

# Multimodal Transportation Plan





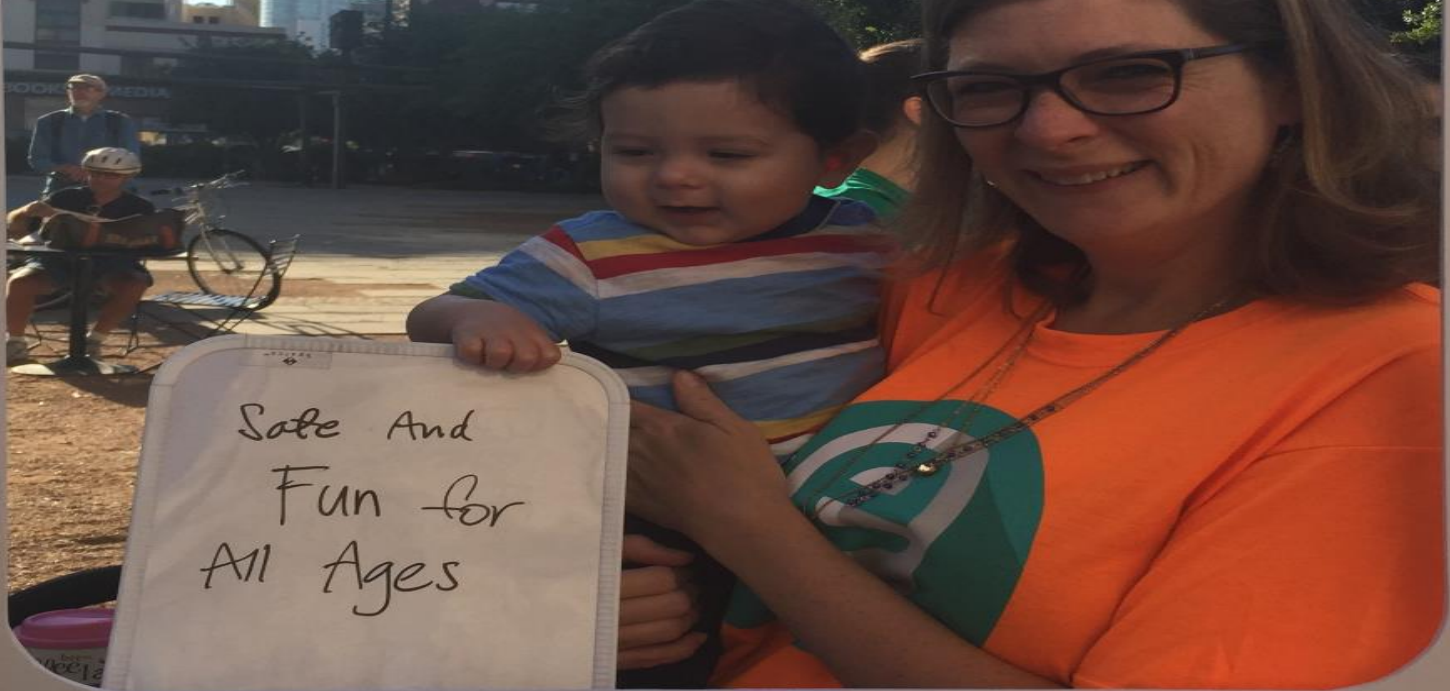












**SA**  **TOMORROW**  
multimodal transportation plan



**#SATomorrow**

**SA**  **TOMORROW**  
multimodal transportation plan







SA



# TOMORROW

multimodal transportation plan



# Here is what we've heard.

You want...

