

EXECUTIVE SUMMARY

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Introduction

The City of San Antonio is anticipated to experience tremendous growth resulting in an additional 1 million people by year 2040. This increase will be accompanied by an increase in housing, employment, more vehicles on our roadways and a greater demand on public transit and our infrastructure. The City initiated SA Tomorrow, an unprecedented, multifaceted planning initiative to accommodate this growth while preserving

The Multimodal Transportation Plan fits under the umbrella of the SA Tomorrow Comprehensive Plan and implements the broader community vision contained in the SA Tomorrow Comprehensive Plan for the area of transportation. The plan covers all forms of personal travel-walk, bike, bus and automobile.

what makes San Antonio a good place to live. While, the SA Tomorrow effort consists of three plans, the Comprehensive Plan, the Sustainability Plan and the Multimodal Transportation Plan, the Comprehensive Plan is the umbrella document that unifies the vision, goals and policies of the other plans. These three plans provide guidance on how the City will develop over the next 25 years.

The SA Tomorrow Multimodal Transportation Plan (Multimodal Plan) is formed around the Transportation & Connectivity goals and policies framed by the Comprehensive Plan and provides policy guidance creating a roadmap to transform our current transportation system into one that is sustainable, safe, convenient and efficient, including all modes and providing our residents with transportation options in 2040. The Multimodal Plan is a long-range blueprint for travel and mobility in San Antonio and Bexar County, establishing a shift in focus

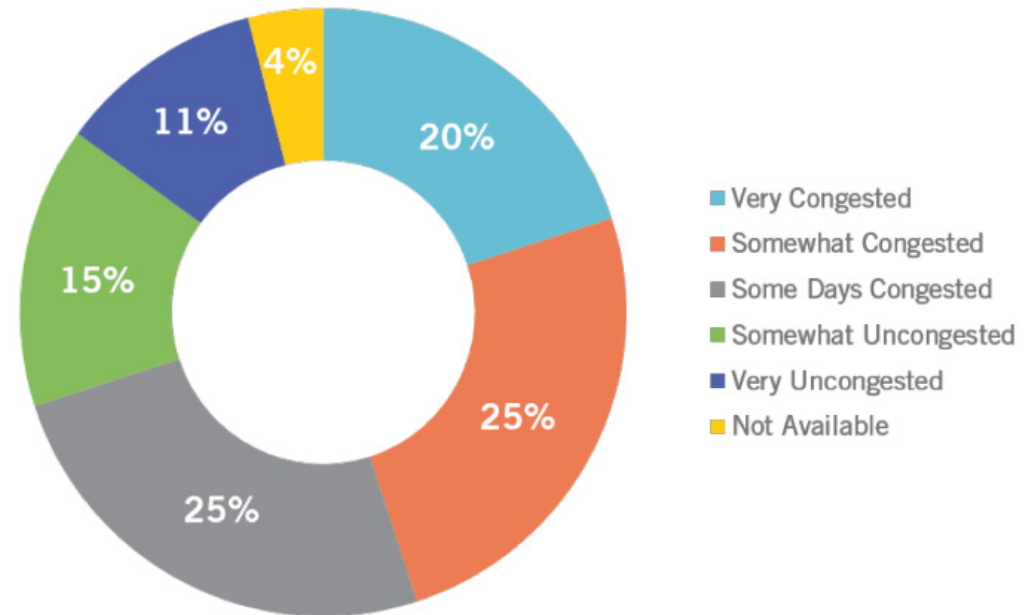
from moving vehicles to moving people. The Multimodal Plan will communicate the City's transportation strategy and will serve as a tool to analyze transportation priorities to meet community goals. The Multimodal Plan brings together all other agency plans and provides recommendations on how the City can direct investment to consider benefits from supporting and linking elements of other plans. The process included and will continue to include close coordination with the Alamo MPO, TXDOT and VIA with their long range planning efforts.

The Multimodal Transportation Plan is dynamic, balanced and forward-thinking.

