



# SAN ANTONIO COMPLETE STREETS

*Paving the way for People!*

PEPP  
January 27 2012

## COMPLETE STREETS PROGRESS

Complete Streets workgroups kickoff	December 2010
Working Definition	January 2011
SA 2020	March 2011
Policy Creation & Projects Evaluation	July 2011
<b>Policy Adopted</b>	<b>September 2011</b>
2012 Bond Process	June 2011-May 2012
<b>Implementation, Assessment &amp; Outreach kickoff</b>	<b>December 15 2011</b>
Multi Modal LOS Staff Training	February 2012
Build Better Block @ SiClovía	March 4, 2012
CPPW Grant concludes	March 19, 2012

## POLICY PASSED COUNCIL SEPT 29 2011

1. San Antonio supports Complete Streets
2. San Antonio promotes health living and fitness through Complete Streets
3. San Antonio supports pedestrian-oriented neighborhoods through Complete Streets
4. Commercial Corridors shall be enhanced through the application of Complete Streets
5. San Antonio will maximize benefits of investment in capital projects through the application of Complete Streets.

3

## POLICY IMPLEMENTATION



Tezel Road in NW San Antonio



Espada Road – part of the Mission Trail

4

# IMPLEMENTATION

- Bond 2012
- CIMS Design Guidance Manual updates
- Downtown projects
  - Downtown Transportation Study
  - Hemisfair Park Complete Streets
- Placemaking & LID
  - Using our streets for multiple purposes – environment, community
- Major Thoroughfare Plan Analysis for Complete Streets
  - Proposed street typologies
  - Context overlays



