Appendix 2: Engagement



2024 Vision Zero Public and Stakeholder Engagement Report

San Antonio Vision Zero Action Plan 2024 Update

Community Engagement Summary



San Antonio Vision Zero Action Plan 2024 Update

City of San Antonio San Antonio, Texas

August 2024

Version #1

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1. Introduction

Th City of San Antonio (COSA) is finalizing the update to its 2016 Vision Zero Action Plan (VZAP). This update will be a continuation of the previous plan to help guide roadway safety planning actions and implement safety improvements on City roadways.

This report documents the Community Engagement undertaken by the COSA Transportation Department (TD) throughout the development of the VZAP Update. This includes both stakeholder and public involvement. A Community Outreach Plan was utilized to guide engagement efforts (**Appendix A**). Through this plan, COSA prioritized inclusive and equitable engagement. The outreach sought input on key actions, preferred countermeasures, and priority project locations to effectively address road safety concerns. By leveraging community-driven efforts and interagency collaboration, the City aims to create a safer environment for all residents.

Engagement activities were designed to achieve the VZAP's Community Engagement goals:

0	Inclusive and Equitable Engagement Provide multiple convenient engagement opportunities so that as many San Antonians as possible may participate in the planning process.
0	Establish Informed Partnerships Inform the community's understanding of Vision Zero planning goals and challenges, while the project team learns the values, needs, and visions of the community.
0	Constructive Contribution Integrate community input into the Plan, specifically on safety concern locations, key actions, preferred counter measures, and priority projects.
0	Establish a Long Term Vision Zero Task Force Identify key members of stakeholder groups who can see the recommended VZAP programs, policies, and projects through to fruition.
0	Cultivate Implementation Champions Build community excitement and support around the plan and projects in a manner that stakeholders, organizations, and members of the public take ownership of the VZAP update.

Targeted stakeholders were invited to officially meet with the project team three times between February and August 2024 to contribute to and monitor the progress of the Plan. Additional meetings were held with specific stakeholders as needed or requested. Public engagement was undertaken both virtually and via seven in-person events held across the City during April 2024. As a result, more than 1700 people across San Antonio were able to influence the direction of the VZAP Update.

2. Stakeholder Engagement

2.1. Vision Zero Committee Meetings

Stakeholder involvement is a key element in the study because implementing many of the VZAP strategies and actions requires coordination with other agencies and COSA departments. The VZAP Committee members live and work in San Antonio and its immediate vicinity and have firsthand knowledge of its roadway safety issues and needs.

In the development of the 2024 VZAP, the COSA TD developed a VZAP committee, a stakeholder committee similar to the committee that was charged with the oversight of the 2016 VZAP. The VZAP committee was engaged to provide feedback and ideas regarding the development of the 2024 VZAP. The committee consists of employees from multiple COSA departments and partner agencies that influence or are affected by changes in the roadway network.

The Vision Zero Committee Meetings took place virtually on:

- February 28, 2024
- June 25, 2024
- August 13. 2024

Additional meetings to coordinate with the San Antonio Police Department occurred on:

San Antonio

- June 5, 2024
- July 1, 2024

And with the Public Health Policy Workgroup:

April 25, 2024

Vision Zero Police Police Department **Committee Kickoff** Department Meeting - February 28, 2024 Meeting 1 -Meeting 2 - July June 5, 2024 1, 2024 Public Health Vision Zero Vision Zero Policy Committee Committee Workgroup Meeting 2 -Meeting 3 -April 25, 2024 June 25, 2024 August 13, 2024

San Antonio

FIGURE 1: VISION ZERO STAKEHOLDER ENGAGEMENT TIMELINE

The project team and COSA TD identified a variety of stakeholders whose input on San Antonio roadway afety issues and needs could help shape the VZAP. The general list of agencies identified to serve on the committee is included in **Table 1**.

TABLE 1: COSA VZAP TARGETED COMMITTEE AGENCIES

Identified Potential Committee Member Agencies
Alamo Area Metropolitan Planning Organization (AAMPO)
American Association of Retired Persons (AARP)
Federal Highway Administration (FHWA)
Bexar County Sherriff's Office
San Antonio Fire Department
San Antonio Police Department (SAPD)
COSA - Diversity, Equity, Inclusion and Accessibility Department (DEIA)
COSA - Development Services Department (DSD)
COSA - Metro Health
COSA - Municipal Court
COSA - Planning Department (Planning)
COSA - Public Works Department (PWD)
COSA - Information Technology Services Department (ITSD)
COSA - Center City Development Office (CCDO)
Mothers Against Drunk Driving (MADD)
Texas Department of Transportation (TxDOT)
VIA Metropolitan Transit (VIA)
University Health

2.2. Committee Meeting No.1

The first VZAP Committee meeting was held via Microsoft Teams from 9 am to 11 am CST on Wednesday, February 28, 2024. Prior to the meeting, the invitees were provided with an interactive readahead document to review and fill out (**Appendix B**). The read-ahead focused on the "5 Es" of roadway safety (engineering, education, encouragement, enforcement, and evaluation), which were used as the framework of the 2016 VZAP.

The meeting was moderated by COSA's Sean Beauvais. It consisted of a presentation (**Appendix C**) by RS&H's David Bemporad detailing the Plan overview, as well as goals and objectives, followed by a discussion with the attendees. Committee Meeting No. 1 attendees are listed in **Table 2**.

TABLE 2: COMMITTEE MEETING NO. 1 ATTENDEES

Name	Agency/Affiliation	
Matthew Moreno	AAMPO	
Ismael Herrera	AARP	
Deputy Johnny Garcia	BCSO	
Deborah Scharven	COSA - DEIA	
Robert Potter	COSA - DEIA	
Logan Sparrow	COSA – DSD	
Melissa Ramirez	COSA – DSD	
Rachel Parrish	COSA – DSD	
Stephen Stokinger	COSA – DSD	
Sean Greene	COSA - Metro Health	
Peter Stranges	COSA - Metro Health	
Judge Carla Obledo	COSA - Municipal Court	
Chris Ryerson	COSA - Planning	
Josh Jaeschke	COSA - Planning	
Chris Georges	COSA - PWD	
David McBeth	COSA - PWD	
Karlo Jajliardo	COSA - PWD	
Luis Fierro	COSA - PWD	
Kathleen Buckalew	COSA - PWD	
Marc Jacobson	COSA - PWD	
Ed Burgos-Gomez FHWA		
Joe Arrington	SAFD	
Daniel Paez	SAPD	
Fara Smith	University Health	
Daniel Leal	VIA	
Sean Beauvais	COSA - TD (Project Team)	
Susannah Marshall	COSA - TD (Project Team)	
Catherine Hernandez	COSA - TD (Project Team)	
Murray Myers COSA - TD (Project Team)		
Joe Conger	COSA - TD (Project Team)	
Harley Hubbard	COSA - TD (Project Team)	
Isaac Levy COSA - TD (Project Team)		
Elizabeth High	RS&H (Project Team)	
David Bemporad	RS&H (Project Team)	
Clay Anderson	RS&H (Project Team)	

Discussion during this meeting centered around attendees' thoughts on the previous plan and the 5Es. Committee members believed that for the VZAP to be effective, a balance should be struck between personal safety and policy. Additionally, committee members stated that:

VZAP Development

- FHWA's Safe Systems Approach should be considered an option for policy in the Action Plan Update.
- The existing Traffic Calming Handbook needs to be updated with less focus placed on direct routes and convenience for vehicles and more focus on safety for cyclists and pedestrians.

- Education and Incentives
 - A mindset shift must occur for drivers—less entitlement and more responsibility.
 - The good driver incentive program should be brought back.
- Performance Metrics
 - Performance metrics should be determined and followed throughout the process.
 - o Committing to certain performance metrics is a good way to determine missing data.
 - Traffic stop data is flawed because e-ticketing is not installed everywhere. However, TD can use all stops as a metric for success, with a focus on speed-related stops.
- Engagement
 - o Many engagement methods should be used, not just online and social media.
 - In the 5Es, the Engagement section places the focus on people who don't drive, but although cyclists and pedestrians have a responsibility to follow the rules of the road, drivers should be targeted more heavily.
- Infrastructure
 - Infrastructure can prevent crashes and reduce severity.
 - Quick builds could be very beneficial especially for SAFD—this infrastructure is easier to navigate in first responder vehicles.
- » A possible intervention could be a rapid response quick-build team.
- » SAPD was less enthusiastic about quick builds as they do not provide as much safety as permanent infrastructure like jersey barriers, but they do help.

2.3. Committee Meeting No. 2

On Tuesday, June 25, 2024 from 9 am to 10:30 am, the second VZAP Committee meeting was held via Microsoft Teams. Prior to this online meeting, the invitees were provided with a read-ahead document to review and fill out (**Appendix B**). The read-ahead document consisted of updates about the project and an introduction to what would be discussed during the meeting. The meeting was moderated by COSA's Sean Beauvais, and Elizabeth High and David Bemporad from RS&H presented. Committee Meeting No. 2 presentation can be found in **Appendix C**, and attendees are listed in **Table 3**.

The meeting presented an overview of the community engagement strategies and results. The team hosted several public outreach events around San Antonio to reach the largest number of residents. The team connected with 1500+ residents through the online survey, and 200+ residents attending meetings in person. One of the key findings is that calming infrastructure is seen as more effective than educational programs.

The team explained the difference between a High Injury Network (HIN) and a High-Risk Network (HRN) and how HRN is a forward-looking methodology that helps to identify areas at higher risk of fatal or severe crashes. Another measurement that helped to locate those areas was an Equity Analysis. Areas with a higher concentration of serious and fatal crashes also have high equity concerns.

To finish the meeting, the committee was presented with the current Mission Statement for Vision Zero for the City of San Antonio, New Braunfels, and Houston. After a brief discussion of what each one meant, it was asked if the current statement for the City of San Antonio still reflected the community's goals.

TABLE 3: COMMITTEE MEETING NO. 2 ATTENDEES

Name	Agency	
Matthew Moreno	AAMPO	
Ismael Herrera	AARP	
Deputy Johnny Garcia	BCSO	
Jayson Horn	COSA – CCDO	
Deborah Scharven	COSA - DEIA	
Logan Sparrow	COSA – DSD	
Rachel Parrish	COSA – DSD	
Stephen Stokinger	COSA – DSD	
Geoffrey Urbach	COSA - ITSD	
Judge Carla Obledo	COSA - Municipal Court	
Chris Ryerson	COSA - Planning	
Chris Georges	COSA - PWD	
Kathleen Buckalew	COSA - PWD	
Raul Lopez SAFD		
Daniel Paez	SAPD	
Nicole Valdez	University Health	
Jennifer Northway	University Health	
Veronica Escalera-Ibarra	VIA	
Sean Beauvais	COSA - TD (Project Team)	
Susannah Marshall	COSA - TD (Project Team)	
Catherine Hernandez	COSA - TD (Project Team)	
Murray Myers	COSA - TD (Project Team)	
Isaac Levy	COSA - TD (Project Team)	
Joe Conger	COSA - TD (Project Team)	
Elizabeth High	RS&H (Project Team)	
David Bemporad RS&H (Project Team)		
Clay Anderson RS&H (Project Team)		
Lauren Schleinat RS&H (Project Team)		
Sara Serra-Bennett RS&H (Project Team)		
Andrew Ceifetz	WSP (Project Team)	
Larry Picasso	WSP (Project Team)	

2.4. Committee Meeting No.3

The third and final VZAP Committee meeting was held via Microsoft Teams from 9 am to 11 am CST on Tuesday, August 13, 2024. Prior to the meeting, the invitees were provided with an interactive readahead document to review and fill out document to review and fill out (**Appendix B**). The meeting was moderated by COSA's Sean Beauvais. It consisted of a presentation (**Appendix C**) by RS&H's David Bemporad detailing initiatives, strategies, actions, and metrics related to plan implementation, as well as the top 20 corridors recommended for further study into additional safety infrastructure. The presentation was followed by discussion with the group. Committee Meeting No. 3 attendees are listed in **Table 4**.

Discussion during this meeting centered around prioritization methodology and equity. Attendees reiterated a need to make sure that high-equity concern communities don't feel targeted by enforcement

actions. Additionally, they asked that language around equity be more inclusionary of people with disabilities.

TABLE 4: COMMITTEE MEETING NO. 3 ATTENDEES

Name	Agency
Ambar Perez	AAMPO
Mia Garza-White	AAMPO
Ismael Herrera	AARP
Joey Pawlik	Activate SA
Jayson Horn	COSA - CCDO
Deborah Scharven	COSA - DEIA
Robert Potter	COSA - DEIA
Charles Charlemagne	COSA - DSD
Chris Ryerson	COSA - Planning
Chris Georges	COSA - PWD
David McBeth	COSA - PWD
Marc Jacobson	COSA - PWD
Ed Burgos-Gomez	FHWA
Carla Obledo	Municipal Court
Jennifer Northway	University Health San Antonio
Abigail Kinnison	VIA
Daniel Leal	VIA
Sean Beauvais	COSA Transportation (Project Team)
Zan Marshall COSA – Transportation (Project Team)	
Elizabeth High RS&H (Project Team)	
David Bemporad	RS&H (Project Team)

2.5. Public Health Policy Work Group

On April 25, the Transportation Department presented the Vision Zero Action Plan Update to the Public Health Policy workgroup. This face-to-face meeting was held at the City Tower Large Conference Room 16, W103, starting at 2 p.m. and ending at 3:40 p.m. CST. Murray Myers and Sean Beauvais from the COSA's Transportation Department presented it. The attendees are listed in **Table 5**.

The meeting started with the history behind the Vision Zero Action Plan 2016, the more than 50 key actions established by the plan, and the elements essential to the plan's vision were presented. After explaining how the plan was first implemented, they started discussing the need to update it and how some industry practices have changed over the years.

From the initial 5Es (Education, Encouragement, Enforcement, Engineering, and Evaluation), the methodology evolved to the Safe Systems Approach, in which we accept that humans make mistakes, and that the safety of a roadway is everyone's responsibility. Making decisions based on data from different sources, the plan's main goal is to reduce serious injuries or fatalities to pedestrians and cyclists.

During the meeting, the problem of roadway deaths, the data that is normally missing, what is causing the rising numbers, and what tools are available to help make the roads safer for pedestrians and bicyclists were discussed.

TABLE 5: PUBLIC HEALTH POLICY WORKGROUP MEETING ATTENDEES

Name	Agency
Connie Soria	COSA-Metro Health
Chellie Fernandez	COSA-Metro Health
Jerry Trevino	COSA-Metro Health
Lauren Pyle	COSA-Metro Health
Julius Hunter	COSA-Metro Health
Ethel Magana	COSA-Metro Health
Maria Palma	COSA-Metro Health
Sean Greene	COSA-Metro Health
Katherine Soto	COSA-Metro Health
Patricia Kittle	COSA-Metro Health
Cara Hausler	COSA-Metro Health
Carol Schliesinger	COSA-Metro Health
Peter Stranges	COSA-Metro Health
Lisa Petrakis	COSA-Metro Health
J'shcarla Adkins	COSA-Metro Health
Murray Myers	COSA - TD (Project Team)
Sean Beauvais	COSA - TD (Project Team)

2.6. SAPD Coordination Meeting No. 1

This online meeting took place from 1 to 2 p.m. CST on June 6, 2024. Its main objective was to communicate with the Police Department about the Vision Zero Plan and understand how the two departments can work together to make the roads safer.

From the meeting, the team was able to understand the Police Data Reporting tools and where some of the issues with standardizing the data happen, and what could be added to the data collection process to improve the consistency of the reporting. The police department expressed the need to discuss new regulations with them before their adoption to make sure such changes are feasible.

The Police Department interacts with the public regularly and has a unique perspective on city-related issues that have the potential to affect the city's different areas differently. Understanding this can assist in making an implementation plan that considers San Antonio's different areas. **Table 6** lists all the meeting attendees.

TABLE 6: SAN ANTONIO POLICE DEPARTMENT COORDINATION MEETING NO. 1 ATTENDEES

MEETING ATTENDEES			
Michael Starnes (SAPD)	Brent Bell (SAPD)	Jeffery Rhinehart (SAPD)	
Daniel Paes (SAPD)	Sean Beauvais (COSA - TD)	Murray Myers (COSA – TD)	
Suzanna Marshall (COSA – TD)	Elizabeth High (RS&H)	David Bemporad (RS&H)	
Sara Serra-Bennett (RS&H)			

2.7. SAPD Coordination Meeting No. 2

The second meeting between the project team and the Police Department occurred on July1, also online. The attendees list is indicated in **Table 7**. The goal of the meeting was to discuss the metrics proposed to be used, understand SAPD's holistic view of roadway infrastructure and behaviors, and discuss how the two departments can work together to improve roadway safety.

The Police Department will be an important partner in the Vision Zero Plan, as they collect local crash data. The more complete the data source, the better the project's success can be measured, and the sooner changes can be implemented. It will also be important to clarify the nomenclature each department uses to differentiate the severity of an incident, the current number of incidents, and how often the data is updated.

Strategic deployment of high-visibility enforcement will need to be coordinated between the departments to make sure the community directly affected by roadway changes is notified in advance and has the opportunity to understand the changes made. That will be added to other programs the Police Department already has in place to work with the community and to keep them safe.

TABLE 7: SAN ANTONIO POLICE DEPARTMENT COORDINATION MEETING NO. 2 ATTENDEES

MEETING ATTENDEES			
Scott Foulke (SAPD)	Brent Bell (SAPD)	Murray Myers (COSA – TD)	
Suzanna Marshall (COSA – TD)	Sean Beauvais (COSA - TD)	Elizabeth High (RS&H)	
David Bemporad (RS&H)			

3. Public Engagement

Public engagement was designed to target as many San Antonians as possible with two Open House-style public meetings and five pop-up events throughout the month of April 2024. Additionally, an online survey was available from April 1, 2024, through May 31, 2024. Events and the community survey were promoted through the City's existing social media channels. There were 18 posts made on Facebook, and 21 posts were made on X (Twitter) for a total of 39 posts.

Zip code data was gathered from community members throughout the outreach period. The areas engaged are illustrated in **Figure 2**. Over 1,700 people were reached across San Antonio. **Figures 3** and **4** show events and advertisements.

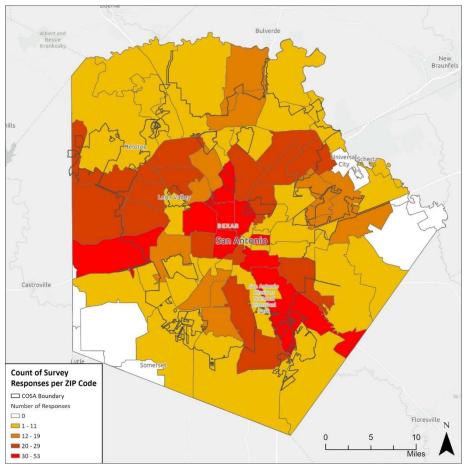


FIGURE 2: SURVEY RESPONSES PER ZIP CODE



FIGURE 3: POP-UP EVENT - APRIL 20, 2024



FIGURE 4: SOCIAL MEDIA POSTS



3.1. Public Meetings

The project team held two public meetings in an open house format in April 2024 to engage the local San Antonio community (**Table 8**). The public meetings were held in locations on the north side and south side of the City and were accessible by transit or by bicycle (**Figure 5**). The meetings included a variety of interactive engagement opportunities to gather the community's input. Activities and materials were available in English and Spanish, and staff fluent in both languages were present. **Figures 6** and **7** show participants at the meetings.

TABLE 8: PUBLIC MEETING INFORMATION

Meeting #	No. of Attendees	Date	Time	Location
Meeting #1	6	Tuesday, April 16, 2024	4:30 – 6:30 p.m.	McCreless Library, 1023 Ada St.
Meeting #2	18	Thursday, April 18, 2024	4:30 – 6:30 p.m.	VIA Metro Center, 1021 San Pedro Ave

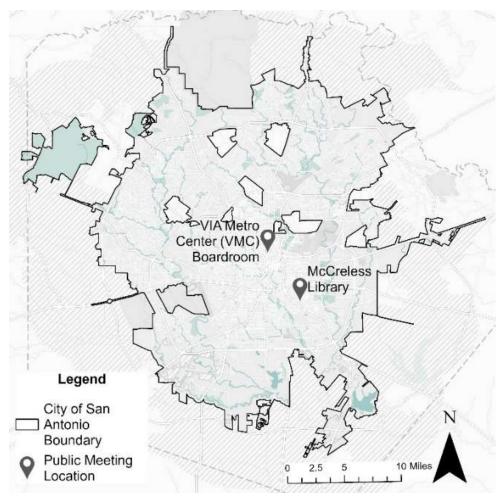


FIGURE 5: PUBLIC MEETING LOCATIONS

Public Meeting Materials:

- Informational flyer (Appendix E)
- Two informational exhibit boards (Appendix F)
- Six interactive input opportunities (Appendix G)



FIGURE 6: PUBLIC MEETING NO. 1 - APRIL 16, 2024



FIGURE 7: PUBLIC MEETING NO. 2 - APRIL 18, 2024

3.2. Pop-Up Events

The project team held five pop-ups during the engagement period throughout the City of San Antonio (**Table 9**). The events took place at pre-established, free community events and locations with high pedestrian and bicyclist activity

(**Figure 8**). The community was informed of the Plan's purpose and was incentivized to participate in the community survey. All materials were available in English and Spanish, and staff fluent in both English and Spanish were present. **Figure 9** show participants at an event.

TABLE 9: POP-UP EVENT INFORMATION

Meeting Name	No.	Date	Location
	Engaged		
World Heritage Open	~ 55	Saturday, April 13, 2024	Mission Library, 3134 Roosevelt Ave.
House Pop-up #1			
Fiesta De Los Niños	~ 110	Saturday, April 20, 2024	Boeing Center at Tech Port, 3331 General
Pop-up #2			Hudnell Dr. Acc Rd.
San Antonio Earth Day	~ 130	Saturday, April 20, 2024	Woodlawn Park, 1103 Cincinnati Ave.
Pop-up #3			
Davis-Scott Family	~ 15	Tuesday, April 23, 2024	Davis-Scott Family YMCA, 1213 Iowa St.
YMCA Pop-up #4			
O.P. Schnabel Park	~ 10	Saturday, April 27, 2024	O.P. Schnabel Park, 9606 Bandera Rd.
YMCA Pop-up #5			

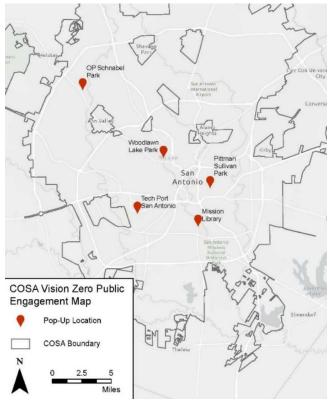


FIGURE 8: POP-UP EVENT LOCATIONS

Pop-Up Materials:

- Informational flyer (Appendix E)
- Informational exhibit board (Appendix F)
- 3 commenting opportunities



FIGURE 9: POP-UP EVENT - APRIL 20, 2024

3.3. Other Commenting Opportunities

Voicemail

Community members were invited to submit comments by voicemail. No comments were submitted using this method.

Email

Community members were invited to submit comments by email. No comments were submitted using this method.

3.4. What We Heard

Five Es Activity

The 5Es of Traffic Safety have provided the foundation for goals, objectives, and strategies in many Vision Zero Action Plans, including San Antonio's 2016 Plan. The 5Es are:

- Education
- Encouragement
- Engineering
- Enforcement
- Evaluation

However, the 5Es have been used for more than 100 years and industry best practice now indicates that the 5Es are not as effective or equitable as the Safe Systems Approach. The team wanted to gauge the public's thoughts on the 5Es in order to move from a 5E-based Plan to a Safe Systems Approach-based Plan.

Boards were displayed with a series of statements about five elements of a safe transportation system at each public meeting. Respondents were invited to place a marker if they agreed or disagreed with the statement and add additional comments for context. Detailed responses to the 5Es Activity are located in **Appendix G**.

Event	Total # of markers placed	# of Comments
Public Meeting #1	104	2
Public Meeting #2	241	20
Total	345	22

See below for the summary of results in Figures 10-14.

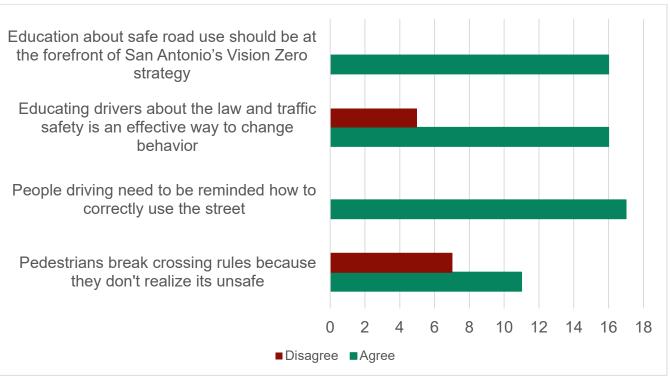


FIGURE 10: RESPONSES TO FIVE ES EDUCATION EXERCISE

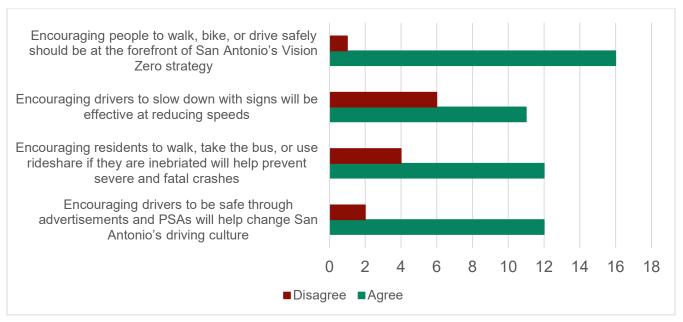


FIGURE 11: RESPONSES TO FIVE ES ENCOURAGEMENT EXERCISE

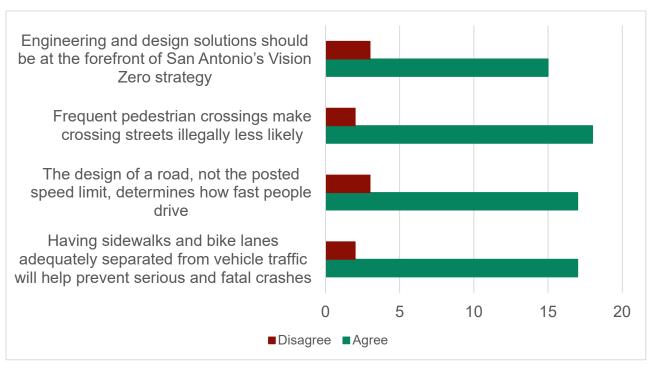


FIGURE 12: RESPONSES TO FIVE ES ENGINEERING EXERCISE

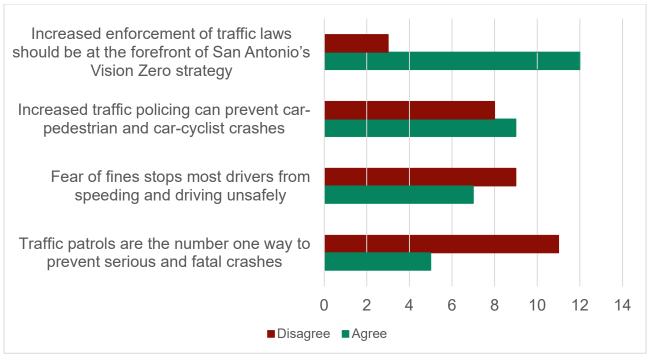


FIGURE 13: RESPONSES TO FIVE ES ENFORCEMENT EXERCISE

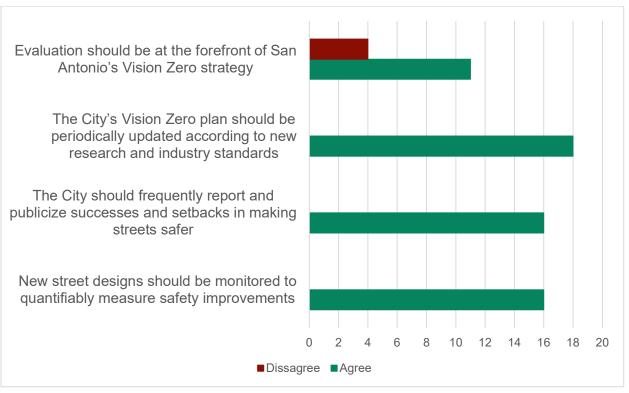


FIGURE 14: RESPONSES TO FIVE ES EVALUATION EXERCISE

Key comment themes for on each board are summarized below. Note: respondents left comments related to Es that were different from the focus of the board. For example, there are comments about enforcement on the *Education* board.