Dynamic because it will be updated at 5 year intervals in order to capture and build upon transportation plans and improvements taking place, and to take advantage of changes in technology and emerging strategies.

Balanced because it considers all modes, provides choices, addresses the link between transportation and land use,

How Is Your Commute?



identifies the need for maintenance and funding strategies, includes plans completed by other agencies and emphasizes the need for continued cooperation and collaboration among transportation partners.

Forward-thinking because it incorporates and calls for the City to be familiar with and plan for emerging technologies, proposes multimodal solutions that focus on moving people rather than moving vehicles (light rail, HOV lanes, managed lanes, dedicated BRT) and introduces lesser-known concepts (transit-only streets, congestion pricing) that may be needed longer-term to address the anticipated congestion associated with a million more people here in 2040.

Where Are We Now?

This section of the Multimodal Transportation Plan establishes what our transportation system looks like today. Our transportation system has changed drastically since it origins from trade

routes, farm-to-market routes and main roads connecting historic settlements and towns. Today we have an extensive roadway network and transit system that provides access and mobility for our citizens. Growth in San Antonio has generally moved outwards from the center city, challenging the City's ability to keep pace with infrastructure and other services.

In 2015, commuters in San Antonio are just starting to feel the pain of significant congestion and delay during peak periods, it has not, however, reached the level of discomfort associated with

shifting people from their single occupant vehicles (SOV's) to other modes. The typical commuter chooses to drive alone most days (over 90%) according to one of the surveys conducted for this plan. One of the reasons San Antonio has not seen the political incentive to provide transportation options is that as recently as 2010, our system has been operating at an acceptable level of service (LOS) with limited congestion. When we asked people "How is your commute?" in our survey, we saw 45% respond that it is congested. But this trend is ending. In 2011, San Antonio was ranked 29th most congested city in the nation by Texas A&M



Transportation Institute (TTI) based on total annual delay. In 2015, we climbed to 24th most congested.

San Antonio has made great strides with its bike network since the first Bicycle Master Plan was drafted in 1975. With the addition of the 2011 Bike Master Plan and recent update, today the City has 286 miles of bicycle facilities. When combined with 326 bike miles maintained by TXDOT, other cities, and unincorporated

Bexar County, Bexar County has 612 miles of bike facilities. We still have far to go to be viewed as a world-class city that offers transportation choices that do not require vehicle ownership.

Our existing pedestrian network consists mostly of sidewalks, linear greenway trails and park trails. The City has a significant portion of roadways that do not have sidewalks, or have gaps between sidewalks. Of greater concern, many

sidewalks are 4 feet wide and located at the back-of-curb with no separation or buffer between the pedestrian and the traffic lane. The City requirement for sidewalk width was, until recently, 4 feet. The City now requires sidewalks to be 6 feet wide in commercial areas and along arterials.

In terms of safety, pedestrians are certainly the most vulnerable user of our transportation system. San Antonio and Dallas have the highest pedestrian fatality rates per 100,000 population in Texas. On average 2 pedestrians and 1 bicyclist are involved in crashes every day in San Antonio. The City has initiated a Vision Zero plan which is committed to zero fatalities in the City by establishing that the loss of even one life or serious injury is unacceptable.

Our transit system, operated by VIA Metropolitan Transit (VIA), is one of the top rubber-tire transit providers in the country. VIA is recognized as a very effective transit agency doing more with



less. The VIA service area is comparable to Houston's and almost twice the size of Dallas' but VIA has substantially less funding than either. In addition, San Antonio is the largest city in the country without any type of light rail or streetcar service.

