

## APPENDIX A-OUTREACH MATERIALS

# TRANSPORTATION MATTERS

HOW WILL YOU GET AROUND IN THE FUTURE?



San Antonio is expected to grow by over 1 million people between now and 2040. It is important to plan for this growth so we can make smart choices now to prepare for the future.

**Drop in for a few minutes or stay for the entire open house**

Mark your calendar to join us at one of the meetings listed on the back. At these small-scale open houses, you can:

- Talk about transportation challenges, needs, and solutions
- Explore transportation choices and funding options
- Learn what people have said so far

 /SATomorrow2040

 @SATomorrow2040

FOR MORE INFO  
**210.207.4032**



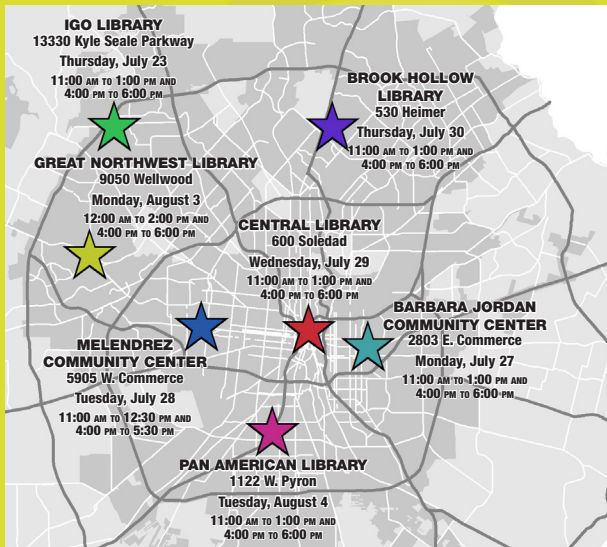
[www.SATomorrow.com](http://www.SATomorrow.com)

Open house information will be available online at  
[www.SATransportationPlan.com/open-house](http://www.SATransportationPlan.com/open-house)  
beginning on July 23

# TRANSPORTATION MATTERS

HOW WILL YOU GET AROUND IN THE FUTURE?

## JOIN US AT AN OPEN HOUSE



**TUESDAY, AUGUST 11**  
**6:00 pm - 8:00 pm**

Did you visit our online open house? Get your questions answered via webinar on August 11 at [www.SATransporationPlan.com/webinar](http://www.SATransporationPlan.com/webinar)

*Information at each meeting will be the same*

# TRANSPORTATION MATTERS

## HOW WILL YOU GET AROUND IN THE FUTURE?

San Antonio is expected to grow by over 1 million people between now and 2040. It is important to plan for this growth so we can make smart choices now to prepare for the future.

Mark your calendar to join us at one of the meetings listed below. At these small-scale open houses, you can:

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## JOIN US AT AN OPEN HOUSE

**Drop in for a few minutes or stay for the entire open house.**

### THURSDAY, JULY 23

11:00 AM – 1:00 PM // 4:00 PM – 6:00 PM  
Igo Library, 13330 Kyle Seale Parkway • VIA bus route 605

### MONDAY, JULY 27

11:00 AM – 1:00 PM // 4:00 PM – 6:00 PM  
Barbara Jordan Community Center, 2803 E. Commerce • VIA bus route 25

### TUESDAY, JULY 28

11:00 AM – 12:30 PM // 4:00 PM – 5:30 PM  
Melendrez Community Center, 5909 W. Commerce • VIA bus route 75

### WEDNESDAY, JULY 29

11:00 AM – 1:00 PM // 4:00 PM – 6:00 PM  
Central Library, 600 Soledad • VIA bus routes 3, 4, 90, 96, 97

### THURSDAY, JULY 30

11:00 AM – 1:00 PM // 4:00 PM – 6:00 PM  
Brookhollow Library, 530 Heimer • VIA bus route 648

### MONDAY, AUGUST 3

12:00 PM – 2:00 PM // 4:00 PM – 6:00 PM  
Great Northwest Library, 9050 Wellwood • VIA bus route 610

### TUESDAY, AUGUST 4

11:00 AM – 1:00 PM // 4:00 PM – 6:00 PM  
Pan America Library, 1122 W. Pyron • VIA bus route 46

### TUESDAY, AUGUST 11

6:00 PM – 8:00 PM

Did you visit our online open house? Get your questions answered via webinar on August 11 at [www.SATransportationPlan.com/webinar](http://www.SATransportationPlan.com/webinar)

 [www.SATomorrow.com](http://www.SATomorrow.com)

Open house information will be available online at

[www.SATransportationPlan.com/open-house](http://www.SATransportationPlan.com/open-house)

beginning on **July 23**

 /SATomorrow2040

 @SATomorrow2040

FOR MORE INFORMATION:  
**210.207.4032**



*Information at each meeting will be the same*

# EL TRANSPORTE IMPORTA

## COMO SE MOVERÁ EN EL FUTURO?

Se espera que San Antonio crezca por más de un millón de personas entre este año y 2040. Es importante planear para este crecimiento para que podamos tomar decisiones inteligentes y prepararnos para el futuro.

Guarde la fecha en su calendario para unirse con nosotros en una exhibición pública. En estas exhibiciones públicas podrá:

- Hablar sobre la transportación, los desafíos, las necesidades y las soluciones
- Explorar opciones para la transportación y el financiamiento
- Aprender lo que ha dicho el público hasta el momento sobre el tema



### ÚNESE CON NOSOTROS EN ESTAS EXHIBICIONES PÚBLICAS

Venga por un  
par de minutos  
o quedese la  
reunion entera

#### JUEVES, 23 DE JULIO

11:00 a.m. - 1:00 p.m. / 4:00 p.m. - 6:00 p.m.

Igo Library, 13130 Kyle Seave Parkway • Vía ruta del autobús 605

#### LUNES, 27 DE JULIO

11:00 a.m. - 1:00 p.m. / 4:00 p.m. - 6:00 p.m.

Barbara Jordan Community Center, 2662 E. Comstock • Vía ruta del autobús 25

#### MARTES, 28 DE JULIO

11:00 a.m. - 12:30 p.m. / 4:00 p.m. - 5:30 p.m.

Heardley Community Center, 5928 W. Comstock • Vía ruta del autobús 75

#### MIERCOLES, 29 DE JULIO

11:00 a.m. - 1:00 p.m. / 4:00 p.m. - 6:00 p.m.

Central Library, 600 Comstock • Vía rutas del autobús 3, 4, 90, 96, 97

#### JUEVES, 30 DE JULIO

11:00 a.m. - 1:00 p.m. / 4:00 p.m. - 6:00 p.m.

Broadhurst Library, 530 Heiner • Vía ruta del autobús 648

#### LUNES, 8 DE AGOSTO

12:00 p.m. - 2:00 p.m. / 4:00 p.m. - 6:00 p.m.

Great Northwest Library, 9010 Delwood • Vía ruta del autobús 810

#### MARTES, 4 DE AGOSTO

11:00 a.m. - 1:00 p.m. / 4:00 p.m. - 6:00 p.m.

Pan America Library, 132 W. Pylon • Vía ruta del autobús 46

#### JUEVES, 11 DE AGOSTO

6:00 p.m. - 8:00 p.m.

Se detallan nuestras exhibiciones públicas en línea? Contágo la respuesta de sus preguntas en una conferencia web el 11 de agosto en [www.SATransportativaPlus.com/webinar](http://www.SATransportativaPlus.com/webinar)



[www.SATomorrow.com](http://www.SATomorrow.com)

Información sobre las  
exhibiciones públicas  
serán disponibles en:

[www.SATransportativaPlus.com/que-irnos](http://www.SATransportativaPlus.com/que-irnos)



/SATomorrow2040



@SATomorrow2040

PARA MÁS INFORMACIÓN  
210.207.4032



## APPENDIX B- MEDIA SUMMARY

## MEDIA RELATIONS

A request for coverage was distributed to the City’s media list on July 22, 2015 to announce the seven citywide open house locations. Media kits were distributed via jump drive. Each jump drive included the following documents: Press Release, Presentation and Narrative Script, Existing Conditions Infographics, Summer 2015 Fact Sheet and Summer 2015 Frequently Asked Questions.

A separate request for coverage was distributed August 10, 2015 to invite media to the “Transportation Matters” Webinar on August 11. Follow up phone calls were made to the news desks for the first request for coverage July 22 and July 27 and for the second request on August 10.

The community meetings received coverage leading into the first open house event due to a press release, *Biking, Walking, Gaining Traction*, distributed on July 15. KTSA covered the release and allowed Melissa Sparks, TCI Public Relations Manager, the opportunity to promote the open houses.

KSAT-12 packaged a story in conjunction with the July 15 release and the open house request for coverage. The story featured local bicyclists and interviews with Terry Bellamy and Councilman Nirenberg at the first open house July 23.

### City works toward long-range transportation plan for 2040

By Stephanie Serna - Reporter

Posted: 9:49 PM, July 23, 2015

Updated: 9:49 PM, July 23, 2015



**SAN ANTONIO** - If you think traffic is bad now, wait another 25 years when an estimated 1.1 million more people are expected to be living in San Antonio.

The open houses were covered by KTSA, The Rivard Report, MYSA/ Southside Reporter, KSAT 12 News, WOAI Radio, and NowCastSA.

[Table 1 – Open Houses News Coverage](#)

News Entity	Date Published
KTSA Radio	July 20, 2015
The Rivard Report	July 21, 2015
KSAT-12 - online	July 22, 2015
KSAT–12 - 10 o’clock newscast	July 23, 2015
NOWCastSA	July 24, 2015
WOAI Radio	July 24, 2015
Southside Reporter /MYSA	July 28, 2015

## Open House Events Links and Articles to Media Coverage

[Bikes, Paths Part of S.A. Transportation Future](#)

**KTSA Radio - July 20, 2015**

Blurb online

[Citywide Meetings to Discuss Transportation Future](#)

**Rivard Report - July 21, 2015**

[City works toward long-range transportation plan for 2040](#)

**KSAT 12 – July 23, 2015**

10pm and posted online

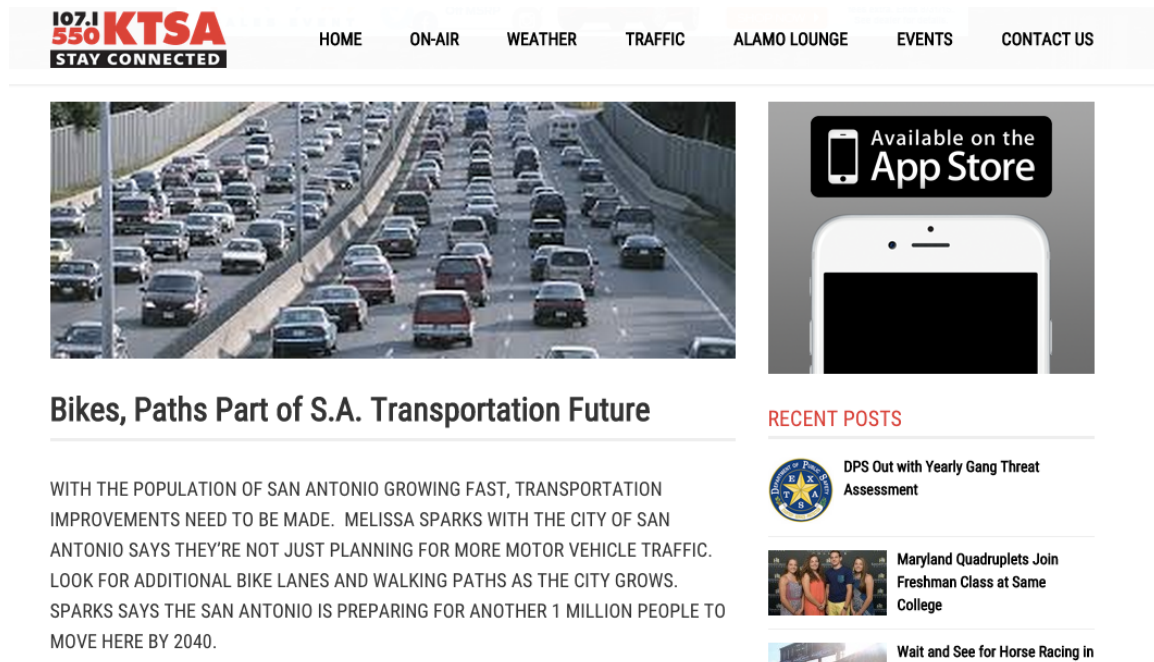
[City Looking for Suggestions Tomorrow's Transportation Improvements](#)

**WOAI Radio – July 24, 2015**

Radio and online

[City wants more hiking and biking, less traffic](#)

**MYSA – Southside Reporter – July 28, 2015**



The screenshot shows the website for 107.1 KTSA, featuring a navigation menu with links for HOME, ON-AIR, WEATHER, TRAFFIC, ALAMO LOUNGE, EVENTS, and CONTACT US. The main content area includes a large image of a multi-lane highway with heavy traffic. Below the image is the article title "Bikes, Paths Part of S.A. Transportation Future" and a short introductory paragraph. To the right, there is a banner for an app available on the App Store, and a "RECENT POSTS" section with three article thumbnails and titles: "DPS Out with Yearly Gang Threat Assessment", "Maryland Quadruplets Join Freshman Class at Same College", and "Wait and See for Horse Racing in".

**107.1 550 KTSA**  
STAY CONNECTED

HOME ON-AIR WEATHER TRAFFIC ALAMO LOUNGE EVENTS CONTACT US

**Bikes, Paths Part of S.A. Transportation Future**

WITH THE POPULATION OF SAN ANTONIO GROWING FAST, TRANSPORTATION IMPROVEMENTS NEED TO BE MADE. MELISSA SPARKS WITH THE CITY OF SAN ANTONIO SAYS THEY'RE NOT JUST PLANNING FOR MORE MOTOR VEHICLE TRAFFIC. LOOK FOR ADDITIONAL BIKE LANES AND WALKING PATHS AS THE CITY GROWS. SPARKS SAYS THE SAN ANTONIO IS PREPARING FOR ANOTHER 1 MILLION PEOPLE TO MOVE HERE BY 2040.

Available on the App Store

**RECENT POSTS**

- DPS Out with Yearly Gang Threat Assessment
- Maryland Quadruplets Join Freshman Class at Same College
- Wait and See for Horse Racing in



## Citywide Meetings to Discuss Transportation Future

JOAN VINSON on 21 July, 2015 at 00:02



In a city the size of San Antonio, transportation matters. Do you want rideshare to come back to San Antonio? Would you like to see more bike lanes or more bus routes? Both? Neither? Transportation meetings are scheduled throughout the city during the coming months for citizens to gather information about ongoing planning processes and let their voices be heard.

As more than one million people begin to trickle into San Antonio by 2040, citywide transportation conversations that address methods of movement whether by car, bike, foot, train, or bus, should – and are – happening.

## SA NEXT

SA Next, a partnership between [Build San Antonio Green](#), [CPS Energy](#) and [Geekdom](#), is hosting a lecture titled, “Transportation in Action” at Geekdom on Thursday from 6-8 p.m. Speakers who represent various modes of transportation will discuss their areas of expertise, and the panelists include an [Uber](#) representative, a rail director for the [Lone Star Rail District](#), and a [Bike World](#) manager. RSVP to [jeyer@buildsagreen.org](mailto:jeyer@buildsagreen.org) to secure a spot.

## SA TOMORROW

The City is hosting a series of small-scale meetings that will provide a place for community members to discuss San Antonio’s transportation future. The City is seeking community input regarding various strategies to promote transportation safety, accessibility, convenience and reliability for its [SA Tomorrow](#) Multimodal Transportation plan. SA Tomorrow is a three-part plan – a transportation, sustainability, and comprehensive plan – that address the future growth of San Antonio. The meetings are scheduled during lunch and after-work hours.

On Wednesday the SA Tomorrow Plan Element Working Groups Committee begin with the transportation meeting from 3-5 p.m. at the [Pre-K 4 SA South Education Center](#).

## SURVEY SAYS: SAN ANTONIANS LIKE TO RIDE

“As the city’s traffic congestion grows more serious every day, bicycling and walking are the most popular travel alternatives to avoid and reduce that traffic,” City officials stated in a news release last week.

A recent [Alamo Area Metropolitan Planning Organization](#) study indicated there are approximately 325,000 San Antonians who bicycle at least once

a month, the majority of which are recreational cyclists, while 17% bicycle to run errands, 7% bicycle to work, and 4% bicycle to school.



*Ride 2 Vote participants take off for The Friendly Spot. Photo by Scott Ball.*

San Antonio's **Howard W. Peak Greenway Trails System** is an interconnected network of 47 miles of greenway trails that caters to pedestrian and bicycle traffic. Terry Bellamy, Transportation & Capital Improvements assistant director said it's destined to become a sort of "freeway" for bicyclists and pedestrians.

"People already see the value of this City asset, and as we plan for 2040, the greenway system will play an even bigger role in helping people move around our city," Bellamy stated.

The complete list of the City's seven transportation meetings is below. Information at each meeting will be the same.

THURSDAY, JULY 23

11 a.m. – 1 p.m. / 4 – 6 p.m.

**Igo Library**, 13330 Kyle Seale Parkway • VIA bus route 605

data:text/html;charset=utf-8,%3Cheader%20class%3D%22header%20header--type%22%20style%3D%22box-sizing%3A%20border-box%3B%20display%3A%20... 3/5

## MONDAY, JULY 27

11 a.m. – 1 p.m. / 4 – 6 p.m.

**Barbara Jordan Community Center**, 2803 E. Commerce • VIA bus route 25

## TUESDAY, JULY 28

11 a.m. – 12:30 p.m. / 4 – 5:30 p.m.

**Melendrez Community Center**, 5909 W. Commerce • VIA bus route 75



## WEDNESDAY, JULY 29

11 a.m. – 1 p.m. / 4 p.m. – 6 p.m.

**Central Library**, 600 Soledad • VIA bus routes 3, 4, 90, 96, 97

## THURSDAY, JULY 30

11 a.m. – 1 p.m. / 4 – 6 p.m.

**Brookhollow Library**, 530 Heimer • VIA bus route 648

## MONDAY, AUGUST 3

12 – 2 p.m. / 4 – 6 p.m.

**Great Northwest Library**, 9050 Wellwood • VIA bus route 610

## TUESDAY, AUGUST 4

11 a.m. – 1 p.m. / 4 – 6 p.m.

**Pan American Library**, 1122 W. Pyron • VIA bus route 46

## TUESDAY, AUGUST 11

6 – 8 p.m.

Online open house. Get your questions answered via webinar  
at [www.SATransportationPlan.com/webinar](http://www.SATransportationPlan.com/webinar) (link will go live on Aug.  
11).

*\*Featured/top image: Councilmember Rey Saldaña walks to the front of  
the bus to ask the driver a question about the current route. Photo by  
Scott Ball.*

# City works toward long-range transportation plan for 2040

By **Stephanie Serna** - Reporter

Posted: 9:49 PM, July 23, 2015

Updated: 9:49 PM, July 23, 2015

**SAN ANTONIO** - If you think traffic is bad now, wait another 25 years when an estimated 1.1 million more people are expected to be living in San Antonio.