- Transportation Choices
- Improved Connectivity and Reduced Congestion
- System-wide Safety and Reliability

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Multiple Modes



Vs. Excessive Pavement

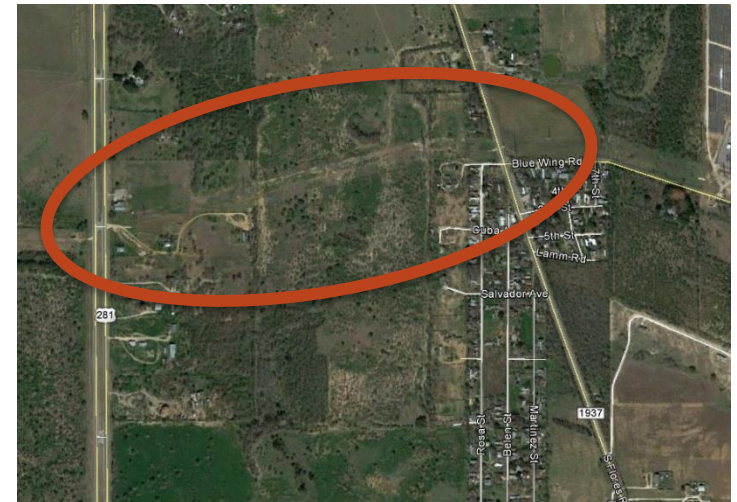
How can we best use our right-of-way?



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Typical peak hour congestion and an example of the lack of connectivity between major roadways

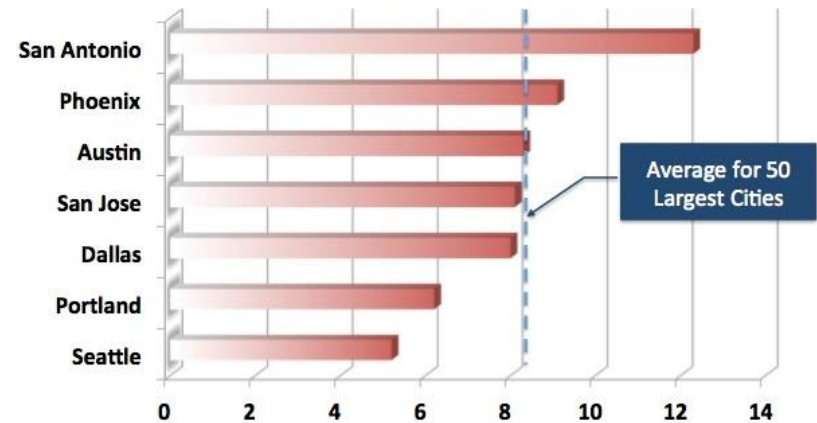
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Where we rank compared to other cities

**Motor Vehicle Crash Death Rates per 100,000 Population, 2009**



Based on Scott R. Kegler, Laurie F. Beck, and Erin K. Sauber-Schatz, "Motor Vehicle Crash Deaths in Metropolitan Areas — United States, 2009", *Morbidity and Mortality Weekly Report*, Centers for Disease Control and Prevention, July 20, 2012

