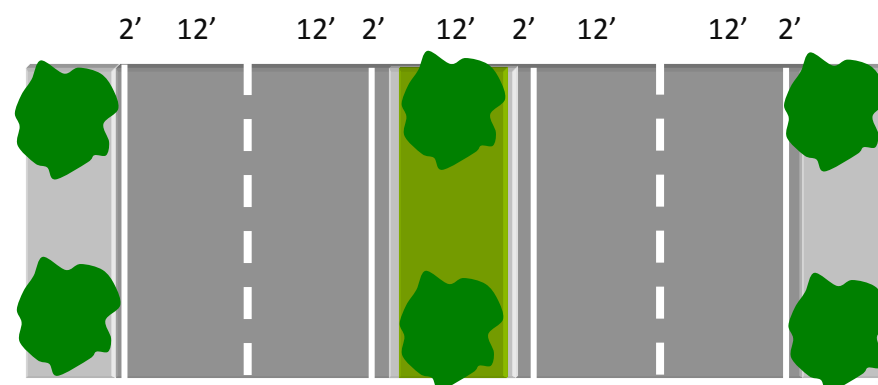


Four Lane Example

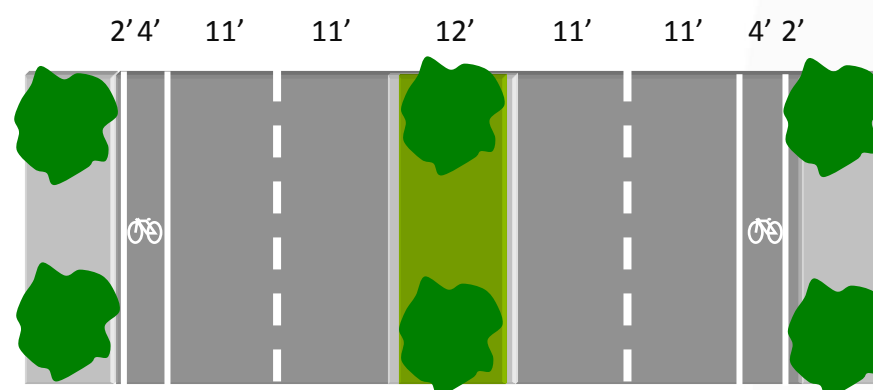


Zarzamora

Existing



Proposed



Road Diet?

- Use residual ROW for turn lanes, bike lanes, on-street parking, wide sidewalks, etc.
- Crash reduction
- Less than 20,000 vehicles per day



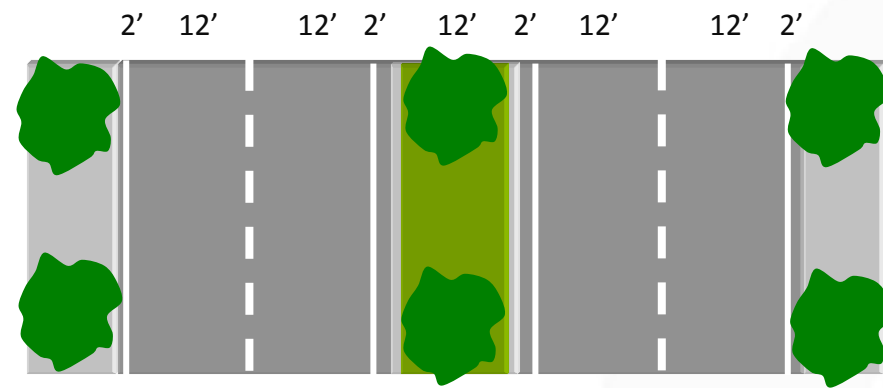
Many overly wide roads could use a “road diet”



