

2 STAKEHOLDER ENGAGEMENT

Throughout the project, the project team met with key stakeholders in a number of workshops. First with a group of key stakeholders from various City of San Antonio departments and partner organizations and second with the Linear Creekway Parks Advisory Board, each stakeholder provided valuable input on the opportunities and barriers to a successful future for the greenway system but also on how this document and future work on the greenways can align with other City programs, policies, and projects.

Additionally, Parks and Recreation Department Staff met together multiple times throughout the process to work toward consensus on key items related to this plan. The results of these meetings are outlined in the following pages.

T-1

FOOD TRUCKS → PROGRAMMING
SPECIAL SHADE STRUCTURES
EXEMPLARY DESIGN (LID, ETC)

LOCATION (MAIN ROADS)

PUBLIC ART

HERITAGE TREES

HIGHER EDUCATION / MEDICAL / RETAIL
SURROUNDING FACILITIES / GROCERIES

RECREATION

LID PARKING > 25

EDUCATIONAL OPPORTUNITIES

GATHERING PLACE (OUTDOOR)

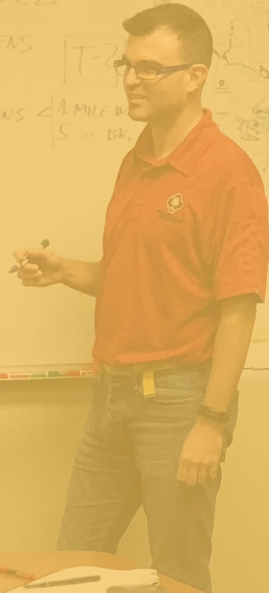
REGULAR PARKING < 25

COMMUNITY GARDENS

BUS STOPS

NEIGH. CONNECTIONS < 1 MILE W
S ... BK

T-2



2.1 STAKEHOLDER MEETINGS

STAKEHOLDER MEETING AND WORKSHOP

On the morning of June 26, 2018, stakeholders from the City of San Antonio, Bexar County, San Antonio River Authority, and other local entities, met with the consultant team at the Phil Hardberger Park Urban Ecology Center in San Antonio to learn more about the Trail Design Strategy and engage in a workshop identifying opportunities for cross-collaboration.

After an introduction of the project, the attendees, which were already seated in four groups according to potential for cross-department collaboration, were then asked to convene a discussion around several prompting questions. Each table was facilitated by either the consultant team or Parks and Rec., who led the discussions and took notes on large boards.

GROUP A1

This group had representatives from Metro Health, VIA, parks, and TCI. They identified important ways greenways can support transportation through connectivity to nodes such as park and rides and bus routes. They identified the connection between



O.P. Schnabel, University of Texas at San Antonio, and the Ingram Park and Ride as good examples to draw upon. They said that translation services and public input from diverse groups would help improve equitable distribution and design of greenways.

GROUP A2

This group had representatives from VIA Metropolitan Transit, the Office of Sustainability, and Transportation and Capital Improvements. Much of the initial discussion was centered on creating better connections between transit, major activity centers, and the larger transportation network. Coordination between greenways and capital projects at the earliest possible planning stage was identified as a crucial action to improve greenway connections.

GROUP B1

This group included representatives from SARA, Public Art San Antonio, Planning and TCI. They first identified gaps in funding, maintenance and understanding of LID design features that are crucial in sensitive riparian areas. They suggested more collaboration in creating criteria for path placement to minimize environmental impact and maximize connectivity.

GROUP B2

This group included representatives from SARA, Planning and TCI. They identified the opportunity to put trails outside of floodplains, referencing Dallas. They identified potential criteria for tier 1 & 2 trails, which include street connections, regional centers, and references in subarea plans. They identified

collaborative gaps between VIA, Military Planners, CPS, and others. They suggested amenities such as those at The Rim.

LINEAR CREEKWAY PARKS ADVISORY BOARD MEETING

On June 26, 2018, the Linear Creekway Parks Advisory Board convened to learn more about the Trail Design Strategy and engage in a discussion of their insights regarding the trail system. After a brief presentation and some discussion, the meeting proceeded into a SWOT (Strengths, Weaknesses, Opportunities, Threats) analysis activity.

STRENGTHS:

The board recognized the strengths of the trail system. Mr. Greg Hammer, chairman of the board, commented, “It’s on the right side on every issue. It has been a tremendous thing for San Antonio.” Specifically, the board discussed how the trail adds green space, improves health outcomes, and provides benefits for residents, visitors, businesses, and developers. The trail system was identified as an important asset to the community, providing healthy, free recreation across a large portion of the city. Additionally, the current and past sales tax initiatives which fund the system have been supported by the voting residents of San Antonio, indicating a reliable funding source.