Flooding on San Antonio Thoroughfares



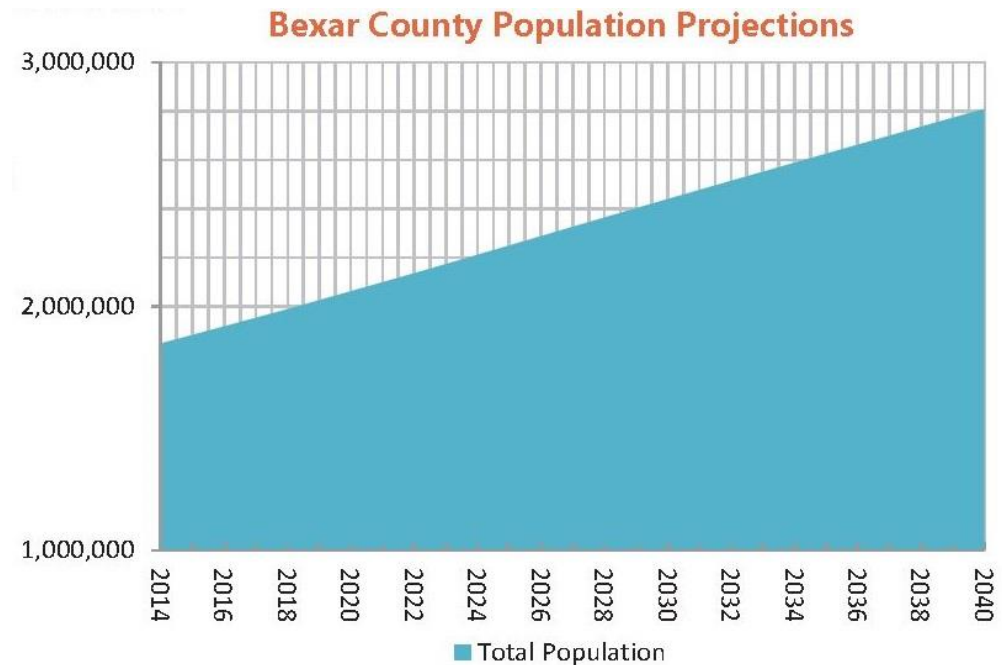


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- Travel Time will double
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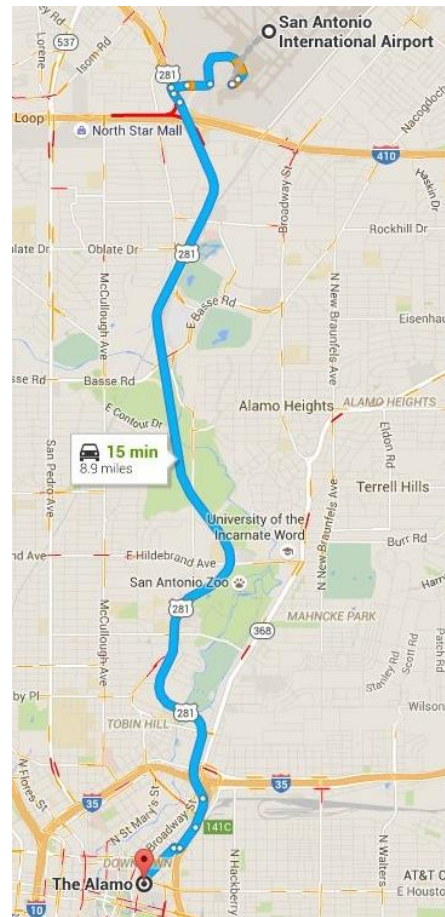


