

INTRODUCTION

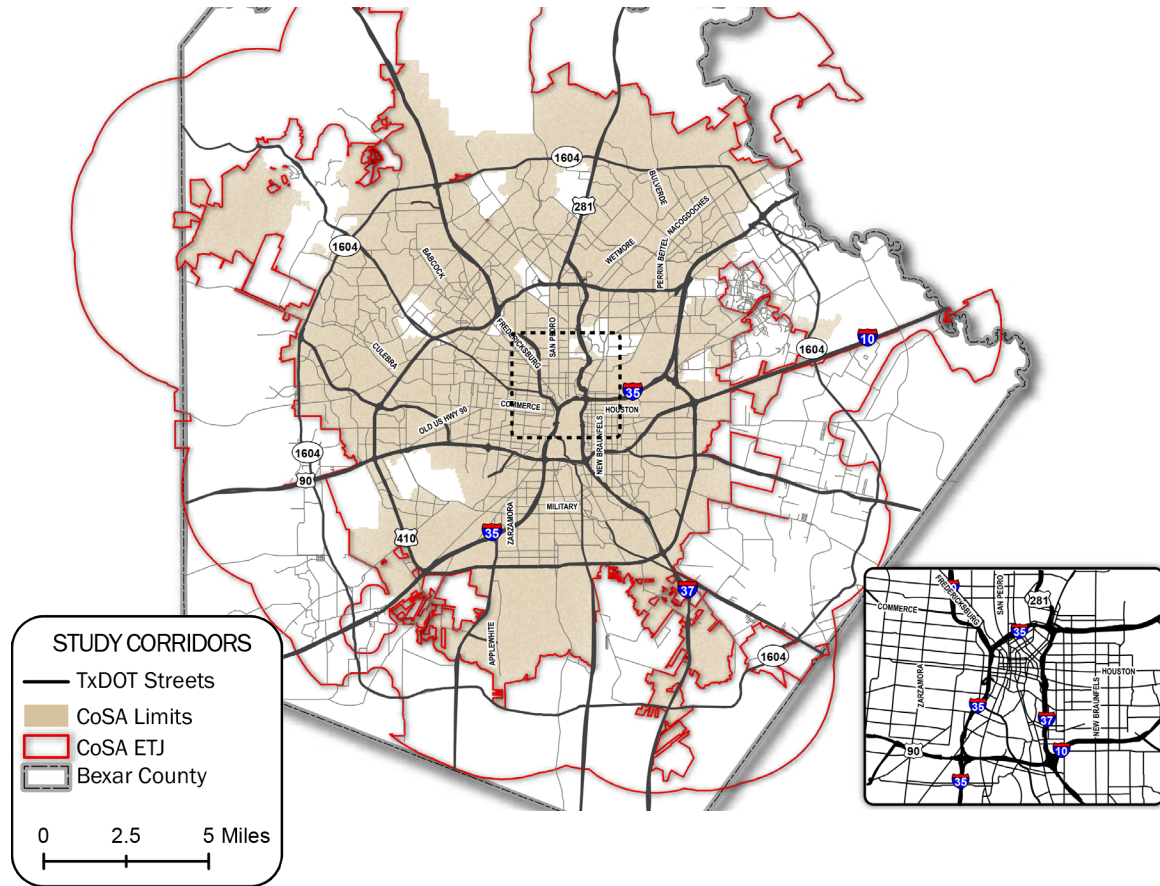
SECTION 1

INTRODUCTION

Purpose: The Why, the Need

Many areas of Texas are anticipated to experience significant increases in population over the next 25 years. The population of Bexar County is forecasted to increase by one million people based on projections by the Alamo Area Council of Governments (AACOG) and the Alamo Area Metropolitan Transportation Agency (AAMPO). This increase will be accompanied by an increase in housing, employment, vehicles on our roadways, and a greater demand on public transit and our infrastructure.

The population increase will be a driving factor in many transportation challenges. Even today, we see the evidence of recent growth contributing to congestion on our roadways. San Antonio is about to become a “non-attainment” area with regard to meeting national air quality regulations.