Compared to other major cities in the country, San Antonio's transportation system would be considered better in terms of delay and congestion; acceptable

in terms of roadway infrastructure provided; less than acceptable in terms of public transit service frequency and mode; and falling short in terms of bicycle and pedestrian infrastructure. San Antonio faces major challenges as we approach the future, including:

- » an anticipated increase in population of over a million additional residents in Bexar County by 2040,
- » continuously increasing demand for an already limited water supply,

- » a strained City budget due to maintaining and improving infrastructure in an expanding geographic area,
- » maintaining the City's AAA Bond rating,
- » planning for and addressing air quality compliance as the region approaches non-attainment status, and,
- » informing and educating the community about the benefits of alternative modes of transportation to encourage a shift in views on using and investing in transit, light rail, streetcar, bike, and pedestrian facilities.

Where Are We Heading?

Congestion in San Antonio is worsening and congestion is growing at a much faster rate than the population or even the daily vehicle miles traveled (VMT). This section of the plan gives us a glimpse of our transportation future if we choose to continue on the same course.

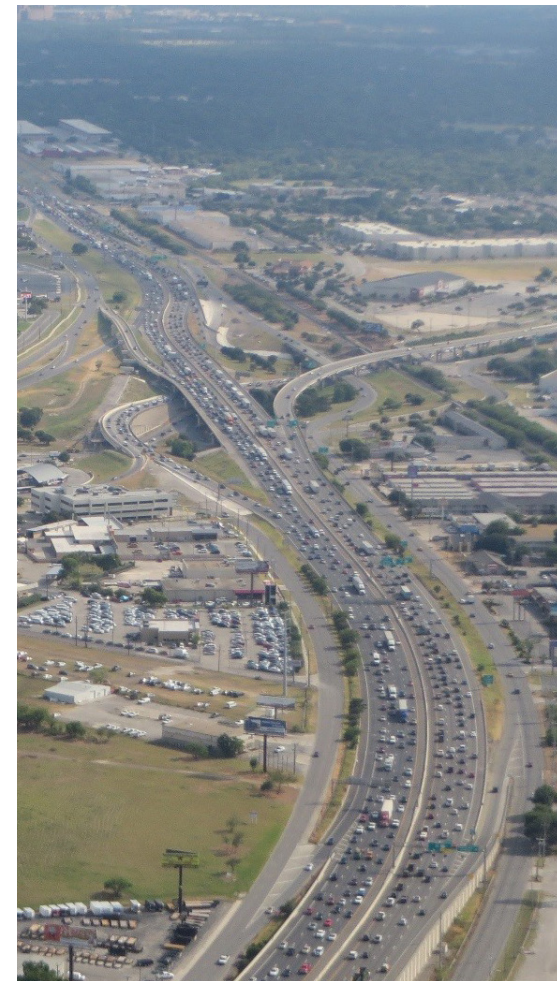
Many people would assume that delay would increase at the same or similar rate to that of the population. Delay actually increases faster and as time goes on, the gap widens. This demonstrates how difficult it is to stay ahead of congestion by widening or building roads. If the trend continues, at some point in the future, delay will far out-pace our ability to add capacity through widening or building new roadways.

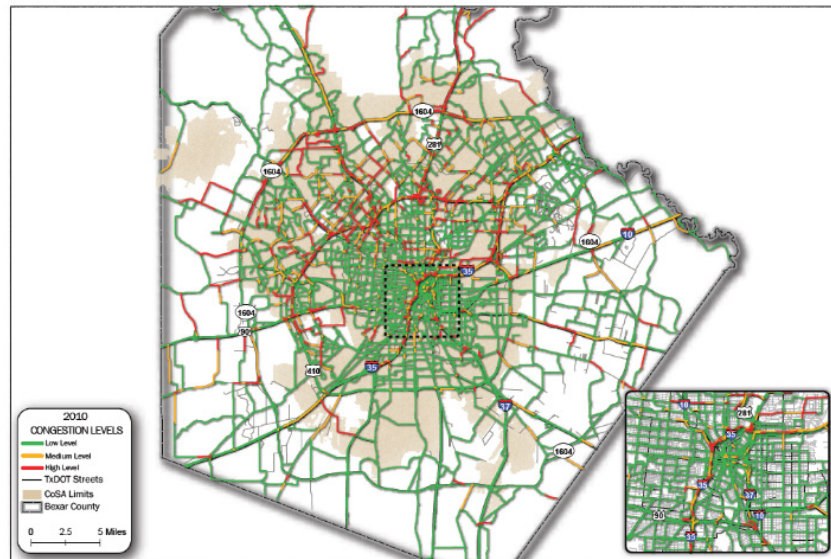
An example of what our transportation future looks like, can be seen in a series of maps developed by the Alamo Area MPO. The maps show 20 minute travel times from a series of locations in the