Key themes from comments on *Encouragement* statements:

- Increase awareness among unhoused populations
- Broaden advertising beyond major events
- Emphasize behavioral change

Key themes from comments on *Education* statements:

- Traffic calming tools tend to be more effective than education
- Increase enforcement of traffic laws related to pedestrian and bicyclist safety is needed

Key themes from comments on *Engineering* statements:

- Increased prosecution following fatal incidents
- · Behaviors (e.g. speeding or intoxicated driving) are decisions not determined by speed limits
- Additional pedestrian crossings are needed

Key themes from comments on *Enforcement* statements:

- Additional penalties for harassment of cyclists and pedestrians
- More severe prosecution for DWIs resulting in cyclist/pedestrian fatalities

Key themes from comments on evaluation statements:

- Consideration of best practices from other locales to avoid duplicating efforts
- Align improvements with existing plans
- · Imposing penalties for contractor misconduct

Mapping Activity

A map of San Antonio was displayed for respondents to identify safe and unsafe locations at each public event with the opportunity to leave additional comments (**Table 10**, **Figure 15**). Detailed responses are located in **Appendix G**.

TABLE 10: MAPPING ACTIVITY RESPONSE COUNT

Event	Public Meeting #1	Public Meeting #2	Pop-up #1	Pop-up #2	Pop-up #3	Pop-up #4	Pop-up #5	Total
Responses	11	64	6	21	16	15	18	152

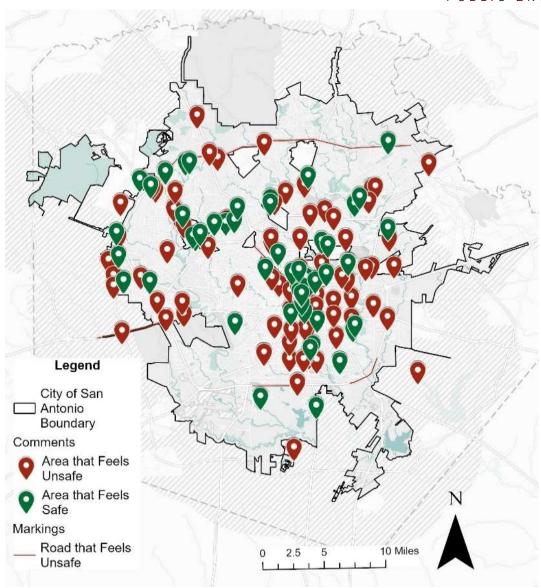


FIGURE 15: MAPPING ACTIVITY RESULTS

Open Response Questions

Safety-related prompts were presented to the community at each public meeting. Respondents were invited to provide an open response to each prompt (Table 11). Detailed responses to the Open Response Questions are located in Appendix G.

Event	Responses
Meeting #1	12
Meetings #2	29
Total	41

TABLE 11: OPEN RESPONSE QUESTIONS RESPONSE COUNT

Key themes identified during this exercise include:

What is one thing the City of San Antonio could do to reduce crashes?

- **Enhanced Enforcement and Regulation:** Strengthen law enforcement presence, implement driving courses and stricter license standards, and utilize technology for surveillance and penalty enforcement.
- Roadway Infrastructure and Maintenance: Improve road conditions by filling potholes, enhancing pedestrian and
 cyclist safety measures, installing more streetlights, and implementing narrower streets and additional traffic
 controls.
- **Education and Awareness:** Educate drivers, provide feedback on driving habits, and broadcast public service announcements to promote safe driving practices.
- **Urban Planning and Development:** Encourage infill development to reduce reliance on vehicles and decrease overall vehicle miles traveled, thereby lowering the potential for crashes.

How do you think reduced speed limits would affect safety in San Antonio?

- **Effectiveness Varies on Location:** Views vary on the effectiveness of reduced speed limits, with some seeing potential benefits mainly in urban areas and skepticism about their efficacy in rural regions.
- **Safety Benefits:** Many believe that lower speed limits would enhance safety by reducing vehicle speeds and potentially mitigating the severity of accidents.
- **Enforcement and Other Measures:** Enforcing reduced speed limits is deemed essential for their success. Additionally, combining them with other traffic calming measures is seen as crucial for improving safety.
- Consideration of Road Design and Driver Behavior: The effectiveness of reduced speed limits may hinge on factors such as road design that encourages safer driving speeds and addressing distractions like phone usage while driving.

What kind of traffic-calming tools would you like to see in San Antonio? Where?

- **Infrastructure Changes:** Suggestions include implementing physical alterations such as speed bumps, roundabouts, raised pedestrian crosswalks, chicanes, median islands, curb extensions, and separate bike lanes with barriers.
- **Technological Solutions:** Some recommend incorporating technology for traffic control, such as speed-detecting lights to deter speeding.
- **Enforcement and Monitoring:** Ideas include increasing speed limit enforcement and implementing monitoring systems in high-traffic and road rage areas, such as cameras that flash for red light violations.
- Multimodal Transport Integration: Proposals include reducing lanes for cars in favor of bike and pedestrian traffic, creating bike highways and wider sidewalks, and implementing lane diets to add bike lanes or pedestrian space while reducing car lanes.

Areas identified:

- Downtown: Suggestions include more one-way streets, raised pedestrian crosswalks, narrower streets, curved streets where possible, and banning large trucks
- o McCullough, Broadway, San Pedro: Identified as needing improvements
- o Balcones Heights: Identified as a high-traffic and road-rage area

Wall of Options Activity

Safety-related prompts were presented to the community at each public meeting (**Table 12**). Respondents were invited to tape a photo as their response and add a sticky note for additional context. Detailed responses to the Wall of Options Activity are located in **Appendix G**.

Event	Responses
Meeting #1	27
Meetings #2	59
Total	86

TABLE 12: WALL OF OPTIONS ACTIVITY RESPONSE COUNT

Key themes identified during this exercise include:

What do you want or hope to see in your neighborhood?

• Transportation and Urban Mobility:

- Enhance public transit options
- o Implement bike-friendly infrastructure like separated lanes and parking
- o Reduce reliance on cars through alternative modes of transport and removal of parking minimums

Infrastructure and Community Development:

- o Improve urban infrastructure with features like roundabouts and wider sidewalks
- o Incorporate green spaces and revitalizing buildings for a more vibrant community
- Ensure accessibility to amenities and safety features such as well-lit parks and trails

Sustainability and Safety:

- o Implement sustainable practices in urban design and transportation
- Promote safety through enforcement of traffic rules and safe road design
- Integrate environmental considerations such as rain gardens and tree-lined streets for a greener neighborhood

What would make you feel safe on San Antonio streets?

Infrastructure and Technology Improvements:

- Better sidewalks, streetlights, and improved street markings
- o Integration of technology such as street cameras for surveillance and enforcement
- Implementation of separated bike lanes, roundabouts, and marked crosswalks for safer pedestrian and cyclist passage

Urban Design and Land Use:

- Wider streets, lower curbs, and minimal setbacks to create a pedestrian-friendly environment
- o More trees along bike areas and roads for enhanced aesthetics and separation
- Designing public spaces to benefit the environment and communities, with a focus on people rather than businesses

• Enhanced Transportation Options and Regulations:

- o Increased density in urban areas to promote safety
- Development of new, safe, and enforced transportation methods, including biking, pedestrian paths, and railways
- Implementation of lower speed limits, particularly where bike lanes are not separated, to ensure safer streets for cyclists and pedestrians

Comment Cards

A form was provided for community members at each public event to leave additional comments that were not addressed through other input opportunities (**Table 13**).

Key Themes

- Implement inclusive infrastructure
- Unsafe environment for pedestrians
- Increase public transit accessibility
- Increase and enhance pedestrian and bike facilities

TABLE 13: COMMENT CARD RESPONSE COUNT

Event	Public Meeting #1	Public Meeting #2	Pop- up #1	Pop- up #2	Pop- up #3	Pop- up #4	Pop- up #5	Total
Responses	1	4	1	0	4	0	0	10

Surveys

A survey was available at each public event and posted online on the project webpage for the duration of the comment period (Table 14). Results are illustrated in Figures 16-20. QR code for the online survey was also included in the materials and posted at each public event.

TABLE 14: SURVEYS RESPONSE COUNT

Event	Public Meeting #1	Public Meeting #2	Pop- up #1	Pop- up #2	Pop- up #3	Pop- up #4	Pop- up #5	Online	Total
Responses	0	17	44	92	125	12	7	1497	1794

Summary of Survey Results

- Q. Have you heard of Vision Zero and its safety campaigns and education initiatives in our city?
 - 1,311 total responses

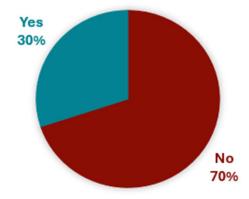


FIGURE 16: VISION ZERO AWARENESS

Q. Are there specific street-related issues that you believe need more education or awareness to improve road safety?

Top responses included:

- Drivers' etiquette (e.g. distracted driving, pedestrian awareness, tailgating, etc.)
- Bicyclist regulations
- · Pedestrian safety

Q. What do you believe are the most critical transportation safety issues in our city?

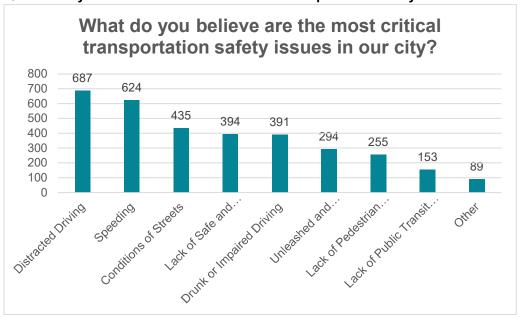


FIGURE 17: CRITICAL TRANSPORTATION SAFETY ISSUES RESPONSES

Top concerns included:

- Distracted driving
- Speeding
- · Conditions of Streets
- Lack of Safe and Comfortable Bike Lanes
- Drunk or Impaired Driving

Q. How safe do you feel while walking, cycling, or using public transportation in our city?

Online respondents scored walking, biking, and transit safety in San Antonio at 42 (with a score of 0 being very unsafe and a score of 100 being very safe). Written responses showed the community mostly feeling neither completely safe nor completely unsafe but "somewhat safe".

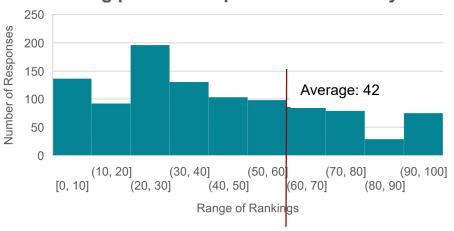


FIGURE 18: MULTIMODAL TRANSPORTATION SAFETY RESULTS

Q. Please provide specific areas or street intersections where you feel less safe and share your reasons.

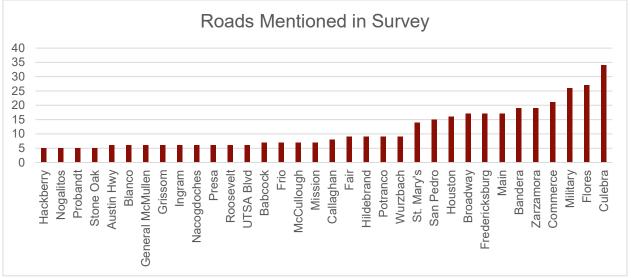


FIGURE 19: ROADS MENTIONED IN SURVEY

The top five streets identified as unsafe were:

- 1. Culebra Road
- 2. Flores Street
- 3. Military Highway
- 4. Commerce Street
- 5. Zarzamora Street

Q. In your opinion, which specific intersections, crosswalks, or roadways pose the highest risk for crashes or injuries? Please tell us what we could do to improve or enhance safety for pedestrians, cyclists, and drivers in these locations.

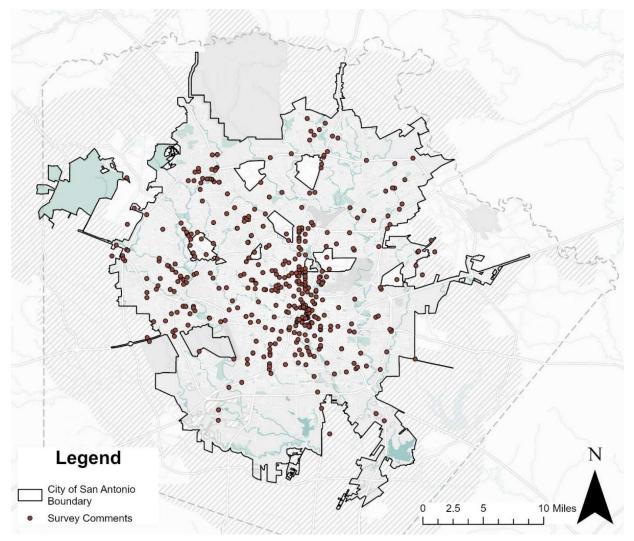


FIGURE 20: HIGH RISK AREAS MAPPING ACTIVITY RESULTS

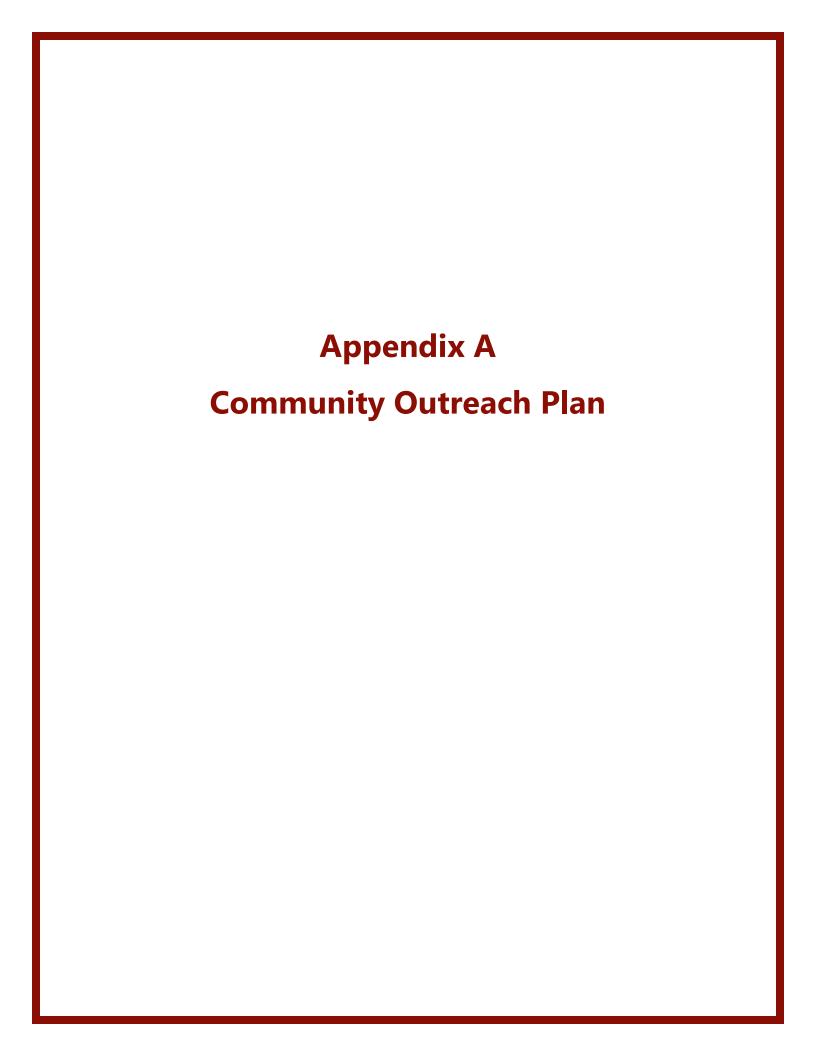
A geographical systems map was used to gather data virtually. Community members were also able to write their responses in paper format. The roadways that received the highest number of comments were:

- 1. Culebra Road 21 comments
- 2. San Pedro Avenue 19 comments
- 3. Zarzamora Street 16 comments
- 4. McCullough Avenue 13 comments
- 5. UTSA Boulevard 10 comments

Q. How can the City better involve and include residents from diverse backgrounds and neighborhoods in the planning and implementation of the Vision Zero Action Plan? What strategies do you think would ensure that the plan addresses the unique needs of different communities?

Top responses included:

- Including a diverse range of organizations
- More in-person outreach at community events
- Social media campaigns
- Print campaigns
- Efforts to reach younger populations



San Antonio Vision Zero Action Plan 2024 Update 1023-5017-001

.._.

Community Outreach Plan



RS&H

COMMUNITY OUTREACH PLAN

San Antonio Vision Zero Action Plan 2024 Update

City of San Antonio San Antonio, Texas

February 19, 2024

Final Version

Project No.: 1023-5017-001

San Antonio Vision Zero Action Plan 2024 Update

February 2024

COMMUNITY OUTREACH PLAN

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San Antonio Vision Zero Action Plan 2024 Update

February 2024

1. Introduction

The San Antonio Vizion Zero Action Plan 2024 Update (VZAP) is a community-driven effort to develop a plan to eliminate all serious injuries and fatalities on San Antonio roads by 2040. This Community Outreach Plan (COP) is designed to engage the City's extensive and diverse community, while also facilitating interagency and interdepartmental collaboration. Thorough and equitable public involvement during the study process is important for ensuring compliance with Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act, and other federal mandates for Environmental Justice and Limited-English Proficiency populations in the study area. Community-driven efforts in this plan will allow COSA to comply with the Safe Streets for All (SS4A) Self-Certification Eligibility Worksheet, supporting COSA in future pursuit of federal funds.

1.1. Community Engagement Goals

The City of San Antonio will pursue a people-centered, data-informed VZAP update, where sound data analysis is combined with significant community engagement to identify how to eliminate all serious injuries and fatalities on San Antonio roads. Successful and equitable public involvement programs help to overcome communication barriers, build trust, and empower people to work together — all necessary for creating a VZAP update that works for the City. To create an implementable plan for San Antonio, public engagement needs to include collaboration from community members, staff, stakeholders, city leaders, and other agencies.

The five main goals for the VZAP public involvement are:

0	Inclusive and Equitable Engagement Provide multiple convenient engagement opportunities so that as many San Antonians as possible may participate in the planning process.
0	Establish Informed Partnerships Inform the community's understanding of Vision Zero planning goals and challenges, while the project team learns the values, needs, and visions of the community.
0	Constructive Contribution Integrate community input into the Plan, specifically on safety concern locations, key actions, preferred counter measures, and priority projects.
0	Establish a Long-Term Vision Zero Task Force Identify key members of stakeholder groups who can see the recommended VZAP programs, policies, and projects through to fruition.
0	Cultivate Implementation Champions Build community excitement and support around the plan and projects in a manner that stakeholders organizations and members of the public take ownership of the VZAP update

1

The City and project team are specific ally seeking input on the following items:

- Key actions
- Preferred countermeasures
- · Locations of priority projects

1.2. Other City of San Antonio Community Engagement Efforts

COSA Transportation Department (COSA TD) is currently engagement in multiple planning efforts that are informing investment in San Antonio's transportation network, each with integrated public involvement. The Project Team will coordinate with COSA TD and their consultant teams for the following community engagement efforts.

- Bike Network Plan
- · Complete Streets Policy
- Transportation Demand Management Plan
- Transit Oriented Development Plan

2. Engagement Opportunities and Challenges

Many San Antonians face specific challenges when it comes to staying involved and informed about community projects. This section outlines potential opportunities and challenges for community engagement during the VZAP update.

2.1. San Antonio Community Profile

San Antonio's current demographics and socioeconomics are an important factor in understanding community engagement challenges and opportunities. As the second largest city in Texas and the seventh largest city in the U.S., San Antonio is geographically extensive and demographically and socioeconomically diverse. An overview of the City's makeup is as follows shown in **Table 1**.

TABLE 1: SAN ANTONIO DEMOGRAPHIC PROFILE

Demographic	COSA	State of Texas
Total population	1,472,904	30,029,572
Residents 65 or older	13.1%	13.4%
Residents under the age of 18	23.9%	24.8%
Minority residents	78.2%	61.1%
Residents with a bachelor's degree or higher	26.4%	32.3%
Households with limited English-speaking status	8.2%	6.8%
Median household income	\$58,829	\$73,035
Households without broadband Internet	13.1%	11.6%
Residents residing below the poverty level	18.7%	14%
Mean travel time to work	24.5 minutes	26.6 minutes

Source: US Census Bureau's 2022 American Community Survey (ACS) 5-Year Estimate

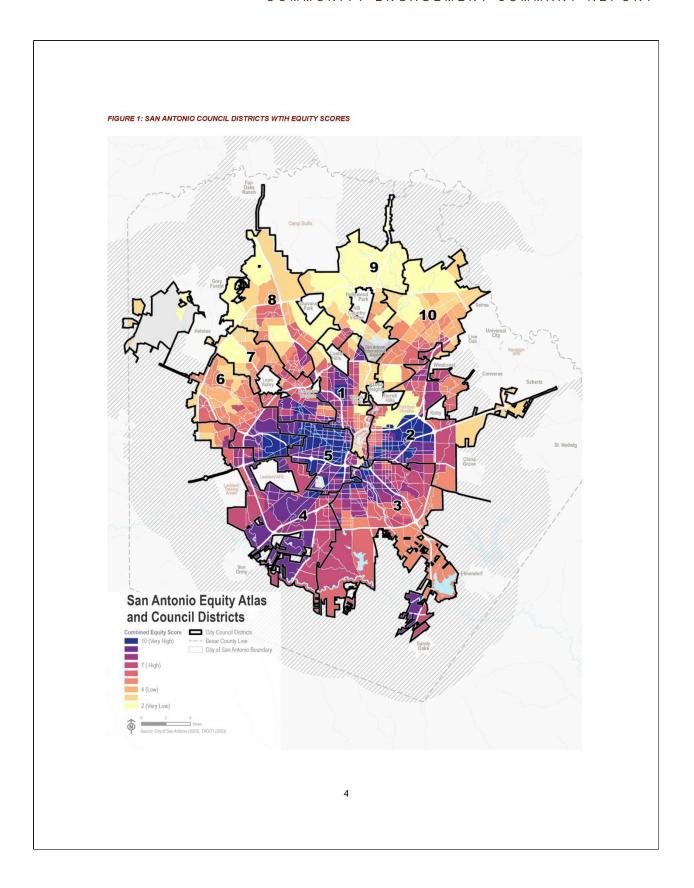
2.2. Equity Considerations

San Antonio has a variety of barriers and challenges that may limit a resident's ability to fully engage in the City's planning efforts. However, there are strategies and engagement techniques that can be used to mitigate these obstacles (**Table 2**).

TABLE 2: ENGAGEMENT CHALLENGES AND ASSOCIATED SOLUTIONS

Challenge	Proposed Solution
Some community members cannot comfortably engage in English	Where possible, engagement materials will be produced in both English and in Spanish. At least one Spanish-speaking team member will be present at each public meeting, and all pop-up events.
Some San Antonians have no internet access	In person open house-style public meetings and pop up events.
Meeting fatigue and/or inability to attend evening meetings	Consolidating various project meetings (for example, with the COSA Bike Network Plan), pop-up / intercept events.
Some San Antonians require ADA accessibility	Where possible, materials will be ADA-compliant (e.g. proper contrast on printed materials). Public meeting locations will be located in ADA-compliant facilities where ADA translators may be assigned if requested ahead of time.
Some San Antonians use multimodal forms of transportation.	The team will make every effort to hold in-person public meetings near public transit and/or biking routes.

The San Antonio Office of Equity maintains an online Equity Atlas to support community engagement. San Antonio's council districts with their equity scores are illustrated in **Figure 1**. Special consideration during the VZAP update planning process will be given to ensure equitable engagement is conducted across all regions of the city, particularly historically underserved and/or overburdened council districts.



3. Schedule, Roles, and Responsibilities

Over the course of the project's seven (7) month schedule, the Project Team will conduct community engagement in partnership with the City (**Table 3**).

TABLE 3: MAJOR MILESTONES IN COMMUNITY ENGAGEMENT EFFORT

Task	Completed By
One-hour virtual meeting between COSA TD staff and RS&H team members to discuss the outreach plan and finalize recommended community outreach activities.	February 20, 2024
Two-hour virtual kick-off meeting between COSA TD staff, RS&H team members, and the Vision Zero Committee	February 28, 2024
Two (2) 1-hour virtual meetings between COSA TD staff and RS&H team members for Public Meeting planning	March 8, 2024
Two (2) 2-hour in-person open house-style public meetings (one in North San Antonio, one in South San Antonio).	April 17, 2024
Five (5) pop-up meetings. To increase coverage of all 10 council districts, the meetings will be held at the border of two council districts. At least three of the meetings will be held in historically underserved districts.	April 17, 2024
Two (2) additional meetings between COSA TD staff, RS&H team members, and the Vision Zero Committee; one to review the define VZAP key actions and a final meeting to review the VZAP Update.	July 31, 2024
RS&H team attendance at two (2) City Council or City Council Transportation and Infrastructure Committee meetings to help COSA TD staff present the Vision Zero Action Plan.	August 31, 2024
Development of Community Engagement Summary memorandum describing community outreach activities conducted during the planning process, detailing outreach events, targeted groups, the number of people at each event, and feedback received.	August 31, 2024

3.1. COSA and Project Team Roles and Responsibilities

Project Team members responsible for delivery of the major components of this plan are described in **Table 4**.

TABLE 4: TEAM ROLES AND RESPONSIBILITIES

Team Member	Community Engagement Roles
COSA	Identify stakeholders, presenting at / hosting meetings if desired, review
Transportation	materials, providing direction, disseminating of materials, coordination of
Department	meeting dates, coordination with elected officials and stakeholders
RS&H	Content direction, provide meeting content & graphics, client correspondence & product delivery, material review, coordination of meeting dates with City staff, coordination with elected officials and stakeholders, plan and facilitate meetings with agency stakeholders and Vision Zero Committee, maintain and update stakeholders contact/meetings list, m
CD&P	Public meeting and pop-up event logistics and facilitation, coordination of public meeting and pop-up event dates, materials preparation, graphic/text documentation of outreach activities

Specific responsibilities associated with the COSA staff and the consultant team are described in Table 5.

TABLE 5: COSA STAFF AND CONSULTANT TEAM RESPONSIBILITY BREAK DOWN

City of San Antonio Staff	Project Team
 Timely review (one week or less) of materials developed by consultant team. Identification of e-blast and notification opportunities. Disseminating outreach materials, website links, and other collateral to social media sites. Coordination of dates and locations for inperson meetings. Coordination and dissemination of materials for distribution to third-party communication channels and e-blasts. Distribution of meeting notices to public officials, stakeholders, focus group members, and the media. Attend community events, as needed. 	 Identify potential community event locations. As needed, coordinate internally and with businesses and partners Maintain database of VZ Committee members. Development of print and electronic communications materials, including flyers, informational cards, sign-in-sheets, etc. Preparing presentations and exhibits. Development and printing of materials and exhibits as needed. Staffing and logistics for all public and committee meetings. Documenting participation and input received at meetings.

4. Engagement Tools and Strategies

4.1. Project Team Strategies

The following section outlines recommended engagement strategies and tools the VZAP team will integrate into the engagement process.

4.1.1. Vision Zero Committee Meetings

The VZAP team will plan and execute three virtual meetings of the Vision Zero Committee, an approximately 15-member stakeholder group. The primary role of the Vision Zero Committee will be to determine the VZAP key actions, as well as finalizing implementation strategies. The three Vision Zero Committee Meetings will cover he following topics:

- Kick-Off Meeting February 28, 2024
 - o Group introductions
 - Feedback on 2015 Vision Zero Action Plan Key Actions
 - o Brainstorming policies and programs to be recommended for implementation
- Key Action Definition Meeting late May 2024
 - Review the completed High-Injury and High-Risk Networks (developed concurrently with the VZAP by a separate consulting team), using these results to inform final definition of VZAP key actions.
- Presentation of the VZAP Update late July 2024
 - o Review of the final VZAP before it is presented to city council in August 2024

The VZAP team will work with COSA TD to identify a subset of this group to serve as a Vision Zero Task Force, which will meet quarterly after the VZAP is adopted.

4.1.2. Open House-Style Public Meetings

The VZAP team will plan and execute two open house-style Public Meetings to seek representation and input from San Antonians - one in the northern portion and one in the southern portion of the city in a historically underserved district (2, 3, 4, or 5) (**Figure 2** shows an example of the potential public meeting and pop-up event district; note that no locations have yet been finalized). The intent of the meeting...(add more here). The team will develop outreach materials to help raise awareness out the event, as well as inform and educate the public. These materials include:

Social media event invite (text and graphic) in English and Spanish that stakeholders, city council
members, COSA TD, and others can share with their networks and the public.

Materials describing the Vision Zero ethos, the safety analysis involved in development of the VZAP, and other project-specific information relevant to the public.

- Large paper maps (up to 36" x 60") showing the city and select focused areas, as well as the previous Severe Pedestrian Injury Areas (SPIA) and Severe Bicyclist Injury Areas (SBIA) (these maps are intended for participants to markup locations of concerns, needs etc).
- Informational cards with QR code directing public to COSA's Vision Zero website.
- Informational flyers with high-level project-specific information relevant to the public.
- General meeting material (e.g. sign in sheets, markers, pens, post-it notes, disposable name-tags, etc).

The team will provide limited light refreshments at each meeting, such as bottled water non-perishable snacks such as granola bars. COSA TD may provide materials to be given out to the public (e.g. tee shirts, bike helmets, etc) at their discretion. If provided, the team will develop ways to increase engagement through opportunities to win these prizes.