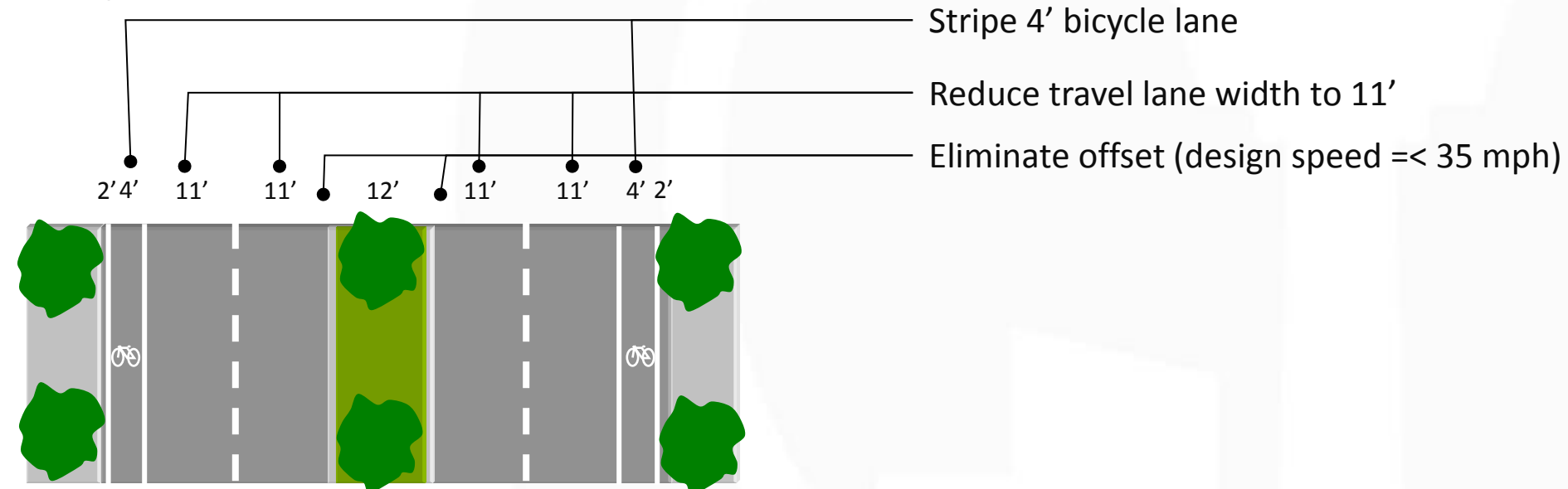
Creates room for wider sidewalks

Lane width reductions

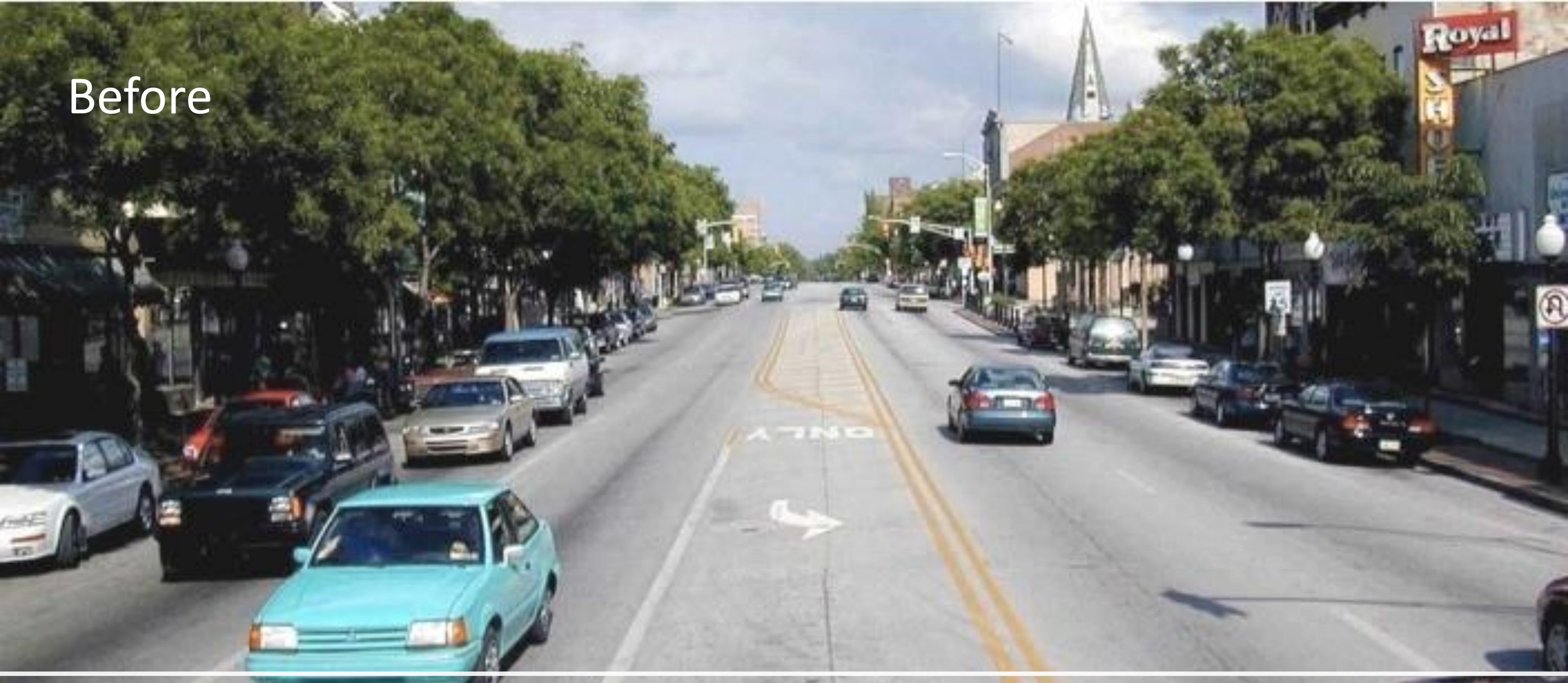
Existing



Proposed



Before



Pottstown, PA

After



Pottstown, PA

Before



San Diego

After



San Diego

Before



Lancaster, CA

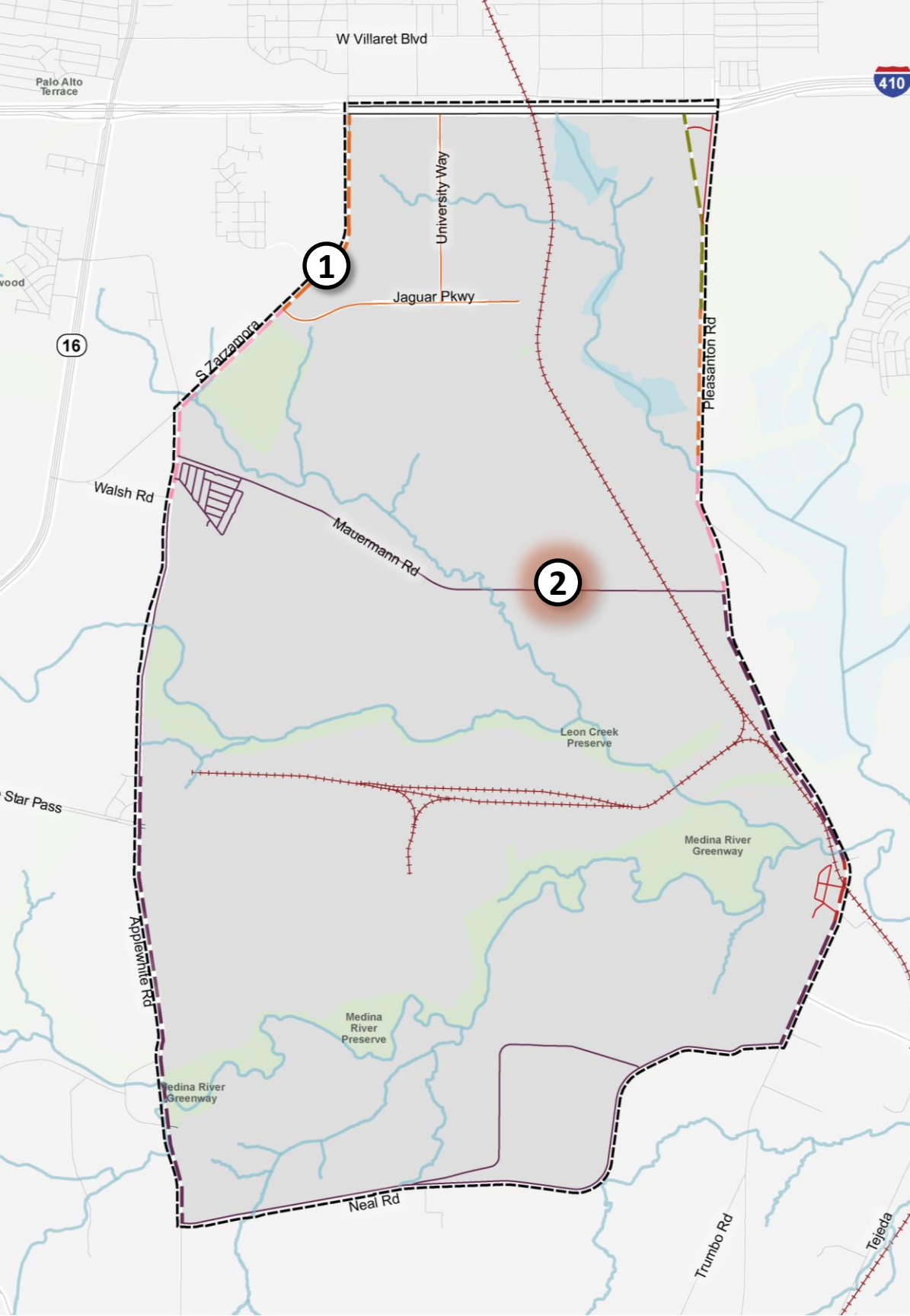
After



Lancaster, CA

Reality Check

1. Zarzamora
2. Mauermann Road



Proposed Street Types

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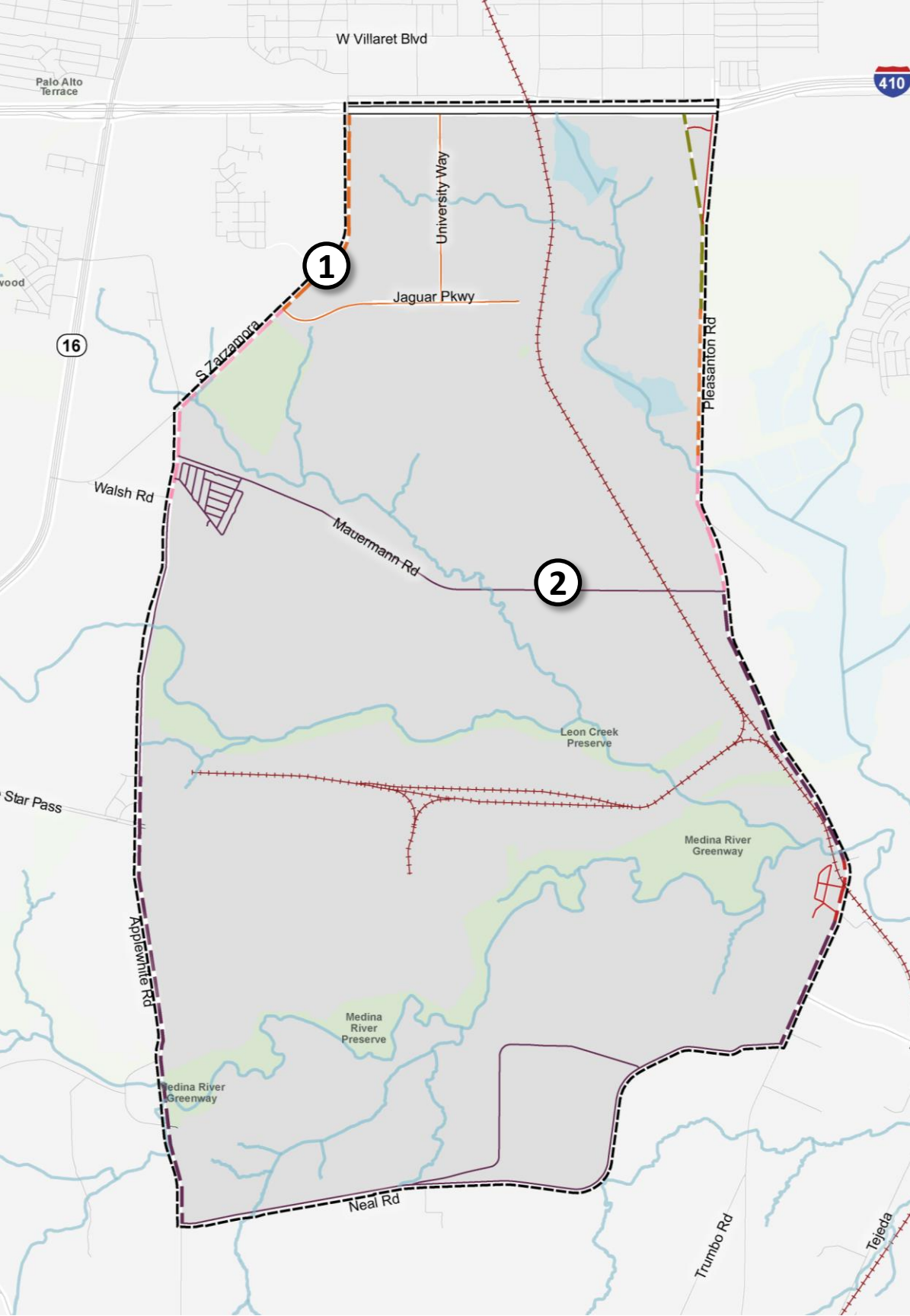


Industrial Primary Arterial



Mauermann Road





Reality Check

- Think about how these roads look and feel today
- Do you see them transforming into the proposed typology?