However, the city of San Antonio is already in the fast lane, looking for alternatives to keep traffic moving by studying all modes of transportation.

That's good news to San Antonio resident Red Luckey, who doesn't just run the bike shop at REI, he also rides his own bike to work every day.

"I can get here quicker on my bicycle than I can in a car," said Luckey. "I don't have to fight with traffic so much. I do a couple little cut through the parking lots and such to make it a lot easier than to have a big loop around."

It helps that REI provides parking and showers for employees.

Luckey said he's hoping other San Antonio businesses will eventually catch on, as well as the city.

"(I would like to see) protected bike lanes, bike-specific paths and networks that enable you to get from one side of the city to the other without having to touch a traditional roadway," said Luckey.

The city is working on developing a long-range transportation plan and to get the feedback of people like Luckey. To do that the city is holding more than a dozen workshops, asking citizens about the issues they face on the way to work, to school and around the city.

"You hear about the 1.1 million people we're going to get between now and 2040," said Terry Bellamy, assistant director of TCI for the city of San Antonio. "What this is ... is to give us feedback before we develop the final plan to present to the community next year."

Bellamy said they are looking at all modes of transportation.

"We know we all agree on some things, including reduced congestion, better air quality, we want to be able to move around safely," said District 8 Councilman Ron Nirenberg. "So, with all those principles in mind, let's look off of the menu of options we have available and our resources."

A recent Alamo Area Metropolitan Planning Organization Study found there are approximately 325,000 people who bike at least once a month.

The majority of bicycle riders are recreational cyclists, but 17 percent use a bicycle to run errands, 7 percent ride to work and 4 percent ride to school.

If you want to attend any of the transportation workshops, they are listed below:

- July 27 (11 a.m. - 1 p.m. and 4 - 6 p.m.) Barbara Jordan Community Center, 2803 E. Commerce
- July 28 (11 a.m. - 12:30 p.m. and 4 - 5:30 p.m.) Melendrez Community Center, 5909 W. Commerce
- July 29 (11 a.m. - 1 p.m. and 4 - 6 p.m.) Central Library, 600 Soledad
- July 30 (11 a.m. - 1 p.m. and 4 - 6 p.m.) Brookhollow Library, 530 Heimer

9/2/2015

City works toward long-range transportation plan for 2040

- Aug. 3 (Noon to 2 p.m. and 4 - 6 p.m.) Great Northwest Library, 9050 Wellwood
- Aug. 4 (11 a.m. - 1 p.m. and 4 - 6 p.m.) Pan America Library, 1122 W. Pyron
- Aug. 11 (6 - 8 p.m.) live online webinar at [SATransportationplan.com/webinar](http://SATransportationplan.com/webinar).

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Home » Articles » WOAI Local News - Sponsored by Five Star Cleaners » [City Looking for Suggestions on Tomorrow's Transportation...](#)

## City Looking for Suggestions on Tomorrow's Transportation Improvements

Tweet

[+](#) [RSS](#) [Permalink](#)



Posted Friday, July 24th 2015 @ 4pm

Traffic congestion in San Antonio is like Mark Twain's definition of the weather, everybody complains about it, but nobody does anything about it.

But now, News Radio 1200 WOAI reports that there is now an opportunity for you to speak out about all the ideas you have for getting people around better and more efficiently at a series of hearings which started last night at the Igo Library on the city's northwest side.

City Transportation planner Trish Wallace says everything is on the table.

"Maybe future light rail within San Antonio, we want to look at our road system and look at all classes of roads, from small to large," she said.

One of the reasons why the city's traffic system is as jumbled as it is today is that transportation planners 25 years ago failed to adequately plan for, for example, the massive migration to the north and northwest sides, leaving situations like an underbuilt US 281, which has been the focus of controversy for a decade over how to make badly needed improvements.

San Antonio's traffic system desperately needs upgrading, especially with a million more people set to be living in the city by 2040. The average worker spends 3.95 hours, or roughly half a work day, commuting each week. Our 2620 crashes per 100,000 residents is the second worst record in Texas and ranks us a poor 52nd out of the 59 metros studied.

But Wallace says she wants more than just 'pie in the sky' ideas. She also wants suggestions on how to pay for the new transportation systems. She says even though TxDOT has more money to repair and build state highways, there is plenty left over for city government.

"We at the city through our local revenues need to pay for those local roads," she said. "The arterial roads that get us to the freeways, and the 'collectors' that get us from our neighborhoods to the arterial roads to the freeways."

A total of 14 public hearings are set on all sides of town between now and mid August. At that time, the suggestions will either be referred for consideration in a 2017 bond package, or included in the long term 'SA Tomorrow' initiative.

Wallace says the planners want to hear ideas about how to make San Antonio more accessible for bikes, and whether, after decades of fits and starts, if San Antonians would consider a light rail system similar to the DART in Dallas. The Lone Star Rail system which is getting traction in building passenger commuter rail between San Antonio and Austin is also in the mix.

Also, what would it take to get you to ride a city bus to work, and not just ride Park and Ride to the Spurs games?

The transportation plan is being made as part of an overall plan which will dictate the types of neighborhoods people will live in, where the work places of the future will be, and how the city can effectively manage growth.





<http://www.mysanantonio.com/news/local/communities/southside/article/City-wants-more-hiking-and-biking-less-traffic-6408603.php>

## City wants more hiking and biking, less traffic

By Jeremy T. Gerlach Published 12:00 am, Tuesday, July 28, 2015



A cyclist rides with traffic in early July on Madison Street, in the Southtown neighborhood.



As San Antonio’s streets prepare for an estimated influx of 1.1 million people over the next 25 years, city officials have said they are counting on alternate forms of transit to alleviate the strain.

About 325,000 residents — out of about 2 million living in Bexar, Comal, Guadalupe and Kendall counties — cycle at least once a month, according to a recent survey by the Alamo Area Metropolitan Planning Organization, a federal agency created to provide guidance with transportation planning.

MPO officials said the city also has a bit of a reputation for multimodal accidents.

According to San Antonio police data relayed by MPO planning supervisor Leroy Alloway, 54 pedestrians were killed in San Antonio in 2014, and in an average day the city has about 124 vehicle

crashes, two pedestrian accidents and one cycle-involved collision.

South Side resident Ben Esparza, 31, bikes to work downtown from his home along Southwest Military Drive, mostly using Roosevelt and South Flores streets. He sees a lot of traffic on his route, but also a lot of poorly marked lanes.

“We need more protected bike lanes, but also just more basic things ... on the streets,” Esparza said. “Markings alone (could) probably help cut down on some of the accidents and (traffic) we’ve got down here.”

Experiences like Esparza’s are what city officials are looking for to help them develop safer roadways for all types of traffic.

Terry Bellamy is the assistant director for San Antonio’s Transportation & Capital Improvements, and is part of the city’s SA Tomorrow team.

SA Tomorrow is developing the city’s **Multimodal Transportation Plan**, which largely focuses on making traffic easier to navigate for area residents who use both cars and alternate forms of transportation.

The group will host open houses across the city to get community input.

Upcoming open houses are scheduled for: Wednesday, July 29, at Central Library, 600 Soledad; Thursday, July 30, at Brookhollow Branch Library, 530 Heimer; Monday, Aug. 3, at Great Northwest Branch Library, 9050 Wellwood, and Tuesday, Aug. 4, at Pan American Branch Library, 1122 W. Pyron Ave. All open houses will take place from 11 a.m. to 1 p.m. and 4-6 p.m.

A live online webinar will be held on Aug. 11.

Bellamy said he wants to make sure residents who don’t own automobiles are aware of the “dedicated trail system” the city and county have been developing over the past decade, which includes hike and bike trails that go from the western edge of Loop 410 to the greenways and river trails east of the city.

“Just like any other major city, we’re trying to figure out the next step,” Bellamy added. “We’re not going to do everything at one time ... but we’re trying to evolve.

“Automobiles (aren’t) going away, so we’re still going to see growth in the amount of (area motor vehicles),” Bellamy said. “But at the same time we’re going to see growth in both pedestrian and bicycle usage — we’ve got to develop (capacity for) both simultaneously.”

An updated map of hiking and biking trails is available at <https://gis.sanantonio.gov/OEP/Bike/index.html>.

## SOCIAL MEDIA

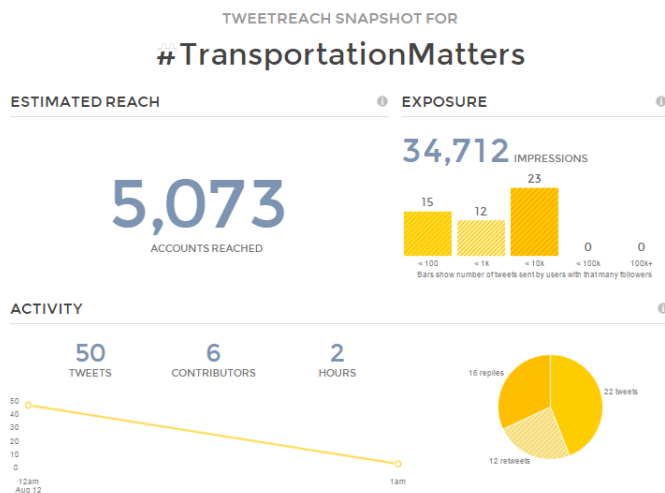
Social media was used heavily to promote the Multimodal Transportation Plan Open Houses and Webinar. The first social push began the Monday before the first open house Thursday, July 23. Thereafter each open house was strategically promoted individually on Twitter and Facebook with two calls to action, share with your followers and get engaged. The primary hashtag used was #TransportationMatters. The social media campaign ended Thursday, August 12 thanking participants and sharing a link to the webinar recording.

The public involvement team hosted the first Transportation Matters Webinar for the City on August 11. During the two-hour webinar the team live tweeted the conversation using the #TransportationMatters. Approximately 85 tweets were sent out. The following table indicates the results for the two-hour live tweeting conversation.

Table 1 – Webinar Live Tweeting Totals

Impressions	Engagement	Retweets	Replies	Favorites	URL Clicks	Hashtag Clicks
6,691	288	33	7	43	18	6

Figure 1 – Webinar #TransportationMatters Results



## APPENDIX C-SOCIAL MEDIA SUMMARY

Social media outreach was conducted for the webinar to influencers and organizations with a small and large following. The webinar flyer was posted on Facebook pages of agencies and organizations. The flyer was direct messaged to followers, agencies and organizations on Twitter. The following tables indicate the potential reach of this sharing process.

Table 2 – Potential Reach of Flyers Posted through Twitter accounts

Twitter Account	Followers
1. City of San Antonio	44,800
2. San Antonio TCS	321
3. UTSA	4,252
4. St. Mary's	12,200
5. Alamo Area MPO	385
6. VIA Transit	2,165
7. NowCastSA	6,610
8. Our Lady of the Lake	3,254
9. Incarnate Word University	5,292
10. SA2020	11,900
11. TxDOT – San Antonio	20,300
12. Texas A&M San Antonio	2,639
13. Brooks City Base	440
14. Do210	2,535
15. 210 Local	6,610
16. Social N San Antonio	37,300
17. Women's Wrench Night	182
18. AACOG	1,435
19. San Antonio Area Foundation	5,456
20. Puro San Antonio	25,900
21. San Antonio Sports	4,718
22. Salud Today	9,404
23. AACOG	1,435
24. San Antonio Area Foundation	5,456
25. Bike Texas	4,828
26. Melanie – Que Means What	3,985
27. Hispanic Chamber of Commerce	4,298
28. San Antonio Chamber of Commerce	19,000
29. San Antonio 311	370
30. LOOP	2,689
31. Pearl	22,400
32. FitCitySA	1,423
33. Siclovía	2,718

34. LiftFund	1,524
35. Palo Alto College	3,006
36. SAC	5,896
37. Northwest Vista	1,677
38. North SA Chamber	2,004
100+ individual accounts who have been engaged with the process	5,000+
<b>Potential Reach</b>	<b>290,063</b>

Table 3 – Potential Reach of Flyers Posted through Facebook accounts

Pages Where Information was Posted	# of Likes
1. Alamo Area Council of Governments	639
2. Alamo Cycle Plex	3,447
3. Art Pace San Antonio	12,292
4. Bexar County	2,470
5. Bexar County Republican Party	3,283
6. Bexar County Young Democrats	1,376
7. Camden Place	41
8. Carpe Diem - San Antonio	4,309
9. Carver Community Cultural Center	2,205
10. Centro Cultural San Antonio	4,706
11. Children's Hospital of San Antonio	4,215
12. City of San Antonio - Municipal Government	10,697
13. Collins Garden Neighborhood Association	262
14. Collins Garden Park Farmer's Market	498
15. Downtown San Antonio	23,625
16. Downtown Tuesday	20,912
17. Eastside Promise Neighborhood	1,164
18. EatSmart San Antonio	722
19. Earnabikecoop	1,725
20. FitCitySA.com	3,309

21. Friends of Christus Santa Rosa Foundation	381
22. Girl's Inc.	2,685
23. Great Northwest Community Improvement Association, Inc.	871
24. Hays Street Bridge	1,985
25. Highland Park Neighborhood Assoc	123
26. Hemisfair	8,085
27. I Bike San Antonio	858
28. Iglesia Bautista Los Angeles Heights	59
29. Lavaca Neighborhood Association	373
30. Longs Creek HOA	122
31. Madonna Neighborhood Centers	798
32. Martinez Street Women's Center	1,902
33. MOVE San Antonio	1,240
34. Northeast Park Neighborhood	50
35. Northwest Neighborhood Alliance	212
36. NICAM Business Management and Marketing Inc.	8
37. REI San Antonio	2,768
38. Rogers Ranch Community	87
39. Roosevelt Park	39
40. SA Live	16,325
41. SA2020	6,693
42. San Anto Cultural Arts	6,315
43. San Antonio Area Foundation	2,391
44. San Antonio Bike Shop	934
45. San Antonio Bikes	2,395
46. San Antonio Botanical Garden	37,158
47. San Antonio Busy Kids	2,051
48. San Antonio Children's Museum	29,581
49. San Antonio College	18,607

50. San Antonio Education Partnership	1,217
51. San Antonio Food Bank	13,010
52. San Antonio Mobility Coalition	116
53. San Antonio Museum of Art	29,713
54. San Antonio Neighborhood Watch	385
55. San Antonio Pets Alive	37,790
56. San Antonio Portfolio Real Estate	588
57. San Antonio Rampage	75,090
58. San Antonio Real Estate and Relocation	592
59. San Antonio Real Estate Investors Association	3,987
60. San Antonio Riverwalk	234,916
61. San Antonio Running Company	674
62. San Antonio Stock Show & Rodeo	163,523
63. San Antonio Symphony	8,245
64. San Antonio Texas Legacy	5,552
65. San Antonio Urban Wildlife - Texas Parks and Wildlife	934
66. San Antonio Youth Community Outreach Alameda School Art+Design	246
67. San Antonio Youth Literacy	958
68. San Antonio Zoo	45,751
69. Say Si	5,467
70. Siclovia	8,140
71. South San Main Street	636
72. St. Mary's University	16,916
73. Student Aid San Antonio	744
74. Students for Environmental Awareness	123
75. Sunset Station	5,507
76. SUPSATX	1,182
77. Texas Public Radio	2,456
78. Texas Young Professionals - San Antonio	2,346
79. The Broadway	13,828



80. The Rivard Report	10,652
81. Tobin Lofts at San Antonio College	4,782
82. Valley Hi First Baptist Church	86
83. VIA Metropolitan Transit	4,807
84. Women's Wrench Night San Antonio	400
85. Woodlawn Lake Community Association	163
86. Woodlawn Lake Park	8,716
87. Woodlawn Theatre	11,451
88. WTS San Antonio	162
<b>Potential Reach</b>	<b>1,042,644</b>

Promotion of the open houses via Facebook and Twitter was constant. Overall there were over 25,000 impressions made through Twitter and over 26,000 daily impressions through Facebook between July 20 and August 12. The following tables give detailed numbers for both social platforms.

Table 4 - Twitter

Twitter	
New Followers	100 +
Total Retweets	93
Total Favorites	104
Total Link Clicks	76
Total Impressions	25.5k +

Table 5 - Facebook Likes

Date	Lifetime Total Likes (Cumulative)	Daily New Likes
7/20/15	1,252	4
7/21/15	1,256	5
7/22/15	1,256	4
7/23/15	1,260	2
7/24/15	1,263	3
7/25/15	1,263	0
7/26/16	1,263	1
7/27/15	1,263	0
7/28/15	1,263	2

7/29/15		1,264	1
7/30/15		1,266	2
7/31/15		1,268	2
8/1/15		1,272	4
8/2/15		1,273	2
8/3/16		1,276	4
8/4/15		1,281	4
8/5/15		1,282	1
8/6/16		1,283	1
8/7/15		1,284	1
8/8/15		1,286	2
8/9/16		1,281	0
8/10/15		1,287	5
8/11/15	1,288	2	
8/12/16	1304	11	
Total New Likes from 7/20-8/12		63	

Table 6 - Facebook Engagement/Impressions

Date	Daily Page Engaged Users	Daily Total Reach	Daily Total Impressions
	Daily: The number of people who engaged with your Page. Engagement includes any click or story created. (Unique Users)	Daily: The number of people who have seen any content associated with your Page. (Unique Users)	Daily: The number of impressions seen of any content associated with your Page. (Total Count)
7/20/15	155	1,347	2,464
7/21/15	103	664	1,310
7/22/15	22	217	455
7/23/15	184	1,163	2,188
7/24/15	55	534	1,118
7/25/15	12	96	242
7/26/16	36	299	616
7/27/15	29	279	528
7/28/15	26	176	357
7/29/15	14	252	516
7/30/15	43	493	1,033
7/31/15	50	494	914
8/1/15	152	1,777	3,857
8/2/15	36	768	1,431
8/3/16	130	1,276	2,313

8/4/15	2	502	901
8/5/15	39	410	794
8/6/16	27	319	612
8/7/15	8	266	500
8/8/15	6	208	444
8/9/16	11	313	743
8/10/15	20	430	804
8/11/15	132	968	1,842
8/12/16	60	794	1,561
Totals	1,352	14,045	26,425

## APPENDIX D- EXHIBITS

# INSTRUCTIONS SPEND THE BEANS

*As much as we'd like to do everything, we know that our resources are often limited.* With this in mind, tell us how you would spend our limited resources—in this case, the beans. You get 3 beans to spread among 5 containers. Your input will help us as we weigh the many trade-offs involved in developing our City's transportation plan.