Source: AAMPO

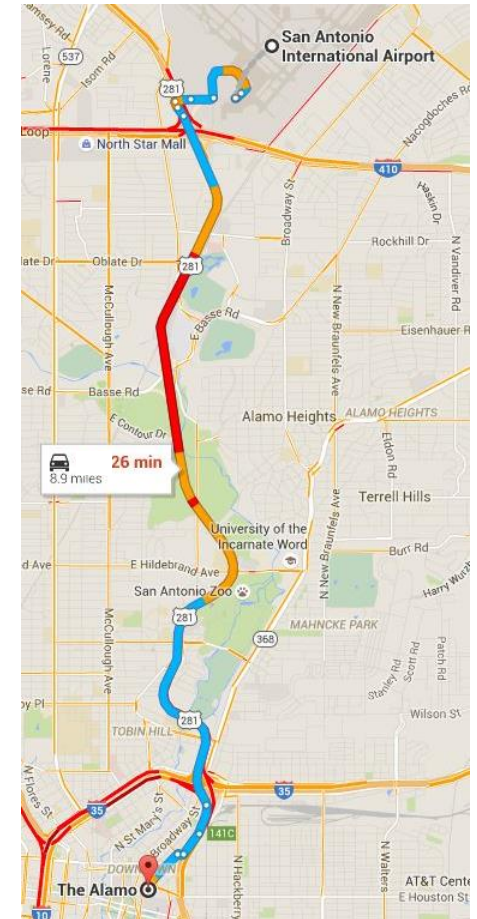


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Travel Time Today

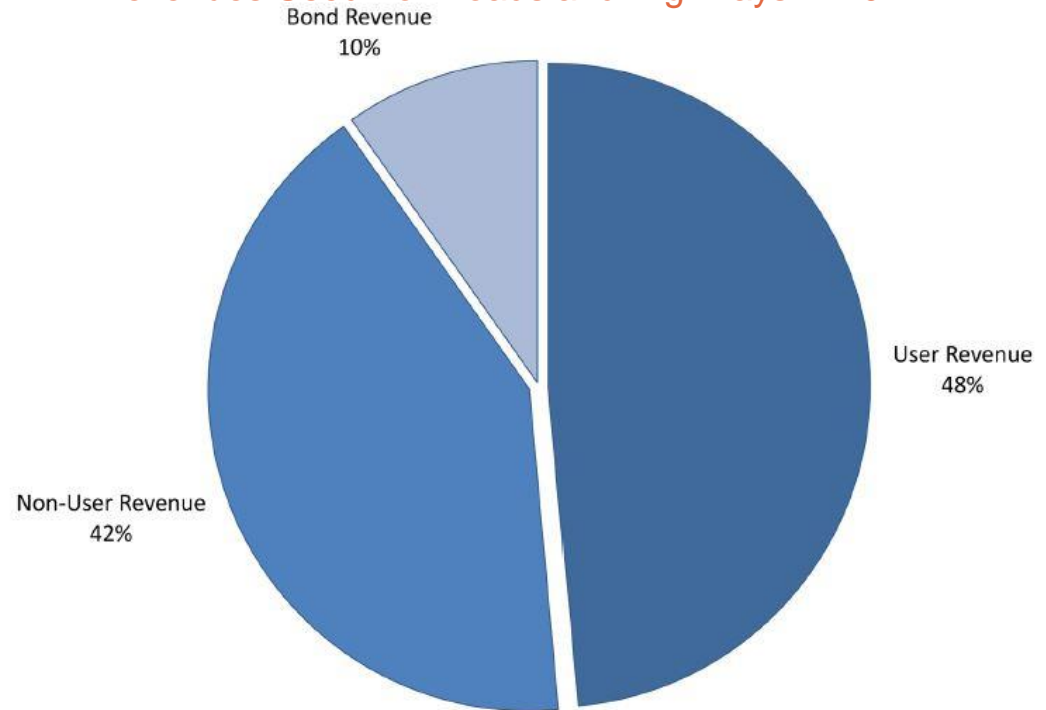


2040 Travel Time

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- Population will nearly Double
- Travel Time will double
- The transportation system doesn't pay for itself

## User Fees Accounted For Less than Half of Revenues Used For Roads and Highways in 2012



Source: Dutzik, Weissman. *Who Pays for Roads? How the "Users Pay" Myth Gets in the Way of Solving America's Transportation Problems*. Frontier Group, U.S. PIRG Education Fund. Spring 2015

