

Multimodal Transportation Plan Fact Sheet

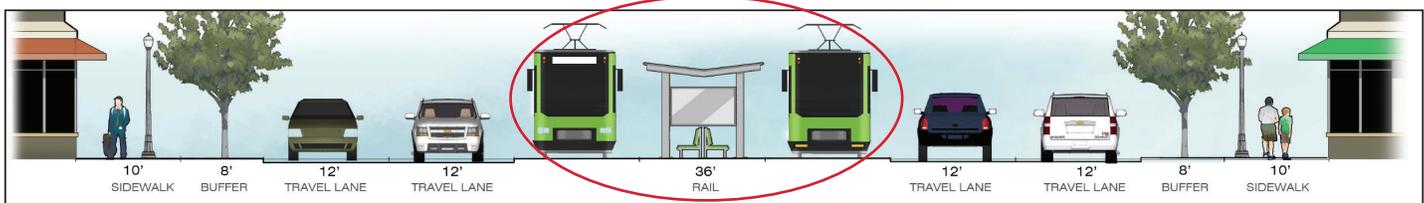
THE PLAN

San Antonio is expected to grow by more than 1.1 million people by 2040, almost doubling the population of the city. The Multimodal Transportation Plan is a city-wide planning effort to identify future transportation needs for San Antonio through the year 2040. The plan will take into consideration all modes of transportation, including auto, freight, rail, transit, biking and walking. The process kicked off in April 2015 and will continue through late spring, 2016.

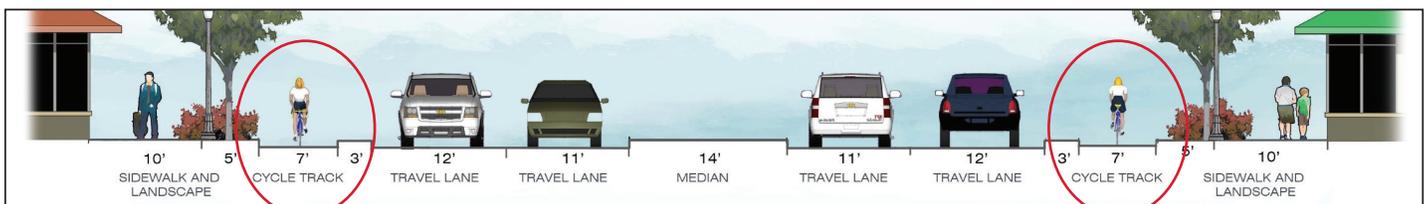
There are three efforts underway as part of the Multimodal Transportation Plan:

- Major Thoroughfare Plan.** The current San Antonio Major Thoroughfare Plan (MTP) was developed in 1978. The project team evaluated current physical constraints and alignments in the MTP, and used the Alamo Area Metropolitan Planning Organization's Travel Demand Model to forecast potential congestion levels on major thoroughfares. Based on these findings, corridors are being evaluated for additional lane capacity, or for a multimodal cross section.
- Project Prioritization.** As part of this plan, a methodology was developed for scoring and prioritizing roadway projects. This will assist with future budget and bond program decisions based on the goals established in the plan: mobility, congestion, management of the existing system, safety and security, feasibility and implementation, quality of life, economic vitality, and strategic development. This project prioritization tool builds upon the 2012 bond program prioritization method.
- Corridors.** Twelve transportation corridors with different character and context are being studied to develop and demonstrate multimodal options that could be applied to similar corridors within the city. One or more options are being explored for each of the corridors, including Applewhite Road, Babcock Road, Culebra Road, Fredericksburg Road, Houston Street, Military Highway, New Braunfels Avenue, Enrique Barrera Parkway (Old US Highway 90), Perrin Beitel Road/Nacogdoches Road, San Pedro Avenue, Wetmore Road/Bulverde Road, and Zarzamora Street. In addition to the long-term options, short-term improvements and recommendations have been developed that focus on safety and mobility.

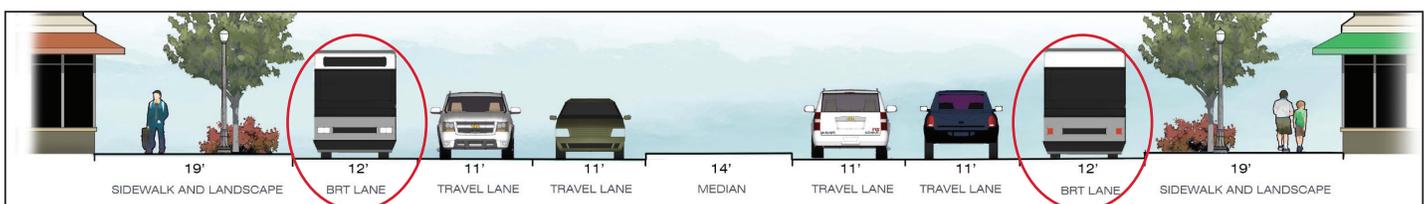
SAMPLE MULTIMODAL TRANSPORTATION OPTIONS FOR CORRIDORS



Light rail transit corridor option. This sample corridor features wider sidewalks with a buffer, two travel lanes in each direction, and center-running light rail.