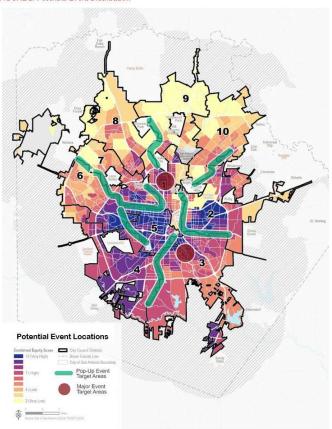


FIGURE 2: Potential Event Distribution

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4.1.3. Pop-Up Events

The VZAP team will plan and execute five pop-up events to augment representation and input from San Antonians. These will entail the team either identifying existing events (e.g. Fiesta events) and working with those coordinators to set up a VZAP tent within the existing event, or setting up a tent in a public, well-trafficked area such as a COSA park.

The team will make efforts to distribute pop-up events near the border of two council districts so that citizens in each of the ten council districts have a pop-up in their vicinity. The team will work to identify pop-ups in council districts comprised of historically underserved communities (e.g. Districts 2, 3, and 4) to pursue adequate engagement with vulnerable and underserved San Antonians.

4.2. Potential Additional Engagement to Be Undertaken by COSA

In addition to the engagement that the project team will undertake, some options exist that the COSA team could utilize by taking advantage of existing city website resources. These options will not be developed or maintained by the project team.

4.2.1. Project Website

The City already maintains a Vision Zero section of their website. The website could be updated to include project specific materials that may be of interest to the public (presentations, technical documents, etc.).

4.2.2. Digital Engagement

Though the project team will not be developing any digital engagement tools, simple web-based options could allow residents to participate in the planning process outside of public events. The COSA TD has access to specific digital resources that could be utilized to inform the community, as well as receive feedback:

- Quick access email button The COSA team could add a button to the existing Get Involved page
 of the City's Vison Zero website so that the community can easily submit ideas or concerns.
- Survey The COSA TD could develop a short, simple survey to ask residents about basic preferences and concerns such as:
 - o I think COSA's top 5 priorities to make our roadways safer should be:
 - o I think the top 5 priorities when picking safety project should be:
 - I feel safer on streets and at intersections when:
- Social media The City's existing social media channels (e.g. Facebook, Instagram, and LinkedIn)
 provide a platform on which to share dates and locations of upcoming events, as well as the link to
 email the City with ideas or concerns or take a survey.

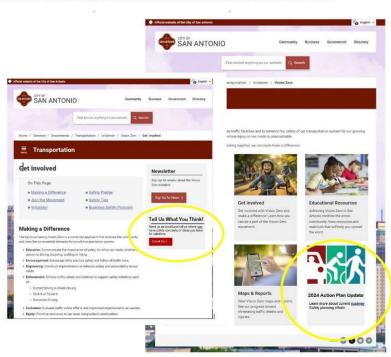


FIGURE 3: POTENTIAL ENGAGEMENT-ENHANCINGADDITIONS TO COSA VISION ZERO WEBSITE

5. Documentation

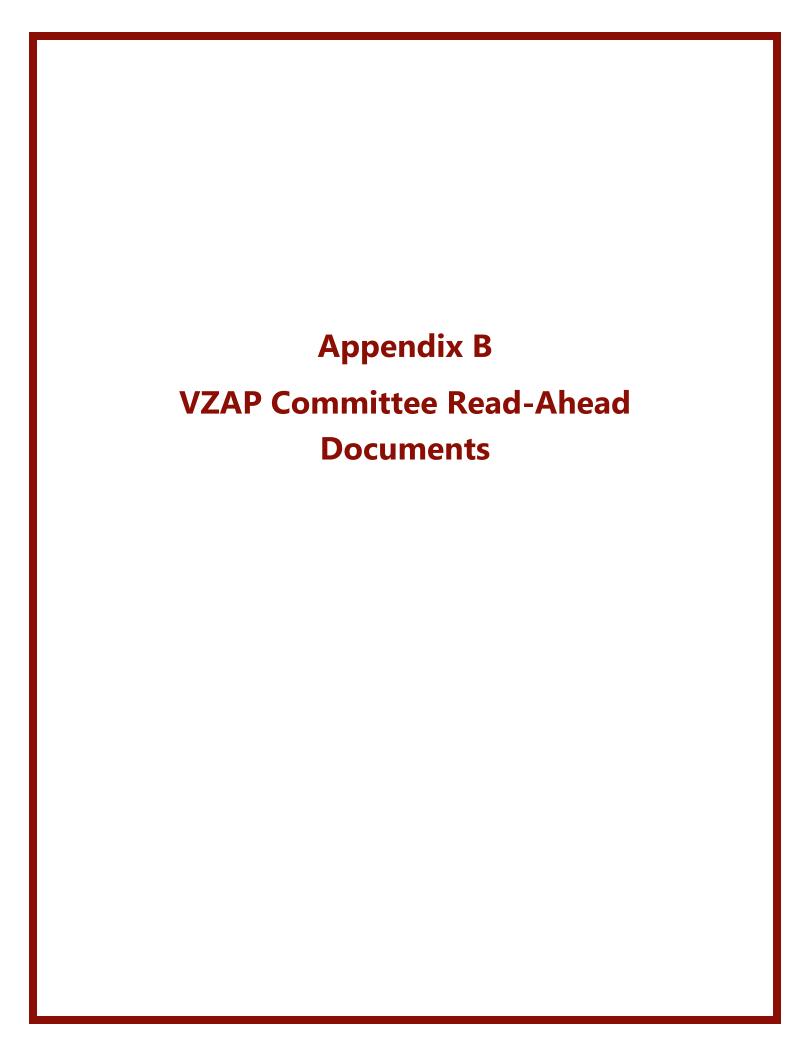
VZAP community engagement efforts and results will be documented in the Community Engagement Summary memo for future use, understanding of the plan, and to support pursuit of funding (e.g. application to the Safe Streets 4 All grant program). The Community Engagement Summary memo will be an appendix included in the final VZAP report.

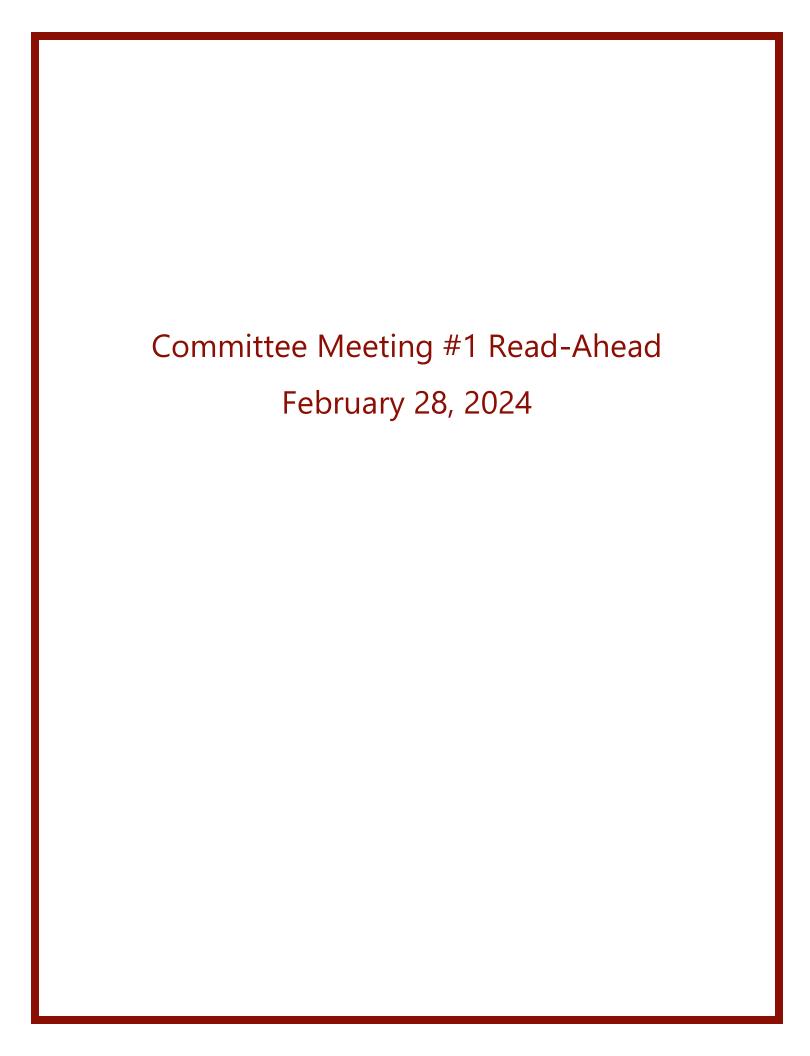
All public input will be summarized and provided to the City Council to be considered as decisions are made. Community engagement documentation will include:

- Community Outreach Plan
- · List and samples of outreach and communication documents
- Database of Vision Zero committee contact information
- A comment management report outlining the public and Vision Zero committee input from each of the meetings and events.
- Meeting summary notes
- · Official summaries of all public engagement events

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Appendix 2: COMMUNITY FLYER





San Antonio Vision Zero Action Plan 2024 Update



Vision Zero Commitee Kick-Off Information

Name:	Organization:	Email:

What is Vision Zero?

Vision Zero is the global movement to eliminate all deaths and serious injuries related to traffic collisions. Cities across the country and the world that have implemented Vision Zero policies and achieved the goal of zero traffic deaths and serious injuries.

Research has shown that traffic deaths are preventable; no one has to die or be seriously injured just from using their streets.

What makes Vision Zero different?

Vision Zero takes a different approach to traffic planning than traditional engineering. The Vision Zero approach emphasizes safety for all road users, regardless of transportation mode. Furthermore, Vision Zero is rooted in the concept that humans are imperfect. We make mistakes, and that means that crashes are inevitable. However, we can anticipate these mistakes and use street design to ensure no crash is fatal for the persons involved.

What is San Antonio's Vision Zero History?

Vision Zero was first declared in San Antonio by Mayor Ivy Taylor in 2015. San Antonio's Vision Zero Action Plan was the first in Texas and followed cutting-edge guidance at the time. Since 2015, the City has embarked on numerous safety-focused infrastructure projects and policies, including deploying dozens of mid-block crossings on high-injury corridors around the city - improving safety for pedestrians crossing busy roadways like Culebra and West Commerce.

Why do we need an updated plan?

Since the adoption of the 2015 plan, a lot has changed. Experts now recognize that a Safe System is heavily reliant on street design rather than personal responsibility. Many best practices have changed since 2015, and we need your help to determine what should be kept, added, or taken away in the 2024 Plan.

2015 Vision Zero Strategies: The Five E's

The "Five E's" of traffic safety are outlined below. In 2015, these strategies were the forefront of roadway safety planning, forming the foundation of the San Antonio Vision Zero Plan and heavily emphasizing personal responsibility. The Five E's are now considered less effective, but are still an important part of the City's ongoing Vision Zero efforts. We need your help to evaluate them!



Education

"Communicate with children and adults the importance of safety for all on our roadways whether a person is driving, walking, bicycling, or riding. Emphasize self-accountability and responsibility for safety."



Encouragement

"To be effictive in such an effort, encouraging our citizens is mandatory to reemphasize the message of safety for all."



Engineering

"Through engineering transportation choices, infrastructure improvements can reduce speeds and potential conflicts, and re-establish safer and fully accessible crossings, walkways, and bikeways."



Enforcement

"Enforcement of traffic safety laws is essential. Continue to support strong safety campaigns and initiatives such as Click it or Ticket, Buzzed Driving is Drunk Driving, and Traffic Safety Programs."



Evaluation

"The city will continue to evaluate and improve the traffic safety efforts in order to monitor their effectiveness."

New research has revealed that roadway design plays an outsized role in traffic safety given that it dictates how safely or recklessly people choose to drive. The following action items were adopted by City Council in 2015, and your input is needed to determine which strategies are worth keeping, editing, or removing. The tables on the following pages show a brief description of each action item, along with a space to record your thoughts:





Education Strategies Include:

- 1. Educate road users: Educate all users on how to safely use infrastructure
- 2. Spread the word: Use social media for educational outreach
- 3. Focused outreach: Focus outreach in high-crash areas

Write your thoughts here: What do you think of these themes? What specific actions can be taken? What above isn't necessary? What is essential to keep?



Encouragement Strategies Include:

- **1. Mentality shift:** Change the public sentiment about traffic safety by emphasizing that everyone deserves to be safe on the road
- **2. Message visibility:** Develop public service announcements, media appearances, and community awareness events
- 3. Incentivize and reward: Work with insurance companies to lower rates for safe drivers

Write your thoughts here: What do you think of these themes? What specific actions can be taken? What above isn't necessary? What is essential to keep?





Engineering Strategies Include:

- **1. Implement Complete Streets policy:** Eliminate sidewalk gaps, meet ADA requirements, and prioritize improvements based on the high injury network
- 2. Codify: Update city code to promote safe and accessible urban environments
- **3. Proactively programize:** Create traffic incident management programs, safe routes to destinations programs, and use intelligent transportation systems

Write your thoughts here: What do you think of these themes? What specific actions can be taken? What above isn't necessary? What is essential to keep?



Enforcement Strategies Include:

- **1. Targeted enforcement:** Increase traffic enforcement by using high visibility enforcement and targeting common crash contributing factors
- 2. Educate law enforcement: Teach law enforcement about Vision Zero
- **3. Crash prevention through technology:** Utilize automated technology to prevent serious traffic injuries

Write your thoughts here: What do you think of these themes? What specific actions can be taken? What above isn't necessary? What is essential to keep?





Evaluation Strategies Include:

- **1. Regular serious injury and fatal crash reviews:** Establish a quarterly reporting system with a task force to review serious and fatal crashes.
- **2. Evaluate project effectiveness:** Use stakeholder engagement and pedestrian counting to quantify effectiveness of Vision Zero projects
- **3. Monitor and update:** Follow the progress of implementation and update plans as needed according to best practices

Write your thoughts here: What do you think of these themes? What specific actions can be taken? What above isn't necessary? What is essential to keep?

What Works? What Doesn't? What's Missing?

After learning about the new design-focused approach towards street safety, which of the Five E's (Education, Encouragement, Engineering, Enforcement, Evaluation) do you think are most effective at furthering street safety? Which is least effective? Why?

Write your thoughts here: What other strategies should the Vision Zero Action Plan include?



San Antonio Vision Zero Action Plan 2024 Update



Relevant Links

San Antonio Vision Zero Website:

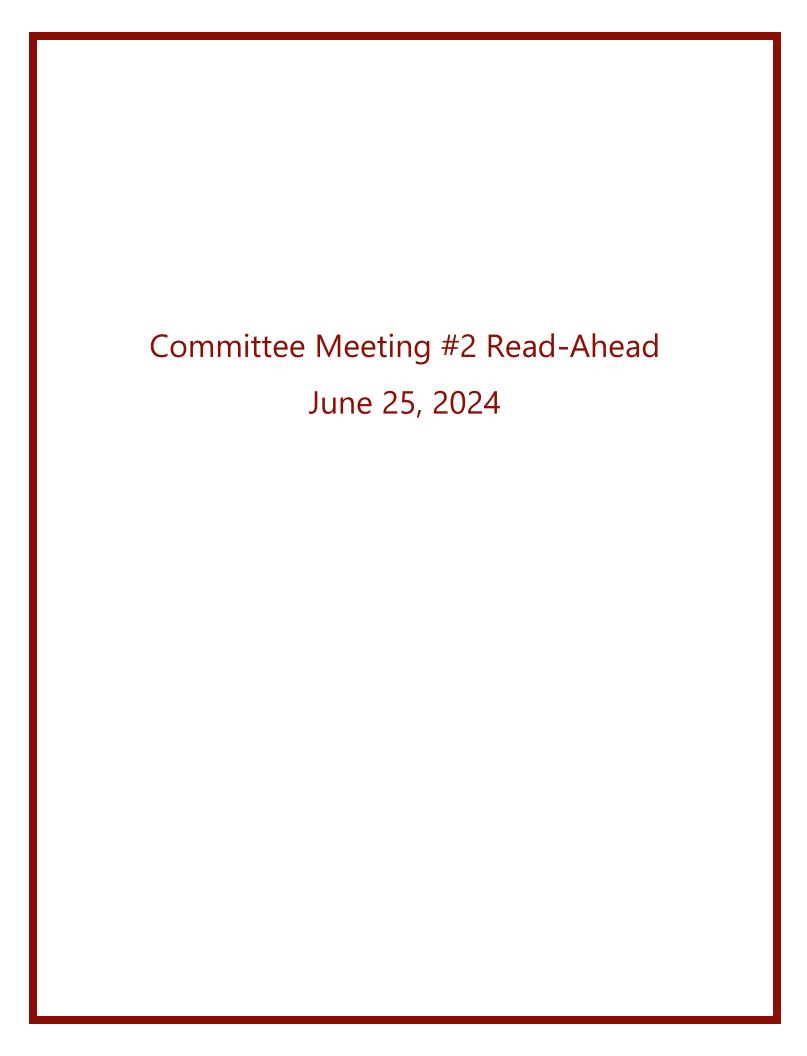
https://www.visionzerosa.com/default.aspx

2015 San Antonio Vision Zero Action Plan:

https://www.visionzerosa.com/Portals/38/Images/ Resources/Vision-Zero-Action-Plan.pdf

For questions, please reach out to Sean Beauvais

Sean.Beauvais@sanantonio.gov



San Antonio Vision Zero Action Plan 2024 Update



Vision Zero Commitee Meeting 2

Name:	
Organization:	
Email:	

What has the VZAP Team accomplished?

The 2024 VZAP Update team has completed public engagement and the update to San Antonio's High Injury Network (HIN) and High Risk Network (HRN), which highlight dangerous roadways for pedestrians, cyclists, and drivers. Together these findings create a data-informed baseline of roadway safety in San Antonio, identifying where roads are the least safe and where they're percieved as the least safe. The comparison of these two inputs will help shape the actions, activities, and approaches that are recommended in this plan.

Findings from Equity Analysis

The team has taken an additional step toward understanding the roadway safety conditions in San Antonio - an equity analysis. This analysis examines connections between concentrations of underrepresented communities and fatal and severe crashes. An analysis of TxDOT crash data found that the West, East, and South sides of San Antonio are overrepresented in serious and fatal crashes. Neighborhoods with higher percentages of no-car households also had higher rates of serious and fatal crashes compared to neighborhoods with above average car ownership. Neighborhoods with higher equity scores had significantly higher rates of serious and fatal crashes, compared to neighborhoods with lower equity scores.

These activities will be discussed at the second VZAP Committee Meeting.

Ahead of this next meeting, we need your help building the foundation of the VZAP.

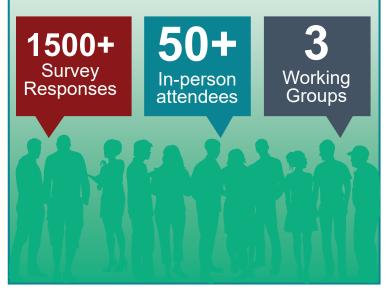


Vision Zero Action Plan Update 2024 ENGAGEMENT



Who Participated?

Members of the public, including agencies, stakeholders, and elected officials participated in this Public Outreach through online and in-person methods:



Where Did We Engage? CoSA hosted 2 public meetings and 5

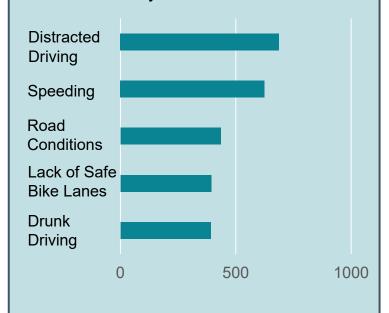
CoSA hosted 2 public meetings and 5 pop-up events:



Downtown was the most commonly mentioned area of town, followed by the South Side and West Side.

When asked about what are the most critical transportation safety issues in San Antonio, distracted driving was the most commonly mentioned issue.

What Did We Hear?





Out of a score of 100 (very safe), respondents scored walking, biking, and transit safety in San Antonio at 42.

Most commonly mentioned roads needing safety improvements:

3

Military Drive

1

Culebra Road

2

Flores Street

Vision Zero Mission Statement

Before our next committee meeting, the VZAP Update team needs your help **refining the Vision Zero Mission Statement** to outline the aims and values of the Vision Zero Action Plan. A good mission statement describes **what a plan intends to do**, how it will go about **achieving its goals**, and **why its goals are important**. San Antonio's 2015 Vision Zero mission statement is shown below along with Houston's Vision Zero mission statement, passed in 2020, and New Braunfels's Vision Zero Mission statement, passed in 2024.

2015 San Antonio Mission Statement:

"Together we can achieve zero fatalities on our roadways because every person in our community matters."

2020 Houston Mission Statement:

"We will end traffic deaths and serious injuries and create safe, equitable, accessible streets for people walking, rolling, biking, driving, and connecting to transit."

2024 New Braunfels Mission Statement:

"New Braunfels is committed to eliminating traffic fatalities and severe injuries on all of its streets by improving roadway design, expanding safe driving enforcement, and supporting safe and healthy mobility options for all ages and abilities."

Looking at the broader reach of other mission statements, does San Antonio's need revision or expansion?

Write your thoughts here: Should San Antonio's Vision Zero mission statement be expanded? What would you add? What is important to include?



Action Plan Structure

Finally, we want to outline the focus of our discussion at our next committee meeting. In our planning process, we've decided to pivot from the 5 E's approach to the Safe System Approach. The US Department of Transportation created this holistic approach that provides a framework to make places safer for people.

To reflect this change, the five objectives of the Safe System Approach are listed below. Each objective is listed with a description and an example action item.



Safer People means to encourage safe, responsible driving and behavior by people who use our roads and create conditions that prioritize their ability to reach their destination unharmed. People generally use the roadway network in a safe manner, but humans inevitably make mistakes. Crashes have a disproportionate impact on road users who are not in a vehicle-- discouraging dangerous driver behavior helps everyone. A robust and comprehensive approach to influencing human behavior requires using all tools at our disposal.

Example: Improve Vision Zero's public presence and support existing safety education initiatives.



Safer Roads calls on cities to design roadway environments to mitigate human mistakes and account for injury tolerances, to encourage safer behaviors, and to facilitate safe travel by the most vulnerable users. Roadway design strongly influences how people use roadways, and is part of accounting for and addressing human error. Redundancy is critical when implementing traffic control measures to increase safety— offering layers of protection can prevent crashes from occurring and mitigate harm when they do occur.

Example: Identify funding to support a quick-build infrastructure program.



Expanding the availability of **Safer Vehicles** with safety features that help to prevent crashes and injuries will minimize the impact of a crash on both occupants and non-occupants. The importance of modern vehicle safety features cannot be understated-- seat belts and air bags have prevented an estimated 425,000 fatalities since they were first required. This objective includes promoting the safety of both passenger cars and commercial vehicles. The US Department of Transportation continues to leverage improvement of vehicle safety systems.

Example: Encourage Safe Vehicle-Parking Practices.



The city will promote **Safer Speeds** in all roadway environments through a combination of thoughtful, equitable, context-appropriate roadway design, appropriate speed-limit setting, targeted education, and enforcement. Unsafe speeds are a well-documented and understood factor in death and injury, especially among people outside of a vehicle. Managing speeds and addressing issues of speeding will improve safety. Roadway design can also play a large part in preventing drivers from speeding in the first place.

Example: Advocate at the state level for speed limit reductions.



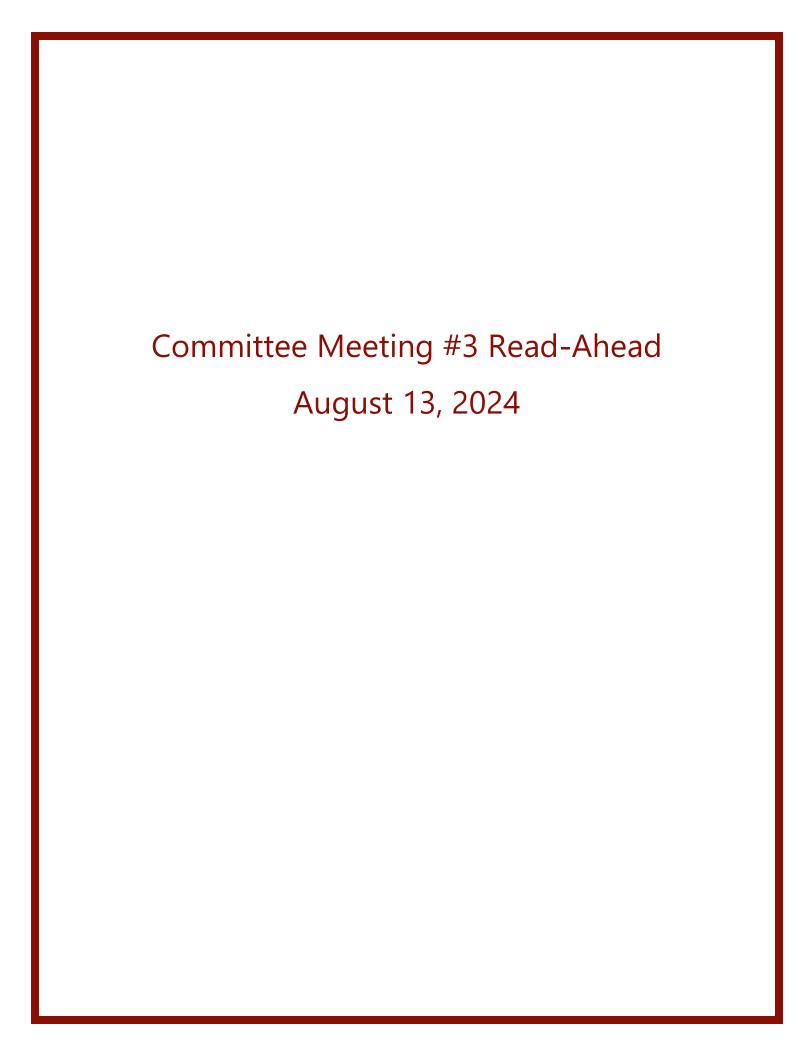
Post-Crash Care and Analysis means to enhance the survivability of crashes through expedient access to emergency medical care, while creating a safe working environment for vital first responders and preventing secondary crashes through robust traffic incident management practices. It also mean better understanding the background of crashes with data-forward analysis. The city will commit to supporting resources and activities that improve post-crash care.

Example: Collect data to understand the effects of new infrastructure.

Do you think these 5 objectives capture all that Vision Zero encompasses?

Write your thoughts here: Which of these objectives do you feel is most valuable? What do you think of the new descriptions? What is missing from here?







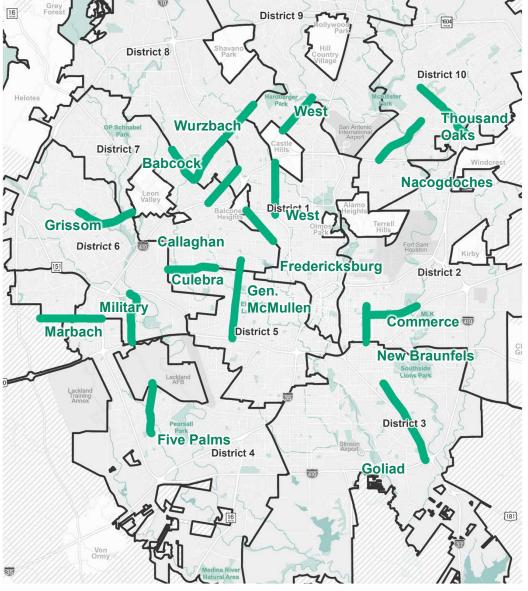
Vision Zero Action Plan

Priority Corridors | Vision Zero Committee Meeting 3 | August 13, 2024

The final portion of the Vision Zero Action Plan is identification of 20 corridors recommended for potential safety upgrades pending further analysis by COSA Transportation and Public Works Departments. A priority score out of 100 points was given to each corridor, driven by the HIN and HRN as well as Equity, Demand, and Community input metrics. The top two scoring corridors* by each of the 10 City Council Districts received planning-level recommendations for study.