**We are very interested in your feedback, so here's what to do:**

## 1. Grab your 3 beans.

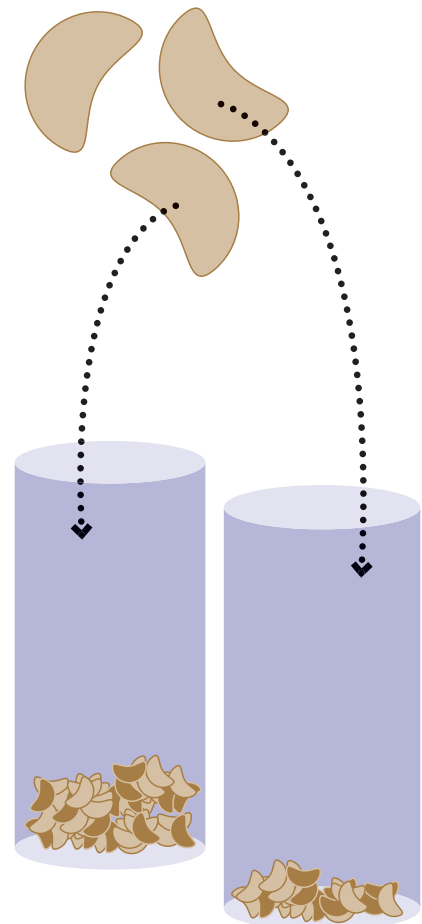
■ If you are 16 or younger, grab 3 dark colored ones. If you are older than 16, grab 3 light colored ones. Don't have any? Ask a planning team member and we'll gladly hand you some.

## 2. Take a few minutes and glance through the 5 funding categories.

Have any questions? Don't hesitate to ask a member of the planning team.

## 3. Tell us how you want to spend your beans.

Put the beans in the containers that match your desired spending. You can put them all in one container, or spread them among several. How you distribute your beans is completely up to you!



# SPEND THE BEANS



## Funding Categories

### Maintenance

- **Responsibly Manage and Maintain the City's Transportation Network.** Invest in maintenance and rehabilitation of our existing system to make it last longer and be ready when you need it.

### Safety for All Users

- **Provide a Safe Transportation Network for All Users and All Abilities.** Invest in the transportation system to keep people safe as they travel, no matter how they choose to get there.

### Congestion Management

- **Manage Congestion on the City's Roadways.** Invest in changes that offer residents, workers, and visitors a better experience and create more options for travel by transit, walking, biking, and driving.

### Reliable System

- **Provide Reliable Travel Throughout the City.** Invest in transportation technology, services, and facilities that offer users more predictable travel times, convenient access to a broader range of transportation choices, and up-to-date travel information (e.g., highway signs showing real-time travel information like "10 minutes to Loop 410").

### Quality of Life

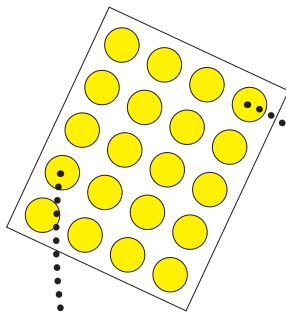
- **Develop Transportation Solutions that Improve Quality of Life and Support Communities.** Invest in San Antonio's communities, people's health, and neighborhoods' livability by improving the quality of our air, water, and natural resources.

# ACHIEVING OUR TRANSPORTATION GOALS

*There are many different things we can do to help San Antonio achieve its transportation goals.* We are doing a wide range of these things already—widening roads, improving intersections, building more bikeways and sidewalks, expanding transit service, and encouraging more people to choose more sustainable travel options.

In addition to what we already do, we like your input on additional actions we could take to help us meet our goals. The five (5) overall goals and actions are listed on the Achieving Our Transportation Goals activity boards.

**We are very interested in your feedback, so here's what to do:**



## 1. Grab a sticker sheet to use for all of the boards in this activity.

Don't have one already? Ask a planning team member and we'll gladly hand you one.

## 2. Take a few minutes and glance through the potential actions on the five boards.

The actions are organized by goal.

## 3. Tell us what you think.

Tell us whether you LIKE or DISLIKE an action by sticking your dots in the spaces on the board that best match your view.

Just a note: *You have the same number of stickers as there are actions. Feel free to use them on each one or express a stronger view on just a few. How you distribute your dots is completely up to you!*

## 4. One sheet please.

Once you've used up your sticker sheet, please proceed to another activity.

ACTIVITY ACHIEVING OUR TRANSPORTATION GOALS		LIKE	DISLIKE
<p><b>Goal 1: Manage Congestion on the City's Roadways.</b> We intend to manage our city's level of congestion for residents, workers, and visitors to move efficiently.</p>			
<p><b>More Car Capacity:</b> Study and implement more carpooling, car-sharing, and other options to reduce the number of cars on the road.</p>	<p>LIKE</p>	<p>DISLIKE</p>	
<p><b>More Transit Service and Increase Use of Bikes:</b> Strategically provide bus service to more parts of the city, expand bus transit service, and add light rail and other transit in the right places. Encourage greater use of the service by doing things like reducing fares, increasing service, and enhancing safety.</p>	<p>LIKE</p>	<p>DISLIKE</p>	
<p><b>More Bicycles and Pedestrian Facilities:</b> Expand city's network, repair, and add bike lanes, increase their availability to cover more parts of the city and the region, and so on.</p>	<p>LIKE</p>	<p>DISLIKE</p>	
<p><b>Convert Land Use and Transportation Decision-Making:</b> Ensure that decision-making both related to growth and development support the transportation goals for the city.</p>	<p>LIKE</p>	<p>DISLIKE</p>	
<p><b>Reduce Single-Occupancy Vehicle Trips:</b> Our intention is to reduce single-occupancy vehicle trips. We will continue to explore options like car-sharing, car-pooling, and transit. Build a region-wide High Occupancy Vehicle (HOV) and/or High Occupancy Vehicle (HOV) network to encourage car-pooling and transit.</p>	<p>LIKE</p>	<p>DISLIKE</p>	



Use your sheet of stickers to tell us whether you LIKE or DISLIKE an action. See the “Achieving Our Transportation Goals” instruction board for more details.

LIKE

DISLIKE

## Goal 1: Manage Congestion on the City’s Roadways

We need to manage our City’s level of congestion so that residents, workers, and visitors can move efficiently.

- More Vehicle Capacity.** Widen roads and intersections (add more lanes), improve intersections and interchanges to increase efficiency, and expand and extend the street network.

LIKE

DISLIKE

- More Transit Service and Increase Use of Service.** Strategically provide bus service in more areas of the city, expand VIA Primo service, and add light rail and/or streetcar in the right places. Encourage greater use of the service by doing things like reducing fares, improving or adding new facilities, and enhancing access.

LIKE

DISLIKE

- More and Better Bicycle and Pedestrian Facilities.** Expand and improve sidewalk, bicycle, and trail networks. Provide complimentary enhancements such as pedestrian lighting and streetscaping. Increase bike share availability to serve more parts of the City and the region—today and as we grow.

LIKE

DISLIKE

- Connect Land Use and Transportation.** Ensure that decision-making tools related to growth and development support the transportation goals for the City.

LIKE

DISLIKE

- Reduce Single-Occupancy Vehicle Travel.** Offer incentives to reduce single-occupancy vehicle travel. Support initiatives like ridesharing, carpooling, and telework. Build a regionwide High-Occupancy Vehicle (HOV) network on arterials and freeways.

LIKE

DISLIKE



Use your sheet of stickers to tell us whether you LIKE or DISLIKE an action. See the “Achieving Our Transportation Goals” instruction board for more details.

LIKE

DISLIKE

## Goal 2: Provide a Safe Transportation Network for All Users and All Abilities

Make investments in the transportation system to keep users safe as they travel, no matter how they choose to get there. We also need to focus on protecting our most vulnerable ones—bicyclists and pedestrians, children, and seniors.

- **Improve Quality of Transit, Bike, and Pedestrian Facilities.** Make sidewalks and bikeways safer for all users, improve bus stops and transit access, and make targeted investments to serve people with mobility and other challenges.

LIKE

DISLIKE

- **Prioritize Improvements at High Pedestrian and Bicycle Activity Areas.** Focus on making changes to places where there is a lot of pedestrian and bicycle activity and where facilities could be enhanced.

LIKE

DISLIKE

- **Hot Spot Crash Reduction Investments.** Make improvements to locations that experience high numbers of crashes.

LIKE

DISLIKE

- **Expand Education, Encouragement, and Enforcement.** Expand transportation education and encouragement at all levels and for all travel options. Educate users on the travel opportunities and encourage people to follow the “rules of the road.”

LIKE

DISLIKE



Use your sheet of stickers to tell us whether you LIKE or DISLIKE an action. See the “Achieving Our Transportation Goals” instruction board for more details.

LIKE

DISLIKE

## Goal 3: Provide Reliable Travel Throughout the City

Make targeted investments to enhance travel reliability and build a system that informs users about reliable transportation options (e.g., predictable travel time, service availability, etc.) so they can choose what works best for them.

- Expand Real-Time Travel Information.** Offer users more and better travel information through things like social media, websites, mobile apps, and highway signage to help people plan their trips and make informed travel choices.

LIKE

DISLIKE

- Prioritize Transit.** Make targeted transportation system improvements (e.g., signal priority, transit only lanes, better transit stops) to speed up transit services and help them operate better.

LIKE

DISLIKE

- Parking and Multimodal Centers.** Provide more parking, park-and-ride facilities, and multimodal centers—where needed—to expand users’ access to alternative travel choices and improve the ability to conveniently transfer from one mode to another.

LIKE

DISLIKE

- Enhance Management and Monitoring of the Transportation Network.** Invest in technology and infrastructure to improve the ability to respond to changing travel demands, special situations on key travel corridors, crashes, and other traffic-disrupting occurrences.

LIKE

DISLIKE

- Freight Movement Enhancements.** Employ approaches tailored to freight haulers, such as off-hours delivery, pre-reserved loading areas, designated freight routes, and freight villages to enhance goods movement and reduce traffic impact.

LIKE

DISLIKE



Use your sheet of stickers to tell us whether you LIKE or DISLIKE an action. See the “Achieving Our Transportation Goals” instruction board for more details.

LIKE

DISLIKE

## Goal 4: Responsibly Manage and Maintain the City’s Transportation Network

Protect what we have by investing in maintenance and rehabilitation of our transportation system, helping it last longer and be ready when needed.

- Accelerate the Rate of Infrastructure Repair and Rehabilitation.** Fix roads, bridges, and other transportation assets now by setting aside more of our overall transportation funds for maintenance.
- Prioritize Investment of Transportation Funds.** Establish a system that focuses funds and other resources to get the most beneficial and important transportation system expansion and operational improvement projects done first.
- Big Repairs First.** Focus available repair and rehabilitation money on more extensive rehabilitation of a fewer number of roads, bridges, and similar, at a time. This will help them last longer, but may mean that other maintenance has to wait.
- Systemwide Repairs on a Smaller Scale.** Spread available repair and rehabilitation resources on lower-cost fixes, like patching streets and fixing potholes on roads, bridges, and similar facilities.

LIKE

DISLIKE

LIKE

DISLIKE

LIKE

DISLIKE

LIKE

DISLIKE

# ACHIEVING OUR TRANSPORTATION GOALS



Use your sheet of stickers to tell us whether you LIKE or DISLIKE an action. See the “Achieving Our Transportation Goals” instruction board for more details.

LIKE

DISLIKE

## Goal 5: Develop Transportation Solutions that Support Our Communities and Improve Quality of Life

The transportation system covers a huge area of San Antonio and should help our city, residents, visitors, and workers enjoy a high quality of life and protect and improve the environment.

- **Improve Stormwater Treatment.** Make changes to the transportation system to improve the quality and reduce the volume of run-off before it enters our rivers and streams (e.g., incorporating low impact development features).

LIKE

DISLIKE

- **Improve Public Spaces.** Improve the look, feel, and function of streetscapes along our streets. Invest in things like planting more trees to benefit the aesthetics of our streets and communities and offer people a more comfortable and better overall experience while traveling.

LIKE

DISLIKE

- **Expand Biking, Walking, and Transit Use to Improve Health and Livability.** Promote, incentivize, and support all kinds of biking, walking, and transit trips—getting more people to walk just 20 minutes a day can positively impact individual and community health, livability, and transportation.

LIKE

DISLIKE

- **Focus on Air Quality.** Develop a program that prioritizes projects that address poor air quality. Within the program, consider options like offering users free or reduced transit fares to increase transit use when air quality could be poor.

LIKE

DISLIKE

**THANK YOU FOR SHARING YOUR VIEWS WITH US!  
PLEASE PROCEED TO ANOTHER ACTIVITY TO PROVIDE  
INPUT ON OTHER ASPECTS OF THE TRANSPORTATION PLAN.**

# INSTRUCTIONS EXPANDING OUR RESOURCES

*One of the biggest challenges we are likely to face in meeting our future transportation needs is having the money to pay for improvements.* Currently, the City has access to money from federal, state, regional, and local sources.

While we can't say for certain, we expect that we will need more funding than what is currently available. We'd like to know what you think about several potential options that could generate more transportation money. The **Expanding Our Resources** activity board lists these ideas.

**We are very interested in your feedback, so here's what to do:**

- 1. Grab a sticker sheet.**  
 Don't have one already? Ask a planning team member and we'll gladly hand you one.
- 2. Take a few minutes and glance through the additional funding ideas we've identified.**  
 Have any questions? Don't hesitate to ask a member of the planning team.
- 3. Tell us what you think.**  
 Tell us whether you are MORE or LESS interested in us exploring the particular funding source. Just stick your dots in the spaces on the board that best match your view.  
 Just a note: *You have the same number of stickers as there are actions. Feel free to use them on each one or express a stronger view on just a few. How you distribute your dots is completely up to you!*
- 4. One sheet please.**  
 Once you've used up your sticker sheet, please proceed to another activity.

The image shows a sticker sheet with a grid of 20 yellow circular stickers. A dotted line indicates the path from the sticker sheet to a survey board. The survey board is titled "EXPANDING OUR RESOURCES" and has two columns: "MORE INTERESTED" (light blue background) and "LESS INTERESTED" (light orange background). The board lists several funding ideas with corresponding stickers placed in the columns to indicate interest levels.

Funding Idea	MORE INTERESTED	LESS INTERESTED
<b>Increased Transit Funding</b> - The number of existing transit routes is growing, but the number of routes is not growing as fast as the population. This means that transit is not keeping up with the demand for transit.	1 dot	1 dot
<b>Increased Tax Revenue</b> - The city has a number of tax revenue sources, but the amount of revenue is not growing as fast as the population. This means that the city is not generating enough revenue to cover the costs of providing transit services.	1 dot	1 dot
<b>Increased State and Federal Funding</b> - The state and federal governments provide a significant amount of funding for transit, but the amount of funding is not growing as fast as the population. This means that the city is not receiving enough funding to cover the costs of providing transit services.	1 dot	1 dot
<b>Increased Local Funding</b> - The city has a number of local funding sources, but the amount of funding is not growing as fast as the population. This means that the city is not generating enough revenue to cover the costs of providing transit services.	1 dot	1 dot
<b>Increased State and Federal Funding</b> - The state and federal governments provide a significant amount of funding for transit, but the amount of funding is not growing as fast as the population. This means that the city is not receiving enough funding to cover the costs of providing transit services.	1 dot	1 dot
<b>Increased Local Funding</b> - The city has a number of local funding sources, but the amount of funding is not growing as fast as the population. This means that the city is not generating enough revenue to cover the costs of providing transit services.	1 dot	1 dot
<b>Increased State and Federal Funding</b> - The state and federal governments provide a significant amount of funding for transit, but the amount of funding is not growing as fast as the population. This means that the city is not receiving enough funding to cover the costs of providing transit services.	1 dot	1 dot
<b>Increased Local Funding</b> - The city has a number of local funding sources, but the amount of funding is not growing as fast as the population. This means that the city is not generating enough revenue to cover the costs of providing transit services.	1 dot	1 dot

# ACTIVITY EXPANDING OUR RESOURCES



Use your sheet of stickers to tell us whether you are MORE or LESS interested in us exploring the particular funding source. See the “Expanding Our Resources” instruction board for more details.

	MORE INTERESTED	LESS INTERESTED
Possible funding sources.		
<ul style="list-style-type: none"> <li>• <b>Increase General Taxes Citywide.</b> This method of capturing revenue involves changing tax rates for tax-eligible land uses citywide. In some cases, additional tax revenue can be assigned for specific purposes, such as improvements for the transportation system; however, additional revenues are often directed to a general fund and subject to normal budget processes.</li> </ul>	MORE	LESS
<ul style="list-style-type: none"> <li>• <b>Special Tax Districts.</b> Typically, this method of capturing revenue involves the designation of a specific area for the collection and allocation of taxes. These districts often contain similar and/or complementary types (intensity and use) of development.</li> </ul>	MORE	LESS
<ul style="list-style-type: none"> <li>• <b>Tax Increment Financing.</b> This method is often used as a subsidy for infrastructure development and typically involves allocating future increases in property taxes from a designated area to pay for improvements within that same area.</li> </ul>	MORE	LESS
<ul style="list-style-type: none"> <li>• <b>Introduction of Additional Transportation System User Fees.</b> This source typically encompasses a wide range of fee-types including tolling, on- and off-street parking charges, transit fares, and congestion pricing. Typically, the revenue from these sources is directly associated with a transportation asset or system of assets (e.g., freeways, transit, etc.).</li> </ul>	MORE	LESS
<ul style="list-style-type: none"> <li>• <b>Larger and/or Frequent Bond Issuance.</b> The issuance of bonds for transportation improvements and the support of other city programs are commonplace in San Antonio. Depending on the fiscal capacity of the City and its ability to retain a favorable financial standing, San Antonio may be able to seek approval for the more frequent issuance of larger bonds.</li> </ul>	MORE	LESS
<ul style="list-style-type: none"> <li>• <b>Transportation Enterprise or Transportation Utility Fund.</b> This type of fund generally involves a recurring fee (monthly or annually) assessed to any current taxable property in a jurisdiction. Different rates apply to different types of land uses (e.g., institutions, homes, businesses, etc.). The revenue raised is typically assigned exclusively for maintenance, operation, and expansion of the transportation system and services.</li> </ul>	MORE	LESS

# BUILDING OUR SYSTEM, RESPECTING OUR NEIGHBORHOODS



*We love our interesting, diverse, and ever-changing City.* Our City is attractive to so many people because of the different places to see, visit, live, work, shop, and play.

As we improve our transportation system, we recognize that there is a limited amount of public right-of-way in some areas. For example, we may not be able to widen a street, so we have to make the best possible choices with the available space. This usually involves compromise among the needs of pedestrians, cyclists, transit users, and drivers.

This is where you come in. We'd like your ideas on what to emphasize in different situations. **Here's what to do:**

## 1. Take a few minutes and glance through the place descriptions.

There are three boards that describe typical places you'll find in our City—Urban, Suburban, and Rural Places. In the Urban and Suburban Places, there are areas that tend to have more shops, offices, and other commercial uses, and other areas that tend to be more residential. Both types of places are represented on the boards.

*You may notice that there's no board for Downtown streets. That is because you already helped us develop a detailed plan for addressing Downtown. Today, we will focus on the other place types.*

## 2. Grab an input card.

In front of each board is an input card. The cards are tailored to that specific board.

## 3. Tell us what you think should be emphasized in each place type.

Use the card to rank each of the transportation modes from 1 to 5, with 1 being the most important and 5 being the least important.

*Just a note: By suggesting that something is less important, you are not telling us to leave it out. You are suggesting that when things get tight, you want us to put more emphasis on the items ranked higher in the list.*

*An example we hope will help ... Let's pretend that for the Suburban Commercial place type, you ranked bicycles as a 3. This would tell us that if there was space after meeting the needs of the higher ranked transportation modes, we should consider providing a bike facility.*



## 4. Drop your card in the box in front of each place type.

After providing your input on the card, drop it in the box in front of each board. When you are done, please proceed to another activity.