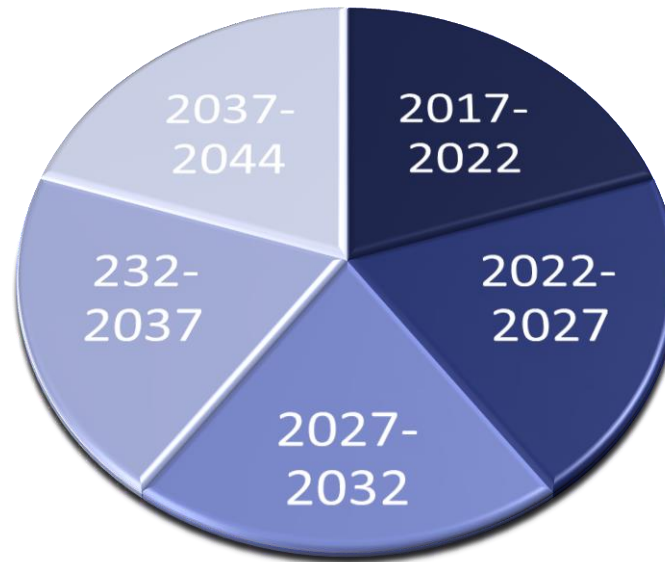
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- Limited Funding
- Constrained Space
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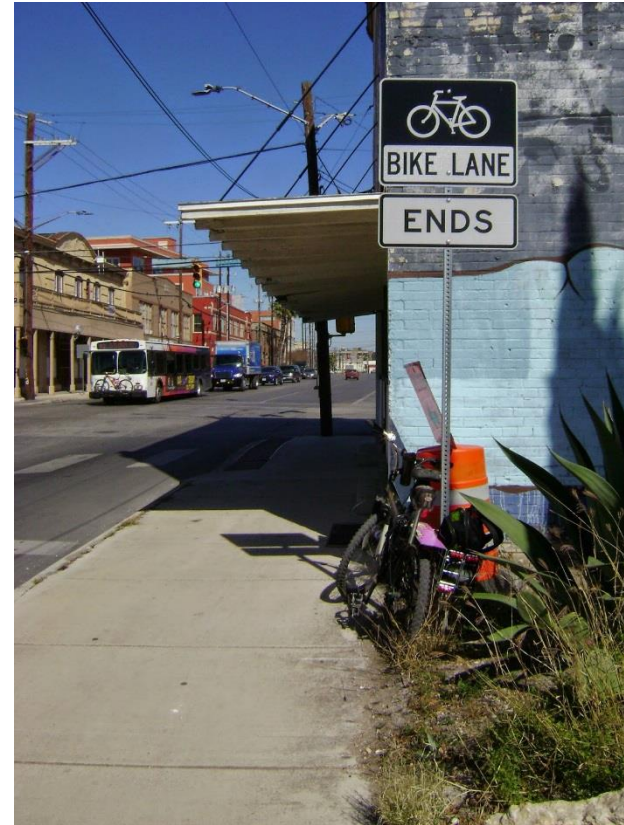


**\$2.8 B and 30 years**

Needed to construct our Roadway Network

# What are our challenges to get there?

- Limited Funding
- Constrained Space
- Outdated Tools



Source: Streetsblog.org

Transportation choices limited by available right-of-way

# What are our challenges to get there?

## In 1978...

- Limited Funding
- Constrained Space
- Outdated Tools



The Major Thoroughfare Plan was last adopted in 1978



# Transportation Myths



- All possible roads in San Antonio have been built
- People Love Cars
- We can build our way out of congestion