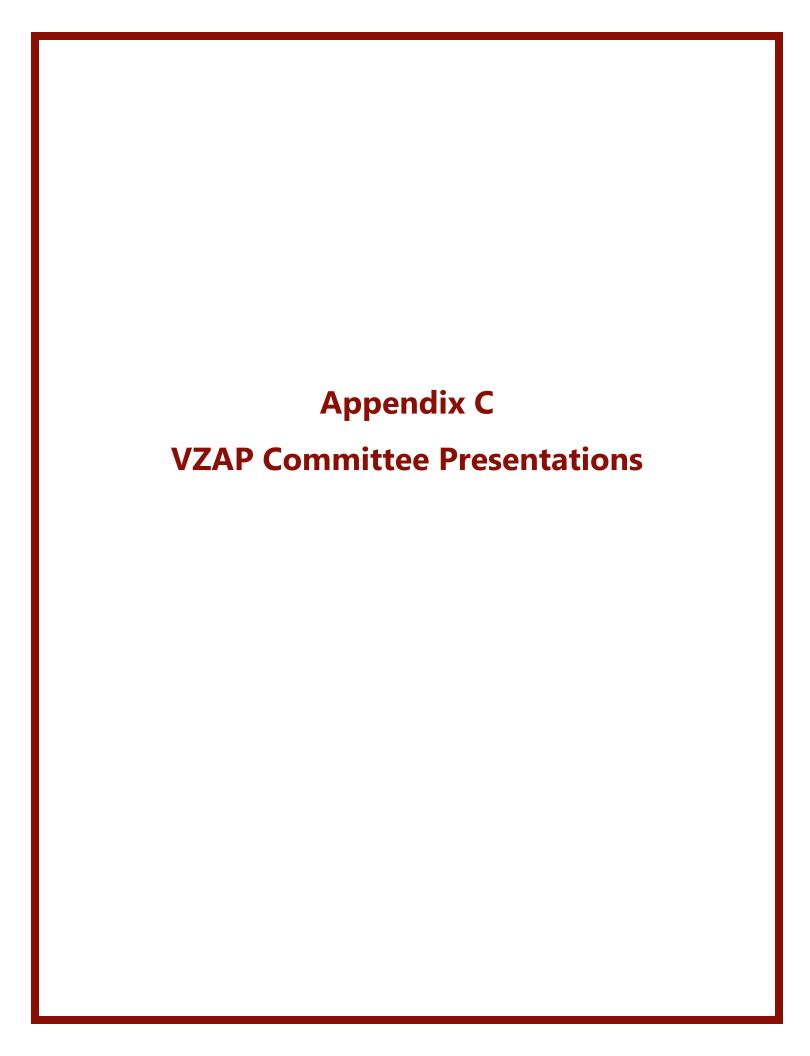


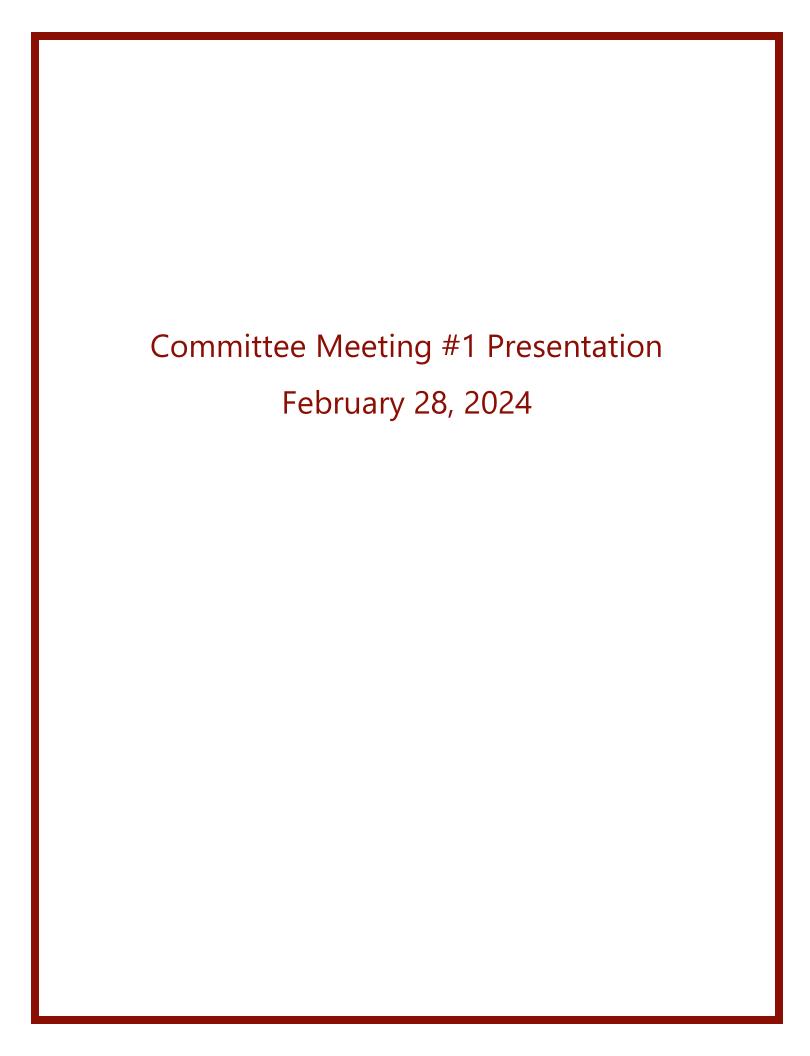
Districts received planning-leve			
Council District	Total Score	Roadway	
1	85	Fredericksburg	
	82	West Ave	
2	77	New Braunfels	
	75	Commerce St	
3	76	Goliad Rd	
3	72	Goliad Rd	
4	71	Marbach Rd	
- 4	56	Five Palms Dr	
5	90	Gen. McMullen	
<u> </u>	85	Gen. McMullen	
6	72	W Military Dr	
•	66	Grissom Rd	
7	80	Culebra Rd	
	76	Callaghan Rd	
8	86	Wurzbach Rd	
	62	Babcock Rd	
9	67	West Ave	
9	46	Wurzbach Rd	
	57	Nacogdoches	
10		Thousand	
	57	Oaks	



^{*}Corridors part of a large-scale ongoing project or not under city ownership were omitted from Top 20.

Produced: 07/29/24































San Antonio Vision Zero Action Plan 2024 Update

Committee Kick-Off Meeting

February 28, 2024



Vision Zero Committee





















CITY OF SAN ANTONIO

DEVELOPMENT SERVICES

DEPARTMENT



U.S. Department of Transportation Federal Highway Administration



















Introductions

What type of road do you feel safest using?

What would make other roads feel the same?



Consultant Team





























Agenda

- What is Vision Zero?
- San Antonio's Vision Zero History
- 2024 Vision Zero Action Plan Update
- Public Engagement
- Plans, Policies, and Programs
- What's next?







VZAP Overview

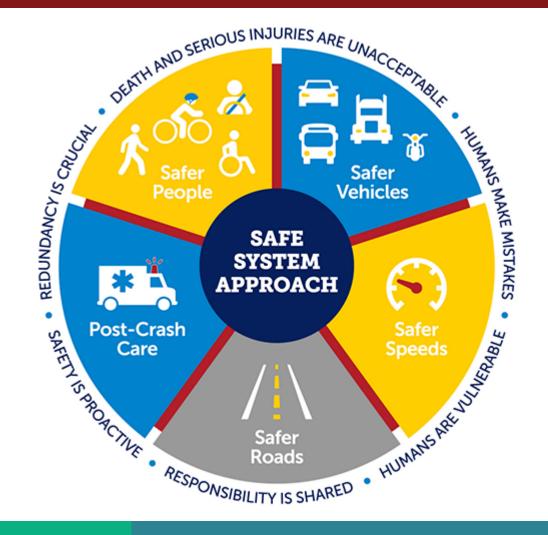
- What is Vision Zero?
- San Antonio's Vision Zero History
- 2024 Vision Zero Action Plan (VZAP)
 Update

What is Vision Zero?





- The global movement to eliminate all traffic deaths and serious injuries
- Traffic deaths and serious injuries are <u>unacceptable</u> and <u>preventable</u>
- Safe Systems Approach
 - Human mistake is inevitable
 - Safety is a shared responsibility between planners and engineers of roadways and users

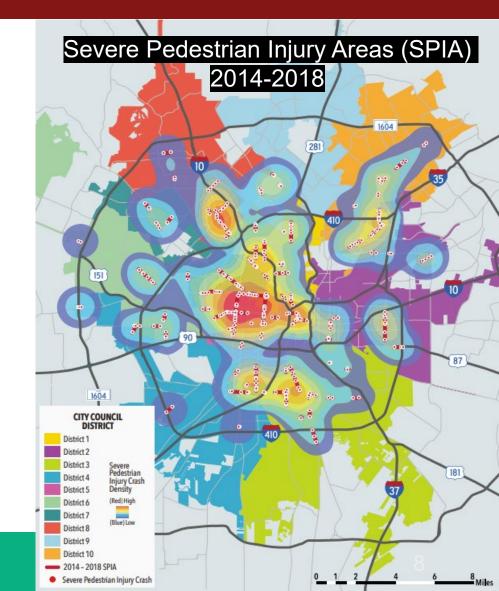


San Antonio's Vision Zero History





- Vision Zero was declared in 2015 under Mayor Ivy Taylor
- Severe Pedestrian Injury Areas (SPIAs)
 are identified where two or more severe
 pedestrian injuries occurred within ½ mile
 - Highways and frontage roads excluded from analysis
- All SPIAs are on arterial roads



2015 Vision Zero Action Plan





- Focus on the Five Es:
 - Education
 - Encouragement
 - Engineering
 - Enforcement
 - Evaluation
- Many industry professionals now believe that the Safe System Approach is more effective than the Five Es



SAN ANTONIO

Drive safe. Bike safe. Walk safe.



2015 Key Actions





- Coordination of Vision Zero infrastructure projects with routine maintenance
- Support of the Complete Streets Program
- Informational/educational campaigns
- Midblock crossings deployments
- Safe Streets for All application

Key Actions Status:

Awaiting Resources

67%

In Progress

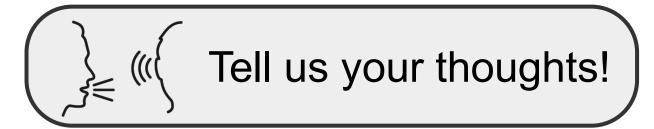
33%

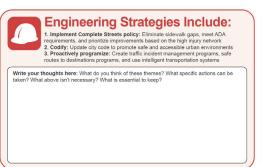
2015 Key Actions





- What was missing from these key actions?
- What have you seen work in other places?
- How can your department or organization partner with the Transportation Department to accomplish these or other goals?











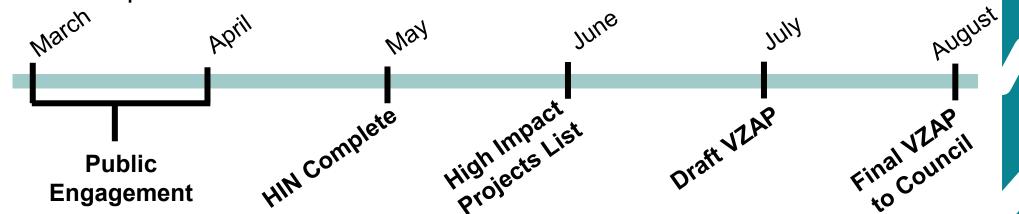




2024 VZAP Update Process

Goals:

- Develop a new High Injury Network (HIN) and High Risk Network (HRN) for all modes of transportation with most recent data
 - To identify where and why severe and fatal traffic collisions are happening
- Develop an implementable plan to deploy street safety infrastructure
- Conduct public engagement to educate the community and get input on concerns and needs







Public Engagement

- Public Meetings
- Pop-Up Events
- Vision Zero Committee's Responsibilities
- Equity Considerations

Public Meetings and Pop-Up Events





- Two public meetings focused on informing attendees about Vision Zero and key strategies the city is pursuing
- Five pop-up events meant to meet members of the public where they already are
- City Council meetings as needed
- Three Vision Zero stakeholder group meetings



Vision Zero Committee's Role

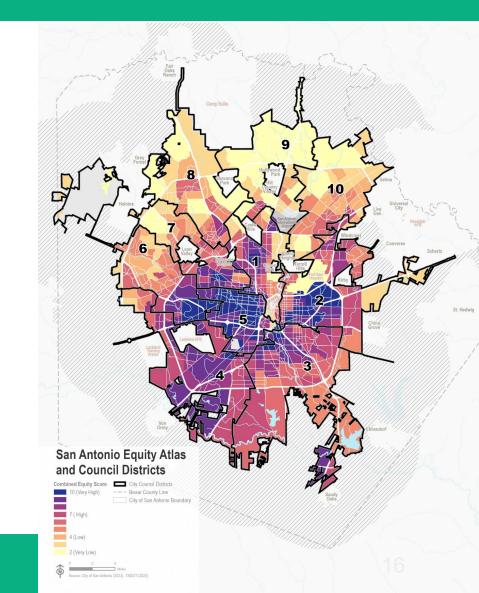


- What are your priorities for the Vision Zero Action Plan?
- What do you like about San Antonio's current approach to Vision Zero?
- What concerns do you have with the current approach?
- How can you promote the Vision Zero Action Plan in your communities?

Equity Considerations



- The San Antonio Equity Atlas identifies areas of the city where a higher percentage of historically underserved and vulnerable populations live
- Steps will be taken to help public engagement efforts reach these communities
- Meeting materials will be translated into Spanish and a planning team member who speaks Spanish will be present at all public meetings







Plans, Policies, and Programs

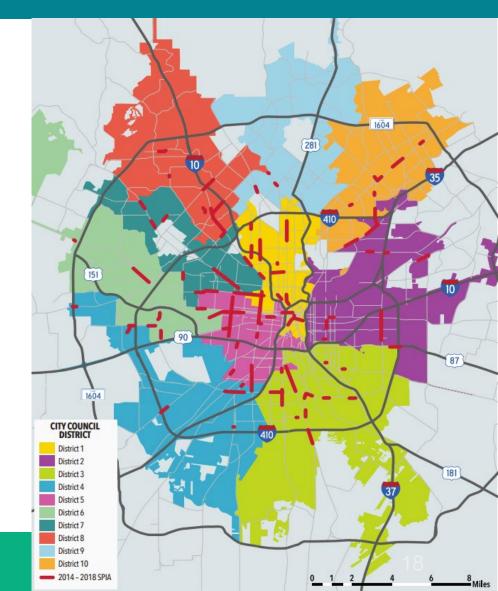
- 2015 Vision Zero Action Plan
- 2020 Severe Pedestrian Injury Areas (SPIA)
- 2020 Severe Bicycle Injury Areas (SBIA)
- Policy and Key Actions Discussion
- Concurrent Plans

Severe Pedestrian Injury Areas 2020





- SPIAs are concentrated on the Inner Westside
- Culebra Road is one of the deadliest in the city
- Zarzamora Street received \$4.4 million in 2023 to create eight mid-block crossings
- Medians, mid-block crossings with Pedestrian Hybrid Beacons, and a signalized intersection are being added to Pleasanton Rd/Moursund Boulevard

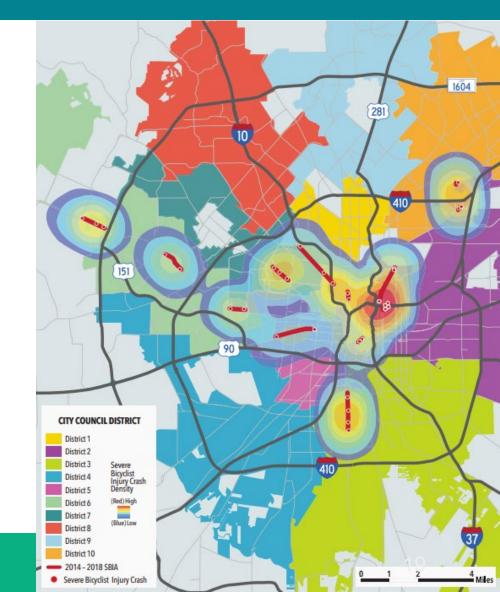


Severe Bicycle Injury Areas 2020





- SBIAs feature longer segments of roadways focused on the West Side of San Antonio. Other high concentrations of SBIAs are on high-bikeusage areas like Broadway.
- TxDOT granted \$16M for bike lanes in Downtown in November 2023
- Bike Network Plan Update in progress



Other Related Plans



- Bike Network Plan Update (ongoing; est completion 2025)
- SA Tomorrow Comprehensive Plan 2016
- Transit Oriented Development Plan (upcoming)
- Complete Streets Policy (ongoing)





Key Actions and Policies



- Remove traffic volume criteria for four-way stops on residential streets
- Reduce traffic volume criteria for signalized intersections
- Complete streets streets that cater to every mode of transportation, not just cars

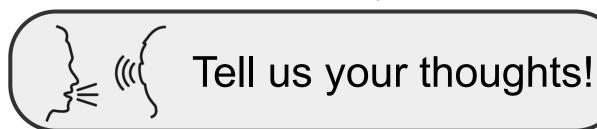


Policies for Discussion





- Shared Responsibility:
 - Individuals do have a responsibility to act with care for themselves and others, but the responsibility is shared amongst those who design and manage transportation systems.
- Quick Builds for New Designs:
 - Quick build programs can demonstrate new safe road designs and establish a process for reallocating roadway space to improve safety, while evaluating the implementation.
- New Requirements for Development:
 - Amend the Unified Development Code to require a connected, low speed, multimodal street network in new developments and redevelopments.



What's Next?

Spreading the word

Community engagement

Public meetings, stakeholder meetings, virtual engagement

High Injury and High-Risk Networks

Recommended Policies, Programs & Projects





Questions?

CITY PROJECT MANAGER

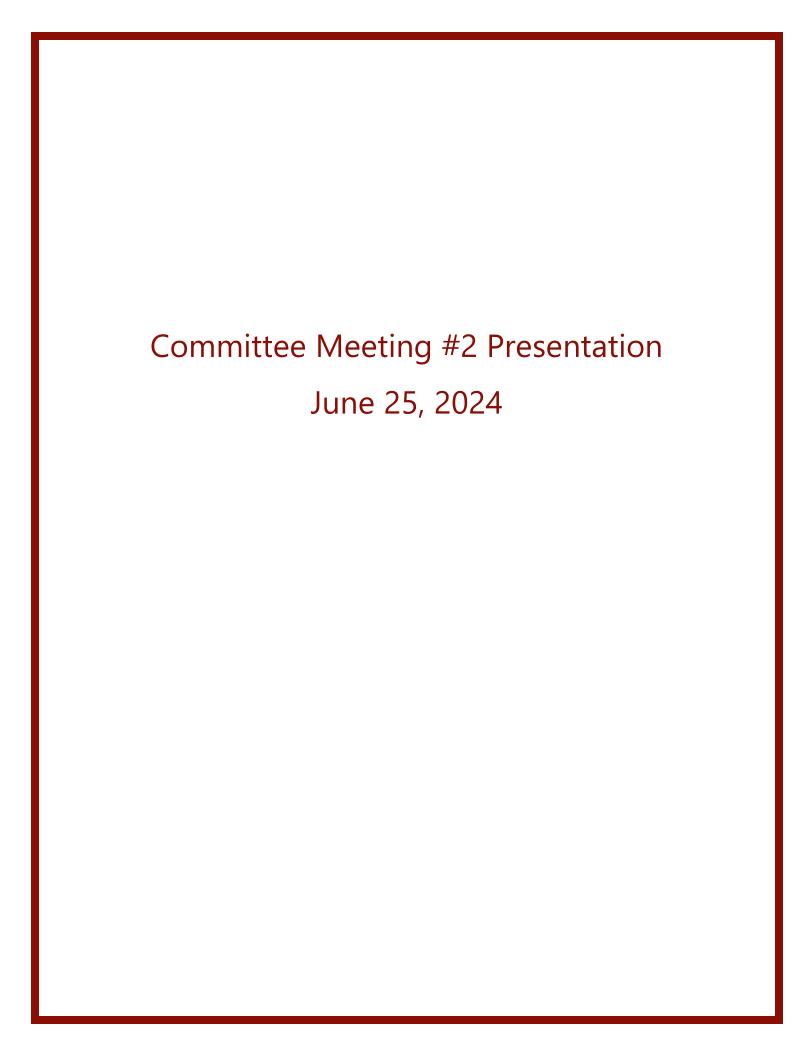
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Sean.Beauvais@sanantonio.gov 210.207.5836

CONSULTANT PROJECT MANAGER

Elizabeth High

Elizabeth.High@rsandh.com 210.301.4837





























San Antonio Vision Zero Action Plan 2024 Update

Vision Zero CommitteeMeeting 2

June 25, 2024



Agenda

- Community Engagement / Outreach
 - Community Engagement Plan and Goals
 - Who Participated
 - Key Findings
- HIN and HRN Development
 - High Injury Networks and types
 - High Risk Network
 - Equity Analysis
- Mission Statement and Key Actions
 - Update Mission Statement
 - Safe Systems Structure
 - Preliminary key actions
- What's Next?
 - Review key actions, respond to read-ahead





Vision Zero Action Plan Activities

Community Engagement / Outreach

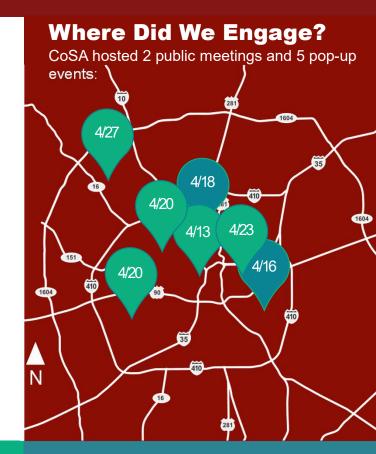
(April and May 2024)

- Plans and Goals
- Who Participated
- Key Findings

Community Engagement



- Public outreach plan:
 - Pop-up events
 - Public meetings
 - Vision Zero committee meetings
 - Online engagement opportunities
- Public involvement goals:
 - Maintain inclusion and equity
 - Establish informed partnerships
 - Gather constructive community input
 - Build public support

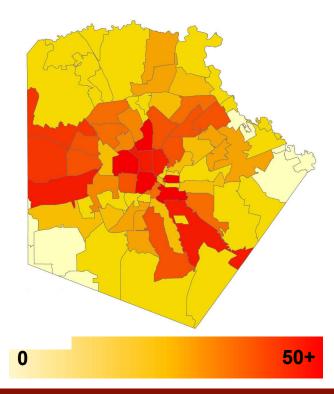


Who Participated





Survey Responses by Zip Code



Members of the public across the City of San Antonio participated in this outreach through in-person and online methods:

200+
Survey
Responses

200+
In-person attendees
In-person events





Key Findings





- Community input included the following opinions:
 - Traffic calming tools are more effective than education
 - Cyclists and pedestrians should be protected with additional laws and facilities
 - Safety issues include speeding, distracted driving, road conditions (including lack of bike lanes) and drunk driving
 - Downtown, McCullough, San Pedro, Broadway, and Balcones Heights need safety improvements.
 - MLK Dr, New Braunfels Ave, Military Dr, Blanco Rd, Culebra Rd, and Flores St considered "Unsafe" areas for roadway users



Vision Zero Action Plan Activities

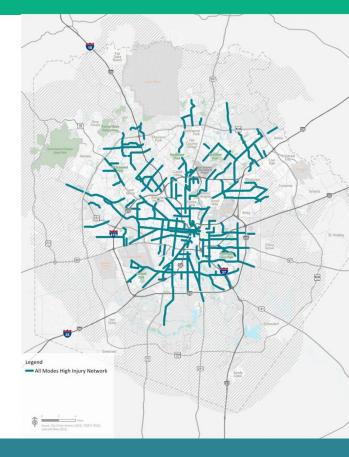
High-Injury and High-Risk Network

- Development
- Types of HIN
- HRN
- Equity Analysis

High Injury Network (HIN)



- Strategic tool used to identify and address road segments with high frequencies of traffic-related injuries and fatalities
- Highlighted segments exhibit a high weighted crash rate per mile
- 65% of fatalities and severe injuries take place on 3.8% of the network streets
- This network touches most major arterials in San Antonio.

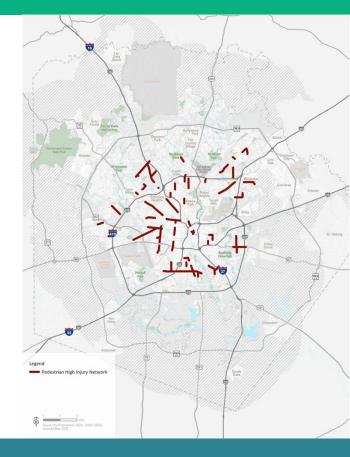


High Injury Network – Pedestrian





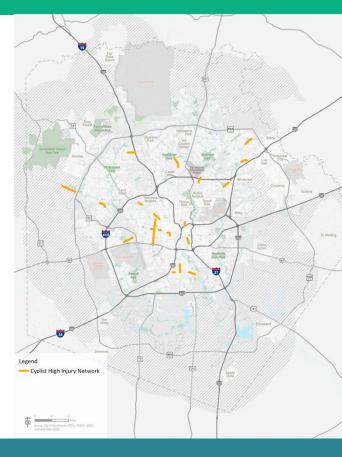
- A separate HIN analysis was performed for only crashes involving pedestrians
- Almost 53% of serious or fatal crashes occurred on 0.7% of the transportation network
 - These roads include:
 - Huebner Road
 - Old Highway 90
 - South Flores Street
 - Zarzamora Street
 - Probandt Street



High Injury Network – Bike



- A separate HIN analysis was performed for only crashes involving cyclists
- Almost 45% of serious or fatal bike crashes occurred on **0.2%** of the transportation network
 - These roads include:
 - General McMullen
 - Broadway Avenue
 - Main Street
 - **Commerce Street**
 - Pleasanton Road



High Risk Network (HRN)



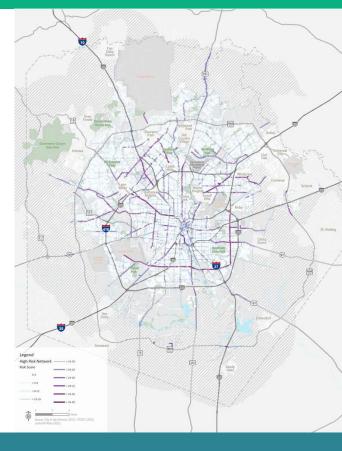


- Forward-looking approach to identify road corridors that are particularly vulnerable to fatal and severe injury crashes
- Systemic Risk Analysis determines relative safety by analyzing various roadway attributes to including:

Functional Classification Vehicle Volumes (AADT) Equity Score

Road Type Truck Volumes Bus Stop Proximity

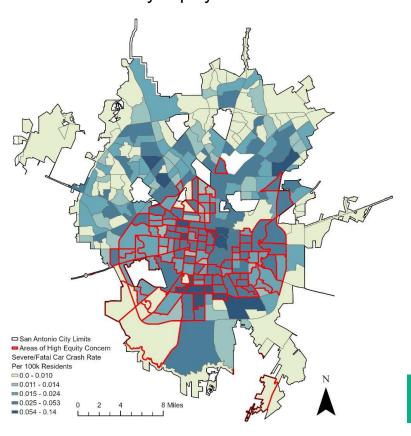
Lane Width Speed Limit Sidewalk Coverage



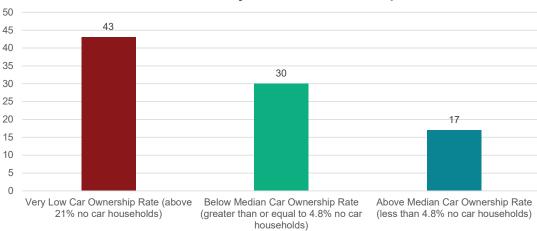
Equity Analysis



Concentration of Serious and Fatal Collisions by Equity Score



Fatal/Severe Crash Rates per 100k Residents by Car Ownership Rate

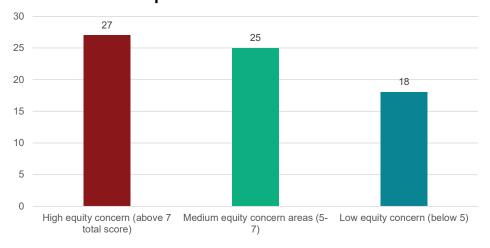


- The West, East, and South sides of San Antonio are overrepresented in serious/fatal car crashes.
- The percentage of no-car households in a neighborhood correlates with higher rates of serious/fatal crashes.

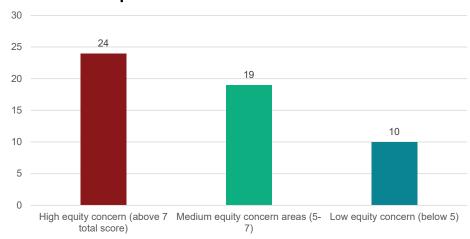
Equity Analysis



Pedestrian and Bike Crashes per 100k Residents



Vehicular Crashes per 100k Residents



Both pedestrian/bike crashes and vehicular crashes are more common in areas of high equity concern.



2024 Vision Zero Action Plan Update

Mission Statement and Key Actions

- What is our Mission? What is the goal for our community?
- Safe Systems Structure
- Preliminary key actions

June 25, 2024 Committee Meeting 2

Mission Statement



Example Mission Statements

New Braunfels:

"New Braunfels is committed to eliminating traffic fatalities and severe injuries on all of its streets by improving roadway design, expanding safe driving enforcement, and supporting safe and healthy mobility options for all ages and abilities."

Houston:

"We will end traffic deaths and serious injuries and create safe, equitable, accessible streets for people walking, rolling, and biking, driving, and connecting to transit." San Antonio's previous VZAP Mission Statement:

"Together we can achieve zero fatalities on our roadways because every person in our community matters."

Is this still reflective of the goals of our community?

Key Actions Overview



- Utilize the Safe System Approach as the driver for our key actions.
- The Safe Systems Approach has 5 objectives:
 - Safer People
 - Safer Roads
 - Safer Speeds
 - Safer Vehicles
 - Post-Crash Care
- After this meeting, you'll receive a comprehensive list of recommended actions with a way to comment on these recommendations!