## Urban Commercial and Mixed-Use Streets

Urban commercial and mixed-use streets serve a wide range of land uses. They generally have buildings close to the street that are 1 to 6 stories in height. Vehicle speeds are lower. Transit service is frequent and stops tend to be close together. Block length, or the distance between streets, is fairly short. Typically, roads are laid out in a grid pattern.



Broadway near the Pearl



Alamo Street

### Development

- Wide range of uses and building types
- Buildings are close to the street
- Live, work, shop, & play within the same area
- 1-6 stories typical building height

### Roadways

- Slower speeds on neighborhood routes
- Higher speeds on routes with commercial uses
- On-street parking possible

### Pedestrians

- Medium to high level of pedestrian activity

### Transit

- Frequent transit service
- Stops spaced close together

### Bicycles

- Shared lanes
- Medium to high level of bicycling activity

## Urban Neighborhood Streets

Urban neighborhood streets have more of a residential focus and feel. Historic homes and multistory residential buildings may front the street. Pedestrian activity is generally moderate. Transit service is frequent and is generally along main streets with closely spaced transit stops.



Cincinnati



Houston Street

### Development

- Mixture of residential and commercial uses
- Multi-story residential buildings may front street
- 1-3 stories typical building height

### Roadways

- 2-4 lanes
- On-street parking possible
- Traffic speeds tend to be lower

### Pedestrians

- Moderate level of pedestrian activity

### Transit

- Frequent transit service available on main streets
- Stops spaced close together

### Bicycles

- Medium to high level of bicycle activity

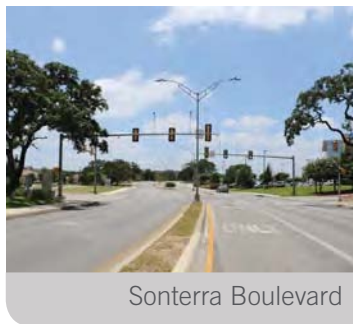


## Suburban Commercial and Mixed-Use Streets

Suburban commercial and mixed-use streets serve commercial, industrial, and institutional areas. Buildings are set back from the street. Travel speeds are high and pedestrian activity is low to moderate. Bicycle activity is attributed mostly to experienced, “fearless” riders. Transit is less frequent and stops are placed farther apart. Park-and-rides are more common in these areas.



San Pedro



Sonterra Boulevard

### Development

- Streets primarily serve commercial, industrial, and institutional areas
- Buildings are set back farther from the street and have parking in the front
- 1-2 stories typical building height

### Roadways

- 2-4 lanes
- Higher speeds and higher volumes
- Access management important

### Pedestrians

- Low to moderate level of pedestrian activity
- Pedestrian access to transit and adjacent land uses

### Transit

- Transit service available on busier streets
- Stops spaced farther apart
- Park-and-ride facilities more common

### Bicycles

- Low level of bicyclist activity

## Suburban Neighborhood Streets

Suburban neighborhood streets provide access to single family residential areas. Traffic speeds and volumes are typically low to moderate. Pedestrian activity is low to moderate. Bicyclists are more common and tend to have intermediate bicycling abilities. Transit service is available with stops spaced far apart.



W Woodlawn



Stone Oak Parkway

### Development

- Streets primarily serve as access to residential streets
- Homes may back to the street
- 1-2 stories typical building height

### Roadways

- Low to moderate speeds and volumes
- Access management important
- 2-4 lanes common

### Pedestrians

- Low to moderate level of pedestrian activity

### Transit

- Infrequent transit service may be available
- Stops spaced far apart
- Park-and-ride facilities more common

### Bicycles

- Low to moderate level of bicycle activity

## Rural Streets

Rural streets typically serve very low-density residential areas or small farms and ranches. Higher speeds and moderate traffic volumes are typical. Pedestrian activity is especially low, and best accommodated by off-street facilities. Bicycle activity tends to be low. Transit is often limited along these streets. Park-and-rides and/or vanpool pick-up/drop-off locations may be provided.

### Development

- Homes are spaced farther apart
- Small farms and ranches are common

### Roadways

- High speeds, moderate volumes
- Longer distance between intersections and driveways
- May have moderate width shoulders
- Curb and gutter is not typical
- Swales or ditches may run alongside the street
- 2 lanes common

### Pedestrians

- Little to no pedestrian activity

### Transit

- Rural demand response service provided in these areas
- Park-and-ride and/or vanpools provided

### Bicycles

- Low level of bicycle activity and mostly by experienced bicyclists



Espada and Mission








FM1346

**THANK YOU FOR SHARING YOUR VIEWS WITH US!  
PLEASE PROCEED TO ANOTHER ACTIVITY TO PROVIDE  
INPUT ON OTHER ASPECTS OF THE TRANSPORTATION PLAN.**






ACTIVITY: BUILDING OUR SYSTEM,  
RESPECTING OUR NEIGHBORHOODS  
**URBAN**

As you think about the two urban street types below, rank each of the transportation modes from 1 to 5, with 1 being the most important and 5 being the least important. Write the number in the box next to each mode. After providing your input, simply drop it in the box in front of the urban board.






**Urban Commercial and Mixed-Use Streets**

Rank	Mode
<input type="text"/>	 Cars and Trucks
<input type="text"/>	 Pedestrians
<input type="text"/>	 Bicycles
<input type="text"/>	 Bus Transit
<input type="text"/>	 Rail Transit






**Urban Neighborhood Streets**

Rank	Mode
<input type="text"/>	 Cars and Trucks
<input type="text"/>	 Pedestrians
<input type="text"/>	 Bicycles
<input type="text"/>	 Bus Transit
<input type="text"/>	 Rail Transit

**Urban Commercial and Mixed-Use Streets**

Rank	Mode
<input type="text"/>	 Cars and Trucks
<input type="text"/>	 Pedestrians
<input type="text"/>	 Bicycles
<input type="text"/>	 Bus Transit
<input type="text"/>	 Rail Transit

**Urban Neighborhood Streets**

Rank	Mode
<input type="text"/>	 Cars and Trucks
<input type="text"/>	 Pedestrians
<input type="text"/>	 Bicycles
<input type="text"/>	 Bus Transit
<input type="text"/>	 Rail Transit






ACTIVITY: BUILDING OUR SYSTEM,  
RESPECTING OUR NEIGHBORHOODS  
**URBAN**

As you think about the two urban street types below, rank each of the transportation modes from 1 to 5, with 1 being the most important and 5 being the least important. Write the number in the box next to each mode. After providing your input, simply drop it in the box in front of the urban board.






## ACTIVITY: BUILDING OUR SYSTEM, RESPECTING OUR NEIGHBORHOODS SUBURBAN

As you think about the two suburban street types below, rank each of the transportation modes from 1 to 5, with 1 being the most important and 5 being the least important. Write the number in the box next to each mode. After providing your input, simply drop it in the box in front of the suburban board.






### Suburban Commercial and Mixed-Use Streets

Rank	Mode
<input type="text"/>	 Cars and Trucks
<input type="text"/>	 Pedestrians
<input type="text"/>	 Bicycles
<input type="text"/>	 Bus Transit
<input type="text"/>	 Rail Transit






### Suburban Neighborhood Streets

Rank	Mode
<input type="text"/>	 Cars and Trucks
<input type="text"/>	 Pedestrians
<input type="text"/>	 Bicycles
<input type="text"/>	 Bus Transit
<input type="text"/>	 Rail Transit

### Suburban Commercial and Mixed-Use Streets

Rank	Mode
<input type="text"/>	 Cars and Trucks
<input type="text"/>	 Pedestrians
<input type="text"/>	 Bicycles
<input type="text"/>	 Bus Transit
<input type="text"/>	 Rail Transit

### Suburban Neighborhood Streets

Rank	Mode
<input type="text"/>	 Cars and Trucks
<input type="text"/>	 Pedestrians
<input type="text"/>	 Bicycles
<input type="text"/>	 Bus Transit
<input type="text"/>	 Rail Transit

## ACTIVITY: BUILDING OUR SYSTEM, RESPECTING OUR NEIGHBORHOODS SUBURBAN






As you think about the two suburban street types below, rank each of the transportation modes from 1 to 5, with 1 being the most important and 5 being the least important. Write the number in the box next to each mode. After providing your input, simply drop it in the box in front of the suburban board.

## ACTIVITY: BUILDING OUR SYSTEM, RESPECTING OUR NEIGHBORHOODS

# RURAL

As you think about the rural streets, rank each of the transportation modes from 1 to 5, with 1 being the most important and 5 being the least important. Write the number in the box next to each mode. After providing your input, simply drop it in the box in front of the rural board.

### Rural Streets






Rank	Mode
<input type="text"/>	 Cars and Trucks
<input type="text"/>	 Pedestrians
<input type="text"/>	 Bicycles
<input type="text"/>	 Bus Transit
<input type="text"/>	 Rail Transit

## ACTIVITY: BUILDING OUR SYSTEM, RESPECTING OUR NEIGHBORHOODS

# RURAL

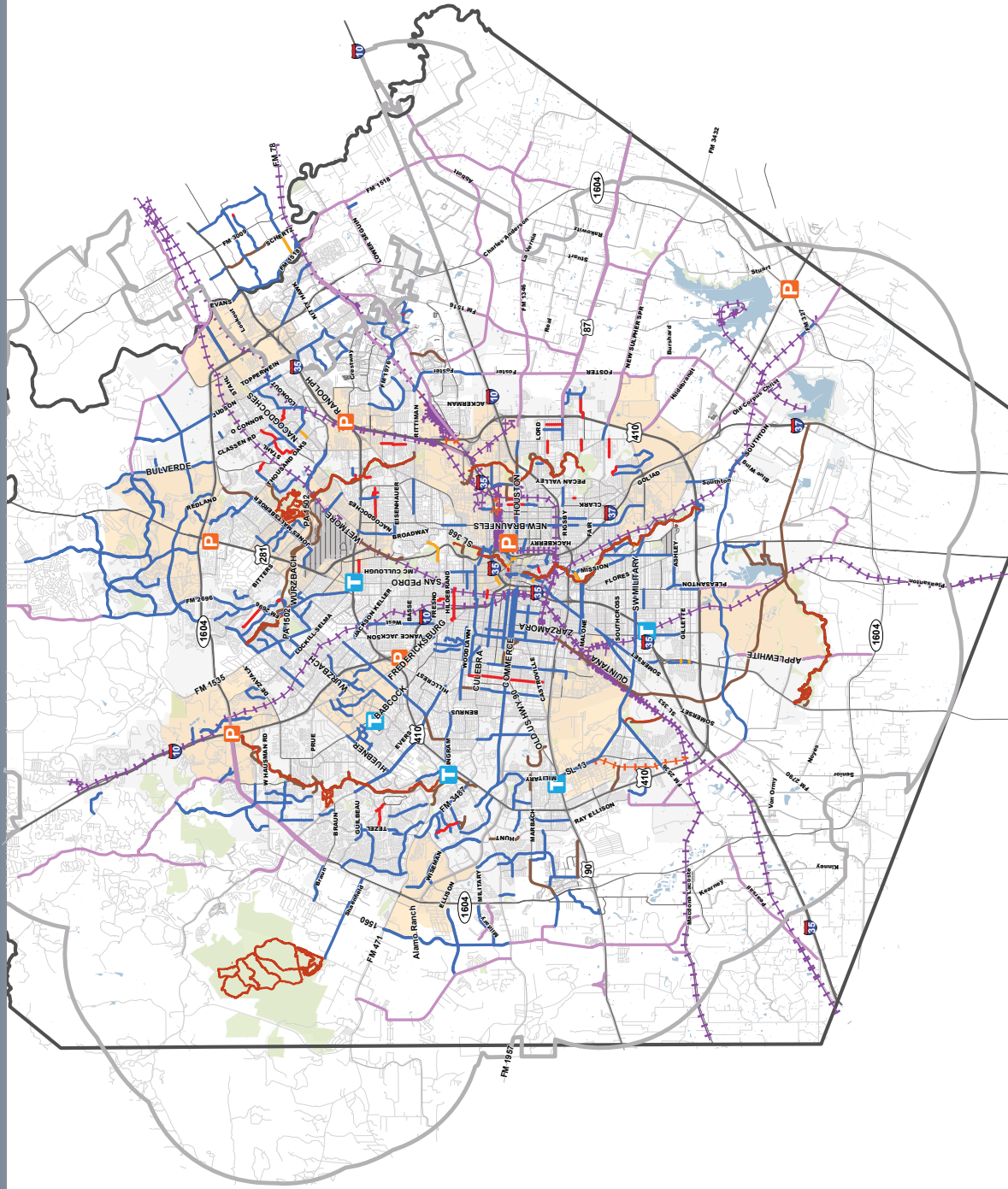
As you think about the rural streets, rank each of the transportation modes from 1 to 5, with 1 being the most important and 5 being the least important. Write the number in the box next to each mode. After providing your input, simply drop it in the box in front of the rural board.

### Rural Streets

Rank	Mode
<input type="text"/>	 Cars and Trucks
<input type="text"/>	 Pedestrians
<input type="text"/>	 Bicycles
<input type="text"/>	 Bus Transit
<input type="text"/>	 Rail Transit

# City of San Antonio, Texas

Existing Transportation Networks



**Legend**

- Active Railroad
- Inactive/Abandoned Railroad
- Major Trails
- On-Street Bike Facilities
- Off-Street Bike Facilities
- Bike Route
- Bike Shoulder
- Transit Center
- Park & Ride
- Railroad
- TxDOT Streets
- Co-SA ETJ
- Co-SA Limits
- Airport
- Parks & Open Space
- Waterbodies
- Activity Centers
- Bexar County

0 2 4 Miles



## City of San Antonio Strategic Multimodal Transportation Plan

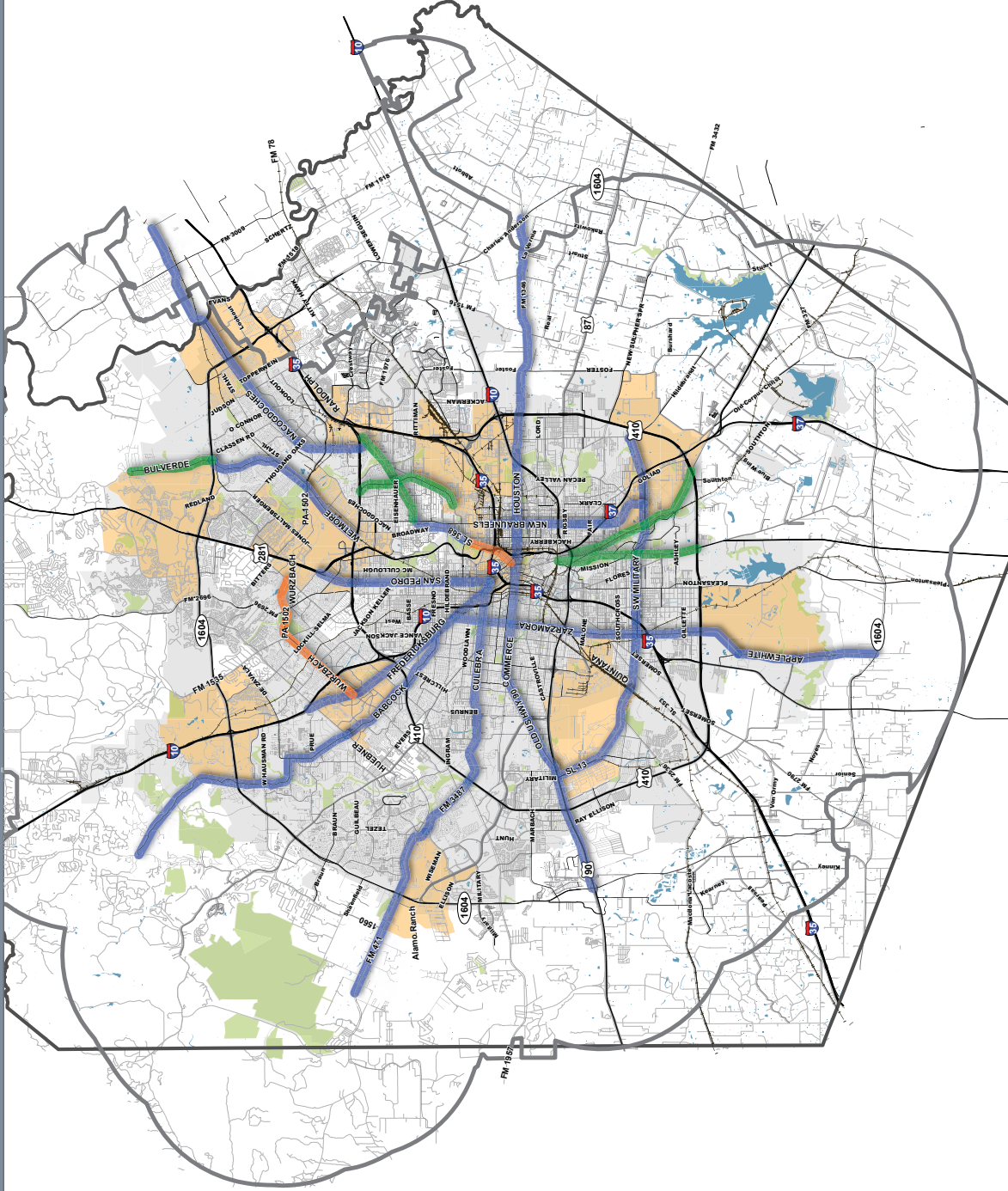


PARSONS  
BRINCKERHOFF  
Kimley-Horn



# City of San Antonio, Texas

Selected Corridors for Study



**Legend**

- █ General Corridor Study
- █ TXDOT Study Corridor
- █ Corridor Overlay District
- █ Railroad
- █ TXDOT Streets
- █ CoSA ETJ
- █ CoSA Limits
- █ Parks & Open Space
- █ Waterbodies
- █ Activity Centers
- Bexar County

0 2 4 Miles

## COMING SOON

We appreciate your time and energy today. We look forward to using your input in the coming months as the planning continues.

As we move forward, our conversation with you will be geared toward more specific solutions for key transportation corridors across the city.

If you are thinking that we didn't highlight every major transportation corridor in the city, you're right.

San Antonio is a big place. What we did instead was select a wide range of corridors, spread across the city, that together cover the many types of situations, issues, and opportunities we should expect to encounter when addressing current and future transportation needs.

**If you think there is a big corridor we missed, please write it down on a sticky note and put it on this board.**

# SAFETY AND OUR CITY

## Did you know?

In 2012, 4,743 pedestrians were killed in traffic crashes **in the United States**, and another 76,000 pedestrians were injured.<sup>1</sup> This translates to **one crash-related pedestrian death every 2 hours**, and **one pedestrian injury every 7 minutes**.<sup>1</sup>

Source: United States Center for Disease Control and Prevention

1. Department of Transportation (US), National Highway Traffic Safety Administration (NHTSA), Traffic Safety Facts 2012: Pedestrians. Washington (DC): NHTSA; 2014 [cited 2014 Sept 25]. Available from URL: <http://www.nrd.nhtsa.dot.gov/Pubs/811888.pdf>

In 2014, **54 pedestrians were killed** in traffic-related incidents in San Antonio. Nearly **39% of all fatal crashes** in San Antonio involved pedestrian deaths. On average, **124 vehicles, 2 pedestrians, and 1 bicyclist** are involved in crashes every day in San Antonio.

