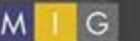




**NE Loop 410 and I-35 Area Regional Center
Planning Team Meeting No. 8**

**Wednesday, November 6, 2019
7:45 AM to 9:45 AM**



Auxiliary Marketing Services
Bowtie
Cambridge Systematics, Inc.
Economic & Planning Systems, Inc.
Mosaic Planning and Development Services
Ximenes & Associates

NE Loop 410 and I-35 Project Team



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

Today's Meeting



- Welcome and Introductions
- Sub Area Overview
- Summary of Issues and Opportunities
- Proposed Street Typology
- Multimodal Linkages
- Wrap-up and Next Steps

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Project Process and Schedule



Sub-Area Planning Project Phases

1

Analysis & Visioning

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

Early 2019

2

Plan Framework

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

Mid 2019-Early 2020

3

Recommendations & Implementation

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

Late 2019-Early 2020

4

Documentation & Adoption

Public Hearings, adoption, final summary and ePlan

Early-Mid 2020

Overall schedule of Planning Team Meetings

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

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Overview of Mobility



What is *mobility*?

What is mobility?

- Providing **choices** for people and things to move between:
 - Home
 - Work
 - School
 - Errands
 - Fun and games

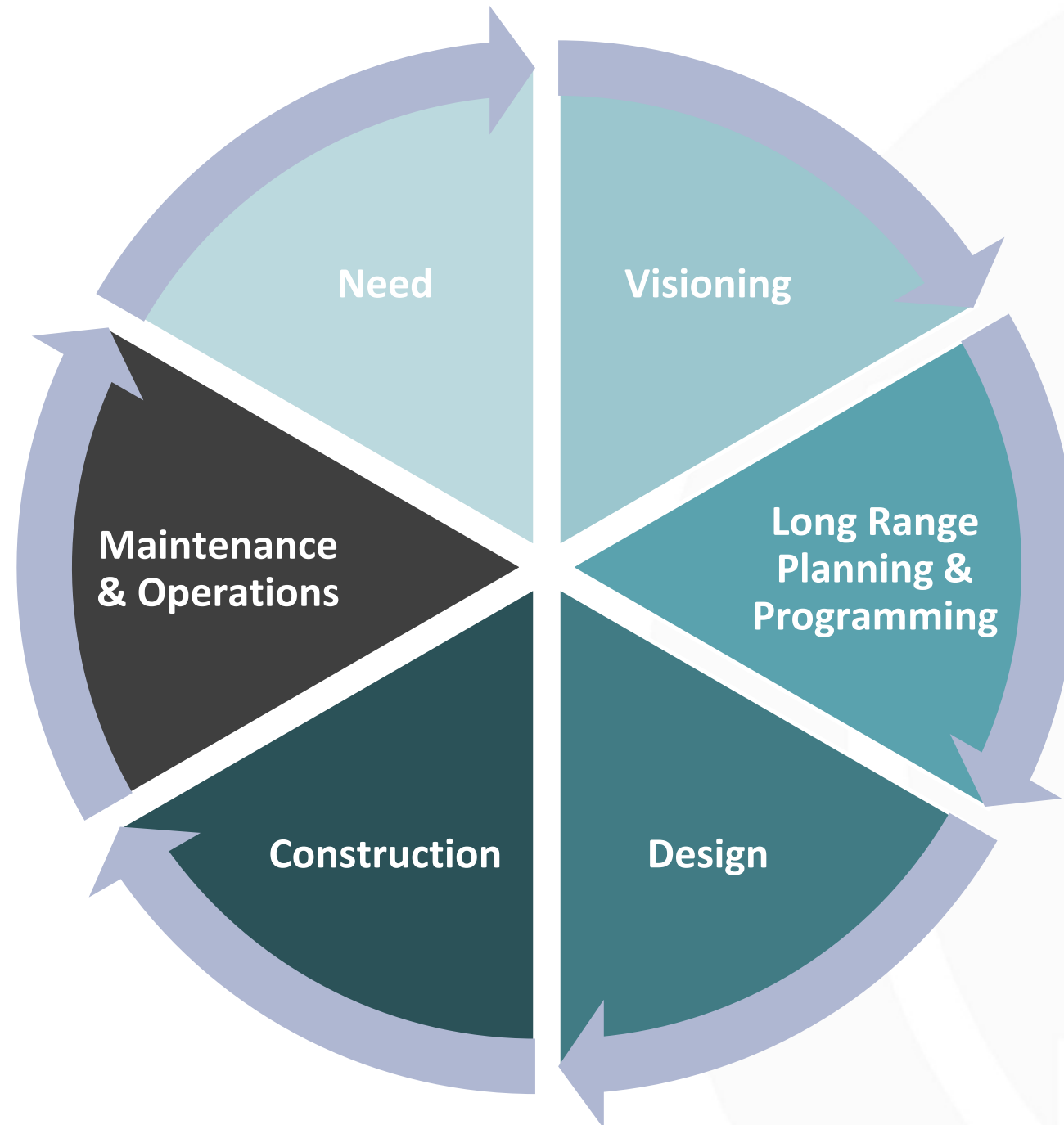


Mobility choices

- Private motor vehicles.
- VIA/Transit
- Shared mobility (Uber/Lyft/carpools)
- Cycling
- Walking
- “New” mobility – e-scooters and e-bikes
- All ages and ability levels



Mobility Project Process in San Antonio



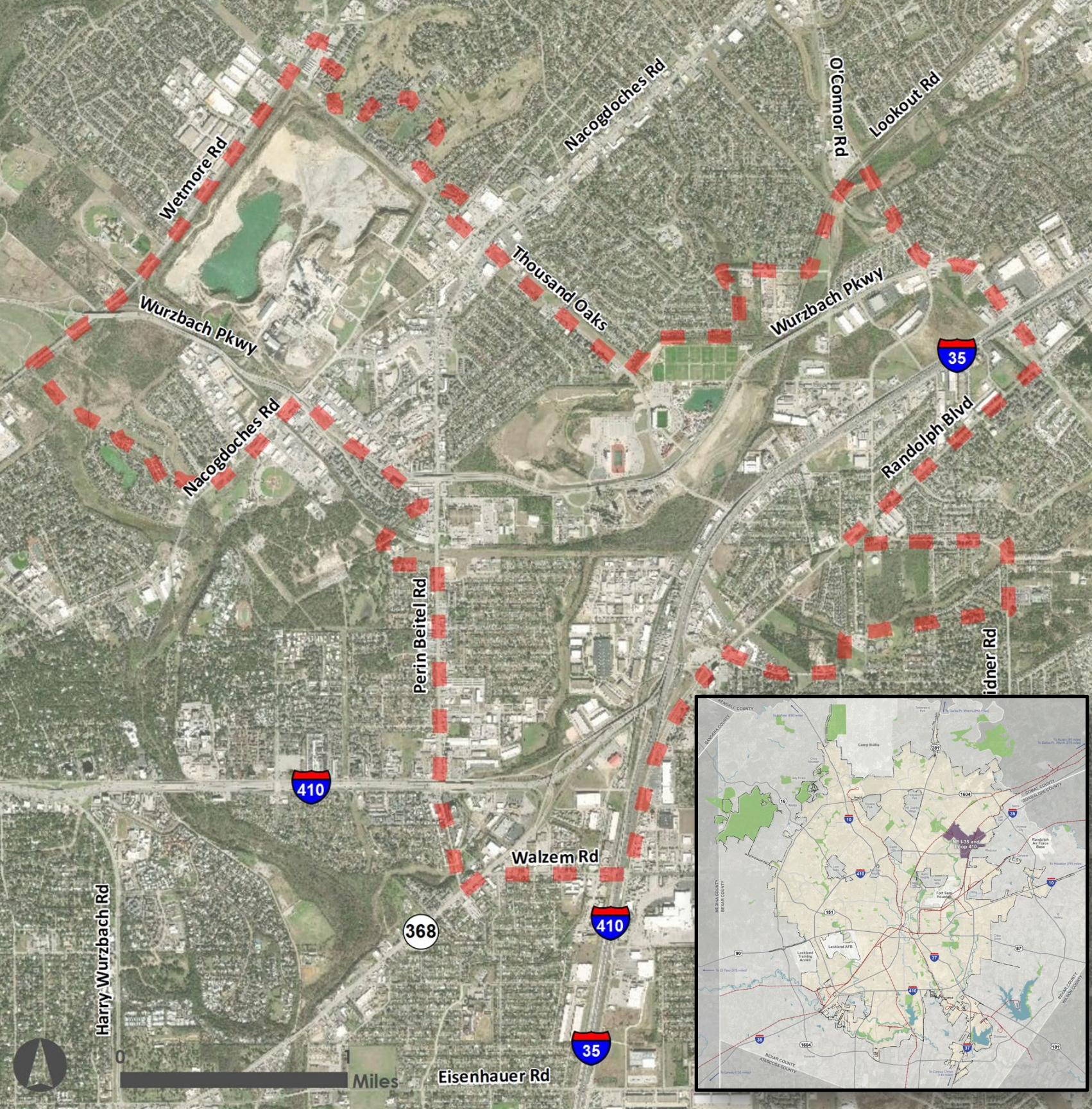
- Need identified by community or staff
- Inventory of area characteristics
- Project is designed, implemented and maintained

SA



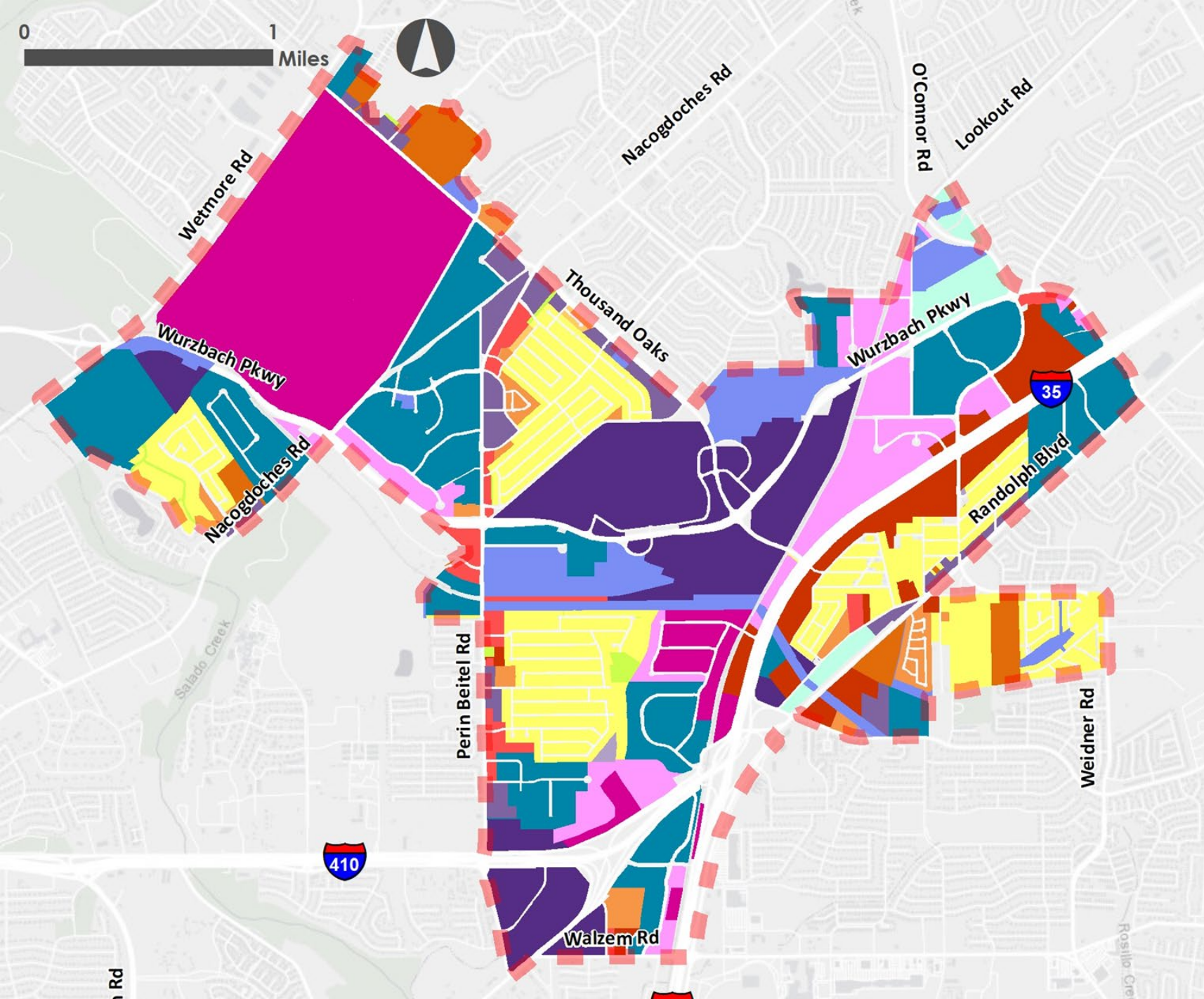
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Mobility Overview of Loop 410 and
I-35 Regional Center



Overview

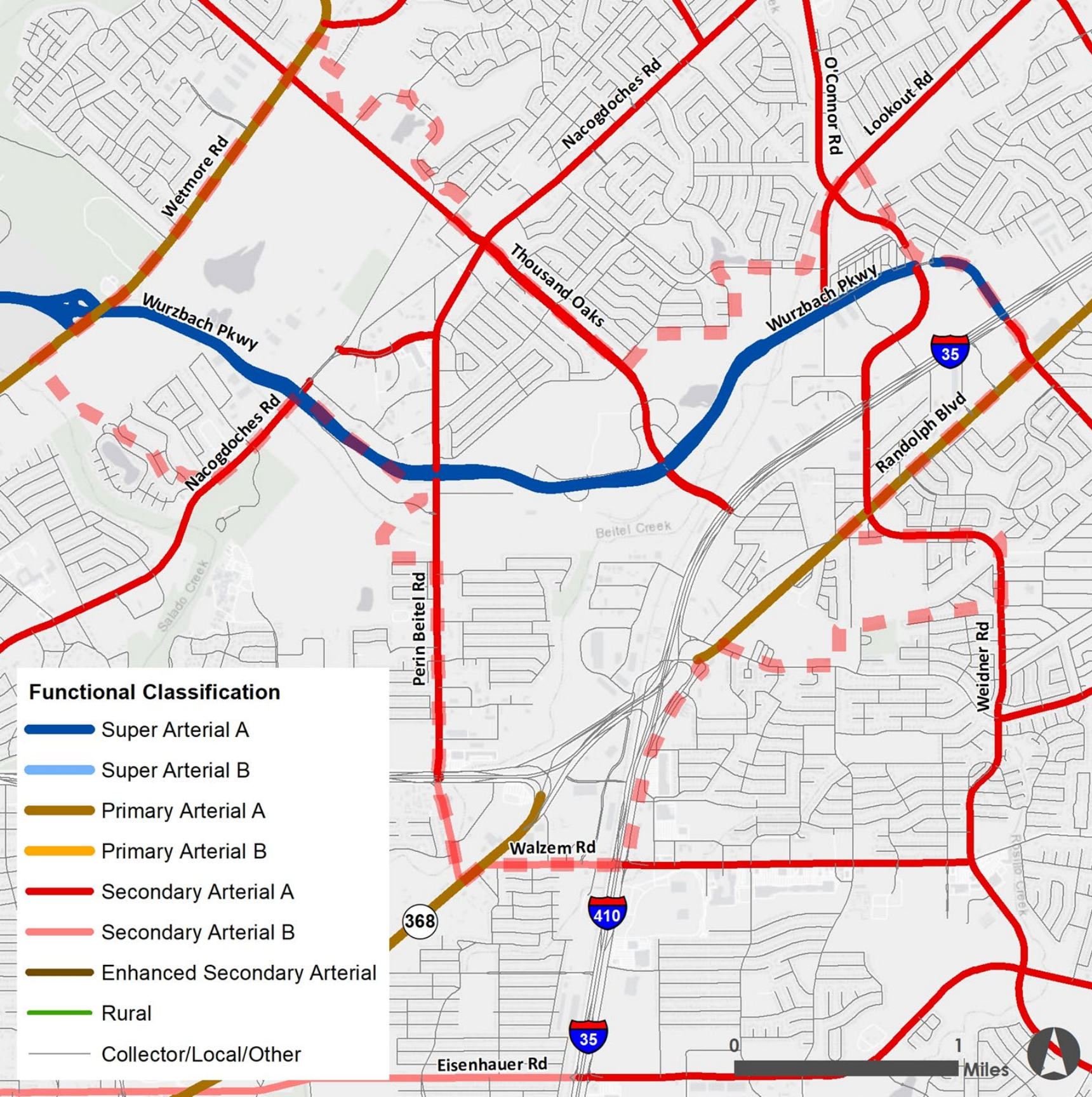
- Neighborhoods
- Morgan's Wonderland
- Heroes Stadium
- Toyota Field
- Cement plant
- Industrial park
- Corporate office



Future Land Use

- Regional Mixed Use
- Business Innovation
- Heavy Industrial
- Light Industrial
- Regional Commercial
- Low Density Residential

Future Land Use			
	Low Density Residential		High Density Residential
	Urban Low Density Residential		Neighborhood Mixed-Use
	Medium Density Residential		Urban Mixed-Use
	Employment Flex Mixed-Use		Community Commercial
	Business Innovation Mixed-Use		Regional Commercial
	City/State/Federal Government		Light Industrial
	Parks and Open Spaces		Heavy Industrial
	Regional Mixed-Use		

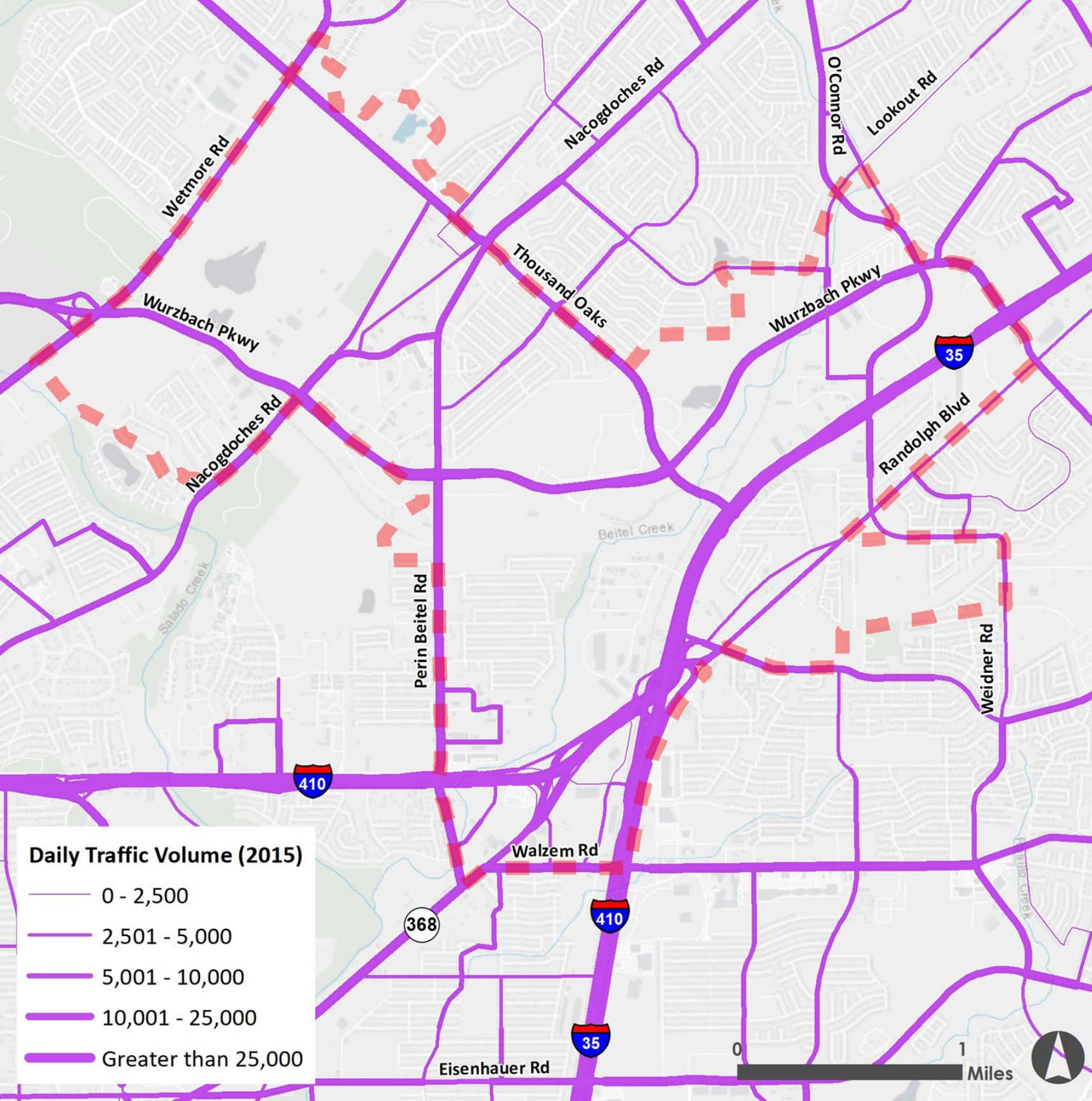


Functional Class

- Wurzbach is a Super Arterial
- Arterials primarily at periphery
 - Thousand Oaks
 - Randolph
 - Weidner
 - Walzem
 - Perrin Beitel
 - Wetmore
 - Nacogdoches

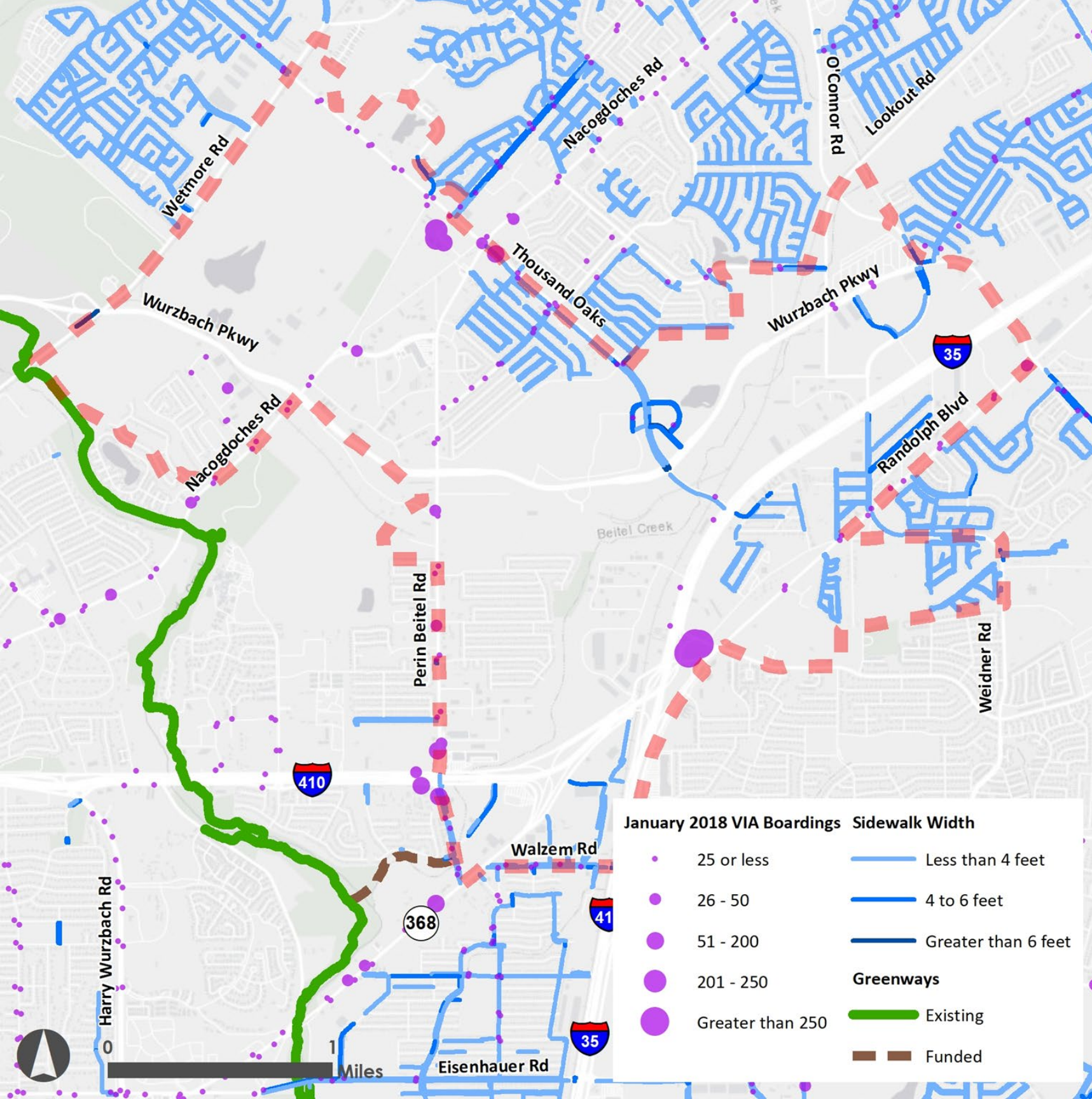
Motor Vehicle Traffic

- Freeways carry heavy regional traffic (75K to >100K vehicles per day)
- Regional traffic on peripheral arterials (25K-35K vpd)