How are Actions Organized?





ex: "Safe People"



STRATEGIES

ex: Engage and Educate All San Antonians Clearly



ACTIONS

ex: Continuing Education



TASKS

ex: Coordinate walk audits



Key Actions - Examples



OBJECTIVES

SAFER STREETS

SAFER PEOPLE

SAFER SPEEDS

STRATEGIES

Establish a Quick Build Program

Systemically Slow Speeds

Highlight and Analyze New Infrastructure

ACTIONS

Use Quick-Builds as Traffic Management solutions. Slow Speeds In Every Neighborhood.

Ensure Infrastructure Deployments are Planned For and Studied Comprehensively.

TASKS

Use quick builds as Neighborhood Traffic Management to manage volumes, speeds, and cut-throughs. Provide advanced notice/direction to accessible routes for those with disabilities, pedestrians, and bikes. Study streets relying on the prima facie speed limit to analyze a reduction from 30mph to 25mph.





- Please review key actions
- Provide all comments on recommended actions before July 4th!
- Final Committee Meeting: July 30
- An overview of the Implementation Plan and Action Plan will be provided for review before the final meeting!





Questions?

CITY PROJECT MANAGER Sean Beauvais

Sean.Beauvais@sanantonio.gov 210.207.5836

CONSULTANT PROJECT MANAGER Elizabeth High

Elizabeth.High@rsandh.com 210.301.4837

Why were they Included?



- Grouped Roadway Segments into corridors
- 2. Created a 100-point scoring method for every corridor
- 3. Recommended potential improvements for each corridor responding to crash attributes

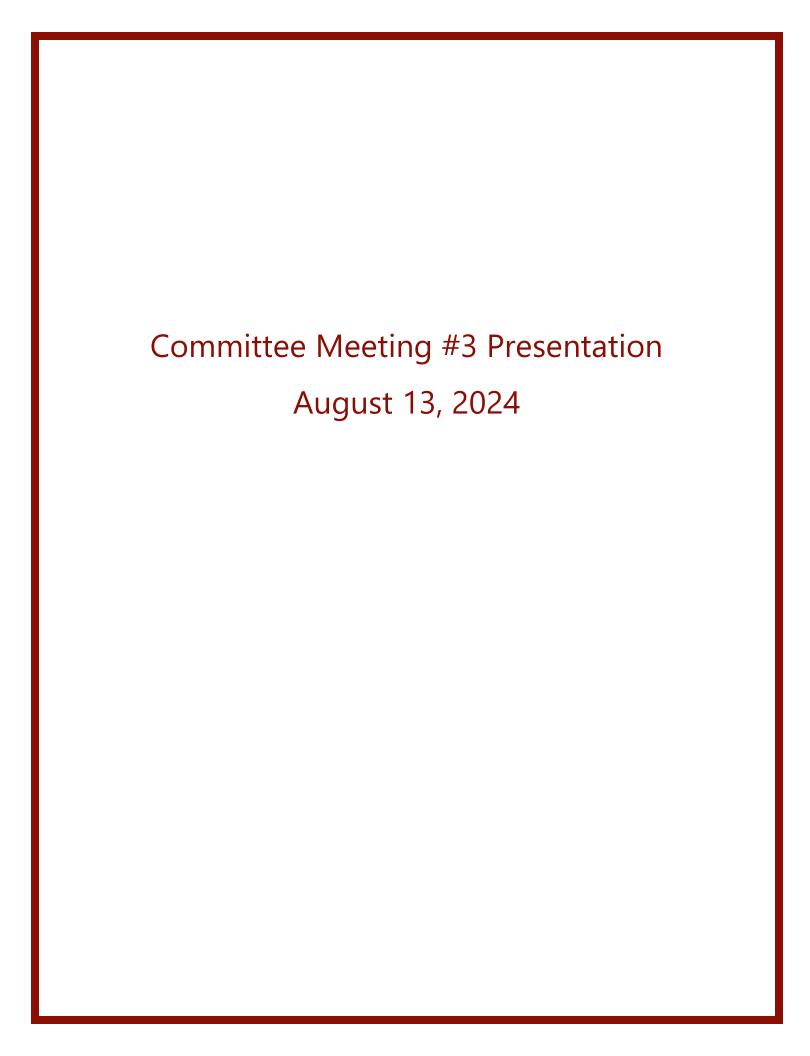
Equity	Equity Atlas			
Community	Engagement Comments			
Community	Previous Plans			
	High Injury Networks			
Safety	High Risk Network			
	Number of Serious Crashes			
	Employment Density			
Connectivity	Access to Everyday Needs			
	Transit Stops			

Committee meeting outline:

sent 5/16/2024

- Thank you for coming out....
- We've just completed the community input phase of the AP update. We created a Community Outreach Summary Report and found some trends/common issues/geographic concerns etc....
- We've also completed our HIN analysis of the city and found.....
- We received feedback on the mission statement...discussion
- We sent out a readahead to everyone with a list of preliminary key actions to include in the AP update (can share, read off some of them).
- We asked for your feedback and thoughts about those key actions, questions about those key actions, and any additional key actions you'd like to see.
- We received several responses and would like to address some of your questions and suggestions. (at this point we would not entertain any new comments that weren't previously submitted prior to the two-week cut-off)
- If you have any additional thoughts that you feel will help develop this AP as a guide to saves lives in SA please share them with us. (Share timelines/deadlines of project completion).































San Antonio Vision Zero Action Plan 2024 Update

Vision Zero CommitteeMeeting 3

August 13, 2024



Agenda

- Implementation Plan
 - Structure
 - Transportation Department Initiatives
 - SA Police Department Initiatives
- Priority Corridors
 - Background
 - Scoring
 - Results
- Evaluating Progress
 - Making all Metrics Equity-Centered
- What's Next?







Implementation Plan

Rooted in the analysis of city policy, peer city success, demographic analysis, and stakeholder engagement, the VZAP Implementation Plan identifies actions to be taken by the City to achieve Vision Zero.

These actions are grouped into implementation priorities to be undertaken and managed by the Transportation, Public Works, and Police Departments.

Types of Implementation Initiatives





- Implementation Initiatives will:
 - Expand and expedite the implementation of new infrastructure
- Educational & Outreach Implementation Initiatives
 - Continue San Antonio's successful community engagement practices to better inform residents about changes to roadways
- Enforcement Implementation Initiatives
 - In collaboration with SAPD, improve discussions between enforcement entities and roadway designers

Implementation



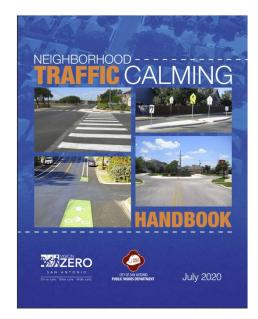


Quick-Build Program

The City's proposed Quick-Build Program will identify new roadway designs and streamline City procedures to quickly implement safer and more connected spaces for cyclists and pedestrians.

The Transportation Department has applied for an SS4A demonstration grant to establish this program and implement five new quick builds.

This will include continuing and building a uniform process to evaluate and deploy the City's neighborhood traffic calming handbook with new quick build options.





Education & Outreach





All-Ages Educational & Distracted Driver Behavior Outreach

The City will educate the public on relevant topics such as Vision Zero goals, safe driving behaviors, and existing safety initiatives.

Deliberate engagement with San Antonians beyond the passage of the VZAP keep residents informed and active participants.



Photo: COSA

Education & Outreach





Encouraging Transportation Professional Continuing Education

The Transportation Department will encourage transportation professionals employed by the City to continue their education.

Planners, engineers, and other professionals involved in the design, construction, and maintenance of our roadways are a pivotal demographic for continued education due to how directly their work impacts street safety in the City.



Enforcement





Strategic Enforcement Deployment

SAPD will place High Visibility Enforcement by Traffic Control in areas as new infrastructure is deployed and tested.



Enforcement





E-ticketing and Data Collection

SAPD will utilize grants to upgrade ticketing systems to allow for geospatial analysis.

Quarterly Information Sharing and Discussion Meetings

The TD will meet with SAPD every quarter to share updates about new infrastructure and ordinances, and SAPD will share citation data.







- The VZAP finalized the analysis of geographic crash data begun in the HIN and HRN to determine 500 specific corridors around San Antonio to be considered for future projects.
- The VZAP uses various data sources as prioritization metrics to attribute a 100-point maximum total "priority score" to each corridor.
- These data sources were scored in groups of:
 Equity Community Safety Connectivity

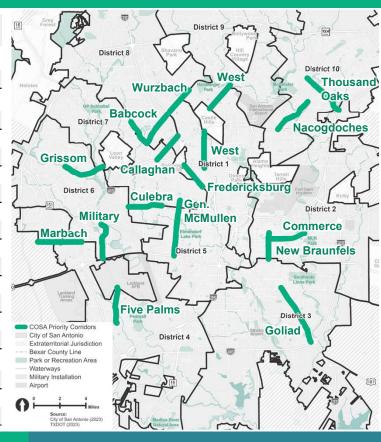
August 13, 2024 Committee Meeting 3

Top Scoring Corridors



- Once scores were determined, the top 2 corridors by council district were selected.
- These represent the roads that:
 - Are on the HIN and HRN.
 - Have the greatest need of new street safety implementations to avoid future fatal crashes.
 - Are owned by the City.
 - Do not feature ongoing projects.

Council District	Total Score	Roadway
1	85	Fredericksburg
•	82	West Ave
2	77	New Braunfels
2	75	Commerce St
2	76	Goliad Rd
3	72	Goliad Rd
4	71	Marbach Rd
4	56	Five Palms Dr
_	90	Gen. McMullen
5	85	Gen. McMullen
C	72	W Military Dr
6	66	Grissom Rd
7	80	Culebra Rd
1	76	Callaghan Rd
8	86	Wurzbach Rd
0	62	Babcock Rd
0	67	West Ave
9	46	Wurzbach Rd
	57	Nacogdoches
	57	Thousand Oaks



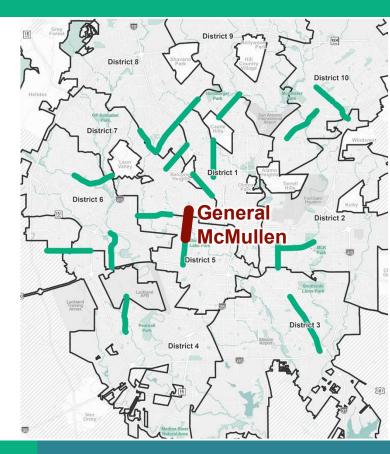
Recommendations for Study



- Based on existing conditions and crash data, the VZAP makes recommendations for future studies along these priority corridors.
- These include considerations like:
 - New Crosswalks
- On Street parking
- Bike Facilities
- Road Diets
- Center Islands

Example: **General McMullen** in District 5:

- 10 severe and 10 fatal crashes from 2019-2023
- 7 pedestrian involved & 4 cyclist involved
- 40% of all crashes involved a pedestrian not yielding the ROW
- New crosswalks could be a solution at some locations and Shared-use paths would improve the entire roadway



Top Scoring Corridors - Other



- The VZAP analyzed all roads, regardless of ownership or ongoing projects.
- The two highest scoring roads in San Antonio – SE Military and San Pedro – feature obstacles to implementation, but through partnership and thoughtful design, these roads can be improved as well.

	Total Score					
	95	347	SE Military	I-35	Roosevelt Ave	3
	90	384	SE Military	Quintana Rd	Zarzamora St	4
	90	423	Bandera Rd	Hillcrest Dr	Culebra Rd	7
	85	308	WW White Rd	Houston St	Rigsby Ave	2
	85	424	Culebra Rd	Bandera Rd	I-10	1
TxDOT-Owned	80	196	Fredericksburg Rd	Woodlake Dr	Wurzbach Rd	8
	80	235	Austin Highway	Eisenhauer Rd	Loop 410	2
	80	311	Rigsby Ave	Roland Ave	WW White Rd	2
	77	47	Perrin Beitel	Thousand Oaks Dr	Industrial Ctr	10
	76	67	Wurzbach Pkwy	Nacogdoches Rd	Thousand Oaks	10
	76	383	SE Military	Zarzamora St	Ascot Ave	4
	95	211	San Pedro Ave	Basse Rd	Cypress St	1
VIA – Advanced	87	491	Commerce St	General McMullen	I-35	5
Rapid Transit	85	208	San Pedro Ave	Loop 410	Basse Rd	1
•	77	529	San Pedro Ave	W Cypress St	Camden St	1
	81	453	Old Highway 90	TX-151	Gen. McMullen	6
	81	480	Zarzamora St	Culebra Rd	Buena Vista St	5
COSA –Projects in	81	481	Zarzamora St	Buena Vista St	Frio City Rd	5
Design or Under	74	359	Pleasanton Rd	Southcross Blvd	SE Military	3
Construction	72	360	Pleasanton Rd	SE Military	Loop 410	3
	72	385	Zarzamora St	Southcross Blvd	I-35	4
	72	407	Old Highway 90	TX-151	US-90	6

August 13, 2024 Committee Meeting 3





Evaluating Progress

- How will the Transportation Department track the successful implementation of these priorities and projects?
- Ten metrics, encompassing all data points, will be used to evaluate progress. Creating specific metrics and assigning them to each task allows TD to gather data for the determined reporting structure quickly.
- These metrics will also be used to determine success in promoting equity in roadway safety.

Evaluating Progress



- 1. Count of crashes resulting in deaths (K) and serious injuries (A) retrieved from TxDOT Crash Records Information System (CRIS) with a standard query sorted by High Equity Concern Census Tracts in comparison to all others & the percentage of K&A crashes by different demographics.
- 2. Count of roadway projects that have received safety improvements across implementing agencies across San Antonio sorted by High Equity Concern Census Tracts in comparison to all others.
- 3. Count of intersections that have received safety improvements across implementing agencies across San Antonio sorted by High Equity Concern Census Tracts in comparison to all others.
- 4. Percentage change in commute mode share retrieved from a standard data query from ACS data yearly by persons of differential self-reported demographics & percentage change in commute mode share within High Equity Concern Census tracts in comparison to all others.
- Count of traffic stops with citation information with geocoordinates from SAPD systems within
 High Equity Concern Census Tracts in comparison to all others and sorted by persons of
 differential officer-perceived demographics.

Evaluating Progress



- 6. Count of policies implemented or amended, new programs created, or grants applied for and received.
- 7. Count of new signs deployed as part of safety improvements across implementing agencies across San Antonio within High Equity Concern Census Tracts in comparison to all others.
- 8. Count of all digital and print engagement materials distributed by category: Data Portals, Reports, etc.
- Count of the number of residents and students reached by Vision Zero activities by direct counts or counts of survey responses – by self-reported residence in High Equity Concern Census Tracts in comparison to all others and by self-reported demographics.
- 10. Count of the total number of in-person or online education and safety events held in support of Vision Zero within High Equity Concern Census Tracts in comparison to all others.

What's Next?

- Council Adoption of Plan
 September 2024
- Begin Implementation!









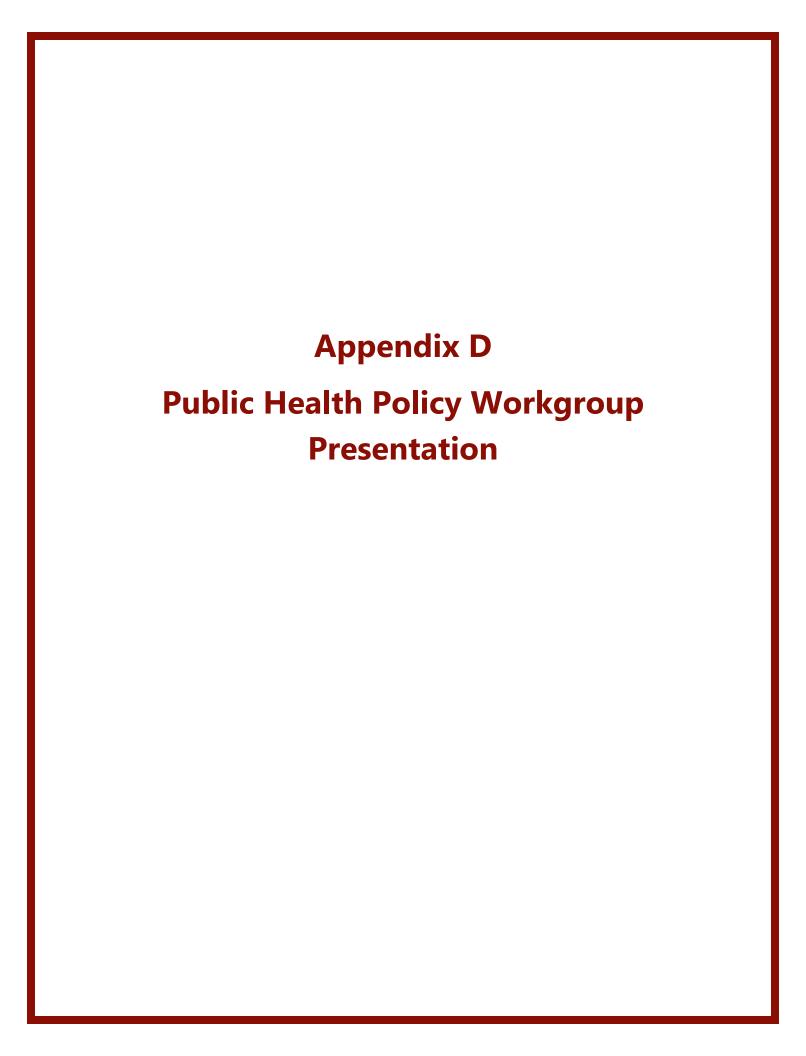
Questions?

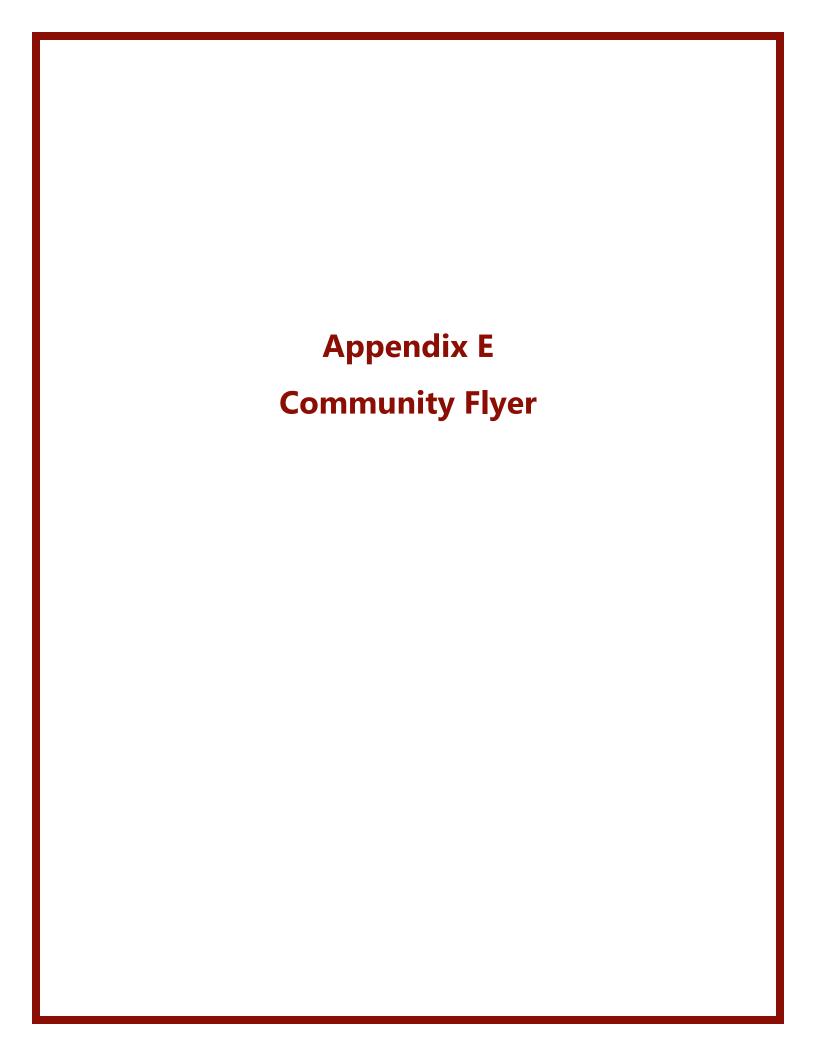
CITY PROJECT MANAGER Sean Beauvais

Sean.Beauvais@sanantonio.gov 210.207.5836

CONSULTANT PROJECT MANAGER Elizabeth High

Elizabeth.High@rsandh.com 210.301.4837





(front)

San Antonio Vision Zero Action Plan



In 2015, our city joined the global movement to eliminate all traffic deaths and serious injuries. Since then, many best practices have changed; experts now recognize that a Safe System requires much more than behavior modification. We need safer people, safer designs, safer vehicles, safer speeds, and safer access to post-crash care.

Today, we need your help to determine what programs, policies, and projects from the 2015 Plan should be kept, added, or taken away in the 2024 Plan.

OUR GOALS

- Develop a new High Injury Network (HIN) and High Risk Network (HRN) for all modes of transportation to identify where and why severe and fatal traffic collisions occur
- · Develop an implementable plan to deploy street safety infrastructure
- Conduct public engagement to educate the community and receive input on concerns and needs

2024 TIMELINE



HELP US MAKE A DIFFERENCE!

Comment Period: Now through Wednesday, May 15, 2024

Take the community survey and share your experiences along our streets before May 15, 2024 to help create a better Vision Zero Action Plan.





QUESTIONS OR COMMENTS

🕻 Voicemail: (855) 925-2801 code: 10206 🛮 🖾 Email: VisionZeroSA@publicinput.com

For more information about Vision Zero, please visit www.sa.gov and search "Vision Zero".

(back)

MAKING A DIFFERENCE

Achieving Vision Zero involves the community and the following six essential elements for a safe transportation system:

- Education: Communicate the importance of safety for all on our roads, whether driving, bicycling, walking, or riding
- Encouragement: Encourage all to practice safety and follow all traffic laws
- Engineering: Construct improvements to enhance safety and accessibility on our roads
- Enforcement: Enforce traffic safety and continue to support safety initiatives
- Evaluation: Evaluate traffic safety efforts and implement improvements as needed
- Equity: Prioritize resources to our most marginalized communities

SAFETY TIPS

Whether you are driving, biking or walking, you can make a difference!



Driving Tips

- · Slow down!
- · Obey speed limits and signs
- · Look for people biking and walking
- · Keep your eyes on the road
- · Don't text and drive
- · Make sure every passenger is buckled
- Don't drive under the influence of drugs or alcohol



Biking Tips

- Pay attention to the traffic around you, including people driving and walking
- Whenever possible, wear bright or reflective clothing
- Outfit your bike with the required lights and reflectors
- Ride in a designated bike lane when possible; if you're riding on a street with striped vehicle lanes, but no bike lane, take the full vehicle lane
- · Bike in the same direction as traffic
- · Watch for turning vehicles

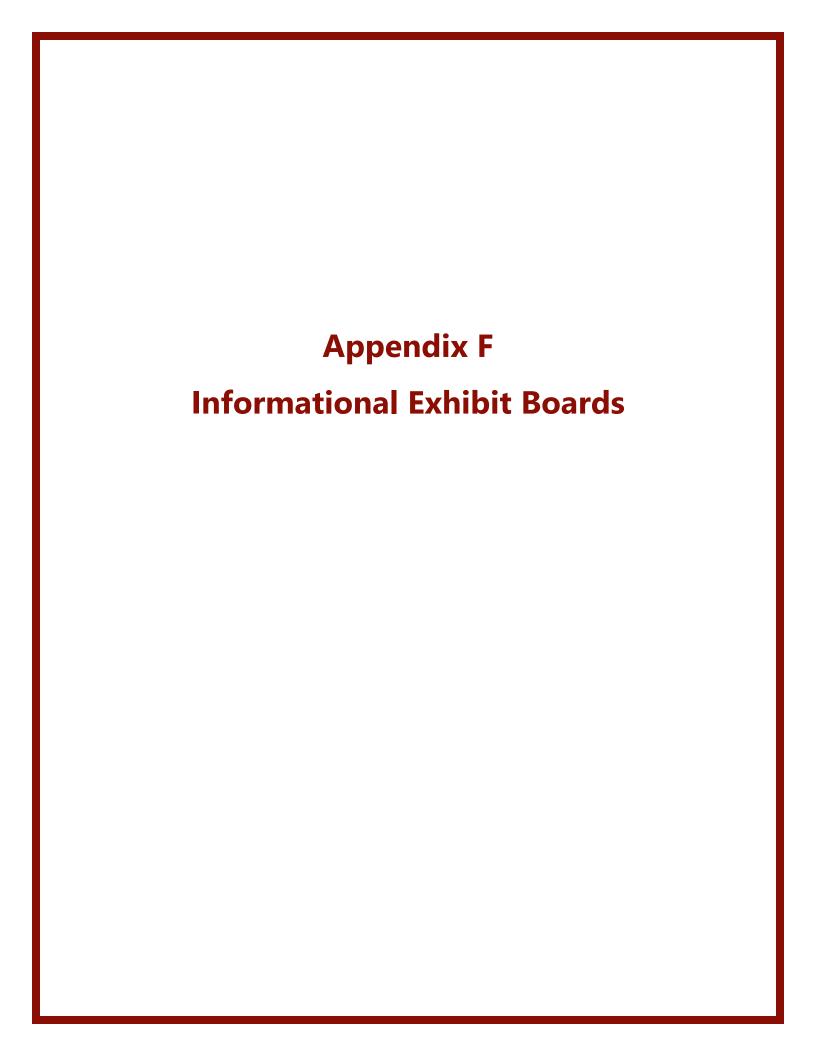


Walking Tips

- Pay attention to the traffic around you, including people driving and biking
- Watch for turning vehicles and people biking
- · Obey traffic laws

- Cross at a marked crosswalk whenever possible
- Whenever possible, wear bright or reflective clothing and carry a light when it's dark out

Appendix 3: INFORMATIONAL EXHIBIT BOARDS



San Antonio Vision Zero Action Plan



Many best practices have changed since San Antonio joined the global Vision Zero initiative in 2015. As experts recognize a Safe System requires much more than behavior modification, we need the community's help to determine what should be modified in the 2024 Plan.

PLAN GOALS:

- Develop a new High Injury Network (HIN) and High Risk Network (HRN) for all modes of transportation to identify where and why severe and fatal traffic collisions occur
- Develop an implementable plan to deploy street safety infrastructure
- Conduct public engagement to educate the community and receive input on concerns and needs





What is Vision Zero?

Vision Zero is San Antonio's plan to eliminate traffic fatalities and enhance the safety of our transportation system for our growing community.

- It takes a different approach to traffic planning than traditional engineering.
- It is rooted in the concept that humans are imperfect. We make mistakes, and that means crashes are inevitable.
- We can anticipate mistakes and use street design to ensure no crash is fatal or incapacitating.