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Emphasis

Moving vehicles

People and places

SA



TOMORROW

Mobility Framework



Origins and
Destinations

Linkages

Priority
Corridors

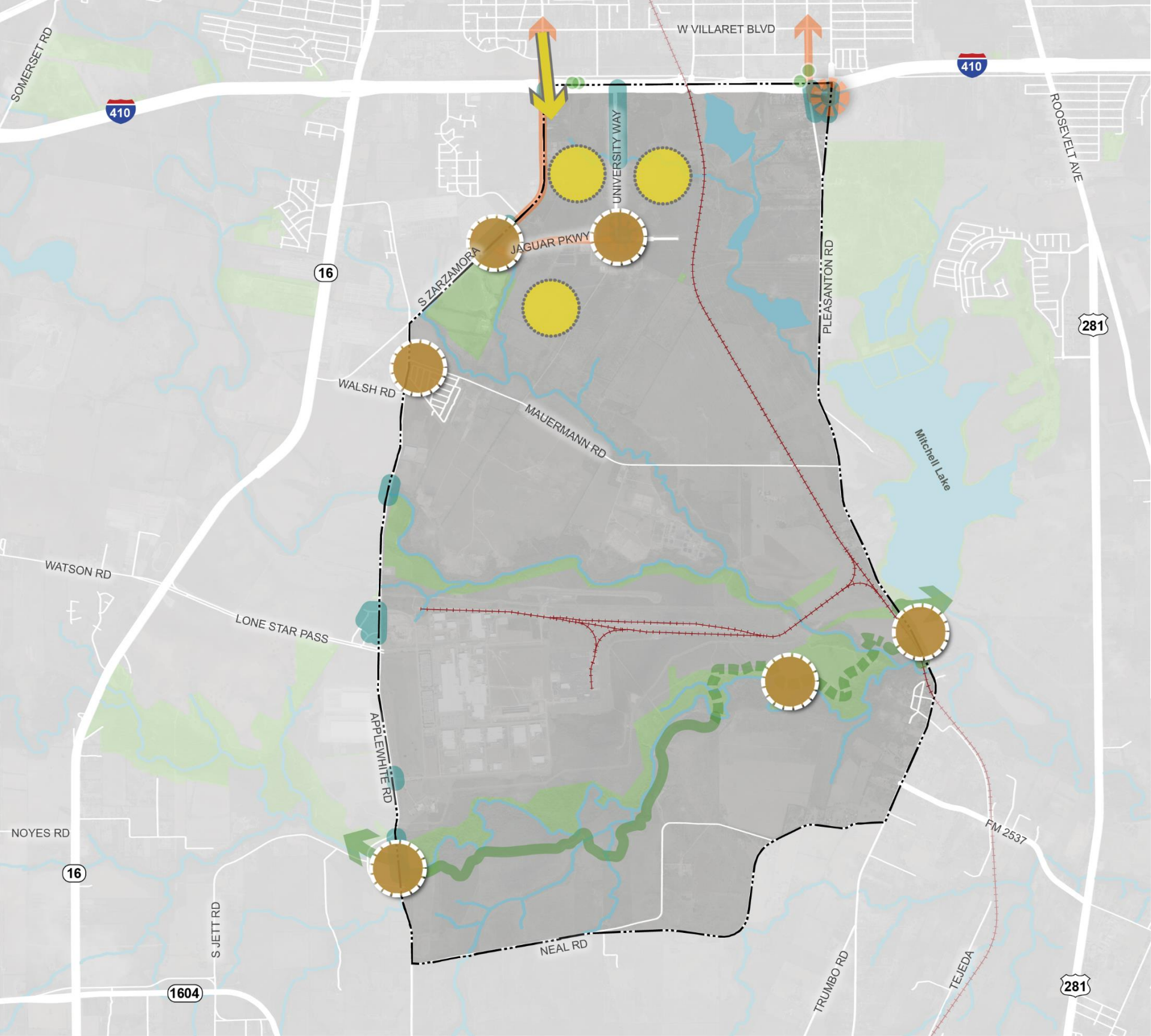
SA
TOMORROW
Texas A&M - San Antonio Area
REGIONAL CENTER

PEOPLE,
PEDESTRIANS,
AND TRANSIT

LEGEND

- Regional Center Area Boundary
- Rail Line
- Park or Open Space
- Stream
- Planned Greenway
- Existing Greenway
- High Volume VIA Stops*
- Existing VIA Routes
- Pedestrian Crash Locations
- Sidewalks

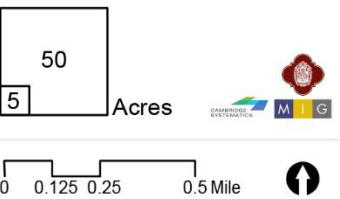
- Walk
- Bike
- Transit
- Auto
- Freight

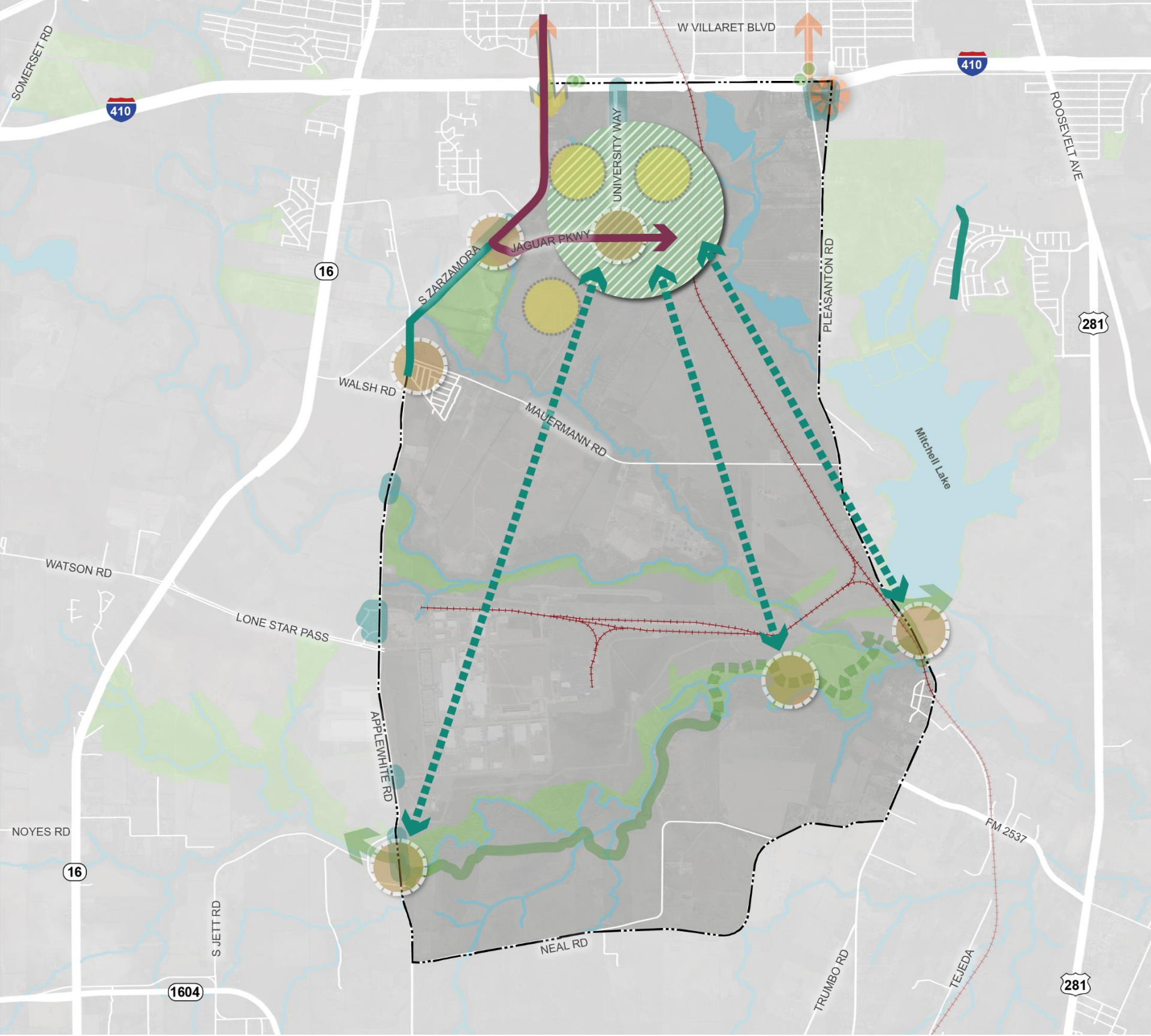


Texas A&M - San Antonio Area
REGIONAL CENTER

PEOPLE,
PEDESTRIANS,
AND TRANSIT

- LEGEND
- Regional Center Area Boundary
 - Rail Line
 - Park or Open Space
 - Stream
 - Major Destination
 - Neighborhood (Origin)
 - Neighborhood (Outside Origin)