City. The travel time is shown for 2010 and 2040. In essence, the maps show that in 2040, the distance we will be able to travel in 20 minutes is reduced considerably. The greatest decreases occur in the Alamo Ranch and Brooks City Base Regional Centers.

The AAMPO performed an assessment of our road network and its ability to accommodate the existing and anticipated traffic levels as part of the Mobility 2040: Metropolitan Transportation Plan. The two maps show the change that will happen if we continue on our current path. Roads with high levels of congestion or where the capacity of a roadway is exceeded and cannot accommodate the volume are shown in red.

San Antonio can no longer focus on building our way out of congestion. We do not have the available space. Widening roads would require significant acquisition of properties and great expense. Instead we need to increase the capacity of our system by focusing on moving people





instead of vehicles. We must begin to measure capacity in terms of person-trips rather than vehicle throughput. Increasing capacity in our future must rely heavily on investing in ways to move more people with the same space we have today. A light rail system can move over 20,000 people in the same lane and the same hour compared with about 2,500 in a freeway lane.

What We Heard

The Multimodal Transportation Plan established an unprecedented level of continuous public outreach and engagement and the result is a plan that is the product of widespread and diverse public input. This section of the plan outlines the engagement effort

and reports the feedback provided by the public.

Thousands of San Antonio citizens participated in the SA Tomorrow and transportation planning process, offering their ideas and sharing their priorities for our City's transportation future. Moreover, hundreds of thousands learned about the larger SA Tomorrow program and the City of San Antonio's commitment to a comprehensive, citizen-driven planning approach to the integration of land use, transportation and sustainability. The goals of the public engagement effort helped shape the program of outreach tools and style of events. The goals of the public engagement effort were to:

- » Create public awareness
- » Maintain an open and transparent process;
- » Provide information
- » Engage a broad range of stakeholders
- » Maximize the use of technology
- » Provide multiple and easily accessible opportunities for the public to get involved,
- » Collect meaningful input
- » Provide information in English and Spanish
- » Build understanding and support

More than 15,000 thousand people engaged in the planning process for the SA Tomorrow Multimodal Transportation Plan, offering insights into their daily travel choices and their vision of mobility in the future. Over 150,000 people were reached and invited to offer input through a variety of different events and

