

SAN ANTONIO-BEXAR COUNTY  
METROPOLITAN PLANNING ORGANIZATION



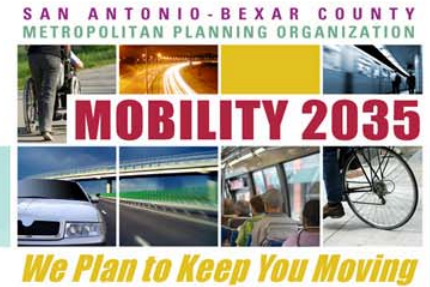
# MOBILITY 2035



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## Outcomes of Public Input Workshops

# Public Input Workshops



Total of five (5) evening workshops at convenient locations throughout the San Antonio Metro Area

**HOW WOULD YOU LIKE TO SEE OUR COMMUNITY GROW?**

**CHOOSING SCENARIOS FOR GROWTH TO GUIDE TRANSPORTATION DECISIONS**

**PUBLIC WORKSHOPS**

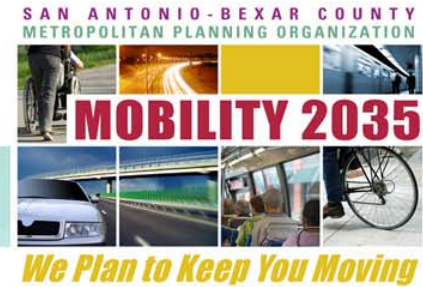
<p><b>Tuesday, February 17, 2009</b> Judson High School, Cafeteria 9142 FM 78 Converse, Texas 78109</p>	<p><b>Tuesday, March 3, 2009</b> St. Philip's College, Heritage Room 1801 Martin Luther King Drive San Antonio, Texas 78203</p>
<p><b>Wednesday, February 18, 2009</b> South San High School, Cafeteria 2515 Navajo Street San Antonio, Texas 78224</p>	<p><b>Wednesday, March 4, 2009</b> VIA Metro Center, Community Room 1021 San Pedro San Antonio, Texas 78212</p>
<p><b>Tuesday, February 24, 2009</b> Leon Valley Community Center 6427 Evers Road Leon Valley, Texas 78238</p>	

**OPEN HOUSE 6:00 PM - 6:30 PM | WORKSHOP 6:30 PM - 8:30 PM**

[www.mtp2035.org](http://www.mtp2035.org)  
[www.myspace.com/mtp2035](http://www.myspace.com/mtp2035)

(210) 785-0888

# PARTICIPANTS BY GEOGRAPHIC AREA



## Inside Loop 410

South	27 participants
Northeast	40 participants
Northwest	18 participants

## Between Loop 410 and Loop 1604

South	2 participants
Northeast	39 participants
Northwest	8 participants

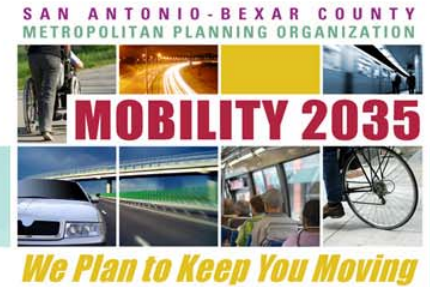
## Outside of Loop 1604

South	3 participants
Northeast	11 participants
Northwest	5 participants

**Location not reported 22**

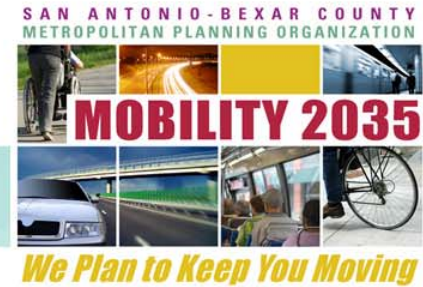
**Total Participants = 175**

# PURPOSE OF THE WORKSHOPS



- To gather public input on which land use growth scenario will best meet the community's future needs

# QUESTIONS WE ASKED PARTICIPANTS TO KEEP IN MIND



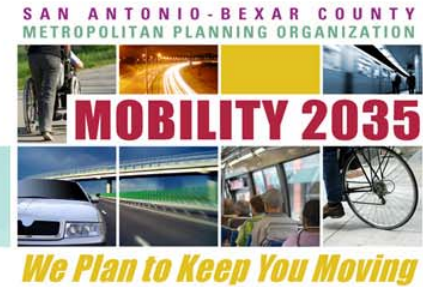
- How do people decide where they will live and work?
  - Is the decision a conscious decision?
  - What factors influence where people live?
  - What factors influence where people work?
  
- In what way do the available transportation and land use options affect people's choices?