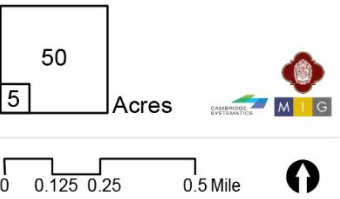




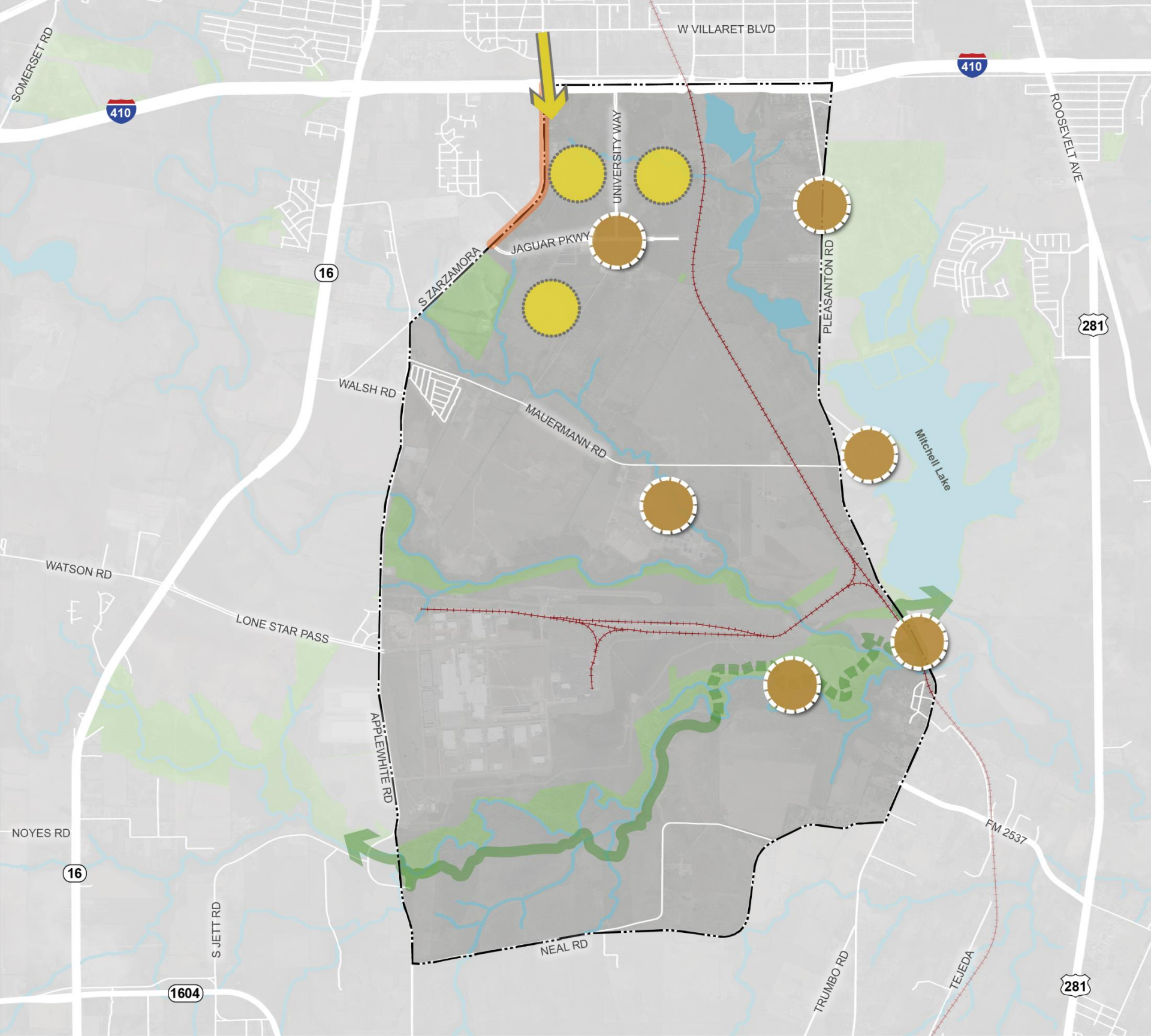
Texas A&M - San Antonio Area REGIONAL CENTER

PEOPLE, PEDESTRIANS, AND TRANSIT

- LEGEND
- Regional Center Area Boundary
 - Rail Line
 - Park or Open Space
 - Stream
 - Major Destination
 - Neighborhood (Origin)
 - Neighborhood (Outside Origin)
- Important Linkages / Focus Areas
- Transit / Pedestrian
 - Pedestrian
 - Pedestrian Focus Area



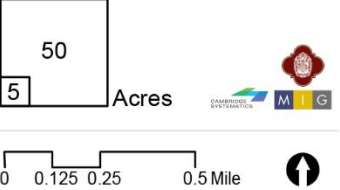


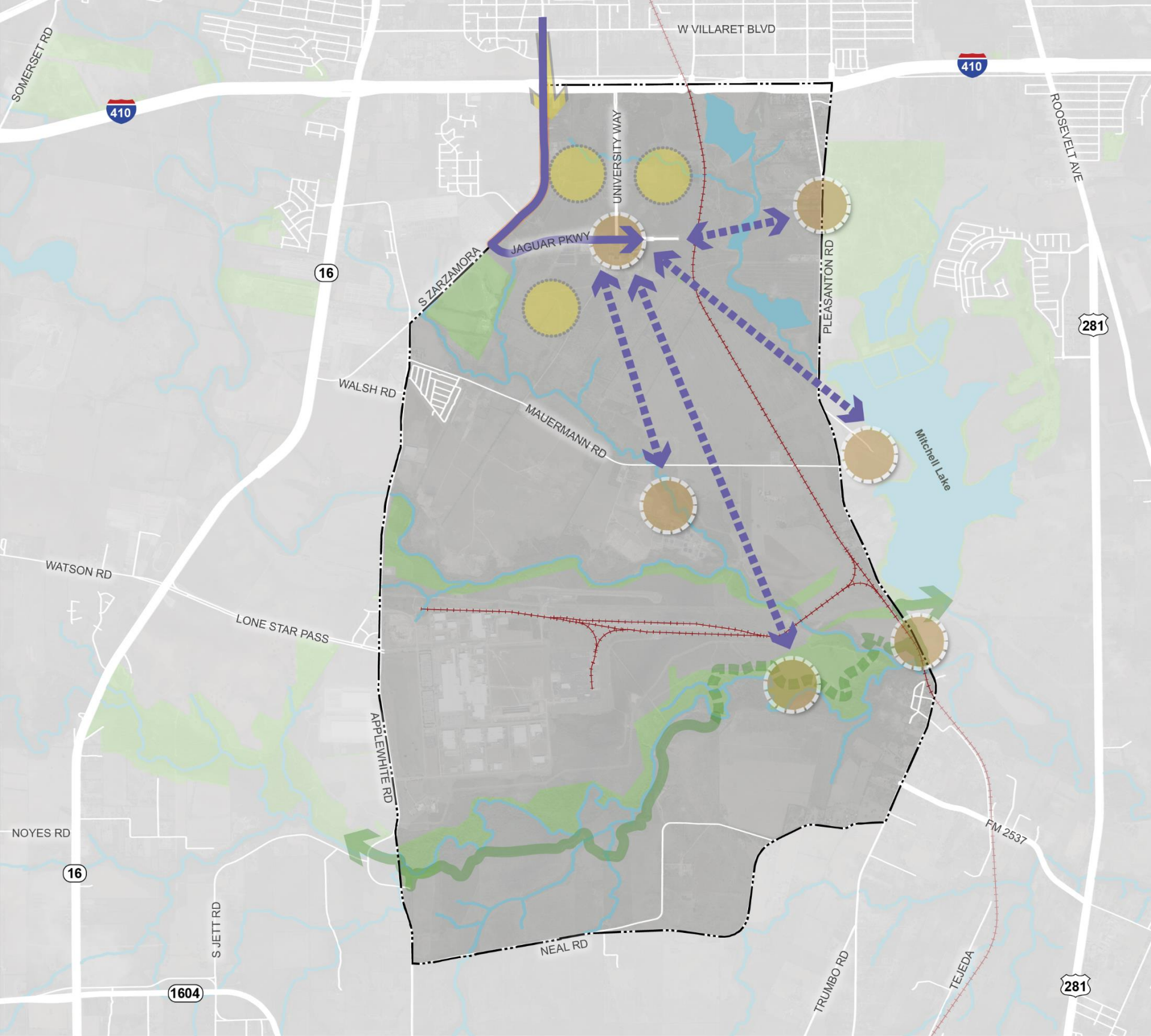


Texas A&M - San Antonio Area
REGIONAL CENTER

CYCLING AND MICROMOBILITY

- LEGEND
- Regional Center Area Boundary
 - Rail Line
 - Park or Open Space
 - Stream
 - Major Destination
 - Neighborhood (Origin)
 - Neighborhood (Outside Origin)

