

Project Overview

Where We Are

COSA Transportation Dept.





What is a Complete Street

- Making our streets safer and more accessible to **all users**.
- Streets that accommodate the needs of **all modes** of travel.
- **Context is key**. Not all streets have every element. How a street will be designed is based on the context surrounding the street.

Updating the Policy

- 2011 policy was aspirational
 - “...promote safe pedestrian, bicycle, and automobile travel...”
 - “...all ages and abilities...”
- Meeting National Best Practice
 - Updating requirements
 - Prioritizing equity, coordination, and design updates



Policy Goal: To Improve and increase pedestrian, bicycle, and transit facilities to support a connected citywide network. How?

- Integrating the complete streets approach into all projects
- Coordinating internally and externally to improve our street network
- Prioritizing projects that introduce complete streets elements



Policy Implementation Goals

- Update Policy and Code
 - Unified Development Code (UDC)
 - Design Guidance Manual
 - Complete Streets Checklist
- Project Prioritization Tool
 - Equity
 - Network connectivity
 - Safety
- New Strategies
 - “Quick Builds”
 - Speed mitigation
- Education
 - Safety practices
 - Policy in practice
- Policy Oversight
 - Stakeholders' involvement
 - Oversight Commission



Meeting Our Goals

- **Design Guide Manual**

- Easy to use
- Provides recommendations by street type

- **Project Prioritization Tool**

- Multiple dept. collaboration
- Equity, climate, safety, multimodal

- **Multimodal Transportation Commission**

- Represents different road users
- Oversight for CS Policy

- **Complete Streets Workshop**

- City staff education
- Stakeholder education



Complete Streets Next Steps: Design Guide

- Stakeholder engagement in the Design Guide development
- Drafting design elements and street types and zones



Go to SASpeakUp Complete Streets to stay informed of the progress of the Design Guide.



**TRANSPORTATION
DEPARTMENT**

Bike **Network Plan**

**Transportation Dept. Overview &
Update**

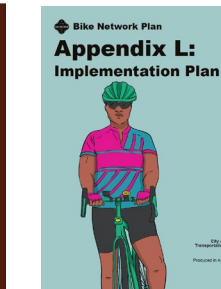
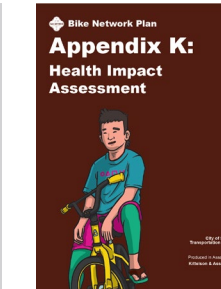
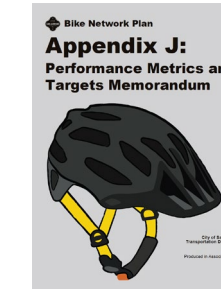
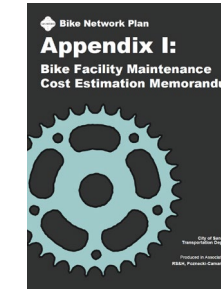
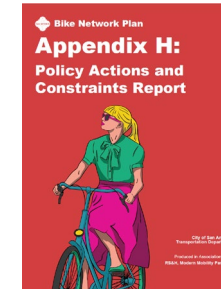
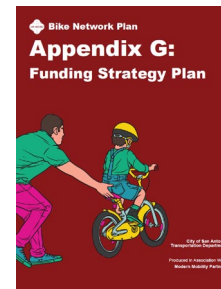
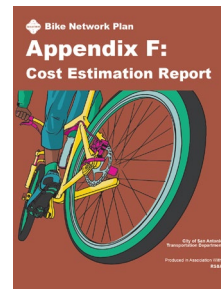
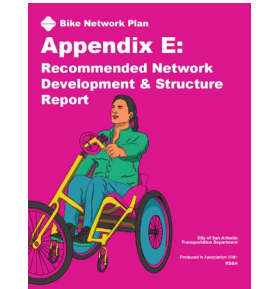
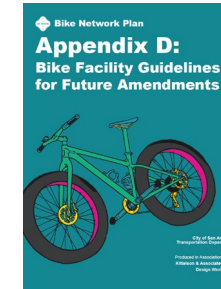
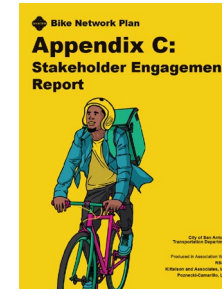
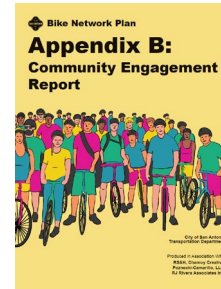
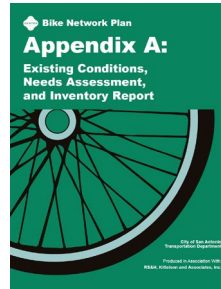
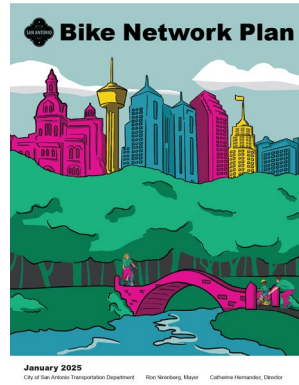
November 6, 2025