# QUESTIONS WE ASKED PARTICIPANTS TO KEEP IN MIND (cont'd)



- In regards to desired growth patterns:
  - Is higher population density a good idea for our region?
  - Is more organized development a good idea for our region?
  - Is controlling in which areas new construction occurs a good idea for our region?
  - Is offering incentives to developers to encourage them to build in specific areas a good idea for our region?

# WORKSHOP OVERVIEW



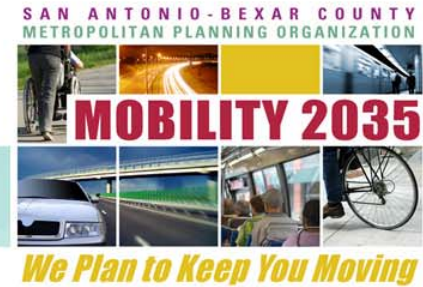
- We worked in table groups in order to give everyone an opportunity to participate
- Facilitators were provided at each table to support the discussion process
- Total of 4 Table Activities
  - Review and discuss evaluation criteria
  - Evaluate alternative growth scenarios
  - Rank alternative growth scenarios
  - Provide additional individual choices and comments

# EVALUATION CRITERIA



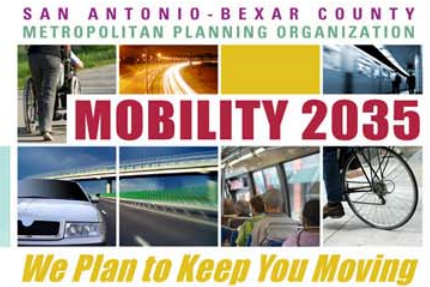
- Criteria were developed based on public input on values, issues, goals and objectives expressed by participants in four previous Visioning Workshops in the Fall of 2007
- In this round of Public Input Workshops, we worked with participants to use those measures in the planning process

# EVALUATION CRITERIA (cont'd)



- Promotes access to and use of transit
- Protects the environment (includes air quality, water quality, and aquifer recharge)
- Reduces likelihood of toll roads
- Improves connectivity of the transportation system – increasing access and mobility
- Reduces sprawl and protects green spaces
- Reduces travel time
- Reduces congestion through better management of the system
- Promotes efficient funding and reduces costs
- Promotes walkable communities
- Provides multi-modal options for all users
- Promotes more open and responsive policy process
- Improves economic development of the region
- Provides improved transportation for seniors

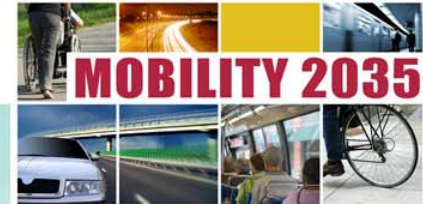
# ALTERNATIVE GROWTH SCENARIOS



- Current Trend Development Scenario
- Transit Oriented Development Scenario
- Infill Development Scenario

# Key Features of Current Trend Development Scenario

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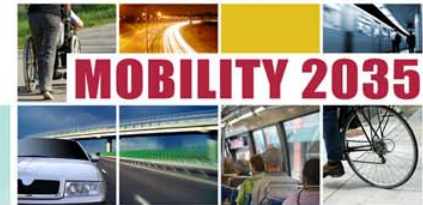
## Current Trend Development

- Gas prices and other economic trends could depress economic vitality
- Most current ordinances and regulations support this pattern
- Promotes inefficient use of public and private financial and physical resources
- Dispersive nature of single use areas is likely to reinforce automobile dependency by reducing efficiency and market coverage of other options



# Key Features of Transit Oriented Development Scenario

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According to the Center for Transit Oriented Development : Transit-oriented development is often defined as higher-density mixed-use development within walking distance – or a half mile – of transit stations. TOD also:

- Increases “location efficiency” so people can walk and bike and take transit
- Boosts transit ridership and minimizes traffic
- Provides a rich mix of housing, shopping and transportation choices
- Generates revenue for the public and private sectors and provides value for both new and existing residents
- Creates a sense of place
- Increases property values near the transit stop



*DART Mockingbird Station*

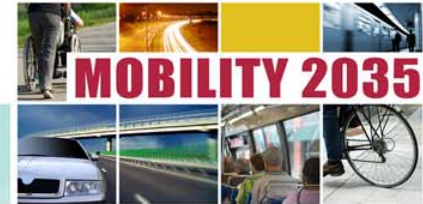
- **Requires a commitment to high capacity transit infrastructure**