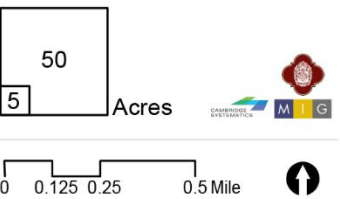




Texas A&M - San Antonio Area
REGIONAL CENTER

CYCLING AND MICROMOBILITY

- LEGEND
- Regional Center Area Boundary
 - Rail Line
 - Park or Open Space
 - Stream
 - Major Destination
 - Neighborhood (Origin)
 - Neighborhood (Outside Origin)
- Important Linkages
- Bicycles





Texas A&M - San Antonio Area
REGIONAL CENTER

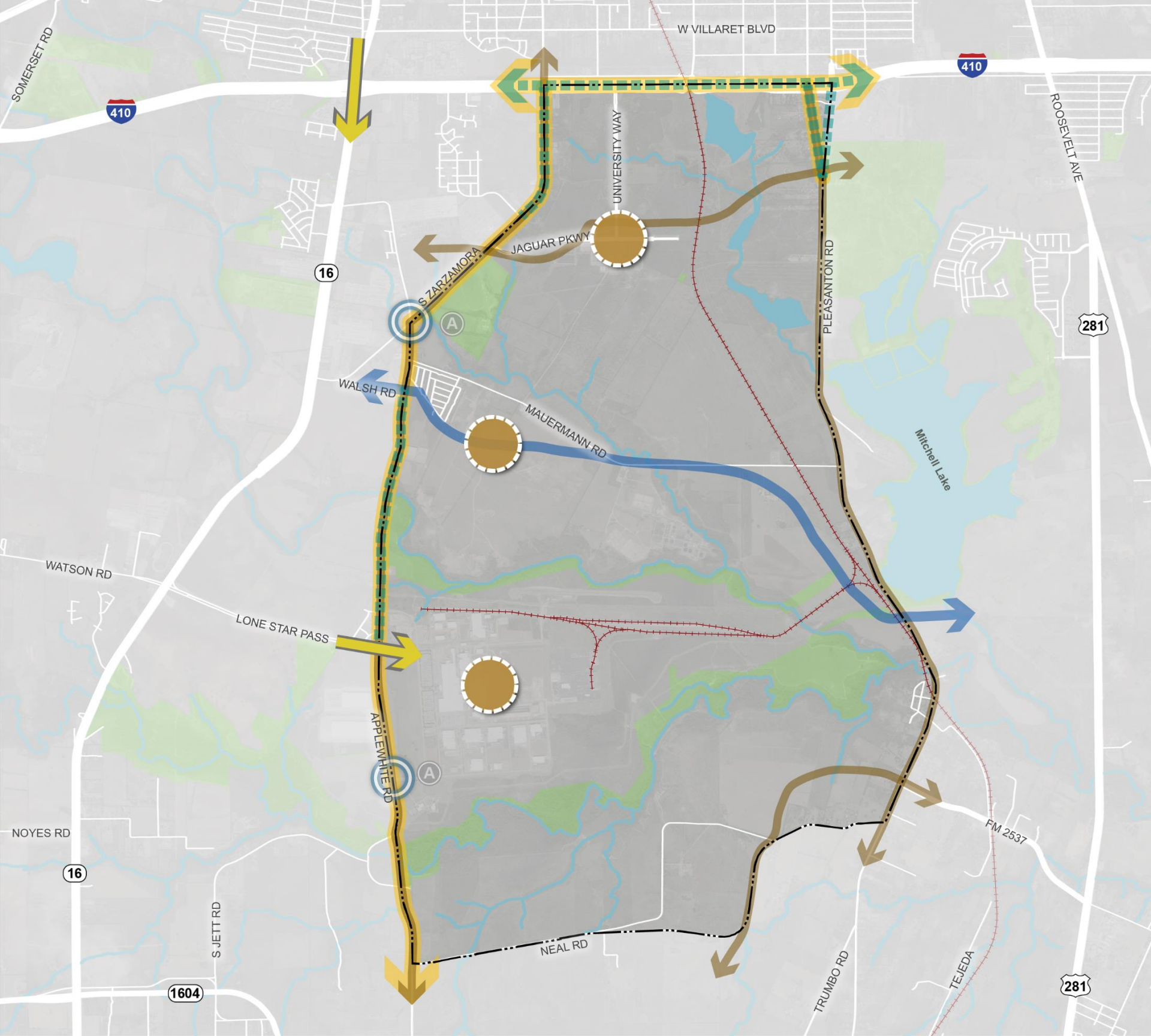
MOTOR VEHICLES AND FREIGHT

LEGEND

- Regional Center Area Boundary
- Rail Line
- Park or Open Space
- Stream
- Key Projects
- Heavy Truck Volume*
- High Crash Location
- MAJOR THOROUGHFARE PLAN
 - Super Arterial Type A
 - Enhanced Secondary Arterial
- KEY PROJECT TYPES
 - Intersection Improvement

- Walk
- Bike
- Transit
- Auto
- Freight

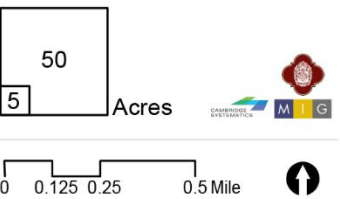


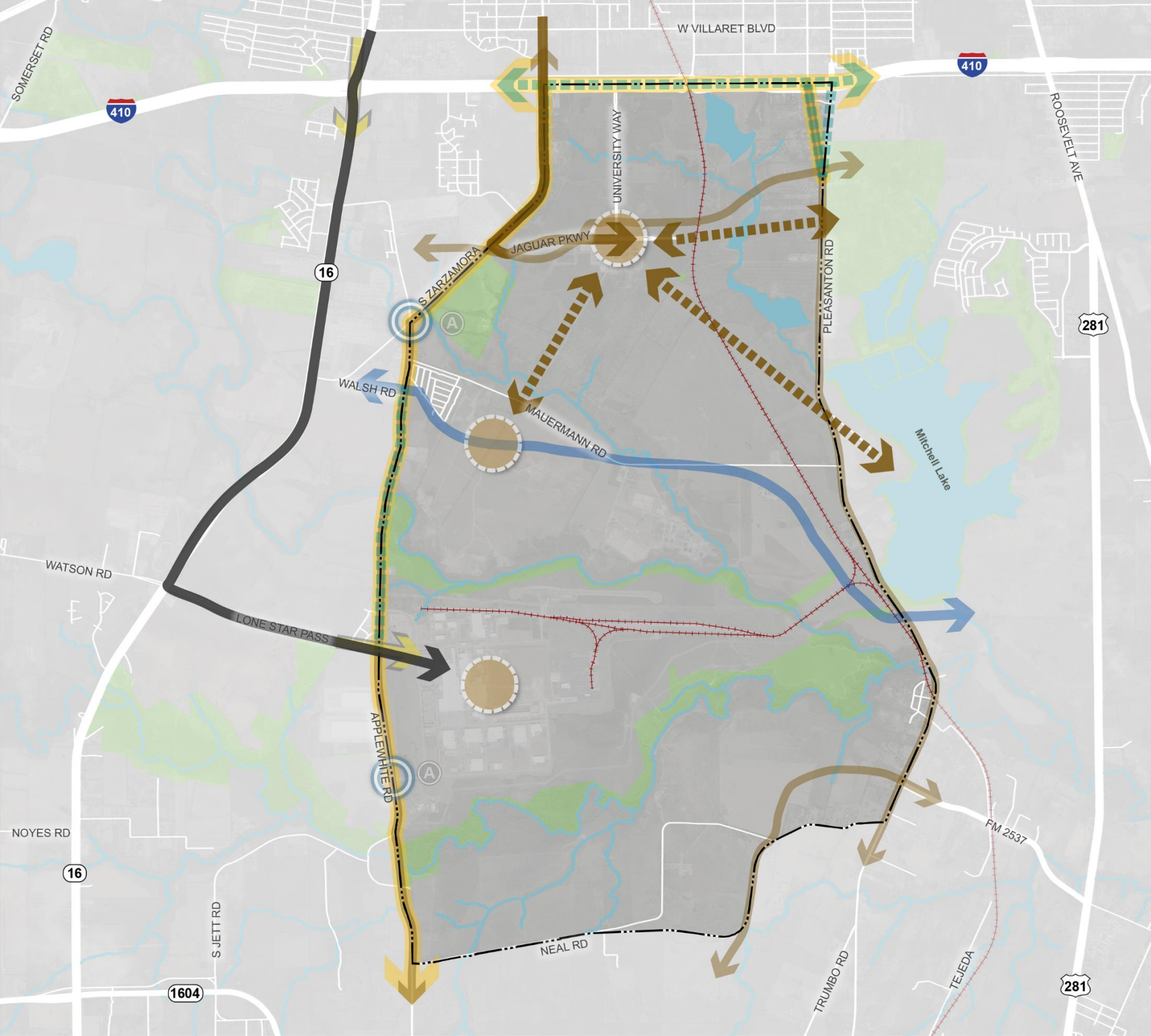


Texas A&M - San Antonio Area
REGIONAL CENTER

MOTOR VEHICLES AND FREIGHT

- LEGEND
- Regional Center Area Boundary
 - Rail Line
 - Park or Open Space
 - Stream
 - Major Destination
 - Neighborhood (Outside Origin)