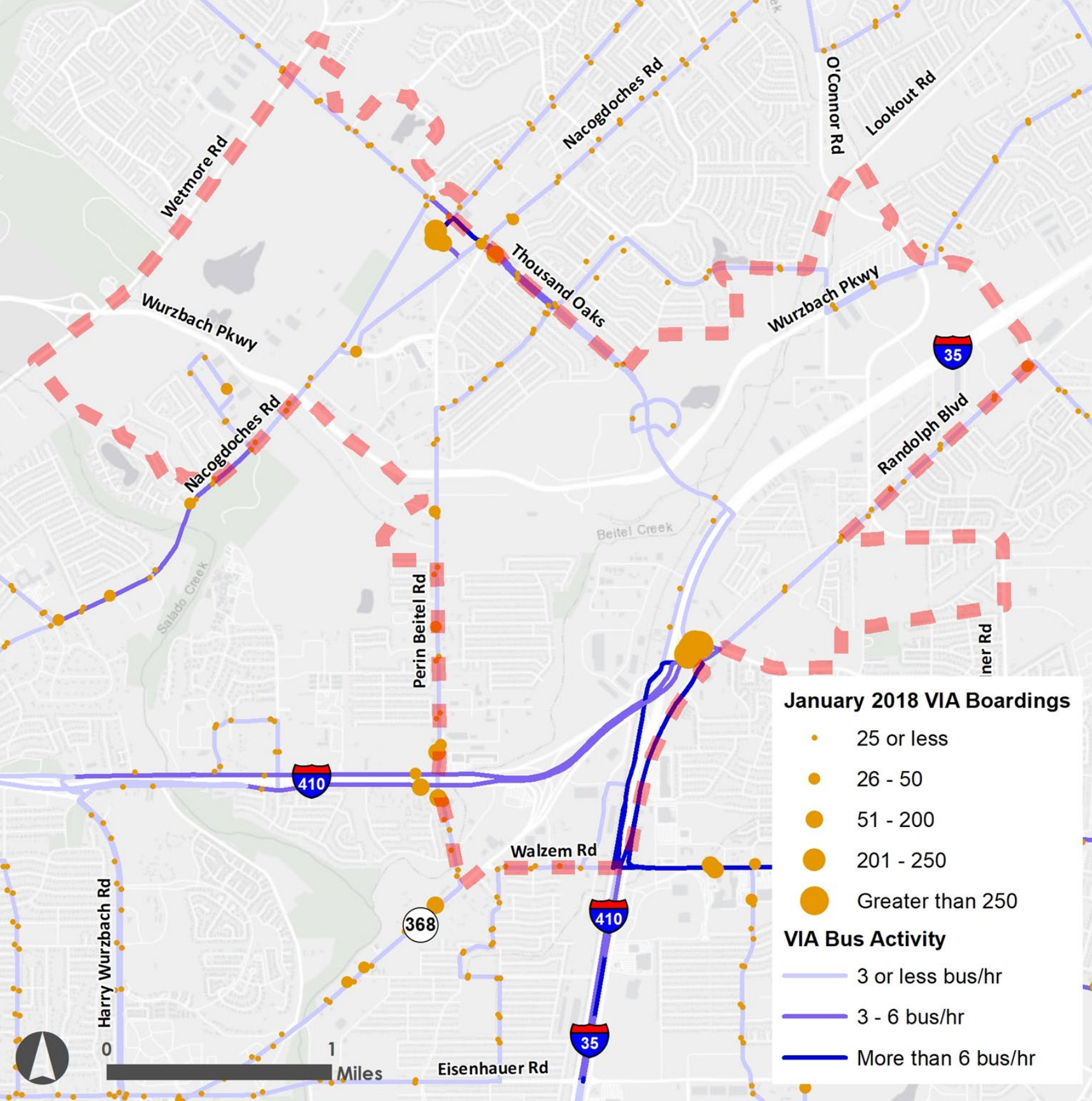


Walking and Transit

- Significant ridership
 - Thousand Oaks at Nacogdoches Road
 - Randolph Blvd at I-35
 - Perrin Beitel Road at Loop 410
- Sidewalks are nonexistent



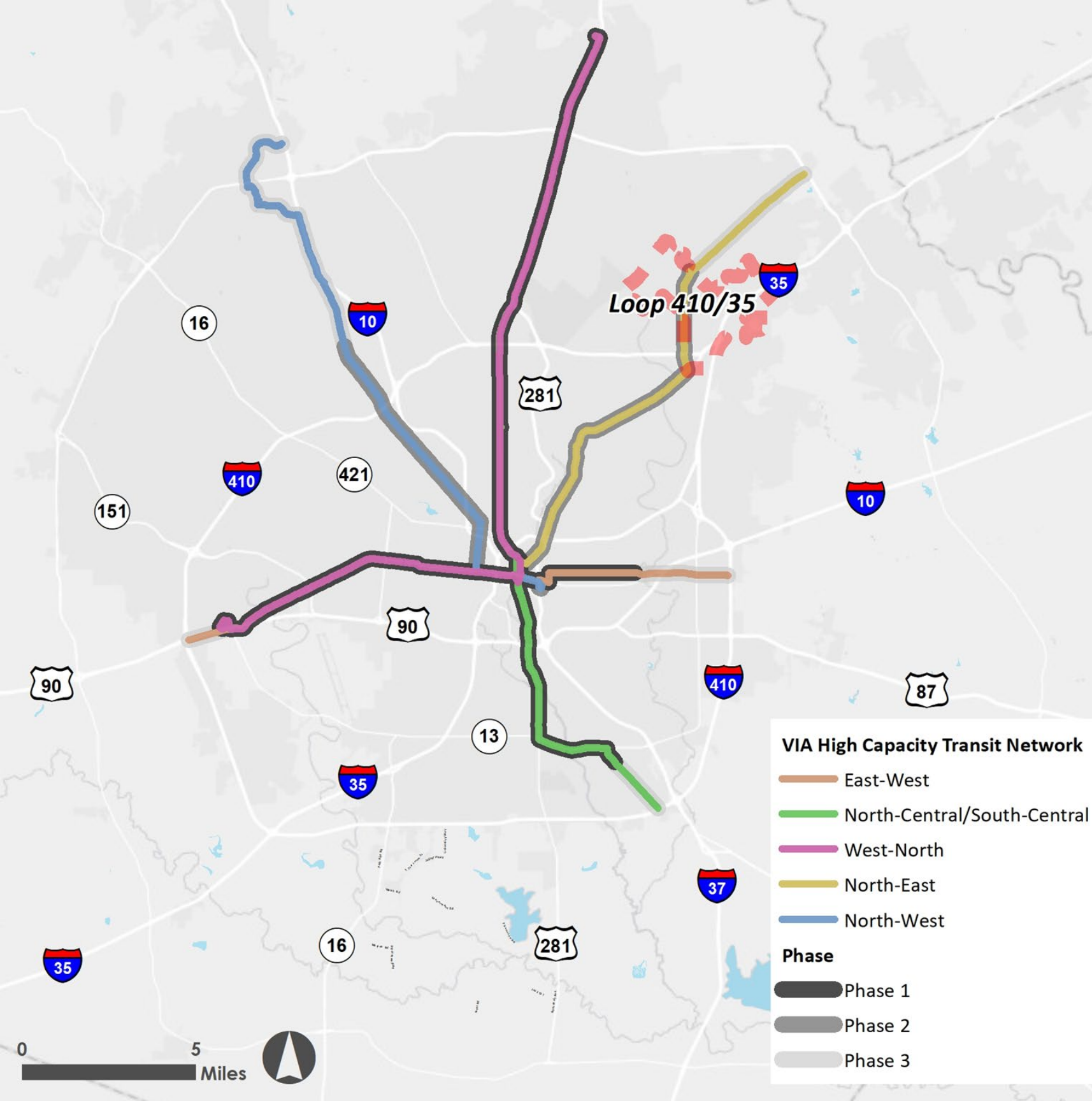
Walking and Transit

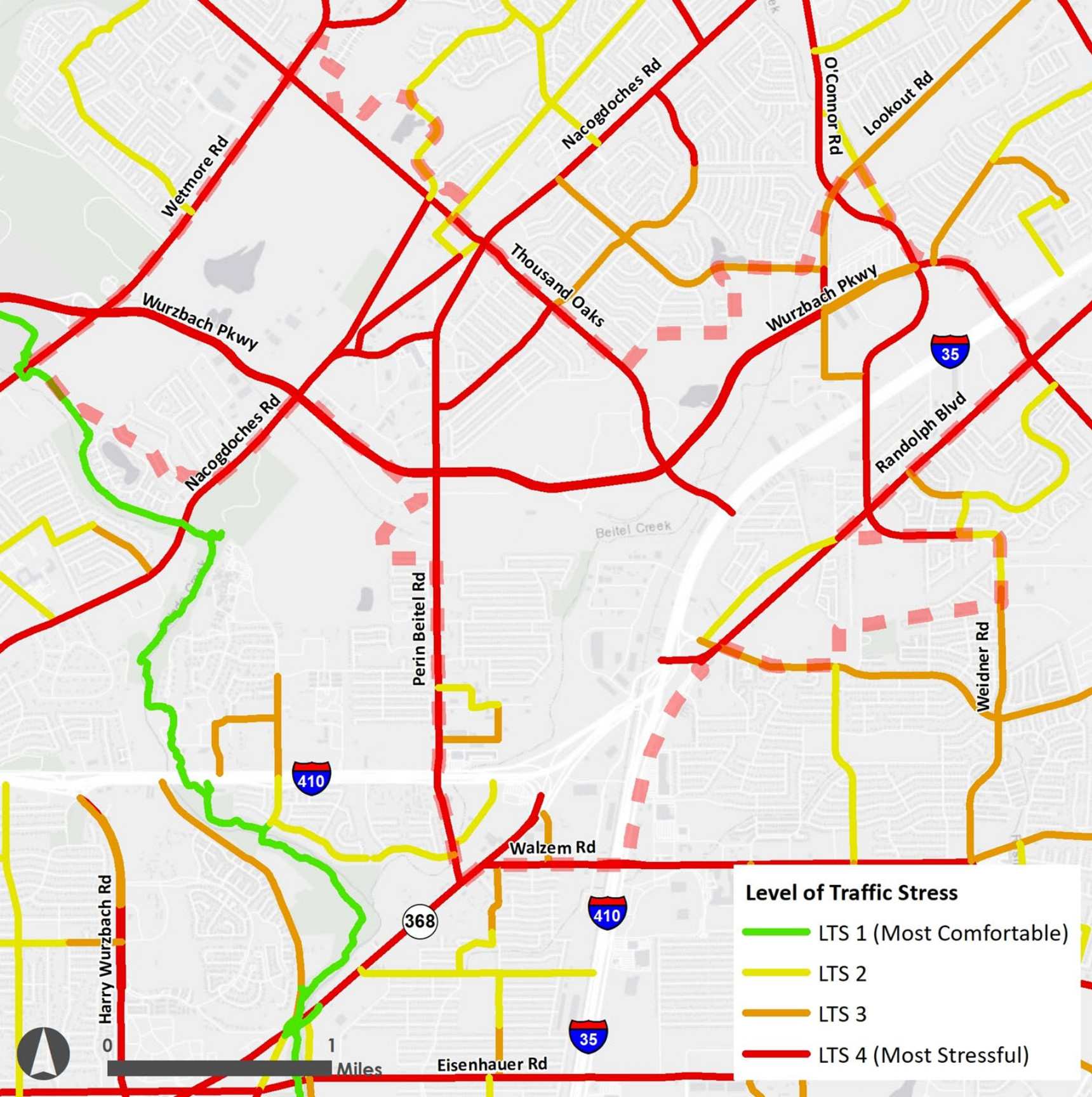


- Corridor service
 - Nacogdoches Road (Frequent)
 - Thousand Oaks
 - Randolph Blvd
 - Perrin Beitel Rd(Skip)
- Express service
 - I-35
 - Loop 410
 - Randolph Park and Ride

