

SUMMER 2015 OPEN HOUSE REPORT



SUBMITTED TO:

City of San Antonio
Transportation & Capital
Improvements Department

SUBMITTED BY:

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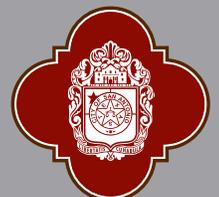


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INTRODUCTION

In April 2015, the City of San Antonio’s Transportation and Capital Improvements (TCI) Department, taking the lead on the SA Tomorrow Multimodal Transportation Plan (SAT-MTP) participated in the larger SA Tomorrow kick-off event. Since the kick-off, TCI staff has conducted a multitude of high-touch, low-profile outreach efforts throughout the San Antonio area. These efforts culminated in a series of community open houses to gather more formal input as the plan is developed. Specifically, the open house series:

- Provided background on the Multimodal Transportation Plan effort;
- Introduced the preliminary goals and objectives currently outlined as part of the plan;
- Reinforced the reality of limited resources;
- Solicited ideas for increasing transportation funding;
- Gathered input on what modes should have priority depending on the context (urban, suburban, etc.)
- Presented and collected feedback and input on corridors selected for further study..

The open houses, held from July 23 through August 11, provided the above experience through a video presentation and interactive stations. Each of which is described in this summary. There were a total of 14 opportunities at seven San Antonio locations. Each location held an open house during the mid-day



hours as well as the late afternoon/early evening hours. For specific dates and times, please see the public notice in Appendix A – Outreach Materials. The in-person open house was complimented by a virtual open house hosted on the SATomorrow.com Transportation site.

The virtual open house was online and open from July 23 through August 11. On August 11th, TCI hosted a live webinar. The webinar was intended for virtual open house participants to propose questions to a panel and receive immediate

answers.

The TCI team will consider the feedback and input solicited from the open houses and webinar as the plan continues to evolve. The project team will complete the draft plan and take it out for public comment in February 2016.

OUTREACH AND ATTENDANCE

Outreach for the open house series was both electronic and direct. Electronic outreach included direct email notices, third party email notices, and social media. Direct outreach included information posted and notice cards placed at various locations as well as distributed by hand. The consultant team also advertised the meetings on the SATomorrow.com transportation site at www.SATransportationPlan.com.



The public involvement team also used traditional media to inform the public. 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. Subsequently, a request for coverage was distributed to the City’s media list on July 22, 2015 to announce the seven citywide open house locations. A separate request for coverage was distributed August 10, 2015 to invite media to the “Transportation Matters” Webinar on August 11. Media outlets that picked up the press release and request for coverage included KTSA, KSAT-12 (online and TV), WOAI Radio, NowCast SA, Rivard Report, and MySA (Express-News Online)/Southside Reporter. For more information on media, please see Appendix B-Media Summary.



Electronic outreach included a total of eight direct email notices sent to the SA-MTP database. Two of the notices were sent leading up to the initiation of the in-person open houses, three during the effort, and three leading up to the subsequent webinar. Electronic mail notices were also sent from third party organizations and other City departments and elected officials.

Social media was used heavily to promote the Multimodal Transportation Plan Open Houses and Webinar. The first social push began Monday, July 20, 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. Twitter engaged 38 organizations and over 100 individuals

JOIN US AT AN OPEN HOUSE

Location	Date	Time
IGO LIBRARY (13330 Kyle Sease Parkway)	Thursday, July 23	11:00 AM to 1:00 PM AND 4:00 PM to 6:00 PM
BROOK HOLLOW LIBRARY (530 Heimer)	Thursday, July 30	11:00 AM to 1:00 PM AND 4:00 PM to 6:00 PM
GREAT NORTHWEST LIBRARY (9050 Wellwood)	Monday, August 3	12:00 PM to 2:00 PM AND 4:00 PM to 6:00 PM
CENTRAL LIBRARY (600 Soledad)	Wednesday, July 29	11:00 AM to 1:00 PM AND 4:00 PM to 6:00 PM
MELENDEZ COMMUNITY CENTER (5905 W. Commerce)	Tuesday, July 28	11:00 AM to 12:30 PM AND 4:00 PM to 5:30 PM
BARBARA JORDAN COMMUNITY CENTER (2800 E. Commerce)	Monday, July 27	11:00 AM to 1:00 PM AND 4:00 PM to 6:00 PM
PAN AMERICAN LIBRARY (1122 W. Pyron)	Tuesday, August 4	11:00 AM to 1:00 PM AND 4:00 PM to 6:00 PM

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

Information at each meeting will be the same

with 25,000 impressions made. Facebook efforts led to 88 organizations posting the open house information to their respective pages with 26,000 daily impressions made between July 20 and August 12. For additional information on social media, please see Appendix C-Social Media Summary.

Direct outreach included placement of notice cards and posters at all meeting locations. Notice cards were also distributed to every public library for placement at the checkout counter. Similarly, local businesses allowed TCI staff to leave notice cards at their checkout counters and reception areas. Additionally, the mayor and council members, city manager representatives, and TCI staff distributed notice cards at various events and meetings. Notice cards were also distributed with support from the



Comprehensive Plan Team and the Sustainability Plan Team as well as the Alamo MPO and VIA Metropolitan Transit. Outreach materials are included in Appendix A - Outreach Materials.

The numbers below represent attendance at each of the open house meeting locations as well as participation in the webinar.

LOCATION	NUMBER SIGNED-IN
Igo Library	37
Barbara Jordan Community Center	12
Melendrez Community Center	29
Central Library	41
Brook Hollow Library	31
Great Northwest Library	39
Pan American Library	19
Webinar (35) + Online Participants (36)	71
TOTAL	279

SUMMARY

The summary below describes each of the open house stations (actual and online) and related results and comments from the various exercises. The City’s TCI staff and planning consultants as well as other transportation experts from VIA Metropolitan Transit and the Alamo Area MPO staffed the actual open houses.