Texas A&M - San Antonio Area
REGIONAL CENTER

MOTOR VEHICLES AND FREIGHT

LEGEND

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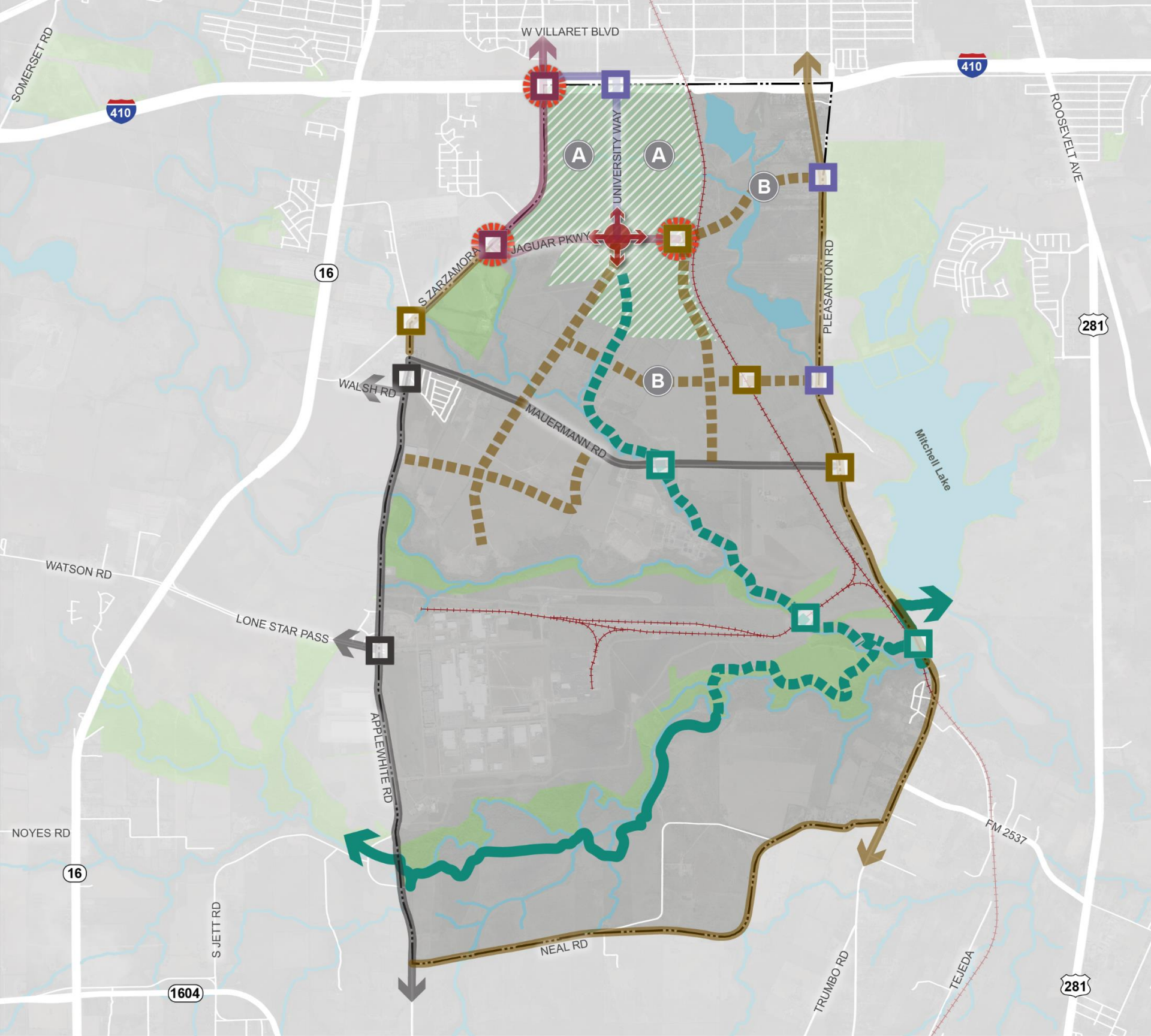
Important Linkages

- Automobile
- Freight

50
5 Acres

0 0.125 0.25 0.5 Mile

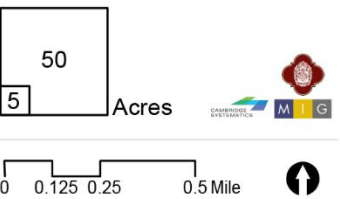
CHANDLER SYSTEMS M I G



Texas A&M - San Antonio Area
REGIONAL CENTER

MOBILITY FRAMEWORK

- LEGEND
- Regional Center Area Boundary
 - Rail Line
 - Park or Open Space
 - Stream
 - Automobile
 - Freight
 - Bicycles
 - Transit / Pedestrian
 - Multi-Use Trail
 - Pedestrian Focus Area
 - New Connection
 - Intersection / Crossing Enhancement
 - Gateway /
 - Mobility Hub
 - Grid Street Network
 - With Protected Bicycle Facility



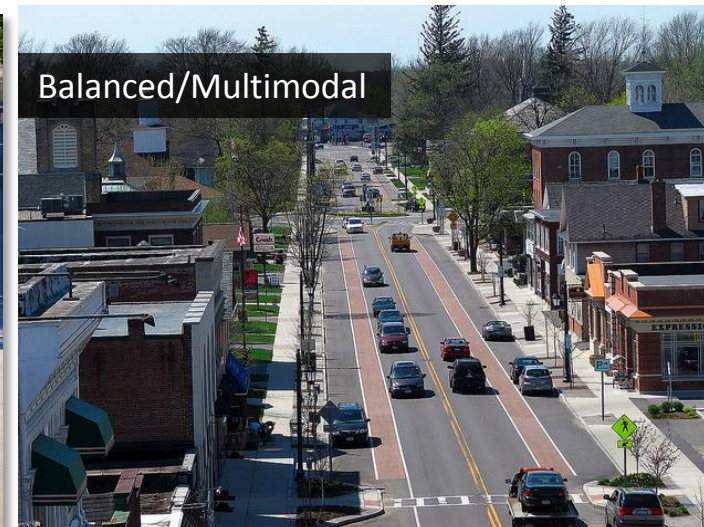
Priority/Emphasis Corridors

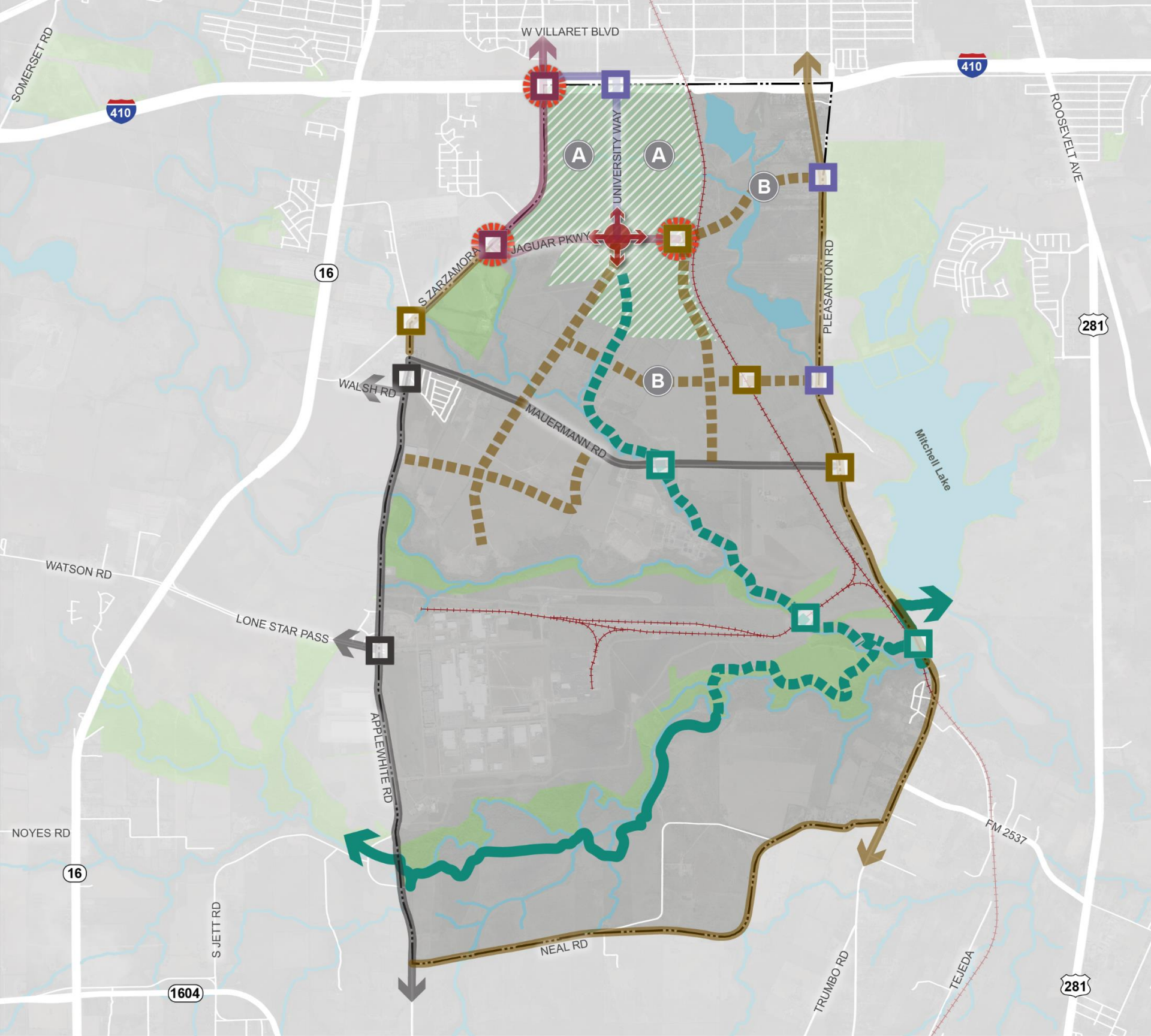
- Emphasis on specific mode
- Design treatments
- Tradeoff decisions (limited ROW)
- Does not exclude other users