# Transportation Myths

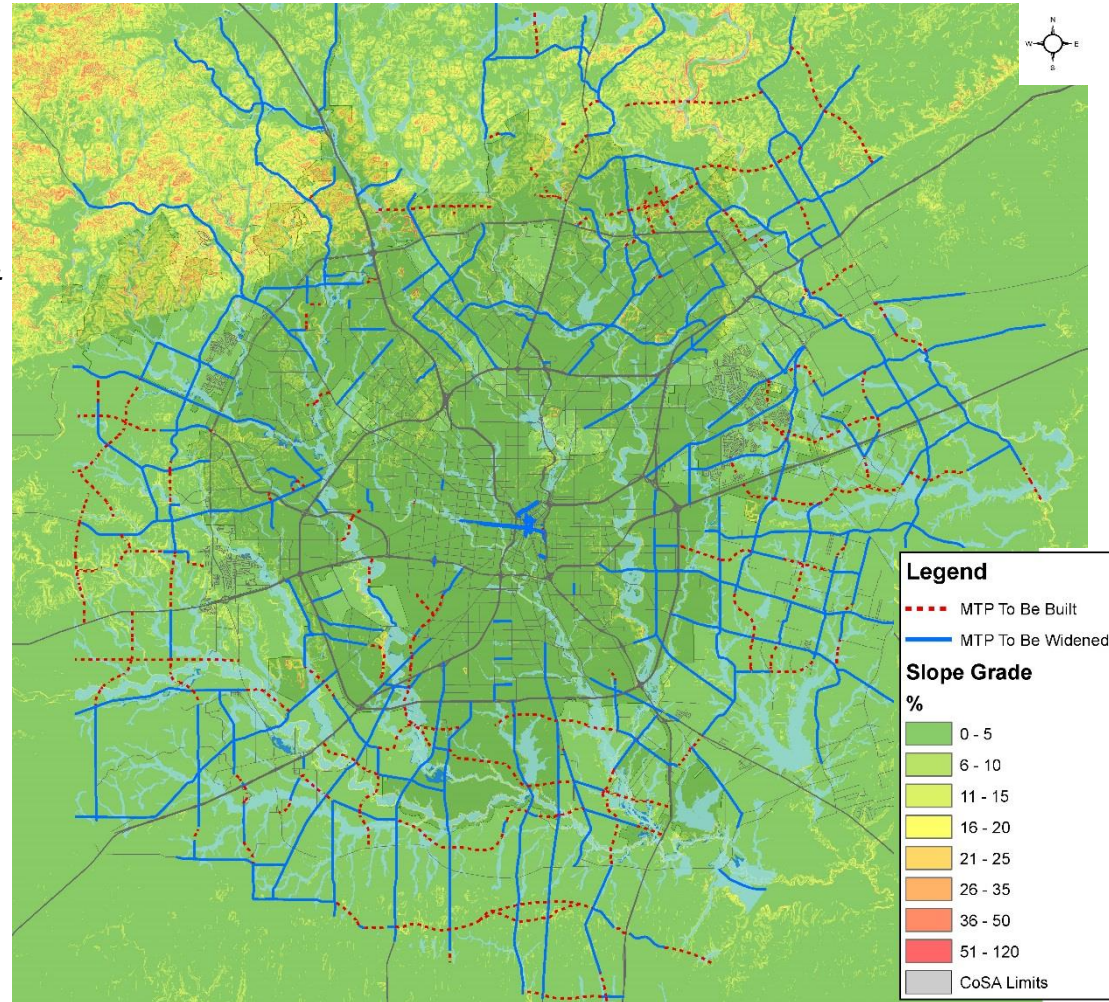
- All possible roads in San Antonio have been built

*In fact, only about 75% has been built*

- People Love Cars

- We can build our way out of congestion

Blue lines show roadways with lanes to be built and dashed red lines show new roadways to be built



# Transportation Myths

- All possible roads in San Antonio have been built

- People Love Cars

*In fact, per capita usage is dropping*

- We can build our way out of congestion

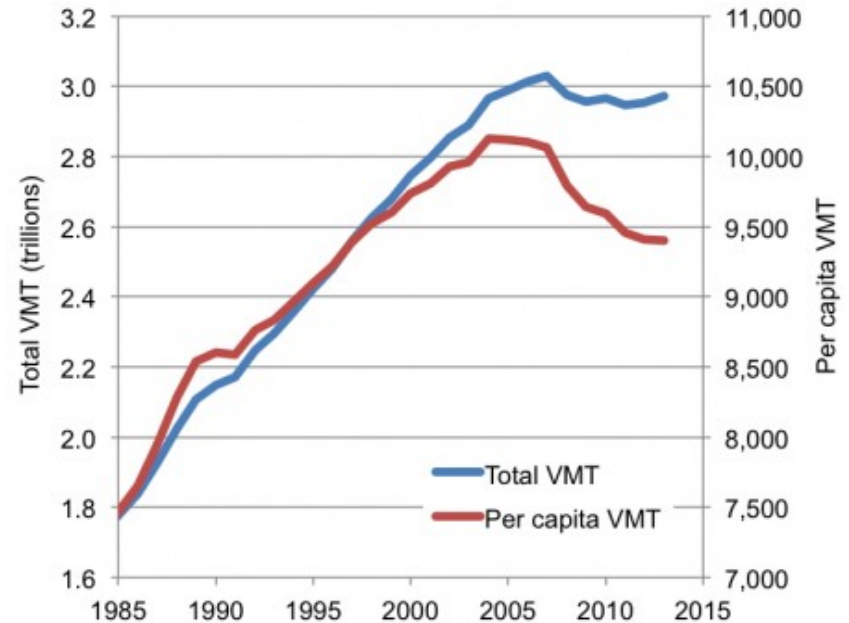


Figure 1. VMT trends for the United States through 2013. Source: FHWA and Census Bureau.