Following the information on the stations and results is a brief summary of the webinar. Details for the webinar, along with traditional and social media metrics and documentation, can be found as attachments to this summary.

Presentation

Attendees were encouraged to view a video that provided background information and set the stage for the activities listed below. The video may be viewed at https://www.youtube.com/watch?v=S_Ek5_g9Dr0, the presentation script and the exhibits can be found in Appendix D- Exhibits and Presentation Script, of this summary.



Activity 1: Making Decisions that Move us Forward

Description

- The activity asks participants to place their three beans in one or several of five jars (it’s up to them how they allocate their beans) to express their interest in the different themes we are presenting to them.
- Each participant only gets three beans – we’d prefer that people do not “stuff the ballot box” so to speak. However, the instructions allowed for participants to distribute the beans as they deem appropriate.



- Beans were color coded to account for ages 16 and over (white) and for under 16, not driving age (red).
- The input will be used to help us understand which among the five themes are more and less important and will help us as we look to generate ideas for the system as a whole, for individual corridors, and for making suggestions on which projects are more and less important.
- Funding Categories/Themes
 1. 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.
 2. 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.
 3. 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.
 4. 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”).
 5. 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 air, water, and natural resources.



Results

LOCATION	Maintenance		Safety		Congestion		Reliability		QOL	
	14 R	15W	12 R	29 W	8 R	32 W	7 R	26 W	13 R	30 W
Igo Library										
Barbara Jordan	1	4	3	7	0	9	2	4	3	9
Melendrez	1	2	9	11	16	11	3	1	12	11
Central Library	5	17	3	22	4	17	0	25	6	24
Brook Hollow Library	0	13	2	6	1	17	3	7	3	14
Great Northwest Library	3	8	8	20	6	27	3	10	7	14
Pan American Library	4	1	3	16	2	9	0	5	0	12
Online Participants*	0	18	0	19	0	27	0	14	0	23
Total w/ age consideration	27	74	37	123	37	140	16	88	41	128
TOTAL	101		160		177		104		169	



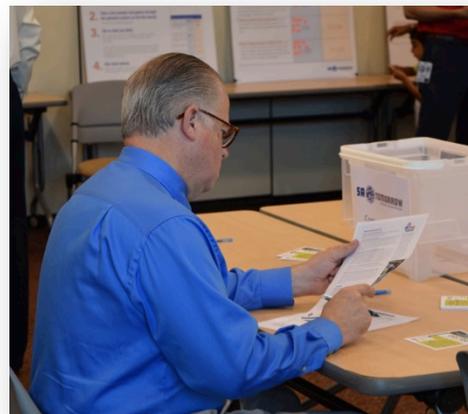
PERCENT OVERALL	14%	23%	25%	15%	24%
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*Online results were all assumed to be over 16 years old.

Comments from Online Exercise



- To begin to make up for years of over-spending on road and highway building the funds should predominately be allocated to transit and alternative transportation modes. Transit spending produces twice as many jobs than highway spending and contributes positively to quality of life, rather than encouraging people to spend more time behind the wheel.
- Congestion and safety are the biggest issues for me for all modes of transportation. My husband and I were wanting to go to a particular place and would have preferred to bicycle there. However, we asked ourselves could we do it safely, and the answer was no. So we used the car. Sad.
- Provide more options for traveling to decrease the reliance on cars and therefore congestion
- In my opinion congestion management includes safety issues and reliability.
- Start changing the fleet over to compressed natural gas.... I live near a corner that sees almost 200 buses a day go by, and the diesel dust is disgusting!!!! We are choking on this stuff!!
- Survey the use of each system. Prioritize spending based on use. Higher use equals higher funding. Lower use equals lower funding or elimination in the case of not having enough to fund everything. Or you could make each system self-sustaining. Investing additional funds in in systems that have a very low use is not a smart use of taxpayer funds. Remember you are responsible to the taxpayer for prudent use of their money.
- I greatly appreciate your inclusion of non-traffic focused improvements as a way to improve our transportation system. We could definitely go further on this concept however. Perhaps the issue isn't traffic congestion but rather outdated work models where our residents have to actually travel to work most everyday instead of utilizing video and web technology, allowing employees to work remotely. Instead of making people more isolated, this has the potential, along with your proposed improvements to quality of life, to create stronger ties in the family unit and community by greatly reducing the need for a commute at all.
- LONG before any discussion of creating a ""new"" mode of transportation in San Antonio - Streets MUST be 100% brought up to standard.... OR - you are completely WASTING our tax dollars on YOUR agenda, not ours. WE want streets - all San Antonio streets - brought up to standard before any money is spent on other things.... like your streetcar.
- we do not want to become a metropolitan city.....SA is like a large TOWN.....keep the feeling of home here and do not turn us into Houston



- I didn't know if this was a 1 being the most to 5 being the less type of thing so i did the 1 being top priority to 5 being the less.
- 27% of San Antonians are seniors, but they aren't reflected anywhere in plan
- Would really like more fast public transit options like light rail. Start with I10 and I281 to downtown and airport
- We need public transportation like a speed trains and metro transit like major cities have in the northeast- subway system but above ground.

Activity 2: Achieving Our Transportation Goals

Description

- The activity asks people to tell us which ideas we've generated they are more or less interested in us exploring more. Each of the ideas pertains generally to one of the plan's goals, although some relate to more than one goal. Each person gets 1 sheet of stickers. The sheet has enough stickers to allow a person to express feedback for each one of the ideas, or if they prefer, to provide stronger feedback on a lesser number of ideas— in-essence, they can put a bunch of dots on a few things or spread their dots across the whole activity.
- The ideas on the board are deliberately general and thematic. The specific elements of the ideas will be developed as a part of the planning process.
- Each participant only gets 1 set of stickers
- The input we receive will help guide us in exploring in more detail, different approaches to meeting the City's transportation goals.



