

Port San Antonio Area Regional Center Planning Team Meeting #10

Tuesday, December 10th, 2019 Port San Antonio Marketing Conference Room 5:30 to 7:30 PM Auxiliary Marketing Services



MIG

Ximenes & Associates

SF (F) TOMORROW Welcome and Introductions



Port San Antonio Area Project Team

- Channary Gould, 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.



Meeting Objectives

- Welcome and Introductions
- Planning Team Meeting No. 8 Recap
- Proposed Street Typology
- Mobility Framework
- Table Exercise
- Wrap-up and Next Steps





SFILE TOMORROW Project Process and Schedule





Sub-Area Planning Project Phases



3

Analysis & Visioning

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

Plan Framework

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

Mid 2019-Early 2020

Recommendations & Implementation

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

Late 2019-Early 2020

Documentation & Adoption

Public Hearings, adoption, final summary and ePlan

Early-Mid 2020





Overall 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



SFICE TOMORROW Planning Team Meeting No. 8 Recap







SFIGTOMORROW Proposed Street Typology











What do you want your streets to say about you?

Traditional Approach to Streets

- Organized by function and role
- Hierarchical
- One-size-fits-all

А	rteria	
Collector	Local	





Street Classifications

*information from AAMPO Major Thoroughfare Plan





Primary Arterial



Secondary Arterial

Local

"Hybrid" approach

- Role and function stay the same
- Character changes based on context







Example: Cleburne, Texas

STREET FUNCTION



LAND USE/CHARACTER



CONTEXT-SENSITIVE STREET TYPES





Relationship Between Streets and Character Areas

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

Emphasis



Moving vehicles

People and places





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



Context areas



		Business and Innovation Mixed-Use	Agricultural	Urban Low Density Residential	Neighborhood Commercial	Business and Innovation Mixed-Use	
	Residential Estate	Community Commercial	Light Industrial	Medium Density Residential	Urban Mixed Use	Employment/Fle x Mixed Use	Parks and Open Space
	Low Density Residential	Regional Commercial	Heavy Industrial	High Density Residential	Neighborhood Mixed Use	Regional Mixed- Use	City/State/Feder al Government
Context	Suburban Residential	Suburban Commercial	Industrial	Multi-family Residential	Mixed Use Residential/ Storefront	Mixed Use Employment/ Civic	Variable

Proposed Street Types

	Context	Suburban Residential	Suburban Commercial	Industrial	Multi-family Residential	Mixed Use Residential/ Storefront	Mixed Use Employment/ Civic	Variable
Functional Classification	Super Arterial	NA	Suburban Commercial Super Arterial	Industrial Super Arterial	NA	NA	Mixed Use Employment/ Civic Super Arterial	ext.
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Emphasis: Cars vs. People and Places

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- Suburban Residential
- Suburban Commercial
- Mixed Use Residential
- Multi-family Residential
- Mixed Use Employment





Reality Check

- 1. Medina Base Road
- 2. Cupples Road
- 3. Military







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Suburban Residential Secondary Arterial



Suburban Residential Secondary Arterial

Pedbikeimages.org/danburden





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Mixed Use Residential/Storefront Secondary Arterial



Mixed Use Residential/Storefront Secondary Arterial



Mixed Use Residential/Storefront Secondary Arterial





Cupples Road





Road Before Road After

Road Diet?

- Classic road diet is four lanes to three
- Use residual ROW for turn lanes, bike lanes, on-street parking, wide sidewalks, etc.
- Crash reduction
- Less than 20,000 vehicles per day \bullet

Source: FHWA





Many overly wide roads could use a "road diet"