High Capacity Transit

- North-East Corridor
- Perrin Beitel Road/Nacogdoches Road
- Phase 2

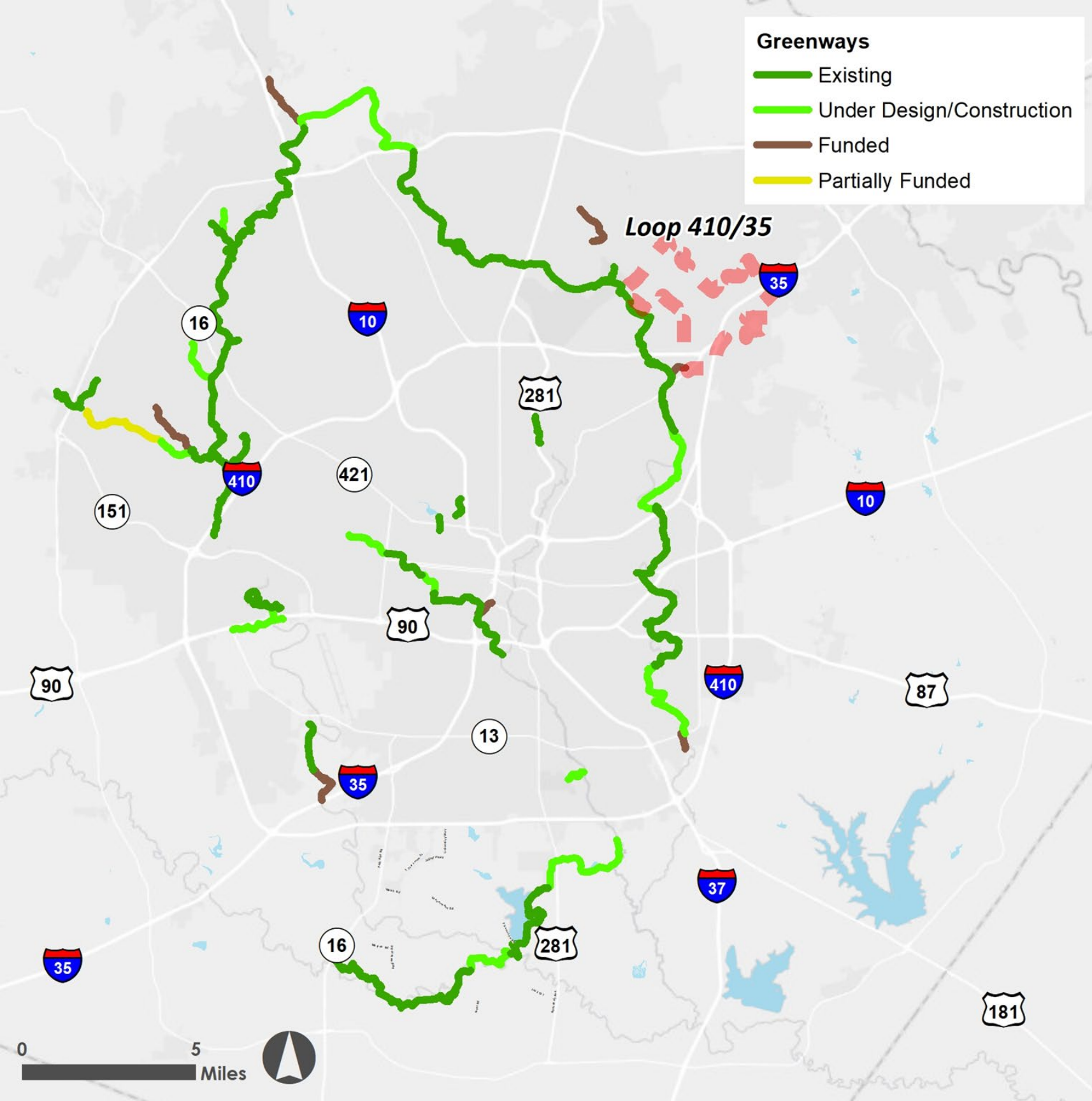




Cycling

- Majority of center is not suitable for cycling
- Heavy traffic
- High speeds

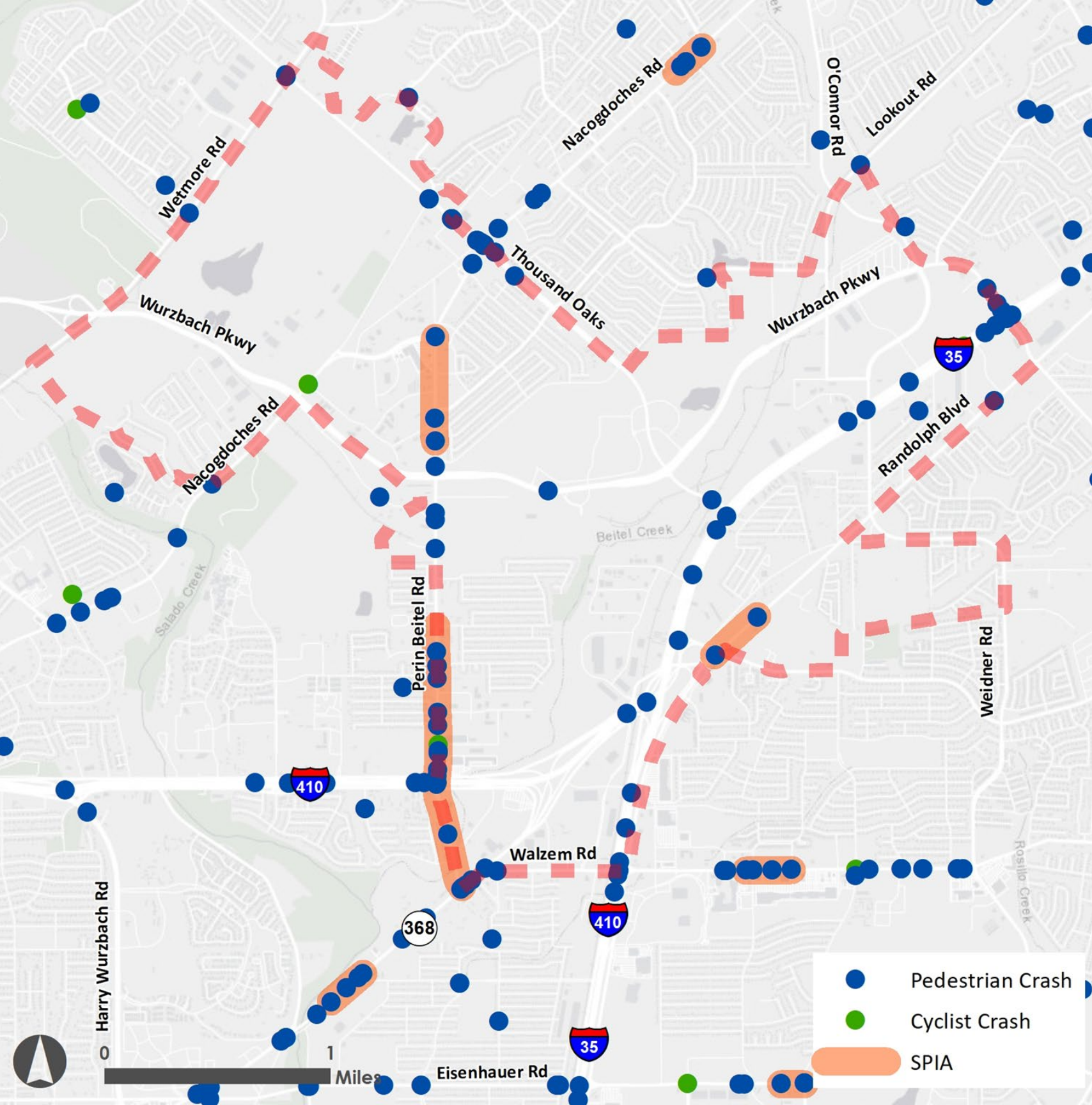




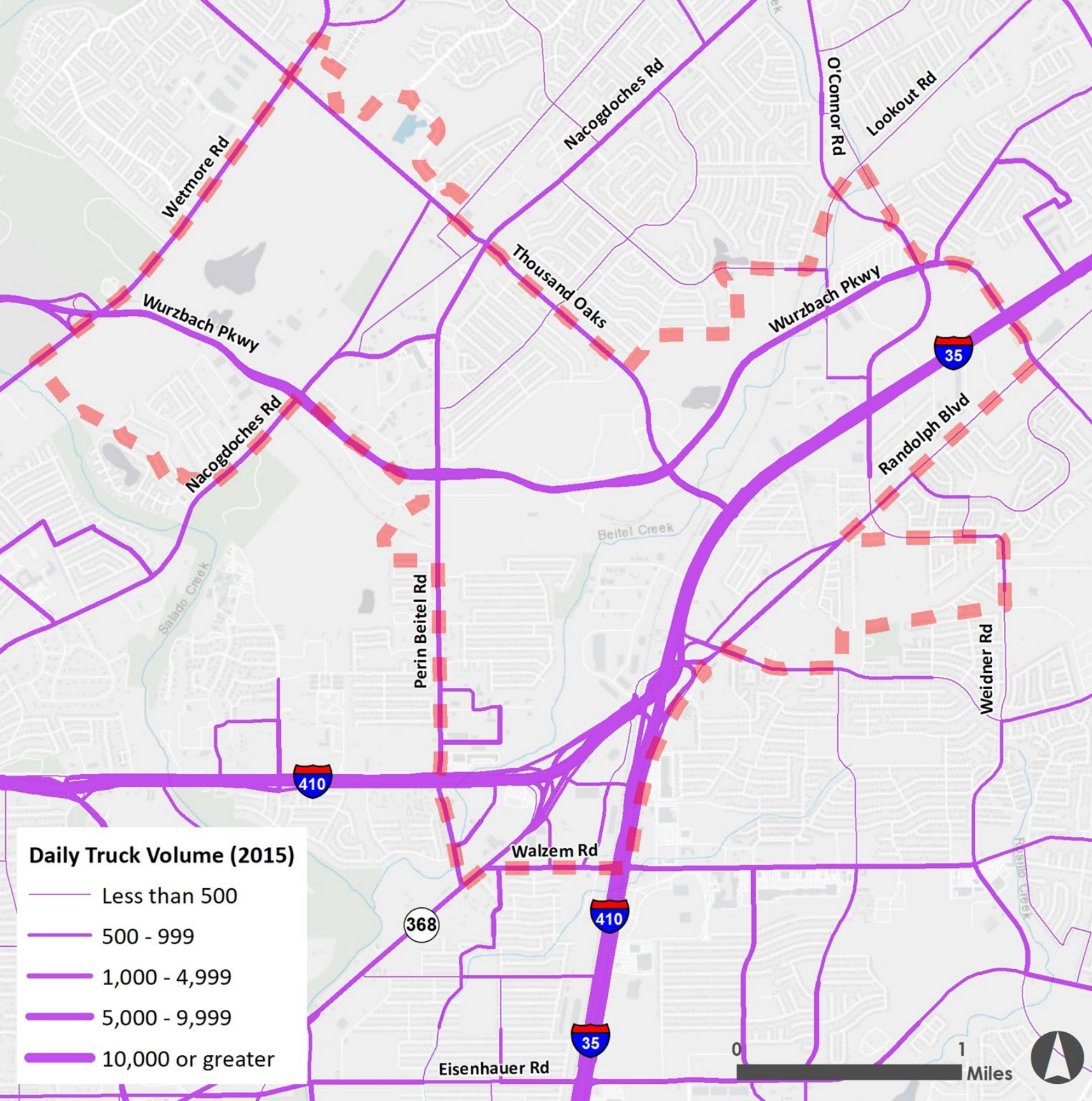
Regional System

- Regional connectivity via Salado Creek Greenway

Bicycle and Pedestrian Crash History

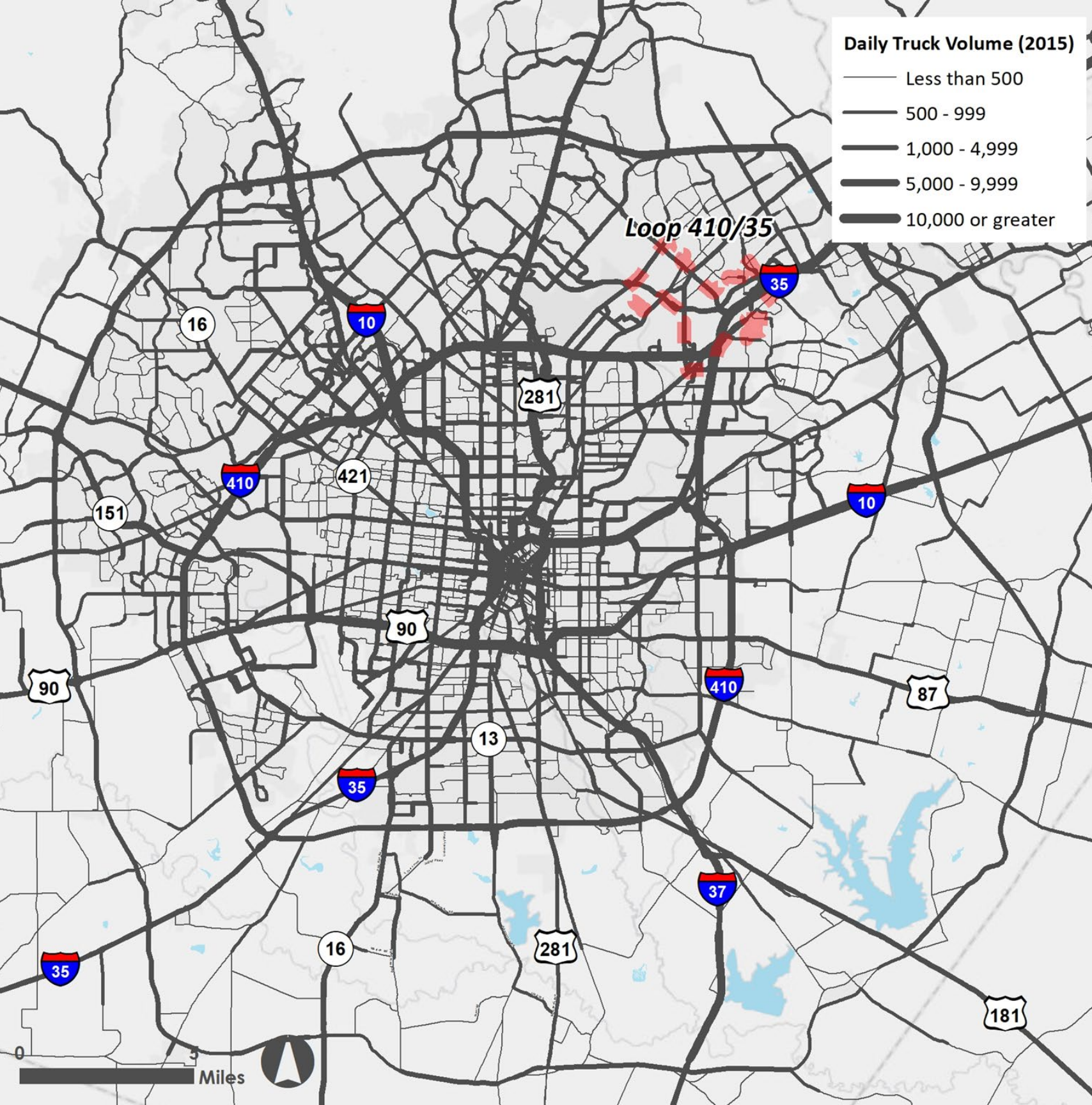


- SPIAs
 - Perrin Beitel Road
 - Randolph Blvd
- Other crash locations
 - Thousand Oaks
 - I-35 at O'Connor Road



Freight

- Heavy regional truck traffic on Loop 410 and I-35
- Truck connector on Wurzbach Road



Freight

- Loop 410 and I-35 are major parts of the regional freight network

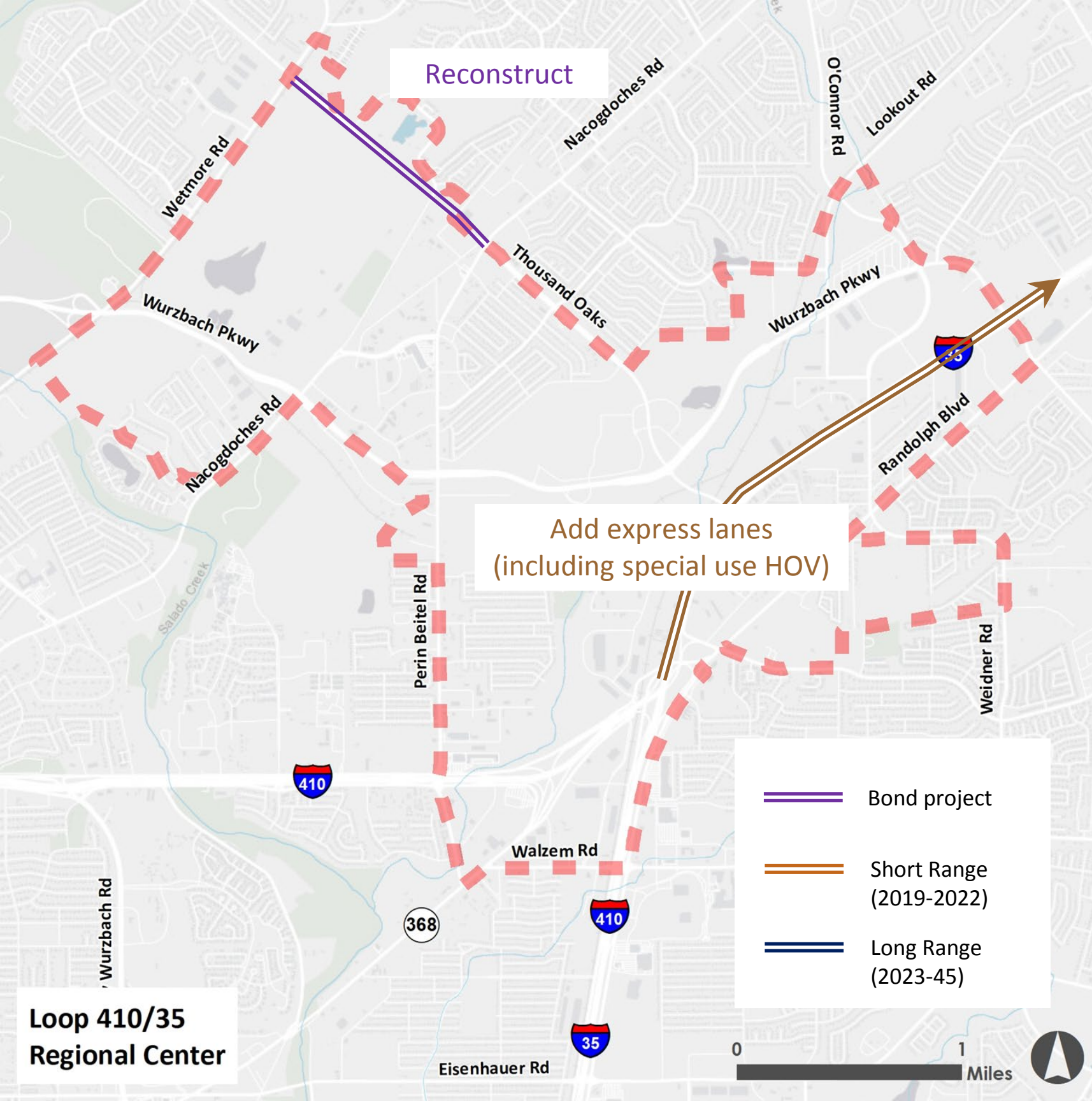
Motor Vehicle Crash History



- Higher than average crash rates:
 - Perrin Beitel Road
 - Thousand Oaks
 - O'Connor Road
 - Nacogdoches Road
 - Wetmore Road

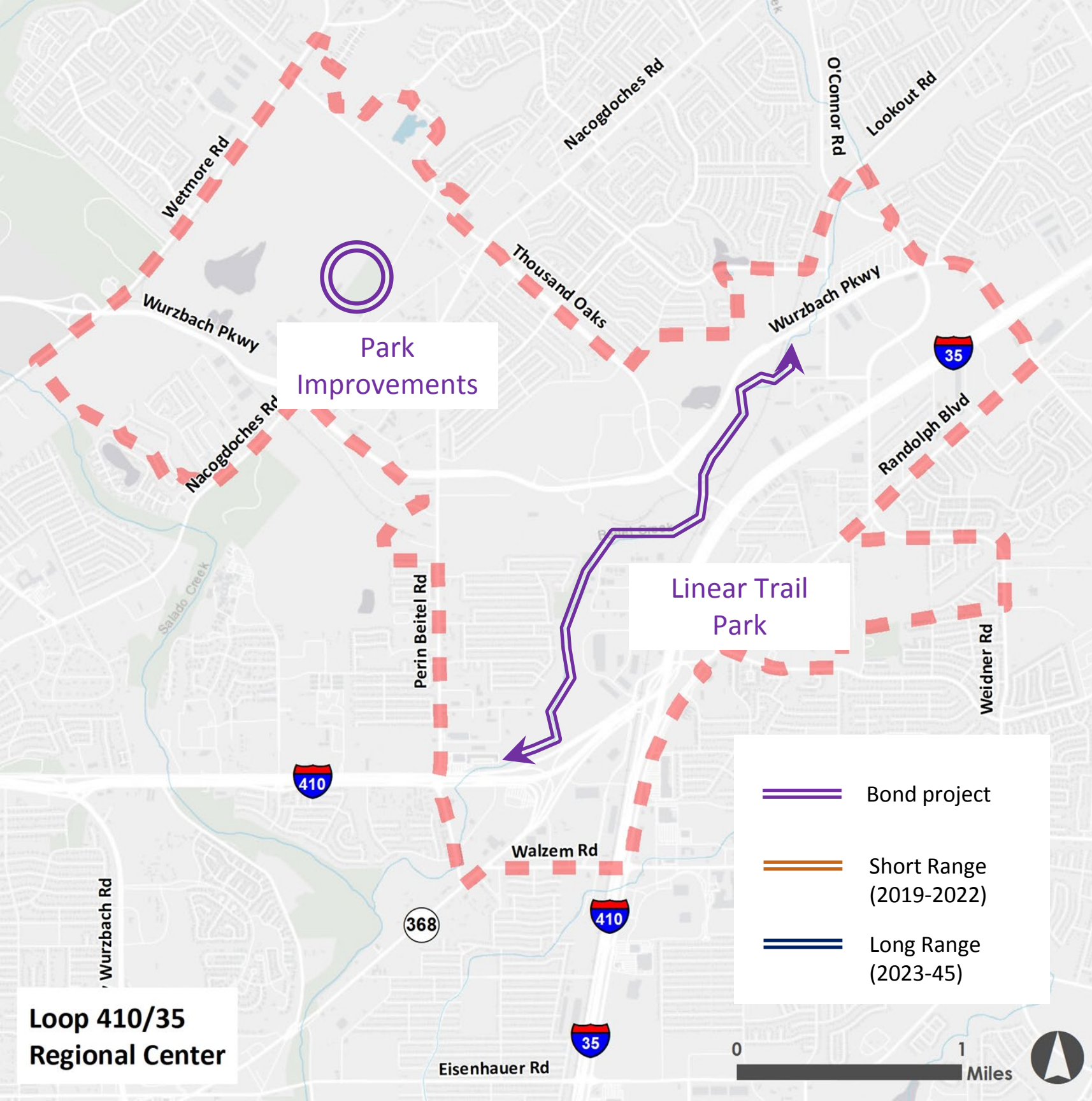
Planned Roadway Projects

- I-35 widening
 - Including high capacity transit
- Reconstruction of Thousand Oaks
- Improve lane configuration and lane striping at Weidner and Randolph Blvd, including new traffic signals, sidewalks, and other street amenities



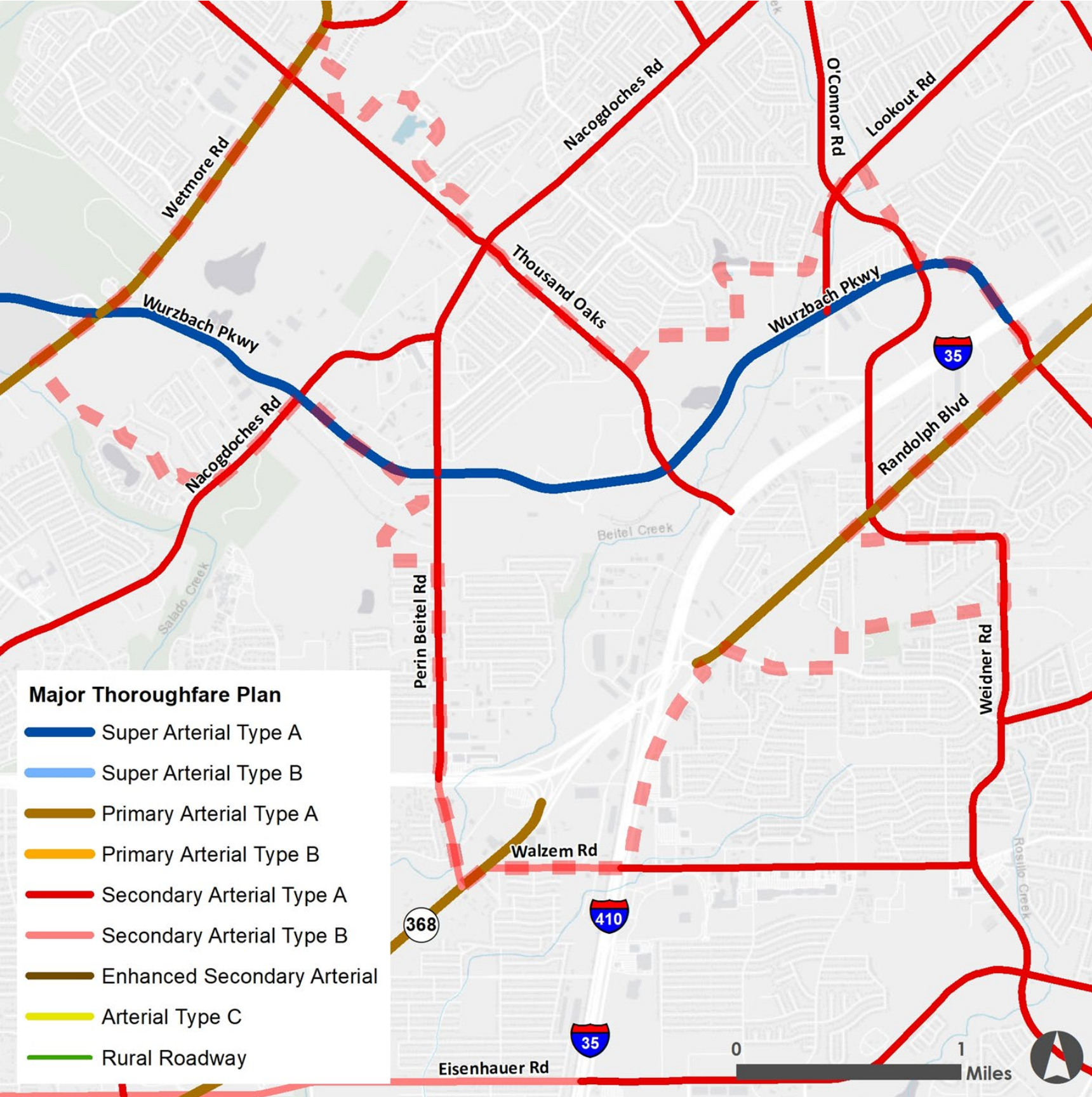
Bicycle, Pedestrian and Transit Projects/Plans

- Trail along Beitel Creek
- Improvements at Capitol Park



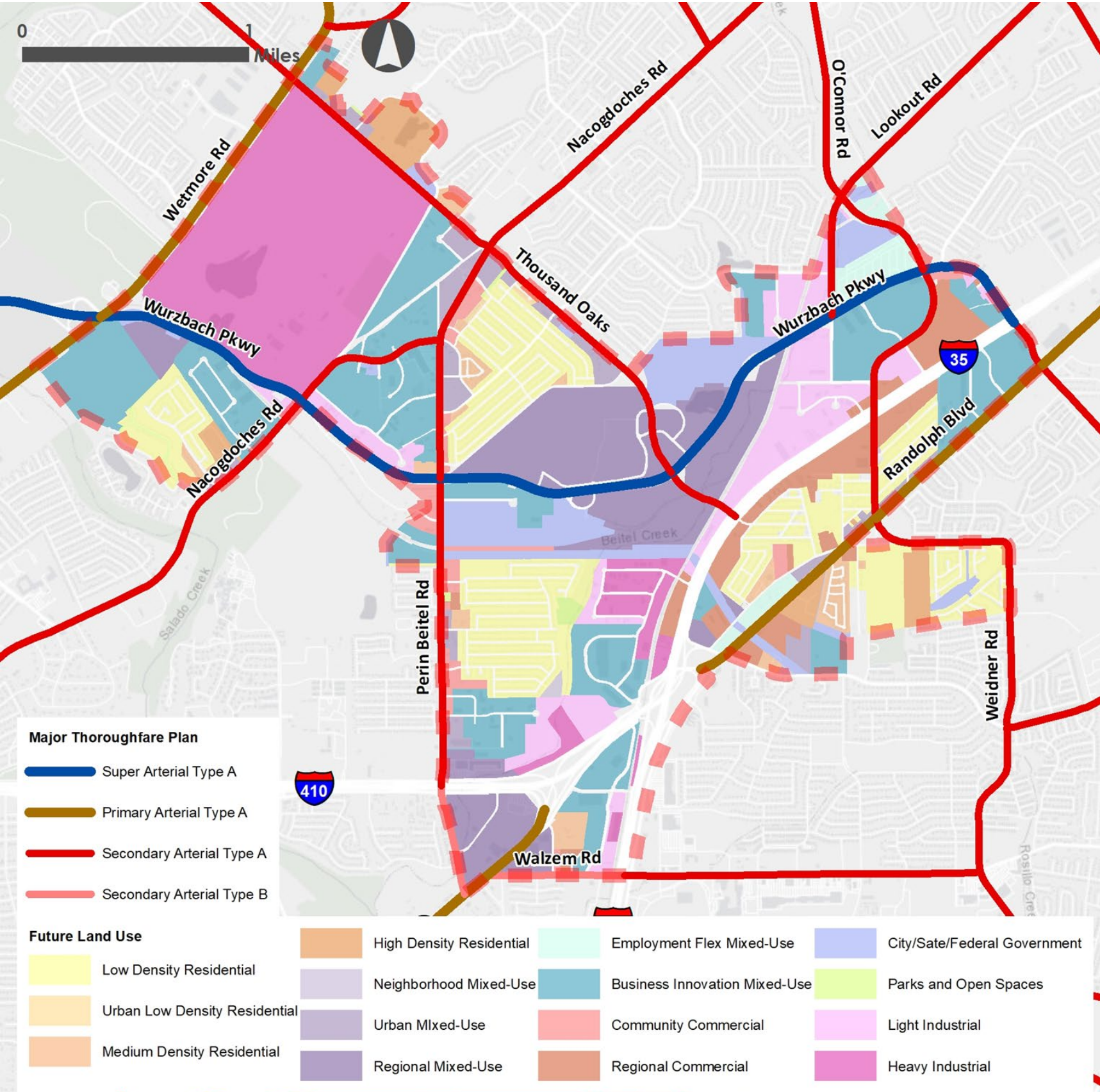
Major Thoroughfare Plan

- Not a fundamental difference from existing network



Major Thoroughfare Plan: Regional Context





Combined Context

- Lack of finer-grained network places emphasis on arterials

SA

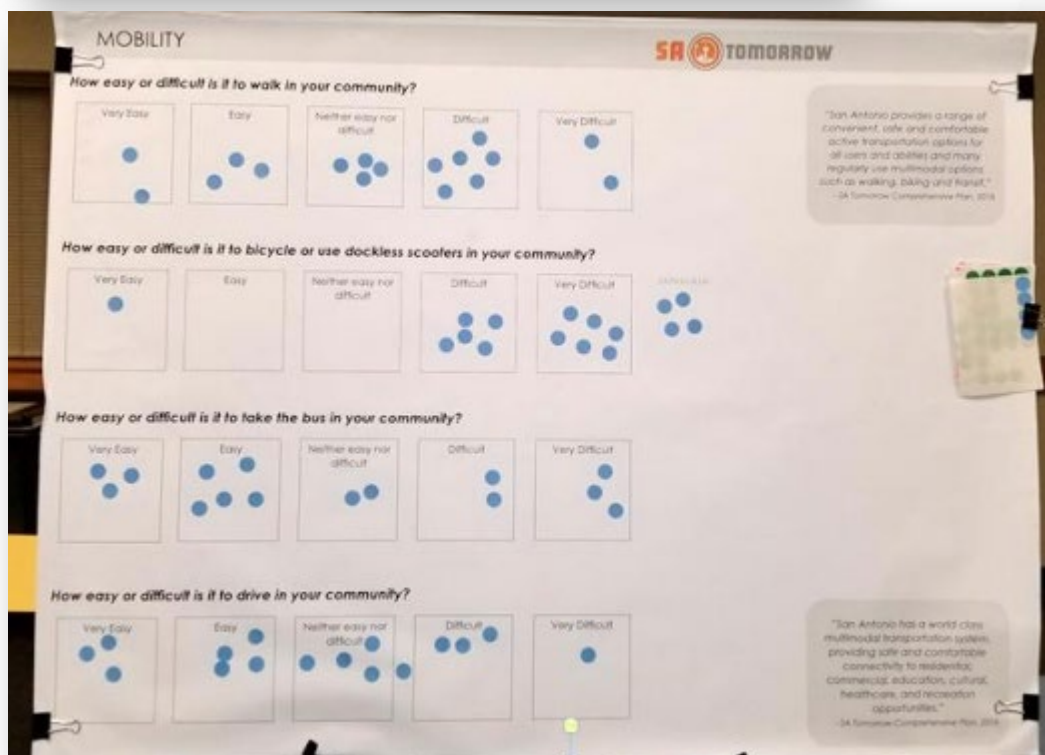
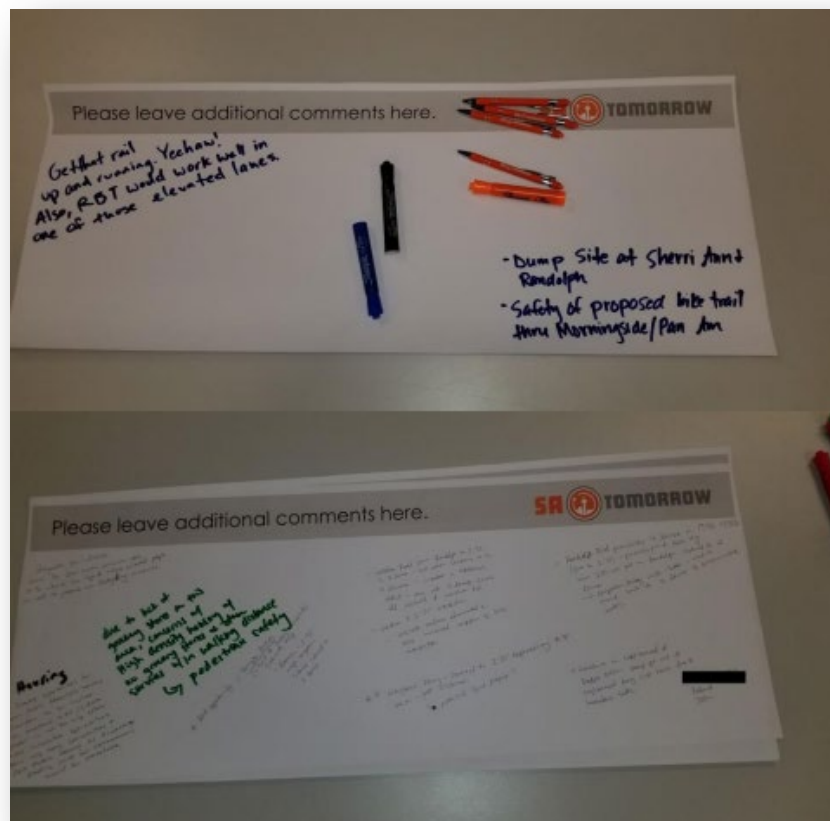