Creating Awareness

Gathering Input

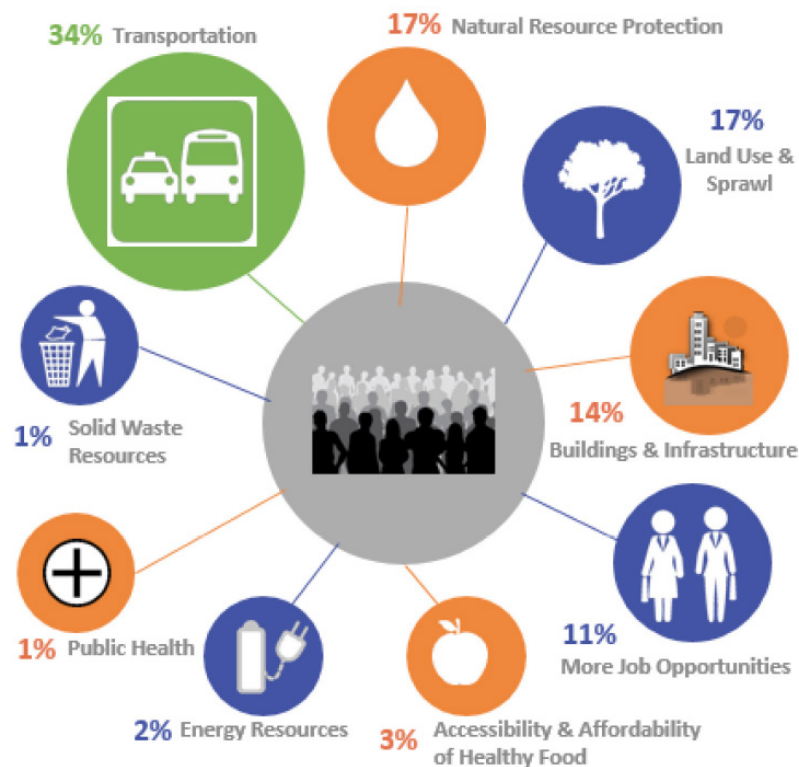
Understanding Priorities

input mechanisms. Over 8,000 took the time to respond to 3 different surveys providing insights and priorities about transportation.

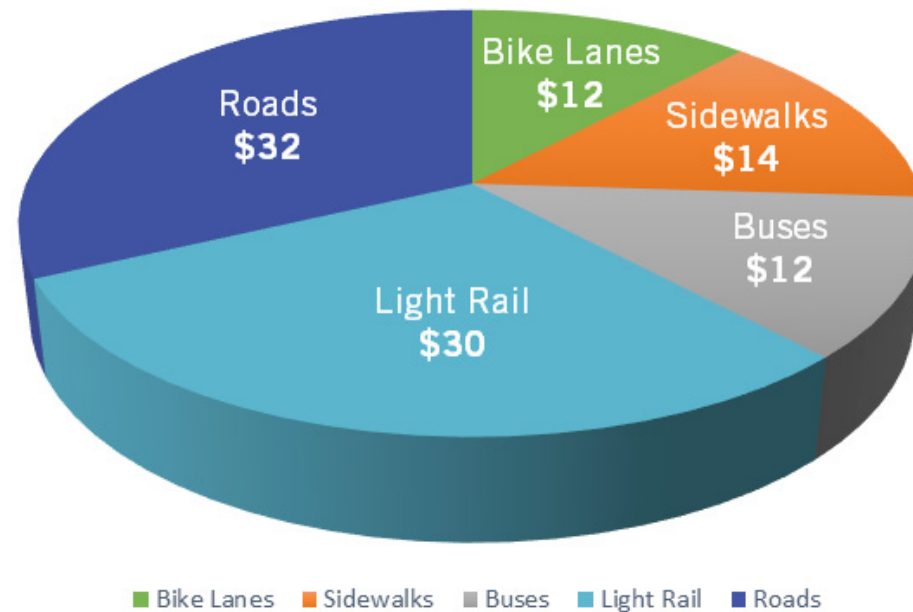
The City, in partnership with other local and regional public agencies, engaged a diverse range of residents, business owners, civic leaders, transit users, and youth through a variety of high-tech, and grass-roots methods. The City committed to carrying the public engagement and outreach throughout the life of the project, resulting in an extensive outreach effort that incorporated varied approaches and methods to maintain interest, extend reach, inform and distribute information. Three major themes of the public information and engagement process used to focus efforts that would address the goals.

Many different platforms were used throughout the project process, including social media, online meetings and surveys, a project website, videos, traditional public meetings and open

WHICH AREA IN SAN ANTONIO NEEDS THE MOST WORK? to be ready for 1 million more people



How would you spend \$100?



houses, as well as many “Go to Them” meetings and distribution materials and presentations. A much greater representation of the population was reached by varying the style, medium, location and type of event.

Some of the more thought provoking feedback we received during the process includes the following:

Is Transportation Important?

When asked about different areas of focus, those surveyed selected Transportation as needing the most attention.

What do we think of light rail?

When we asked people to show how they would spend \$100, they dedicated almost as much money to light rail as they did to roads.

