

Question	Response
<p>Regarding the volume of heavy duty haulers moving throughout the city, how has the city addressed their contribution to congestion and damage to infrastructure?</p>	<p>San Antonio designates truck routes on major streets and collectors. If a truck leaves those routes, there must be a destination on the local street or depot in the area. If you see a pattern of unauthorized truck traffic in your neighborhood, please contact the SAPD non-emergency telephone number to report the incident. While trucks can create additional congestion and can contribute to increased wear on pavements, by designating truck routes, the City tries to manage the congestion and reduced pavement life. It is important to remember that truck traffic also contributes to our economy by delivering goods to businesses and households.</p>
<p>Will VIA be installing more modular bus stops on the Eastside now that more money has been allocated?</p>	<p>VIA is currently conducting an update to the VIA 2035 plan www.viavision2040.com. This project is taking feedback from the citizens on future improvements to the system. As the eastside continues to grow a lot of attention is being given to connectivity of the routes.</p>
<p>Are there plans to improve or expand VIA's services (e.g. longer hours, more frequent buses, more convenient connections, etc.)?</p>	<p>VIA is currently conducting an update to the VIA 2035 plan www.viavision2040.com. This project is taking feedback from citizens on future improvements to the system.</p>
<p>Will there be progress on protected bike lanes?</p>	<p>Yes. We are asking our bicycle community to provide us with potential locations where protected facilities can be evaluated and brought before the public for additional feedback prior to implementation.</p>
<p>Many new developments have curb ramps and crosswalks that lead nowhere, limiting persons with disabilities. What will be done differently to stop endangering the lives of persons with mobility limitations?</p>	<p>COSA is currently working to fill the sidewalk gaps throughout the city. With the potential of having over 5,000 miles of sidewalks added over the next 25 years, efforts are underway to work with neighborhoods and developers in prioritizing sidewalk gaps. Citizen input is greatly appreciated. By Federal law, any time a major project is designed and built, ADA approved ramps must be installed and in some cases the ramps are at the end of a project hence the appearance of leading to nowhere. This is where filling the missing gaps is very important in providing accessibility for our citizens.</p>
<p>I agree about improving transit infrastructure, but it seems the fundamental problem is land use (if land use changes are not made, those additional resources will make little impact). What land use changes are being considered?</p>	<p>Good comments. SA Tomorrow is looking at land use and the urban realm to create new regional centers that allow for a more walkable community. The SA Tomorrow Comprehensive Plan is currently receiving feedback from citizens on ideas and land use patterns that we should</p>

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	consider in the future. At www.satomorrow.com on the Comprehensive Plan page, you can make comments and provide the study team with your recommendations.
How can we account for all the roads that developers are building and handing over to the city?	We do account for all roadways with new developments and it is a requirement that the roadways are constructed to City standards. The majority of local streets and collectors are constructed by developers as part of their project. The Unified Development Code establishes the standards for streets being developed in these new subdivisions and commercial sites, unless the street will be considered a private road.
I was recently in Portland, OR where they have various modes of transportation working side by side (light rail, streetcar, bike, cars, and peds). How can SA adopt some of these modes in a way that is economically feasible and provides added value to our city?	Multimodal transportation is the future of San Antonio similar to other top cities in the United States. But we still have a passion for our automobiles and congestion is not at the level where we will can expect to see a wholesale adoption of alternative modes of transportation in the short-term. However, based on our growth and the increased congestion over the next decade, we will see more and more recommendations for improved premium transit in our long-range plan.
What are some reasons the people of San Antonio have rejected these proposals in the past and how can we address their concerns?	Great question! We normally ask the public this question of how we can educate the community on transportation options. How do we tie this huge region together using premium transportation options? There are a number of reasons proposals for alternative modes have been rejected, including a concern about cost for more expensive options including light rail, a lack of understanding the need to offer options beyond new roads and additional lanes, and a mindset that other transportation options will not be effective. To address these reasons, we will need to change our way of thinking and point to successes outside of San Antonio and Texas.
What will this group do to move towards sustainable growth instead of moving to expand highways?	We will share information on multimodal transportation options and show successes in other parts of the country in order to demonstrate the value and benefit of offering more transportation choices. It is not realistic to assume that expanding the roadways can continue to be a viable solution to address congestion in the next 10-20 years due to increases in population and the subsequent residential and commercial development. Identifying and using the best practices in place

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	around the United States and the world is one of the best tools we currently have to share with the community.
How is Vision Zero being incorporated into this plan and how is the rest of the SA Tomorrow Plan addressing land use to make lower travel speeds practical?	Vision Zero is a major goal to reduce the number of serious crashes to zero based on the recognition that one fatality or serious injury is too many when it is our family member. The effort is creating walk score for neighborhoods, reviewing speeds limits, increasing enforcement and creating complete streets. Studies have shown that we can greatly improve safety if we consider reducing speeds on certain roadways where you have high pedestrian activities, especially in busy commercial areas, around schools and hospitals. Over the years many cities have experimented with variable speed limits and reduced the prima facie speed to 25 mph on local and residential streets.
Can we admit that we cannot pay for transportation? Why do we subsidize driving so much?	Good question! Generally, it is very difficult for people to understand how much investment is made to construct and maintain our infrastructure that supports driving in single occupant vehicles (SOV). Costs associated with other modes of transportation are seen as competing for dollars designated towards improving the experience of the SOV driver. We must demonstrate the value of offering choices, developing a transportation system that is efficient and sustainable, and combining it with opportunities to live in places near where we shop, work and play.
Is there a way to get rid of cars to help pollution?	The next generation will see more connected vehicles that are electric and have less pollution with that technology but we are still quite a bit away from a future without vehicles of some sort. We can reduce the impact on our air quality by offering options that encourage active transportation like walking and biking, by connecting modes, and by offering improved public transportation. This is further improved by providing areas for people to live near where they work, shop and play.
Doesn't the way we lay out new neighborhood and retail centers have as much an impact on congestion as how many lanes are available? Shouldn't this be given equal consideration?	Yes. SA Tomorrow is looking at land use and the urban realm to create new centers that allow for a more walkable community. The SA Tomorrow Comprehensive Plan is currently receiving feedback from citizens on ideas and land use patterns that we should consider in the future. At www.satomorrow.com on the Comprehensive Plan page, you can make comments and provide

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