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Issues and Opportunities

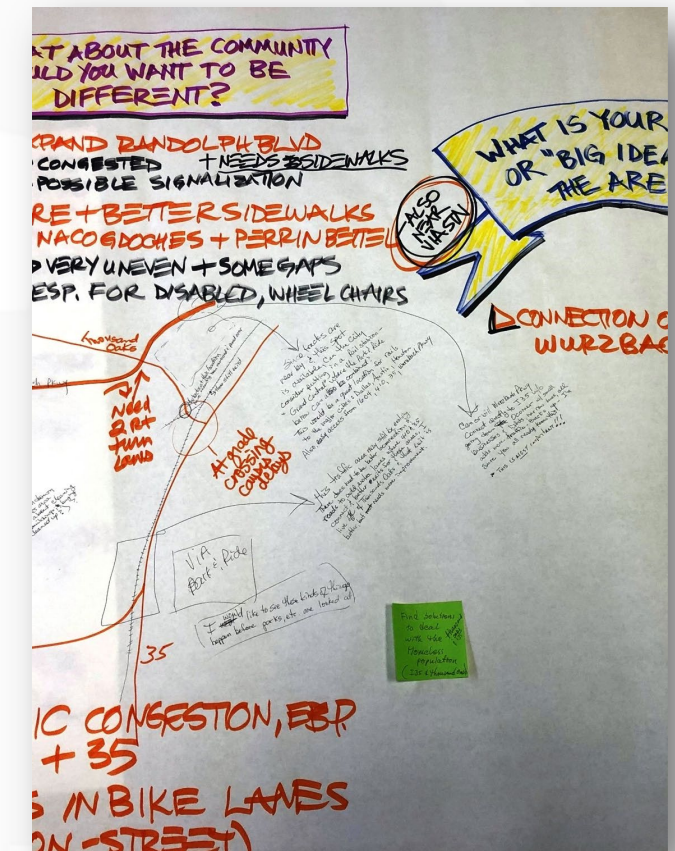
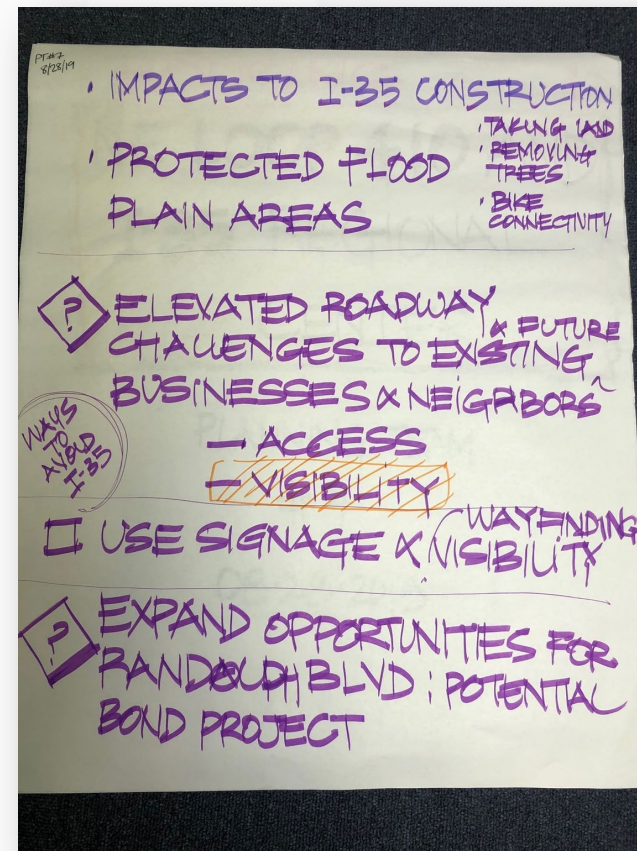
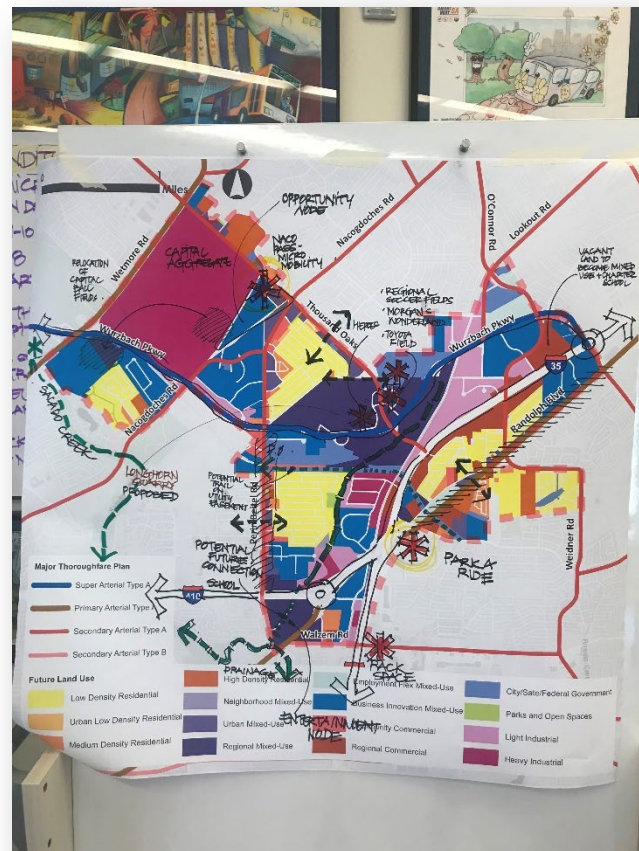
Community Feedback

- Virtually all participants say **cycling** is “Difficult” or “Very Difficult”
- Slight majority say **walking** is “Difficult” or “Very Difficult”
- Slight majority say **taking the bus** is “Easy” or “Very Easy”
- Majority say **driving** is “Easy” or “Very Easy”

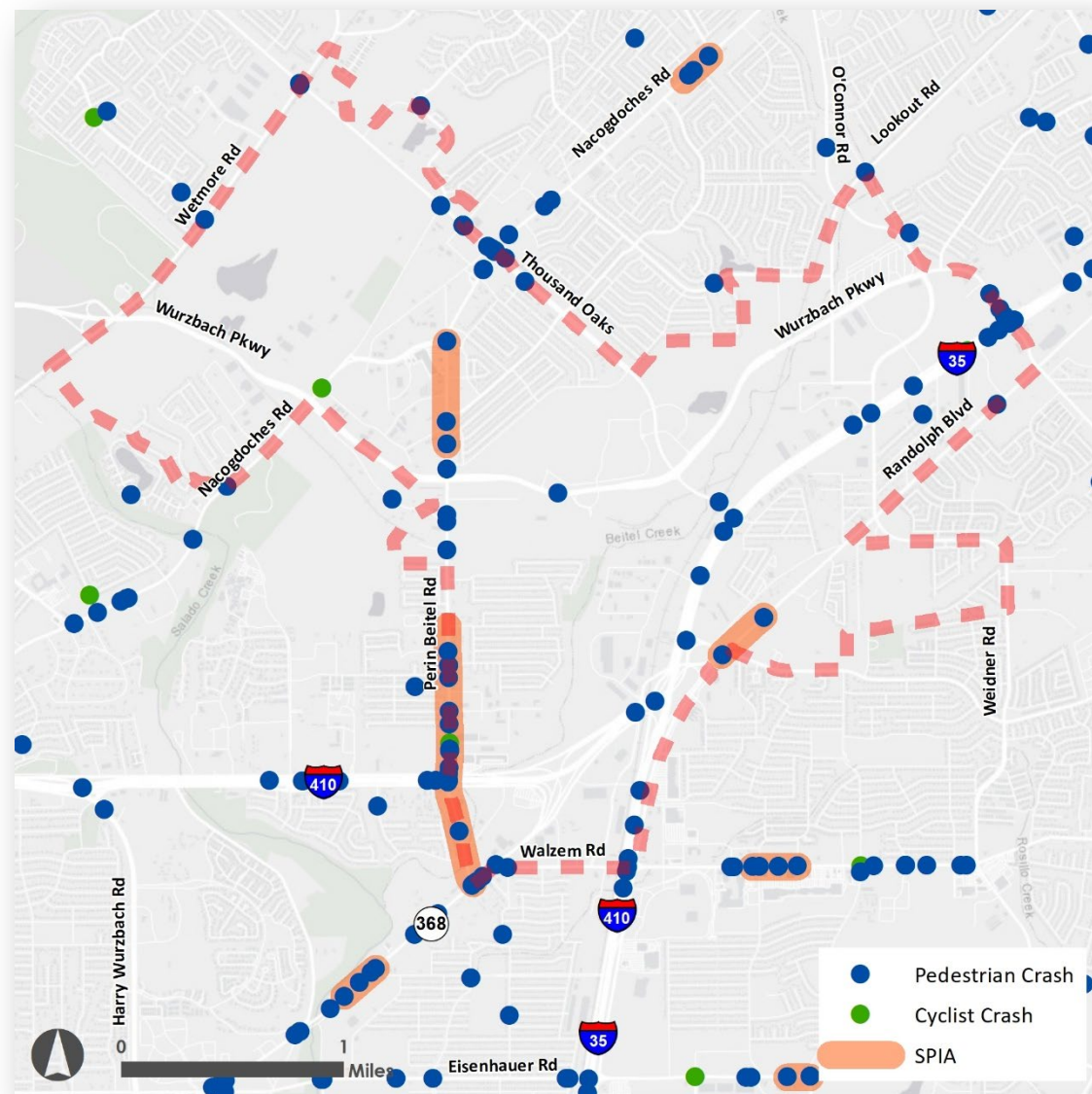


Issues and Opportunities

- Walking, transit and safety
- Limited connectivity
- Transit
- Cycling and trail infrastructure

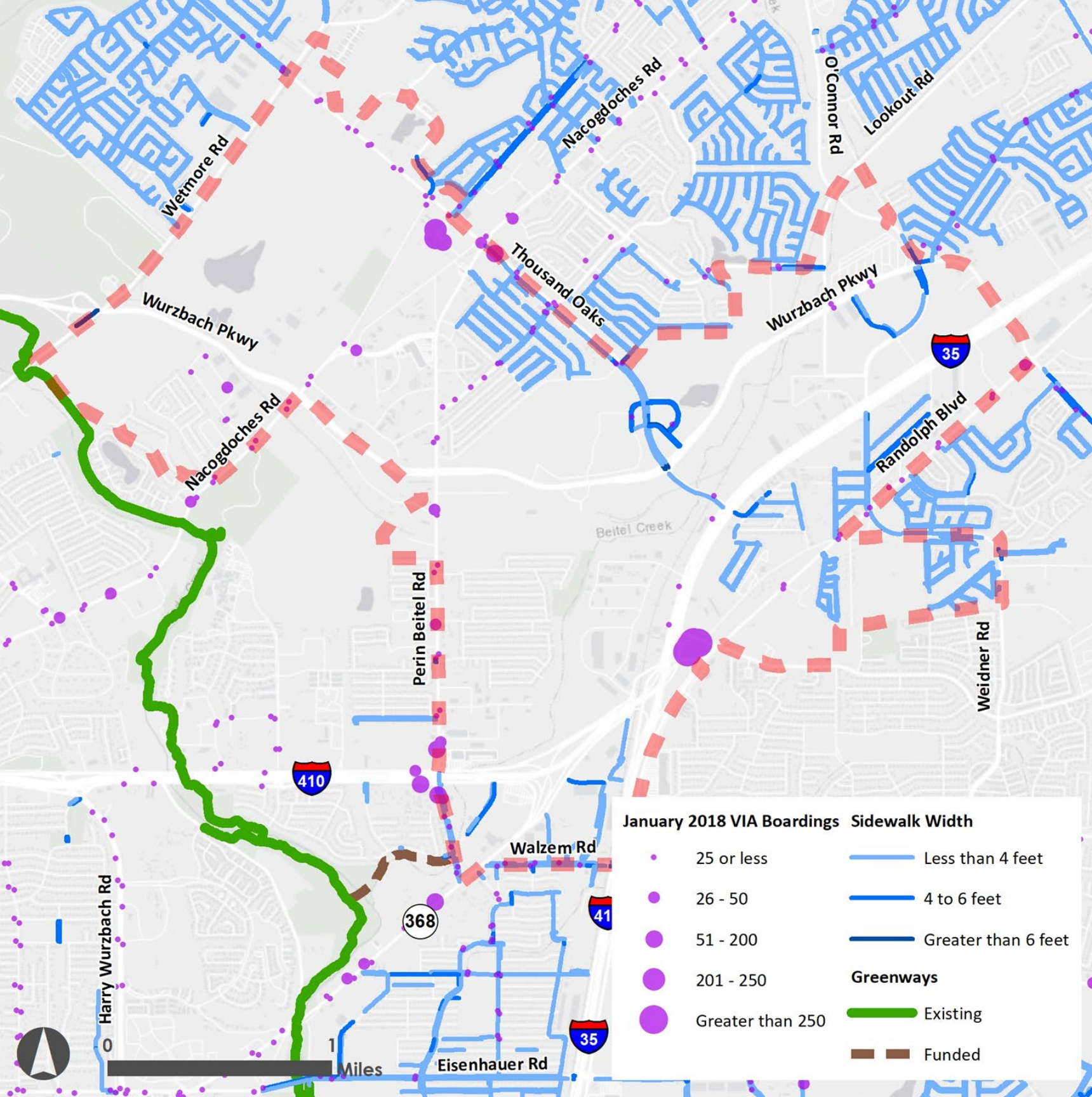


Walking, Transit and Safety



- Almost entirely no sidewalks/bike facilities
- Perrin Beitel has high pedestrian demand but limited crossing opportunities
- Several high-crash intersections and corridors
- Perrin Beitel is mostly SPIA; high number of uncontrolled left hand turn movements





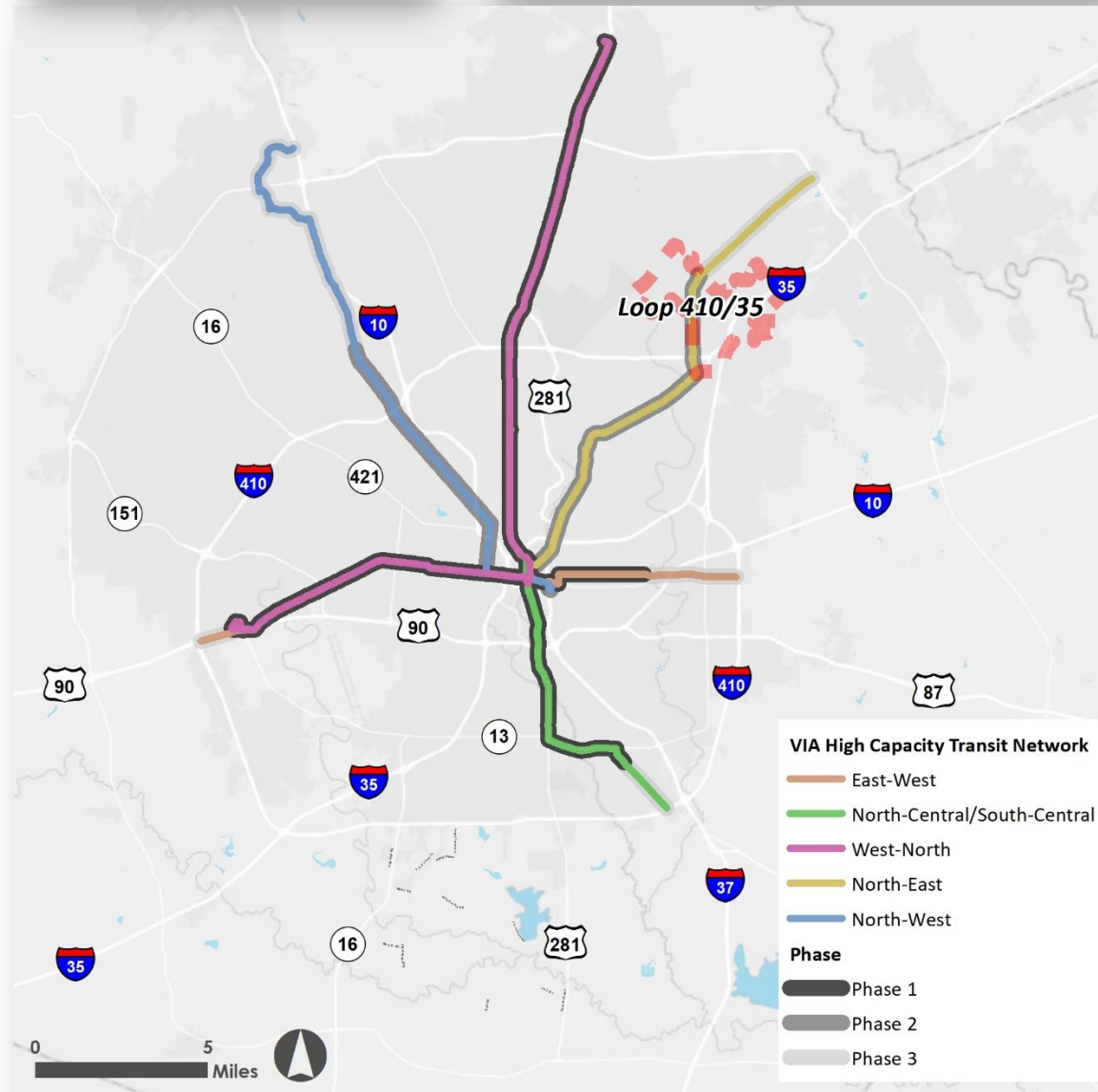
Limited Connectivity

- Connections between scattered employment and commercial offerings
- Need connections to Salado Creek Greenway

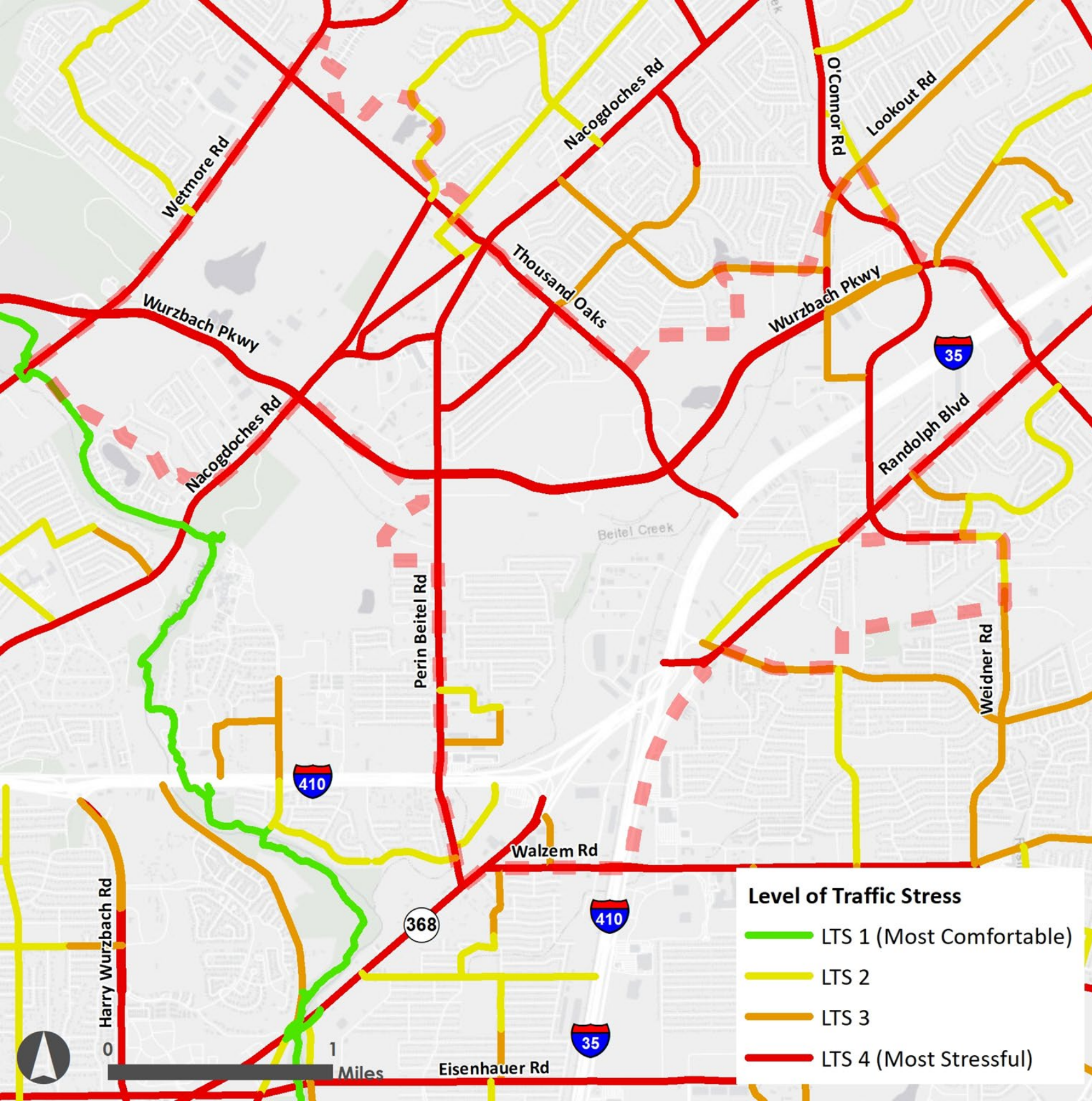


Transit

- Transit as an economic catalyst
- Phase 2 ART Line (2038)
- VIA Link mobility on demand



Bicycle/Trail Infrastructure and Connectivity



- Opportunities to connect to regional greenway system
- Utility easement off Perrin Beitel between Wurzbach and IH-410
- Drainage in SW portion of Study Area