In our last survey, over 75% of the people agreed that light rail is an important part of our future transportation network.

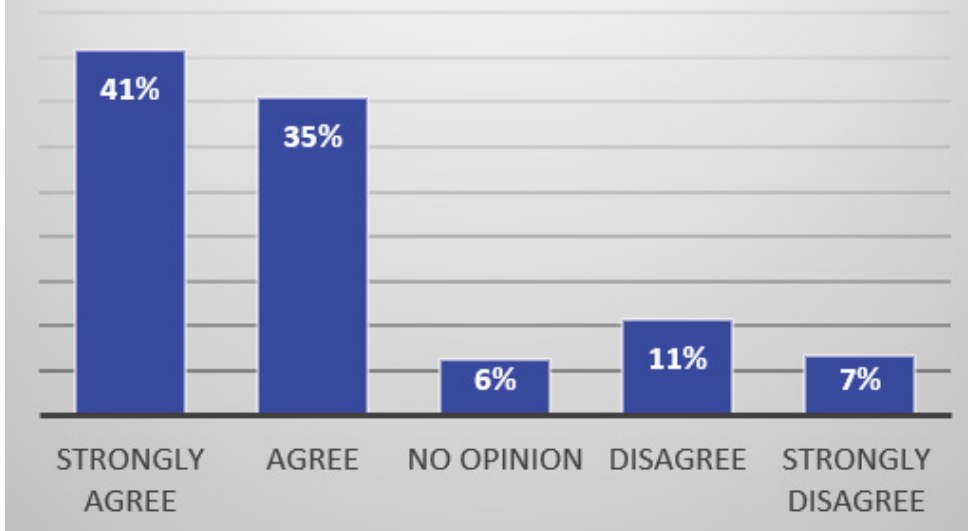
What do we think of HOV Lanes?

Despite hearing some in the community express concern about implementing HOV lanes in San Antonio, 76% of the people responding to this question consider them to be an important part of our transportation system in the future.

A diverse range of San Antonio citizens participated in the comprehensive, year-long planning process that resulted in the Multimodal Transportation Plan and its companion plans under the larger SA Tomorrow planning effort. Their ideas

and comments were used to shape the recommendations contained in this plan. The SA Tomorrow Multimodal Transportation Plan has reached an unprecedented amount of people. The extent of the investment made to provide a continuous, comprehensive and robust outreach and engagement effort has surpassed levels seen in previous City projects. More than 15,000 people were reached through the public engagement efforts that extended well beyond traditional approaches. Numerous platforms and methods were utilized in order to connect with “hard-to-reach”

HOV Lanes are an important way to provide reliable transportation in 2040



sectors of the community. Barriers to participation were removed by providing online events and opportunities to provide input via the project website and real-time online webinars as well as by conducting “Go-to-Them” meetings at already-planned events throughout the City.

Where Do We Want To Be

Many cities have charted a course based on a particular focus. Dallas made a strategic decision to invest in transit, implementing 90 miles of light rail half of which opened in the last 5 years. Chicago set a target of having bicycle accommodations within ½ mile of every Chicagoan. In 2014, the city installed 51 miles of new bikeways. New York City took back portions of their streets from traffic. The NYC Plaza Program ensured



all New Yorkers live within a 10 minute walk of quality open space. From 2008 to 2012, 22 sites were selected for implementation.

Once we define the most desirable future for San Antonio, what can we do to achieve it? A critical step is to develop, implement, and aggressively follow a set of guiding policies. These policies should govern all major decisions - they should not only be aspirational goals, but daily reminders when making policy and everyday decisions. In order to successfully implement a policy and to create and support real change

Great places are created in areas where land use and the transportation system interact to create environments people want to live, work, and play in.