What Has Been Adopted?

The Bike Network Plan (BNP) was adopted on January 30, 2025. The following appendices were also adopted alongside the BNP:

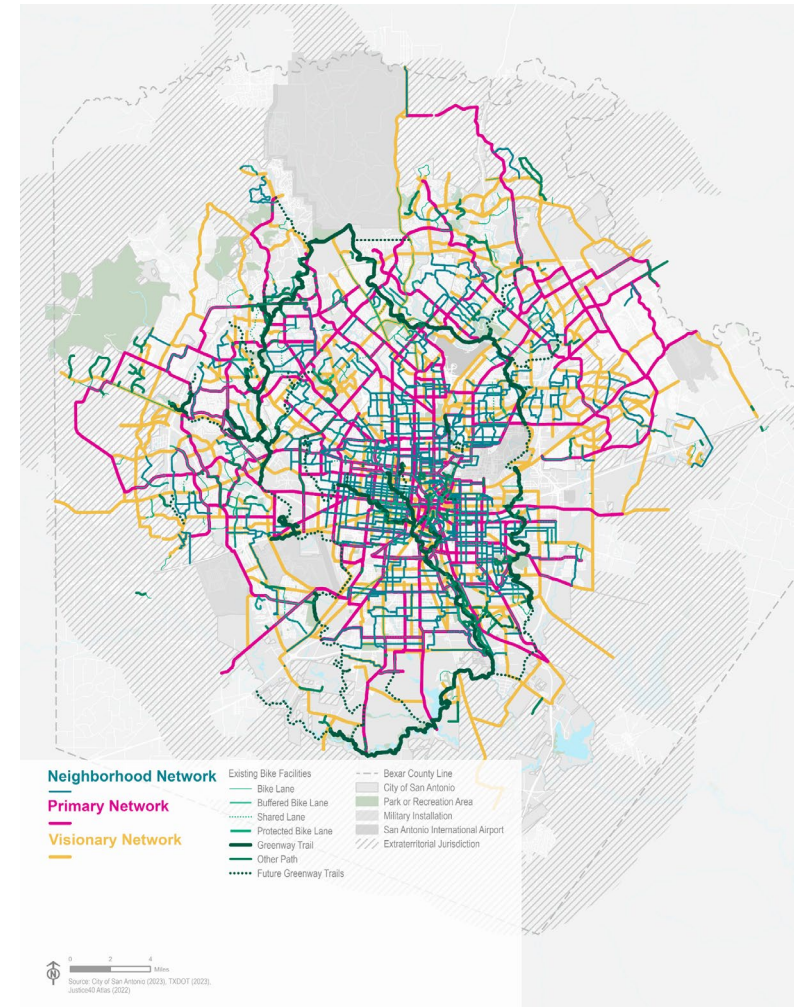
- A. Existing Conditions Report
- B. Community Engagement Report
- C. Stakeholder Engagement Report
- D. Bike Facilities Guidelines
- E. Recommended Network
- F. Cost Estimation Report
- G. Funding Strategy Plan
- H. Policy Action Report
- I. Maintenance Cost Memo
- J. Performance Targets Memo
- K. Health Impact Assessment
- L. Implementation Plan