Classic road diet shrinks 4 lanes to 3 + bike lanes



Classic road diet shrinks 4 lanes to 3 + bike lanes







Creates room for wider sidewalks



An inexpensive tool for retrofitting existing streets

Four lane to three-lane conversion





Four to three lane reductions can actually enhance safety and capacity



Four lanes versus three





Four lanes versus three







Case study research

Table 4Case Study Analysis Results (9, 10, 11, 12, 13)*						
Location	Approx. ADT	Safety	Operations			
Montana	<u>'a</u>	•				
Billings – 17 th Street West	9,200 -10,000	62 Percent Total Accident Reduction (20 Months of Before/After Data)	No Notable Decrease**			
Helena – U.S. 12	18,000	Improved**	No Notable Decrease**			
Minnesota	U					
Duluth – 21 st Avenue East	17,000	Improved**	No Notable Decrease**			
Ramsey County – Rice Street	18,700 Before 16,400 After	28 Percent Total Accident Reduction (3 Years of Before/After Data)	NA			
Iowa						
Storm Lake – Flindt Drive	8,500	Improved**	No Notable Decrease**			
Muscatine – Clay Street	8,400	Improved**	NA			
Sioux Center – U.S. 75	14,500	NA	Expected Average Arterial Speed Decrease of 1.7 mph			
Iowa Falls – U.S. 65	8,700	NA	Expected Intersection Stopped Delay per Vehicle Increase of 0.5 seconds			
California						
Oakland – High Street	22,000-24,000	17 Percent in Total Accident Reduction (1 year of Before/After Data)	No Notable Change in Vehicle Speed			
San Leandro – East 14 th Street	16,000-19,300 Before 14,000-19,300 After	52 Percent in Total Accident Reduction (2 years of Before/After Data)	Maximum of 3 to 4 mph Spot Speed Reduction			

Lane width reductions



Proposed



Stripe 4' bicycle lane Reduce travel lane width to 11' Eliminate offset (design speed =< 35 mph)







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Greater emphasis on mobility

Roadway landscape buffer.

Similar character, but greater intensity of use.

Mixed Use Employment Primary Arterial



Buildings can have a relationship to the road in lower speed contexts.

Mixed Use Residential/Storefront Primary Arterial



People can get out of their cars and walk here, adjacent to the primary arterial.

Mixed Use Local "Enclave"

STATE





Military Drive



Reality Check

- Think about how these roads look ۲ and feel today
- Do you see them transforming into ulletthe proposed typology?

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SF (F) TOMORROW Mobility Framework



Origins and Destinations

Linkages

Priority Corridors











ΠW





CAMBRIDGE MIG

0.5 Mile

0







Port San Antonio Area REGIONAL CENTER

MOTOR VEHICLES AND FREIGHT

 Port San Antonio Area Regional Center Boundary
Adjacent Regional Center or Community Area
Rail Line
Park or Open Space
Stream
Major Destination
School
Neighborhood (Origin)
Neighborhood (Outside Origin)

CAMBRIDGE MIG

0.5 Mile

0

Acres










Priority/Emphasis Corridors

- Emphasis on specific mode ۲
- Design treatments ullet
- Tradeoff decisions (limited ROW) •
- Does <u>not</u> exclude other users









Priority/Emphasis Corridors

- Emphasis on specific mode ۲
- Design treatments ۲
- Tradeoff decisions (limited ROW) •
- Does not exclude other users ۲

Freight priority







Pedestrian Focus Areas

- Specific "nodes" of pedestrian ۲ activity
- Good sidewalks ullet
- Safe, balanced intersections ullet
- Ample crossing opportunities ullet







Crossing Enhancements

- Specific locations where crossing is a ulletpriority
- High visibility ٠
- Lower motor vehicle speeds ullet
- Multimodal ullet
- Signalized or unsignalized •











Access and intermodal connectivity

Transit

Cycling and walking

Mobility hubs

Micromobility and shared mobility







Mobility Hubs

- Emphasis on modal access and connectivity
- Intuitive and user friendly
- Scalable



Discussion



- Does the mobility framework meet your expectations?
- Did we miss any important origins and/or destinations?
- Key linkages?
- Do the modal **priorities** make sense?



SFILT TOMORROW Wrap-up and Next Steps





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