SA

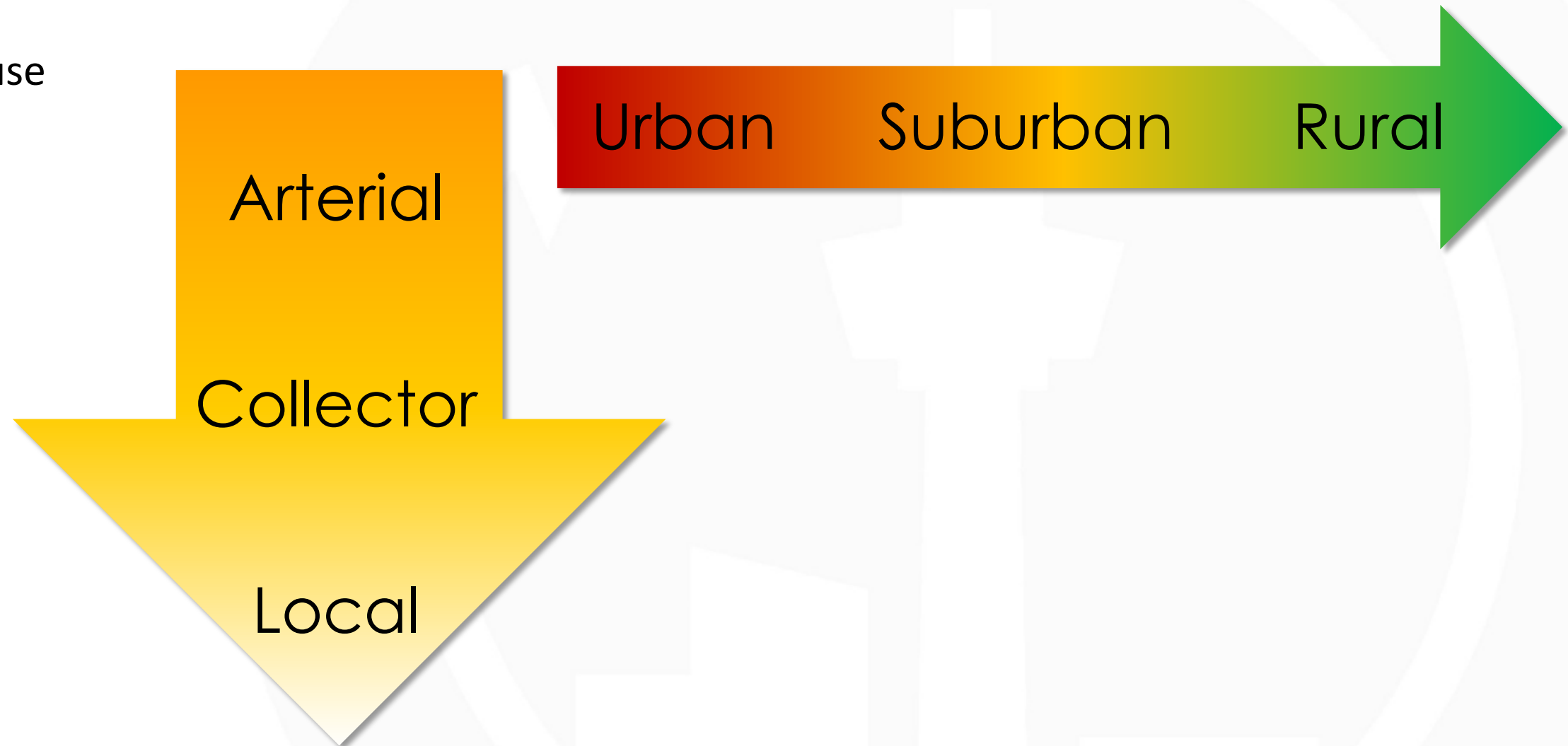


TOMORROW

Proposed Street Typology

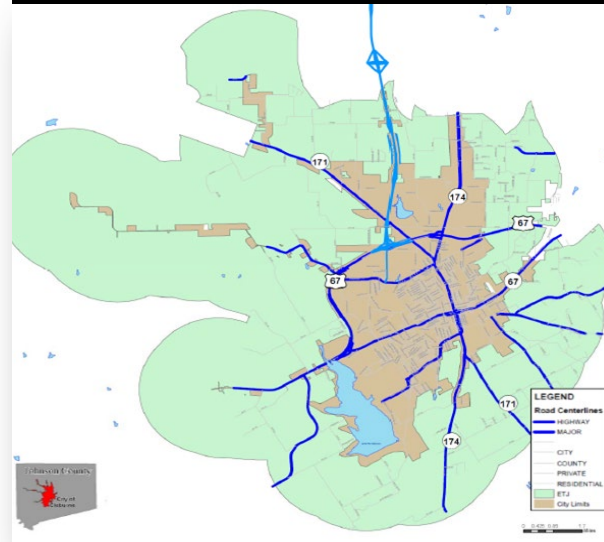
Street Types Role

- Hybrid approach
- Functional class + land use context

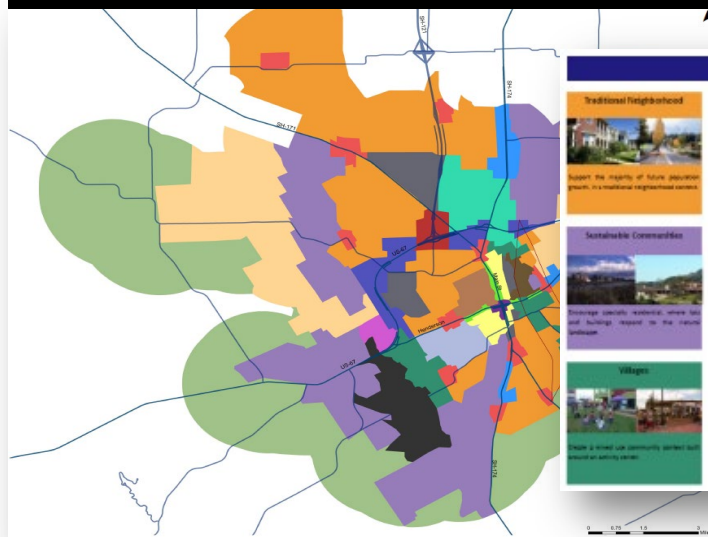


Example: Cleburne, Texas

STREET FUNCTION



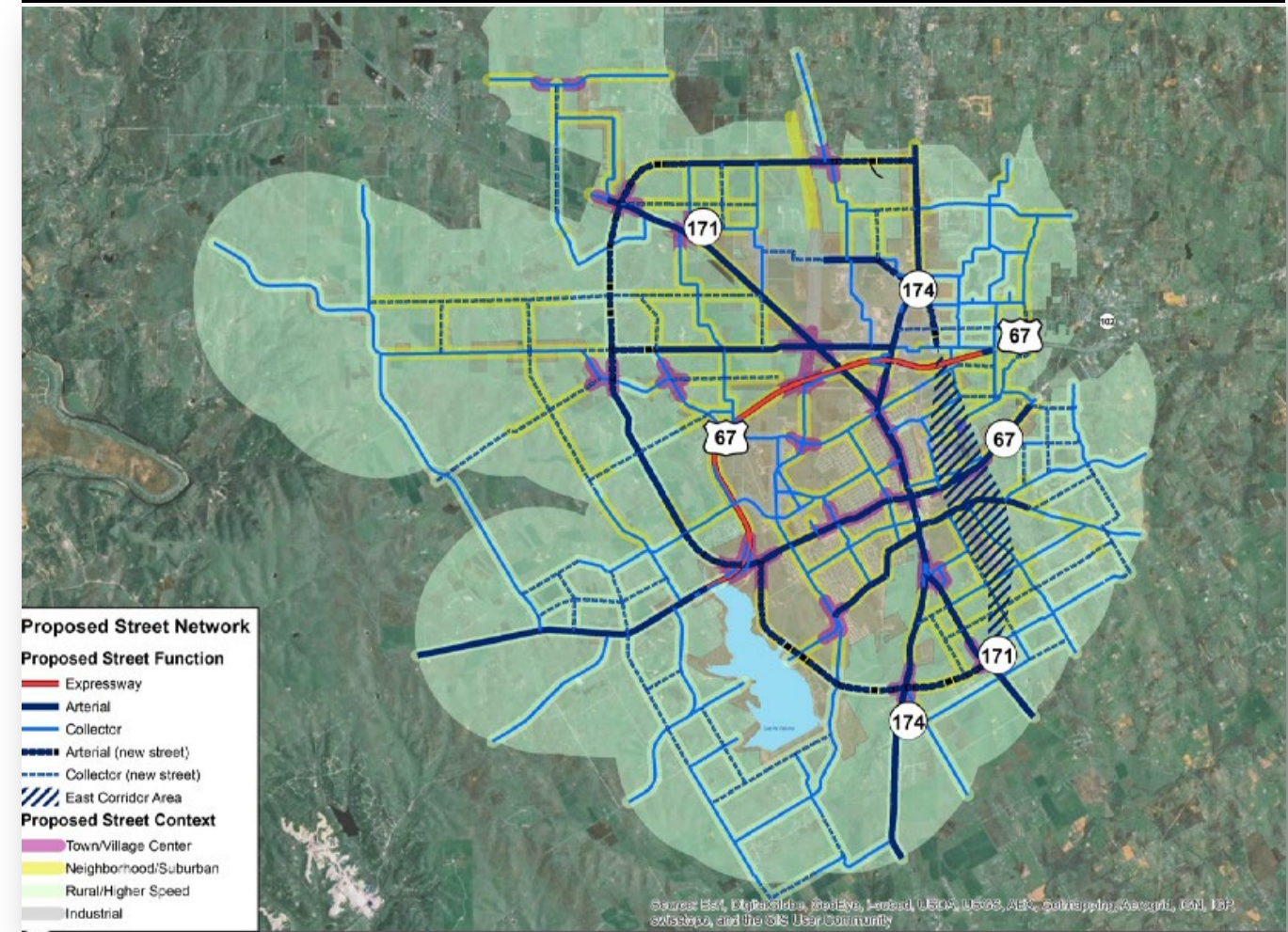
LAND USE/CHARACTER



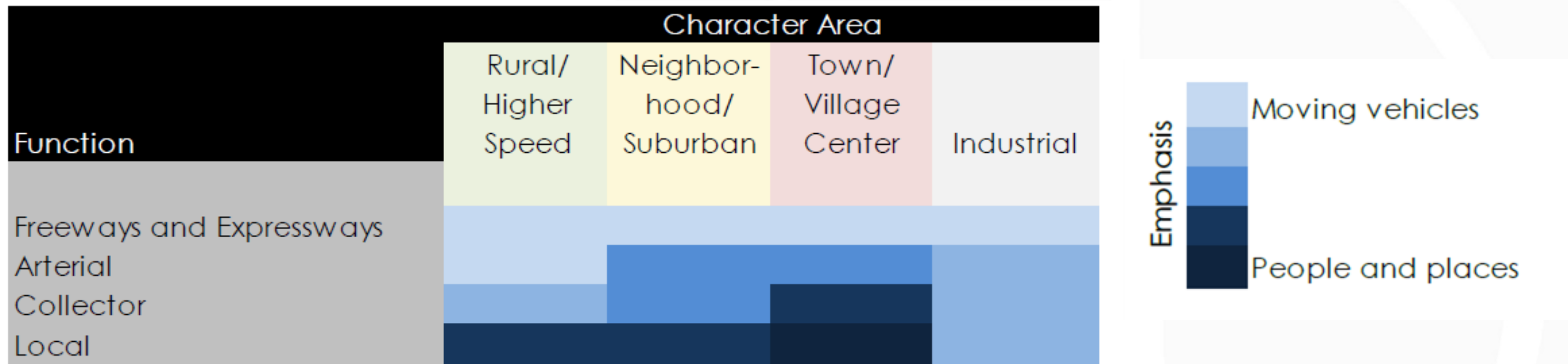
COMMUNITIES			TDA's	NODES	CORRIDORS
Traditional Neighborhood Support the integrity of future development growth in a traditional neighborhood context.	Preservation Stabilize and increase property values and preserve historic homes.	Center City West Stabilize and increase property values and create neighborhood definition.	Downtown Encourage development in the pedestrian-oriented street city.	Regional Commercial Attract a mix of regional regional commercial development with access to both I-37 and US-67/174 corridors.	Regional Corridor These corridors are needed to provide regional connectivity and mobility, as well as regional anchoring, development, and transportation.
Sustainable Communities Encourage density, transit-oriented, mixed-use and housing, centered on the transit corridor.	Center City North Stabilize and increase property values and create neighborhood definition.	Future Traditional Neighborhood Support future pedestrian growth since the other TDA's are established.	Lakefront Capture value associated with Lake Tawakoni by creating a mixed-use center that builds off of the transit.	Community Commercial Create opportunities for commercial centers throughout Cleburne to meet all major shopping needs of local residents.	Approach Corridor These are commercial corridors with a local development focus, as they serve as approaches to the City center.
Villages Create a mixed-use community centered both around an activity center.	Center City East Stabilize and increase property values and create neighborhood definition.	Farmstead Community Preserve agricultural uses in and around Cleburne.	Industrial Aggregate industrial uses to support infrastructure investments, thereby help meet objectives.	Transportation & Industry Create opportunities for use functions and support uses for existing transportation and industrial areas outside of the proposed development.	Central Corridor Main Street and Henderson are the central corridors of the city. The priority for this corridor is to retain transportation and development.



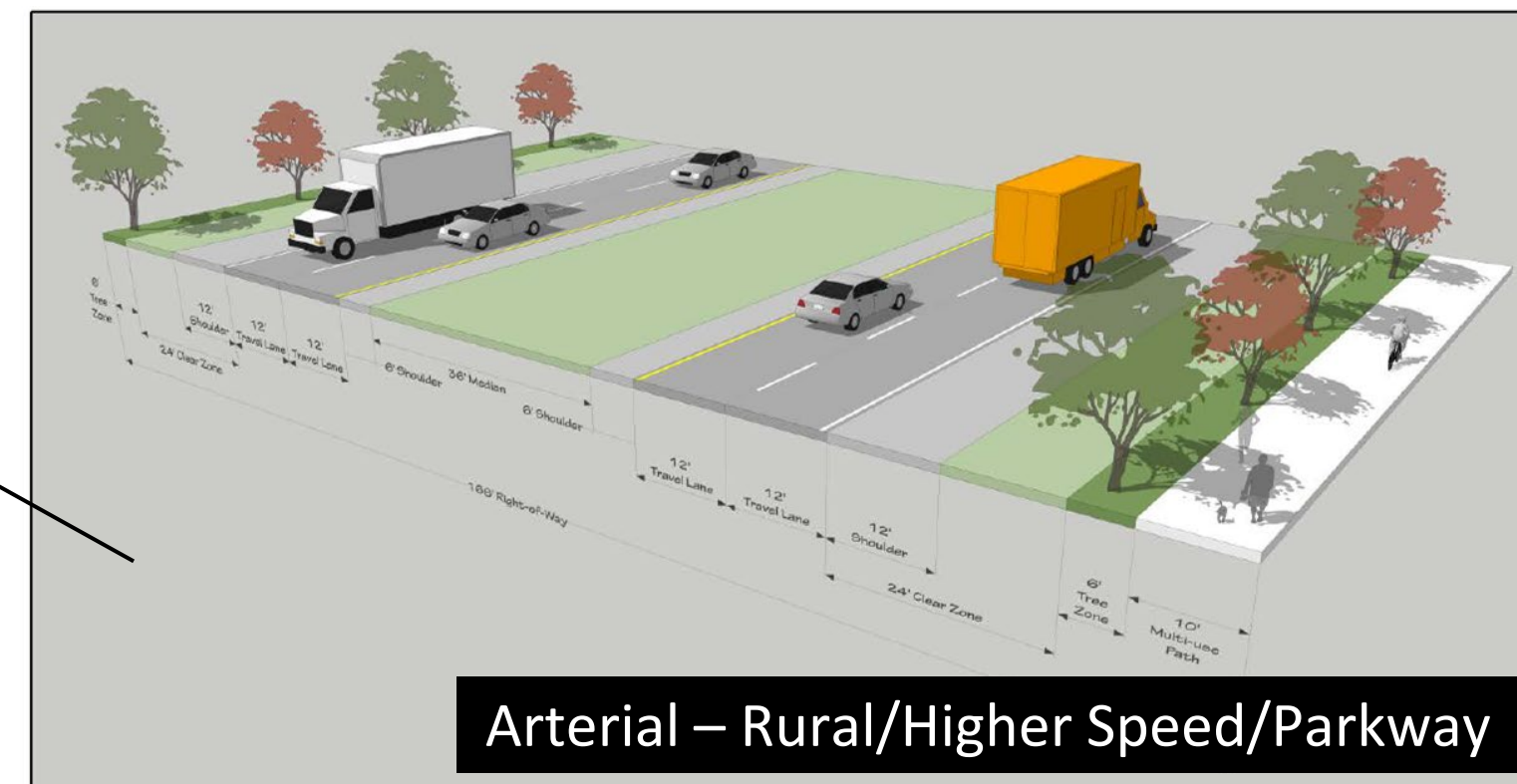
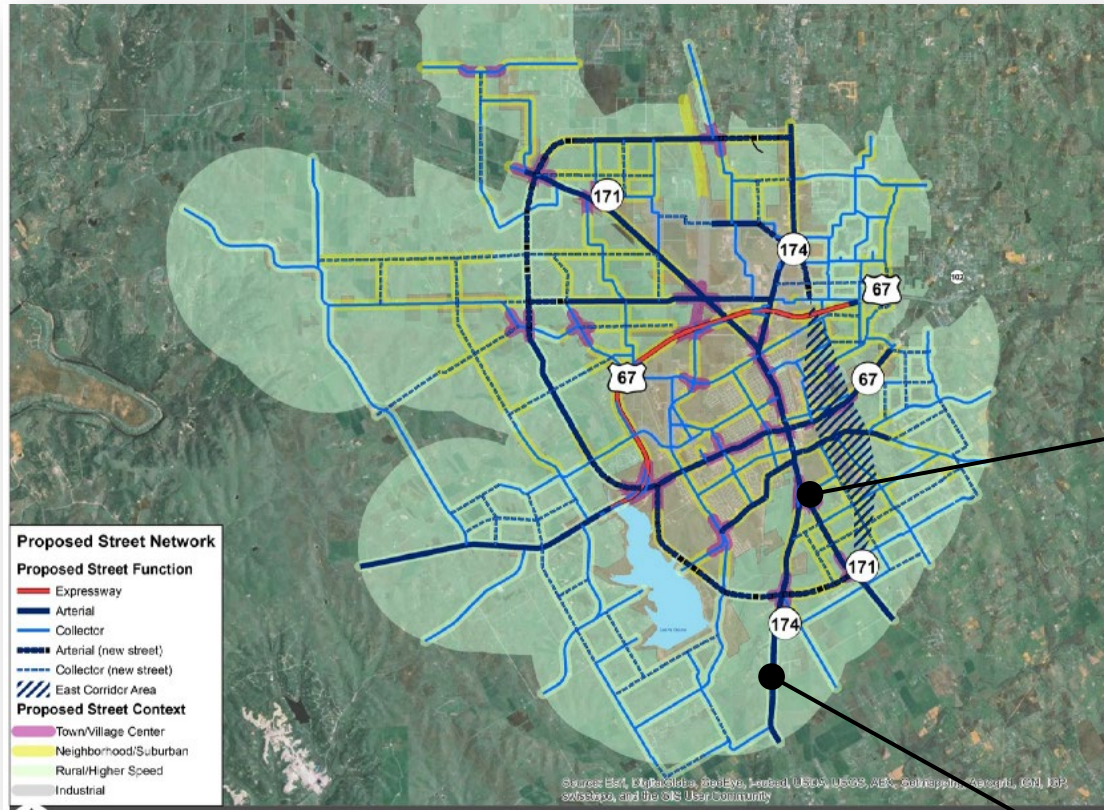
CONTEXT-SENSITIVE STREET TYPES



Relationship Between Streets and Character Areas



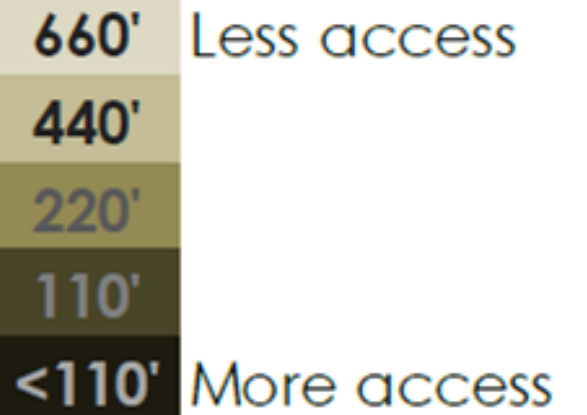
Typical Section

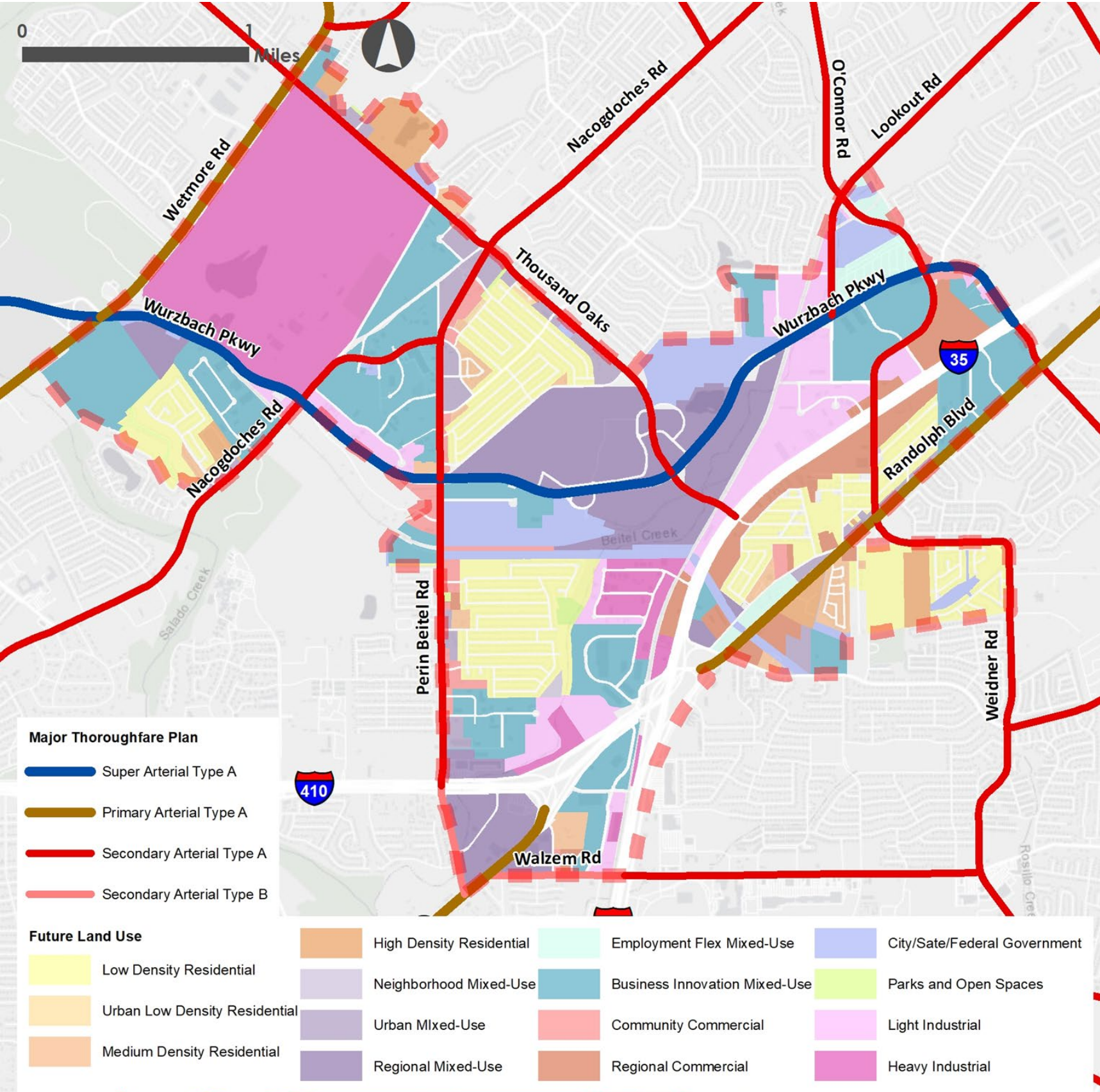


Relationship Between Street Type and Access

Function	Character Area			
	Rural/ Higher Speed	Neighbor- hood/ Suburban	Town/ Village Center	Industrial
Freeways and Expressways	NA	NA	NA	NA
Arterial				
Collector				
Local				

Minimum Driveway Spacing



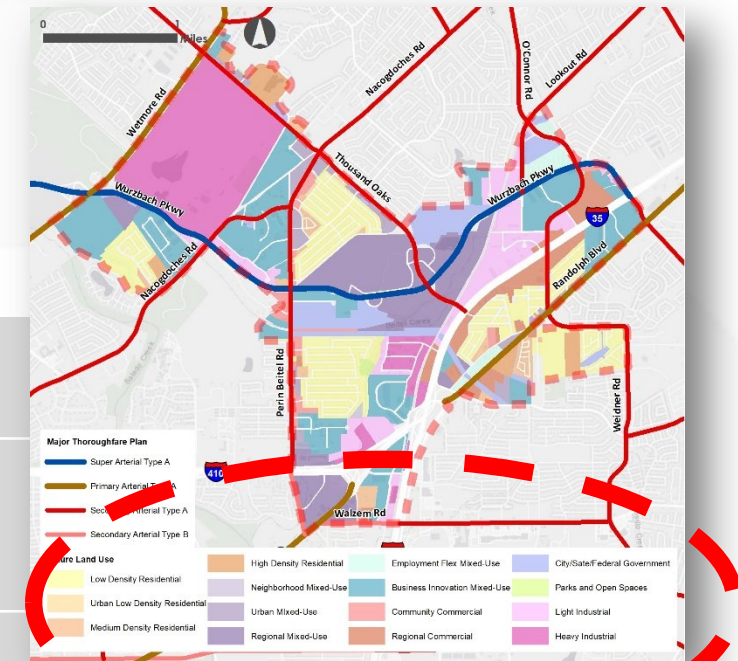


Land Use Link

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

Proposed Context

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



Proposed Context

	Context	Suburban Residential	Suburban Commercial	Industrial	Urban Residential/Storefront	Urban Employment/Civic
Functional Classification	Super Arterial	NA	Suburban Commercial Super Arterial	Industrial Super Arterial	NA	Urban Employment/Civic Super Arterial
	Primary Arterial	Suburban Residential Primary Arterial	Suburban Commercial Primary Arterial	Industrial Primary Arterial	Urban Residential/Storefront Primary Arterial	Urban Employment/Civic Primary Arterial
	Enhanced/Secondary Arterial	Suburban Residential Secondary Arterial	Suburban Commercial Secondary Arterial	Industrial Secondary Arterial	Urban Residential/Storefront Secondary Arterial	Urban Employment/Civic Secondary Arterial
	Rural	Suburban Residential Rural	Suburban Commercial Rural	Industrial Rural	NA	NA
	Local/Other	Suburban Local		Industrial Local	Urban Local	