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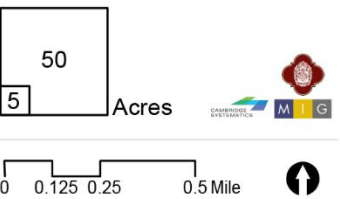




Texas A&M - San Antonio Area
REGIONAL CENTER

MOBILITY FRAMEWORK

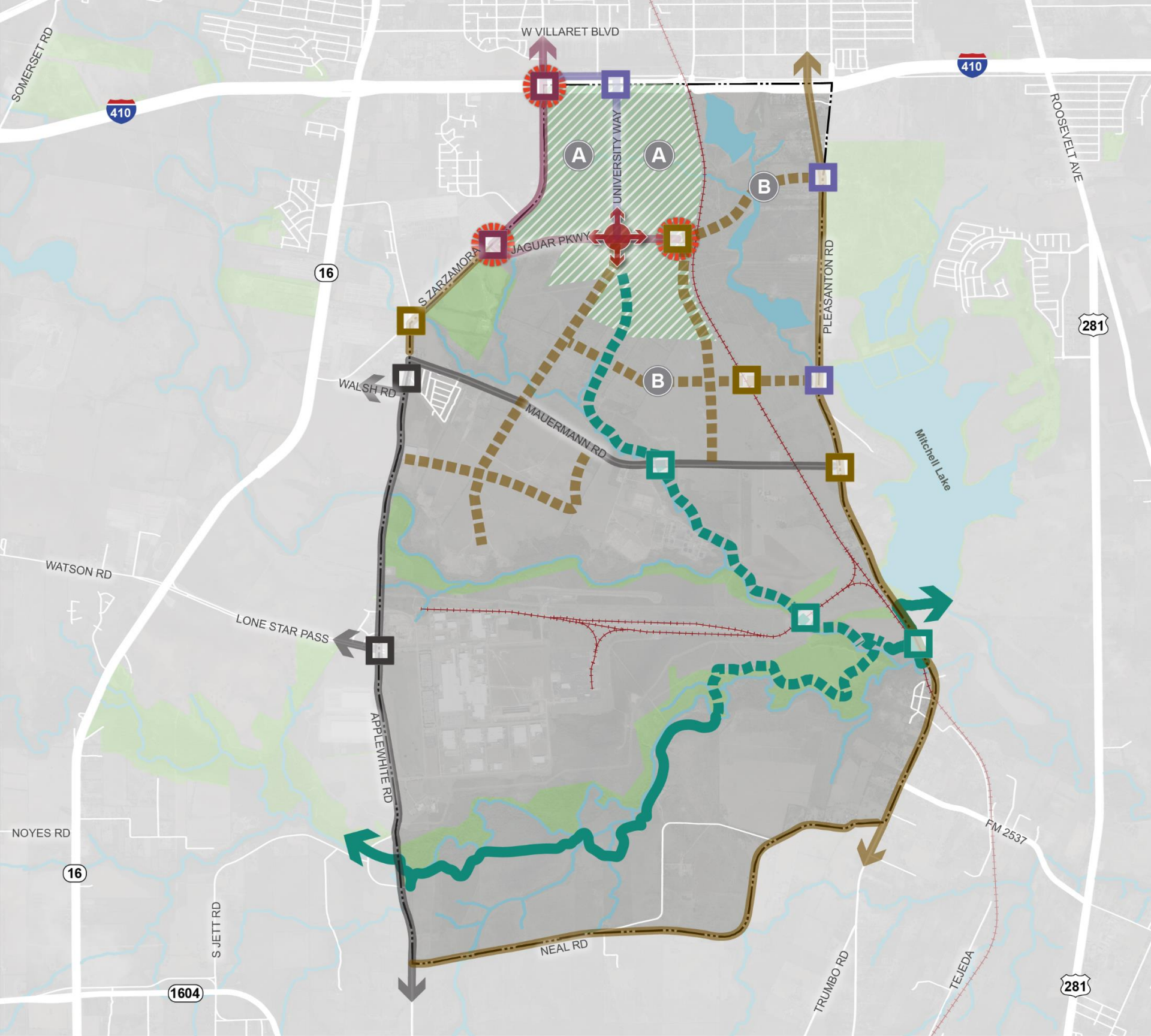
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Pedestrian Focus Areas

- Specific “nodes” of pedestrian activity
- Good sidewalks
- Safe, balanced intersections
- Ample crossing opportunities

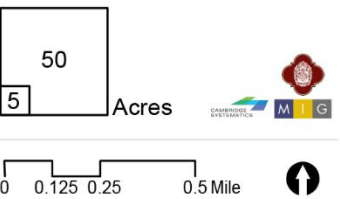




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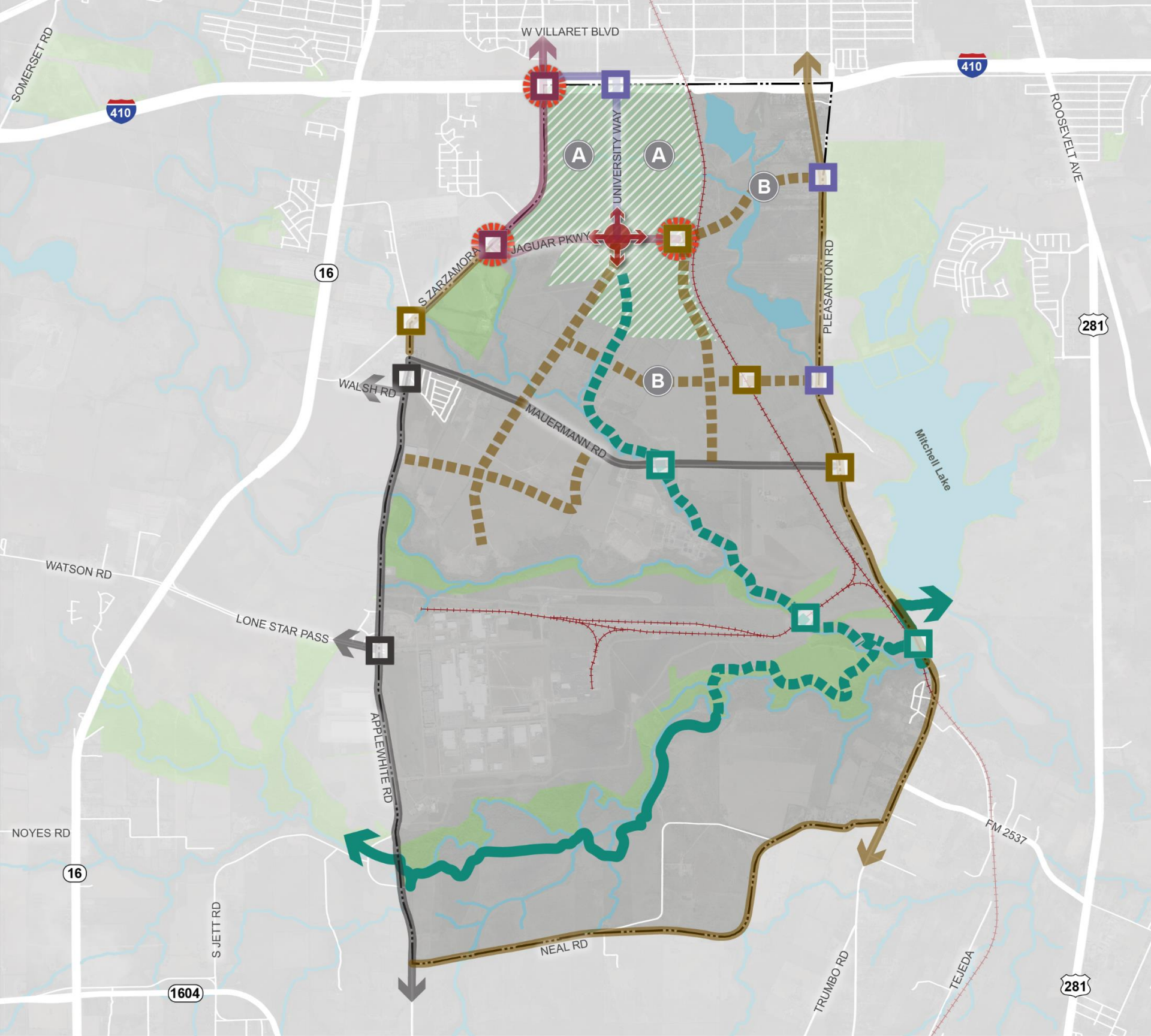
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Crossing Enhancements