Results*

Goal 1: Manage Congestion on the City's Roadways

LOCATION	More Vehicle Capacity		More Transit Service and Increase Use of Service		More and Better Bicycle & Pedestrian Facilities		Connect Land Use and Transportation		Reduce Single-Occupancy Vehicle Travel	
	Like	Dislike	Like	Dislike	Like	Dislike	Like	Dislike	Like	Dislike
Igo Library	18	10	24	3	25.5	2.5	19	3	22	7
Barbara Jordan	9	11	13.5	.5	12	1	13.5	1.5	12.5	3.5
Melendrez	17	0	3	10	11	7	16	0	11	3
Central Library	35	38	34.5	1.5	31	2	23.5	2.5	22	8
Brook Hollow	12	3	12	0	21	1	14	0	11	5
Great NW	21	0	29	8	18	0	17	1	9.5	9.5



Pan American	5	8	11	1	22	0	12	1	9	3
Online Participants	10	25	29	7	32	6	34	2	26	10
TOTAL	127	95	156	31	172.5	19.5	149	11	123	49
% TOTAL	57%	43%	83%	17%	90%	10%	93%	7%	72%	28%

*.5 indicates a participant was neutral and placed the dot on the line between like and dislike.

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

LOCATION	Improve Quality of Transit, Bike, and Pedestrian		Prioritize Improvements at High Pedestrian & Bicycle Activity Areas		Hot Spot Crash Reduction Investments		Expand Education, Encouragement, and Enforcement	
	Like	Dislike	Like	Dislike	Like	Dislike	Like	Dislike
Igo Library	29	1	19	1	22	0	21	1
Barbara Jordan	12	1	9	3	7	2	9	4
Melendrez	14	3	10	7	3	11	16	5
Central Library	33	2	25	2	20	4	24.5	5.5
Brook Hollow	13	0	13	0	13	0	11	0
Great NW	18	0	18	0	19	0	16	0
Pan American	22	0	15	0	9	1	9	1
Online Participants	31	5	34	3	32	4	28	5
TOTAL	172	12	143	16	125	22	134.5	21.5
% TOTAL	93%	7%	90%	10%	85%	15%	86%	14%





Goal 3: Provide Reliable Travel Throughout the City

LOCATION	Expand Real-Time Travel Info		Prioritize Transit		Parking and Multimodal Centers		Enhance Management and Monitoring of the Network		Freight Movement Enhancements	
	Like	Dislike	Like	Dislike	Like	Dislike	Like	Dislike	Like	Dislike
Igo Library	16	1	23	3	19	2	15	1	19	3
Barbara Jordan	12	2	17	1	11	1	6.5	2.5	9.5	1.5
Melendrez	15	0	15	0	15	0	14	0	11	7
Central Library	20	3	35	1	15.5	4.5	17	2	22	1
Brook Hollow	8	1	8	1	14	1	8	1	5	1
Great NW	9.5	1.5	18	0	15	1	11	1	18	0
Pan American	9	0	11	0	14	0	8	1	8	0
Online Participants	25	10	26	8	29	7	24	9	22	9
TOTAL	114.5	18.5	153	14	132.5	16.5	103.5	17.5	114.5	22.5
% TOTAL	86%	14%	92%	8%	89%	11%	86%	14%	84%	16%



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

LOCATION	Accelerate the Rate of Infrastructure Repair & Rehab		Prioritize Investment of Transportation Funds		Big Repairs First		System-wide Repairs on a Smaller Scale	
	Like	Dislike	Like	Dislike	Like	Dislike	Like	Dislike
Igo Library	18	1	15	1	16	4	12	4
Barbara Jordan	8.5	1.5	5	2	7	3	4	4
Melendrez	15	0	13	0	13	0	18	0
Central Library	22	2	20	3	8.5	7.5	18	3
Brook Hollow	27	0	12	0	7	3	8	2
Great NW	19	1	15	4	9	6	13	0
Pan American	6	1	10	0	1	4	10	0
Online Participants	31	4	28	3	26	6	23	11
TOTAL	146.5	10.5	118	13	87.5	33.5	106	24
% TOTAL	93%	7%	90%	10%	72%	28%	82%	18%

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

LOCATION	Improve Stormwater Treatment		Improve Public Spaces		Expand Biking, Walking, and Transit Use to Improve Health and Livability		Focus on Air Quality	
	Like	Dislike	Like	Dislike	Like	Dislike	Like	Dislike
Igo Library	21	0	23	1	27	1	26	2
Barbara Jordan	13	0	10	1	12	3	14.5	1.5
Melendrez	25	0	27	0	26	5	21	0
Central Library	49	0	29	0	39	1	37	1
Brook Hollow	22	1	9	2	19	0	16	0
Great NW	28	0	10.5	3.5	16	2	19	6
Pan American	17	0	18	1	21	0	18	0
Online Participants	33	3	35	2	34	4	28	4
TOTAL	208	4	161.5	10.5	194	16	179.5	14.5
% TOTAL	98%	2%	94%	6%	92%	8%	93%	7%

Comments from Online Exercise

- Transit and other alternative modes of transit need to be strongly prioritized. Subsidizing additional single car use through building roads, parking lots, etc. only exacerbates the traffic, environmental, quality of life and other problems excessive automobile use has wrought on society.



