

## MEETING SUMMARY

### Texas A&M San Antonio Regional Center Planning Team Meeting #10: Mobility 2 of 2

**Meeting Date:** December 10, 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*

*Chris Villa, District 3*

*Ann Eaton, EDD*

*Raul Olveda, District 4*

*Irma Rodriguez, NHSD*

*Trevor Liddle, Texas A&M-SA*

*Tim Mulry, VIA*

*Krystin Ramirez, MIG*

*Mukul Malhorta, MIG*

*Hannah Santiago, Cambridge Systematics*

*Kevin Tillbury, Cambridge Systematics*

**Meeting Objectives:**

The purpose of Planning Team Meeting #10 was to continue the discussion on Mobility, by providing a brief summary of the team’s earlier Mobility discussion during Planning Team Meeting #8, and to introduce the draft street typology based on feedback gathered from Planning Team members as well as the Mobility Summit held in September.

**Meeting Format**

The meeting began with staff introductions and followed with a brief summary of Planning Team Meeting #8, the first mobility discussion. After the overview of the previous mobility discussion, the team was introduced to the draft street typology and mobility framework. Following the presentation and discussion, the team participated in a map exercise to identify key linkages and correct any important origins or destinations the team missed during Planning Team Meeting #8.

**Presentation**

Kevin Tillbury, the mobility consultant from Cambridge Systematics, then presented to the team. The presentation began by identifying the traditional approach to street typologies. Traditionally, streets are organized by function and role: Arterial, Collector or Local; and generally, this is a “one-size-fits-all” approach to streets. The new approach for this project, as well the rest of the SA Tomorrow Regional Center Plans, is called a “Hybrid” approach. The Hybrid approach focuses on the streets character based on context or land use. The role and functions of the streets remain the same. Kevin also provided examples from Cleburne, Tx of how the streets function plus the land use or character allow for context-sensitive street types. The presentation then went into detail on its application to the Texas A&M San Antonio Area Regional Center.

The draft street typology network is based off context areas such as Suburban Residential, Suburban Commercial, Industrial, Urban Residential and Urban Employment. Each of the future land uses provides basis for the future of the road network. The Regional Center is primarily Mixed Use Residential/Storefront north of Mauermann Road and the road networks south of Mauermann are predominately Industrial with the exception of suburban residential (local) on the southeast portion.

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Zarzamora and Mauermann Road are two major roads through the plan area that are essential to the road network and in the future will need to meet the traffic demand needs of the developed area. Zarzamora road, in the future, could be surrounded by mixed uses and residential areas. The street typology for Zarzamora (north of Mauermann Road) is designated to support mixed uses which includes slower traffic, street-front buildings, and a more pedestrian friendly environment. The road will transition to a more industrial context, along with the surrounding land use, as it travels South of Mauermann Road. Mauermann Road was also identified as a major road, as it is the only East-West connection in the middle of the plan area. The roads future street type is Industrial Primary Arterial, which will serve the existing and future industrial uses along Mauermann Road. After the presentation, the team was asked to think about how the roads look and feel today, and if the team members could imagine the streets transforming into the proposed street typology.

### Discussion

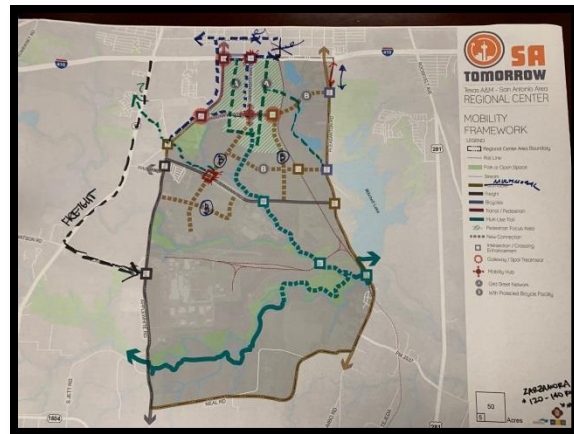
The group was asked to ask questions and have discussions during the presentation. The topics and notes are as follows: Future street development and improvements should consider the Ozone Action Plan. Green Streets should be encouraged and should include trees and medians to meet air quality and improve water quality. Zarzamora is a pivotal entry point where pedestrians, cyclists and transit will exist. Future development should leverage the Opportunity Zone designation and the mobility plan should be coordinated with the proposed development road network. Opportunities to gain easements to build the future desired street environment should be proactively explored.