Protected bike lanes corridor option. This sample corridor features wider sidewalks, landscaping, a cycle track, and two travel lanes in each direction, separated by a median.



BRT/HOV lane corridor option. This BRT (bus rapid transit, like VIA's Primo service) and HOV (high occupancy vehicle) sample corridor features wider sidewalks, landscaping, a dedicated BRT/HOV lane, two travel lanes in each direction, and a median.



PUBLIC ENGAGEMENT

The public, multiple agencies, the city council, and partner agencies have been engaged in many ways throughout the Multimodal Transportation Planning process. As of January 2016:

- More than 100 community presentations and events have been attended.
- Over \$120,000 in media coverage has been earned.
- 4,766 surveys have been completed; most recently 2,640 responded to the bicycle survey.
- Open house, virtual town hall, and webinar meetings are being held on an ongoing basis.
- City council representatives have been briefed.
- Focus group meetings have been hosted to address specific groups, including: development, pedestrian, bicycling, business interests, and suburban cities.
- 385,750 Facebook and Twitter accounts have been reached on line.

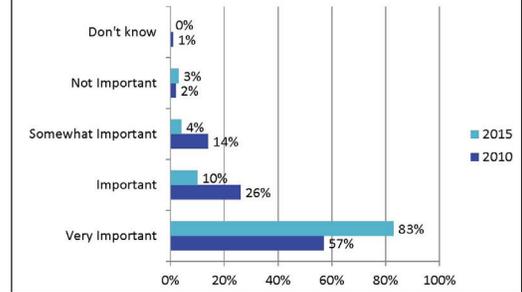
What the public have said about multimodal transportation

- People want improved transit options including light rail, bus rapid transit (BRT), high speed rail, and high-occupancy vehicle (HOV) lanes.
- Methods and systems must be implemented now to develop a sustainable transportation system.
- More & better bike facilities should be a priority.
- Barrier-separated or off-road facilities are preferred for safer biking.
- Connectivity is a required element for a complete bike system that links modes.
- Walkability will increase if there are connections to transit and bike facilities, a mix of land uses, safe crossings, lighting, and shade.
- San Antonio needs a reliable system using current and emerging strategies and technologies.
- People are willing to invest as much on light rail as they are on roadways.

TRANSPORTATION PLAN ELEMENTS

Motorized	Non-Motorized	Other	Multimodal Connections
Transit/Passenger Rail <ul style="list-style-type: none"> • VIA VISION 2040 Plan • High Speed Rail • Lone Star Rail Highway/Roadway <ul style="list-style-type: none"> • 2040 Plan Congested Locations • High Crash Locations • Major Thoroughfare Plan 	Pedestrian <ul style="list-style-type: none"> • AAMPO Pedestrian Study • Vision Zero Bike <ul style="list-style-type: none"> • CoSA Bike Plan • Implementation Strategies 	Freight/Rail <ul style="list-style-type: none"> • TxDOT Highway Freight Plan • Freight Rail Plan Airport <ul style="list-style-type: none"> • 2040 San Antonio Int'l Airport Master Plan • San Antonio Int'l Airport Access • Stinson Airport Access 	<ul style="list-style-type: none"> • Regional Centers • Corridors

Overall, how important is it to improve bike facilities in San Antonio area?



This Bike Survey graphic shows that over 80% of the 2,640 survey respondents feel it is very important to improve bike facilities in San Antonio.



Partner Agency Group meetings are regularly held to provide updates and gain feedback on key items, such as corridor options and Multimodal Transportation Plan updates. Partners are the Alamo Area Metropolitan Planning Organization (MPO), VIA Metropolitan Transit, TxDOT, Bexar County, and Union Pacific.

FREQUENTLY ASKED QUESTIONS (FAQS)

When will the Multimodal Transportation Plan improvements start?

Short term projects, such as turn lanes at intersections, improvements for pedestrians and bicyclists, and traffic operations and safety improvements could start within five years or less. Other multimodal improvements, for example, light rail, re-purposing travel lanes, and BRT/HOV projects, will be longer term.

How will we pay for new multimodal transportation options?

One outcome of the Multimodal Transportation Plan will be a list of projects to be considered for inclusion in the City's 2017 bond program. The bond program is the City's primary funding source for capital improvements on transportation facilities. The Multimodal Transportation Plan will also identify other potential funding sources for the City to consider.

When this plan is approved, how will it affect me?

If you walk, bike, drive, use transit, or consume goods delivered by rail or truck, this plan affects you. The multimodal aspect of the plan seeks to provide transportation options in San Antonio to solve future demand on our transportation system. The multimodal transportation options may also provide an improvement to air quality, public health and well-being. The plan will provide insight into how to invest in transportation choices that are sustainable and efficient.



Six different focus groups (development, pedestrian, biking, business interests, and suburban cities) were held in late December, 2015 to get input on transportation improvements and challenges, "big ideas", and what they want to see in the Multimodal Plan.