Non-attainment is a designation given by the United States Environmental Protection Agency for areas of the country where air pollution levels persistently exceed the national ambient air quality standards. Once an area is designated as “non-attainment”, new requirements encourage transportation projects and improvements that consider impacts on air quality.

This will affect our future transportation decisions and even further emphasizes the need to develop a sustainable transportation system, especially one that incorporates all modes and considers other agency plans. Over 90 % of drivers in San Antonio prefer driving alone in their car rather than using other modes of transportation. One major challenge we face is creating transportation options that will encourage people and provide enough appeal to consider leaving their single occupant vehicles (SOV) in exchange for premium transit like dedicated bus rapid transit (BRT), light rail or high occupancy vehicle (HOV) lanes. It has

become clear that we need to apply a variety of strategies, employ a number of technologies and methods to manage congestion without relying solely on increasing capacity through adding lanes and building new roadways which is not sustainable. Land use is a vital part of the equation. The Comprehensive Plan will establish policies to encourage new land use patterns that create regional centers where San Antonio residents can consider options to live in close proximity to where they work, shop and play. If we continue as we have by only focusing on widening

WHAT IS PREMIUM TRANSIT?

Premium transit refers to transit service that incorporates amenities or features that will appeal to choice riders or those riders that are not dependent on transit for mobility. This can consist of simple amenities like wifi and comfortable seating as well as significant investments that improve travel time like Bus Rapid Transit in a dedicated lane or light rail.

and building roadways, congestion will increase dramatically as our population increases by one million in Bexar County.

The SA Tomorrow Multimodal Transportation Plan will guide transportation investments in San Antonio for years to come. **The purpose of the plan is to advance the vision for transportation initially set forth by SA 2020 and later confirmed by this process through comprehensive planning that considers all modes with coordination among all of the transportation partners.** By expanding transportation choices, working with partner agencies and taking advantage of opportunities where modes connect, the City can accommodate the anticipated growth, maximize the capacity and efficiency of the system, and improve the quality of life of San Antonio residents.



WHAT A MILLION MORE PEOPLE MEAN FOR SAN ANTONIO



Spotlight on Public Engagement

In March 2015, the City of San Antonio asked 99 residents at Siclovía to comment on what a million more people in San Antonio would mean for our community. Above is a “word cloud” visually displaying the comments. The larger words represent the frequency of similar comments. Traffic and congestion concerns were a very frequent response.

Over 200 Siclovía participants were asked to comment on what they believe is the biggest transportation challenge facing our community. The related word cloud below shows that providing more buses, congested roads, providing light rail, and more bike routes/facilities represent our greatest upcoming transportation challenges.

OUR GREATEST TRANSPORTATION CHALLENGES



The SA Tomorrow Multimodal Transportation Plan contains goals, objectives and policy guidance as well as an overview of the strategies and **investment programs** that the city and community intend to accomplish by the year 2040. New to this plan is a fiscally constrained investment program of how to use the revenue the city expects from current funding sources and an Action Plan of how the city will invest in the next steps of developing a multimodal transportation system to track the desired **build out of the SATomorrow program**. This document includes close coordination with the Alamo MPO, TxDOT, and VIA with their long range planning activities.

The SA Tomorrow Multimodal Transportation Plan is the city’s **long-range blueprint for travel and mobility**. The plan recognizes that in 2016 the planning process and focus shifts from vehicles to person-trips by all modes and to provide mobility and access in San Antonio and Bexar County in a way that is safe and convenient; second, to **preserve what makes San Antonio a good place to live** by minimizing auto congestion, air pollution, and noise.

