

2.3 MOBILITY PLAN

2.3.7 TRANSIT, PEDESTRIANS, AND CYCLISTS

A. Transit

VIA Metropolitan Transit in cooperation with the City of San Antonio plans to significantly enhance transit options and services within Central San Antonio through development of a multi-modal system that will first serve the core and targeted areas and ultimately mature into a regional system using a potential combination of buses, street-cars, river bus, and bus-rapid-transit, and light rail.

The objective of the transit component is to build upon and leverage this major investment in the core into a community-wide asset for the long-term, reconnecting the center city to the historic neighborhoods that surround it. This is accomplished through a system that not only serves the major destinations of the Convention Center, the RiverWalk, the Performing Arts and Museum neighborhoods, and the Pearl Brewery, but the greater Downtown areas.

Generally, the following subjects are addressed in this plan to provide alternatives to single occupancy vehicle trips to and within the plan area:

Transit Policies

1. Leverage ridership through Transit-Oriented Development that incorporates greater housing opportunities. Housing: The popularity and practicality of people wanting to live near transit will be on the rise for the foreseeable future. One of the best ways to maximize transit and its numerous benefits is to provide housing and services that caters to those seeking a lifestyle of living in a district with viable transit service and the option of not having to own an automobile for daily needs.
2. Increase Transit Service. The commitment toward providing maximum access to and from the plan area while minimizing the need to provide parking for everyone in the San Antonio region is fundamental to the revitalization effort. As River North creates more housing and the retail/office/restaurant space increases, the viability of increased transit service is further enhanced.
3. Diversify Transit Service. Ensure that the transit needs of commuters, visitors, and residents within River North are met through a diverse and responsive array of transit choices.
4. Coordinate the investment in transit services with the investment in the walkable street environments that they serve, and reinvest in housing and commercial development that will fund the transit and street improvements through the Tax Increment Reinvestment Zone financing.
5. Coordinate transit routing and stops with the destinations and location of parking supplies. This does not mean that they should necessarily be co-located - in some cases the pedestrian traffic induced by the strategic location of parking is highly beneficial to business.



B. Pedestrians and Cyclists

The need to balance the needs of all modes of travel is fundamental to achieving complete streets: thoroughfares where each mode of travel is in balance with the other, forming a coherent and enjoyable public realm. As with pedestrians, the bicycle system must be accompanied by a well-defined signage program aimed at affecting the behavior of motorists to acknowledge and share the road with cyclists.

Pedestrians - The needs of pedestrians are at the opposite end of the spectrum from those of motorists due primarily to the difference in speed and purpose. The average pedestrian walks about 4 miles per hour and is walking to visit a store, office, restaurant or perhaps is walking to his/her home. At the pedestrian-scale of movement, signage is smallest and as varied as the imagination allows. To make the pedestrian comfortable throughout the neighborhoods and districts, sidewalk activity, storefront design and visibility, shade, places to sit and relax, and the crossing of intersections need to be appropriately addressed. To this end, the plan identifies standards and details for each of these components of the public realm as it relates to the pedestrian experience.

Cyclists - The needs of cyclists are in the middle of the travel-mode range between those of pedestrians and motorists. But unlike either of these other modes, within the cycling mode, there are a few categories of cyclists and their corresponding abilities that determine how and what streets they tend to favor. For example, the leisure cyclist, which may include the elderly or families with small children, is most comfortable when riding in a dedicated lane for their use. Conversely, the avid cyclist is typically concerned with traveling longer distances than the leisure cyclist and at a much higher pace. The difference in pace tends to make for compatibility issues between the leisure cyclists and pedestrians in some cases. The following policies acknowledge the above and inform the plan:

Pedestrian and Cyclist Policies

1. Complete streets are favored over those that do not balance all modes of travel;
2. Pedestrian access occurs on both sides of all rights-of-way as practical, including along the top of the river bank;
3. Because of the more calm street network, class 3 bike routes are considered to exist on all rights-of-way unless noted otherwise;
4. Enable commuter bicycle facilities such as "bike stations"
6. Complete the striping lanes for Class 2 facilities.

Bike Lane Classifications

- Class 1 Bike Path: Completely separate from traffic
- Class 2 Bike Lane: Striped lane set aside exclusively for bikes
- Class 3 Bike Route: Purportedly safe city street where automobiles and bicycles share the road