Next Implementation Steps

Infrastructure

- **Design and Construct Tier 1 “Easier-to-Implement” Projects**
 1. Bike Boulevards Along Existing Signalized Local Streets
 2. Bike Lane Upgrade with Adjacent Lane Narrowing
 3. Buffered Bike Lane Safety Upgrades to Protected Lanes
 4. Bike Lane to Shared Use Path Ramps at Major Intersections
- **Woodlawn Lake Bike Path Study**
 - N. & S. Josephine Tobin Drive (Tier 2, Primary & Neighborhood Network)
 - W. Woodlawn Avenue (Tier 1, Primary Network)
 - W. French Place (Tier 2, Neighborhood Network)
 - N. Elmendorf Street (Existing, Neighborhood Network)
 - Cincinnati Avenue (Tier 2, Primary Network)
- **McCullough Bike Lanes Study**
 - Coronet Street to Basse Road (2.43 miles)
 - Working with PWD/Capital Delivery to ensure placement on 2027-2032 Bond
- **Camden Street Bike Lanes Project**
 - Tier 1/Primary Network
 - Newell Avenue to N. St. Mary’s Street/W. Jones Avenue
- **Quick Build Guide Demonstration Projects**
 - Five Demonstration Projects (Locations TBD)
- **2027-2032 Bond**
 - Various Projects (TBD)

