

## Transportation & Land Use TWG Meeting #3 Summary

Tuesday, May 22, 2018

10:00 AM-12:00 PM

7000 San Pedro Ave., CPS Energy Northside Customer Service Center

**Facilitators:** Dan Bradley (Navigant), Nils Frenkel (Navigant), Bill Barker (UTSA)

### Introduction Presentation

- Goal of the meeting: vote on broader mitigation goals that should be included in the plan
- Reviewed CAAP timeline: GHG baseline is mostly completed with some minor refining to do and starting to develop future scenarios
- Provided examples of other CAAP frameworks for reference:
  - NYC's 1.5 Degree Plan for its evaluation of Co-benefits
  - New Orleans' Plan for its broad, audacious goals
  - Climate Smart San Jose for its "Three Pillars" approach

### Measure Brainstorm

- Prompt: *What components are critical to San Antonio's climate action strategy around transportation and land use?*
- TWG were asked to write their responses on Post-it notes to the question and stick them on easel pads.
- Responses were categorized under codes/standards, social/quality of life, public/personal [transportation], policy/tax, and smart city (see images below)

### GHG Reductions

- Scan of Past & Current Plans
  - Examined 31 plans to attempt to quantify GHGs. Suggestions for this planning process include increasing GHG awareness; developing/applying methods for estimating GHG emissions; emergency management must include fuel shortage possibility in planning; expand funding for non-auto options; leverage land use to reduce congestion and vehicle miles travelled; assess proposed projects for GHG impacts
  - Make sure we have the right agencies/policies/processes to reduce GHG emissions
- TWG suggestions overlap with many of the transportation-related strategies in the Sustainability Plan, but some gaps include electric vehicles and other technology options.
  - Comment: Sometimes technology advances more rapidly than funding sources and policies to support them. Example: VIA mobile app
- Draft 2040 Community Emissions
  - Discussed 4 possible GHG emissions projections compared to 2016
    - Comment: Please include assumptions for the BAU

### Measure Prioritization

- Consider four elements to prioritize proposed measures
  - GHG Impact: Does the measure have to potential for low, medium, or high GHG emissions reductions?
  - Equity
  - Ease of implementation: Is the measure hard or easy to implement? Does implementation require a small or large number of stakeholders?

- Cost of implementation: Is the implementation cost low or high, when including cost borne by all stakeholders?
- The ideal measure will have potential for high GHG emission reductions, be equitable, easy to implement, and low in cost
- Activity: measure the four criteria, vote for your top three, and review the top 3-5 measures through voting
  - Results: Policy/tax was the top priority category followed by codes/standards, smart cities, quality of life, and public transportation. (See photos below for results of prioritization activity. Circled number indicates number of votes)

### **Meeting Wrap-up**

- Homework for next meeting due TBD:
  - Work on drafting language to clarify top 3-5 selected goals
  - Look for request to provide input on cost-benefit analysis
- Feedback to be sent to [lisa.lin@sanantonio.gov](mailto:lisa.lin@sanantonio.gov) or [danielle.vitoff@navigant.com](mailto:danielle.vitoff@navigant.com)
- Next meeting is an online meeting on Tuesday, June 26<sup>th</sup> from 10:00-11:00am.

### **Public Comment**

- Consider how “fee in lieu of” or FILO rules are implemented in San Antonio. Current FILO rules are not steep enough since they do not change developers’ behaviors.
- As we plan, let us keep our minds open for how new technology (e.g., drones) and other factors (e.g., expanding international airport) will impact our lives in the coming decades