Total travel has flattened – even as the number of travelers have grown



# Transportation Myths

- All possible roads in San Antonio have been built
- People Love Cars
- We can build our way out of congestion

*In fact, building more capacity may induce more travel*



I-10 in Houston, Texas

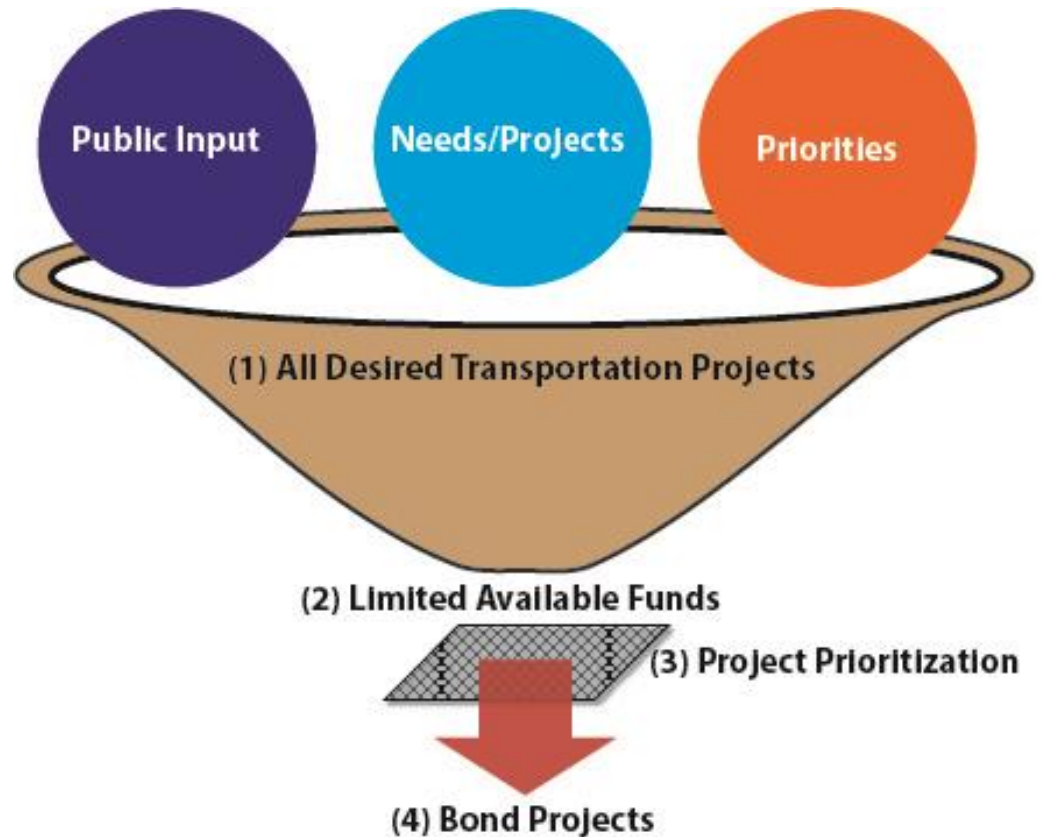
Source: Flatironbike.com

# How do we try and solve this?

- Prioritization of Projects
- Revamp Master Plan
- Policy Refinement

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Downtown Streets						
Land Use	Travelway	Streetside	Transit	Bicycles	Austin	San Antonio
<ul style="list-style-type: none"><li>• High-intensity retail, entertainment, commercial &amp; residential land uses</li><li>• Access to high density mixed uses</li><li>• 6 stories typical building height</li></ul>	<ul style="list-style-type: none"><li>• Slow speed, high volume street network</li><li>• On-street parking possible</li><li>• One-way or two-way operation</li></ul>	<ul style="list-style-type: none"><li>• High pedestrian activity</li><li>• Wide sidewalks</li><li>• Well defined street crossings</li><li>• Landscaping, trees, public art and street furniture is important</li></ul>	<ul style="list-style-type: none"><li>• Frequent transit service</li><li>• Frequent stops</li><li>• High quality, weather protected stops</li><li>• Interactive route signage</li><li>• VIA Primo, urban streetcar</li></ul>	<ul style="list-style-type: none"><li>• Shared lanes with bicycles and vehicles</li><li>• Bike boxes at intersections</li><li>• Bike lanes possible where ROW is available</li></ul>		
Urban Mixed Use Streets						
Land Use	Travelway	Streetside	Transit	Bicycles		
<ul style="list-style-type: none"><li>• Encompasses a wide range of land uses</li><li>• Building setback is minimal</li><li>• Live, work, shop &amp; play within the area</li><li>• 1 - 6 stories typical building height</li></ul>	<ul style="list-style-type: none"><li>• Slower speeds on collector streets</li><li>• Higher speeds on arterial streets</li><li>• On-street parking possible</li></ul>	<ul style="list-style-type: none"><li>• Medium to high pedestrian activity</li><li>• Wide sidewalks</li><li>• Pedestrian scaled lighting and street furniture</li></ul>	<ul style="list-style-type: none"><li>• Frequent transit service</li><li>• Stops spaced no greater than 1/2 mile</li><li>• High quality, weather protected stops</li><li>• VIA Primo, urban streetcar</li></ul>	<ul style="list-style-type: none"><li>• Shared lanes with bicycles and vehicles</li><li>• Bike boxes at intersections</li><li>• Bike lanes possible where ROW is available</li></ul>	San Antonio	San Antonio