Emphasis: Cars vs. People and Places

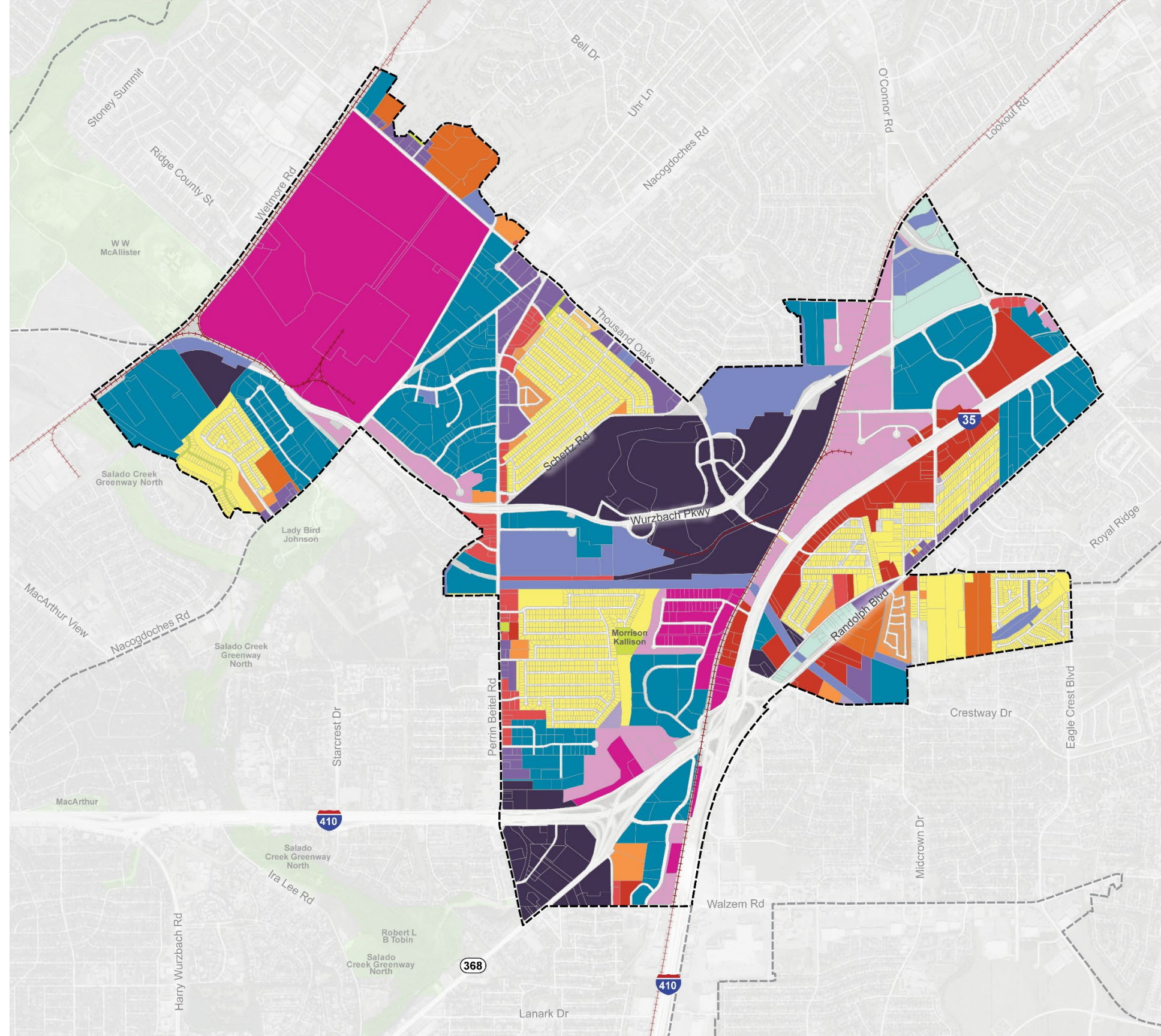
	Context	Suburban Residential	Suburban Commercial	Industrial	Urban Residential/Storefront	Urban Employment/Civic		
Functional Classification	Super Arterial	NA	Suburban Commercial Super Arterial	Industrial Super Arterial	NA	Urban Employment/Civic Super Arterial	Emphasis	Moving vehicles
	Primary Arterial	Suburban Residential Primary Arterial	Suburban Commercial Primary Arterial	Industrial Primary Arterial	Urban Residential/Storefront Primary Arterial	Urban Employment/Civic Primary Arterial		
	Enhanced/Secondary Arterial	Suburban Residential Secondary Arterial	Suburban Commercial Secondary Arterial	Industrial Secondary Arterial	Urban Residential/Storefront Secondary Arterial	Urban Employment/Civic Secondary Arterial		
	Rural	Suburban Residential Rural	Suburban Commercial Rural	Industrial Rural	NA	NA		
	Local/Other	Suburban Local		Industrial Local	Urban Local			



Northeast I-35 and Loop 410 REGIONAL CENTER FUTURE LAND USE

- LEGEND
- Regional Center Boundary
 - Rights-of-Way
 - Land Uses
 - Low Density Residential
 - Urban Low Density Residential
 - Medium Density Residential
 - High Density Residential
 - Neighborhood Mixed-Use
 - Urban Mixed Use
 - Regional Mixed-Use
 - Employment / Flex Mixed-Use
 - Business / Innovation Mixed-Use
 - Light Industrial
 - Heavy Industrial
 - Community Commercial
 - Regional Commercial
 - City / State / Federal Government
 - Parks / Open Space

A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries.



50
5 Acres

0 0.125 0.25 0.5 Mile

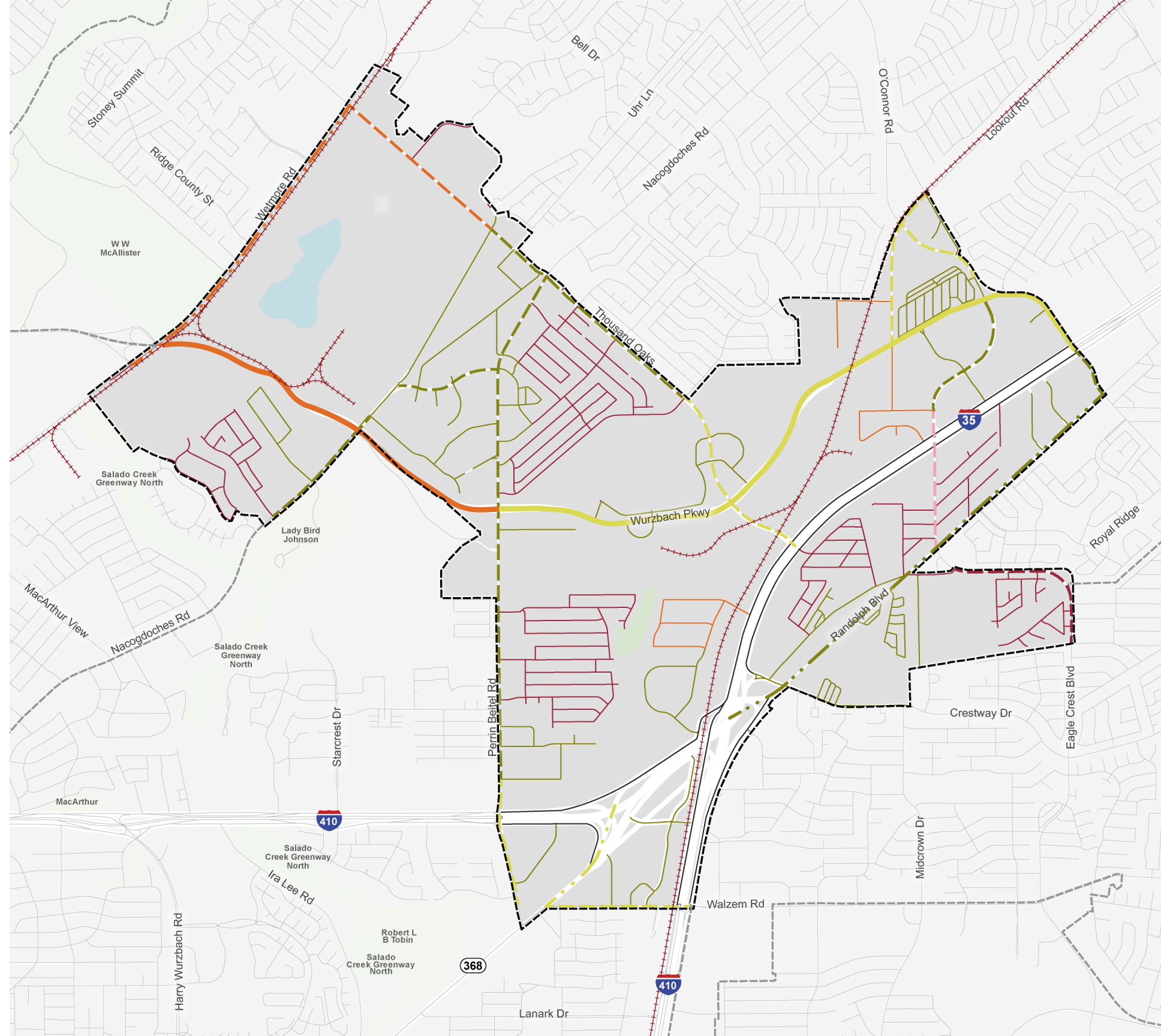
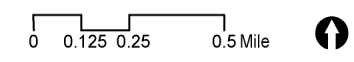


Northeast I-35 and Loop 410 REGIONAL CENTER

DRAFT STREET TYPES

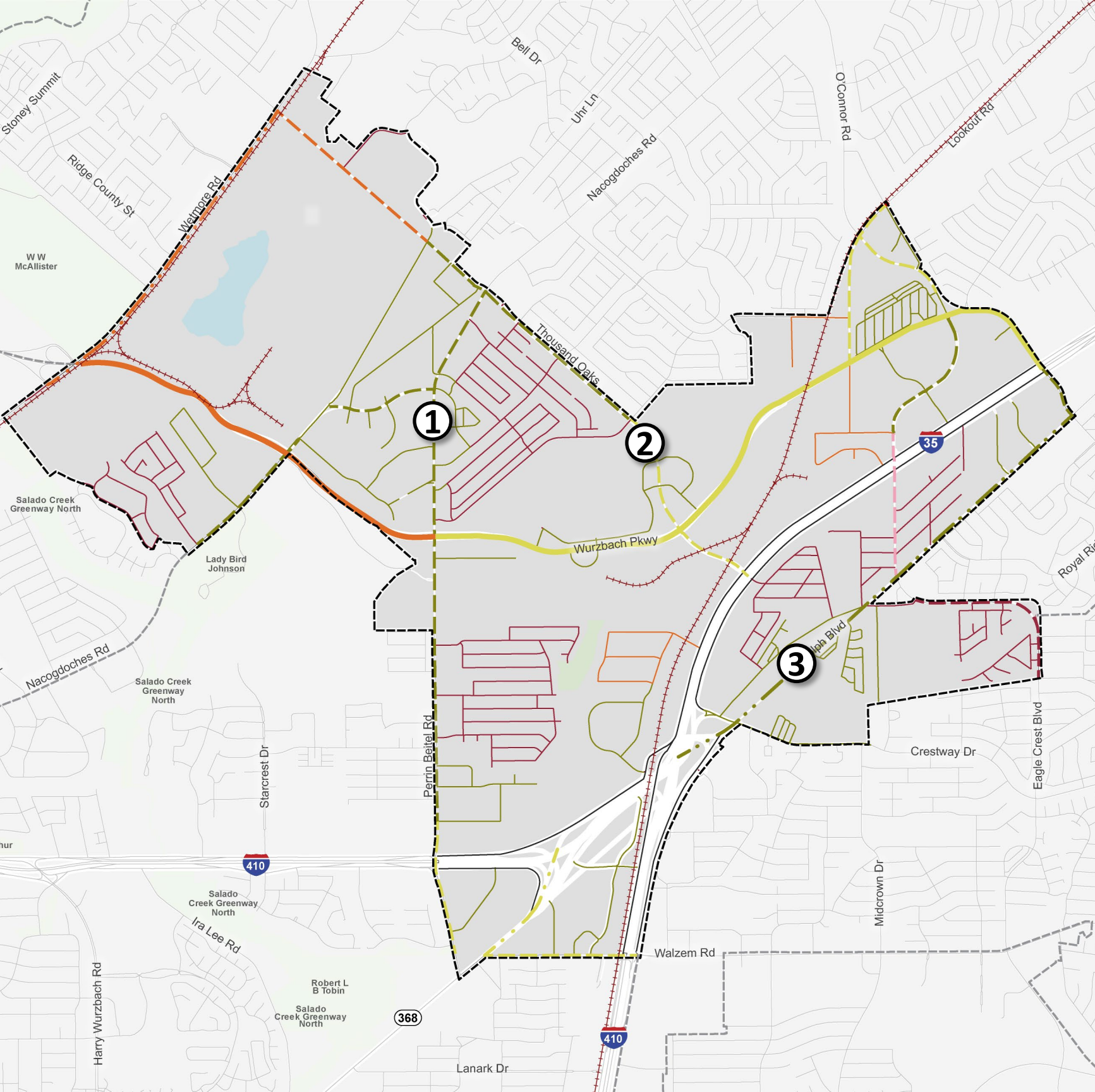
- LEGEND**
- Regional Center Boundary
 - Adjacent Regional Center or Community Area
 - Stream, Creek or River

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



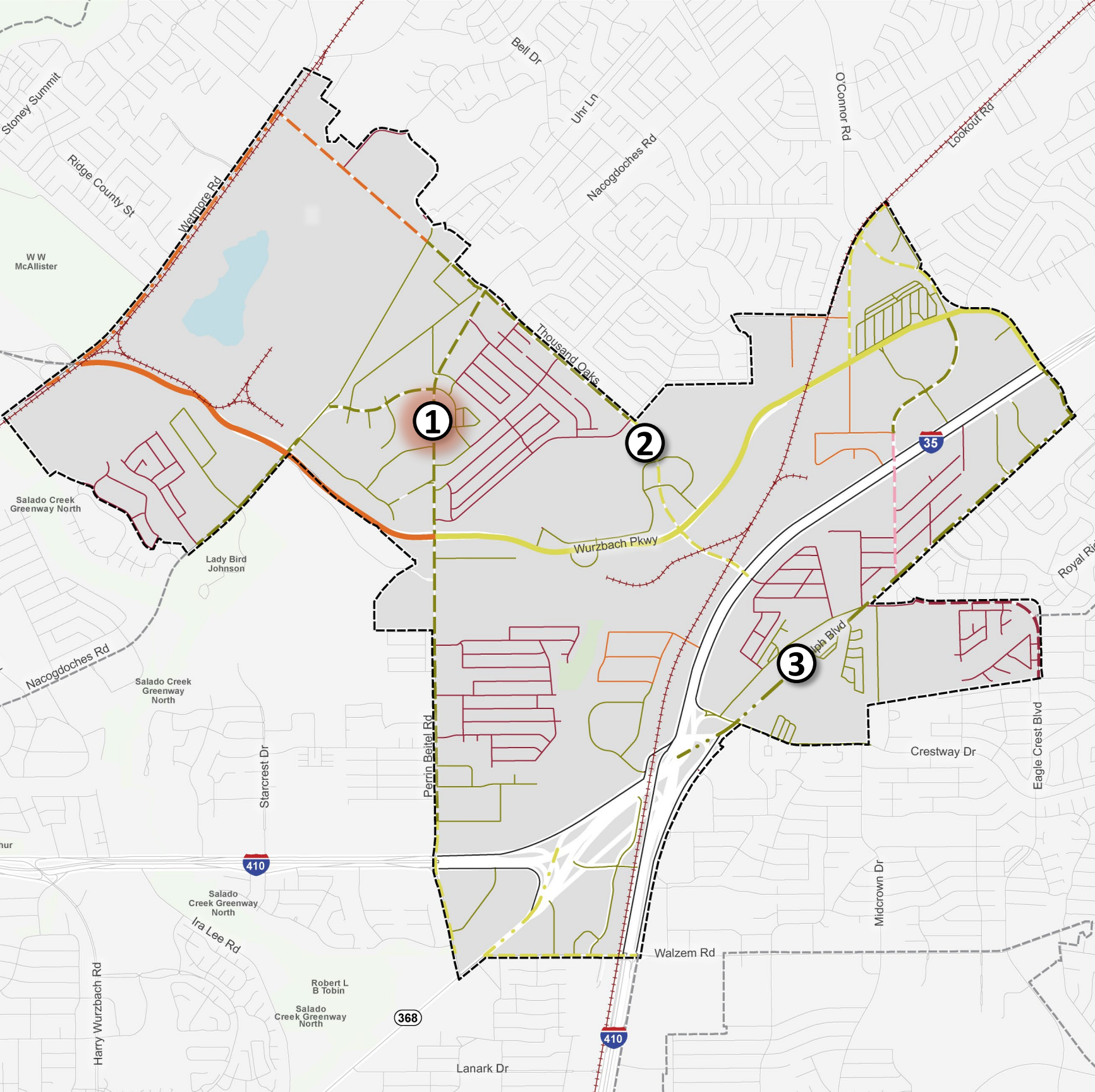
Reality Check

1. Perin Beitel north of Wurzbach
2. Thousand Oaks between Schertz and I-35
3. Randolph Boulevard



Reality Check

1. Perin Beitel north of Wurzbach
2. Thousand Oaks between Schertz and I-35
3. Randolph Boulevard





Slower vehicle speeds (30 mph or less).

Urban Residential/Storefront Secondary Arterial



Buildings oriented to the street.

Urban Residential/Storefront Secondary Arterial



Balance of uses.