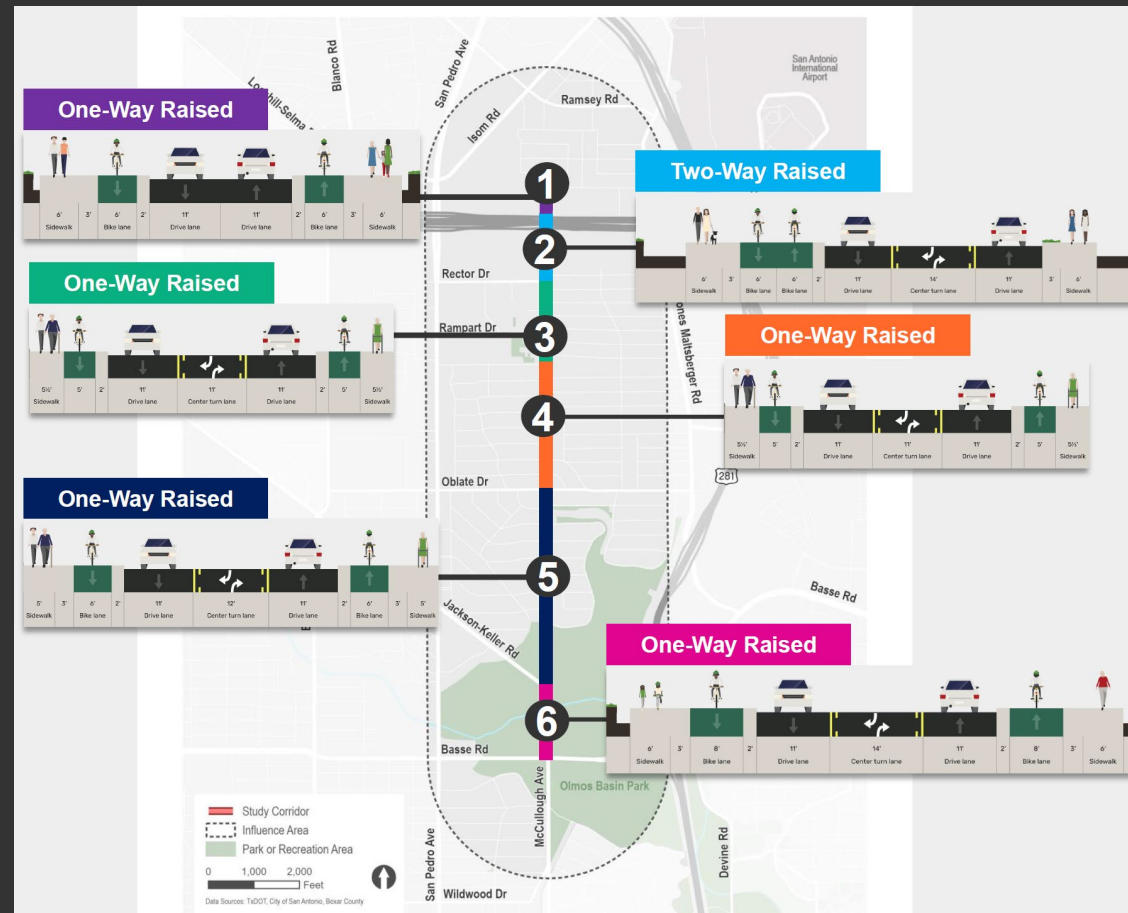


Woodlawn Lake Bike Path Study

Bike
Network
Plan



McCullough Avenue Bicycle Feasibility Study



Camden Street Protected Bike Lanes Project



Next Implementation Steps




Policies

- Pedicab Permitting and Operations
- Reducing Speed Limits
- Sidewalk Riding
- Vehicles Obstructing Bike Lanes

Pedicab Permitting and Operations	<p>Code of Ordinances Section 33-620. The total number of vehicle permits issued among all operating permit holders shall not exceed fifteen (15) without the approval of City Council.</p> <p>Code of Ordinances Section 33-630. Pedicab hours of operation shall be established by the director.</p> <p>Pedicab Rules and Regulations, Section 2005. A driver may only operate a pedicab during the following hours. M-F: 9 am – 4 pm, 6 pm – 2 am, S-Su: 9 am – 2am, City Holidays: 9 am – 2 am.</p> <p>Pedicab Rules and Regulations, Section 2006. No pedicab shall pick-up a passenger(s) after 1:00 am.</p> <p>Pedicab Rules and Regulations, Section 2000. Pedicabs shall operate only in the downtown area.</p> <p>Pedicab Rules and Regulations, Section 2001. Pedicabs shall not operate on the following streets: Cesar Chavez, Market, and Commerce.</p>	<p>In alignment with the VZAP, amend the Code of Ordinances to increase the number of pedicab operating licenses.</p> <p>Amend the Code of Ordinances to allow pedicabs to operate at all times and to expand the pedicab operating area. The operating area expansion should lift restrictions on pedicab operation on Commerce, Market, and Cesar Chavez.</p>	<p>City Council and Mayor must pass the policy.</p> <p>PWD to deploy increased signage.</p> <p>Public Safety officers are responsible for enforcement.</p> <p>Low Impact, Short-term (1-5 years).</p>
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Speed Limits	<p>Code of Ordinance Sec. 19- Division 2-Speed and Related Matters. "Where the roadway design speed is greater than 30 MPH, bicycle facilities shall be separated or protected. ..."</p> <p>Design speeds based on roadway type: Alley: 20 MPH Local A: 30 MPH Local B: 30 MPH Local C: 30 MPH Collector A: 30 MPH Collector B: 35 MPH Collector C: 35 MPH Secondary Arterial: 40 MPH Primary Arterial: 45 MPH*</p>	<p>Lower prima facie speed limit to 25 MPH citywide and 20 MPH on residential roads and increase speed limit sign density.</p> <p>Amend UDC to update design speeds, as necessary.</p>	<p>City Council and Mayor must pass the policy.</p> <p>Public Safety officers will need to enforce.</p> <p>High Impact, Mid-term (5-10 years).</p>