At the Guadalupe and S. Brazos intersection, the transportation network supports the adjacent land uses and helps create a livable, multimodal friendly environment.

in the community, the City of San Antonio needs to be adamant (perhaps even stubborn) about their goals and objectives. The results of the Scenario Planning conducted (with three different roadway network scenarios) indicate that real change in congestion levels will only occur with major changes in land use patterns, not additional capacity added to the system. Integrating vehicle, transit, bicycle and pedestrian priorities to create a well-connected network with more transportation choices is essential for San Antonio. San Antonio's preferred future is to have a world class transportation system that maintains existing roads and supports transit while strategically

investing in the transportation system.

San Antonio's focus and direction should be movement towards a multimodal system. Our attention should be directed at moving more people rather than vehicles. We will need to be a multimodal city if we wish to compete and attract economic development. We must incorporate new strategies like HOV Lanes, light rail, dedicated BRT and connections to bike and pedestrian facilities. We have to be able to accommodate the additional 1 million more people expected to move to the region. This is equivalent to the population of the City of Austin moving to San Antonio!

What Can We Do?

Not surprisingly our approach must incorporate all of the modes. We must implement improvements to each of the different modes and provide the connections between them in order to create a balanced multimodal system that is sustainable, safe, convenient and efficient. This section describes the Multimodal Transportation Plan and its various elements – both individually and how they relate to each other. In addition to the connection to Land Uses, it also describes the current and future projected status of the highway / roadway network, parking, the City's Major



Thoroughfare Plan (MTP) and its various alignment challenges and cross-section recommendations and considerations, along with a section on Innovative Ideas and Technologies – including Autonomous Vehicles, Transportation Network Companies, ITS, Incident Management, and Managed Lanes. Each element incorporates items that feed into a 5 Year Action Plan for the City.

Multimodal solutions were developed for corridors around the city to demonstrate possible options that could be applied to other locations with similar characteristics. The solutions



include light rail, dedicated BRT, bike facilities, and pedestrian improvements. Developing and evaluating these solutions at the corridor-level provided opportunities to identify needed policy recommendations and to develop short term improvements to address safety and operational issues. A summary of all of the policy recommendations identified throughout the plan are included in the 5 Year Action Plan along with the short term recommendations for improvements to the corridors. In addition, the long term multimodal concepts developed for each of the corridors and all of the work that led to those solutions will provide a

foundation for corridor studies. Evaluation of the longterm multimodal option and identification of the preferred solution will be possible through a detailed corridor study. Three to five corridors should be selected for inclusion in the 5 Year Action Plan.

How Do We Get There?

We get to where we want to be by making priorities in terms of projects and funding, by establishing policies and practices that support a multimodal transportation system and meet community goals, by implementing improvements in a



phased approach, and by developing a funding strategy that pursues external opportunities and identifies new sources of funds. This section describes a prioritization process developed for the SA Tomorrow initiative, outlines different funding strategies that have been implemented elsewhere, and presents a 5 Year Action Plan containing short term projects and policy recommendations. The 5 Year Action Plan will be updated in 5 year intervals in order to take advantage of changing technology, new funding opportunities and changes to community goals.

Using the goals and objectives identified as part of SA Tomorrow, a project prioritization tool was developed. The outputs from this tool can be used to assist in the process of making future



budget and bond program decisions – this allows for an objective selection of projects to be completed using the limited funds available for transportation investments. This is especially true for a community of the scale of San Antonio, where comparing the merits of various projects can be difficult to do given the number of potential projects that exist.

It is inevitable that as we see 1 million more people in San Antonio, the burden of providing services and infrastructure to accommodate the growth will increase. We can do our part by making choices that reflect the City's commitment to Sustainability and to maintain the system in the most efficient way possible. As we provide transportation choices that encourage people to walk, bike, ride



transit and consider living where they can work and shop nearby, new revenue sources will be needed to cover the additional construction and maintenance costs.

The City's funding strategy for the Multimodal Transportation Plan more than likely will need to rely upon many funding sources to address a range of project types and sizes. The City must have the internal resources to continuously monitor the different funding sources available and be ready and able to pursue and compete for those funds. The funding program must be flexible enough to recognize that sources and the size of the available revenue may change over time.