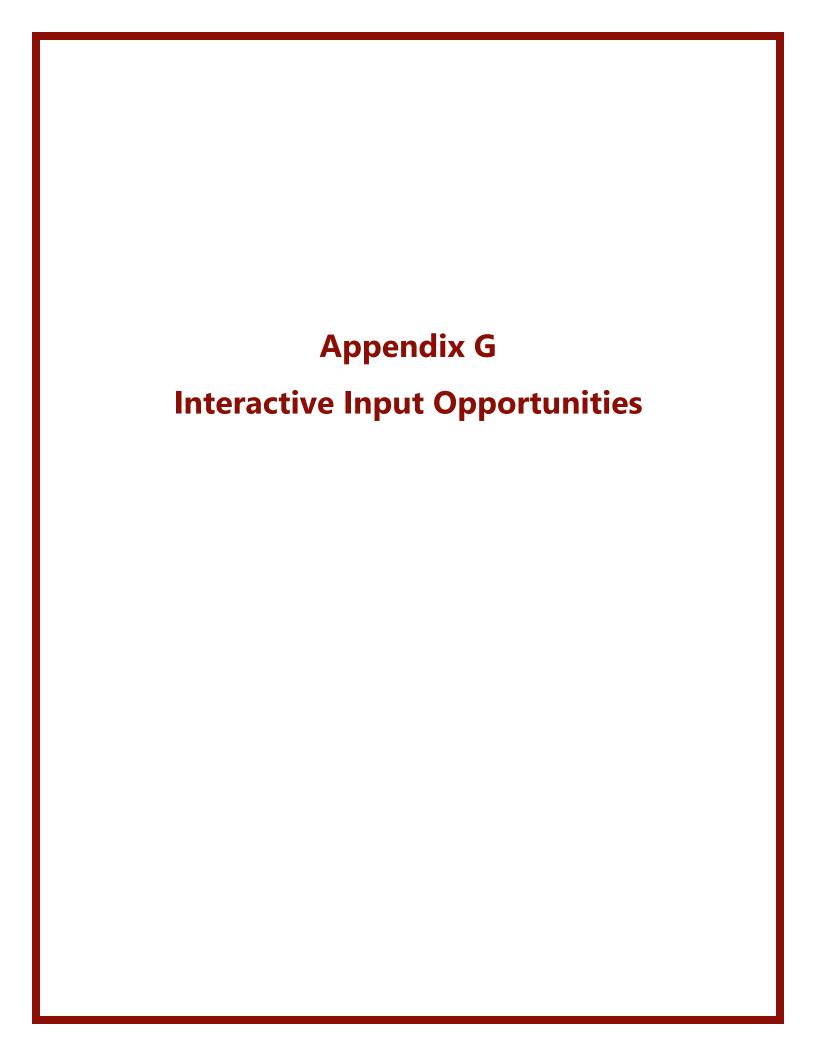
Achieving Vision Zero involves the community and the following six essential elements for a safe transportation system:

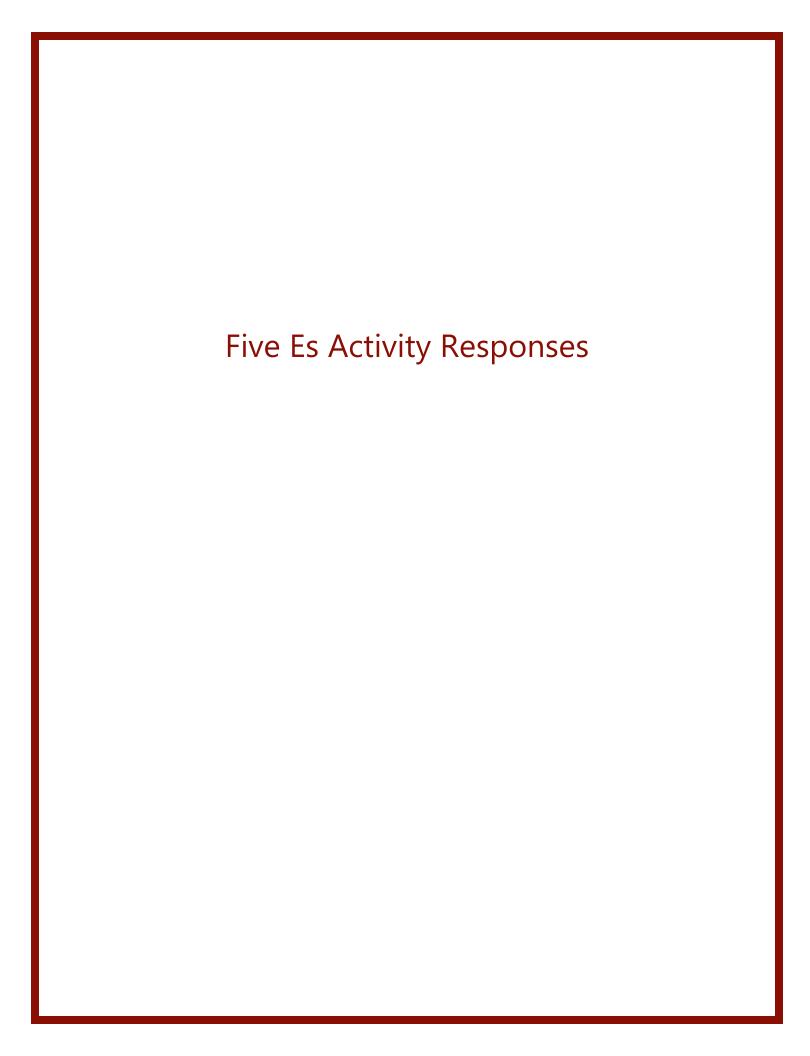
- Education: Communicate the importance of safety for all on our roads, whether driving, bicycling, walking, or riding
- Encouragement: Encourage all to practice safety and follow all traffic laws
- Engineering: Construct improvements to enhance safety and accessibility on our roads
- Enforcement: Enforce traffic safety and continue to support safety initiatives

- Evaluation: Evaluate traffic safety efforts and implement improvements as needed
- Equity: Prioritize resources to our most marginalized communities

SAFE SYSTEMS = SAFE MOBILITY







Date	Topic	Activity	Statement	In Agracinant	Agreeing	ln Diaggreement	Disagreeing	General Comments
4/16/2024	Education	Education General road waters: Educate all uses on how to safely use inflamentary General road waters and the social media for educational outmanch General road waters and the box if you agree with the statement and outside of the box if you disagree Predestrians broad, crossing rates	Pedestrians break crossing rules because they don't realize it's unsafe People driving need to be reminded how to correctly use the street Educating drivers about the law and traffic safety is an effective way to change behavior Education about safe road use should be at the forefront of San Antonio's	5 5 5	Agreeing Comments Pedestrians 30% of the problem Drivers are 70% at fault	Disagreement 1 0 0	Comments	Each E should be 20% of focus
			Vision Zero strategy					
4/16/2024	Encouragement		Encouraging drivers to be safe through advertisements and PSAs will help change	6		0		

Date Topic	Activity	Statement	In	Agreeing	In	Disagreeing	General Comments
			Agreement	Comments	Disagreement	Comments	
	Encouragement	San Antonio's					
		driving culture					
		Encouraging	5		0		
		residents to					
		walk, take the					
	Mentality shift: Change the public sentiment about traffic safety by emphasizing that everyone deserves to be safe on the road by emphasizing that everyone appropriate appropriate problem.	bus, or use					
	by emphasizing that everyone outputs service announcements, media appearances, and community awareness events incentivize and reward: Work with insurance companies to	rideshare if					
	incentivize and reward. Provided inversion of the control of the c	they are					
	Place a dot or a sticky-note inside the box if you agree with the statement and outside of the box if you disagree.	inebriated will					
		help prevent					
	① Encouraging drivers to be safe through	severe and					
	advertisements and PSAs will help change San Antonio's	fatal crashes					
	driving culture.						
	② Encouraging residents	Encouraging	5		0		
	to walk, take the bus, or use rideshare if they are inebriated will help prevent severe and fatal crashes. 3 Encouraging drivers to slow down with	drivers to slow					
		down with signs					
		will be effective					
		at reducing					
	signs will be effective at reducing speeds.	speeds					
		Encouraging	4		0		
	Encouraging people to walk, bike, or drive set-bike, or	people to walk,					
	be at the forefront of	bike, or drive					
	Zero strategy.	safely should					
		be at the					
		forefront of San					
		Antonio's					
		Vision Zero					
		strategy					
		Having	6		0		
		sidewalks and					
		bike lanes					
		adequately					
4/16/2024 Engineering		separated from					
TI 10/2024 Lingilleeling		vehicle traffic					
		will help					
		prevent serious					
		and fatal					
		crashes					

Date	Topic	Activity	Statement	ln .	Agreeing	In	Disagreeing	General Comments
		Engineering Implament Complete Streets policy: Eliminate aidewalk gaps, most ADA requirements, and prositize improvements based on the right helpy below. Godily: blant allowed to promote sale and accessible unable the programs. Or an accessible unable the programs. Create traffic acident management programs, and use intelligent transportation system. Place a do not a study-note indide the box if you agree with the statement and outside of the box if you disagree. They are a study and the statement and outside of the box if you disagree. They are a study and the programs and use intelligent transportation system. The design of a road, not the posted speed first propie drive. The design of a road, not the posted speed first propie drive. Frequent pedestrian crossing streets legally tess likely. Frequent pedestrian crossing streets legally tess likely. Frequent pedestrian crossing streets legally tess likely. Frequent pedestrian crossing streets legally tess likely.	The design of a road, not the posted speed limit, determines how fast people drive Frequent pedestrian crossings make crossing streets illegally less likely Engineering and design solutions should be at the forefront of San Antonio's Vision Zero strategy	5 5	Comments	Disagreement 0 0 0	Comments	
4/16/2024	Enforcement		Traffic patrols are the number one way to prevent serious and fatal crashes Fear of fines stops most drivers from speeding and driving unsafely Increased	3		2		
			traffic policing					

Date	Topic	Activity	Statement	In	Agreeing	In	Disagreeing	General Comments
				Agreement	Comments	Disagreement	Comments	
			can prevent					
			car-pedestrian					
		Enforcement	and car-cyclist					
		Linorcement	crashes	_		4		
		Targeted enforcement: Increase traffic enforcement by using high visibility enforcement and targeting common crash	Increased	5		1		
		contributing factors	enforcement of					
		Vision Zero	traffic laws					
		Crash prevention through technology: Utilize automated technology to prevent serious traffic injuries	should be at					
		Place a dot or a sticky-note inside the box if you agree	the forefront of					
		with the statement and outside of the box if you disagree.	San Antonio's Vision Zero					
		1 Traffic patrols are the						
		number one way to prevent serious and fatal crashes,	strategy					
		② Fear of fines stops most drivers from specified and						
		speeding and driving unsafely.						
		3 Increased traffic policing can prevent car-pedestrian and						
		car-cyclist crashes.						
		4 Increased enforcement						
		of traffic laws should be at the forefront of						
		San Antonio's Vision Zero strategy.						
			New street	5		0		
			designs should	-				
			be monitored to					
			quantifiably					
			measure safety					
4/40/000			improvements					
4/16/2024	Evaluation		The City should	5		0		
			frequently					
			report and					
			publicize					
			successes and					
			setbacks in					

Date	Topic	Activity	Statement	In	Agreeing	In	Disagreeing	General Comments
				Agreement	Comments	Disagreement	Comments	
		making streets						
		Evaluation	safer					
			They City's	6		0		
		Regular serious injury and fatal crash reviews: Establish a quarterly reporting system with a task force to review serious	Vision Zero					
		and fatal crashes.	plan should be					
		Evaluate project effectiveness: Use stakeholder engagement and pedestrian counting to quantify the effectiveness of Vision	periodically					
		Zero projects Monitor and update: Follow the progress of implementation	updated					
		and update plans as needed according to best practices	according to					
		Place a dot or a sticky-note inside the box if you agree with the statement and outside of the box if you disagree.	new research					
		with the statement and outside of the box if you disagree.	and industry					
		① New street designs	standards					
		should be monitored to quantifiably measure	Evaluation	5		0		
		safety improvements.	should be at					
			the storefront of					
		② The City should frequently report and	San Antonio's					
		publicize successes and setbacks in	Vision Zero					
		making streets safer.	strategy					
		③ The City's Vision Zero plan should be						
		periodically updated according to new						
		research and industry standards.						
		Evaluation should be						
		Evaluation should be at the forefront of San Antonio's Vision Evaluation should be at the forefront of San Antonio's Vision						
		Zero Plan,						
			Pedestrians	6		6	Sometimes	
			break crossing				(often) bad	
			rules because				ped x-ing infra	
			they don't					
			realize its					
			unsafe					
4/18/2024	Education		People driving	12		0		
			need to be					
			reminded how					
			to correctly use					
			the street					
			Educating	10		5	-Traffic	Laws need to be
			drivers about				calming	enforced where there
	Į.	Į.		l .		ļ.		

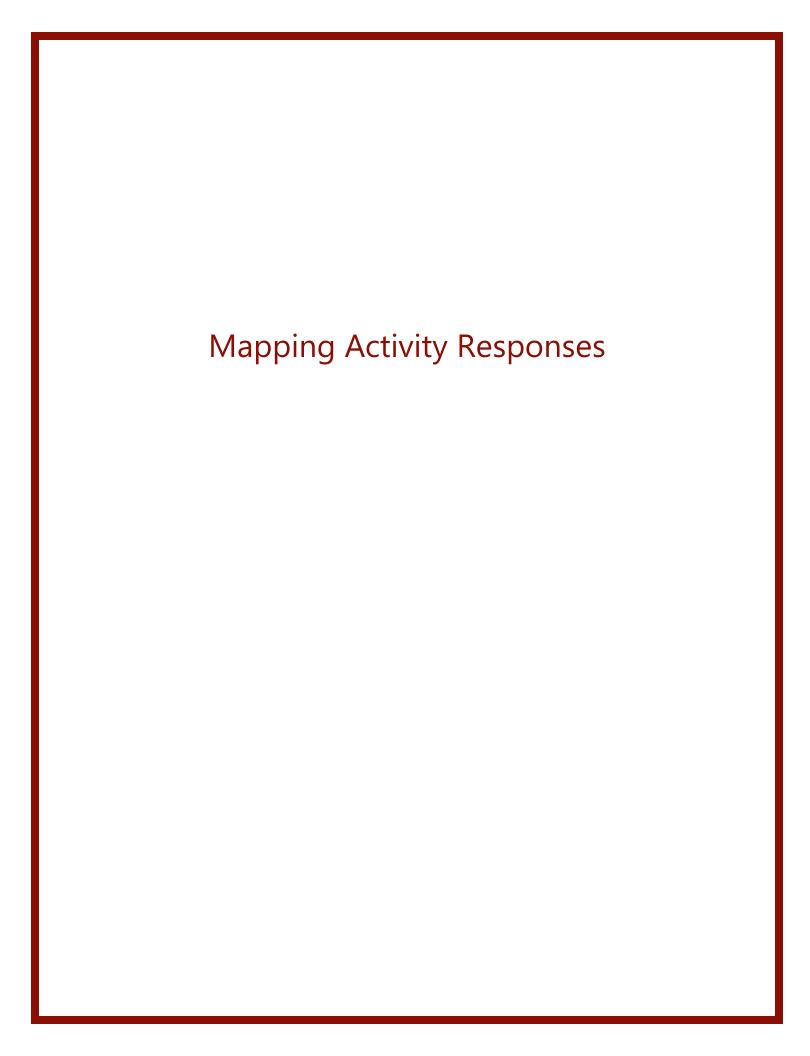
Date	Topic	Activity	Statement	In	Agreeing	In	Disagreeing	General Comments
				Agreement	Comments	Disagreement	Comments	
			the law and				measures are	are bike lanes +
			traffic safety is				more effective.	pedestrian crossings
		35	an effective					
		Education	way to change				-We need	
			behavior				stronger state	
		Educate road users: Educate all users on how to safely use infrastructure					laws!	
		use infrastructure ② Spread the word: Use social media for educational outreach ③ Focused outreach: Focus outreach in high-crash areas						
							-l'm not a fan	
		Place a dot or a sticky-note inside the box if you agree with the statement and outside of the box if you disagree.					of speed	
			Education	11		0	bumps	
		Pedestrians break crossing rules because they don't because the don't be a	about safe road	11		U		
		realize it's unsafe.	use should be					
			at the forefront					
		People driving need to be reminded how to correctly use	of San					
		the street.	Antonio's					
		3 Educating drivers	Vision Zero					
		traffic safety is an	strategy					
		effective way to change behavior.						
		Education about safe road use should be at the forefront of						
		San Antonio's Vision Zero strategy.						
			Encouraging	9		2		Making sure
			drivers to be			_		awareness is spread
			safe through					to the homeless
			advertisements					communities as well
			and PSAs will					
			help change					
4/18/2024	Encouragement		San Antonio's					
			driving culture					
			Encouraging	7		4	Advertisement	-Remove parking
			residents to				should be	mandates for bars
			walk, take the				shown more	
			bus, or use					

Date	Topic	Activity	Statement	In	Agreeing	In	Disagreeing	General Comments
				Agreement	Comments	Disagreement	Comments	
			rideshare if				than just	-Some people don't
			they are				Fiesta	care to change their
		The state of the s	inebriated will					drunk driving habits
			help prevent					until they get arrested
		Encouragement /	severe and					or something else
		Zilocaragoment	fatal crashes					serious happens : (
								Focus on behavior
		Mentality shift: Change the public sentiment about traffic safety by emphasizing that everyone deserves to be safe on the road						change
		Message visibility: Develop public service announcements, media appearances, and community awareness events	Encouraging	6		6		
		Incentivize and reward: Work with insurance companies to lower rates for safe drivers	drivers to slow					
			down with signs will be effective					
		Place a dot or a sticky-note inside the box if you agree with the statement and outside of the box if you disagree.						
		Monte of the second of the sec	at reducing speeds					
		1 Encouraging drivers to be safe through advertisements and	Encouraging	12		1		
		PSAs will help change San Antonio's	people to walk,	12		'		
		driving culture.	bike, or drive					
		② Encouraging residents to walk, take the bus,	safely should					
		or use rideshare if they are inebriated will help prevent severe and	be at the					
		fatal crashes.	forefront of San					
		Encouraging drivers to slow down with	Antonio's					
		signs will be effective at reducing speeds.	Vision Zero					
			strategy					
		Encouraging people to walk, bike, or						
		drive safely should be at the forefront of						
		San Antonio's Vision Zaro strategy.						
			Having	11		2		Beatrice Gonzales
			sidewalks and					was killed on a
			bike lanes					sidewalk. The driver
			adequately					was intoxicated and
4/49/2024 Engine eving			separated from					jumped the curve.
		vehicle traffic					Higher prosecution	
4/18/2024	Engineering		will help					needs to happen.
			prevent serious					
			and fatal					
			crashes					
			The design of a	12		3	People will	
			road, not the				decide on the	

Date	Topic	Activity	Statement	In	Agreeing	In	Disagreeing	General Comments
				Agreement	Comments	Disagreement	Comments	
		000	posted speed				speed they	
		*	limit,				want for	
		Engineering	determines how				themselves	
		Engineering	fast people				rather than	
			drive				following the	
		Implement Complete Streets policy: Eliminate sidewalk gaps, meet ADA requirements, and prioritize improvements based on					sign.	
		are riight filjury (vetwork	Frequent	13	Frequent	2	However I	
		Codify: Update city code to promote safe and accessible urban environments	pedestrian		pedestrian		don't agree on	
		Proactively programize: Create traffic incident management programs, safe routes to destinations programs, and use	crossings make		crossings is		the cars	
		intelligent transportation system	crossing streets		important- agree!		priority implied	
		Place a dot or a sticky-note inside the box if you agree with the statement and outside of the box if you disagree.	illegally less				in street	
			likely				crossings are	
		Having sidewalks and bike lanes adequately separated from					illegal.	
		vehicle traffic will help prevent serious and fatal crashes.	Engineering	10		3	We have the	
			and design				infrastructure	
		② The design of a road, not the posted speed limit, determines how	solutions				we need laws	
		fast people drive.	should be at				enforced to	
			the forefront of				follow	
		③ Frequent podestrian crossings make crossing streets	San Antonio's Vision Zero					
		illegally less likely.						
			strategy					
		Engineering and design solutions should be at the forefront of San						
		Antonio's Vision Zero strategy.						
			Traffic patrols	2		10		
			are the number					
			one way to					
			prevent serious					
			and fatal					
4/18/2024	Enforcement		crashes					
			Fear of fines	4		7		Tougher
			stops most					fees/fines/suspension
			drivers from					or fines for
			speeding and					harassment
			driving unsafely					

Date	Topic	Activity	Statement	ln	Agreeing	In	Disagreeing	General Comments
		Folice Targeted enforcement: Increase traffic enforcement by using high visibility enforcement and targeting common crash contributing factors Educate law enforcement: Teach law enforcement about Vision Zero Crash prevention through technology: Utilize automated technology to prevent serious traffic injuries Place a dot or a sticky-note inside the box if you agree with the statement and outside of the box if you disagree. Traffic patrols are the number one way to prevent serious and fatal crashes. Fear of fines stops most drivers from speeding and driving unsafely. Increased traffic policing can prevent car-pedestrian and care-cyclist crashes.	Increased traffic policing can prevent car-pedestrian and car-cyclist crashes Increased enforcement of traffic laws should be at the forefront of San Antonio's Vision Zero strategy	Agreement 6	Comments Prosecution for DWIs + cyclist/pedestrian deaths	Disagreement 6	Comments	
4/18/2024	Evaluation		New street designs should be monitored to quantifiably measure safety improvements The City should frequently report and publicize successes and setbacks in	11	Talk about how improvement fits plan, show specific improvement	0		Road construction contracts should be monitored with severe penalties for companies that rip government off

Date Topic	Activity	Statement	In Agreement	Agreeing	ln Diagragament	Disagreeing	General Comments
Date Topic	Regular serious injury and fatal crash reviews: Establish a quarterly reporting system with a task force to review serious and fatal crashes. 2 Evaluate project effectiveness: Use stakeholder engagement and pedestrian counting to quantify the effectiveness of Vision Zero projects 3 Monitor and update: Follow the progress of Implementation and update plans as needed according to best practices Place a dot or a sticky-note Inside the box if you gree with the statement and outside of the box if you disagree. 3 New street designs should be monitored to quantifiably measure safety improvements. 4 The City's Vision Zero plans would be monitored to publicize successes and setbacks in making streets safer. 5 The City's Vision Zero plans would be zero plans w	making streets safer They City's Vision Zero plan should be periodically updated according to new research and industry standards Evaluation should be at the storefront of San Antonio's Vision Zero strategy	In Agreement 12	Yes	In Disagreement 0	Disagreeing Comments	Review what other places are doing don't need to reinvent wheel



MAPPING ACTIVITY WRITTEN COMMENTS

Date	Comment	Location Identified	Location Identified as (safe or unsafe)
4/13/2024	MORGAN'S WONDERLAND 35	Lower Seguin Rd	Unsafe
4/13/2024	UTSA(III) DWN TOWN ST. PHIL COLLEG HIGHLAND PARK	E Market St and S Alamo St	Unsafe
4/13/2024	UTSAMI DOWN TOWN ST. PHIL COLLECT	S St Mary's St & Navarro St	Unsafe

Date	Comment	Location Identified	Location Identified as (safe or unsafe)
4/13/2024	COLLINS ST. PHILIP COLLEGE HIGHLAND PARK TIERRA LINDA	S Flores St and Probandt St	Unsafe
4/13/2024	TIERRA LINDA MISSION SAN JOSE BROOKS STINSON AIRFIELD AIR	March Ave and Mission Rd	Unsafe
4/13/2024	TIERRA LINDA MISSION SAN JOSE BROOKS STINSON AIRFIELD ALTO DILLEGE 410	Roosevelt Ave and Huizar St	Unsafe
4/16/2024	HELOTES OPSCHNABEL BARK	W Hausman Rd and 1604 W intersection	Unsafe

Date	Comment	Location Identified	Location Identified as (safe or unsafe)
4/16/2024	OP SCHNABEL PARK 16 SAN ANTONIO MEDICAL CENTER LEON VALLEY DELLVIEW	San Antonio Medical Center	Safe
4/16/2024	Effective roundabout Woodlawn SAG PEARL BREWERY COLLING GARDEN COLLING GARDEN COLLING COLL	San Pedro Ave and N Main Ave at the Igualdad Sculpture	Safe
4/16/2024	Crazy People Woodlawn SAG REARI BREWERY COLLINS GARDEN COLLINS GARDEN COLLINS GARDEN COLLINS GARDEN	Austin St and Duval St	Unsafe
4/16/2024	SAC	N Main Ave and Elmira St	Safe
4/16/2024	WOODLAWN SAC PEARL BREWERY BREWERY ST. SAM PEARL ST. SAM P	I-35 Frontage Rd and Frost Bank Center Dr	Unsafe

Date	Comment	Location Identified	Location Identified as (safe or unsafe)
4/16/2024	COLLEGE HIGHLAND PARK BROOKS STINSON AIRFIELD	Day Rd/Pioneer Rd and Rigsby Ave (hwy 87)	Unsafe
4/16/2024	Dangerous intersection COLLEGE HIGHLAND PARK BROOKS STINSON AIRFIELD	Bill Miller Ln and Goliad Rd/ Clark Ave and Goliad Rd	Unsafe
4/16/2024	Stray dogs COLLEGE HIGHLAND PARK STINSON AIRFIELD	SE Military Dr and Alsbrook Dr	Unsafe
4/16/2024	PALO ALTO COLLEGE TEXAS A&M SAN ANTONIO	SW I-410 from Hunters Pond to Moursund Blvd	Unsafe

Date	Comment	Location Identified	Location Identified as (safe or unsafe)
4/16/2024	(604) MEDINA BASE	US 90 from Ray Ellison Rd to Luckey Ranch	Unsafe
4/18/2024	HELOTES OPSCHNABEL PARK 16	UTSA Boulevard and Barshop Blvd	Safe
4/18/2024	HELOTES PLAGS FLAGS PLAGS PLA	N Loop 1604 W and W Hausman Rd	Safe
4/18/2024	PLAGS FLAGS FLAGS OP SCHNABEL PARK 16	Leslie Rd and Bandera Rd	Safe
4/18/2024	HELOTES PARK PARK PARK 16 SAI	N Loop 1604 W and Bandera Rd	Unsafe

Date	Comment	Location Identified	Location Identified as (safe or unsafe)
4/18/2024	HELOTES P SCHNABEL ARK 16	Tezel Rd and Bandera Rd	Unsafe
4/18/2024	HELOTES HELOTES HELOTES HELOTES A HELOTES HELOTES A HELOTE	Near Kyle Seale Pkwy and Prue Rd	Unsafe
4/18/2024	Some parts of Prue Road are narrow or don't have sidewalks. They changed the speed limit from 40 to 35 mph and most people ignore it. PLAGS HELOTES HELOTES PLAGS PL		Unsafe
4/18/2024	SAN'ANTONIO MEDICAL CENTER	Bristlecone St	Safe
4/18/2024	SAN'ANTONIO MEDICAL CENTER	Avellano and Bandera Rd	Unsafe
4/18/2024	SAN'ANTONIO MEDICAL CENTER	Bandera Rd and Ebert Rd	Unsafe

Date	Comment	Location Identified	Location Identified as (safe or unsafe)
4/18/2024	SAN ANTONIO MEDICAL CENTER	Grissom Rd and Bandera Rd	Safe
4/18/2024	SAN ANTONIO MEDICA CENTIF	Medical Dr and Fredericksburg intersection	Unsafe
4/18/2024	NORTHWEST VISUAL TO EDRAL CK PARK ALAMO RANCH SEAWORLD Food rag ? IS CIRT Y	Old Grissom Rd and Grissom Rd	Unsafe
4/18/2024	NORTHWEST VISUAL ROCK PARK ALAMO RANCH SEAWORLD 1 15 CRH2 VI	Weisman Blvd and E Loop 1604 Acc Rd	Unsafe

Date	Comment	Location Identified	Location Identified as (safe or unsafe)
4/18/2024	NORTHWEST VIST RANCH SEAWORLD Flood rage IS CRITZ Y 410	Weisman Blvd and W Loop 1604 N Acc Rd	Unsafe
4/18/2024	NORTHWEST VISTORIAN ROCK PARK ALAMO RANCH SEAWORLD 15 CRAZ V / 1604	Class Dr and Texas 151 Access Rd	Unsafe
4/18/2024	NORTHWEST VIST RANCH RANCH SEAWORLD 15 CHT2 y / 1604	Marbach Rd and Cabel Rand Rd	Unsafe

Date	Comment	Location Identified	Location Identified as (safe or unsafe)
4/18/2024	NORTHWEST VIST ROCK PARK ROCK PARK SEAWORLD Food rage IS CRH2 VI 410	Marbach Rd and Westedge Dr area	Unsafe
4/18/2024	NORTHWEST VIST I THEDRAL ROCK PARK ALAMO RANC SEAWORLD 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Miliary Dr and W Loop 1604 N Acc Rd	Unsafe
4/18/2024	Road rage is crazy! NORTHWEST VIST VIST ROCK PARK ROCK PARK FOOD TO THE DRAL ROCK PARK LIS CHIPZ VI 1604	Miliary Dr and W Loop 1604 N Acc Rd	Unsafe

Date	Comment	Location Identified	Location Identified as (safe or unsafe)
4/18/2024	I feel safe because Vista College campus is walkable NOR HAVEST VISTAL ROCK PARK ALAMO RANCH SEAWORLD 15 CRITZ VI 1604	Northwest Vista College	Safe
4/18/2024	1604 MEDINA BASE	U.S 90 Access Road and 1604	Unsafe
4/18/2024	410 LACKLAND AFB	US 90 and I- 410	Unsafe
4/18/2024	ST. MARY'S UNIVERSITY OLLU O	Memorial Heights	Unsafe

Date	Comment	Location Identified	Location Identified as (safe or unsafe)
4/18/2024	DELLVIEW 10	Near West Ave and Wonder Pkwy	Unsafe
4/18/2024	I feel the speed limit is enforced and roads are kept up with	Dreamland Dr and Lockhill Selma Rd	Safe
4/18/2024	Lack of trail access in olo Sidewalks in bad shape HILL COUNTRY VILLLAGE WHITE NATIL HARPO TO THE MARKET THE PARTIL HARPO TO THE	McAllister Park	Unsafe
4/18/2024	HILL COUNTRY VILLIAGE SOLVE STANDARD SOLVE S	Nacogdoches Rd and Thousand Oaks	Unsafe

Date	Comment	Location Identified	Location Identified as (safe or unsafe)
4/18/2024	HILL COUNTRY VILLAGE SAN ANTU- INTERIOR OAKS OAKWELL SW JAI AND JAI AN	Wetmore Rd and I-410	Unsafe
4/18/2024	HILL COUNTRY VILLAGE SAN ANTU- INTERNATI AIRPORT OAKWELL OAKWELL OAKWELL FARMS OAKWELL	Nacogdoches Rd and I-410	Unsafe
4/18/2024	HILL COUNTRY VILLAGE SAN ANTU- INTERNATU- I	Lady Bird Johnson park	Safe
4/18/2024	HILL COUNTRY VILLAGE SAN ANTC. INTERNATI. I	Oakwell trailhead Park	Safe