- Most of the investment in transportation in the last 6-7 decades has been about moving cars. Investment needs to go to other modes if we are to keep people moving.
- Separate bikers from walkers. They are endangering walkers and making walking not fun.
- Building new roads is not the answer; we could not keep pace with the growth in population. Any solutions that would get people out of individual cars should be prioritized.
- The goal should be to provide better mass transit and less dependence on single occupancy vehicles. This will address a number of problems, such as reduce congestion, improve health, decrease road accidents, etc. I recently moved from Chicago where the metropolitan area has almost 3 million citizens. I found that it was easier to get to my destination more safely than San Antonio. SA promotes driving and its freeway systems and exits/entrances are very hard to navigate, leading to numerous accidents each day and heavy congestion. Parking in Chicago was much easier, because with so many options for traveling, often driving was not the preferred method. The "L" public transportation system vastly improved the quality of life in Chicago. I would advocate for rapid mass transit system and decreasing sprawl of SA.
- Bike lanes! Don't remove them like we did on S. Flores. Broadway improvement was a big missed opportunity. There should be a completely protected bike lane with curbs given the width of that road, the fact that it goes through a university campus, children's museum, parks...come on!
- Keep expanding and advertising the B-cycle network, even if it means it has to be subsidized. It needs to exceed a critical density before it can really be relied on as a transportation alternative.
- Get the street lights synchronized!!!! This will help keep traffic flowing, will keep us from idling so much, which wastes time, gas, money, and adds to the pollution!!! I don't understand why this has not happened yet. Years ago I drove through an area in Dallas, approx. 2-3 miles from downtown..and it was a joy..... why? Because the lights were synchronized!!! How about it? It's 2015 for crying out loud!
- Providing incentives for users to not utilize single occupancy travel is a great idea, even greater if these incentives were applied to companies and employers so they would be the ones with the burden of getting their employees to work everyday, thereby increasing their initiative to revise their work day policies.
- Survey use of these systems. Prioritize based on use. Higher use equals higher priority. Lower use equals lower priority.
- The dislikes to me are more of not a priority than a dislike.
- My spouse and I live in the Medical Center and I work downtown. We are daily VIA riders, and although we own two automobiles, we use public transportation whenever possible. However, our commute experience is more often than not characterized by solicitations for money, unpredictable wait times, dirty vehicles, unpleasant odors, grouchy operators, and occasionally, safety concerns.



We make this choice, not because we can't afford to drive, but because we don't believe that perpetual road construction is a sustainable option. We also know that until the public transportation experience becomes consistently reliable, clean, pleasant and convenient, most of our neighbors will make a different choice. We would be happy to pay more for a better experience.

Activity 3: Expanding Our Resources

Description

- The activity recognizes the funding challenge that is likely to be ahead and seeks people’s feedback on some specific ideas on how we can increase the funding available for transportation improvements. People are given stickers to let us know which funding sources they are more and less interested in us looking further into. There also is a write-in opportunity available a flip chart.
- The additional funding ideas on the board are deliberately general and thematic. The details would need to be further defined during later phases of the planning process and efforts that would follow the planning process.
- Each participant only gets one set of stickers.
- The input we receive will help us understand people’s interest in or not of different ideas for additional transportation revenue. Ultimately, this input could contribute to helping the team have a better understanding of how the funding needed vs. available revenue gap could be closed.

Results*

LOCATION	Increase General Taxes Citywide		Special Tax Districts		Tax Increment Financing		Add'l Transportation System User Fees		Larger and/or Frequent Bond Issuance		Transportation Enterprise or Transportation Utility Fund	
	More	Less	More	Less	More	Less	More	Less	More	Less	More	Less
Igo Library	6	7	14	3	9	3	13	4	10.5	1.5	13.5	3.5
Jordan	6	8	7	2	7	1	6	2	16	1	11	2
Melendrez	1	12	10	7	9	7	8	12	12	3	7	16
Central Lib.	12	11	17	6	18	7	15	11	18	4	19	6
Brook Holl.	5	15	18	4	14	2	19	5	13	4	9	6
Great NW	4	12	12	4	7	8	6	13	18.5	2.5	9.5	6.5
Pan Am	4	9	10	1	10	2	2	12	13	1	12	1
Online	9	23	16	15	15	16	17	15	20	12	20	12
TOTAL	47	97	104	42	89	46	86	74	121	29	101	53
% TOTAL	33%	67%	71%	29%	66%	34%	54%	46%	81%	19%	66%	34%

*More=More Interested; Less=Less Interested

Flip Chart Notes and Online Comments

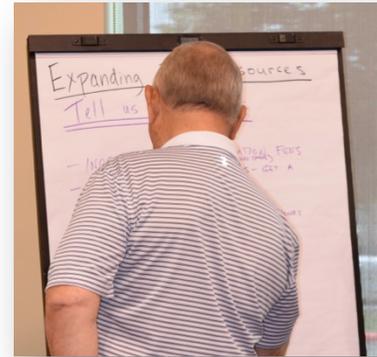
- Index gas tax to inflation (state and federal)
- Need accountability on how funds are spent
- Crowd funding