## San Antonio is a Designated Pedestrian-Focus City



### What's that?

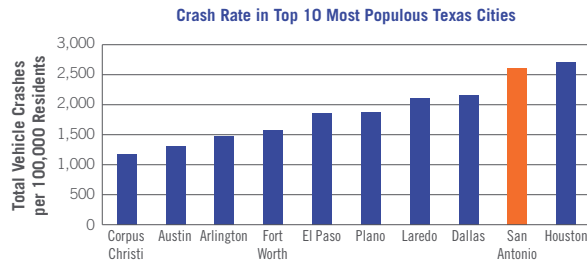
In late 2011, the Federal Highway Administration identified cities across the United States with pedestrian fatality experience worse than the national average (20 average annual pedestrian fatalities or a pedestrian fatality rate greater than 2.33 per 100,000 people).

### What does it mean?

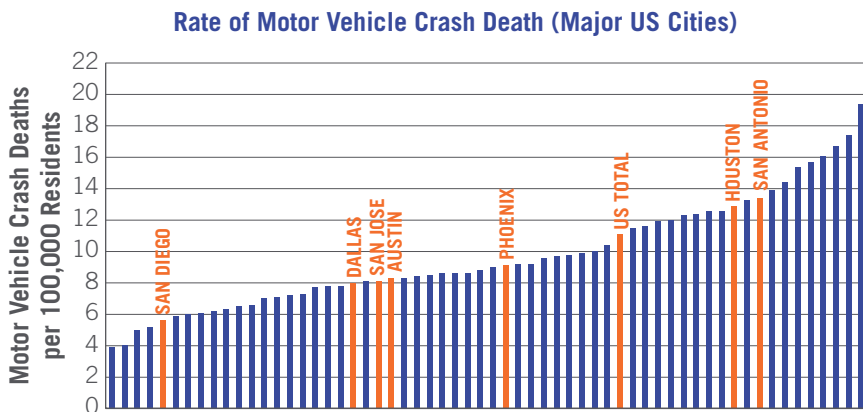
San Antonio has been eligible to receive assistance from the federal government in developing a pedestrian safety action plan, which would help officials plan to address pedestrian safety issues. In addition, the City has been offered free technical assistance on safety-related topics.

## How do we compare?

Among the 10 largest (by population) cities in Texas, San Antonio ranks 2nd in terms of our overall crash rate.



Source: Texas Department of Transportation 2014



Source: Center for Disease Control (CDC) 2009

Compared to 59 other large cities in the US, San Antonio ranks 52nd in terms of our fatal crash rate.

Among large metropolitan areas in the US, San Antonio has the 18th highest Pedestrian Danger Index (PDI), which compares pedestrian deaths to levels of pedestrian activity.

## QUESTION: DO YOU KNOW WHAT THE NUMBERS 44,084, 799, AND 325 RELATE TO?

Answer: 2014 crashes in San Antonio involving vehicles, pedestrians, and bicycles respectively.



# EXISTING CONDITIONS: BICYCLING



Sources: MPO Mobility 2040 Report  
<sup>1</sup>B-cycle 2011-2014  
<sup>2</sup> Bexar County Total

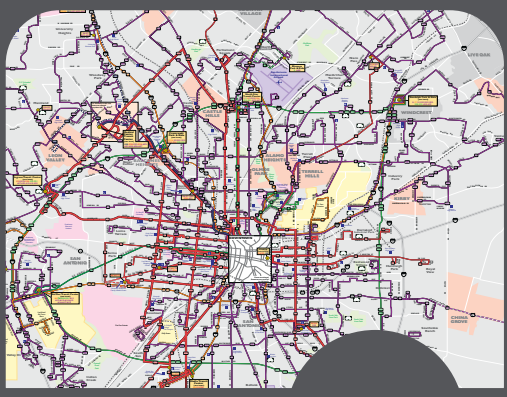
# EXISTING CONDITIONS: TRANSIT

**How does San Antonio's Transit System compare?**

CITY	SERVICE AREA SIZE SQ. MILES	SERVICE AREA POPULATION
SAN ANTONIO	1,213	1,715,000
AUSTIN	522	1,023,000
DALLAS	696	2,423,000
HOUSTON	1,285	3,528,000
PHOENIX	518	1,665,000
SAN DIEGO	716	1,960,000
SAN JOSE	346	1,881,000



TRANSIT ROUTES IN SAN ANTONIO  
**91**



RIDERS PER DAY  
**140,000**

RIDERS PER YEAR  
**44 MILLION**

CITY	BUS	BUS RAPID TRANSIT	LIGHT RAIL	HYBRID RAIL	COMMUTER RAIL	VANPOOL	PARATRANSIT
SAN ANTONIO							
AUSTIN							
DALLAS							
HOUSTON							
PHOENIX							
SAN DIEGO							
SAN JOSE							

Sources: COSA Comprehensive Plan Existing Conditions Report, MPO Mobility 2040 Report

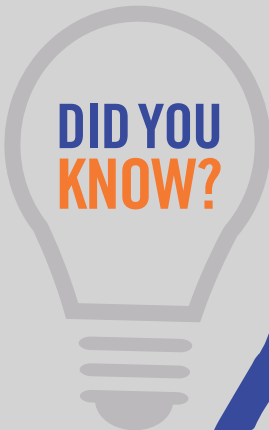
# EXISTING CONDITIONS: WALKING

TODAY'S EXISTING PEDESTRIAN NETWORK CONSISTS MOSTLY OF



*San Antonio has 4,769 miles of sidewalks.*

**SIDEWALKS, GREENWAY TRAILS AND PARK TRAILS.**



**DID YOU KNOW?**



YEAR	Pedestrian Related Crashes	Pedestrian Fatalities
2014	799	54

SAN ANTONIO HAS BEEN NAMED A **PEDESTRIAN FOCUS CITY** BY THE FEDERAL HIGHWAY ADMINISTRATION (FHWA) SAN ANTONIO AND DALLAS HAVE THE HIGHEST AVERAGE PEDESTRIAN FATALITY RATE PER 100,000 POPULATION IN TEXAS.

Over **68%** of the pedestrian crashes occurred outside of intersections and over **74%** occurred during night conditions, between the hours of 7 p.m. to 7 a.m.

# EXISTING CONDITIONS: RAIL/FREIGHT

PASSENGER RAIL LINES (AMTRAK)  
**2**

MAJOR RAIL LINES (OPERATED BY UNION PACIFIC RAILROAD)  
**7**

TRAINS PER DAY  
**100**

INTERMODAL RAIL TERMINAL (UPRR)  
**1**

INTERMODAL HUB FOR FREIGHT (PORT SAN ANTONIO)  
**1**

## SAN ANTONIO

*Serves as a transfer point between rail and trucks*

*Freight connections to air cargo, major highways, and rail lines*

**IS A MAJOR REGIONAL FREIGHT HUB PLAYING A KEY ROLE IN MAJOR MARKETS**



# EXISTING CONDITIONS: VEHICLE TRAVEL

San Antonio total miles in streets **4,066**<sup>1</sup>

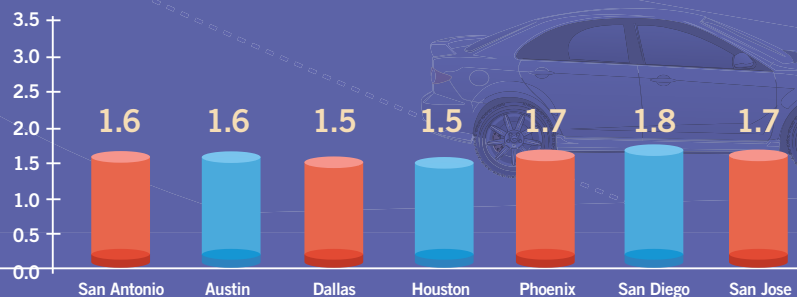
In 2011 San Antonio experienced **40 million hours** of delay ranking **30th** in the nation.<sup>4</sup>

In 2014 TxDOT<sup>5</sup> published their annual list of the 100 most congested roadways in the state. San Antonio had seven of the top 100 congested corridors.

- Interstate 35 (Loop 410 North to Loop 410 South Cutoff) (#40)
- Interstate 35/Interstate 10 (US Highway 90 to US Highway 281/Interstate 37-Downtown) (#44)
- Interstate 10 (Loop 410 North to Loop 1604 North) (#51)
- Interstate 35 (Loop 410 North to Loop 1604 Northeast) (#54)
- US Highway 281 (North of Loop 1604 to Stone Oak Parkway) (#58)
- Loop 410 North (US Highway 281 to Interstate 10) (#59)
- State Highway 16 (FM 1560 to Loop 410) (#77)

The average weekly commute for San Antonio is **3.95 hours**<sup>2</sup> compared to Austin 3.75 hours, Dallas 4.25 hours and Houston 4.55 hours.

## VEHICLES AVAILABLE PER HOUSEHOLD<sup>5</sup>



**Sources:**

<sup>1</sup> City of San Antonio - centerline miles

<sup>2</sup> 2015 Economic Brief

<sup>3</sup> TTI 2012 Mobility Report

<sup>4</sup> MPO Mobility 2040 Report

<sup>5</sup> 2010-2012 ACS

## APPENDIX E- GENERAL COMMENTS RECEIVED

## GENERAL COMMENTS (FLIP CHART, COMMENT CARDS, ONLINE, AND EMAIL)

### Flip Chart at Open House

- Asphalt sidewalks, trails-pedestrian freeway crossing bridge, circular freeway like 1604 but closer to downtown.
- Educate public that using public transit is “cool”.
- Provide incentives for builders to keep native landscape and initiate low impact development around transit paths.
- Maintain natural landscape while providing modern, effective, and efficient modes of transportation in addition to educating the public on the aforementioned types of implemented transportation.
- Save trees, flora, etc. when considering roads and housing.
- Make “vision zero” a reality for San Antonio. Zero traffic related injuries and fatalities.
- Work with business community to expand teleworking and compressed days (four day workweek).
- Require multimodal level of service calculations.
- Need designated corridors for getting bikes from downtown to rural areas (spokes). As rural becomes exurban, corridors are enforced, extended. Limiting the speed limit is a cheap tool to help this initiative  $\leq 40$ .
- Show delay by location – freeways, arterials, and intersections on maps.
- How many signalized intersections are failing?
- Percent households without cars?
- What is commute time by mode?
- Show intersection map of specific bottlenecks.
- What is number of riders/capita/bus/train/mile
- Show percent traffic by purpose – work, shop, etc.
- Show Amtrak trains/day to/from San Antonio
- Need a route directly from downtown #32 to the Rim! #98 – maybe???
- Land use/transportation metric used to access fees for unsustainable land use patterns.
- Driving certain cars in certain places, depending on the car size.
- Light rail!
- A lot of the current development will have to be removed if the roadway is to be upgraded. This is the case for General McMullen Drive north of Culebra along Saint Cloud Road. I-35 tends to be quite popular. Private automobiles ARE NOT good neighbors to large cargo trucks and mainline buses – both of which avail air brakes for deceleration. I recommend rebuilding I-35 into a dual level facility – the lower level for heavy vehicles decelerated by air brakes and the upper-level for lighter weight passenger vehicles decelerated by hydraulic brakes. AT NO TIME shall a vehicle with hydraulic brakes EVER be allowed to travel with vehicles decelerated with air brakes. AT NO TIME shall a vehicle with air brakes EVER be allowed to travel with vehicles decelerated with hydraulic brakes. Rebuild I-35 with that in mind!!!

- If growth considered people living where they work (especially downtown) there could be no increase in transportation needs, even with an increase in population. I thought the Decade of Downtown was moving that way. Many of my neighbors live and work (UTSA, ATT, and USAA) and love it.
- Let drivers park in unused City (or private) lots around edge of the city and catch trolley (\$1.20) ride into their destination. City one-stop is an example.
- It was hard to argue with any of the goals. More refined choices would help – for example put 5 options in order or would you like more streets or bigger mass transit. I wanted to put a star on top of most indicating I liked them all.
- There will always be cars, but focusing on improvements or pure maintenance of roads and highways will never get us to alternative transportation – this needs to be on an as-needed safety basis.
- I wouldn't spend city money investing in media tools that already exist (waze, Google maps, etc.). I also think enforcement (hard stick) approaches over (carrot) education spending is justifiable because we are talking about saving lives, not just driving happier, etc.
- We already made a huge mistake in allowing the river expansions to function like alleyways (main entrances to living spaces, restaurants, etc. facing away from the river/not having river entrances at all.) As we expand for ped/bike use, the car needs to be in the "alley"; this makes the river dead, unsafe, and a lost opportunity in a city that started a long pedestrian river way in the first place. We need to get out of this car "box" thinking to avoid these types of missed opportunities with millions of dollars.
- Surprised by our standing in fatality rate – apparently needs attention.
- Looks like challenge in vehicle delay could be as simple as maintaining current standard with increased population.
- We are blessed to be at the crossroads I-10/I-35/train/truck to Mexico.
- In 20 years, there will be no more petroleum available in the world market. This study seems too focused on gasoline-dependent vehicles. Please expand the concerns about vehicles beyond how many people are in the vehicles to whether they are fueled sustainably (not electric, either.)
- No light rail – makes no sense. We don't have the population and it's a waste of taxpayer money.
- Better and more bus service would be good; more articulated buses.
- Please connect the sidewalk between Partridge Trail and Blanco Road on Biters Road (i.e. Hidden Forest to Blanco).
- Public transit needs improvements: increased frequency ; longer running times; better ped access to stops; non-ADA compliance in many areas (ramps, receptacles, sidewalk widths).
- Bring back Lyft and Uber!!!
- More emphasis on safety.
- Rail from airport to downtown
- B-cycle integrated with transportation (possibly a VIA asset?)
- Bus #6 offered in evening for downtown events.
- Add more express buses for 281 corridor.
- Make low impact development mandatory for new transportation projects.



- Connect up bike lanes and greenways to allow for a continuous bike trip to a destination. Greenways with too few inlets/connections to roads don't allow bike transportation to the store/bank/barber shop/et al. Thanks!
- More city electric vehicle charging stations.
- Limit the size of vehicles – four trucks on Hildebrand backed up entire roadway due to gridlock at UIW.
- Special lanes for smaller cars.
- Necesitamos lenguaje en español o información. [English=We need Spanish language or information.]
- Complete green streets (also known as blue green complete streets) should be the standard in neighborhood street networks and activity centers, at the very least.
- It needs to manage stormwater for quality as well as for quantity.
- I think planning, sustainability, transportation, VIA, and other agencies have progressive ideas that need to be followed through.
- Current lack of planning and agency/government unit coordination.
- City needs electric bike fleets. More public employees on bikes (and transit) equals faster rates for street improvement.
- 24 hours – maybe(?) or long hours and reliability...thanks!
- Love the downtown trolley but sometimes have long wait for ride. Make trolley more popular then increase to meet demand.
- We must have a serious dialogue about passenger rail and how to fund it in our community!
- Need South Flores HC[?] transit
- 281/outside 410 and 1604 provide public rapid transit to areas of need and to encourage density where already popular – leaving greener areas remain green.
- Insufficient attention to historic districts, with streets too narrow to accommodate first responders, much less buses and cars. Put people on foot and bikes first.
- Very poor infrastructure. Too much reliance on cars. Need more and better mass transit.
- COSA and Bexar County should provide incentives for its workforce to live within 5 miles of work building especially when city offices are consolidated at the current Frost Bank tower.
- Public campaigns for rail or rapid bus transit should aggressively focus on success of congruent projects in other cities throughout US and in Texas.
- More people need to understand that biking is a legitimate mode of transportation that is rapidly increasing especially in urban San Antonio. We need less resistance and feet dragging when it comes to bike infrastructure and education.
- Provide bus routes along IH10 and 281 access road with more frequent stops.
- Maps should show population/employment densities by ability to support bus, rail, walkability, etc. Show walkability/bike-ability/transit access by neighborhood. Show where street network will/will not support local bus service. Show specific traffic bottlenecks – not corridors.
- Look at VIA routing – slow in front of residents allowing riders to see inside home.

- How will planners account for technological developments, e.g. self-driving vehicles, and inventions, e.g. Uber?
- I've never lived in a place that is so unfriendly to pedestrians – some areas are just down right dangerous!