Date	Comment	Location Identified	Location Identified as (safe or unsafe)
4/18/2024	HILL COUNTRY VILLIAGE VILLIAGE SAN ANT INTERNATI AIRPORT AIRPORT AIRPORT AIRPORT CARMS OAKWELL FRAMMS COUNTRY VILLIAGE SAN ANT INTERNATI AIRPORT AIRPORT CARMS OAKWELL FRAMMS COUNTRY VILLIAGE WOOD CARMS OAKWELL FRAMMS COUNTRY VILLIAGE COUNTRY VILLIAGE OAKWELL FRAMMS COUNTRY VILLIAGE COUNTRY VILLIAGE OAKWELL FRAMMS	Austin Hwy and Harry Wurzbach Rd	Unsafe
4/18/2024	HILL COUNTRY VILLAGE SAN ANTU INTERNATION AIR OR THE COUNTRY OF T	McCullough Ave and Jackson Keller Rd	Unsafe
4/18/2024	Safe in the morning but in the evening there are many homeless people making it unsafe (walking) ROLLING OAKS OAKS OAKWEL JAMANTO JAM	I-410 and I-35	Safe and Unsafe

Date	Comment	Location Identified	Location Identified as (safe or unsafe)
4/18/2024	Conned parks and commuter routes via alt transit OAKWELL FARMS O	Olmos Basin Park	Unsafe
4/18/2024	UTSA (III) COLLINS GARDENS ARK SOUTHSDE LIONS PARK	N Zarzamora St and Culebra Rd area	Unsafe
4/18/2024	WOODLAWN SAC LAKE TOWN TOWN TOWN TOWN GARDENS	Binz Engleman Rd and George Beach Ave	Unsafe
4/18/2024	WOODLAWN SAC PER SOUTHSIDE LIONS PARK	Woodlawn Ave and San Pedro Ave area	Safe

Date	Comment	Location Identified	Location Identified as (safe or unsafe)
4/18/2024	WOODLAWN SAC PE SOUTHSUE LIONS PARK	Delgado St and N Brazos St area	Unsafe
4/18/2024	WOODLAWN SAC PE SAC LINE SOUTHSUE LIONS PARK	Martin Luther King Dr and W White Rd	Unsafe
4/18/2024	WOODLAWN SAG DE LAKE TO THE LONG PARK SOUTHSUE LIONS PARK	S St Mary's St and E Josephine St	Safe
4/18/2024	WOODLAWN SAC LAKE TO TOWN TOWN TOWN TOWN TOWN TOWN TOWN T	N St Mary's St and Camden St area	Safe

Date	Comment	Location Identified	Location Identified as (safe or unsafe)
4/18/2024	WOODLAWN LAKE SOUTHS DE GARDENS GARDEN	W Martin St and N Flores St	Safe
4/18/2024	WOODLAWN LAKE TOWN TOWN TOWN TOWN TOWN TOWN TOWN TOWN	3 rd St and Broadway	Unsafe
4/18/2024	WOODLAWN LAKE DOWN COLLINS GARDENS COLLINS GARDENS COLLINS GARDENS COLLINS GARDENS COLLINS GARDENS COLLINS COL	E Commerce St and Soledad St area	Unsafe
4/18/2024	WOODLAWN SAG LAKE WOODLAWN COLLINS GARDENS WOODLAWN LAKE WOODLAW	E Houston St and N Hackberry St	Unsafe

Date	Comment	Location Identified	Location Identified as (safe or unsafe)
4/18/2024	WOODLAWN LAKE WOODLAWN LAKE ON TOWN COLLINS GARDENS AND ON TOWN COLLINS GARDENS AND ON TOWN COLLINS GARDENS COLLINS	E Cesar E. Chaves Blvd and S Hackberry St	Unsafe
4/18/2024	WOODLAWN LAKE WOODLAWN LAKE B SOUTH SUE LIONS PARK	GW Brackenridge High School	Safe
4/18/2024	WOODLAWN LAKE WOODLAWN LAKE P RK COLLINS GARDENS COL	Nogalitos St and S Flores St	Unsafe
4/18/2024	WOODLAWN SAC LAKE TO TOWN TOWN TOWN TOWN TOWN TOWN TOWN T	Furnish Ave and S Flores St	Safe

Date	Comment	Location Identified	Location Identified as (safe or unsafe)
4/18/2024	WOODLAWN LAKE WOODLAWN LAKE COLLINS GARDENS G	Steves Ave and S Olive St area	Safe
4/18/2024	WOODLAWN SAC PROPERTY OF THE P	Riverside Golf Course	Safe
4/18/2024	WOODLAWN SAC LAKE TOWN COLLINS GARDENS COLLINS GARDENS COLLINS GARDENS COLLINS GARDENS COLLINS GARDENS COLLINS	Southside Lions Park	Safe
4/18/2024	WOODLAWN SAC PROPERTY OF THE SOUTH SIDE LLONS PARK	Fort Sam Houston	Safe

Date	Comment	Location Identified	Location Identified as (safe or unsafe)
4/18/2024	Stray dogs WOODLANN SAG PE SOUTHSIDE LIONS PARK	Jefferson Heights	Unsafe
4/18/2024	WOODLAWN SAC PROMISSION OF THE	Broadway and Cunningham Area near Fort Sam Houston	Safe
4/18/2024	TIERRA LINDA MISSION SAN JOSE PALO ALTO COLLEGE PALO ALTO COLLEGE 410	SW Military Dr and S Zarzamora St	Unsafe
4/18/2024	TIERRA LINDA SAN JOSE FIGSHACI LIVES FOR STINSON ARFIELD PALD ALTO COLLEGE 410	E Southcross and Pleasanton Rd	Unsafe

Date	Comment	Location Identified	Location Identified as (safe or unsafe)
4/18/2024	TIERRA LINDA WISSION SAN JOSE PALO ALTO COLLEGE PALO ALTO COLLEGE 410	E Harding Blvd and Spur 536	Unsafe
4/18/2024	TIERRA LINDA MISSION SAN JOSE BROOKS STINSON AIRFIELD PALO ALTO COLLEGE 410	S New Braunfels Ave and Sidney Brks Dr	Safe
4/18/2024	Flashing lights on the blind curve off S Presa and Graf Rd TIERRA LINDA SAN SOSE PALO ALTO COLLEGE PALO ALTO COLLEGE 410	S Presa St and Graf Rd	Unsafe
4/18/2024	Areas that feel unsafe:		Unsafe
	-Probandt & Cevallos -Avenue A and McCullough		
	- Maybe a roundabout		
	-Grissom Rd & Old Grissom Rd		
	- Navarro St Crossing (by Thai Luck Sushi Bar)		

Date	Comment	Location Identified	Location Identified as (safe or unsafe)
	Area that fed unsak: 10 Probande & cevallos BANENUE A & McCullough La maughe a recording The Luck SW in how) 410		
4/18/2024	TEXAS A&M SAN ANTONIO MISSION DEL LAGO (281)	Hwy 281 and Del Lago Pkwy	Safe
4/20/2024	CEDAR CREEK SIX FLAGS	Raymond Russell Park and I-10 Frontage Rd	Unsafe
4/20/2024	CEDAR CREEK SIX FLAGS	N Loop 1604 W and Lockhill Selma Rd	Unsafe

Date	Comment	Location Identified	Location Identified as (safe or unsafe)
4/20/2024	CEDAR CREEK SIX FLAGS	I-10 and 1604 Loop	Unsafe
4/20/2024	CEDAR CREEK SIX FILAGS	Vance Jackson Rd and Presidio Parkway	Unsafe
4/20/2024	CEDAR CREEK SIX FILAGS	UTSA Blvd and Barshop Blvd	Safe
4/20/2024	HELOTES OP SCHNABEL PARK 16 FAR WEST	Bandera Rd and 1604 Loop	Safe

Date	Comment	Location Identified	Location Identified as (safe or unsafe)
4/20/2024	MOTHWEST MOT	Culebra Rd and 1604 Loop	Unsafe
	NORTHWEST VISTA COLLEGE CATHEDRAL ROCK PARK SEAWORLD 151 SWRI		Safe
4/20/2024	MCALLISTER MORGANS WONDERLAND SAN ANTONIO INTERNATIONAL AIRPOINT MEDICI OAKWELL FARMS ALAMO HEIGHTS 10	Fredericksburg Rd and Medical Dr	Safe
4/20/2024	MCALLISTER MORGANS MONDERLAND SAN ANTONIG INTERNATIONAL AIRPOINT MEDICA DELLIVIEW ALAMO HEIGHTS MORGANS WONDERLAND 3 WINDCREST OAKWELL FARMS	Wurzbach Rd and Fredericksburg Rd	Safe
4/20/2024	MCALLISTER MORGANS WONDERLAND SAN INTO SAN INTERNATIONAL AIRPORT MEDICATION OF THE SAN INTERNATIONAL AIRPORT DELLIVIEW ALAMO HEIGHTS ALAMO HEIGHTS	West Ave and Lockhill Selma Rd, West Ave and NW Military Hwy	Unsafe

Date	Comment	Location Identified	Location Identified as (safe or unsafe)
4/20/2024	MCALLISTER MORGAN'S MONDERLAND SAN ANTONIO INTERNATIONAL ARPORT MEDICAL CENTER DELLUIEW ALAMO HEIGHTS ALAMO HEIGHTS	Wurzbach Pkwy and San Pedro Ave, Wurzbach Pkwy and E North Loop Rd	Unsafe
4/20/2024	MCALLISTER MORGANS MONDERLAND SAN ANTONIO INTERNATIONAL ARTONIO INTERNATIONAL ARTONIO ON THE PARMS SAN ANTONIO INTERNATIONAL ARTONIO ON THE PARMS ALAMO PARMS	Lady Bird Johnson Park	Safe
4/20/2024	MCALLISTER MORGANS MONDERLAND SAN ANTONIO INTERNATIONAL ARPONT MELS SAN ANTONIO INTERNATIONAL ARPONT AREOUTA ARRON ALAMO MESICITS ALAMO MESICITS ALAMO MESICITS 10	Walzem Rd and Ray Bon Dr	Safe
4/20/2024	AND AFB PORTSA TIERRA LINDA MISSION SAN JOSE PALO ALTO COLLEGE AND AFB PORTSA TIERRA LINDA MISSION SAN JOSE BROOKS STINSON AIRFIELD AIR	Woodlawn Lake	Safe

Date	Comment	Location Identified	Location Identified as (safe or unsafe)
4/20/2024	ALAMO MEIGHTS ST. MARY'S UNIVERSITY WOODLAWN SAA UNIVERSITY WOODLAWN SAA DOWN DOWN TOWN TOWN ST. PHILIPS COLLING GARDENS AND AFB PORTSA LINDA MISSION SAN JOSE BROOKS STINSON SAN JOSE BROOKS STINSON SAN JOSE BROOKS STINSON SAN JOSE BROOKS	Broadway and Brackenridge Ave	Safe
4/20/2024	AND AFB PORTSA TIERRA LINDA MISSION SAN JOSE PALO ALTO COLLES OLLU MISSION SAN JOSE BROOKS STINSON AIRFIELD AIRFIELD	Parker Hill Road and Reed Wy	Unsafe

Date	Comment	Location Identified	Location Identified as (safe or unsafe)
4/20/2024	ST. MARY'S UNIVERSITY UN WOODLAWN SAD PEARL ALAKE BREWER TO LAKE BROWN SAN JOSE BROOKS STINSON SAN JOSE BROOKS	Houston St and Navarro St	Safe
4/20/2024	AND AFB PEARSALL PARK PEARSALL PARK PALO ALTO COLLINS GARDENS AND AFB PALO ALTO COLLINS AND AFB PALO ALTO COLLINS AND AFB PARK PARK PARK PARK AND AFB PALO ALTO COLLINS AND AFB PALO ALTO COLLINS SOUTHSIDE BROOKS STINSON AIRFIELD AIRFIELD	lowa St and S Hackberry St	Unsafe

Date	Comment	Location Identified	Location Identified as (safe or unsafe)
4/20/2024	ST MARY'S UNIVERSITY WOODLAWN SAQ PEARL PARK SOUTHSIDE LONS PARK AND AFB PORTSA IERRA LINDA MISSION SAN JOSE BROOKS STINSON SAN JOSE BROOKS STINSON SAN JOSE BROOKS STINSON SAN JOSE BROOKS	S Walters St and Essex St area	Unsafe
4/20/2024	ALAMO NEGGITS 10 TRINTYS UNIVERSITY WOODLAWN SAG PEARL BREWER 10 UTSA MI DOWN TOWN TOWN ST. PHILIPS COLLINS GARDENS AND AFB PEARSALL PARK BROOKS STINSON AIRFIELD SAN JOSE BROOKS STINSON AIRFIELD A10 BROOKS	Sam Houston Rd and SW 36 th St	Safe

Date	Comment	Location Identified	Location Identified as (safe or unsafe)
4/20/2024	ALAMO MEIGHTS TRINITY UNIVERSITY	S Flores St and Ware Blvd	Unsafe
4/20/2024	SAN ANTONIO MEDICAL CENTES DELLVIEW IST. MARY'S UNIVERSITY WOODLAWN LAKE	Fredericksburg Rd and Gus Eckert Rd	Safe

Date	Comment	Location Identified	Location Identified as (safe or unsafe)
4/20/2024	SAN ANTONIO MEDICAL CENTER ST. MARY'S UNIVERSITY WOODLANN LAKE	West Ave and NW Military Hwy	Safe
4/20/2024	SAN ANTONIO MEDICAL CENTEE ST. MARY'S UNIVERSITY WOODLAWN LAKE	Basse Rd and West Ave	Unsafe

Date	Comment	Location Identified	Location Identified as (safe or unsafe)
4/20/2024	SAN'ANTONIO MEDICAL CENTER IN LEY ST. MARY'S UNIVERSITY WOODLAWN LAKE	Fresno St and I-10 Frontage Rd	Safe
4/20/2024			Unsafe

Date	Comment	Location Identified	Location Identified as (safe or unsafe)
4/20/2024	DELLUIEW AMO REGISTS ODPEANN SAC PEARL BREWERY 35 ATRI CENTER OLLINS ARDEN MIGHEAND HIGHEAND	New Braunfels Ave and Austin Hwy	Safe
4/20/2024	DELLIVIEW ALAMO HEIGHTS DODEANN SAC RES PEARL BREWERY OLLINS ARDER OLLINS ARDER HIGHLAND	Nursery Rd and Petroleum Dr	Safe

Date	Comment	Location Identified	Location Identified as (safe or unsafe)
4/20/2024	DELLEVIEW ALAMO HEIGHTS TRINITY UNIVERSITY	Park Across Williams Wy and Biesenbach Dr in Fort Sam	Safe
4/20/2024	DELLVIEW ALAMO HEIGHTS ARDEN ATRATT CENTER UTSA TRINITY UNIVERSITY	Radio Rd and Nursery Rd	Safe

Date	Comment	Location Identified	Location Identified as (safe or unsafe)
4/20/2024	DELLIVIEW ALAMO HEIGHTS DOBLAWN RE DOBLA	Broadway and Casa Blanca St	Safe
4/20/2024	DELLVIEW ALAMO HEIGHTS ATAT CENTER UTSA OLLINS ARDEN ALAMO HEIGHTS ATAT CENTER HIGHEAND HIGHEAND	N Frio St and W Martin St	Unsafe

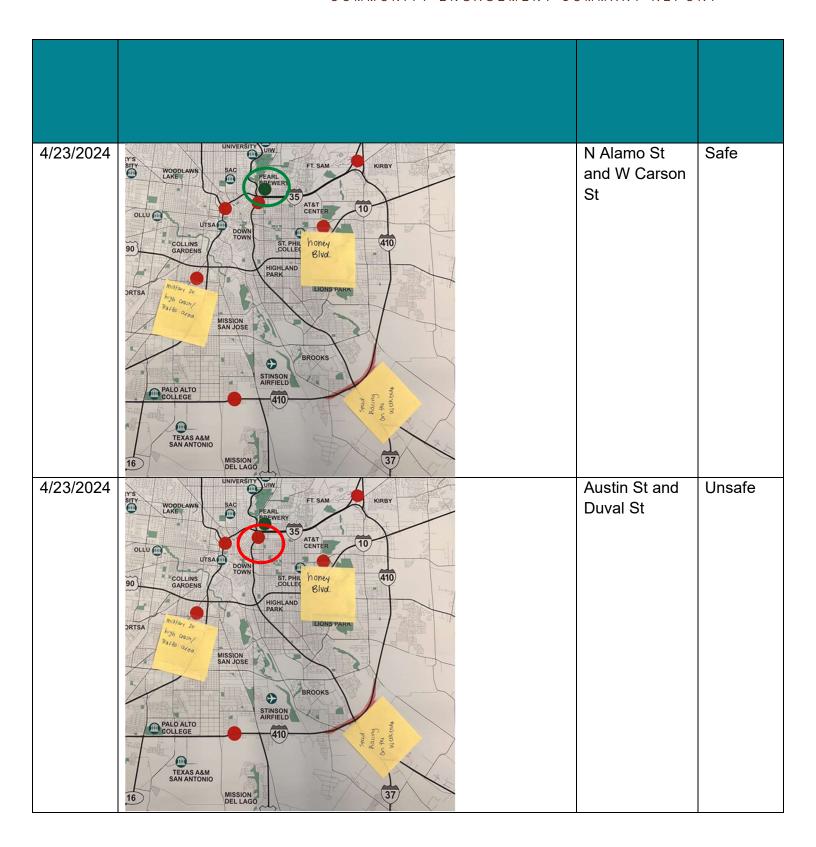
Date	Comment	Location Identified	Location Identified as (safe or unsafe)
4/20/2024	DELLIVIEW ALAMO HEIGHTS DOBLANN SAC PEARL BREWERY OLLINS ARDEN OLLINS ARDEN DAWELL FARMS DAM ALAMO HEIGHTS TRINITY UNIVERSITY UNIVE	N Main Ave and E Commerce St	Safe
4/20/2024	Well maintained crosswalk signals, lower speed limits and drivers follow speed limits The company of the com	W Nueva St and S Flores St area	Safe

Date	Comment	Location Identified	Location Identified as (safe or unsafe)
4/20/2024	Mission San Jose Trails biking pass traffic COLLING GARDET COLLING GARDET COLLEGE COLLEGE BROOK TICLE BROOK BROOK	Mission San Jose trails	Unsafe
4/20/2024	Need speed bumps Side walks DOWN TOWN ST. PHILIP'S COLLEGE COLLEGE STINDS AND STINSON ARRIELD STINSON ARRIE	Steves Ave and Roosevelt Ave	Unsafe

Date	Comment	Location Identified	Location Identified as (safe or unsafe)
4/20/2024	McMullen St off Roosevelt	McCullen St and Roosevelt Ave	Unsafe
4/23/2024	HELOTES OP SCHNABEL PARK 16 FAR WEST	Brae Ridge Dr and Bandera Rd	Unsafe
4/23/2024	Accidents construction	N Loop 1604 and Redland Rd near Community Bible Church	Unsafe

Date	Comment	Location Identified	Location Identified as (safe or unsafe)
	STONE OAK 281 Occidents Construction ROLLING WILLIAGE MORGAN'S WONDERLAND		
4/23/2024	STONE OAK 281 Occidents Construction MCALLISTER PARK MORGAN'S WONDERLAND	W Bitters and San Pedro Ave/281	Safe
4/23/2024	CEER SIX THE RIM FLAGS THE RIM FLAGS WILLIAGE MCALLISTER MORGAN'S WONDERLAND 3 OPSCHNABEL RARR CASTLE HILLS ARPORT ARPORT ARPORT ARPORT ARPORT	1604 Loop	Unsafe

Date	Comment	Location Identified	Location Identified as (safe or unsafe)
4/23/2024	Leon VALLEY Leon VALLEY Lots of police and Cameras (Hraffic Light) ST. MARY'S UNIVERSITY WOODLAW! LAKE	Bandera and I- 410 near Leon Valley	Safe
4/23/2024	OLLU WOODLANN SAC PEARL FT. SAM KUESY LAKE TO ALTO COLLINS GARDENS OCILIU TOWN ST. PHIL COLLINS GIVOL HIGHLAND PARK OF PALO ALTO COLLEGE TEXAS ASM SAN ANTONIO MISSION DEL LAGO MISSION DEL	Binz Engleman Rd and I-35 Frontage Rd	Unsafe



Date	Comment	Location Identified	Location Identified as (safe or unsafe)
4/23/2024	OLLU MINDERSTITY DOWN STYS OLLU MINDERSTITY DOWN ARE OLLU MINDERSTITY DOWN ARE BACKERY 35 ATAT CENTER 10 UTSA INTUSAN GARDENS COLLINS GARDENS COLLINS GARDENS COLLINS GARDENS COLLINS GARDENS COLLINS BROOKS STINSON MISSION SAN JOSE BROOKS STINSON ARFIELD TEXAS ARM SAN ANTONIO MISSION DEL LAGO MISSION	I-35 and I-10	Unsafe
4/23/2024	OLLU IIII WOODLAWS SAC PEAR FT. SAM KIRBY OLLU IIII WOODLAWS SAC PEAR TO TOWN ST. PIE CENTER 10 OLLU IIII DOWN ST. PIE CENTER 10 ORTSA ROLL FT. SAM KIRBY BACKERY OLLU IIII DOWN ST. PIE CENTER 10 ORTSA ROLL FT. SAM KIRBY BROOKS STINSON SAN JOSE BROOKS STINSON SAN JOSE TEXAS A&M SAN ANTONIO MISSION DELLAGO	E Commerce St and Honey Blvd	Unsafe

Date	Comment	Location Identified	Location Identified as (safe or unsafe)
4/23/2024	OLLU MOODLAWS SAC PEARL FT. SAM KIRBY OLLU MOODLAWS SAC PEARL FT. SAM KIRBY OLLU MOODLAWS SAC PEARL FT. SAM KIRBY OCCULIANS OCCUPANT TOWN ST. PRICE OCCUPANT ST. P	Nogalitos St and W Theo Ave	Unsafe
4/23/2024	Speed racing on the weekends UNIVERSITY DOWN SIR PHIL DOWN SIR PHIL DORGY GOLLE GOLLEGE TEXAS AAM SAN ANTONIO MISSION DEL LAGO MISSION DEL LAGO MISSION DEL LAGO AND STRISON DEL LAGO AND STRISON MISSION DEL LAGO AND STRISON DEL LAGO	I-410 and I-37	Unsafe

Date	Comment	Location Identified	Location Identified as (safe or unsafe)
4/23/2024	Military Dr high crash/traffic area UNIVERSITY JUNI PERSON SOLUBIO PALO ALTO COLLEGE PALO ALTO COLLEGE PALO ALTO DEL LAGO DEL	Military Dr.	Unsafe
4/23/2024	OLLU MUNYERSTY UMY SAC PEARL BACKVERY 35 ATST CENTER 10 COLLINS GARDENS OLLU MUSA MUSSION FOR CARD PARK OLLE MUSA MUSSION FOR CARD PARK	I-410 and Walhalla Ave	Unsafe

Date	Comment	Location Identified	Location Identified as (safe or unsafe)
4/23/2024	410) LACKLAND AFB	US 90 and Westrock Dr	Unsafe
4/27/2024	ROLLING OAKS	Live Oak Park	Safe
4/27/2024	78216 - No crosswalks, speeding, street lights MCALL PARK 79216 No crosswalks SAN ANTONIO INTERNATIONAL AIRPORT Street lights	West Ave and Blanco Rd	Unsafe

Date	Comment	Location Identified	Location Identified as (safe or unsafe)
4/27/2024	78254- Not respecting residential speeds, kids unsafe, no marked speeds HELOTES OP SCHNABEL PARK 16 No. Total Control of the Control of t	78254 – FM 1560 and Shaenfield Rd/FM 1560 and Braun Rd area	Unsafe
4/27/2024	Very safe area to walk OP SCHNABEL PARK OP SCHNABEL PARK OP SCHNABEL PARK SAN ANTONIO MEDICAL VERY JORE VERY JORE VERY JORE SOCK PARK FORE 1 DORE STORY JORE VERY JORE VERY JORE JORE STORY JORE VERY JORE JORE STORY JORE JORE JORE JORE JORE JORE JORE JORE	Villas of Babcock, Kensington Row, Village at Rustic Oaks, San Antonio Medical Center, Leon Valley, Apple Creek, Dreamhill Estates	Safe
4/27/2024	Need light Bandera/Eckhert street before at Sherwin Williams. No one can cross over.	Bandera Rd and Eckhert Rd	Unsafe

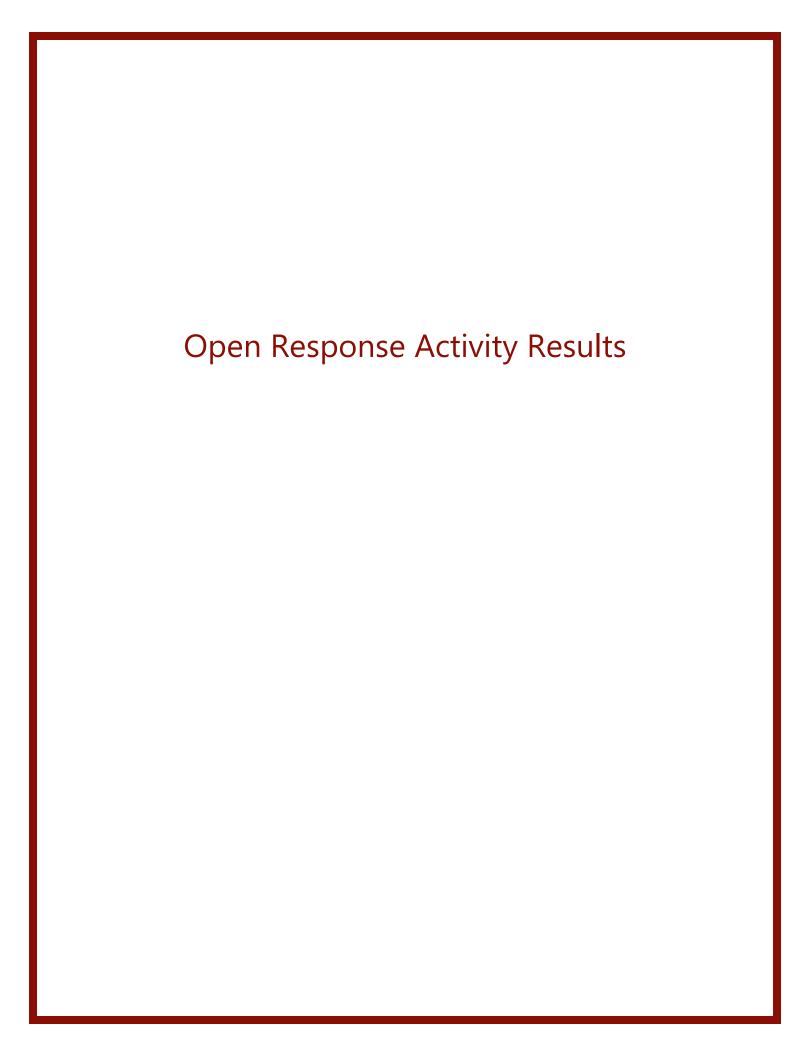
Date	Comment	Location Identified	Location Identified as (safe or unsafe)
	OP SCHNABEL PARK 16 SAN ANTONIO MEDICAL CENTER VATY JORG LEO area to walk DELLY DATHEDRAL ROCK PARK JOHN STREET JOHN		
4/27/2024	PARK OP SCHNABEL PARK 16 SAN ANTONIO CENTER LEO Area to walk DELLY SALLE AREA SWIN DELLY LAKE WOODLAWI LAKE SWIN SWI	Forest Oaks near Evers Rd and Forest Leaf	Safe
4/27/2024	Bike path, safe bike lane patrols on bikes Site Path Site	Westwood Loop and Culebra Rd area	Safe

Date	Comment	Location Identified	Location Identified as (safe or unsafe)
4/27/2024	Homeless camps potranco and military Bite Party Jake Patron on Bite Patron on Bites Patron on	Potranco and Military Dr	Unsafe
4/27/2024	78251 Bik Path Jak Jak Jak Jak Jak Jak Jak Ja	78251	Safe
4/27/2024	Bir Rath Jac Internal Patrols on birs ALAMO PANIS THWEST A COLLEGE PATROL PARK ALAMO	Military Dr W and 1604	Unsafe

Date	Comment	Location Identified	Location Identified as (safe or unsafe)
4/27/2024	BRE Reth See A TREST ACOLLEGE Patrols on Brits ALAMO PANICH THWEST ACOLLEGE Patrols on Brits ROCK PARK ALAMO PANICH THEST ACOLLEGE Patrols on Brits ROCK PARK ALAMO THEST ACOLLEGE Patrols on Brits ACOLLEGE	Potranco Rd and 1604	Unsafe
4/27/2024	Very safe DELLVIEW AAMOO AAMOO AAMOO AAMOO SWEEKY SWEEK	Edison, Alta Vista, Monte Vista, Trinity University area	Safe
4/27/2024		SE Military Dr and S New Braunfels area	Unsafe

Date	Comment	Location Identified	Location Identified as (safe or unsafe)
4/27/2024	Drivers, unsafe in downtown area CENTER DOWN DIVERS, unsafe in downtown area CENTER DOWN DIVERS, unsafe in downtown area CENTER LION PARK In o SPeed LION PARK Illimit Signs, Inst of Speed SAN JOSE STINSON STINSON AIRFIELD STINSON AIRFIELD Great (ghts T8222	Downtown San Antonio	Unsafe
4/27/2024	No speed limit signs, lots of speeding meadows fossil rigyby/410 UTSAM DOWN STR. PHILIPS COLLEGE IN HAND SOUTHSIDE LIONS PARK MEADOUS COLLEGE SPEEDING MEADOUS FEBSIL EIGHNION TREASIL EIGHNION	E Houston St and Peggy Dr area	Unsafe
4/27/2024	Street lights 78222 CENTER DOWN Drugs, made ST PHILIPS COLLEGE In dountoun HIAND SOUTHSIDE LIONS PARK Int of et Speed Int of et Int of et Speed Int of et Speed Int of et Speed Int of et Int of et Speed Int of et Int of et	78222	Unsafe

Date	Comment	Location Identified	Location Identified as (safe or unsafe)
4/27/2024	Driving on one end of Watson Rd is unsafe, it all torn up and have destroyed two of my tires Driving on one end of Watson Rd is unsafe, it all torn up and have destroyed two of my tires Driving on one end of Watson Rd is unsafe, it all torn up and have destroyed two of my tires	End of Watson Rd	Unsafe
4/27/2024	FT. SAM KIRB AT&T CENTER 10	Ackerman Rd and Binz Engleman Rd	Unsafe



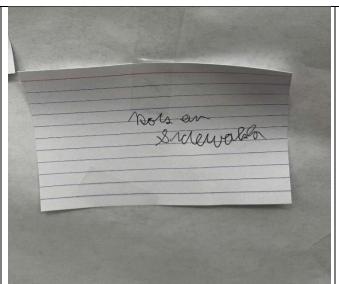
OPEN RESPONSE ACTIVITY RESPONSES

Date	Note Card Filled	Comment
4/16/2024	ontee	What is one thing the City of San Antonio could do to reduce crashes?
	More police Presente streets Wider pot holes Vest pot holes	More police presence wider streets less potholes
4/16/2024	P ducating drivers	What is one thing the City of San Antonio could do to reduce crashes?
	, educating drivers enforce driving courses	Educating drivers Enforce driving courses
4/16/2024	WENEED.	What is one thing the City of San Antonio could do to reduce crashes?
	CARE. WINT CONTROL. SATELIT-	We need cars wiht control satelit

What is one thing the City of 4/16/2024 San Antonio could do to reduce crashes? Stricter license standard How do you think reduced 4/16/2024 speed limits would affect safety in San Antonio? Don't think work effective maybe inner CAY but Not cural outers. Don't think it will work effectively maybe inner city but not rural areas 4/16/2024 How do you think reduced speed limits would affect safety in San Antonio? it would help It would help safety, people wouldn't be going so wouldn't be going so fast Fast

4/16/2024 How do you think reduced speed limits would affect safety in San Antonio? Satelite cars 4/16/2024 How do you think reduced speed limits would affect safety in San Antonio? Set for 8 [Illegible] 2 et bor 8 5/ xle 4/16/2024 What kind of traffic calming tools would you like to see in San Antonio? Where? Speed bumps in high traffic areas

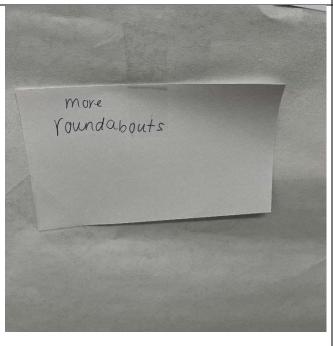
4/16/2024



What kind of traffic calming tools would you like to see in San Antonio? Where?