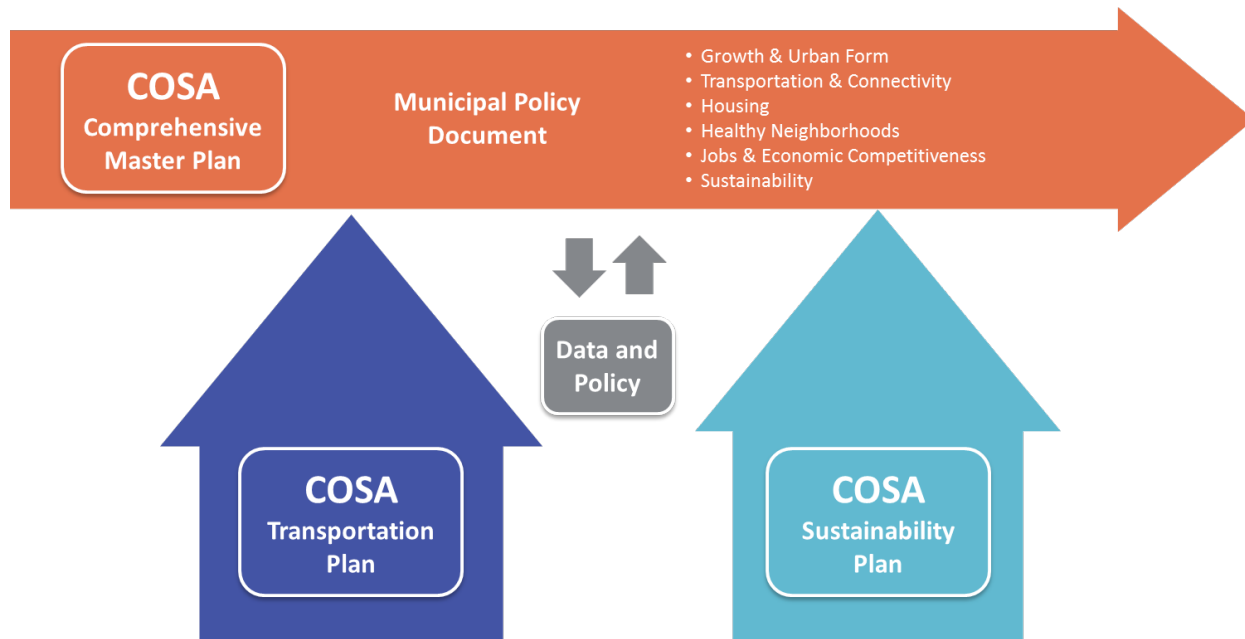
The Vision & Goals

SA2020 Vision

SA 2020 is a planning initiative begun by former Mayor Julian Castro in 2010 to establish a vision for what residents of San Antonio would like our City to look like in the year 2020. The SA2020 vision and movement originated with a series of public forums, bringing thousands of people together to brainstorm, discuss and envision what the future of their city should look like. Out of these discussions, eleven “cause areas” were developed that made up the SA 2020 Vision. One of those cause areas is transportation.

SA 2020 VISION FOR TRANSPORTATION:

“In 2020, San Antonio’s transportation system is recognized as a model of efficiency and environmental sustainability.”



The SA 2020 Report, released in 2011, outlined a bold vision for San Antonio’s future. To realize this vision, SA 2020 calls for an increase in complete streets, increased transit use, a decrease in vehicle miles traveled, and a decrease in commute time. SA 2020 is supporting initiatives to achieve these transportation goals and is charged with measuring the progress.

Progress has been made with initiatives such as the creation and adoption of the City’s Complete Streets Policy, the completion of the City’s Downtown Transportation Study that proposes complete streets improvements in our downtown, and the implementation of premium transit service through VIA Primo bus rapid transit (BRT). San Antonio’s

current Mayor, Ivy Taylor, initiated SA Tomorrow to carry the SA 2020 vision for transportation and other cause areas into the future by creating a plan to take us 25 years out to 2040.

COMPREHENSIVE PLAN



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.



SA Tomorrow

SA Tomorrow is an unprecedented, multi-faceted planning initiative to accommodate the anticipated growth in San Antonio. SA Tomorrow addresses issues of importance to the entire community including transportation, jobs, housing, air and water quality and energy efficiency. The City of San Antonio led the effort concurrently with the creation of three plans: the Comprehensive Plan, a Sustainability Plan, and a Multimodal Transportation Plan. These three plans will provide guidance on how the city will develop over the next 25 years to accommodate the 1.1 million additional people who will be living and working within the city.