LID stormwater planter, Tualatin OR

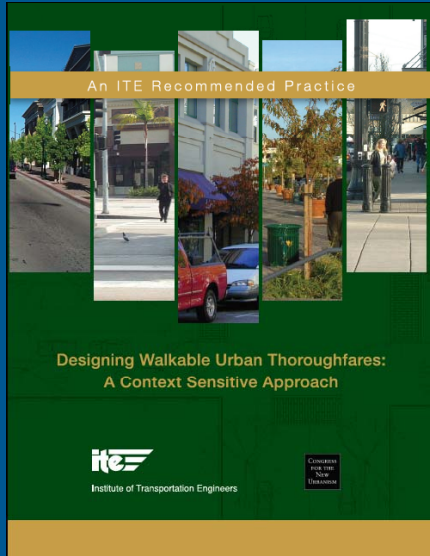


5

# COMPLETE STREETS EVALUATION TOOL

N St Mary's Hwy 281 N Access to Mulberry							
<b>COMPLETE STREETS PEDESTRIAN CONSIDERATIONS</b>							
<b>SCORE</b> 7.3	<table border="1"> <tr> <td>Proposed</td> <td>C</td> </tr> <tr> <td>Existing</td> <td>C</td> </tr> </table>	Proposed	C	Existing	C		
Proposed	C						
Existing	C						
Min. Complete Street Sidewalk Width (ft)	5						
Min. Complete Street Buffer Width (ft)	2						
<small>Additional pedestrian considerations are indicated within the Complete Streets analysis tables for a Complete Streets analysis.</small>							
<b>COMPLETE STREETS BICYCLE CONSIDERATIONS</b>							
<b>SCORE</b> 7.4	<table border="1"> <tr> <td>Proposed with Bike Lanes</td> <td>C</td> </tr> <tr> <td>Proposed without Bike Lanes</td> <td>D</td> </tr> <tr> <td>Existing Conditions</td> <td>E</td> </tr> </table>	Proposed with Bike Lanes	C	Proposed without Bike Lanes	D	Existing Conditions	E
Proposed with Bike Lanes	C						
Proposed without Bike Lanes	D						
Existing Conditions	E						
<small>Additional Right-of-Way may be required to install bike lanes. Refer to the Right-of-Way Considerations section below.</small>							
<b>COMPLETE STREETS TRANSIT CONSIDERATIONS</b>							
<b>SCORE</b> 10							
<b>VEHICLE LEVEL OF SERVICE</b>							
C							
<small>LOS Score is intended only for preliminary planning purposes. LOS is calculated from Florida DOT's 2009 Quality Level of Service Generalized Planning Analysis Table 1.</small>							
<b>RIGHT-OF-WAY CONSIDERATIONS</b>							
Proposed ROW	56'	Availability of ROW assumes 5' minimum distance from back of sidewalk to ROW for utilities. A 5' sidewalk is included for all street sections.					
<b>ROW needed for Street Cross-Section Options:</b>							
ROW needed if bike lanes are added	56'	ROW 56' (21' x 21')					
ROW needed if sidewalk buffers are added	56'	ROW 56' (21' x 21')					
ROW needed if a shared use path is added	56'	ROW 56' (21' x 21')					
ROW needed if bike lanes and sidewalk buffers are added	62'	ROW 62' (21' x 21')					
ROW needed if bike lanes are added & utilities are placed in buffer strip	56'	ROW 56' (21' x 21')					
<b>LANE SET - Reduce Lanes from LF to LF'</b>							
ROW needed if bike lanes are added	54'	ROW 54' (21' x 21')					
ROW needed if sidewalk buffers are added	54'	ROW 54' (21' x 21')					
ROW needed if a shared use path is added	54'	ROW 54' (21' x 21')					
ROW needed if bike lanes and sidewalk buffers are added	60'	ROW 60' (21' x 21')					
ROW needed if bike lanes are added & utilities are placed in buffer strip	54'	ROW 54' (21' x 21')					
<small>*Minimum utility offset is a 5' buffer between the sidewalk and curb, and no sidewalk is at the ROW line. Allowance 40' to 50' between curb and use the allowance for parking.</small>							
<b>SCORING LEGEND</b>							
<small>The need for Pedestrian, Bicycle, and Transit considerations on the roadway are scored on a scale of 1 to 10.</small>							
<b>Score:</b>	<b>Explanation:</b>						
1-4	Minimal need for incorporating Complete Street components for this road user.						
4-7	Moderate need for incorporating Complete Street components for this road user. Roadway should incorporate features for this road user if right-of-way is available.						
7-10	High need for incorporating Complete Street components for this road user. Roadway should include as many features for this road user as possible.						

## MAJOR THOROUGHFARE PLAN ANALYSIS



- Roadway design criteria changes according to land use **context**
- Compatible with community objectives
- Meets goals of **SA2020** for walkable communities
  - Triple the measure of Complete Streets

7

## LAND USE TYPOLOGIES

### Mode Consideration Based on Land Use Context

- **Downtown:** Pedestrian Priority
- **Urban Mixed Use:** Transit-Cars-Pedestrian
- **Urban Neighborhood:** Bikes-Cars-Pedestrian-Transit
- **Suburban Neighborhood:** Pedestrian-Cars-Bikes
- **Suburban Commercial:** Cars-Transit-Pedestrian
- **Rural:** Cars-Bikes

8

# LAND USE TYPOLOGIES

## Downtown

Dolorosa



Commerce and Alamo Plaza



9

# LAND USE TYPOLOGIES

## Urban Mixed Use

Guadalupe



## Urban Neighborhood

W Woodlawn



10

## LAND USE TYPOLOGIES

### Suburban Neighborhood

Horral Drive



### Suburban Commercial

Blanco Road



11

## LAND USE TYPOLOGIES

### Rural

Toutant Beaugard



Espada Road



12

## PRIORITIES FOR PUBLIC RIGHTS OF WAY

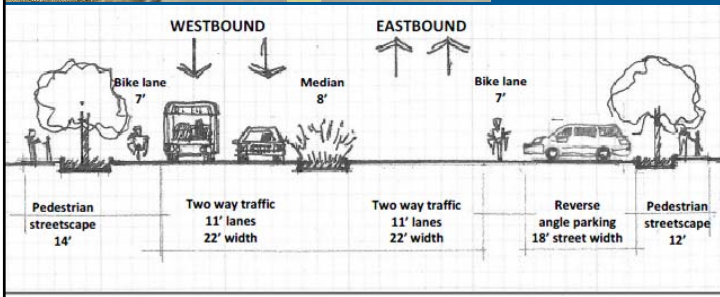
- Multimodal Transportation
  - Bicycle, Mass Transit, Pedestrian, Vehicle
- Low Impact Development (LID)
- Street trees/Vegetation
- Pedestrian Refuges/Median