*BRT Station*

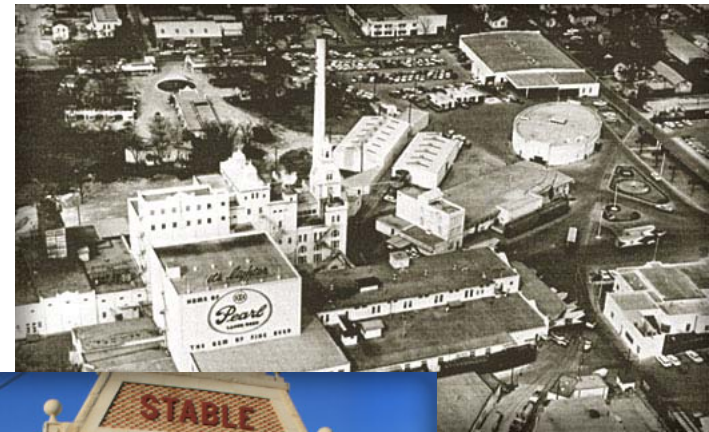
# Key Features of Infill Development Scenario

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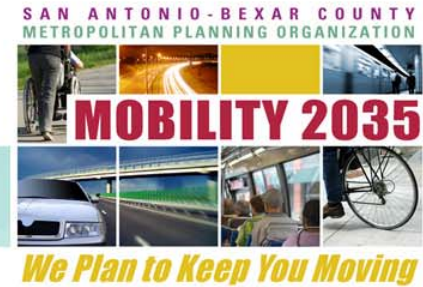
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- Encourages development in areas that already have infrastructure capacity
- Maximizes use of existing infrastructure resources
- Gas prices and other economic trends could encourage market movement toward this pattern
- Requires coordination and collaboration with no clearly defined champions or mechanisms
- Compact nature of mixed use development is likely to promote higher level of pedestrian, bicycle and bus transit trips (reduces dependency on automobile)



Pearl Brewery Redevelopment – San Antonio

# Participant Key Comments and Dominant Themes

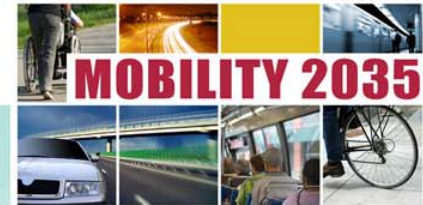


- Theme: Need to work with other agencies to bring about desired growth scenarios
- Theme: Need to address other infrastructure and social issues at the same time as addressing transportation
- Theme: Need to focus on non-auto options such as bike, pedestrian and transit
- Theme: Need more opportunity for public dialogue, public education and input to policy makers
- Theme: Need to address environmental concerns, especially aquifer protection
- Theme: Need to address circulation issues downtown

# Samples of Participant Criteria Ranking Charts

(Green Dot: Best Red Dot: Worst)

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*South San High School* *Table #1*

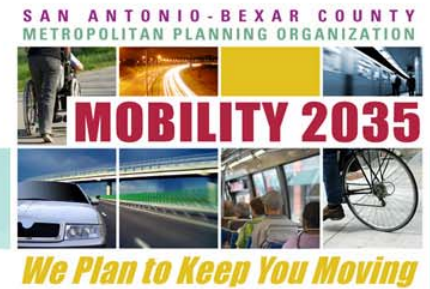
Criteria	Current Trend Development Scenario	Transit Oriented Development Scenario	In-fill Development Scenario
Promotes access to and use of transit	•••••	•••••	••
Protects the environment (includes air quality, water quality, and aquifer recharge)	•••••	•••••	
Reduces likelihood of toll roads	•••••	•••••	•
Improves connectivity of the transportation system – increasing access and mobility	•••••	•••••	•
Reduces sprawl and protects green spaces	•••••	•••••	•
Reduces travel time	•••••	•••••	
Reduces congestion through better management of the system	•••••	•••••	
Promotes efficient funding and reduces costs	•••••	•••••	••
Promotes walkable communities	•••••	•••••	•
Provides multi-modal options for all users	•••••	•••••	•
Improves economic development of the region	•••••	•••••	•
Provides improved transportation for seniors	•••••	•••••	••

*1/2 50 red 1 green      53 green 0 red      11 green 1 red*

*St. Phillip's* *TABLE #2*

Criteria	Current Trend Development Scenario	Transit Oriented Development Scenario	In-fill Development Scenario
Promotes access to and use of transit	•••••	••	•••••
Protects the environment (includes air quality, water quality, and aquifer recharge)	•••••	•	•••••
Reduces likelihood of toll roads	•••••	••	•••••
Improves connectivity of the transportation system – increasing access and mobility	•••••	••	•••••
Reduces sprawl and protects green spaces	•••••	••	•••••
Reduces travel time	•••••	•	•••••
Reduces congestion through better management of the system	•••••	••	•••••
Promotes efficient funding and reduces costs	•••••	•	•••••
Promotes walkable communities	•••••	••	•••••
Provides multi-modal options for all users	•••••	•	•••••
Improves economic development of the region	•••••	•	•••••
Provides improved transportation for seniors	•••••	••	••