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Sidewalk Riding	<p>Code of Ordinances Sec. 19-286. "It is unlawful to drive, propel, park, or stand any vehicle upon a sidewalk. Exceptions include on duty emergency medical personnel or law enforcement and people parking [at] bike racks along the sidewalk."</p> <p>Code of Ordinances Sec. 19-661. Motor-assisted scooters, electric bicycles, and bicycles equipped with GPS must always yield to pedestrians. These riders may not ride on sidewalks and must use bike lanes when available.</p> <p>Texas Transportation Code Sec. 551.101. "A person operating a bicycle has the rights and duties applicable to a driver operating a vehicle under this subtitle"</p>	<p>Allow bicycle riding on sidewalks except where signs prohibiting the action are present.</p> <p>Key corridors, where biking on sidewalks is not safe, should be identified and appropriately signed to inform cyclists of the prohibition.</p> <p>Completing the bike network and providing cyclists a safe space to ride is the most effective measure to reduce riding on sidewalks.</p>	<p>City Council and Mayor must pass the policy.</p> <p>PWD will deploy increased signage.</p> <p>Public Safety officers are responsible for enforcement.</p> <p>Moderate Impact, Short-term (1-5 years).</p>
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Vehicles Obstructing Bike Lanes	<p>Ordinance 2014-05-29-0370 prohibits vehicle parking in existing and future bicycle lanes on streets that can accommodate both on-street parking and bicycle lanes.</p> <p>Code of Ordinances Sec. 19-286. "It is unlawful to drive, propel, park, or stand any vehicle, upon a sidewalk. ... Exceptions include emergency medical personnel or law enforcement officers on duty and people parking [at] bike racks that fall along the sidewalk."</p> <p>Code of Ordinances Sec. 19-191. Official signs that prohibit parking must be heeded.</p>	<p>Prohibit motor vehicles from parking, idling, or driving in all bike lanes city-wide. Launch a press release to inform drivers of the new law. Enforce new restriction with a bike patrol unit that utilizes progressive ticketing. Enforcement should include an education period where only warnings are given out. First time offenders should be given the option to waive their penalty by completing an education course. The 311 system should be updated to allow residents to report violations. Data from 311 reports should be used to identify corridors that require more intervention. Install quick build protections from the updated traffic calming toolkit recommended by the Vision Zero action plan in these corridors. Also require "No Parking" signage be installed with new bike lanes.</p>	<p>City Council and the Mayor must pass the policy.</p> <p>PWD to deploy quick build protections and signage.</p> <p>Public Safety officers provide enforcement.</p> <p>Moderate Impact, Short-term (1-5 years).</p>
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Transit-Oriented Development