PERCEIVED WEAKNESSES

The board identified the need for a more consistent design and better connectivity throughout the system. Additionally, trail safety arose as an issue to be addressed.

OPPORTUNITIES

Several opportunities were identified throughout the discussion, especially regarding connectivity, funding and consistent design. The trail’s growing popularity means that developers are now asking to connect directly to nearby trails. This presents an opportunity for the trail-oriented development

strategies outlined by The San Antonio Tomorrow Comprehensive Plan. Additionally, significant opportunities are apparent for connection to the greater transportation system as VIA begins its major push to improve transit across the City. The board also recommends the broadening of language to allow for trails to be built in minor tributaries and outside of the creeks all together.

THREATS

The major threat currently seems to be that the trails could become a victim of their own success. Overcrowding, initial poor perceptions by neighborhoods, and multi-modal conflict were the main threats identified. Funding is currently a strong point, but there is concern that as the transit system grows, their sales tax funding could be diverted if the trail system is not recognized as an integral part of a multi-modal transportation system.

CHARACTER AREAS

The meeting concluded by identifying major “Character Areas” that could express unique attributes along the trail. The board suggested highlighting the ecological diversity along the trails. They identified Character Areas such as the Missions World Heritage Sites and downtown. Other Character Areas that have not yet been highlighted include Olmos Creek, Fort Sam Houston, Mitchell Lake, and Salado South. These suggestions were taken into account for the identification of Character Areas in this strategy document.



2.2 INTERNAL MEETINGS

CONTEXT IDENTIFICATION WORKSHOP

On June 5th, 2018, Daniel Leal convened a workshop of Parks and Recreation Department staff including: Brandon Ross, Agdel Rivera, Samuel Sanchez, Christopher Arrigo, Adelyn Alanis, and Andrew Zapata.

The workshop was conceived as a focused discussion group, around the topic of Tiers, which seeks to differentiate better between Tier 1, meant to act as landmarks, places that would draw people to them; versus Tier 2 locations, that are meant to be nodes or connectors to nearby neighborhoods and therefore, have a much more local scale.

PROJECT TASKS

This exercise corresponds to Client's direction on tasks 2.1 and 2.2. Consultants took these ideas into consideration and expanded upon them for recommendations in this document.

Existing Tier 1 locations. As a team, we identified existing places that somehow, are already acting as "tier 1" places; maybe not in full, but definitely in a perceivable way. Tier 2 would be the rest.

- Leon: Valero, O.P. Schnabel, Crystal Hills, Ingram Transit Center. Pearsall in future expansions, too.
- Salado: Voelcker at Hardberger Park, Tobin trailhead, Southside Lions Park.
- Medina River: Natural Area trailhead.



- Westside: Elmendorf Lake Park.

TIER 1 ELEMENTS

They combine some features that we are already using, but also incorporating others that could be explored in the future. Consultants took these ideas into consideration, along with others gathered in the project process.

- Exemplary design (setting an example to the public, in water conservation, butterfly protection, a San Antonio for the 21st century, etc.).
- Strategic location, close to highways and main roads.
- Public Art, to bring exceptionality and uniqueness.
- Heritage trees. If pre-existent, the design should acknowledge and enhance them.
- Proximity to Higher Education centers, medical hubs, major retail, and/or groceries (commuting use).
- Proximity to recreational facilities, usually within the same park (recreational use).
- Enhanced parking, in size (25 spaces and above) and in materials (LID), to contrast with the Tier 2 ones (conventional).
- Special/ differentiated shade structures.

- Educational spaces.
- Outdoor gathering spaces (can be the same as educational)
- Playgrounds, if allowed by funding source.
- Dining opportunities, such as food trucks.
- In a larger scheme of things, start programming, special events, marathons, , temporary exhibits, etc.

TIER 2 ELEMENTS

They combine features that we are already using, but also others that could be incorporated or explored.

- Main purpose is connecting to the adjacent neighborhood (increasing WalkScore).
- Parking < 25 spaces, conventional materials.
- Community gardens.
- Site furniture.
- Water fountains.
- Small landscaping.
- Bus stops (coordination with VIA needed).

Other elements could fall under any of both categories, such as repair stations, portable restrooms, security cameras, emergency call boxes, etc. Their location is usually more dependent on the distance to the next one and available budget, rather than the tier categorization itself.