## MULTI-MODAL (MMLOS) ANALYSIS TOOL



Existing Cesar Chavez Blvd  
Pedestrian LOS = D



Proposed Cross Section  
Cesar Chavez Blvd  
Pedestrian LOS = C

ALTERNATIVE SECTION WITH SEPARATED DIRECTIONAL BICYCLE TRAVEL

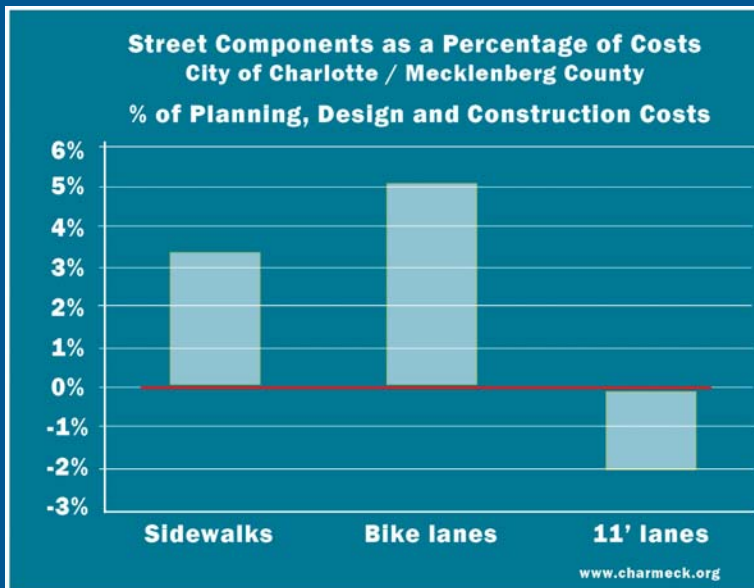
## ASSESSMENT

- Safety metrics
- Fiscal impacts
- User group metrics
- Health impacts
- Miles of Complete Streets



15

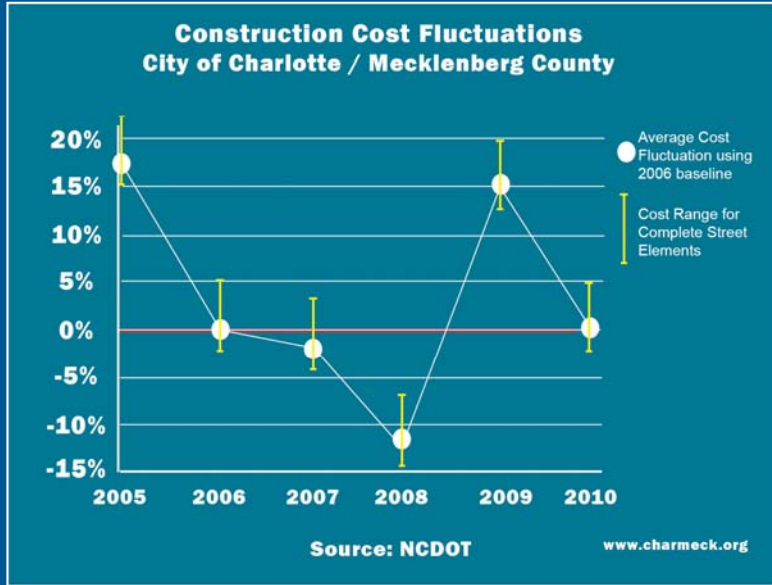
## FISCAL IMPACTS COST OF COMPLETE STREETS



16

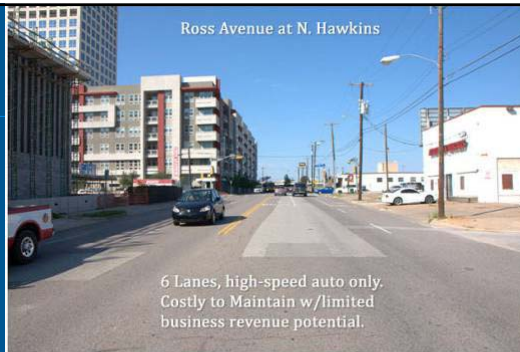
# FISCAL IMPACTS

## COST OF COMPLETE STREETS



17

# EDUCATION



# PLACEMAKING

## Placemaking

Process of creating squares, plazas, parks, streets and other public space that will attract people because of the diversities of activities

- Access and Linkages
- Sociability
- Uses and Activities
- Comfort & Image



## City Placemaking Committee

City Representatives from CIMS, Public Works, Planning, Center City, Environmental Policy, etc

19

# Thank you!



**SAN ANTONIO  
COMPLETE STREETS**  
*Paving the way for People!*



20