1. Transit-Oriented Policy Framework
 1. Walkshed Analysis
 2. *Market Analysis, Missing Middle Housing Typologies, Density Bonus Study*
2. Silver Line Station Area Plan



Station Areas



Four **pilot stations** were selected for the walkshed analysis:

- **North Star** Transit Center
- **Olmos** at San Pedro
- **Cypress** at San Pedro
- **Steves** at Roosevelt



Walkshed Analysis - Station Areas



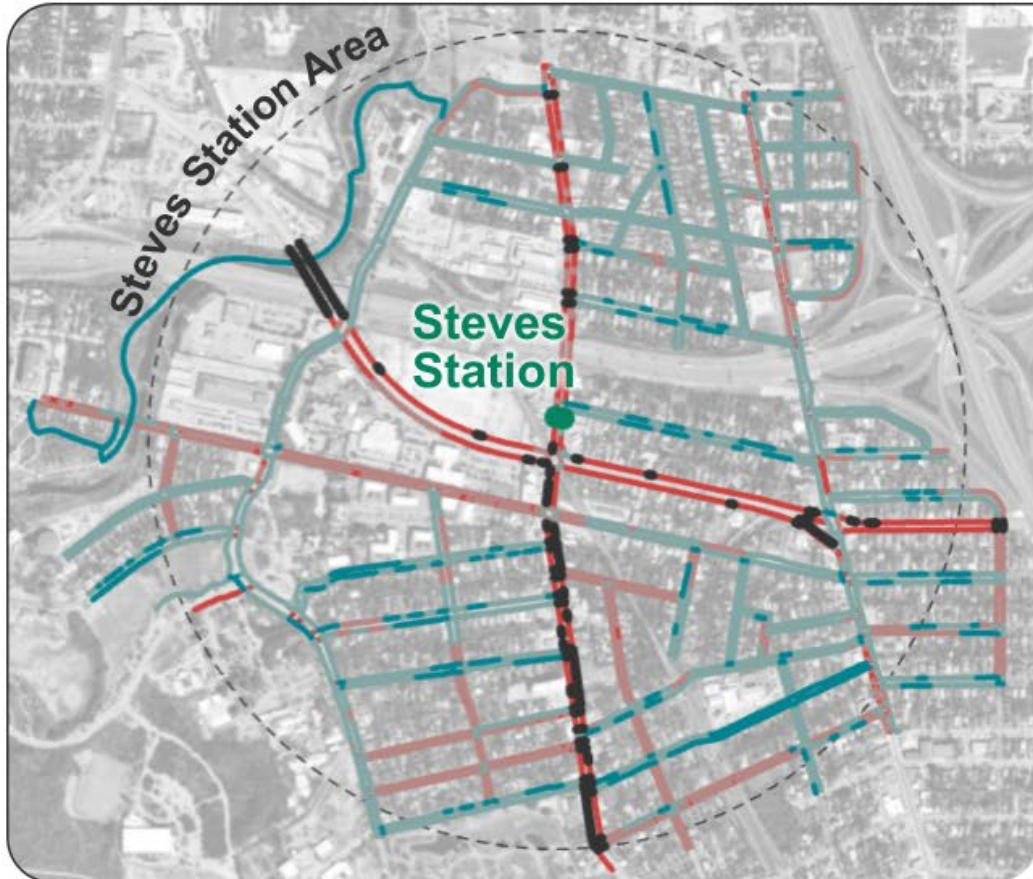
Stations were assessed for:

- **Connectivity**
- **Safety**
- **Fair Access**
- **Environment**

Point Totals	30						35					20	15				
Principle	Connectivity	Connectivity	Connectivity	Connectivity	Connectivity	Connectivity	Safety	Safety	Safety	Safety	Safety	Equity	Environment	Environment	Environment	Environment	Environment
Dataset	Key Destinations	VIA Ridership	Zoning - % Commercial	Demographics - Pop Density	Zoning - % Multifamily	% Parking Lot within TOD Boundary	Sidewalk Ratio	Pedestrian Crashes	% on PHIN	% WITHOUT Traffic Calming	HRN % above 1 StDev	Equity Score	HV Score				
Weight	0.2	0.2	0.2	0.7	0.5	1.2	1.5	0.3	0.2	1	0.5	2	0.9				
A	0.7	0.1	3.7	4.1	0.6	1.2	0.5	0.8	0.0	9.8	0.4	6.4	3.5	36.9	23	(A) Sahara	
B	1.6	2.6	5.9	5.6	0.4	3.6	0.5	0.4	0.0	9.7	0.7	7.3	2.8	42.5	6	(B) Isom	
C	2.5	2.9	6.6	6.3	0.7	3.9	0.6	1.0	0.4	9.8	0.9	6.8	6.1	46.3	1	(C) North Star	
D	2.7	2.8	4.2	6.6	0.3	3.7	0.3	1.3	0.7	8.2	1.2	6.1	5.1	42.7	4	(D) Rampart	
E	1.3	0.5	1.6	6.4	0.4	4.5	0.1	0.4	0.4	9.8	1.6	5.5	2.9	39.8	18	(E) Oblate	
F	0.7	0.4	1.3	8.1	0.5	2.3	0.2	0.8	0.2	9.8	0.9	6.8	2.8	40.3	14	(F) Jackson Keller	
G	0.0	0.1	1.0	9.2	0.2	2.8	0.0	0.0	0.0	8.9	1.4	6.2	5.6	40.2	15	(G) Basse	
H	0.4	0.1	0.9	10.0	0.3	2.3	0.1	0.5	0.0	9.0	0.6	5.9	3.6	40.8	12	(H) Mandalay	
I	0.7	0.4	1.1	9.7	0.8	3.7	0.2	0.6	0.0	9.5	0.8	6.2	4.1	42.9	3	(I) Olmos	
J	0.7	0.3	0.9	9.7	0.8	3.6	0.0	0.5	0.0	9.6	1.2	5.1	4.5	40.7	13	(J) Hildebrand	
K	0.9	0.1	0.4	9.7	0.8	2.9	0.1	0.6	0.0	9.8	0.9	4.3	3.6	38.1	21	(K) Elsmere	
L	1.1	0.0	0.6	9.0	0.8	2.5	0.1	0.6	0.0	9.8	0.9	4.6	3.4	37.6	22	(L) Mulberry	
M	2.7	0.6	1.0	8.1	1.0	2.1	0.1	1.6	0.0	9.6	1.0	5.3	4.4	39.5	20	(M) Woodlawn	
N	2.3	1.7	1.9	6.5	0.9	2.8	0.2	1.6	0.0	9.8	1.0	5.9	5.3	41.2	10	(N) Ashby	
O	2.5	4.3	3.1	3.5	1.1	1.9	0.3	4.0	0.3	10.0	1.3	7.4	5.2	42.6	5	(O) Cypress	
P	3.0	3.2	4.0	3.6	0.8	1.8	0.4	4.2	0.2	10.0	0.9	7.0	5.6	41.4	9	(P) Marshall	
Q	5.9	7.7	4.4	3.5	1.0	1.7	0.4	6.1	0.1	10.0	1.9	4.8	6.2	39.6	19	(Q) Augusta	
R1	8.2	9.7	5.3	4.3	0.8	1.6	0.3	8.4	0.3	10.0	3.0	4.3	4.7	40.0	16	(R1) Martin	
R2	7.7	9.6	5.2	4.2	0.8	1.6	0.3	8.2	0.3	10.0	3.1	4.2	6.9	40.8	11	(R2) Pecan	
S1	8.0	9.8	6.6	4.4	1.0	1.7	0.3	10.0	0.4	10.0	3.5	4.1	5.7	40.8	11	(S1) Market	
S2	10.0	9.9	6.8	4.3	1.3	1.9	0.4	9.4	0.4	10.0	3.6	4.1	5.4	41.4	8	(S2) Commerce	
T	6.4	3.2	5.2	4.7	1.9	1.9	0.4	6.5	0.3	10.0	2.4	3.7	3.7	42.4	7	(T) Cesar Chavez	
U	3.2	0.4	2.4	5.4	2.5	2.5	0.2	2.1	0.0	9.8	1.5	4.0	3.2	36.0	24	(U) Pereida	
V	1.4	0.0	0.8	5.6	2.6	0.7	0.2	0.8	0.0	9.9	1.1	4.5	4.5	34.3	26	(V) W. Carolina	
W	1.1	0.0	0.8	4.9	1.8	0.9	0.3	0.5	0.0	10.0	1.2	5.1	5.3	34.2	27	Lone Star	
X	0.9	0.2	1.2	5.0	0.9	1.6	0.5	1.1	0.0	9.9	1.3	6.7	5.7	40.0	17	Highland	
Y	0.5	0.2	1.2	6.0	0.7	2.6	0.3	0.8	0.0	9.4	1.6	8.1	7.0	45.0	2	Steves	