Bots on sidewalks

4/16/2024



What kind of traffic-calming tools would you like to see in San Antonio? Where?

More roundabouts

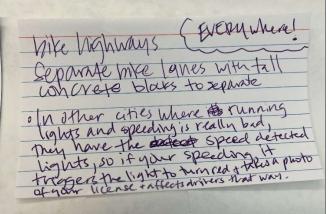
4/16/2024 What kind of traffic calming tools would you like to see in San Antonio? Where? we NEED. We need robots control S.T.S ROBOTS CONTROL 4/18/24 What kinds of Traffic calming tools would you like to see in San Antonio? Where? Traffic coloning tool, Iapar open Traffic calming tool, open to to any tool. any tool.

4/18/24	- more one way streets in downtown - Raised pedestrians crosswalks can help in slowing vehicle traffic and making pedestrians more visible. - making streets narrower will help make drivers more careful when driving. - curved streets when possible slow traffic. - Ban tracks from downtown. (Pickups)	What kinds of Traffic calming tools would you like to see in San Antonio? Where? More one way streets downtown, raised pedestrian crosswalks can help in slowing vehicle traffic and making pedestrians more visible, making streets narrower will help make drivers more careful when driving, curved streets when possible to slow traffic, ban trucks from downtown (pickups)
4/18/24	Increase street trees to reduce set backs to provide enclosure to reduce speed. Add chicanes as median islands to cuts extensions on strongs that close need y lave alevered (Middlaugh) Add cana about at low batte interesting.	What kinds of Traffic calming tools would you like to see in San Antonio? Where? Increase street trees and reduce setbacks to provide enclosure and reduce speed. Add chicanes with median islands and curb extensions on roads that don't need 4 lane demand (McCollugh). Add roundabouts at low traffic intersections.

4/18/24	Enforcement of those who speed is a moth better course of action than expensive speed bumps that damage the suspension of cars and waste gas, increase smog by the form favily to constantly dow down a speed up	What kinds of Traffic calming tools would you like to see in San Antonio? Where? Enforcement of those who speed is a much better course of action than expensive speedbumps that damage the suspension of cars and waste gas, increase smog by cars having to constantly slow down and speed up.
4/18/24	In high traffic Areas where racolrage occurs the most we should nove some Kind of mantoring system. Example: Falson is you pass ared light, weran have more things like that so people can be neld accountable.	What kinds of Traffic calming tools would you like to see in San Antonio? Where? In high traffic areas where road rage occurs the most. We should have some kind of monitoring system. Example: Balcones Heights has cameras that flash if you pass a red light. We can have more things like that so people can be held accountable.

4/18/24	Reducing lane quentities on local streets in favor of bike of peelestrian toathing to increase people throughput It makes it safes to the function of the peeping to the bushess of individual happiness. - San Pedro, McCollough, Bradway.	What kinds of Traffic calming tools would you like to see in San Antonio? Where? Reducing lane quantities on local streets in favor of bike and pedestrian traffic to increase people throughput It makes it safer and benefits local businesses and individual happinessSan Pedro, McCollough, Broadway
4/18/24	More than just speed humps! Chicanes, roudabout, and more - make it easier to build through easier to baild intrastructure quick - baild intrastructure programs.	What kinds of Traffic calming tools would you like to see in San Antonio? Where? More than just speed bumps! Chicanes, roundabouts, and more – make it easier to build through quick-build infrastructure programs.

4/18/24

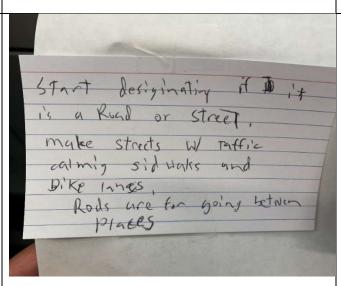


What kinds of Traffic calming tools would you like to see in San Antonio? Where?

Bike highways, separate bike lanes with tall concrete blocks to separate. Everywhere!

In other cities where running lights and speeding is really bad, they have the speed detected lights, so if you're speeding, it triggers the light to turn red and takes a photo of your license and affects drivers that way.

4/18/24



What kinds of Traffic calming tools would you like to see in San Antonio? Where?

Start designating if it is a road or street. Make streets with traffic, calming sidewalks and bike lanes. Roads are for going between places.

4/18/24	- Lake Dicts - More Bike Lones and or - Wider Side walks - Some Times D Lones of Travel and a chicken Lone Tasteal of 4 lones N/S	What kinds of Traffic calming tools would you like to see in San Antonio? Where? Lane diets, more bike lanes and/or -wider sidewalks, sometimes 2 lanes of travel and a chicken lane instead of 4 lanes n/s
4/18/24	A Reduced speed Limit would affect the driver & passager for the good	How do you think reduced speed limits would affect safety in San Antonio? A reduced speed limit would affect the driver and passenger for the good
4/18/24	Reduced speed limits have the multiplier effect of forcing drivers to look out for more ha zords and other people. Lower limits are the best way to control flow of traffic.	How do you think reduced speed limits would affect safety in San Antonio? Reduced speed limits have the multiplier effect of forcing drivers to look out for more hazards and other people. Lower limits are the best way to control flow of traffic.

4/18/24	I think lower speed thairs are a first step towards safety on streets t when combined will other calming muscures will result in lower speeds.	How do you think reduced speed limits would affect safety in San Antonio? I think lower speed limits are a first step towards safety on streets and when combined w/ other calming measures will result in lower speeds.
4/18/24	The roads are Jesigned for traffic flow and should not have speeds artificially reduced	How do you think reduced speed limits would affect safety in San Antonio? The roads are designed for traffic flow and shouldn't have the speeds artificially reduced
4/18/24	Reducing speech will show drivers down but white keep them from being distracted by there pronos.	How do you think reduced speed limits would affect safety in San Antonio? Reducing speed will slow drivers down but won't keep them from being distracted by there phones.

4/18/24	It would trelp, but we need to couple it with roadway design that truly encourages safet, slower driving speeds.	How do you think reduced speed limits would affect safety in San Antonio? It would help, but we need to couple it with roadway design that truly encourages safer slower driving speeds.
4/18/24	Reduced Speed Units would appeal septeth in a positive way if it's enficed. Roads should be designed with multiple ways of transportation, not car prioritized.	How do you think reduced speed limits would affect safety in San Antonio? Reduced speed limits would affect safety in a positive way if it's enforced. Roads should be designed with multiple ways of transportation, not car prioritized.
4/18/24	Reducing speed Himits the redesigning Read will make Litt to be difference	How do you think reduced speed limits would affect safety in San Antonio? Reducing speed limits w/o redesigning road will make little to no difference.

4/18/24	Limits then Drivers will still seed they should prive	How do you think reduced speed limits would affect safety in San Antonio? If you reduce speed limits then drivers will still speed but it will be closer to the speed they should drive.
4/18/24	I think traffic potals are strong way to prevent crash	What is one thing the City of San Antonio could do to reduce crashes? I think traffic patrols are strong way to prevent crash.
4/18/24	on city streets there is need for more street lights. Outside of downtown, streets need fo be narrower. Also, more stoplights and stop signs are needed.	What is one thing the City of San Antonio could do to reduce crashes? On city streets there is need for more street lights. Outside of downtown, streets need to be narrower. Also, more stoplights and stop signs are needed.

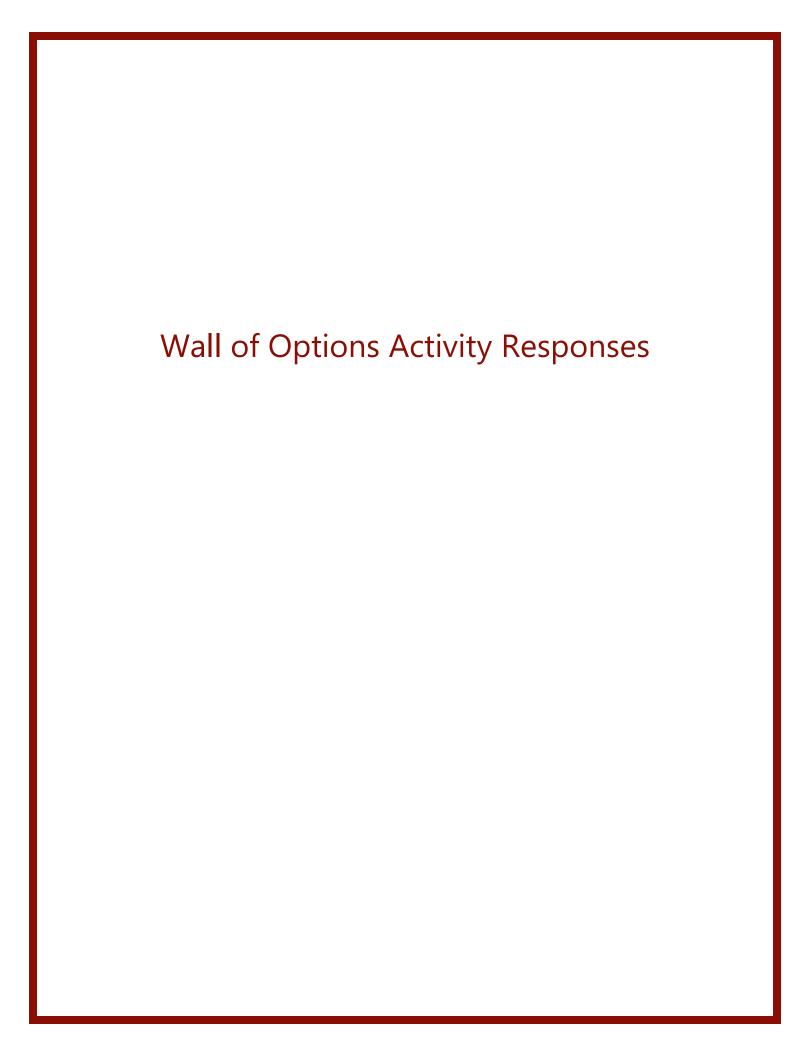
4/18/24	Make use of vided to penalize diliers Who cause crashes to gest them off the road	What is one thing the City of San Antonio could do to reduce crashes? Make use of video to penalize drivers who cause crashes to get them off the road
4/18/24	What's one thing the city could do to reduce crosses? One thing they could do is seem offer to send citizens reports of their daily, weekly, or monthly driving. They could have conscious collect driving technology and report it to the driver emptine they drive to make them more conscious of their driving habits. I know that isn't the most practical suggestion though: *Repeat offerders can get warrange in mail or email?	What is one thing the City of San Antonio could do to reduce crashes? One thing they could do is offer to send citizens reports of their daily, weekly, or monthly driving. They could have cars collect driving data using technology and report it to the driver every time they drive to make them more conscious of their driving habits. I know that isn't the most practical suggestion though: (-repeat offenders can get warnings in mail or email.
4/18/24	Enforce signs mad protect pedistring and suspend licenses to repeat afferds Duis are unats & killing reapie! Makes the citymoney and hay Let them govock autonolorives	What is one thing the City of San Antonio could do to reduce crashes? Enforce signs that protect pedestrians and suspend licenses to repeat offenders, DWIs are what's killing people!

		Makes the city money and they let them go back out and drive.
4/18/24	PRIORITIZE	What is one thing the City of San Antonio could do to reduce crashes?
	roadway design for pedestrians & cyclists	Prioritize roadway design for pedestrians and cyclists
4/18/24	To reduce Crashes, the lity of san Antonio and he see for letter at road maintenance. till in pot holes and sweep streets. Buy a bike lane sweeper and use it.	What is one thing the City of San Antonio could do to reduce crashes? The city of San Antonio could be better at road maintenance fill in pot holes and sweep streets. Buy a bike lane sweeper and use it.
4/18/24	MORE INFILL DEVELOPMENT. THE LESS YOU NEED TO DRIVE FOR URBAN SERVICES, THE LESS VENCLE MILES -> FEWER NET CRASHES	What is one thing the City of San Antonio could do to reduce crashes? More infill development. The less you need to drive for urban services, the less vehicle miles – fewer net crashes

4/18/24 What is one thing the City of San Antonio could do to reduce crashes? Raisel sid vuls

(ours dire over sidnale
hump) see nether hands

where pedestions need Raised sidewalks (cars drive over sidewalk hump) see netherlands where pedestrians need to cross. 4/18/24 What is one thing the City of San Antonio could do to Make a good PSIX reduce crashes? My Paton the Evening Make a good PSA and put and morning News asking on the evening and morning Drivers to slow down I don't drive news asking drivers to slow And when out for cyclist and down/ don't drink and drive/ put there cell phone down and watch out of cyclists.



WALL OF OPTIONS ACTIVITY RESPONSES

Date	Photo	Comment
4/16/2024		What do you want or hope
		to see in your
		neighborhood?
		More access to HEB's
	more to	
	HEB3	
4/16/2024	HEO	What do you want or hope
		to see in your
	and the state of t	neighborhood?
	We Take	More transportation
		options
	a little and a lit	
	renimiter 5	
	N. J. W.	
4/40/0004	HEO.	\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\
4/16/2024		What do you want or hope to see in your
		neighborhood?
	The State of the S	
	The state of the s	Modern infrastructure
	Moden	
	Meden	
	remined 5	
	rayundery's	
L		

Date	Photo	Comment
4/16/2024	Transmer London Land Land Land Land Land Land Land Lan	What do you want or hope to see in your neighborhood? Revitalized buildings
4/16/2024		What do you want or hope to see in your neighborhood?
4/16/2024	ELLE PARUNG!	What do you want or hope to see in your neighborhood? Bike parking
4/16/2024		What do you want or hope to see in your neighborhood?

Date	Photo	Comment
4/16/2024	930 830	What do you want or hope to see in your neighborhood?
4/16/2024		What do you want or hope to see in your neighborhood?
4/16/2024		What do you want or hope to see in your neighborhood?
4/16/2024		What do you want or hope to see in your neighborhood?
4/16/2024	Tran, With Frequent Stops	What do you want or hope to see in your neighborhood? Train, with frequent stops

Date	Photo	Comment
4/16/2024		What do you want or hope to see in your neighborhood?
4/16/2024		What do you want or hope to see in your neighborhood?
4/16/2024		What do you want or hope to see in your neighborhood?
4/16/2024		What do you want or hope to see in your neighborhood?
4/16/2024		What do you want or hope to see in your neighborhood?

Date	Photo	Comment
4/16/2024		What do you want or hope to see in your neighborhood?
4/16/2024		What do you want or hope to see in your neighborhood?
4/16/2024	bullett Listervolla FIXTHE SO SEQUENC AT Soir/Bolia Weveres	What would make you feel safe on San Antonio Streets? Better sidewalks. Fix the sequence at [Illegible].
4/16/2024	more street cameras	What would make you feel safe on San Antonio Streets? More street cameras
4/16/2024	Enforcement Enforcement or soxety laws or soxety laws or sox public or as transit	What would make you feel safe on San Antonio Streets? Enforcement of safety laws specifically in areas of public transit

Date	Photo	Comment
4/16/2024	Integrating leggy (canaras)	What would make you feel safe on San Antonio Streets? Integrating more technology (cameras)
4/16/2024	Can	What would make you feel
	Improved Streets and repoint Street Markings	safe on San Antonio Streets? Improved streets and repaint street markings
4/16/2024	THE TOTAL STATE OF THE STATE OF	What would make you feel safe on San Antonio Streets? Street lights
4/16/2024	STREET MO June Property Comments of the Commen	What would make you feel safe on San Antonio Streets? More lighting makes people feel safe

Date	Photo	Comment
4/16/2024	Theres more marked in mightany assumed to the same of	What would make you feel safe on San Antonio Streets? Wider streets in neighborhoods especially near schools so we can safely cross the streets
4/18/2024	Close of Arrect House to Bro-dway	What do you want or hope to see in your neighborhood? Bikes as active transport. Close Houston Street. From Cameron to Broadway.
4/18/2024	Lack of B & Ke Por Kin S at Many HE B's	What do you want or hope to see in your neighborhood? Lack of bike parking at HEB's

Date	Photo	Comment
4/18/2024	Gentle dentity like this encourage Walking and community, and it's beautiful!	What do you want or hope to see in your neighborhood? Gentle density like this encourages walking and community and it's beautiful!
4/18/2024	ROUND MOUTS COULD BE VERY VERY, ESP FOR ADD MICHE INTERSECTIONS (EG ALAMO & 47 MAR'S) LOTS OF POOR VISIBLIA AT CERTAIN INTERSECTIONS	What do you want or hope to see in your neighborhood? Roundabouts could be very useful, esp for odd angle intersections (e.g. Alamo & St. Marys's) lots of poor visibility at certain intersections
4/18/2024	DENSITI IS A GOOD THING, AND LEADS TO MORE OPTORTUNITIES	What do you want or hope to see in your neighborhood? Density is a good thing and leads to more opportunities

Date	Photo	Comment
4/18/2024	mixed users Advelopment of the street of th	What do you want or hope to see in your neighborhood? Mixed use development that encourages walking and biking
4/18/2024	Wider sideuals for pediotrians	What do you want or hope to see in your neighborhood? Wider sidewalks for pedestrians
4/18/2024	Businesses ned Parking so I hate that there expensive control structures stole Parking along the streets	What do you want or hope to see in your neighborhood? Businesses need parking so I hate that these expensive concrete structure style parking along the streets
4/18/2024	hate that those expersive consisters structures stole parking along the streets the streets the streets and within walking distance of my neglibrology	What do you want or hope to see in your neighborhood? I would go every day if this as within walking distance of my neighborhood

Date	Photo	Comment
4/18/2024	Proper bike Porking options	What do you want or hope to see in your neighborhood? Proper bike parking options
4/18/2024	Tor all total and a second and	What do you want or hope to see in your neighborhood? More distinctive crosswalks like in the photo would be better in my opinion. For people to better understand where to cross.
4/18/2024	on demand Car rental	What do you want or hope to see in your neighborhood? On demand car rental

Date	Photo	Comment
4/18/2024	Spaces for the by people, Productive to Most by core up not parking. (Remove Parking Minimums)	What do you want or hope to see in your neighborhood? Speeds for use by people, productive and monetary use not by cars not parking. (Remove parking minimums)
4/18/2024	We need to expand the use of viets & writer ways to connect meigh bot heads	What do you want or hope to see in your neighborhood? We need to expand the use of rivers and waterways to connect neighborhoods
4/18/2024	Art WW. M. Cor- Ported (Atto the design. "protected") lands but rectandly we need hope const Ander to security Protect cucins	What do you want or hope to see in your neighborhood? Art work in carbonated into the design, "protected" lanes but realistically we need huge cement dividers to actually protect cyclists

Date	Photo	Comment
4/18/2024	Think about was and and and a safe tood	What do you want or hope to see in your neighborhood? Think about our children when we drive a safe road for all
4/18/2024	Child Specify	What do you want or hope to see in your neighborhood? Rain gardens along our streets
4/18/2024	Bike lane stancast, Perrin acim	What do you want or hope to see in your neighborhood? Bike lane Starcrest, Perrin Beitel area
4/18/2024	A A ROBERT AND LONG TO SERVICE STATE STATE AND LONG TO SERVICE STATE STATE AND LONG TO SERVICE STATE S	What do you want or hope to see in your neighborhood? I want to see bike buses – kids riding to school with adult supervision

Date	Photo	Comment
4/18/2024	Bike Rack	What do you want or hope to see in your neighborhood? Bike rack
4/18/2024	On need make given alreas inside city limits and city and	What do you want or hope to see in your neighborhood? We need more green areas inside city limits and urban areas
4/18/2024	Protected bijke lanes/ Pake langurays	What do you want or hope to see in your neighborhood? Protected bike lanes/bike highways
4/18/2024	Bus Pontes in Westoven tills) culebra Protected like line (What do you want or hope to see in your neighborhood? Bus routes in Westover Hills/Culebra

Date	Photo	Comment
4/18/2024	TICAS QUENCIA to Reach and to Car Siva Cars	What do you want or hope to see in your neighborhood? Tickets given out to people who block bike lanes
4/18/2024	The payment	What do you want or hope to see in your neighborhood? More pedestrian areas!
4/18/2024	more bire lanes out or motor vechical ways	What do you want or hope to see in your neighborhood? More bike lanes out of motor vehicle ways
4/18/2024	Moretrees along Mordinary Used to separate Pike lance from car lance	What do you want or hope to see in your neighborhood? More trees along roadways used to separate bike lanes from car lanes
4/18/2024	Segral Space for pedantin to the parameter and barriers. Treat, and barriers.	What do you want or hope to see in your neighborhood? Separate space for pedestrians and bikes protected by parked cars, trees, and barriers

Date	Photo	Comment
4/18/2024	I tould low to see soon moved. In chie streets. If this is Tuber. If no mount the lower are streets of a military that of an inferior that of an inferior that of an inferior that mitted of the opinital mitted of the opinital	What do you want or hope to see in your neighborhood? I would look to see open markets with close streets. If this is Tubigen alm around the corner are streets with car traffic that reacts to people instead of the opposite!
4/18/2024	Peladetien & billion probability treat, and Carriers. The policy of the contract of the contr	What do you want or hope to see in your neighborhood? I would like to see more roundabouts (cop protected like this) replace traffic intersections. Also varied materials identifying the different speeds.
4/18/2024	make more probabilism areas	What do you want or hope to see in your neighborhood? Make more pedestrian areas

Date	Photo	Comment
4/18/2024	to way 1 in the land 1 in the pass to th	What do you want or hope to see in your neighborhood? Two way bike lanes allow for emergency vehicles bypass traffic
4/18/2024	Reduce porking Reduce porking rakh walking	What do you want or hope to see in your neighborhood? Reduce parking requirement, making walking option
4/18/2024	Part of the state	What do you want or hope to see in your neighborhood? Paint entire school zone to remind drivers in school zone, move them off main roads
4/18/2024	Well lite and patrolled Purks Trails Multipurpus	What do you want or hope to see in your neighborhood? Well lit and patrolled parks, trails, multipurpose

Date	Photo	Comment
4/18/2024	Low/one who t minimal make this spake feel this spake within	What would make you feel safe on San Antonio Streets? Low/er curbs & minimal set backs make this space feel slow & pedestrian
4/18/2024	this spale than slow + pedeothan foreally, would make me feel Sate!	friendly. Would make me feel safe! What would make you feel safe on San Antonio
	A bike lane maybe a black on 2 before the working the land ereck off a been all	Streets? A bike lane maybe a black or 2 before the walking trail. Ex: Salado Crek off Loop 410
4/18/2024	More density makes the urban cox safer and nicet to be in-	What would make you feel safe on San Antonio Streets? More density makes the urban core safer and nicer to be in
4/18/2024	Apple (200) Apple 2000 Metal John Land Hard Apple 2000 Metal John Land Tolder Apple 2000 Metal A	What would make you feel safe on San Antonio Streets? Bike lane – Agreed! Bike lanes but would select a bike lane w/ lower lane #s, street trees & other separation/calming measures

Date	Photo	Comment
4/18/2024	Bight Rep (Part)	What would make you feel safe on San Antonio Streets? Bright kept up pedestrian crosswalks
4/18/2024	the micely of	What would make you feel safe on San Antonio Streets?
4/18/2024	Round bests effective than higher	What would make you feel safe on San Antonio Streets? Roundabouts are more effective than lights

Date	Photo	Comment
4/18/2024	This hamby I a great or worked on soldy and the hamble of	What would make you feel safe on San Antonio Streets? This beauty is a great way to make out cities more walkable, safe and beautiful! More desirable for bikers and pedestrians and visitors! Think about it!!!
4/18/2024	liaving september to the september of th	What would make you feel safe on San Antonio Streets? Having separate lanes so drivers don't yell at us to get off the street. *Also clean bike lanes.
4/18/2024	The state of the s	What would make you feel safe on San Antonio Streets? More people friendly land use
4/18/2024	Quality Spries Used to Lester-the Ontone wat & Commission That,	What would make you feel safe on San Antonio Streets? Public spaces use to better the environment and communities

Date	Photo	Comment
4/18/2024	Work of Use Prival View of Comments of Sound Sou	What would make you feel safe on San Antonio Streets? Would love more Lady Bird Lake design – people forward vs. business forward Riverwalk
4/18/2024	Committee of the state of the s	What would make you feel safe on San Antonio Streets? This is the best case scenario: When possible, bike lanes should separated or elevated/under car traffic. It is possible to do this in areas outside of downtown.
4/18/2024	New Safe, entireed maps of getting around larger dictances. Mould Deether to be four than not hard	What would make you feel safe on San Antonio Streets? New, safe, enforced ways of getting around larger distances. Would like these to be faster than not though

Date	Photo	Comment
4/18/2024	Signed Statement of S	What would make you feel safe on San Antonio Streets? Bike, pedestrian and
	Constitute the states	railway. Cars aren't allowed in this area. Because its Texas, bike lane needs trees/shade.
4/18/2024		What would make you feel safe on San Antonio
	Les Broke Processon Mary to Made to Sector: Hy to area	Bike parking is something I always look for. Want it under patrol if the area has security.
4/18/2024		safe on San Antonio Streets?
		What would make you feel safe on San Antonio Streets?

Date	Photo	Comment
4/18/2024	SPRING	What would make you feel safe on San Antonio Streets?
4/18/2024	AN OF CONTROL OF CONTR	What would make you feel safe on San Antonio Streets? All of these are great examples of good bike infrastructure
4/18/2024		What would make you feel safe on San Antonio Streets?
4/18/2024	This is the second seco	What would make you feel safe on San Antonio Streets? This is ok if the speed limit is 30 or under. Speeds over 35 speed more.
4/18/2024	genem.	What would make you feel safe on San Antonio Streets? Perfection

Date	Photo	Comment
4/18/2024		What would make you feel safe on San Antonio Streets?
4/18/2024		What would make you feel safe on San Antonio Streets?