SA Tomorrow Comprehensive Plan

A comprehensive plan is an umbrella document that will unify the vision, goals, and policies of the City's other plans and initiatives. It identifies specific issues, challenges and needs and presents preliminary concepts, policies and recommendations for various elements of the community. With an implementation strategy, specific phasing, and action items, the Comprehensive Plan provides strategic direction for decision-making and community investment.

The Comprehensive Plan addresses 10 policy areas: growth & urban form; transportation & connectivity; housing; green and healthy neighborhoods & communities; public facilities & community safety; historic preservation; military; natural resources & environmental sustainability; jobs & economic competitiveness; and implementation/codification actions.



SA Tomorrow Sustainability Plan

In 2011, the City of San Antonio identified its vision for a sustainable future through the SA 2020 process. The SA Tomorrow Sustainability Plan is a roadmap to get to that vision. It identifies sustainability goals, strategies, and steps to implement these strategies. The Sustainability Plan:

- » Creates an inclusive and technically robust process that is grounded in the three pillars of sustainability – Social, Economic and Environmental - and leverages the nationally recognized STAR Communities Rating System (Sustainability Tools for Assessing and Rating Communities);
- » Identifies goals, actionable strategies, and targets in key areas such as green building, energy, food systems, and public health;
- » Develops a greenhouse gas emissions inventory and forecast and;
- » Completes a vulnerability assessment and makes recommendations to enhance resilience.



SA Tomorrow Multimodal Transportation Plan

The Multimodal Transportation Plan provides recommendations for improvements to develop a more sustainable and efficient system and guides infrastructure investments for all modes of transportation, including vehicular travel, mass transit, bicycling and walking. The multimodal transportation plan will communicate the City's transportation strategy and will serve as a tool to analyze transportation priorities to meet community goals. The multimodal transportation 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 the other plans.

COMPREHENSIVE PLAN



The Multimodal Transportation Plan Goals & Strategies were developed through a collaborative process under the Comprehensive Plan

Transportation Goals & Strategies

In addressing the vision for SA 2020, the priorities of the stakeholders and public, and the challenges facing San Antonio's transportation network, the transportation policies for San Antonio are focused on minimizing congestion, improving safety, responsibly managing the transportation system and improving our quality of life.

Mitigating congestion consists of both improving capacity and efficiency of the road network, but also increasing the connectivity and use of alternate modes that can relieve congested roadways. With over a million more people using the transportation network, safety also becomes a priority for all modes as sharing the road places people walking and biking in a vulnerable state with vehicles. In addition to improving the effectiveness and safety of transportation in San Antonio, the impact of the transportation network to quality of life is also to be considered. To initiate improvements to quality of life, the

Spotlight on Public Engagement



Achieving Our Transportation Goals

Feedback on the plan goals was garnered through a series of community open houses for the SA Tomorrow Multimodal Transportation Plan.

Open house attendees mostly supported the goals presented. Of the 22 presented, 21 of them garnered support from 72% or more of the participants. The remaining one, more vehicle capacity to manage congestion, garnered 57% support.

transportation policy supports multimodal solutions that address public health, promote economic development, and provide opportunities for placemaking.

The SA Tomorrow Comprehensive Plan, in conjunction with the Multimodal Transportation Plan team and in collaboration with the Transportation Plan Element Working Group, the partner agencies and the public, developed eight primary goals. The eight goals provided the framework for developing the transportation policies to address the key issues identified.



Transportation and Connectivity



OVERVIEW

GOALS: *The broadest statements of the City's desired long-term direction.* The Goals describe ideal end-state conditions that would result in 2040 if the Plan is successfully implemented. Success in achieving the Plan Goals will be measured by targeted Indicators and implemented according to actionable Policies.