Cars

Bicycles

Parking

Pedestrians

Urban Residential/Storefront Secondary Arterial



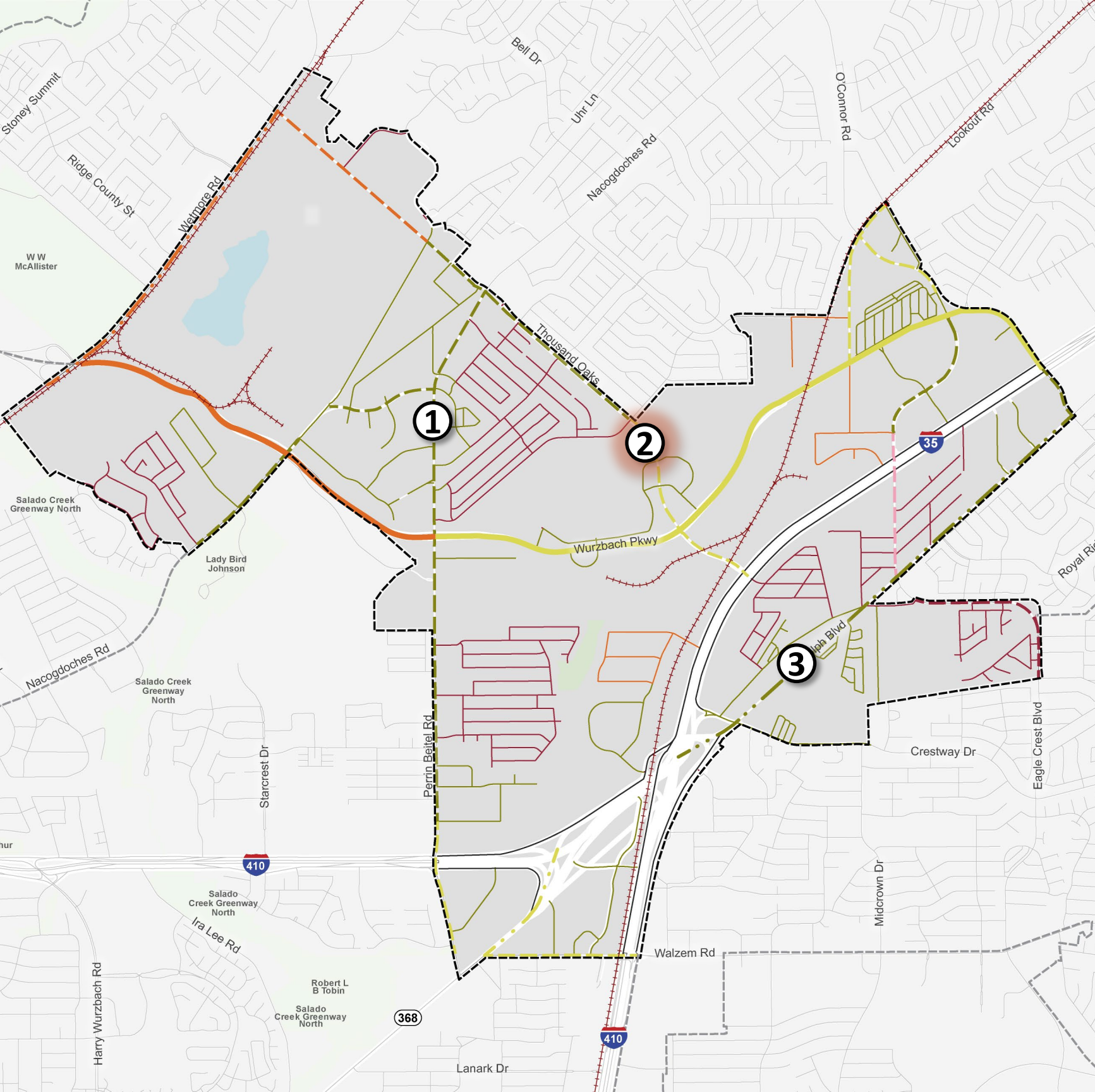
Four Lane Example



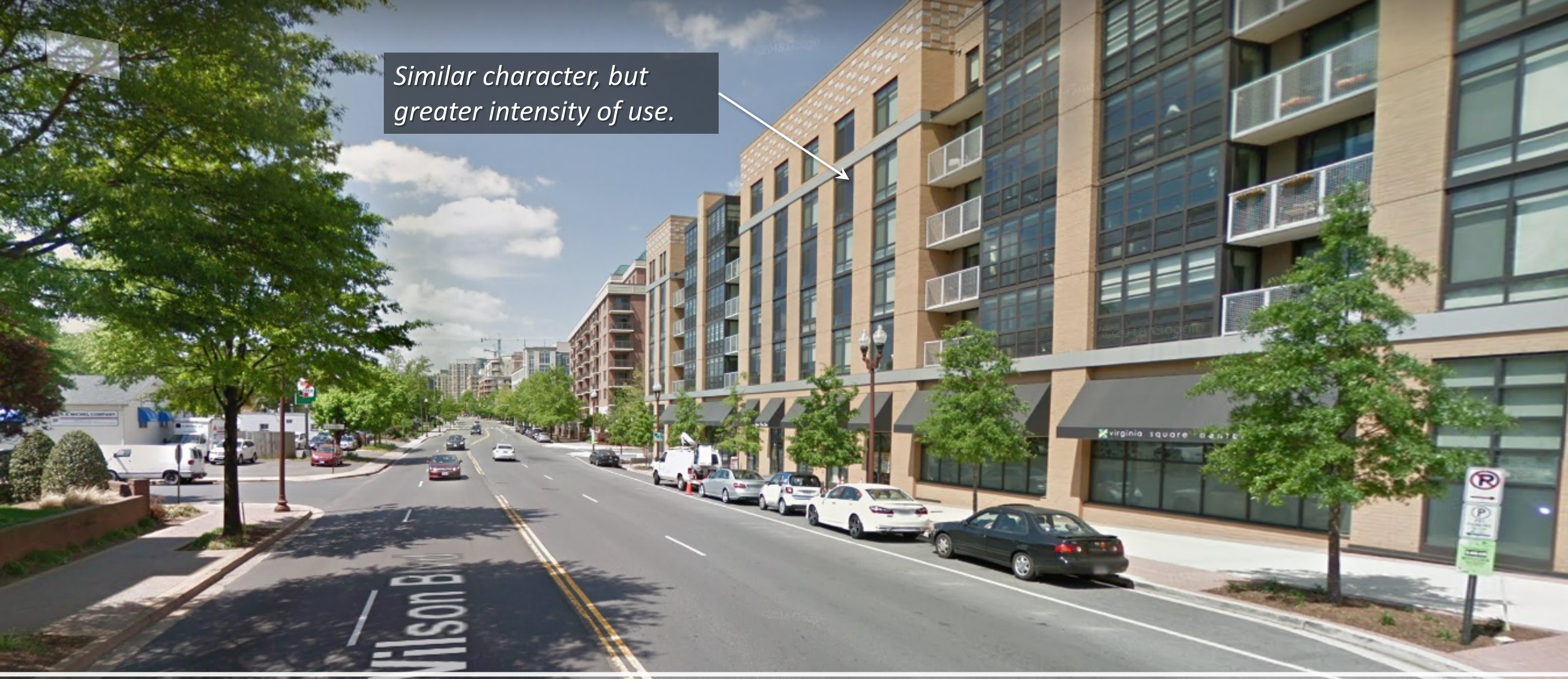
Perrin Beitel Road

Reality Check

1. Perin Beitel north of Wurzbach
2. Thousand Oaks between Schertz and I-35
3. Randolph Boulevard



*Similar character, but
greater intensity of use.*



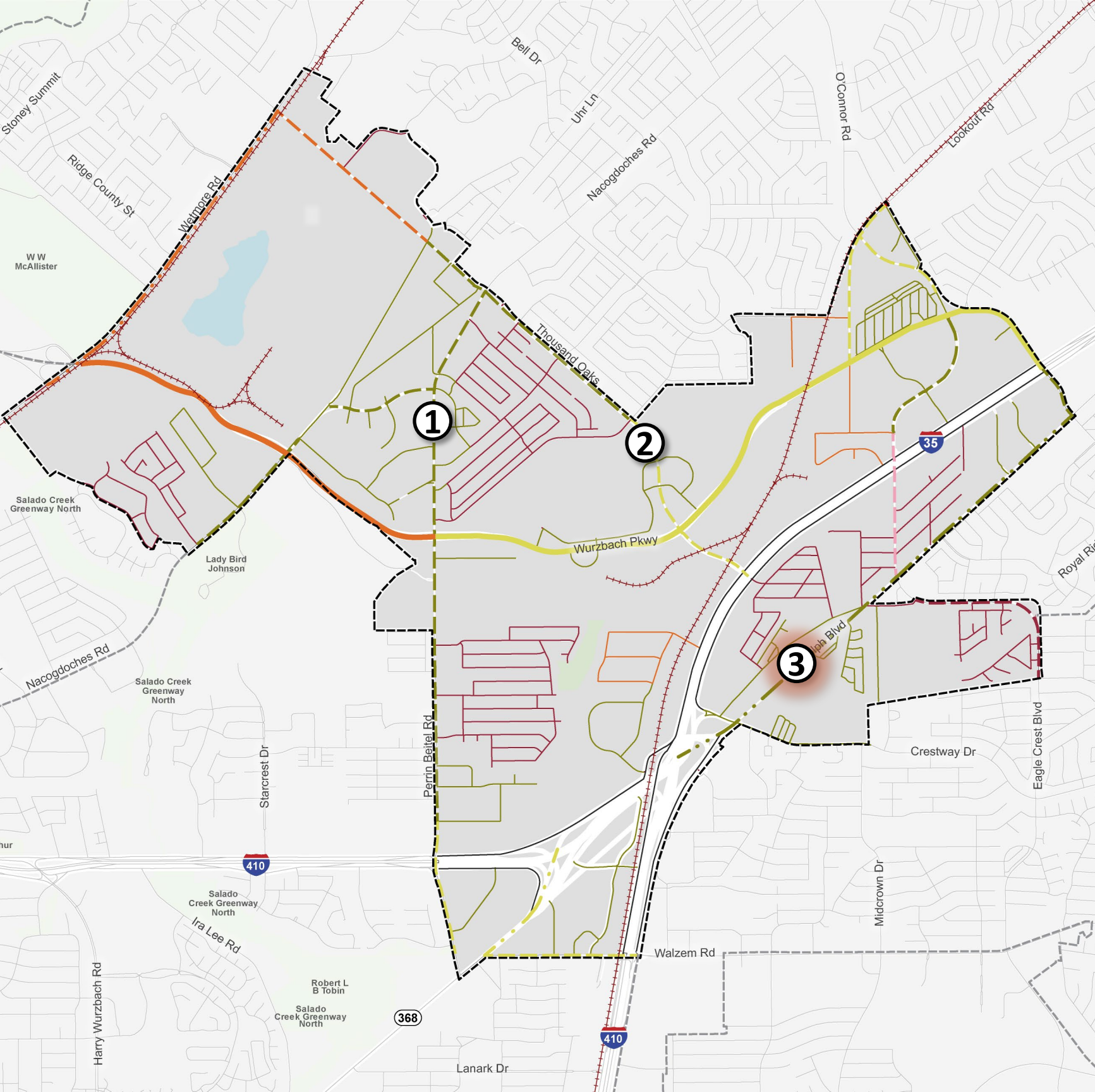
Urban Employment/Civic Secondary Arterial



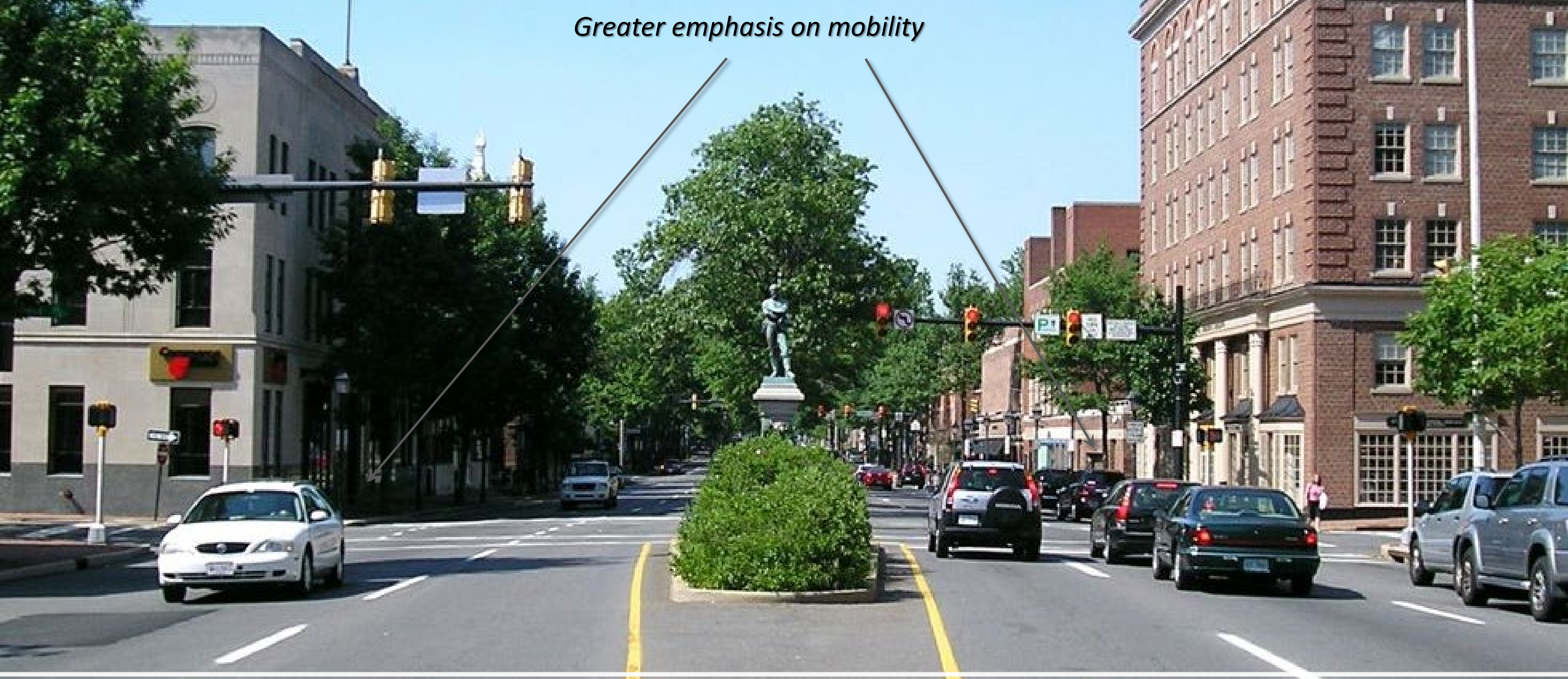
Thousand Oaks

Reality Check

1. Perin Beitel north of Wurzbach
2. Thousand Oaks between Schertz and I-35
3. Randolph Boulevard



Greater emphasis on mobility

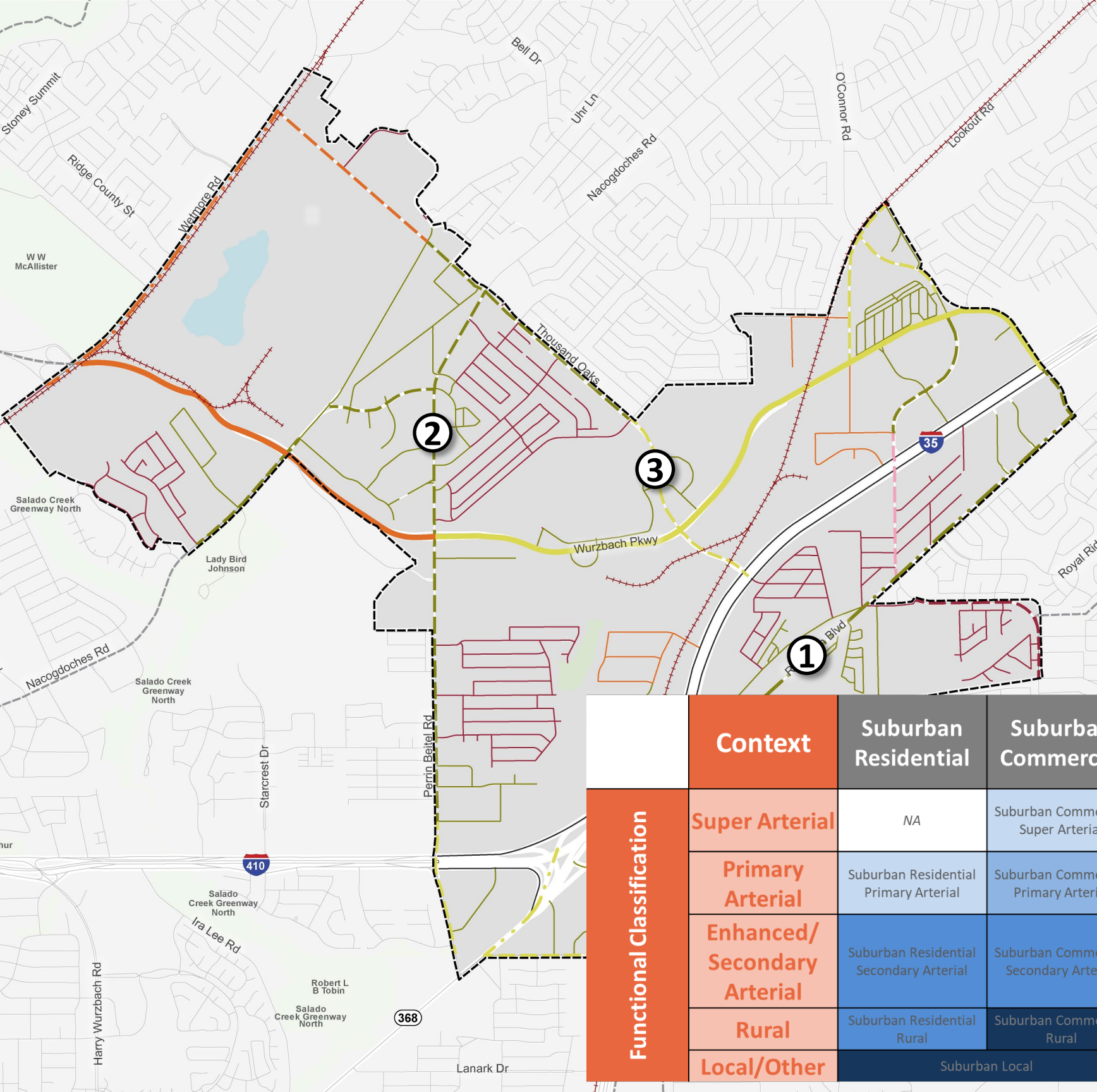


Urban Residential/Storefront Primary Arterial



Randolph Boulevard





Reality Check

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

	Context	Suburban Residential	Suburban Commercial	Industrial	Urban Residential/Storefront	Urban Employment/Civic
Functional Classification	Super Arterial	NA	Suburban Commercial Super Arterial	Industrial Super Arterial	NA	Urban Employment/Civic Super Arterial
	Primary Arterial	Suburban Residential Primary Arterial	Suburban Commercial Primary Arterial	Industrial Primary Arterial	Urban Residential/Storefront Primary Arterial	Urban Employment/Civic Primary Arterial
	Enhanced/Secondary Arterial	Suburban Residential Secondary Arterial	Suburban Commercial Secondary Arterial	Industrial Secondary Arterial	Urban Residential/Storefront Secondary Arterial	Urban Employment/Civic Secondary Arterial
	Rural	Suburban Residential Rural	Suburban Commercial Rural	Industrial Rural	NA	NA
	Local/Other	Suburban Local		Industrial Local	Urban Local	

Emphasis	Moving vehicles
	People and places

SA



TOMORROW

Case Studies

Case Study: Cherry Creek Trail



Case Study: Cherry Creek Trail



Case Study: Cherry Creek Trail



Case Study: Atlanta BeltLine



Source: Atlanta BeltLine Partnership

Case Study: Atlanta BeltLine



Christopher T. Martin



Case Study: Atlanta BeltLine



Case Study: Atlanta BeltLine



Case Study: San Pedro Creek



Case Study: San Pedro Creek



Case Study: San Pedro Creek



SA



TOMORROW

Multimodal Connections



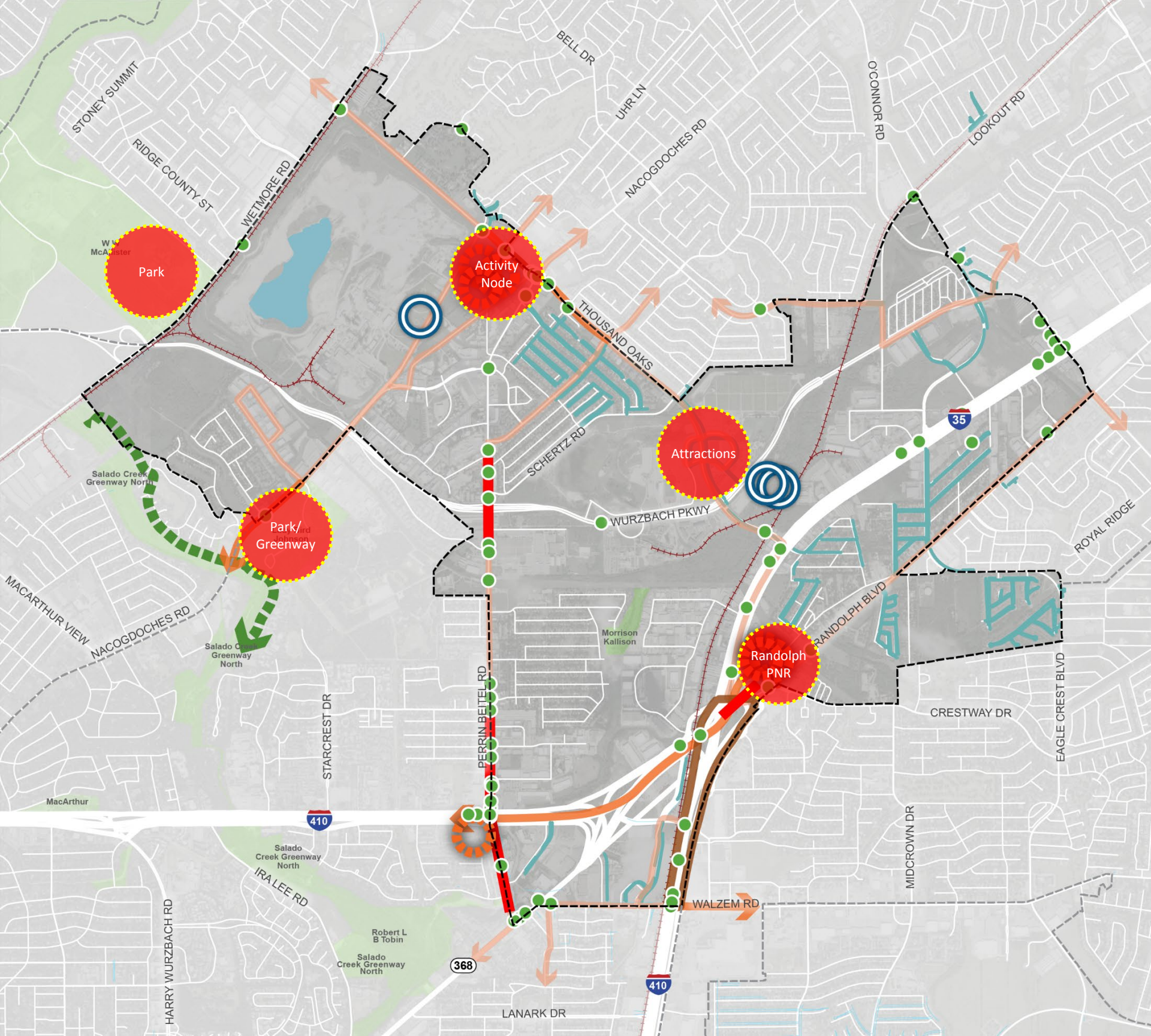
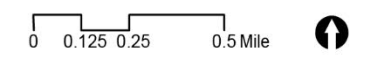
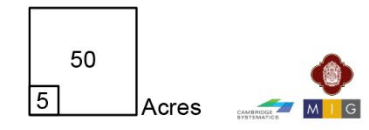
Northeast I-35 and Loop 410 REGIONAL CENTER

PEOPLE, PEDESTRIANS, AND TRANSIT

- Regional Center Area Boundary
 - Adjacent Regional Center or Community Area
 - Rail Line
 - Park or Open Space
 - Stream
 - Key Projects
 - Planned Greenway
 - High Volume VIA Stops*
 - SPIA
 - Pedestrian Crash Locations
 - Sidewalks
- VIA BUS ACTIVITY
- Over 6 Buses per Hour
 - 3 to 6 Buses per Hour
 - 3 or Less Buses per Hour

Major destination

* High volume is defined as over 125 combined boardings / alightings

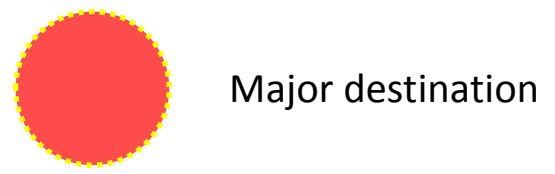




Northeast I-35 and Loop 410 REGIONAL CENTER

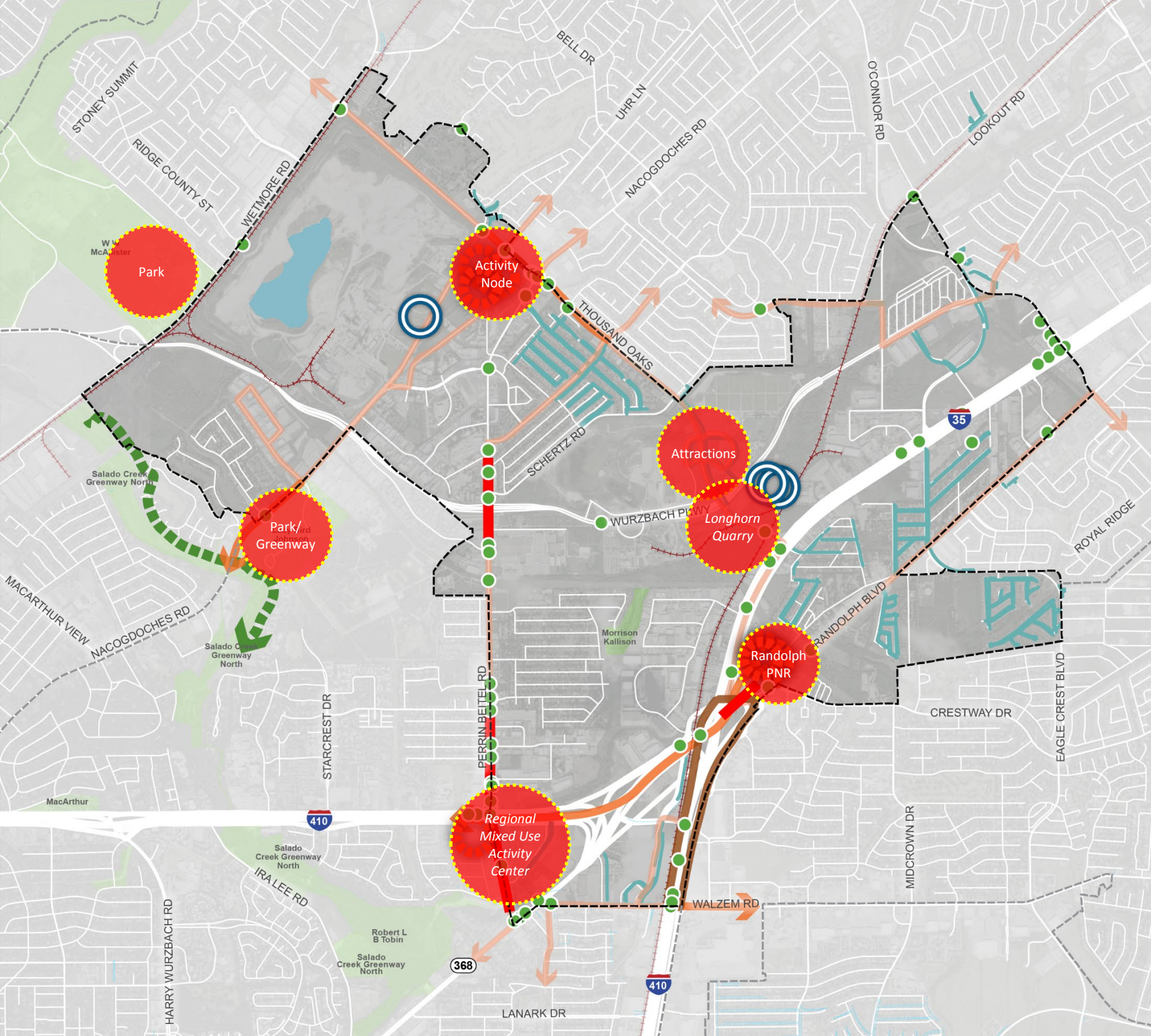
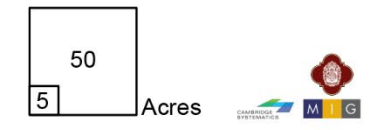
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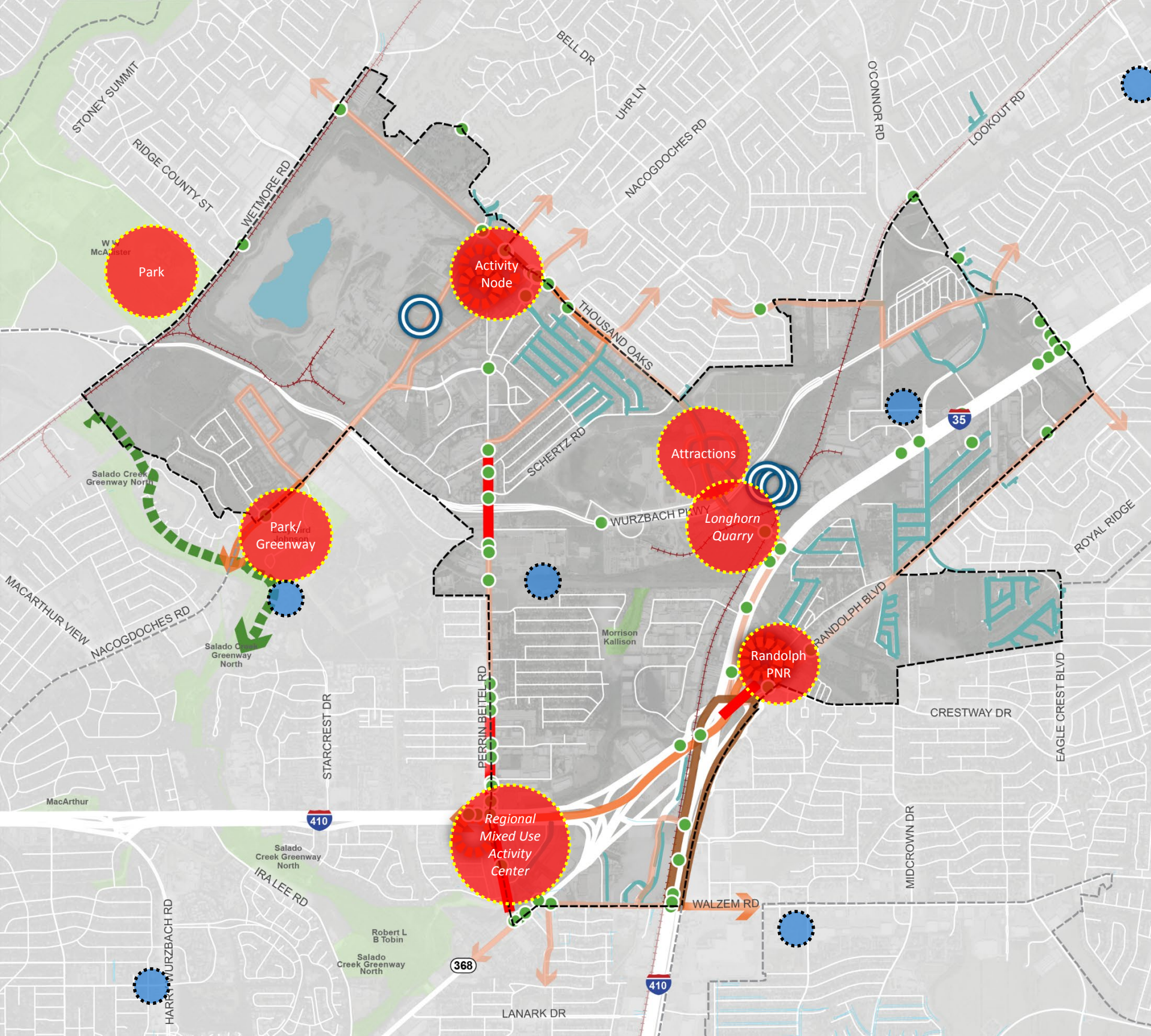