Pedestrian Level of Traffic Stress

Steves Station Area Pedestrian Level of Traffic Stress (PLTS)



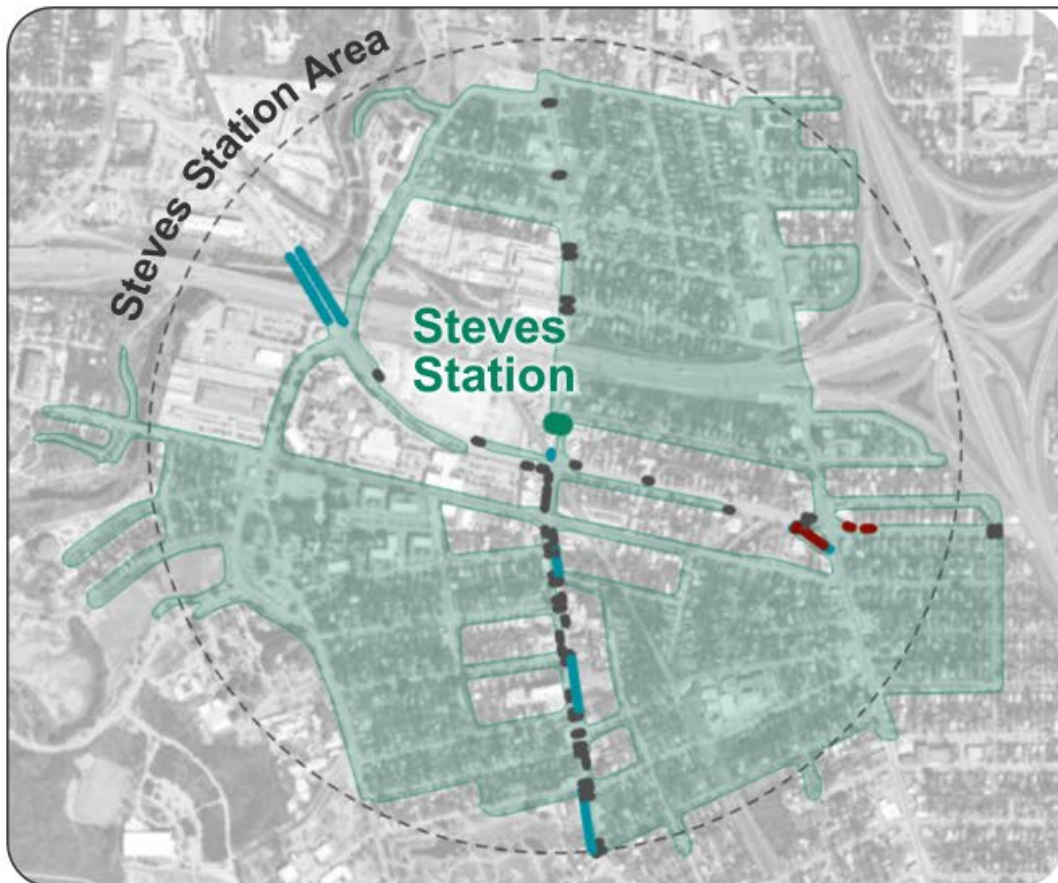
PLTS

- 1** Little to No Stress
- 2** Minimal Stress
- 3** Moderate Stress
- 4** High Stress
- 5** Dangerous to Traverse

**The Highest
Priority to
Improve**

Toolkits Expand the Walkshed

By addressing PLTS 5 surfaces first, this process can expand the walkshed.
Improvements that expand the walkshed the most are the highest priority.



The 15-minute walkshed

Tool Deployments:

Walking Tools

New Sidewalks, Buffers, or Shade

Crossing Tools

New Crossings and Driveway Improvements

Traffic Calming Tools

New, Approved Traffic Calming Devices

Combining the PLTS scoring and public feedback from phase one, Transportation will present key areas for potential improvements at four upcoming open houses.

November

Steves, November 12th at Roosevelt Clubhouse

Olmos, November 13th at Landa Library

North Star, November 15th at VIA North Office

Cypress, November 19th at Eco Centro

January 2026

Final Plan

Next Steps



Silver Line Station Area Plan



Station Area Profiles

- Community Analysis
- Market Conditions
- Housing Assessment
- Walkability Improvements

Station Area Concept: GENERAL MCMULLEN GENERAL MCMULLEN - BABCOCK CORRIDOR

TYPOLGY

Station Type: **COMMUNITY CORRIDOR**

Urban Form: **TRANSIT ADJACENT** / **TRANSIT RELATED** / **TRANSIT SUPPORTIVE**

Market Strategy: **STRONG** / **TRANSITION** / **STATIC**

HOUSEHOLDS

% Non-Working Age	% Zero-Car	Median Income
19%	34%	\$26,46

ACTIVITY

Population	Employment	Activity Density
4,572	874	---

TRANSIT READINESS

Zoning: --- Infrastructure: --- Market: ---

STRATEGIC GUIDANCE

Strategy Cluster: **NURTURE** / **CATALYZE** / **SUPPORT**

With a Strategy Cluster of "Catalyze," actions at this station should focus on creating highly visible, pioneering private development and investment re-establishing emphasis on enhanced urban place-making.



ABOUT THE STATION

Station Area Concept: GENERAL MCMULLEN GENERAL MCMULLEN - BABCOCK CORRIDOR

To provide opportunities for new residents while preventing displacement of existing residents, strategies to encourage affordable housing production and preservation should be considered.

PRESERVATION - AFFORDABLE HOUSING RESERVE FUND
It is estimated that 61% of "affordable" units in the station area have no long-term protection. The City of San Antonio and the San Antonio Housing Authority (SAHA) Affordable Housing Reserve Fund* to purchase class B and C multifamily prelocations to keep them affordable in the long-term.

PRODUCTION - AFFORDABLE HOUSING DENSITY BONUS
The City of San Antonio should increase the density bonus* it offers to develop and very low income affordable housing in mixed income projects. The map to the right shows the station area with potential for mixed income multifamily development.



AFFORDABLE HOUSING STRATEGIES

INFRASTRUCTURE RECOMMENDATIONS

Station Area Concept: GENERAL MCMULLEN GENERAL MCMULLEN - BABCOCK CORRIDOR



Silver Line Station Area Plan



Stakeholder Meetings – Early 2026

- Technical Advisory Group
- Community Stakeholder Group
- Public-Private Stakeholder Group



Project Overview

Where We Are

COSA Transportation Dept.