#### Comment Card

- Do more to educate kids on how to take the bus, how to buy a pass, etc. Do more to promote public transport as for everyone – not just the poor. Maybe get local stars onto the bus for public service photo. Use social media more effectively to educate and activate the public. Improve the information on your main website. Avoid approving more hotels in the historic center (I know this is not your doing but put in my 2¢ worth). We need to enlarge what is considered the “center” to alleviate the crush of pollution and noise downtown. Invest in more electric buses. Navarro and St. Mary's downtown are deafening with the roar of buses. (78215)
- Better bus – better routes with more frequency and less circulator routes. Use TNCs [transportation network companies]. Better technology to connect people with better bus. (78209)
- I think SA needs to consider upcoming expense or scarcity of fossil fuels and make plans accordingly. Use of fossil fuels in future also creates a problem for keeping worldwide temperatures increase to 2°! SA needs to do its part also to reducing emissions. Also need to focus on a livable city where jobs are accessible by transit running on steel tracks and electricity! Where residents can walk more, and use cycling for access. A cost benefit analysis is needed to determine decisions for the good of the community. We need an educated population, a city not filled with a half million more vehicles. Individual drivers/cars do not create a livable city with sense of community. And O&M of light rail/steel tracks in general cost less in 21<sup>st</sup> century. (78228)
- Commend you on planning because there has been a lack of planning and coordination. The effects of increased density are being felt in the historic districts “sold” by the city. The number of accidents has spiked. The congested narrow streets are preventing first responder access. The public feels entitled and empowered to block our driveways and ignore no parking and other traffic control signals. The police are unwilling to enforce safety rules and tow offenders. People refuse to use public transit to access our historic districts because of unreliability and distaste for riding with the poor. Some bus stops lack amenities or are located in offensive locations (e.g. AAA Salvage). I can walk 1.7 miles from my home to office faster than VIA service (and that's without transfers). We must reduce speed limits on the residential streets and commercial streets that are narrow. We need dedicated unloading for area businesses, and we must reduce truck size. Trucks must be stopped before the UP rail bridge on St. Mary's and Roosevelt. We need metered parking and more enforcement. We need a community-wide plan – if the city can't get it right within a few square miles, how can it possibly improve transit city-wide? Planning needs to start in our urban core. (78210)
- Me and some friends will petition the City of San Antonio for the people to fix the city because there is no one who is fixing the city the it is supposed to be. So we will have the people of San Antonio sign to help fix the city (power lines, light poles, streets, transportation system, Texas laws and statues. (78216)
- Why not train rail service. (78265)
- I have a lot of localized counsel that I could write a book easily; still, I would end up talking a lot and saying very little---the universe of what I want. The most important thing I wish to get across is that San Antonio needs to make private auto travel a HUGE headache relative to public

transit. If a motorist finds that instead of a direct left turn, that he has to overshoot his intended street a bit and reverse course prior to availing a right turn after a spell of approaching from the other direction when there is a pedestrian route from center-running transit service, he will likely leave his car at home next time. One reason I was not thrilled to attend Lone Star (North Harris) College as a young adult is because my mom and dad intentionally chose a house well off the Houston public transit grid. This meant a seven-mile car ride between my parent's house and NHC...five miles of which are from home to FM1960. Think about that. Further inflaming matters is that the Spring Park and Ride was located OUTSIDE of Spring and was a drive comparable to the five mile drive down Aldine-Westfield Rd mentioned earlier. My parents blasted the idea of driving me to Spring P/R and taking the bus to NHC. A 7-mile direct trip to NHC versus a slightly shorter drive to Spring P/R and finishing the trip to NHC on bus...do you think that really makes sense? What do you think that I told them about how I felt about that? (78201)

- More city electric vehicle charging stations. Make EV charging stations off grid solar powered. Tesla super charger stations are great example. (78247)
- I would like easy, fast (not 45 mins to hour) mass transportation form my suburban home. Bus rather than rail system. Available safe sidewalks to walk to neighborhood library, groceries, etc. Need better planning when permitting builders to build housing in neighborhoods so that walk paths or walk roads are incorporated into housing areas. (78251)
- I know many improvements are coming to Hausman Rd between 1604 and Bandera Rd. The bike path is much-anticipated. Will the bike path join up/or provide access to the Leon Creek Greenway? Also, extending the bike pat along Bandera Road both north and south to Helotes and Bandera Trails area. (78023)
- Simply put, if all modes – including rail-raised options- are not included in the planning process, your work is doomed to failure. I plan to send additional comments to the e-mail address below. Thank you for your time Garl B. Latham (78154)
- The presentation was very informative. I especially found it very beneficial that the representatives Jillian, Erik, and Leroy (MPO) answered key concerns and questions. The representatives are well briefed and educated in reference to our transportation needs. They are also very personable; therefore, enacting an educational conversation made it extremely easy. My major issue of a bus route that passes in front of our house was addressed by Mr. Clay [Smith-VIA]. I would definitely recommend attending these sessions. Knowledge is power. (78232)
- Find a solution to make public transit system more accessible to handicap people. Some cannot walk long ways to a bus stop. (78250)
- They should provide free parking downtown to both tourists and residents because with the increase in pricing it's unacceptable for residents-visitors to pay to park. I also feel that the City should decrease the gas prices because with the rising taxes people shouldn't have to pay more for gas. (78251)
- My 20-mile commute results in about 45 min to an hour each way during the week. Taking the bus would take longer. I think developing a mass transit system in high traffic areas would be beneficial. I think the City has made great improvements for bicyclists and I would like to see that type of effort for high traffic areas and longer commutes. The improvement at Bandera and 410 with the ramp was good. However, feeding into a stop light proves inefficient at times. I am curious to see the improvement at 1604 and Braun and what it does for that high traffic area. Thank you for holding these events and allowing great access for public comment! (78254)

- Alamo Ranch needs some bike “share the road” signs placed on all of the roads throughout the area. Especially since there are no bike lanes. I ride my bike daily and get yelled at almost on a daily basis to get off of the road because people are ignorant and do not know the laws that bicycles are not allowed on the sidewalks in Texas if you are an adult rider. We would love to see more accessible trails to ride where we are as well without having to get in the car and drive to a location to bike. (78253)
- Growth follows transit corridors. We can encourage (or discourage) growth in places where beneficial (near employment and universities) by placing transit in those areas and discourage growth where we want to protect aquifer and endangered species by leaving thoroughfares there narrow, rural, and charming. (78238)
- First I would like to start fixing the potholes. Putting sidewalk where needed so people can start walking and not on the street. I have no problem with the VIA buses. I seem them constantly. Put more bike routes instead of people trying to avoid hitting while driving. (78251)
- We could use bike roads and better lighting on corner and the 4 ways. Fixing low water crossings and a few more city bus routes. (78251)
- Start by fixing the potholes. Adding some more sidewalks, and making more biking lanes for people who want to ride their bikes now and then. Repainting the lines on the road so people can see them. (78251)
- Excellent preparation. Need to be in cable channel (for actual event). Excellent freebies. Campaign for millennials to include YouTube videos and apps for the young generation. (78238).
- #1 Reduce accidents with P.S.A.'s about safety and proper driving techniques. #2 Bicyclists need to be more aware that although the local laws “protect” them; the laws of physics are against them. Two tons of car @ 30 mph = 100% broken bones & 80% death! Bicyclists most also be held to driving laws ie. They're not supposed to run stop signs and they do. They also do not signal turns nor do most have lights for low-light/night time travel. #3 Stop the greed! Loop 1604 has already been paid for, the land purchased, etc. Toll roads are QUIT! Save the proposing them and improve the road! #4 Stop the short-sighted planning – the 410/I10 interchange “improvement” was outdated before completion. (78250)
- Great open house! (1) Is there an online resource which shows planned multimodal improvements – specifically, planned bike lane expansions? (2) How does one get involved to provide input for transportation development? (3) The City website submission form for bike lane requests is always flat – no response. How does one get feedback instead of just no? Like, why this is not feasible. (4) Sweep bike lanes more frequently. (78245)
- I don't see how more bikes will help. Bicyclists are getting hurt and killed right now. A light rail system is the way to go. Cities like Los Angeles use those system and is has helped a great deal. It's time San Antonio came to terms that the populations has increased since I moved here in 1993, and nothing, besides the joke of 1604 had been done. San Antonio needs to confer with other cities, hire people from other cities and have them help with planning of the future of the transportation problems of SA. No increased taxes on retirees to pay for this. (78250)
- Start with potholes – widen roads – major activity ie Bandera Rd, Culebra – add tolls – SA way behind other states – reduce busses where there is a lack of interest. Study peak traffic – ie am/pm/M-F/weekend. Make crosswalks more visible – lighting- safety to pedestrians. (78250)

Online

- While San Antonio has existing bike lanes, the lack of connectivity leaves most of these ineffective as routes.
- VIA has done a lot of things right. They've probably done a lot of things wrong, but I like that they are offering GPS (although not publicly available for 3rd party use) for real time transit and are upgrading their buses with WiFi.
- The buses are outdated, but they seem to be on the cusp of upgrading them all if they haven't already.
- Their new stops look nice (even if they don't protect you from the elements) and are expanding.
- They [VIA] had a frequent network before a lot of transit agencies started doing.
- I like that they are looking into having a more symbiotic relationship with B-cycle.
- They get a smaller sales tax proportion (if I'm not mistaken) than other Texan cities, but they seem to do well with it.
- Walking is not fun and also dangerous on trails where bikes are also present. There is no way to just saunter and enjoy nature when you don't know when a bike will whiz by you without notice. Each time I have gone on the river walk, for instance, I look forward to it, only to return to the car irritated by the bikes who are not looking out. I have been told by personnel along the walk that there are probably near misses every hour. We need to document it. But at least have signs INSTRUCTING biker on how to act. Just telling them to be careful does not work.
- The number of truck on the freeway is astounding these days. It is scary to have one of them next to you, especially in the skinny construction lanes. There appear to be about one truck for every 5 cars, about the length of the cars put together is one truck. We need to use the railways more. This is ridiculous.
- We really need to add light rail to our transportation mix.
- San Antonio should invest in rail and toll projects to keep San Antonio Moving. We are the 7th largest US city and probably the only city without rail and tolls to keep people moving. Tolls should be for the construction of NEW Parkways across San Antonio to link our major hubs. Our Industrial area is on the far East and West sides of San Antonio, Medical Center is on the west side of San Antonio with others developing along 151, IH 35, and 1604/281. IT hub is along 151 with many workers living between IH10 and 281.
- Need to prioritize ways to get cars off the road and mass transit in San Antonio.
- It is unsafe and unpleasant to walk or bike ride in San Antonio. We don't need more scenic bike trails, we need the ability for people to use bikes and walking to get where they need to go on a daily basis. I am terrified biking around town. We really need to get on board with this! Protected bike lanes, walkable neighborhoods, fixed sidewalks.
- Commuting by bicycle in Texas weather is especially difficult. High temperatures make it virtually impossible to arrive prepared for work during the hot months. In cities where bike commuting is more prevalent, it is not uncommon for office towers and other places of employment to provide shower facilities. I would like to see incentives offered to companies that provide such facilities as it is a simple way of making sustainable means of transportation more practical.
- Keep up the good work of expanding the bikeability of the city. It has come a long way in the last 10 years.
- Keep expanding the B-cycle network, even if it requires subsidy. It will really start to become a viable transportation option once a critical density is achieved.

- Need more express routes on the Via bus system. Most routes just have too many stops that it takes forever to get anywhere and just forget about it if you need to transfer. I would be a potential Via rider on my 5-mile commute to work, but I can get there much faster on a bicycle (25 minutes door to door on bike versus 50 minutes by bus).
- Fix the sidewalks!! I live near a major intersection (Zarzamora and Woodlawn) and the sidewalks along Zarzamora, south of Woodlawn are an abomination...where they exist at all!! Totally unacceptable, especially given the amount of older and disabled people in this part of town. Also, more bike lanes, please.
- Better safety could be achieved by better planning of transportation systems by keeping them separated.
- Putting bicyclists on the street with fast moving cars is not a good idea.
- Keeping pedestrians and bicyclists away from most traffic makes the most sense and will save the most lives.
- Having elevated exit ramps over the top of entrance ramps, or vice versa would alleviate a lot of traffic tie-ups.
- Have buses completely pull off the roadway to pick up and drop off passengers would also help with traffic flow.
- Survey some non-transportation workers to get better ideas.
- Prioritize fixing the highways around downtown (I-35, 281). The traffic conditions are very unsafe and create major hazards considering tourists (unfamiliar with area) and major events. Many highways in SA also have lane merges that are not (clearly) marked with signage or pavement markings, which lead to dangerous situations. Many sidewalks are cracked and broken, which force people to walk in street (especially handicap).
- It's obvious that San Antonio needs to improve its pedestrian safety. It seems that the consultants at its disposal because of its abysmal safety rating are a good resource for advice on this. Take advantage of your resources!
- Need more sidewalks to keep the pedestrians out of the street. Need to educate the pedestrians to not cross the interstates at night!
- Do not like the idea of the city or county government getting involved in the B-Cycle rental program. Let local small businesses run it.
- Get developers to fund road improvements for the extra traffic their projects put on our roads. Use state tax money designated for transportation infrastructure only for those purposes. No light rail or any rail unless privately funded.
- The city's traffic light system needs to continue to [be] upgraded, with demand flow a key component of the restructuring. It is imperative that TXDot work with the City of SA to coordinate lights at all interstate and TxDot controlled intersections. As it is now, the TxDot systems are not coordinated with the city's traffic management system and major tie-ups occur at these intersections continuously. The city must also increase penalties to pedestrians who do not properly use crosswalks, enacting severe penalties for jaywalking if necessary. Most pedestrian-vehicle collisions in SA occur away from controlled intersections.
- It's a sin we have no light rail transit, buses don't blend in with needs, and only light rail was to serve tourists...what a scam. We are paying for this, why aren't we being serviced?
- We need light rail along major corridors into city center.

- The assessment fails to consider the growing number of people who work from home over the web.
- San Antonio is also the only Texas city without rail transit, and hence has the lowest transit fares. Low cost transit is key to giving the economically disadvantaged access to better economic opportunities.
- If we are eligible for Federal money to improve pedestrian safety and technical assistance we should do it
- Rail, Tolls and bike/walk trails are all needed to keep San Antonio moving. Walk/Bike routes should be created along our many large creeks within the city when room is not available for autos and bikes/pedestrian traffic.
- Thanks for taking the Open House to so many convenient sites for community input.
- Preserve residential feel of streets like Lake, Donaldson, and Woodlawn by redirecting bus traffic and encouraging car traffic to surrounding streets.
- Infrastructure!!! #1 on my list... upgrade the storm water system... it is abysmally inadequate! #2 fix and improve the sidewalks #3 get the traffic lights synchronized #4 change the buses over to compressed natural gas. The diesel fumes and dust are making us sick.
- More revenue needs to be generated from proper valuation of commercial businesses for tax purposes. The increased taxing of current or older residential homes will soon be forcing some to sell their home due to they cannot afford the taxes and have no way of passing on the increased burden to others. Commercial businesses have the opportunity hire expensive lawyers to avoid paying increased taxes and/or pass the increased cost on to their consumers. Residential customers do not have either of those options.
- Better and wider roads. NO TOLL ROADS, STREET CARS or LIGHT RAIL
- No toll roads. Ever.
- The existing transit system needs to be upgraded to better facilitate movement across the east-west areas of the northern parts of the city. As it is, too much time is still required to travel by bus from, for example, the Thousand Oaks-US 281 area to the medical center. With the completion of Wurzbach Parkway, perhaps this issue will be somewhat relieved. The same is true for areas north of 1604 (Stone Oak, for example) to destinations to the east and west.
- Roosevelt can be expanded since there is extra space and road. Roland Ave can be leveled out better even though its been under construction several times. Repairs on pot holes at Jones-Maltsberger.
- In hot places, a standard planning tool is narrow streets with vegetation. Where are the planners with the guts to bring that forward? It's too hot here to expand streets for vehicles and a shame that San Antonio, an urban city, has no other options than cars for seniors...pathetic!
- Light rail along 281 North corridor is needed.
- None of these study routes look at cross county movement of traffic. It still assumes that downtown is the hub of San Antonio, when in fact there are many centers of commerce scattered throughout the area.

#### E-Mail

- I attended your open house the other day at Central Library. Thanks for hosting this event. I was disappointed to learn that the City of San Antonio is making no apparent effort to learn about or consider the impact of self-driving vehicles as the city plans its future transportation network. This technology is advancing very rapidly. A self-driving Google car is already in operation in Austin. They have been on the West Coast for some time. Within a few years we

can expect these vehicles to be offered to the public. Undoubtedly, there will be self-drive public transport vehicles that will replace our current VIA buses. Vehicle companies are already planning for this. There will be a day when a public transport rider will order up a ride on a smart phone, or push a button at a bus stop, and get picked up at whatever location the rider is at. VIA will no longer bear the enormous costs of employing bus drivers and mechanics, nor the cost of parking a huge fleet of buses. The driverless vehicles will be able to circulate 24 hours a day, maintained under contract with the manufacturer. Many San Antonians also will choose to personally own self-drive vehicles, or subscribe to a ride sharing program similar to the Zip car model, operated on a pay-as-you go basis. These new robotic vehicles will possess high-tech crash avoidance systems. They will be able to travel at high speed with only a few feet of distance between them. They will eliminate the need for traffic signals and stop signs. They will make road travel much safer and more efficient than it is now. The implications are enormous since we may need fewer roads and highways, not more. Parking lots and auto insurance may become unnecessary. There will no longer be a danger from drivers who are too young or too old or too drunk to be behind the wheel. I urge San Antonio city planners to learn more about these new technologies. There are a multitude of sources. Here are just a few:

“Autonomous Vehicle Technology: A Guide for Policymakers” by the Rand Corporation.

“Autonomous Cars: Self-Driving the New Auto Industry Paradigm”, a Morgan Stanley Blue Paper.

The University of Texas at Austin’s Center for Transportation Research.

And here are some articles from the tech world:

<http://www.cnet.com/news/fords-self-driving-car-unveils-itself/>

<http://www.cnet.com/news/how-googles-robo-cars-mean-the-end-of-driving-as-we-know-it/>

<http://jessicalessin.com/2013/08/23/exclusive-google-designing-its-own-self-driving-car-considers-robo-taxi-2/>

Thanks for your consideration of my viewpoints.

(78201)

- To improve transportation in San Antonio, the city should first encourage residence and commerce on the southside. It is relatively underdeveloped compared to the north and west sides of town and has substantial room for growth. The area between south 410 and 1604 has a smaller population and business sector. Encouraging growth on that side of town would utilize resources for revenue and discourage overpopulation on the north and west sides of town. A rail car could be useful but not cost effective. I understand that residents in Austin aren't happy with the proposed plan for rail expansion there.



## APPENDIX F- WEBINAR RECAP

## Webinar Summary

### Performance Details

Report Generated:

### GoToWebinar

8:29 PM PDT

### General Information

#### Webinar Name

SA Tomorrow Multimodal Transportation Plan Webinar

#### Webinar ID

135957283

#### Actual Start Date & Time

4:59 PM

#### Actual Duration (MINS)

181

#### Registered (#)

84

#### Total Attendees (#)

40

#### Clicked Registration Link (#)

242

#### Opened Invitation (#)

0

### Attendance Metrics

#### Attendance Rate (%)

47.62

#### Average Attendance Interest Rating

67.20

#### Average Attentiveness

57.65

#### Average Time in Session

82 min

### Question Responses

#### Q&A Questions Asked (#)

27

## Participation Rates by Time

Time	# of Attendees	Attendance Rate (%)
5:04 PM	0	0.00
5:09 PM	0	0.00
5:14 PM	1	1.19
5:19 PM	1	1.19
5:24 PM	2	2.38
5:29 PM	2	2.38
5:34 PM	2	2.38
5:39 PM	3	3.57

<b>Time</b>	<b># of Attendees</b>	<b>Attendance Rate (%)</b>
5:44 PM	4	4.76
5:49 PM	8	9.52
5:54 PM	9	10.71
5:59 PM	14	16.67
6:04 PM	20	23.81
6:09 PM	23	27.38
6:14 PM	24	28.57
6:19 PM	27	32.14
6:24 PM	28	33.33
6:29 PM	29	34.52
6:34 PM	31	36.90
6:39 PM	31	36.90
6:44 PM	30	35.71
6:49 PM	29	34.52
6:54 PM	31	36.90
6:59 PM	30	35.71
7:04 PM	29	34.52
7:09 PM	28	33.33
7:14 PM	25	29.76
7:19 PM	26	30.95
7:24 PM	27	32.14
7:29 PM	25	29.76
7:34 PM	24	28.57
7:39 PM	23	27.38
7:44 PM	21	25.00
7:49 PM	21	25.00
7:54 PM	21	25.00
7:59 PM	12	14.29