INDICATORS: *Measurable factors that collectively provide insight on existing conditions and progress specific to each goal.* Indicators are the means of measuring movement toward or away from the goal. Specific targets and benchmarks should be established and updated as part of the Implementation Strategy every five years.

POLICIES: *Statements of the City's preferred actions in relation to the plan element Goals.* Policies are not specific to a Goal or Indicator; however, they will be grouped by theme when logical.

KEY ISSUES

Several key issues will define San Antonio's successful approach to transportation and connectivity over the next 25 years:

- How can San Antonio update its transportation planning and facilities to meet current and future needs, including increasing demands from residents, businesses and international trade?
- How can San Antonio reduce vehicle miles traveled (VMT) and proactively address anticipated future problems with congestions and transportation delays?
- How can San Antonio increase access to, safety and use of multimodal transportation options for all residents?
- How can San Antonio more successfully implement and improve upon its long range bicycle plan?
- How and when can San Antonio implement high capacity premium transit linking key residential areas, employment centers, and healthcare, cultural, educational and recreational facilities?
- How can San Antonio provide better regional non-automobile connections, such as the proposed Lone Star Rail District service to Austin?

GOALS

Eight goals were developed to fulfill the City's vision and to address the key issues identified for the Transportation and Connectivity element.

- Goal 1:** San Antonio's roadway system has limited congestion and is efficient for residents and businesses.
- Goal 2:** San Antonio provides a range of safe and comfortable transportation options for all users and abilities.
- Goal 3:** San Antonio utilizes technology and other innovative services and solutions to ensure predictable and reliable travel throughout the City.
- Goal 4:** San Antonio builds, manages, and maintains its transportation and connectivity system cost-effectively in order to meet current and future needs and expectations.
- Goal 5:** San Antonio's transportation and connectivity networks support a high quality of life and strong healthy communities.
- Goal 6:** San Antonio has a world class multimodal transportation system, providing safe and comfortable connectivity to residential, commercial, education, cultural, healthcare and recreation opportunities.
- Goal 7:** San Antonio is a world leader in moving people and goods safely, efficiently and sustainably.¹¹
- Goal 8:** San Antonio's transportation system supports the City's competitiveness in the regional, national and international economy.¹¹

¹¹ TC Goal 7 and TC Goal 8 were previously combined. They were broken apart for this revised version to provide clarity.



Transportation and Connectivity



POLICIES

PLANNING AND INVESTMENT

1. Prioritize transportation projects that manage and reduce congestion based on long-term cost effectiveness and value.
2. Prioritize transportation projects and investments based on the ability to reduce emissions and vehicle miles travelled (VMT).
3. Implement policies and programs to consider full life cycle costs (including capital construction and maintenance as well as the full range of benefits (mobility, safety, economic development, quality of life, etc.) in cost-benefit analysis of transportation projects.
4. Provide funding to maintain a multimodal transportation system in a cost-effective, equitable, and efficient manner.
5. Increase cost effectiveness and efficiency through coordinated project timing with other projects, other agencies, and private development, thus avoiding costs of deferred maintenance.
6. Develop procedures to incorporate multimodal improvements during the maintenance phase of roadways.

MULTIMODAL TRANSPORTATION

7. Encourage the use of non-vehicular travel.
8. Prioritize transportation improvements that will incorporate multiple modes of travel and will provide connections between those modes.
9. Continue to expand the City's on- and off-street bicycle network to provide connected, safe and comfortable facilities for bicycle riders of all levels and abilities.
10. Invest in furthering the momentum of the City's current river and trail investments for multi-use paths and multimodal connectivity.
11. Develop a safe and convenient pedestrian travel network with sidewalks and trails integrated into the transportation system and activity areas such as schools, libraries, shopping and neighborhood centers.
12. Prioritize safe accommodation and alternative routes for people walking, bicycling and at transit stops during street reconstruction.
13. Develop and implement specific maintenance procedures for pedestrian and bicycle facilities.
14. Incorporate multimodal opportunities to ensure access and use of transportation facilities.