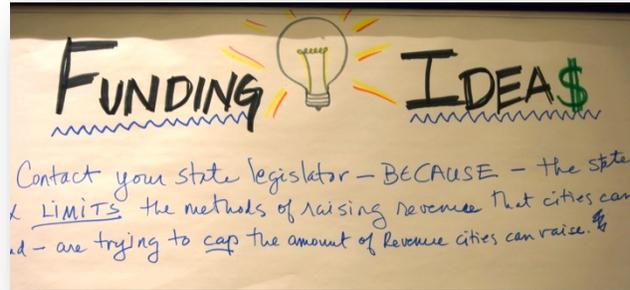
- Stock options
- Index funds
- Charitable tax donations
- Correlate person throughput with funding/taxing options (single occupancy vehicles pay more; transit pays less)
- Congestion pricing
- Increase parking fees
- Increase fees for developments that increase vehicle miles traveled (pay for additional cot to public for decrease in air quality); no more “cul-de-sac hell” developments.
- Educate public regarding cost of facilities per person through put.
- Require the large tax-supported entities such as city, county, housing authority, military, UTSA, UHS to implement teleworking one day per week and/or compressed schedules of four day work weeks.
- Expand and coordinate city and county grant-seeking efforts for state and federal funding.
- Tax alcohol and tobacco products and use funds for transportation matters/roads.
- Use gas tax appropriately
- No toll; if it had to be done, only until road is paid for like the Alamodome tax.
- Time of use/user based fees for car users is preferable, don't expand to buses/mass transit, not only a disincentive but harms low-income unfairly
- Privatize (instead of remaining a non-profit) B-Cycle or use private provider for bike shares.
- Make deals with employers to purchase bus passes for all employees.
- Allow new development to limit parking lots/share lots or use bike racks and bus stops as alternatives.
- Increase gas tax.
- Change state law to assess commercial and industrial property more accurately.
- Focus more in revitalization area (intercity) with a holistic approach (education, economic development, transportation improvements, housing, etc.)
- Increase HOT tax
- Decrease funds for Edwards Aquifer to purchase property rights for aquifer, utilize that funding for VIA.



- More walkability and bicycle routes that reduce most car trips. For example, those of two miles or less. Especially along 1604 area. This will reduce need to repair roads if people can take a sidewalk to the library, school, park instead of a car. It also reduces air pollution and congestion. Too much is emphasized on cycling/walking as a recreational activity and not as transportation.
- Funding for educational materials must include money for translation to Spanish and other needed languages and interpretation.
- Add car registration fee (\$1) for city road improvements.
- Contact your state legislator – BECAUSE – the state of Texas LIMITS the methods of raising revenue that cities can use and – are trying to cap the amount of revenue cities can raise.
- Perhaps innovative ideas are needed to raise funds to install rail, regional rail, and bike lanes, such as philanthropy, creating WPA [work projects administration circa 1935] – type projects to build steel tracks in San Antonio in a crash program.
- Eliminate public transit fares (\$25 million of \$175 million in operating costs) to improve current service and free funds (management and collection) for service and infrastructure improvements.
- No new arterials or highways without a fiscal analysis that shows construction and sustainment will be funded by value increases as a result of the new capacity. Lock the road into a TIRZ to pay for sustainment.
- Reconsider property tax assessment. Transition to a land-value system for COSA portion of revenue, which will increase incentive for greater density and create equity between high and low-density development to fund roads and city services.
- Enlist business leaders who profit from the increased number of vehicles on our burdened/congested roads/highways to help fund these transportation projects or ask them to play a significant role in this campaign in some other capacity (e.g. public relations).
- Increase vehicle registration fees (based on emissions – more pollution=more taxes).
- Increase gasoline/diesel taxes – get a local fuel tax if possible.
- Special tax on large lot, single-family homes in residential-only subdivisions.
- Get back gasoline taxes paid into highway trust fund (federal).
- Please think about optional toll roads (that include a free option).
- What's required of commercial/residential developers to install streets, sidewalks, bike paths and aesthetic features? Source of procurement rather than tax population.
- Individual car use is subsidized at an estimated \$5,000 per car per year. This figure is staggering, not only its size, but its disproportionate affect on those who do not drive by choice or by lack of opportunity. This is a social injustice that needs to be remedied by passing the costs of driving directly onto the drivers. By subsidizing driving the individual does not pay the full cost and is thus, logically, prone to driving much more than they would if this additional \$5,000 came out of their pocket.
- It would be better if funds could be generated from a tax on gasoline and diesel fuel. Higher gas price would encourage less driving, smaller and more efficient vehicles, and more funding for alternative transportation methods.



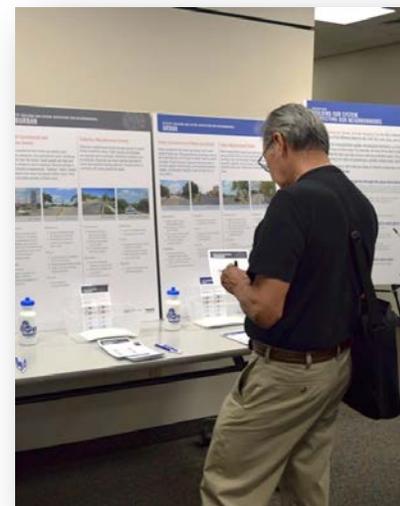
- One of the basic problems with city growth is its propensity to expand outward. These fringe areas, suburbs, require more infrastructure than just adding transit-ways. They require increased infrastructure from the city center to maintain and support the new construction way out there. For the Tax Increment Financing, we should also consider partial funding to be allocated to the core of the city.
- You need to add one more item to your list of choices; Live within your means. Use the taxes you already collect for their intended purpose and live within your means; like we have to do.
- No new taxes
- I'm wary of the influence of special interests in obtaining exemptions from transportation enterprise or transportation utility fund. Tax increment funding should be used to improve/maintain neighborhood streets and sidewalks and not for large roads.
- Set some priorities in the budget. Over \$20 million goes to non-profit groups each year. This and similar line items need to be deleted until the transportation problem is fixed. City needs to get back to basics. Take the sales tax from preK and Edwards protection and put it on the transportation.
- There is plenty of money being spent. Go to Center City and use that money supporting developer speculation.
- When the city stops wasting tax dollars on things other than the basic services it is chartered to perform, I will think about additional taxes.
- I'm for any instrument that increases public transportation options in the city and allows us to get out of our cars.