## Participant Information

Interest Rating	Last Name	First Name	Email Address	Joined	Left	Time in Session	Zip Code	Review the following five funding categories. Tell us how you would like to invest transportation dollars by picking your top 3.
90	Bell	Craig	cmbell7638@gmail.com	5:57 PM	8:00 PM	2 HRS 3 MINS	78230	Quality of Life
46	Bryant	Lester	lesterwbryant@gmail.com	6:17 PM	8:00 PM	1 HR 43 MINS	78220	Congestion Management
31	Canales	T	tcanales.sa@gmail.com	6:22 PM	7:41 PM	1 HR 19 MINS		
94	Day	Daniel	newdaniellday36@hotmail.com	5:57 PM	7:58 PM	2 HRS 1 MIN	78222	Quality of Life
84	Desai	Julie	juliegdesai@gmail.com	6:50 PM	7:07 PM	17 MINS	78249	
95	Eckert	Betty	dist9sec@aol.com	5:47 PM	8:00 PM	2 HRS 13 MINS	78212	Quality of Life
45	Everson	Charl	ceverson@hntb.com	5:57 PM	7:59 PM	2 HRS 2 MINS	78203	Quality of Life
32	Feldman	Mel	hoopsoldschool@yahoo.com	5:41 PM	6:10 PM	28 MINS	78213	
35	Floyd	Jacob	jacob.floyd@sanantonio.gov	6:06 PM	7:02 PM	56 MINS	78217	Quality of Life
92	Gordon	Ella	satxella33@satx.rr.com	6:29 PM	7:43 PM	1 HR 14 MINS	78233	Congestion Management
34	Gorman	Jackie	jgorman@sagesanantonio.org	6:22 PM	7:10 PM	48 MINS	78205	Congestion Management
90	Greene	Andy	andygreene@sbcglobal.net	6:30 PM	7:33 PM	48 MINS	78250	
90	Griffin	Cindy	cgriffin@gvtc.com	5:36 PM	7:38 PM	2 HRS 1 MIN	78260	Congestion Management
87	Guerrero	Enrique	guerrero-enrique@sbcglobal.net	6:16 PM	8:00 PM	1 HR 44 MINS	78228	Congestion Management
0	Guerrero	Ruben	reguerrero615@gmail.com	6:30 PM	6:40 PM	10 MINS	78220	
69	Gunn	Anthony	ae4866@yahoo.com	6:01 PM	7:59 PM	1 HR 59 MINS	78251	Congestion Management
88	Hardeman	Janice	JaniceHardeman@sbcglobal.net	7:20 PM	7:59 PM	39 MINS	78239	

Interest Rating	Last Name	First Name	Email Address	Joined	Left	Time in Session	Zip Code	Review the following five funding categories. Tell us how you would like to invest transportation dollars by picking your top 3.
94	Hernandez	Margarita	margarita.hernandez@sanantonio.gov	6:03 PM	7:14 PM	1 HR 11 MINS	78205	Maintenance
70	Herrera	Arturo	arturo.herrera@viainfo.net	7:44 PM	7:58 PM	14 MINS	78212	
90	Hieber	Lysa	lyh0434@yahoo.com	6:03 PM	6:55 PM	52 MINS	78251	
49	Hobart	Dean	dh@npvadisors.com	5:46 PM	7:58 PM	2 HRS 12 MINS	60611	Reliable System
34	LaQue	Eloy	laqueeloy@yahoo.com	6:04 PM	8:00 PM	1 HR 56 MINS	78224	Reliable System
29	LaQue	Eloy	Eloy.laque@viainfo.net	6:03 PM	6:04 PM		78212	
72	Lawson	Jim	jlawson46@yahoo.com	5:56 PM	7:59 PM	2 HRS 3 MINS	78260	Safety for All Users
0	Martinez	Michelle	mmartinez@xa-sa.com	5:05 PM	8:00 PM	2 HRS 54 MINS	78212	
55	Maxwell	Barbara	706@casinoclubbuilding.com	6:17 PM	8:00 PM	1 HR 42 MINS	78205	Reliable System
72	McLeod	Liz	liz.mcleod@gmail.com	6:03 PM	8:00 PM	1 HR 57 MINS	78212	Quality of Life
86	McNamar aa	James	jemcnamara@sbcglobal.net	5:59 PM	6:21 PM	20 MINS	78222	
34	Morales	Gilbert	gilbert.v.morales@gamil.com	6:05 PM	7:28 PM	1 HR 23 MINS	78224	Reliable System
38	Morales	Val	sacommunityacupuncture@gmail.com	6:52 PM	7:11 PM	19 MINS	78243	Safety for All Users
57	Mowery	Brent	mowerybc@gmail.com	6:07 PM	8:00 PM	1 HR 53 MINS	78229	Safety for All Users
89	Powell	Colton	powell.colton@gmail.com	6:00 PM	7:26 PM	1 HR 26 MINS	78212	
50	Pulido	Lorraine	lorraine.pulido@viainfo.net	5:23 PM	8:00 PM	2 HRS 37 MINS	78207	Congestion Management
93	Reininger	Greg	gregory.reininger@sanantonio.gov	5:55 PM	8:00 PM	2 HRS 5 MINS	78209	Quality of Life
47	Roberson	Sean	SZRoberson@gmail.com	5:52 PM	5:59 PM	7 MINS	78109	
94	Santiago	Hannah	hannah.santiago@viainfo.net	5:45 PM	8:00 PM	2 HRS 15 MINS		Quality of Life

<b>Interest Rating</b>	<b>Last Name</b>	<b>First Name</b>	<b>Email Address</b>	<b>Joined</b>	<b>Left</b>	<b>Time in Session</b>	<b>Zip Code</b>	<b>Review the following five funding categories. Tell us how you would like to invest transportation dollars by picking your top 3.</b>
95	Suarez	Stephanie	stephanie.suarez@integritysa.com	6:11 PM	8:00 PM	1 HR 49 MINS	78259	Congestion Management
32	Sullivan	John	sullynole@gmail.com	6:11 PM	6:48 PM	37 MINS	78108	
92	TheKid	Billy	billythekid@google.com	5:49 PM	7:58 PM	2 HRS 9 MINS	78212	Reliable System
65	cooley	spencer	contact@spencercooley.com	7:18 PM	7:43 PM	24 MINS	78250	
0	duMenil	Joseph	joedum@gvtc.com	5:12 PM	7:59 PM	2 HRS 48 MINS	78015	Maintenance
0	Arch	Aaron	aaron.arch@yahoo.com	--	--		78261	
0	Collins	Kerri	collinskm@pbworld.com	--	--		78258	
0	Cota	Estella	estellacota@yahoo.com	--	--		78232	
0	DeOrd	Paul	pauldeord@gmail.com	--	--		78233	
0	Decena	Jeremy	Dugan336@yahoo.com	--	--		78239	
0	Dewey	John	jedewey@att.net	--	--		78015	
0	Donaldson	Derek	dereksdonaldson@gmail.com	--	--		78240	
0	Duron	Cecilia	cecilia.duron@yahoo.com	--	--		78229	
0	Evans	Mercedes Paloma	paloma092080@hotmail.com	--	--		78212	
0	Fernandez	Maria	mfernandez@sa2020.org	--	--		78258	
0	Frazier	Carolyn	frazier910@gmail.com	--	--		78213	
0	Garcia	Stefan	sastrei@gmail.com	--	--		78124	
0	Garcia	Monica	monicamartinez@utexas.edu	--	--		78212	
0	Garcia	Jose	jose.e.garcia25@gnail.com	--	--		78213	
0	Gonzalez	Alejandro	alejglz06@gmail.com	--	--		78212	
0	Hong	Theresa	terimariehong@gmail.com	--	--		78228	
0	Hughes	Michael	mobilesworking@gmail.com	--	--		78210	

Interest Rating	Last Name	First Name	Email Address	Joined	Left	Time in Session	Zip Code	Review the following five funding categories. Tell us how you would like to invest transportation dollars by picking your top 3.
0	Johnson	Larry	larjo1@prodigy.net	--	--		78217	
0	Kennell	Susan	slkennell@gmail.com	--	--		78218	
0	Lamothe	Nikki	xanthippe16@hotmail.com	--	--		78232-5155	
0	Lopez Estrada	Edith	lopezestradaedith@gmail.com	--	--		78215	
0	Luckey	Desiree	desiree.s.luckey@gmail.com	--	--		78212	
0	Martinez	Cassandra	cassandraoconnell@utexas.edu	--	--		78227	
0	McMillin	Barbara	mcmillin5543@gmail.com	--	--		78228	
0	Medina	Thomas	tmedina210@gmail.com	--	--		78201	
0	Mendiola	Sylvia	sylmendiola@satx.rr.com	--	--		78217	
0	Moncivais	Emil	emoncivais1@satx.rr.com	--	--		78251	
0	Morales	Gilbert	gilbert.v.morales@gmail.com	--	--		78224	
0	Morales	Michelle	michelle.morales24@gmail.com	--	--		78242	
0	Nelson	Elizabeth	eliz.nelso@gmail.com	--	--		78201	
0	O'Meara	Julia	jddomeara@sbcglobal.net	--	--		78249	
0	Ogba	Uchennaya	uche@bethanyeastpr.com	--	--		78207	
0	Padilla	Max	lazy_ivan@hotmail.com	--	--		78249	
0	Palomo	Daniel	danielpalomo3@gmail.com	--	--		78250	
0	Resendez	Ruby	ruby@cilantrocreative.com	--	--		78229	
0	Scott	Sallie	salliescot@sbcglobal.net	--	--		78218	
0	Sorola	Melissa	melissasorola@gmail.com	--	--		78240	
0	kreth	darren	dkvend@yahoo.com	--	--		78260	
0	Rosado	fidel	frii67@yahoo.com	--	--		78254	

## Twitter Posts by Page and Metrics as of Midnight 8/12/2015

Tweets by @SATomorrow2040	Impressions	Engagements	Retweets	Replies	Favorites	URL Clicks	Hashtag Clicks
#TransportationMatters Thanks to everyone who participated. The webinar recording will be posted on <a href="http://t.co/XsLvGzBYMP">http://t.co/XsLvGzBYMP</a>	100	2	0	0	1	1	0
@cmraylopez I made the commitment & we have incredible staff to make SA the greatest City. #TransportationMatters	41	1	0	0	1	0	0
@cmraylopez "If we don't get a handle on our transportation, SA will not be a thriving community we want it to be" #TransportationMatters	49	11	1	0	3	0	1
Bellamy: educate the public & want to encourage community to stay involved. Big thank you to @cmraylopez #TransportationMatters	81	1	0	0	1	0	0
Have a meeting you want us to speak at? Tweet, email Facebook. We want to keep the community informed & engaged #TransportationMatters	80	1	0	0	0	0	0
Stay engaged with the SA Tomorrow Multimodal Plan upcoming mtg in Oct. #TransportationMatters	86	3	1	0	1	0	0
@Via_Transit will be offering Wifi on all buses soon! #VIARocks #TransportationMatters	58	11	1	0	2	0	0
Lester Bryant @Via_Transit Board Member."Let's commit to riding the bus one day a month" #TransportationMatters	108	4	0	0	1	0	0
Bellamy: Greatest thing is to let someone else do driving, VIA is one of the best, It is the future of the community #TransportationMatters	116	2	0	0	1	0	0
@Via_Transit Santiago: All need to make a commitment to getting on the bus as a community #TransportationMatters	40	2	0	0	1	0	0
@cmraylopez Have to give people the conveniences to do things while riding bus, wifi, clean buses, skip stop #TransportationMatters	27	0	0	0	0	0	0
Last question: How can we change our community mindset with buses? #TransportationMatters	70	3	0	0	0	0	0
@cmraylopez With the progress comes a great responsibility. #TransportationMatters	38	3	1	0	1	0	0



<b>Tweets by @SATomorrow2040</b>	<b>Impressions</b>	<b>Engagements</b>	<b>Retweets</b>	<b>Replies</b>	<b>Favorites</b>	<b>URL Clicks</b>	<b>Hashtag Clicks</b>
Bellamy: Linear Parkway best kept secret - super highway for pedestrian & bikes, get most for \$ but not as quick #TransportationMatters	80	2	0	0	0	0	0
@cmraylopez purpose to buy easement over recharge also take \$ to do flood control - this is a top priority #TransportationMatters	34	1	0	0	1	0	0
@cmraylopez made commitment to public that we could spend \$ at rate we collect #transportationmatters	33	1	0	0	1	0	0
@tirpakma thanks for your question #TransportationMatters	23	2	0	0	0	0	0
@Via_Transit Santiago: Going into design/build process. Reality early 2017 #VIARocks #TransportationMatters	92	10	1	0	2	0	0
Q. What's the latest with @Via_Transit 281 park and ride. #TransportationMatters	191	3	1	0	0	0	0
Thanks for joining us Lester Bryant @Via_Transit Board Member. #TransportationMatters	113	2	1	0	1	0	0
@cmraylopez We work closely with @TxDOTSanAntonio All entities have to work together to fixing and planning. #TransportationMatters	59	9	1	0	2	0	0
The complete webinar recording will be posted online <a href="http://t.co/XsLvGzBYMP">http://t.co/XsLvGzBYMP</a> #TransportationMatters	128	10	1	0	2	2	0
@cmraylopez Will be state dollars for state roads. Managed through @TxDOTSanAntonio #TransportationMatters	42	5	0	0	2	0	0
Q: Since Prop 7 was mentioned. What does it mean for our community. #TransportationMatters	79	0	0	0	0	0	0
@Via_Transit Santiago: Addressed in the SmartWay SA Plan - Stay engaged <a href="http://t.co/zOUxv45TED">http://t.co/zOUxv45TED</a> #TransportationMatters	66	10	0	0	1	0	1
Q: Will transportation plan propose transit to the south side? #TransportationMatters	110	7	0	0	0	0	2
@AlamoAreaMPO Pedestrian Safety Action Plan has been implemented as a toolbox to help - We are building upon the plan#TransportationMatters	49	2	0	0	1	0	0

<b>Tweets by @SATomorrow2040</b>	<b>Impressions</b>	<b>Engagements</b>	<b>Retweets</b>	<b>Replies</b>	<b>Favorites</b>	<b>URL Clicks</b>	<b>Hashtag Clicks</b>
Q: Why hasn't the City adopted the pedestrian safety action plan? #TransportationMatters	116	3	0	0	0	0	1
#TransportationMatters webinar is live Join anytime @ <a href="http://t.co/hFPXKpQpE1">http://t.co/hFPXKpQpE1</a> Mtg ID 135-957-283	85	0	0	0	0	0	0
Collins: Look at the way road is designed to incorporate better pedestrian features. #TransportationMatters	95	1	0	1	0	0	0
Q: How do we get people walking?	97	1	0	0	0	0	0
"SA doesn't have enough street trees, more shaded sidewalks then more people would walk" #TransportationMatters	85	0	0	0	0	0	0
Bellamy: Caller is saying if u unbundle from residential cost will go down. Tool used in urban env. to reduce parking #TransportationMatters	91	0	0	0	0	0	0
Q: Are parking min. necessary, makes housing less affordable #TransportationMatters	88	5	0	0	0	0	0
@cmraylopez "LStar" is a faster passenger rail to norther ATX that will get u there quickly not same as high speed #TransportationMatters	53	0	0	0	0	0	0
@cmraylopez YES. Looking for funding formulas & finding resources. #TransportationMatters	43	4	0	0	1	0	0
Q&A: Will there ever be a commuter rail between San Antonio and Austin? #TransportationMatters	129	10	0	1	1	0	1
Bellamy: Get our kids involved in public transportation, If we can evolve now, that's our future #TransportationMatters	94	0	0	0	0	0	0
Bellamy: Evolution of transit go back in time, 60's 70's transit was free bc they were trying to get people to use. #TransportationMatters	99	7	0	2	0	0	0
Collins: We all agree it's an asset & in other parts of country seen as greater value, bc people see as convenient #TransportationMatters	108	0	0	0	0	0	0
@cmraylopez Difficult question and don't agree we haven't been giving it a priority. #TransportationMatters	46	0	0	0	0	0	0

<b>Tweets by @SATomorrow2040</b>	<b>Impressions</b>	<b>Engagements</b>	<b>Retweets</b>	<b>Replies</b>	<b>Favorites</b>	<b>URL Clicks</b>	<b>Hashtag Clicks</b>
@cmraylopez Last year we passed Prop 1 & gave us a significant \$\$ Doing what we can to put where priorities are#TransportationMatters	38	0	0	0	0	0	0
@cmraylopez We don't have control over funding issues, COSA is faced with a growth that can't be self-sustained.#TransportationMatters	44	0	0	0	0	0	0
Q6: Why isn't transit seen as an asset in this community. #TransportationMatters	138	5	0	2	0	0	0
Quality of Life and Congestion Management both tied for 31% #TransportationMatters	93	2	1	0	0	0	0
#TransportationMatters webinar is live. Join anytime @ <a href="http://t.co/hFPXKpQpE1">http://t.co/hFPXKpQpE1</a> Mtg ID 135-957-283	96	1	1	0	0	0	0
Quick Poll. Which 3 would u choose? #TransportationMatters <a href="http://t.co/4eazFUWWL7">http://t.co/4eazFUWWL7</a>	106	11	1	0	0	1	0
"We're basing work off @SA2020 and there's team work involved to make sure SATomorrow moves those fwd" #TransportationMatters	95	3	1	0	0	0	0
@cmraylopez All transportation plans are costly & need to set expectations of when we can deliver. #TransportationMatters	45	2	1	0	0	0	0
Wallace: The diff w/ SA Tomorrow is these plans will be set into policy #TransportationMatters	83	1	1	0	0	0	0
Q5: How can we make sure plans are not ignored? #TransportationMatters	68	0	0	0	0	0	0
Wallace: People want the option to bike, walk and live a healthy lifestyle #TransportationMatters	67	5	0	0	0	0	0
@cmraylopez The challenge is delivering a "convenient component" to the public. Who do we make it easy. #TransportationMatters	33	0	0	0	0	0	0
@Via_Transit Hannah Santiago on the line with us. "Making sure street designs are made for people to walk" #TransportationMatters	58	3	0	0	0	0	0
@Via_Transit Hannah Santiago on the line with us. "Great example is Portland, OR." #TransportationMatters	52	2	0	0	1	0	0

<b>Tweets by @SATomorrow2040</b>	<b>Impressions</b>	<b>Engagements</b>	<b>Retweets</b>	<b>Replies</b>	<b>Favorites</b>	<b>URL Clicks</b>	<b>Hashtag Clicks</b>
Q4. How do you get people out of their cars? #TransportationMatters	60	1	0	0	0	0	0
@cmraylopez Control ea of the corners better, put traffic calming sections, make traffic aware #TransportationMatters <a href="http://t.co/uw3cv6o41F">http://t.co/uw3cv6o41F</a>	36	3	0	0	0	0	0
Q3.Why doesn't the City mark crosswalks at each intersections. #TransportationMatters	63	1	0	0	0	0	0
Terry Bellamy Asst Director, @COSAGOV Transportation and Capital Improvements (TCI) just joined us from the budget mtg#TransportationMatters	61	0	0	0	0	0	0
Collins: We know inside 410 and outside 1604 & we've identified "activity centers"	78	3	1	0	0	0	0
@cmraylopez Knowing a million people come doesn't help w/o knowing where the future growth will occur #TransportationMatters	87	7	2	1	2	0	0
Collins: Huge benefit of high capacity transit: better for air quality & can move more people #TransportationMatters	67	0	0	0	0	0	0
Wallace: "we coming up w/ additional metrics to see how the improvements we do are affecting the overall system" #TransportationMatters	68	0	0	0	0	0	0
@cmraylopez Many projects are done in phases & it's hard for the public to see any improvement have been made #TransportationMatters	36	1	0	0	1	0	0
@cmraylopez "before we make the investment we do a traffic impact analysis & go back test to see if it was correct"	35	1	0	0	1	0	0
Q2: How do we know our transportation efforts are paying off? #transportationmatters	66	1	1	0	0	0	0
Kerri Collins - safety is key. We're looking at all aspects and will make safety a priority in our plan.	73	1	0	0	0	0	0
Question 1 from the audience - What are we going to do to address pedestrian safety? #TransportationMatters	75	4	0	0	1	0	0