Northeast I-35 and Loop 410 REGIONAL CENTER

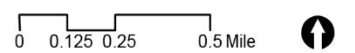
PEOPLE, PEDESTRIANS, AND TRANSIT

- Regional Center Area Boundary
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 - Key Projects
 - Planned Greenway
 - High Volume VIA Stops*
 - SPIA
 - Pedestrian Crash Locations
 - Sidewalks
- VIA BUS ACTIVITY
- Over 6 Buses per Hour
 - 3 to 6 Buses per Hour
 - 3 or Less Buses per Hour

- Major destination
- School



* High volume is defined as over 125 combined boardings / alightings



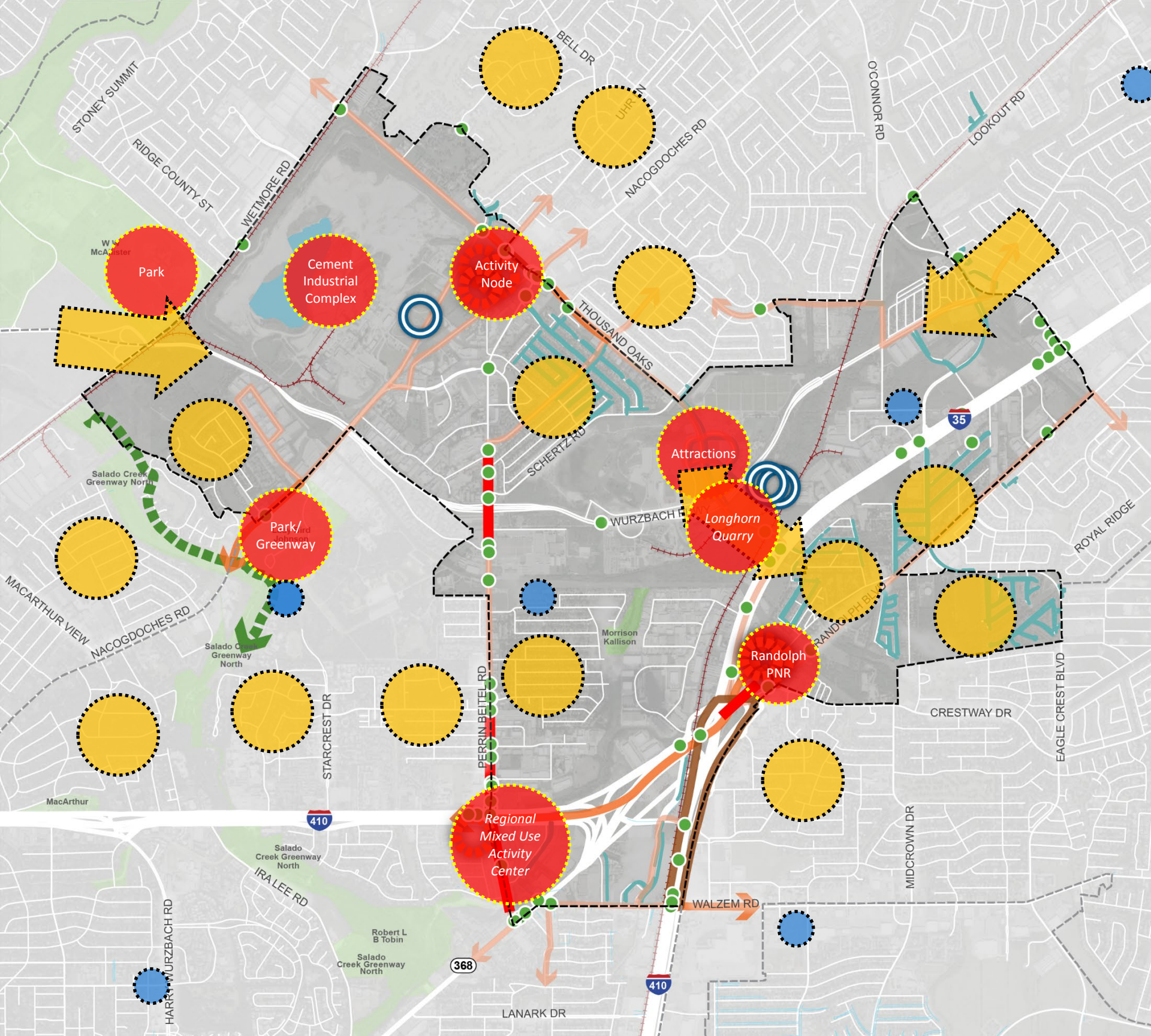


Northeast I-35 and Loop 410 REGIONAL CENTER

PEOPLE, PEDESTRIANS, AND TRANSIT

- Regional Center Area Boundary
 - Adjacent Regional Center or Community Area
 - Rail Line
 - Park or Open Space
 - Stream
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 - High Volume VIA Stops*
 - SPIA
 - Pedestrian Crash Locations
 - Sidewalks
- VIA BUS ACTIVITY
- Over 6 Buses per Hour
 - 3 to 6 Buses per Hour
 - 3 or Less Buses per Hour

- Major destination
- School
- Neighborhood and/or origin



* High volume is defined as over 125 combined boardings / alightings



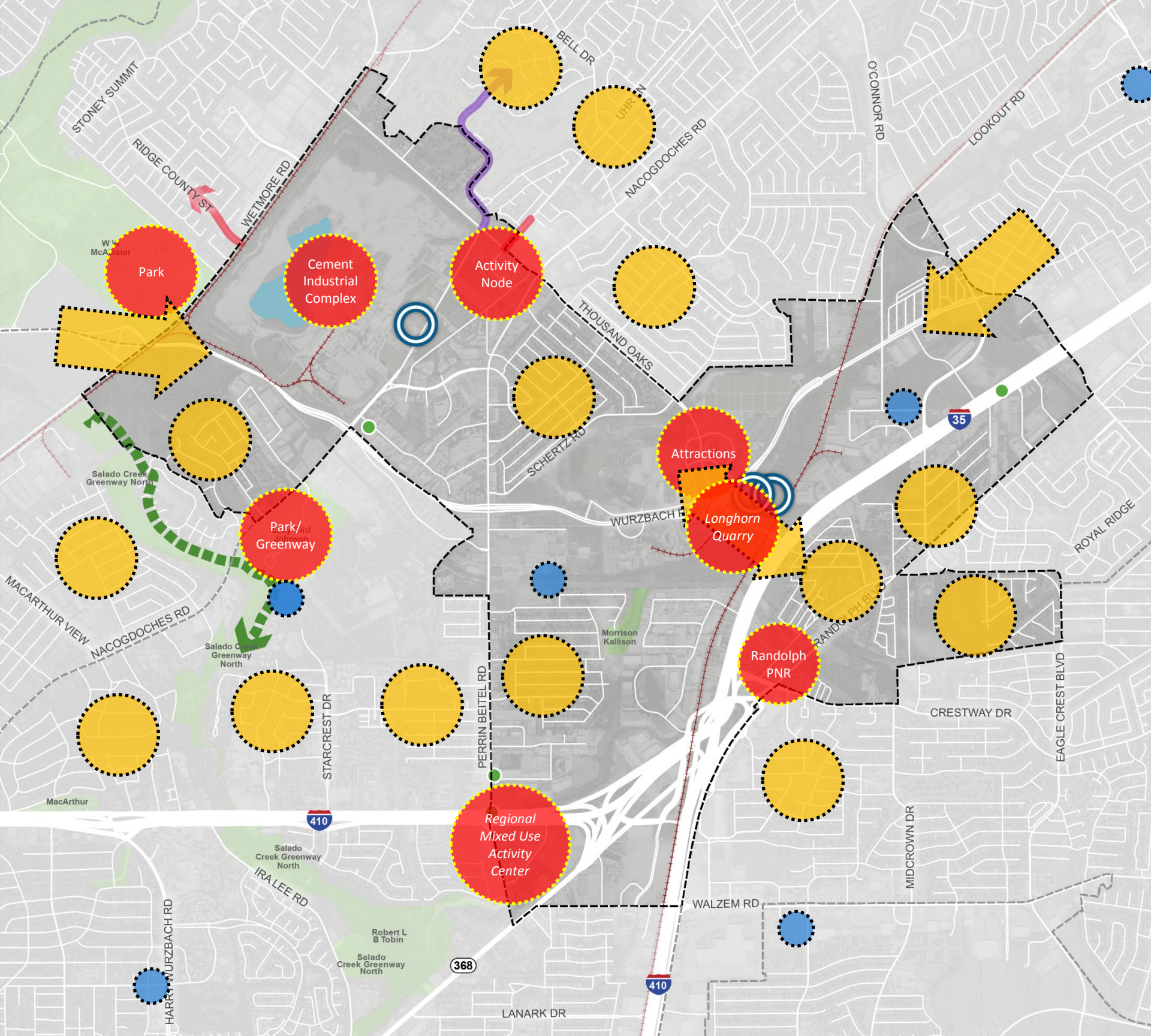


Northeast I-35 and Loop 410
REGIONAL CENTER

CYCLING AND
MICROMOBILITY

- Regional Center Area Boundary
- Adjacent Regional Center or Community Area
- Rail Line
- Park or Open Space
- Stream
- Key Projects
- Planned Greenway
- Cyclist Crash
- BICYCLE FACILITIES**
- Bike Lane
- Designated Route

- Major destination
- School
- Neighborhood and/or origin



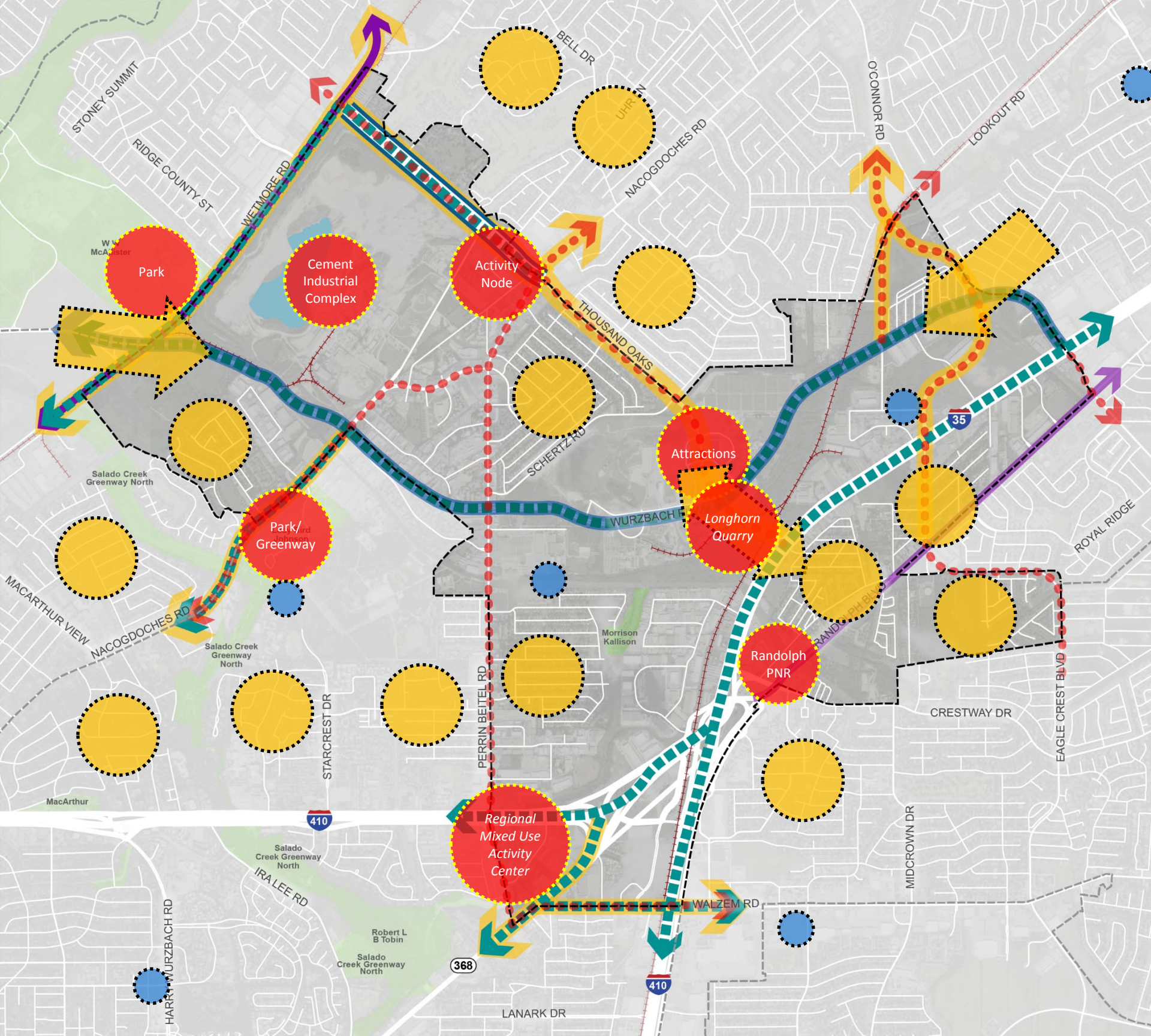


Northeast I-35 and Loop 410
REGIONAL CENTER

MOTOR VEHICLES
AND FREIGHT

- Regional Center Area Boundary
- Adjacent Regional Center or Community Area
- Rail Line
- Park or Open Space
- Stream
- Key Projects
- Heavy Truck Volume*
- High Crash Location
- MAJOR THOROUGHFARE PLAN**
- Super Arterial Type A
- Primary Arterial Type A
- Secondary Arterial Type A

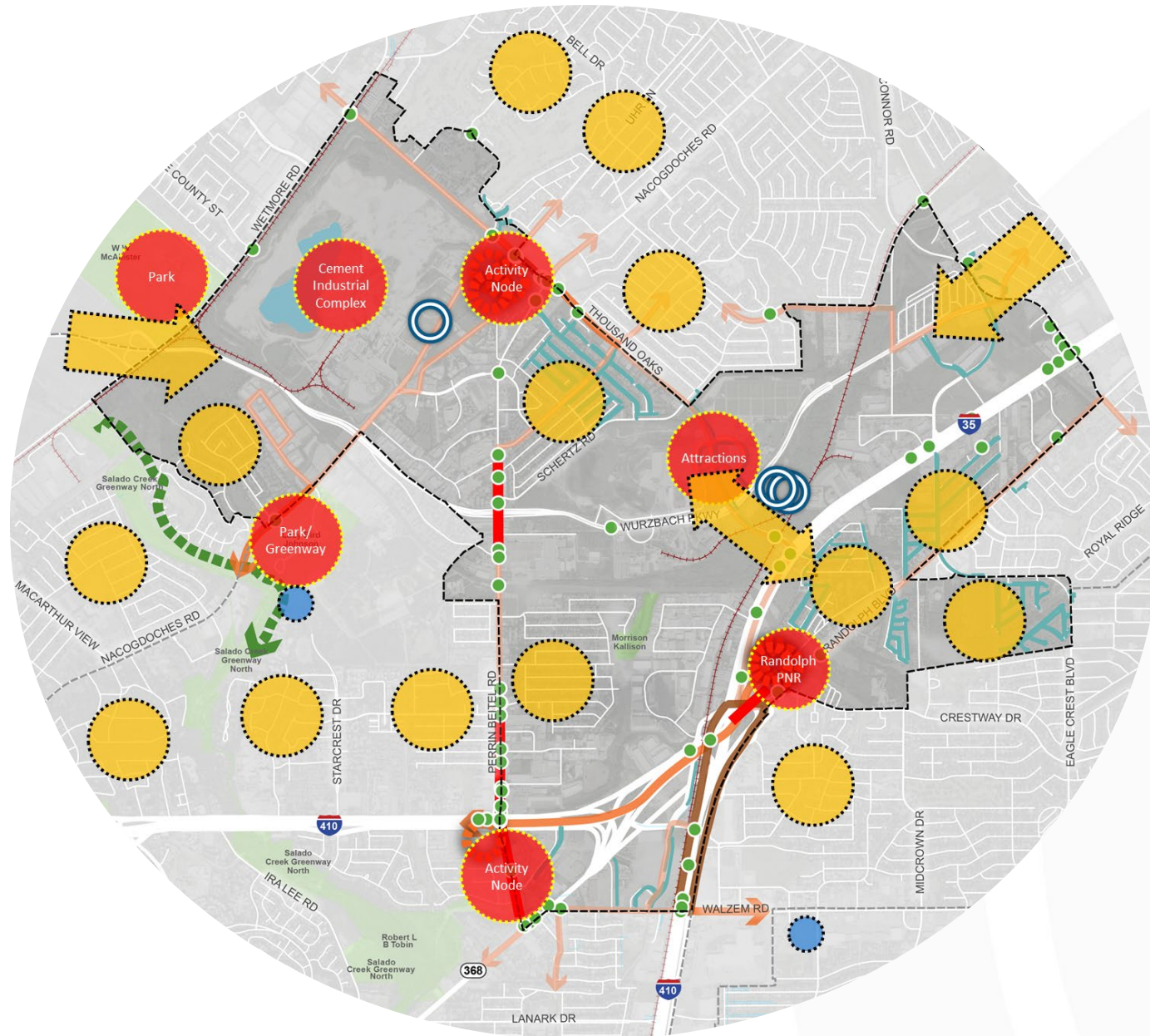
- Major destination
- School
- Neighborhood and/or origin



* Heavy truck volume is defined as over 2,500 trucks per day

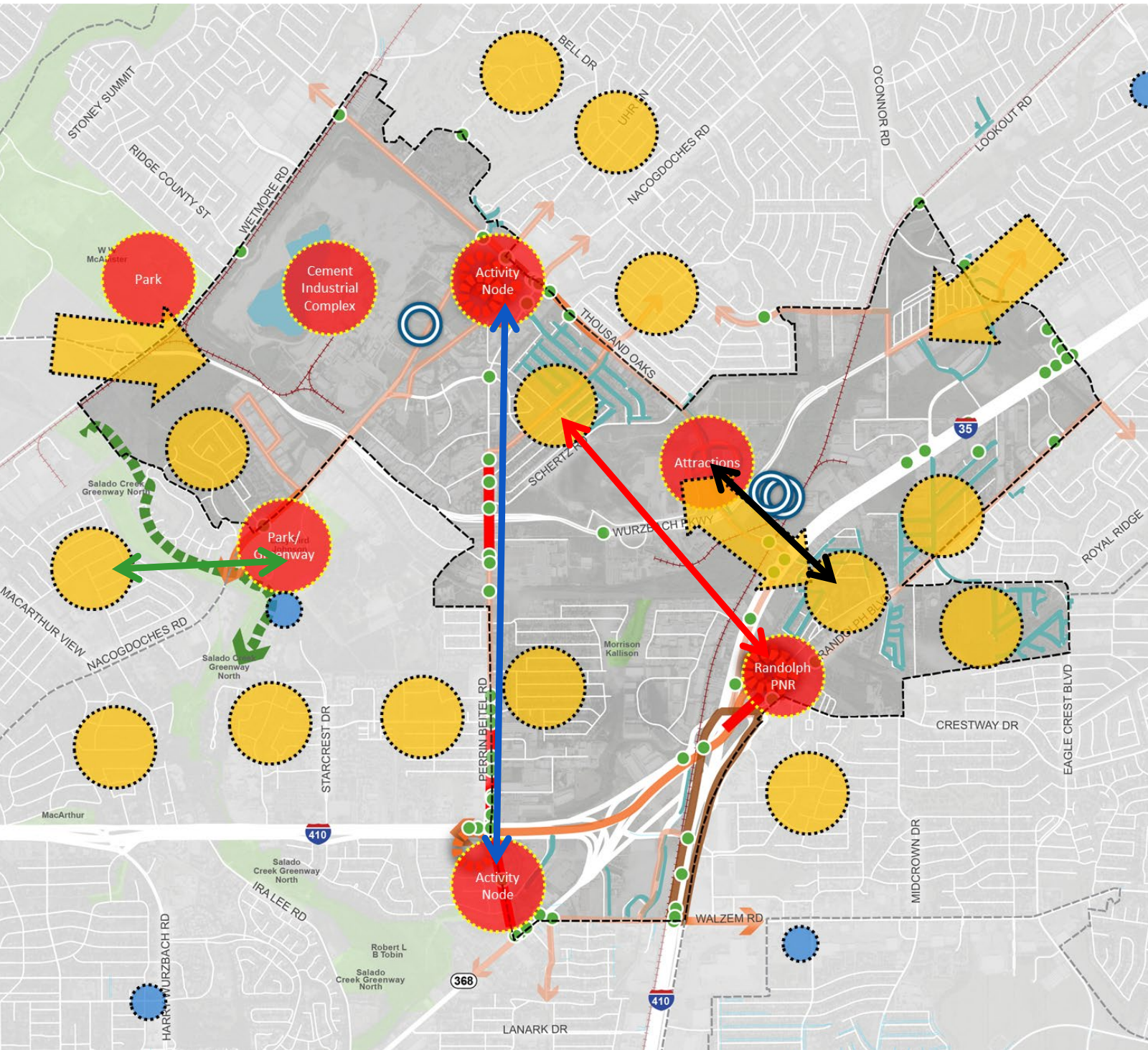
50
5 Acres

0 0.125 0.25 0.5 Mile

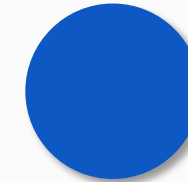


Multimodal connections

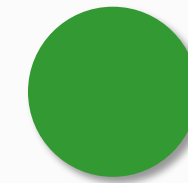
- What are the key origin and destination linkages?
- Think about how you want to get there (mode).
- Don't worry about specific routes.
- Any missing origins/destinations?



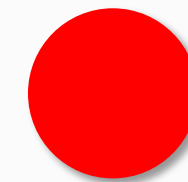
Multimodal connections



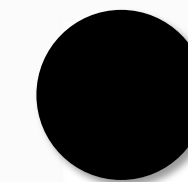
Walk



Bike



Transit



Auto

SA



TOMORROW

Next Steps

Up next...

Meeting #9:

Infrastructure and Amenities

- Week of December 9th, 2019



Meeting #10:

Mobility

- Week of January 13th, 2020