Activity 4: Building Our System, Respecting Our Neighborhoods

Description

- Places and the streets that serve them are different all across San Antonio. At a high level, we can generally take all of the individual places and create some general groups representing like places. What we're interested in from people as they do this activity is input on what people think should be more and less emphasized for each area's streets in terms of the wide array of transportation modes—walking, bicycling, transit, vehicles.
- By people suggesting that some modes should receive more emphasis than others does not imply that less emphasized modes are unimportant. What is intended is that the modes suggested for more emphasis perhaps receive a higher quality of accommodation, as space is available to do so.



For example, in a rural environment, the array of emphasis (from highest to lowest) someone might suggest could be:

- Cars and Trucks
- Pedestrians
- Bicycles
- Bus Transit
- Rail Transit

The response to this from a specific planning perspective is likely to be:

- The street/highway would first seek to provide adequate capacity to support forecasted traffic using normal geometric standards (horizontal & vertical alignment, lane widths, etc.)
- It would then seek to offer adequate sidewalks (one or both sides, potentially with a landscape buffer if ROW permits and other factors allow)
- If the street/highway was part of a bike corridor, planners might consider trading the sidewalk to a multiuse path (provided that ROW exists and other conditions for this type of facility were met) on one side of the corridor
- If there is transit service, it would travel in mixed flow with traffic and not in a dedicated accommodation
- The input we receive from this activity will provide insight for the planning team as decisions on which modes to enhance are weighed when right-of-way and similar constraints are weighed in different situations.

Results – The table below represents the average from in-person and virtual open house exercises.
(1 = most important; 5 = least important)

CONTEXT	MODE				
	Cars and Trucks	Pedestrians	Bicycles	Bus Transit	Rail Transit
Urban Commercial/Mixed -Use	3	2	3	3	4
Urban Neighborhood	3	2	2	3	4
Suburban Commercial/Mixed-Use	3	3	3	3	4
Suburban Neighborhood	3	2	2	3	4
Rural	2	3	3	3	4

Comments from Online Exercise:

- It is next to impossible to get around San Antonio outside of a neighborhood area without using a car. It would be nice to change that.
- Suburban neighborhoods should be minimized as it leads to sprawl and heavy car use. With existing suburbs, mass transit should connect these areas to decrease single occupancy vehicle use.



- I ranked rail at the bottom of every category. I could change my mind on that if it was "rail done right." It would have to be a huge system that takes people from where they live to where they need to go. A line from downtown all the way up to Stone Oak along 281 would be a good start. No half-measure like the failed streetcar initiative, which is just a glorified bus without the rubber tires, no flexibility to change routes, and triple the cost.
- Our reliance on passenger vehicles is not sustainable. Our climate makes walking - and often biking - unappealing. We need safe, modern, and efficient mass transit options combined with new workplace norms to truly ease our traffic problems.
- Survey use of these systems. Lower use should equal lowest funding or complete elimination. Some of the options do not make sense. Rail Transit in most of these areas does not make sense.
- NO RAIL!
- Expand and improve existing bus transit system
- #1 should be autonomous vehicles #2 other cars/trucks #3 should be Uber- and Lyft-type services #4 bus #5 pedestrians #6 bicycles #7 rail.



Activity 5: Corridors Being Considered – Did we miss any?

Description

- An exhibit with a citywide map was on display showing the corridors considered for study as part of this effort. The participant is asked to review the corridors and if he/she wants to suggest additional corridors for study, they write the corridor on a sticky note and post it to the exhibit. The corridors on the map are: **Applewhite Road, Babcock Road, Culebra Road, Fredericksburg Road, Houston Street, New Braunfels Avenue, Old US Highway 90, San Pedro Avenue, SW Military Drive, Wetmore Road, and Zarzamora Street**. The exhibit can be found in the Appendix D- Exhibits and Presentation Script, of this report.





Results

The following additional streets were suggested for study inclusion:

- Potranco (2)
- Bandera – Braun to 410
- Huebner
- Prue/Tezel
- NW Military
- Nogalitos
- Flores
- Huebner
- Wurzbach Parkway
- Prue Road

Online Comments per Corridor

Applewhite Road

- Connecting with Applewhite Rd, Zarzamora could be a major connector between 1604 from south of San Antonio to Fredericksburg Rd. The building set backs of old structures may require eminent domain to make this a viable long-term answer.
- No comment
- I cannot read the map you have included. It is too small. I tried making it larger on my computer but it is way to fuzzy to read. I recommend in the future adding a feature that allows the user to download a



.pdf of the map to allow for closer evaluation by letting the user enlarge the map and providing them the ability to read it before making any comments.

- No toll roads. Ever.
- This is good because there needs to be more development on the south side.

Babcock Road

- I used to live at Windridge, which is on Babcock just south of Medical Dr. I used to walk everyday to UTHSCSA via Babcock & Wurzbach. The road is 6 lanes wide (very wide) with a central turning lane. The sidewalk is <4 feet wide (single file) & directly adjacent to the fast moving traffic. There are frequently utility poles blocking the way. There are numerous driveways to each business along the motorway. Crosswalks only exist at the big intersections. A few brave souls try to bike in the road. That stretch of Babcock (not to mention other sections) is ugly, dangerous and congested (despite >100 feet of ROW dedicated to moving cars). There is the northern end of the Zarzamora creek runs underneath near the 2500 block (just south of Medical Dr.) & could be an extension of a greenway trail connecting neighborhoods to the medical center. Expand Scenic loop between Hwy 16 and Boerne Stage Rd and expand Babcock between Scenic loop and Fredericksburg Rd providing an alternate to IH10 and Hwy 16/Bandera Rd
- Why?
- I believe this a road for more access to 1604. This can be a 50/50 chance to be a good idea or not. Other than that I can see it of ease and an alternate route for traffic.

