

2.3 MOBILITY PLAN

The approach to mobility and transportation in central San Antonio - including River North and Downtown - is based on the time-tested practice of making an interconnected pattern of context-sensitive streets that respond to and create a positive environment for pedestrians, cyclists and automobiles. With this foundation, the transportation plan addresses six primary subjects:

- Connectivity: Regional and Community-Wide
- Block and Street Network
- Street Design
- Parking
- Transit
- Pedestrians and Cyclists

2.3.1 CONTEXT SENSITIVE SOLUTIONS (CSS)

The mobility plan for the plan area utilizes the concept of Context Sensitive Solutions and design [1]. In contrast to the conventional process of thoroughfare design, CSS respond to and participate in the places of which they are a part, to help shape the spaces and generate particular types of activity and value, while maintaining safety and mobility.

A. Principles. The following have informed this Master Plan and apply to individual projects in plan implementation over the plan's 20-year planning horizon. The results:

1. Satisfy a full range of stakeholders;
2. Are safe for both the user and community;
3. Are in harmony with the community, preserving environmental, scenic, aesthetic, and historic resource values of the area;
4. Achieve a level of excellence in the perceptions of the area;
5. Involve efficient and effective use of resources (time, budget, community);
6. Are designed and built with minimal disruption to the community;
7. Are seen as having added lasting value to the community;

[8. Incorporate ADA requirements into sidewalk network design](#)

B. Objectives. The following objectives carry forward the above principles to create a transportation network that provides mobility, safety and walkability:

1. The network should accommodate pedestrians, bicycles, transit, freight and motor vehicles with the allocation of right-of-way on individual streets determined through CSS;
2. The larger network, including key thoroughfares should provide safe, continuous and well-designed multi-modal facilities that capitalize on development patterns and densities that make walking, transit and bicycle travel efficient and enjoyable;
3. Thoroughfare design should complement urban buildings, public spaces and landscape, as well as support the human and economic activities associated with adjacent and surrounding land uses;
4. Safety is achieved through thoughtful consideration of users needs and capabilities, through design consistency to meet user expectations and selection of appropriate speed and design elements;
5. Thoroughfare design should serve the activities generated by the adjacent context in terms of mobility, safety, access and place-making functions in the right-of-way. Context sensitivity sometimes requires that the design of the thoroughfare changes as it passes through areas where a change in character is desired;
6. System-wide transportation capacity should be achieved using a high level of network connectivity and appropriately spaced and properly sized thoroughfares, along with capacity offered by multiple travel modes, rather than by increasing the capacity of individual thoroughfares.

C. Characteristics. Further, environments that implement the above principles and objectives typically have the following characteristics:

1. Mixed land uses in close, walkable proximity to one another;
2. Building entries that front directly on to the street without parking between entries and the right-of-way;
3. Building, landscape and thoroughfare design that is pedestrian-scale, providing architectural and urban design detail with size and design appreciated by persons who are traveling slowly and observing from the street level;
4. Relatively compact development;
5. A highly-connected, multi-nodal circulation network, with a fine grain created by relatively small blocks;
6. Thoroughfares and other public spaces that contribute to 'placemaking'- the creation of unique locations that are compact, mixed-use and pedestrian/transit-oriented and have a strong civic character with lasting economic value.



[1] Context-sensitive solutions, an ITE recommended practice, 2007