### Mobility Framework

Following the overview and discussion on the proposed draft street typology, the team was briefed on the key take-a-ways and the results of the mapping exercises from the previous mobility meeting (Planning Team Meeting #8). The team was showed maps based on their previous input and included priority emphasis on corridors, as well as pedestrian focus areas, crossing enhancements, gateway treatments, and mobility hubs.

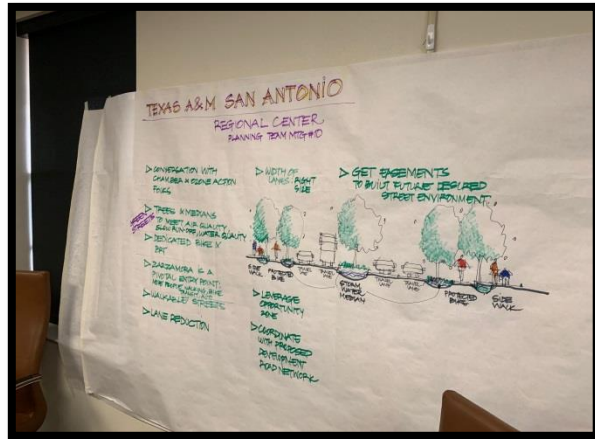
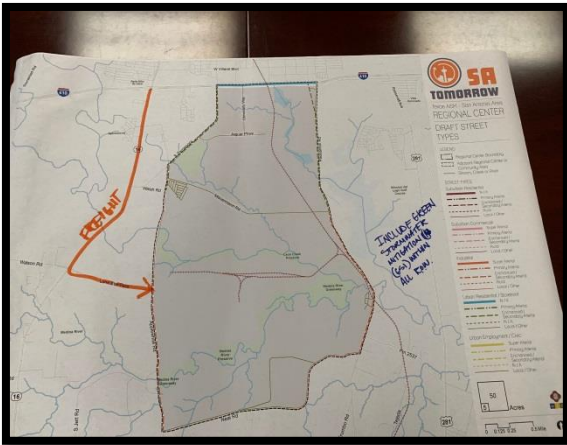
### Mapping Exercise:

After the discussion, the team was asked to participate in a mapping exercise to identify any missed important origins or destinations, key linkages and if the modal priorities made sense. The team identified important linkages at University Way and 410 through Chavaneaux Rd (outside the plan boundary) that could link the university to Palo Alto College. Bike infrastructure and access were also discussed, considering the proximity to the university and the proposed Vida! San Antonio Project. A major advantage is the fact that much of the right of way is undeveloped and provides opportunity for sound development. The team also identified another freight opportunity along Palo Alto Rd (Hwy 16, outside the plan boundary) into the Toyota Motor Manufacturing Plant on Lone Star Pass. This could be an important freight connection as future development along the Zarzamora Corridor draws more traffic onto Zarzamora. Storm water mitigation along all improved ROWs was also a key point made by a



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planning team member. Overall, the team agreed with the draft street typology and the current designations.



**NEXT STEPS:** Planning staff will analyze the discussion and exercise results as well as provide updates to the planning team. Planning staff is currently preparing for the next meeting, the Digital Design Charrette.

### Digital Design Charrette

Wednesday, January 15<sup>th</sup>, 2020; 1:00 pm to 4:30 pm

Texas A&M SA Campus, Science and Technology Room (Central Academic Building)

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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