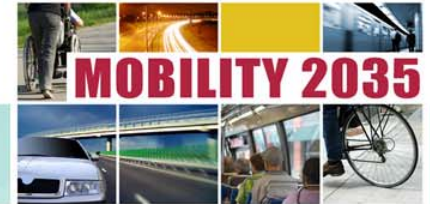
# Scenario Choices



Scenario	Responses	Percentage
Current Trend (CT)	5	3.0%
In-fill Development	32	19.4%
Transit Oriented Development	27	16.3%
Combination of CT and In-fill	14	8.5%
Combination of CT and TOD	7	4.2%
Combination of TOD and In-fill	67	40.5%
Other	13	7.9%

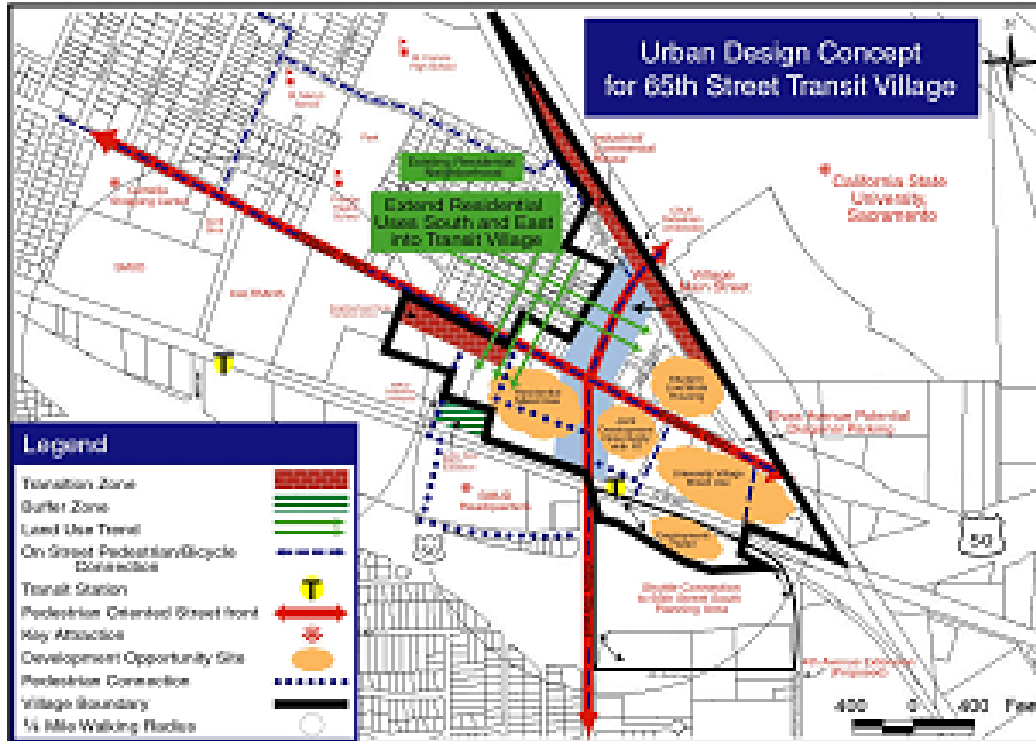
# From Sacramento's Infill Development Plan

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Infill and Transit Oriented Development are often combined



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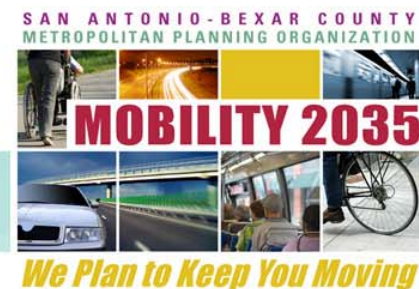
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Thank You

# Other options listed (13%)



- Combination of all three (6 of 13 descriptions)
- No more development in NW Bexar
- Low-impact development scenario for certain areas of Bexar County
- Farm-based development outside of Loop 1604
- Some aspects of in-fill make sense if you don't build on the aquifer
- Transit-oriented development with mixed use planning
- 75% TOD and 25% CT
- TOD with holistic approach – bike, toll, rail, walk, BRT
- In-fill with transit stations focused towards center not bedroom communities