<b>Tweets by @SATomorrow2040</b>	<b>Impressions</b>	<b>Engagements</b>	<b>Retweets</b>	<b>Replies</b>	<b>Favorites</b>	<b>URL Clicks</b>	<b>Hashtag Clicks</b>
Trish Wallace "we need to plan, find solutions, what's the cost and the cost of the pursuing the solutions." #TransportationMatters	71	0	0	0	0	0	0
Don't forget to visit our online open house <a href="http://t.co/X0M60LfU0I">http://t.co/X0M60LfU0I</a> #TransportationMatters	111	13	3	0	0	3	0
Let's talk funding. @cmraylopez says define needs, what the region needs, scope & figure out how we're going to pay. #TransportationMatters	65	1	0	0	1	0	0
We're glad to have our partners on the #TransportationMatters webinar. Thanks @AlamoAreaMPO @Via_Transit	129	18	1	0	2	0	0
Kerri Collins w/ Parsons Brinckerhoff. "I'm the project manager. I've been in planning for over 30 years." #TransportationMatters	69	2	0	0	0	0	0
Trish Wallace has been with @COSAGOV for over 10 years. "I'm the project manager for the #SATomorrow Transportation plan"	64	0	0	0	0	0	0
Councilman Lopez, MPO Chair "Everyone has the opportunity for input, solutions & jointly we'll figure a way" #TransportationMatters	60	0	0	0	0	0	0
Councilman Lopez @cmraylopez "Transportation is not one man show." Takes a team and a lot of work. #TransportationMatters	95	2	1	0	1	0	0
Councilman Lopez @cmraylopez "Thank u everyone for participating and taking the time to be with us." #TransportationMatters	91	2	1	0	1	0	0
Here are our ground rules for the webinar. Now let's talk transportation! #TransportationMatters <a href="http://t.co/hcLYrFsBS2">http://t.co/hcLYrFsBS2</a>	81	3	1	0	0	0	0
Welcome to the #TransportationMatters Webinar. We're live with Councilman Lopez @cmraylopez Trish Wallace @sanantoniotci & Kerri Collins	106	7	1	0	2	0	0
Open houses occurred in person & online, offered an opportunity for community to give input on priorities &	81	0	0	0	0	0	0

<b>Tweets by @SATomorrow2040</b>	<b>Impressions</b>	<b>Engagements</b>	<b>Retweets</b>	<b>Replies</b>	<b>Favorites</b>	<b>URL Clicks</b>	<b>Hashtag Clicks</b>
funding #TransportationMatters							
The webinar wraps up a series of open houses regarding the City's Multimodal Transportation Plan. #TransportationMatters	67	0	0	0	0	0	0
The #TransportationMatters webinar is an opportunity to ask questions & provide input about future challenges, choices & funding options.	94	9	1	0	1	0	0
#TransportationMatters webinar starts in less than an hour. Join anytime @ <a href="http://t.co/hFPXKpQpE1">http://t.co/hFPXKpQpE1</a> Mtg ID 135-957-283 <a href="http://t.co/V1xOmkgskt">http://t.co/V1xOmkgskt</a>	188	27	3	0	1	7	0
We added a new topic! Take a look now! - <a href="http://t.co/MymXWIRkh7">http://t.co/MymXWIRkh7</a>	131	4	1	0	0	3	0
Webinar is TODAY! How will you get around in 2040? Register <a href="http://t.co/g1NIhZ5L7b">http://t.co/g1NIhZ5L7b</a> #TransportationMatters <a href="http://t.co/536UFulxeU">http://t.co/536UFulxeU</a>	145	3	1	0	0	1	0
<b>TOTALS</b>	<b>6,691</b>	<b>288</b>	<b>33</b>	<b>7</b>	<b>43</b>	<b>18</b>	<b>6</b>

TWEETREACH SNAPSHOT FOR

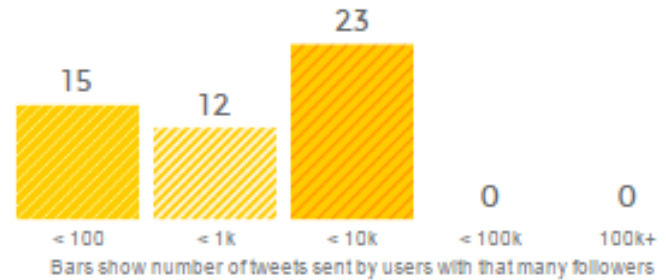
# #TransportationMatters

## ESTIMATED REACH

**5,073**  
ACCOUNTS REACHED

## EXPOSURE

**34,712** IMPRESSIONS

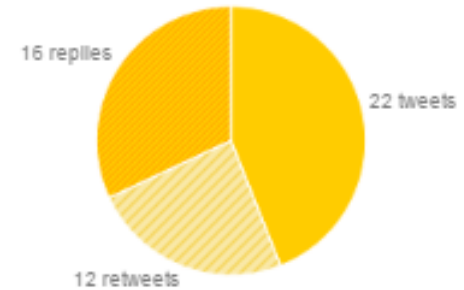


## ACTIVITY

**50**  
TWEETS

**6**  
CONTRIBUTORS

**2**  
HOURS



## Facebook Insights as of Midnight 8/12/2015

Post Message	Total Reach	Post Impressions	Engaged Users	Lifetime Post Consumers
	The total number of people your Page post was served to. (Unique Users)	The number of impressions of your Page post. (Total Count)	The number of people who clicked anywhere in your posts. (Unique Users)	Lifetime: The number of people who clicked anywhere in your post. (Unique Users)
SATomorrow shared Alamo Area Metropolitan Planning Organization's photo.	105	159	12	10
We're live with the transportation team & Councilman Ray Lopez Join the webinar anytime at <a href="http://joinwebinar.com">joinwebinar.com</a> Enter Webinar ID: 135-957-283 Follow us live on twitter #TransportationMatters	67	114	6	4
Join the SA Tomorrow transportation team and Councilman Ray Lopez live today at 6pm for the Transportation Matters Webinar! This is an opportunity for citizens to ask questions and provide input about future transportation challenges, choices, and funding options. The webinar wraps up a series of open houses regarding the City's Multimodal Transportation Plan. How to join: 1. Go to <a href="http://joinwebinar.com">joinwebinar.com</a> 2. Enter Webinar ID: 135-957-283 Follow the webinar live on Twitter @SATomorrow2040 #TransportationMatters	85	137	5	2

## Facebook Webinar Information Dissemination

Pages Where Information was Posted	# of Likes	Shared	Reach
Alamo Area Council of Governments	639	1	639
Alamo Cycle Plex	3,447		-
Art Pace San Antonio	12,292		-
Bexar County	2,470	1	2,470
Bexar County Republican Party	3,283		
Bexar County Young Democrats	1,376		
Camden Place	41		-

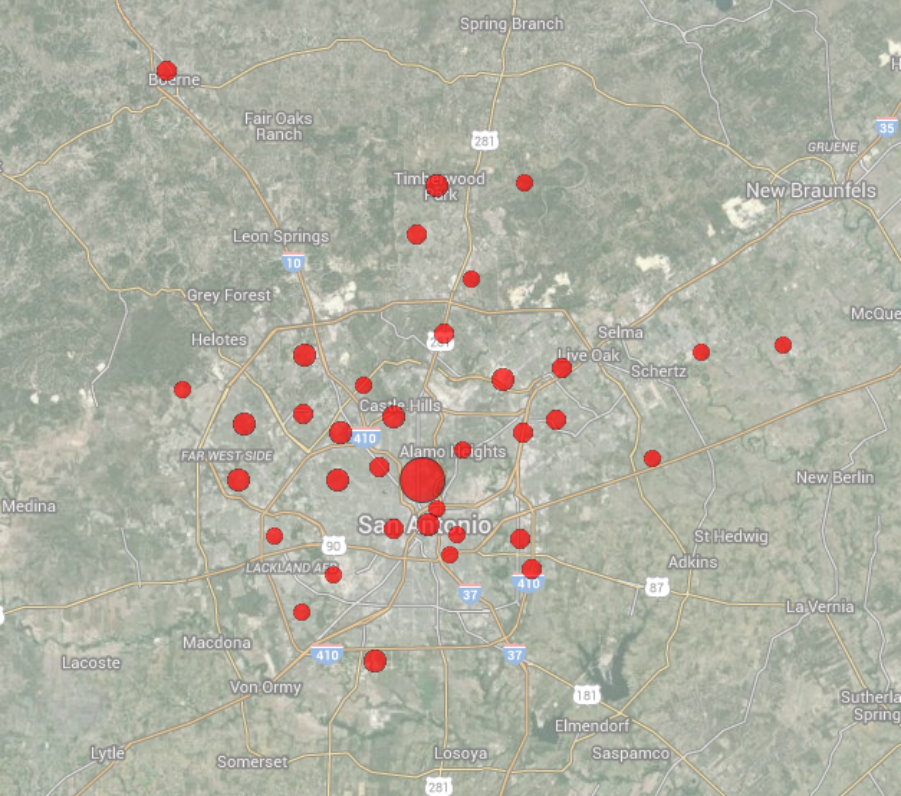


<b>Pages Where Information was Posted</b>	<b># of Likes</b>	<b>Shared</b>	<b>Reach</b>
Carpe Diem - San Antonio	4,309		-
Carver Community Cultural Center	2,205		-
Centro Cultural San Antonio	4,706		-
Children's Hospital of San Antonio	4,215		-
City of San Antonio - Municipal Government	10,697		-
Collins Garden Neighborhood Association	262		-
Collins Garden Park Farmer's Market	498		-
Downtown San Antonio	23,625		-
Downtown Tuesday	20,912		-
Eastside Promise Neighborhood	1,164		
EatSmart San Antonio	722	1	722
Earnabikecoop	1,725	1	1,725
FitCitySA.com	3,309	1	3,309
Friends of Christus Santa Rosa Foundation	381		
Girl's Inc.	2,685		-
Great Northwest Community Improvement Association, Inc.	871		-
Hays Street Bridge	1,985		-
Highland Park Neighborhood Association	123	1	123
Hemisfair	8,085		-
I Bike San Antonio	858		-
Iglesia Bautista Los Angeles Heights	59		-
Lavaca Neighborhood Association	373		-
Longs Creek HOA	122		-
Madonna Neighborhood Centers	798		-
Martinez Street Women's Center	1,902		-
MOVE San Antonio	1,240		-
Northeast Park Neighborhood	50		-
Northwest Neighborhood Alliance	212		-
NICAM Business Management and Marketing Inc.	8	1	8
REI San Antonio	2,768		-
Rogers Ranch Community	87		-

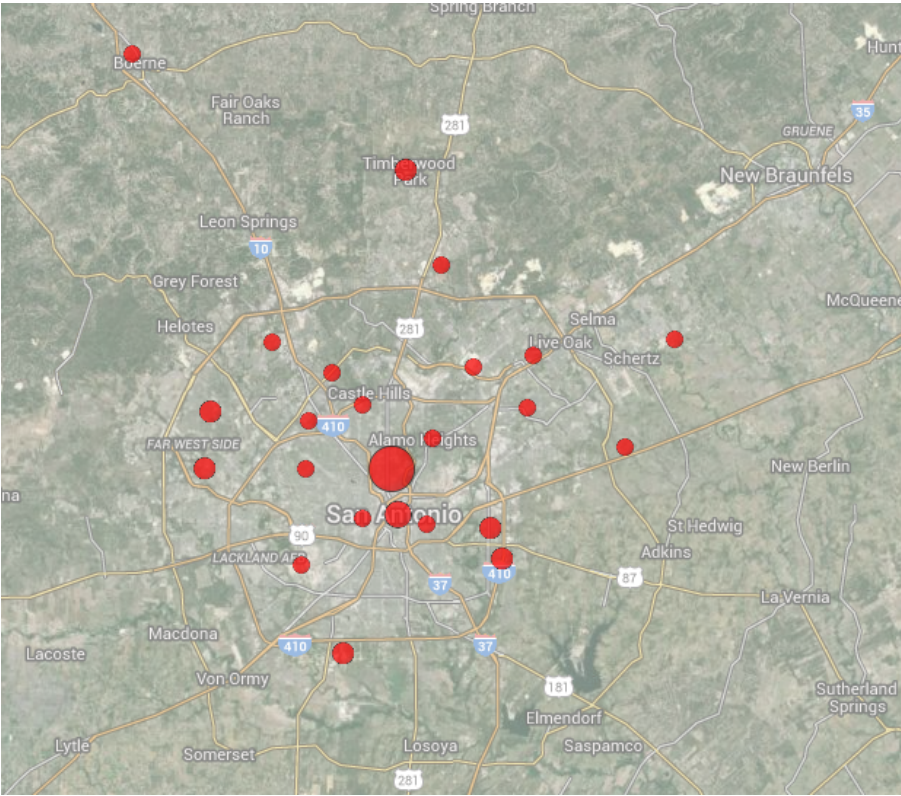
<b>Pages Where Information was Posted</b>	<b># of Likes</b>	<b>Shared</b>	<b>Reach</b>
Roosevelt Park	39		-
SA Live	16,325		-
SA2020	6,693		-
San Anto Cultural Arts	6,315		-
San Antonio Area Foundation	2,391		-
San Antonio Bike Shop	934		-
San Antonio Bikes	2,395	1	2,395
San Antonio Botanical Garden	37,158		-
San Antonio Busy Kids	2,051		-
San Antonio Children's Museum	29,581		-
San Antonio College	18,607		-
San Antonio Education Partnership	1,217		-
San Antonio Food Bank	13,010		-
San Antonio Mobility Coalition	116	1	116
San Antonio Museum of Art	29,713		-
San Antonio Neighborhood Watch	385	1	385
San Antonio Pets Alive	37,790		-
San Antonio Portfolio Real Estate	588		-
San Antonio Rampire	75,090		-
San Antonio Real Estate and Relocation	592		-
San Antonio Real Estate Investors Association	3,987		-
San Antonio Riverwalk	234,916		-
San Antonio Running Company	674		-
San Antonio Stock Show & Rodeo	163,523		-
San Antonio Symphony	8,245		-
San Antonio Texas Legacy	5,552		-
San Antonio Urban Wildlife - Texas Parks and Wildlife	934		-
San Antonio Youth Community Outreach Alamada School Art+Design	246		-
San Antonio Youth Literacy	958		-
San Antonio Zoo	45,751		-
Say Si	5,467		-

<b>Pages Where Information was Posted</b>	<b># of Likes</b>	<b>Shared</b>	<b>Reach</b>
Siclovia	8,140	1	8,140
South San Main Street	636	1	636
St. Mary's University	16,916		-
Student Aid San Antonio	744		-
Students for Environmental Awareness	123		-
Sunset Station	5,507		-
SUPSATX	1,182		-
Texas Public Radio	2,456		-
Texas Young Professionals - San Antonio	2,346		-
The Broadway	13,828		-
The Rivard Report	10,652	1	10,652
Tobin Lofts at San Antonio College	4,782		
Valley Hi First Baptist Church	86		
VIA Metropolitan Transit	4,807	1	4,807
Women's Wrench Night San Antonio	400	1	400
Woodlawn Lake Community Association	163		-
Woodlawn Lake Park	8,716		-
Woodlawn Theatre	11,451		-
WTS San Antonio	162	1	162
<b>REACH RESULTING FROM SHARED POSTS</b>			<b>36,689</b>

### Registrations



### Participants



## Questions & Answers

Question	Answer	Participant Email
tell [sic] Ray he can do one thing right now and make the use of the linear Creekways legal after dark. right now, it's illegal to use them after dark.		newdanielday36@hotmail.com
the elements I asked earlier that you look at to see if that infrastructure investment is paying off, why can't one of those elements be higher property values. We have a problem finding money to implement the plan, why can't we find which assets improve the quality of the community and which pays investments by add more tax revenue to maintain the improvements and to gain more revenue through the investments.		newdanielday36@hotmail.com
The MPO produced a Pedestrian Safety Action Plan several years ago but the City did not adopt the plan. Why?		jlawson46@yahoo.com
Out there in the real world, when I talk to people on the street, our bus system is viewed as something that is a taxpayer burden providing a service for people who have no option but to use public transportation. How can we change our community mind-set and make it so that people will WANT to ride the bus?		706@casinoclubbuilding.com
cannot understand the statement...too long		cmbell7638@gmail.com
i am not dialed in, yes i am on my computer		lesterwbryant@gmail.com
As a person with a disability I am concerned about pedestrian safety. Almost every week a pedestrian is killed. What is the City going to do to improve pedestrian safety?		jlawson46@yahoo.com
Are parking minimums necessary? It makes housing less affordable; It destroys greenspace and creates an impermeable surface; It separates businesses from the street (making transit & walking less convenient). Even given the arguments for mandating on-site parking, are there other solutions? I forget which city, but developers could instead provide transit passes in lieu of parking. Thanks.		mowerybc@gmail.com

Question	Answer	Participant Email
why can't we use that method for all transportation project?		newdanielday36@hotmail.com
In 2009 our neighborhood went through the neighborhood planning process which included a community based approach with input. The plan produced a complete street vision with objectives for improving sidewalks. Unfortunately, this neighborhood plan was never implemented. How can we make sure these plans are not ignored or set aside?		gilbert.v.morales@gamil.com
How do you get people out of their cars? Portland OR has been discussed by many as perhaps a role model. Today, I think most think of public transportation as something for those without an auto, especially those who cannot afford an auto.		cmbell7638@gmail.com
Since Prop 7 was mentioned, I am interested to hear if you believe that Prop passing will enhance the capability of city/county to provide transportation and mobility needs/upgrades? Do you believe voters understand Prop 7 at this time or is more discussion needed about what it can or cannot do for our area and how it will impact future planning?		cgriffin@gvtc.com
San Antonio doesn't have enough street trees or awnings for shade. Plus historically sidewalks were a property owner choice. More shaded sidewalks and more people will walk.		dh@npvadvisors.com
why can't we use tax increments for all transportation projects?		newdanielday36@hotmail.com
when the city invests in infrastructure, what are the elements that you focus to see if the investment is paying off?		newdanielday36@hotmail.com
Question for VIA what happened to the Park and Ride for 281 and Stone Oak scheduled for 2014?		jlawson46@yahoo.com
Why isn't transit in this community looked at as an asset and adequately funded to build a first class system?		billythekid@google.com
why can't that investment element to see if that project paying off be higher property taxes which that improvement is higher property rates, after all, you're complaining about revenue sources.		newdanielday36@hotmail.com
Before it was scratched I noticed the street car lines didn't travel to my Southside community. Will the		gilbert.v.morales@gamil.com

Question	Answer	Participant Email
transportation plan propose street car, passenger rail, or bus rapid transit options to my side of town?		
Why doesn't the City mark crosswalks at all intersctions		jlawson46@yahoo.com
will there ever be a commuter rail system between San antonio and austin?		margarita.hernandez@sanantonio.gov
if you're want me to respond verbally to my last question, I'll be happy to.		newdanielday36@hotmail.com
I don't understand why city continues to provide incentives for any business outside downtown. Need to encourage density.		dh@npvadvisors.com