Culebra Road

- Rail line connecting 151/1604 with Downtown San Antonio
- 1) Zoning overlay to unify signage 2) more trees and greenery to reduce traffic noise and pollution 3) create plaza like main plaza across the street from the Basilica of the National Shrine of the Little Flower.
- Yes
- Needs more pedestrian crossings and lane reductions from IH-10 to I-410. Could reduce lanes to add separate bike paths, which would be more popular and user-friendly vs walking.
- This road is traffic prone.
- I like the idea of Culebra as a Boulevard as represented by Councilman Treviño.

Fredericksburg Road

- This corridor needs traffic calming devices, bike friendly lanes. Also please consider reducing the lanes thru the most dense retail blocks.
- More bike friendly, add trees for shade, beautification and traffic calming, consider reducing the lanes thru the most dense retail blocks, better connectivity with neighborhoods west of IH-10.
- The addition of more public parking would be helpful
- Rail line connecting IH10/1604 with Downtown San Antonio
- Ensure the preservation of historic buildings to maintain character of a walkable, bike friendly corridor with more public parking and trees. Incentivize mixed-use residential/commercial development.
- Fredericksburg Road was part of the earliest east/west highway across the Gulf and Southern border states - The Old Spanish Trail. The old city-limits OST bench at Vance Jackson and the new Old Spanish Trail Recreation and Drainage facility replacing Northwest Center reflect the importance of



the corridor. As tourism increases during the next decade of centennial celebration of the building of the highway, enhancements should be added - bicycle lanes or off-road trail, shade trees, economic incentives to fill the empty storefronts, and preservation of remaining historic buildings.

- Widen sidewalks add bike lanes
- We need walkability here between the businesses. There are martial arts schools, hair salons, HEB and restaurants. Fred is really busy and not safe for biking, which is a shame. This could be a really sweet spot for the city with Deco District buildings - walkable shopping destination, quaint mom and pop stores, all of that.
- Need good sidewalks and signage. Should be bike and pedestrian friendly with more green space
- 1) Zoning overlay to unify signage 2) planter strips with trees and greenery near the street side to reduce traffic noise and pollution 3) increase walkability with 5 foot wide sidewalks on both sides of the street with ADA access 4) reduce speed limit to 30 MPH from Babcock to Cypress 5) connect creeks with walking/biking trails to improve walkability 6) extend the amount of on-street parking 7) add bike lanes
- Decrease vehicle traffic to accommodate growing presence of pedestrian and bike traffic, improving safety of people and environment
- Fredericksburg corridor is not very bikeable. You probably can't do much to improve F'burg road due to high traffic and narrowed section through the deco district. However, improved connectivity to the trails being built for the West Side Creeks project could be a major improvement. A sign ordinance along F'burg [sic] road would go a long way towards improving the aesthetics of the area. Need some major sidewalk improvements to fill gaps and improve ADA accessibility, especially in the deco district area. Donaldson Ave has become a main feeder street to F'burg, despite it being residential. It is also part of the 509 bus route. You need to bite the bullet and pull out the speed bumps along this street as they are just damaging cars and not really slowing anybody down. I live on 300 block of Donaldson. When the 509 bus hits the speed bump the shock wave makes my whole house shake, which is probably why I get cracks in my walls and shifting foundation, not to mention four broken water mains just in the last year within a block of me. Don't even get me started on the additional noise this creates from vehicles hitting the bump and then accelerating away. If you really want to slow down traffic, additional 4-way stops at intersections with Vollum and Lake would be a much better option. Thanks for taking time to read my comments.
- Way overdue!!!! This is such a prime road for renovation! So many empty buildings, with wonderful neighborhoods close by, and so close to downtown!! Make more bike friendly, add trees for shade and beautification, encourage small business to use and revitalize empty buildings...we are especially in need of restaurants in this area!! Also, the storm water system on Fred desperately needs to be upgraded (as it does throughout the city!) A lousy 1/4 inch of rain and the streets are horribly flooded. IN the busiest areas (Deco district for example) you can travel three blocks without a single storm drain... totally inadequate!!!



- Happy to see attention being paid to this potential gem! I believe that Fred. Rd. from 5 Points to I-10 would benefit by reducing traffic lanes with street parking and tree plantings in certain areas. Also, enforcing the existing regulations regarding vacant buildings, boarded up windows and abandoned structures would greatly help to improve the appearance in the area. Encouragement in historic building enhancements, restoration and preservation would be very welcome. Shared parking in certain business-dense blocks would be great too. Thank you!
- Make more bike friendly; add trees for shade, beautification and traffic calming; consider reducing the lanes thru the most dense retail blocks, better connectivity with neighborhoods west of IH-10; connection to Martinez Creek Trail.
- Although a major corridor like Fredericksburg Road may not seem like a popular bike route, I know that for myself and I've heard that for others, it is the preferred. "Express" route to downtown. If I'm looking for a more recreational ride, I might take another route, but for commuting, Fred Rd is the fastest and most efficient. Anything that could be done to improve bike safety along Fred would be appreciated. I would also like to see some trees added to provide shade and traffic calming and beautification. I would also like to consider reducing the number of lanes to one in either direction thru the more retail/commercial section (maybe Ashby to Craig) and including where the school crossing is for KIPP, St. Ann's and Beacon Hill Elementary (French). The intersection at Woodlawn and Fredericksburg and IH-10 is a total clusterf***. It is totally unsafe for bikes/peds and frustrating and confusing for motorists. Those people on the north side of IH10 do not have good access to the retail on Fred south of IH10 and the people on the east side of IH-10 do not have good access to the Deco District and what will soon be the trailhead to the Martinez Creek Linear Creekways Trail at Huisache and Fred. Better connectivity between the neighborhoods east of IH10 and west of IH10 is badly needed.
- Fredericksburg North of Crossroads needs separate bike facilities. Too long and hot for pedestrians but would be perfect for bikes and could help alleviate traffic.