# Codes / Standards (5)

Eliminate parking minimums for development/redevelopment  
 Implement LOW IMPACT DEVELOPMENT (LID)  
 Increase RIGHT OF WAY (R.O.W) similar to setbacks for water bodies  
 Repurpose current street level parking to incorporate trees/shading  
 Increased density increases building cost  
 Focus on improving building infrastructure new building requirements/standing requirements  
 SARA  
 Define Seismic sensitive areas (topography, infrastructure)  
 better walkability sidewalks - shaded  
 Change/reduce parking space requirements for developers  
 Include analysis of use of existing lot space/infrastructure + not transfer of public lands to private ownership / CO, organizations, redistribution/compensation  
 Land Consumption By Development  
 Intentional/codify bike parking requirements for new development/redevelopment  
 What is measurement of CO<sub>2</sub> per person in buildings? Building type?  
 Institute parking maximums (reduction in the amount of land/property dedicated to parking lots/structures)

# Policy & TAX

Separate/unbundle transportation + housing costs (see Seattle)  
 Increase density increases runoff issues locally and flow stream  
 Densify without depending on cars. Walk/Bike/Transit. Limit car usage. Restrict development in floodplain  
 Incentive dense, mixed-use, walkable development. Penalize suburban sprawl.  
 SARA  
 o make decisions and get term on the TDR's in laws.  
 Transform the inner city (original 36 sq. miles) to a truly Walkable Urban Place.  
 Tie in any form into plans.  
 Use of a Heronville transportation to reduce VMT  
 Allow Mixed Use Development to flourish in certain areas of town to support a meaningful mass transportation  
 Support/increase VIA funding to provide demand based service NOT just course based  
 Tax incentives keep to code type in what clarifying  
 Adopt Comprehensive Land Use and high frequency transit investment corridor  
 Light rail comes AFTER consolidation of nodes  
 Encourage housing density  
 Require all new developments 1) Add car to sales 2) Full street streets 3) Low impact development 4) Pay toll impact fees 5) Include transit 6) Neighborhood goals + how to measure value  
 Balance  
 Incentive businesses to emit less car tax  
 Level of Traffic Stress based in lieu of BLOS/PLOS  
 Incentive CO<sub>2</sub> reductions programs in Chicago gasconfer, etc.  
 Need new urbanist zoning to create mixed use.  
 Vehicle free (or near transit circulation) zones w/ free parking as an attract.  
 Legislation to foster the small scale, otherwise we continue sprawl  
 EV Policy & Strategy

# GREEN / BEAUTIFICATION / SOCIAL QUALITY OF LIFE

1

parking lot evaluation  
- reduce vacant lots

IF WE HAVE  
KNOW WHERE  
IT BEST TO SPEND  
TO CORRECT EXISTING  
PROBLEMS?

Implement  
Walkability Standards

QUALITY OF LIFE

Effect of High Density  
on sense of community.

Mixed use over  
time creates  
clustering  
necessary for  
transportation  
modes

Shade  
provided by  
TREES  
- pedestrians

Remo of existing  
vacant buildings before  
new construction.

IMPACT on bike  
Density on existing  
neighborhood.

How is water quality  
affected by increased  
Density

Connectivity  
- bike trails  
- hike trails  
- green spaces  
- transit

# SMART CITY

~~1~~ 3

land consumption  
= classifying  
land use

identifying public  
of current conditions  
to avoid them

require  
system wide  
monitoring  
sensors  
(streets)  
transportation

explore new  
street  
technology  
(reduce heat)  
white streets

planned centers

# Public <sup>①</sup>

# Transportation

# Personal

Everybody wants rapid transit from their home to work/ play area without regard for the big picture.

Environmental Covering for Public Transportation Stops

What is average mass transit occupancy %?

Average Vehicle occupancy

Bike lanes on all major streets

Increase Bike lanes

Build a connected system  
Walk - Bike - bus

Consider Elevated lanes instead of rail or dedicated bus lanes

Where do we need to move people.  
Homes to Regional centers  
Regional Center to Regional centers

Bicycle Route Planning

Bicycle Infrastructure development plan

create bike & walk only routes

Bicycle and pedestrian mode share = measuring % trips by all travel modes

increase multi modal options for everyone

option plans for alternate transportation

Increase Via Feeding

transit accessibility - measuring distance to stops.

possible ~~alternate~~ mass transit placement

reduce trips

short routes