15. Identify and prioritize bicycle infrastructure improvements in areas where increased bicycle trip rates can best address congestion problems and provide options for commuting to places of employment.

SAFETY AND COMFORT

16. Ensure the engineering and design of transportation facilities provides for the safety of all users.
17. Identify and implement regulations to improve the safety of people walking and bicycling.
18. Prioritize and maintain safe pedestrian crossings and continue supporting and implementing Safe Routes to School and Safe Routes to Transit programs.
19. Invest in infrastructure and amenities that provide shade and increase the comfort of pedestrians and waiting transit riders.
20. Accommodate the specific mobility and wayfinding needs of disabled individuals in all transportation modes.
21. Increase parking facility safety with design that minimizes conflicts between vehicles and people walking and bicycling.
22. Prioritize safety improvements and enhancements that effectively reduce crash and fatality rates and provide protection of the most vulnerable users (including children, seniors, persons with disabilities), and people walking and bicycling.
23. Develop performance and safety criteria for periodic evaluation of roadways and right-of-way.

LAND USE AND TRANSIT SUPPORTIVE DEVELOPMENT

24. Incentivize transit supportive development opportunities and incorporate transit supportive infrastructure improvements to promote transit use.
25. Develop incentives and zoning regulations to encourage transit-supportive development.
26. Encourage and invest in pedestrian-scaled streetscapes that promote placemaking and encourage walking and bicycling.
27. Encourage and invest in transportation infrastructure investments that also serve to strengthen social networks.
28. Assess and implement placemaking opportunities when developing transportation projects.

29. Prioritize construction and maintenance of sidewalks, crosswalks, and pedestrian lighting in neighborhoods, retail and employment areas within a half mile of major transit stops and stations.
30. Design commercial, residential, educational, cultural and recreational facilities that support and provide access to and all transportation modes.
31. Encourage and invest in transportation network improvements that support economic development.
32. Leverage multimodal transportation improvements in San Antonio as enhancers of connectivity and talent.

REGIONAL TRANSPORTATION

33. Work with other regional transportation agencies to improve San Antonio's overall transportation network to enhance connectivity and efficiency.
34. Partner with and support the Lone Star Rail District to ensure regional rail between San Antonio and Austin is implemented.

TECHNOLOGY AND INNOVATION

35. Continuously identify, investigate and incorporate new and emerging transportation technology and innovative solutions to improve efficiency.
36. Promote Transportation Demand Management (TDM) tools to reduce vehicle miles traveled (VMT) per person and peak hours congestion.
37. Utilize technology and other innovative solutions for improving and prioritizing transit reliability, especially on major routes and corridors.
38. Test and implement options that provide reliable transportation alternatives through pricing and accessibility, such as managed lanes, high occupancy vehicle (HOV)/high occupancy toll (HOT) lanes, ramp metering, etc.
39. Optimize intelligent transportation systems (ITS) and traffic signal systems to provide reliable travel times throughout the City.
40. Support development of autonomous and connected vehicle systems and plan for implementation in design.
41. Utilize managed motorways strategies to address reliability at a system-wide level. Managed Motorways is an innovative solution that provides real-time traffic management of the entire system – freeways, frontage roads and arterials.

42. Develop incident management strategies to maintain travel reliability on major roadways.
43. Continuously assess and integrate technological and design improvements will move San Antonio to the forefront of safe, efficient and sustainable transportation systems design and infrastructure.

GENERAL

44. Protect and enhance the environment through responsible, compatible, and sustainable transportation projects.
45. Improve public health by supporting active transportation technologies and infrastructure that encourage walking and bicycling.
46. Provide community education to increase awareness of rules, appropriate behavior, and etiquette for drivers, bicyclists, pedestrians and transit riders.
47. Invest in public education and outreach about the regional benefits of a robust, interconnected transit system.
48. Support and invest in intermodal transportation facilities that safely, effectively and efficiently provide for the transfer of people and goods between modes.
49. Ensure resiliency in the transportation network and preparedness for system operators and management during natural or man-made emergencies.