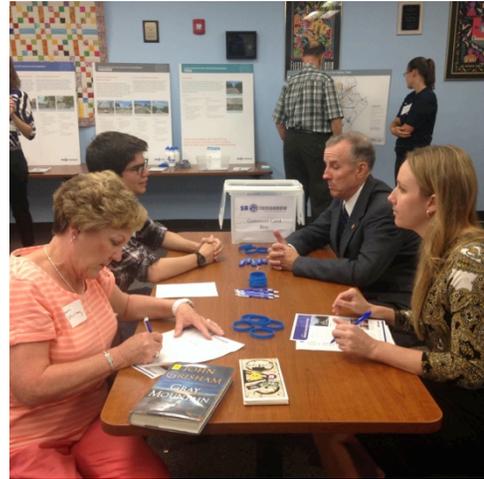
Houston Street

- Rail should be constructed to connect Houston Street / Foster Rd on east side with 151 old hwy 90 on west side. Both areas are heavy commercial/manufacturing/warehousing areas of San Antonio.
- Houston Street was also part of the earliest east/west highway across the Gulf and Southern Border States - The Old Spanish Trail from Florida to California. As tourism increases during the next decade of centennial celebration of the building of the highway, enhancements should be added - bicycle lanes or off-road trail, shade trees, economic incentives to fill the empty storefronts, and preservation of remaining historic buildings.
- Sure
- E. Houston from Downtown to I-10 could use bike paths or wide sidewalks. Not much veh. traffic but it has wide lanes.



New Braunfels Avenue

- If Ft Sam continues to grow its mission to support our military, a flyover should be constructed to enter Ft Sam.
- New Braunfels Ave. from Houston St. north to IH-35 was also part of the earliest east/west highway across the Gulf and Southern Border States - The Old Spanish Trail. As tourism increases during the next decade of centennial celebration of the building of the highway, enhancements should be added - bicycle lanes or off-road trail, shade trees, economic incentives to fill the empty storefronts, and preservation of remaining historic buildings.
- Maybe
- N. New Braunfels from I-35 to Commerce needs major sidewalk rehab and has faded crosswalks. Could utilize wider sidewalks since there is much pedestrian traffic or adding bike lanes.
- There are potholes. Best if also bike lanes were there as well, the unlevelled road needs to be repaired throughout the street.



Old US Highway 90

- Commerce Old Hwy 90 should be a route for rail transportation to 151 and 410/hwy90
- Maybe
- Needs to have an expansion since there are more people living in that particular area.

San Pedro Avenue

- This should have Rail to move the large number of people from outside of 1604 to downtown San Antonio. Camp Bullis limits travel routes west of 281.
- Widen sidewalks add shade trees
- Yes....very tacky near college.... and another street desperately in need of storm drainage upgrades!!
- San Pedro South of I-410 but North of Olmos Park could use lane reductions to add separate bike paths.



SW Military Drive

- Elevated lanes should be constructed along Loop 13 to create another loop connecting 410/35 on eastside to Hwy 90 on west side of San Antonio.
- No comment



- SW AND SE Military needs a few repairs and pick up from debris. The intersection of Pleasanton and SW Military has a big faulted crack.

Wetmore Road

- Wetmore/Bulverde road should be a connecting thoroughfare to loop 410 to relieve traffic on 281 and the 281/410 W ramps.
- No comment.

Zarzamora Street

- Connecting with Applewhite Rd, Zarzamora could be a major connector between 1604 from south of San Antonio to Fredericksburg Rd. The building set backs of old structures may require eminent domain to make this a viable long-term answer.
- 1) Zoning overlay to unify signage 2) more trees and greenery to reduce traffic noise and pollution 3) increase walkability with 5 foot wide sidewalks on both sides of the street with ADA access 4) create plaza like main plaza across the street from the Basilica of the National Shrine of the Little Flower
- Sidewalks for starts! Storm drain upgrade. Business incentives to improve look of street....facade grants maybe.
- Needs some repairs and debris pick up.

Webinar

The webinar was held on August 11, 2015. It was intended to supplement the virtual open house experience and allow online users to get questions answered. For full details of the webinar, please see Appendix F- Webinar Recap.



Linda Vela, a professional facilitator with Parsons Brinkerhoff, hosted the webinar and fielded questions to a panel of transportation experts. The panel was made up of City Councilman for District 6 Ray Lopez, City of San Antonio Transportation and Capital Improvements personnel Terry Bellamy and Patricia Wallace, and Parson Brinkerhoff Project Manager Kerri Collins. Approximately 35 members of the public signed on to the forum.

Michelle Martinez, representing Ximenes & Associates, utilized Twitter to gain attention and raise awareness of the webinar. She posted tweets leading up to the event and throughout the actual webinar. There were a total of 50 tweets from six contributors during the two-hour event. It is estimated these tweets reached a little over 5,000 Twitter accounts.

The following questions were posed to the panel.

- Tell Ray [Lopez] 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.
- 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.



- The MPO produced a Pedestrian Safety Action Plan several years ago but the City did not adopt the plan. Why?
- 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?
- 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?
- 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.
- 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?
- 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.
- 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?
- 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.
- Why can't we use tax increments for all transportation projects?
- When the city invests in infrastructure, what are the elements that you focus to see if the investment is paying off?
- Question for VIA what happened to the Park and Ride for 281 and Stone Oak scheduled for 2014?
- Why isn't transit in this community looked at as an asset and adequately funded to build a first class system?
- 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.
- Before it was scratched, I noticed the streetcar lines didn't travel to my Southside community. Will the transportation plan propose streetcar, passenger rail, or bus rapid transit options to my side of town?
- Why doesn't the City mark crosswalks at all intersections?
- Will there ever be a commuter rail system between San Antonio and Austin?
- I don't understand why city continues to provide incentives for any business outside downtown. Need to encourage density.