Suburban Neighborhood Streets						
Land Use	Travelway	Streetside	Transit	Bicycles		
<ul style="list-style-type: none"><li>• Streets primarily serve residential uses</li><li>• Homes can front street on low volume facilities</li><li>• 1 - 2 stories typical building height</li></ul>	<ul style="list-style-type: none"><li>• Low to moderate speeds and volumes</li><li>• Access management important</li><li>• Emergency vehicle accommodation</li><li>• 4+ lanes common</li></ul>	<ul style="list-style-type: none"><li>• Low pedestrian activity</li><li>• Enhanced sidewalk widths with wide landscaping buffer</li><li>• Trees to provide shade for pedestrians</li></ul>	<ul style="list-style-type: none"><li>• Transit service available on arterial streets</li><li>• Stops spaced no closer than 1/2 mile to increase efficiency</li><li>• Park 'n ride facilities more common</li></ul>	<ul style="list-style-type: none"><li>• Bike lanes possible on collector facilities</li><li>• Off-street trails where ROW permits</li></ul>	San Antonio	San Antonio
Rural Streets						
Land Use	Travelway	Streetside	Transit	Bicycles		
<ul style="list-style-type: none"><li>• Streets serve areas that have low densities</li><li>• Small farms or low-density residential</li></ul>	<ul style="list-style-type: none"><li>• High speeds, moderate volumes</li><li>• Greater spacing between intersections and driveways along thoroughfares</li><li>• Moderate sized shoulders</li></ul>	<ul style="list-style-type: none"><li>• Pedestrian travel can be accommodated through off-system trails</li></ul>	<ul style="list-style-type: none"><li>• Rural demand response service provided in these areas</li></ul>	<ul style="list-style-type: none"><li>• Shoulders provide space for bicycle travel</li></ul>	Windham, NH	San Antonio

What if we re-think our street standards?

# How do we try and solve this?

- Prioritization of Projects
- Revamp Master Plan
- Policy Refinement



All programs, policies and departments need to work together to create an implementable plan





[www.satomorrow.com](http://www.satomorrow.com)