- Specific locations where crossing is a priority
- High visibility
- Lower motor vehicle speeds
- Multimodal
- Signalized or unsignalized

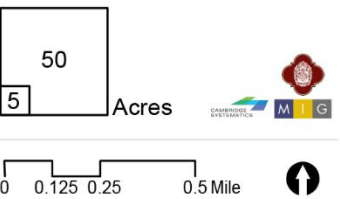




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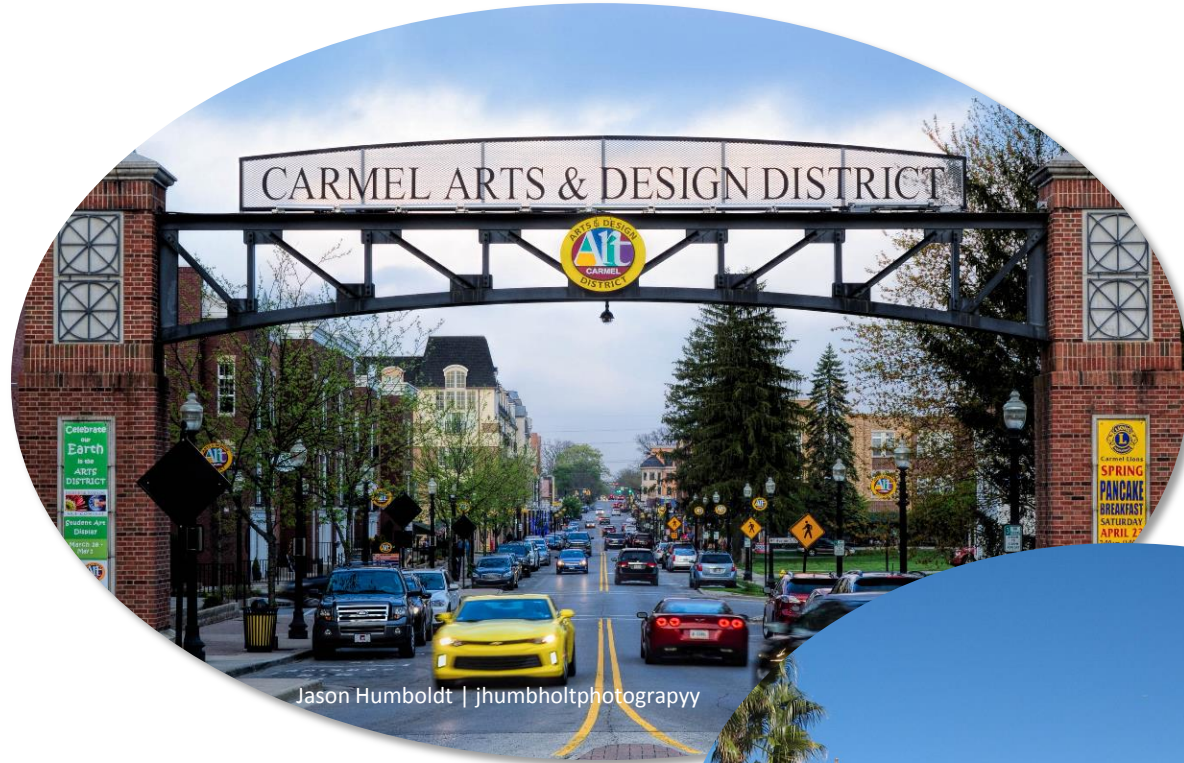
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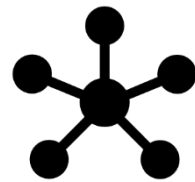


Jason Humboldt | jhumboldtphotography



Gateway Treatments

- Signals a change in character and place
- Highly visible
- Public art and branding



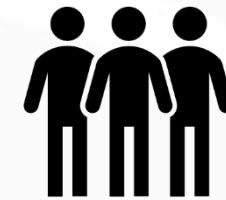
Access and intermodal
connectivity



Transit



Cycling and walking



Micromobility and
shared mobility

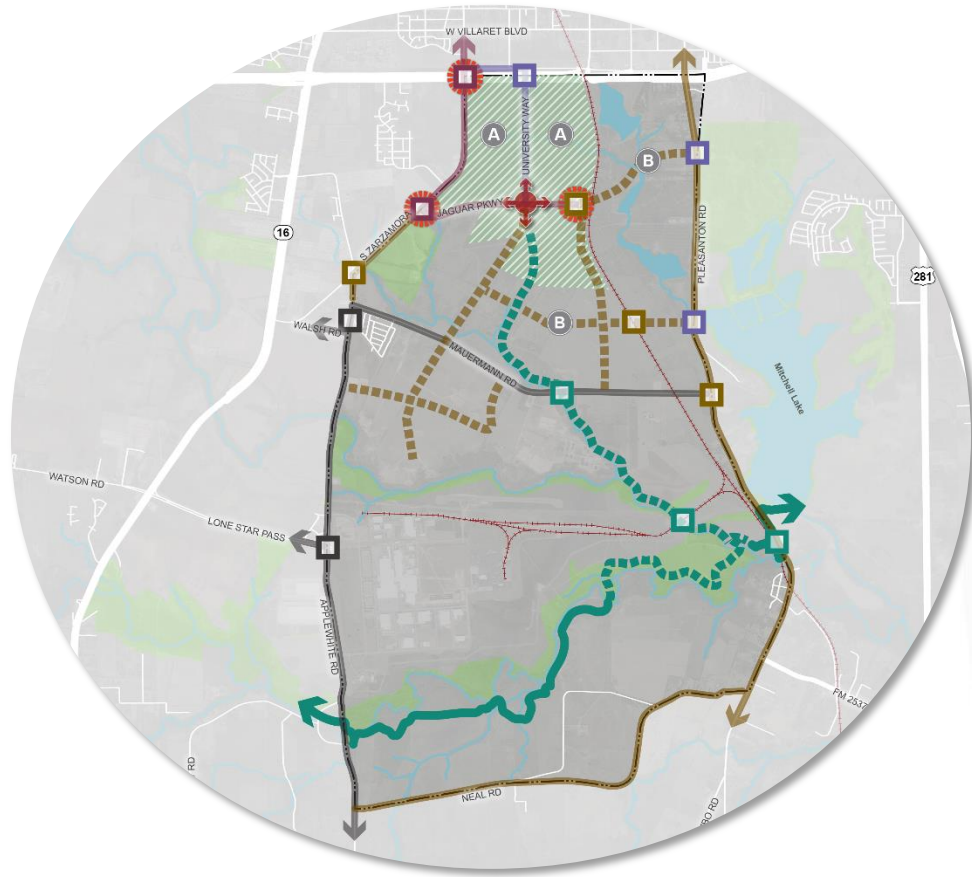
Mobility hubs



Mobility Hubs

- Emphasis on modal access and connectivity
- Intuitive and user friendly
- Scalable

Discussion



- Does the mobility framework meet your expectations?
- Did we miss any important **origins** and/or **destinations**?
- Key **linkages**?
- Do the modal **priorities** make sense?



SA



TOMORROW

Wrap-up and Next Steps

Sub-Area Planning Project Phases

1

Analysis & Visioning

Existing conditions; existing plans review; vision and goals; focus areas and corridors; Community Meeting #1

Early 2019

2

Plan Framework

Develop plan elements; focus areas and key corridors; transformative projects; Community Meeting #2

Mid 2019-Early 2020

3

Recommendations & Implementation

Action and phasing strategies; draft Plan elements; Community Meeting #3

Late 2019-Early 2020

4

Documentation & Adoption

Public Hearings, adoption, final summary and ePlan

Early-Mid 2020



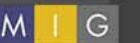
Texas A&M San Antonio Area Regional Center Planning Team Meeting #10

Tuesday, December 10, 2019

Texas A&M-SA Campus

Building #108B

10 AM to Noon



Auxiliary Marketing Services

Bowtie

Cambridge Systematics, Inc.

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