WHAT CAN WE DO? - AIRPORTS

Airport System

The airport system is comprised of two airports, the San Antonio International Airport (SAT) and the Stinson Municipal Airport (SMA), both operated by the City of San Antonio. The San Antonio International Airport is located eight miles north of downtown, near North Loop 410 and US Highway 281. The airport has two terminals, A and B, which serve over eight million visitors each year. Terminal A was recently renovated and the new Terminal B was finished in 2010. Twelve airlines provide service to passengers at the airport. There are currently 31 non-stop destinations across the US and in Mexico originating from SAT. Stinson Airport is the General Aviation reliever airport.

In 2009, the City initiated the San Antonio International Airport Vision 2050 Master Plan (Vision 2050 Plan). The Master Plan calls for a proposed Terminal C to be constructed to meet demand in 2030. A consolidated car rental facility (CONRAC) is to begin construction in 2015. The CONRAC will be located with the hourly parking garage. An intermodal center is also proposed in the Master Plan. The new Intermodal Center will encourage transit ridership by providing access to several modes of transportation, such as bus and regional rail, all contained in one facility.

Stinson Airport is the second oldest General Aviation Airport under continuous operation in the county. General Aviation Airports are open to public use but do not have scheduled service or have less than 2,500 annual passenger boardings. Stinson Airport is located 6 miles south of San Antonio's downtown Central Business District on Mission Road, south of SE Military Drive and north of Loop 410. Stinson serves as the general aviation reliever airport to San Antonio International. Reliever Airports are public or private-owned airports designated by the Federal Aviation Administration (FAA) to relieve congestion at the commercial

SAN ANTONIO'S INTERNATIONAL AIRPORT IS FOCUSED ON SUSTAINABILITY!

MISSION STATEMENT: The Vision 2050 project provides a plan for sustainable development of the San Antonio International Airport, enhancing customer service, reflecting the unique identity of San Antonio, accommodating future growth in an environmentally and fiscally sound manner, integrating into the regional transportation system, and supporting regional economic development.

Source: San Antonio International Airport Vision 2050 Plan

service airport. Reliever airports also provide aviation access to the community.

Mission Road provides the main access to the Airport and is a two lane, two-way, road with no curb, gutter or sidewalks. Access to Mission Road is provided from Southeast Military Highway, which is a major east-west thoroughfare. Roosevelt Avenue is a major north-south thoroughfare that provides access to the west airfield and tenant areas. On a regional scale, Interstate 37 provides access to Southeast Military Drive from downtown San Antonio and northern areas, as well as from the south. Additionally, Interstate 35 provides access to Southeast Military Highway from the western portions of San Antonio.

Future Airport Access

At only 15 minutes from downtown, current access to and from SAT is very convenient for residents and visitors alike, especially during non-peak conditions. As we see one million more people in San Antonio and the subsequent congestion it creates, our travel times to and from the airport will increase along with other trips. Loop 410 and US Highway 281 provide direct access to the airport. Both highways are anticipated to experience significant congestion by year 2040. Neither highway has significant available ROW for widening, which means access to and from the airport during congested periods will be affected. Flow and efficiency can be improved by implementing Intelligent Transportation Systems (ITS) components to time signals and install adaptive traffic control on adjacent roadways that are used for part of the trip to the airport or are used as a detour. Reliability, or the ability to rely on a consistent travel time, is very important to travelers catching planes and family and friends picking up passengers. Reliability can be greatly improved by implementing an incident management system to alert drivers of crashes or other incidents in advance, giving them an opportunity to change their route. In addition, crashes and incidents can be cleared quickly to reduce the Opportunities to improve access must focus on ways to move more people without widening the highways. Effective options include dedicated lanes, such as HOV lanes, HOT lanes, transit only lanes. Either of these would be highly effective for airport travelers since pick-up/drop-off operations usually include a driver and one or more passengers.

Even better than dedicated lanes, a light rail system would be very attractive to airport users, employees and travelers, since those using it would not require parking and would avoid delays due to highway incidents. Most attractive would be the reliability or the ability to predict the time it takes to get to and from the airport. Lone Star Rail is proposing service

Figure 21: The Preferred Development Plan for SAT

Preferred Development Plan

1. Construct a consolidated rental car facility (CONRAC) and expand parking garage
2. Relocate employee lot south of Loop 410
3. Relocate employee lot south of Loop 410
4. Reserve land for development of an intermodal facility. The intermodal center will encourage transit ridership by providing access to several currently available and future modes of transportation in one consolidated facility, including bus and regional rail service.

that would travel on an existing rail line adjacent to the airport. A station is being proposed near Loop 410. If the service is implemented, the connection to the airport could provide a huge benefit to the airport economy while spurring redevelopment of the surrounding area. The Vision 2050 Plan calls for relocating the employee parking lot south of Loop 410 and providing 1,900 parking spaces. Light Rail or Lone Star Rail to/from the airport with a station located near the employee lot would prove very attractive to employees and passengers alike if a connection to the Airport Terminals is planned. Rail service would remove these trips from San Antonio highways, especially the overburdened US Highway 281 and Loop 410.

Figure 21 shows the Preferred Development Plan for SAT. The plan includes an intermodal facility south of Loop 410 and adjacent to the rail line being proposed for use by Lone Star Rail. The intermodal facility will provide a

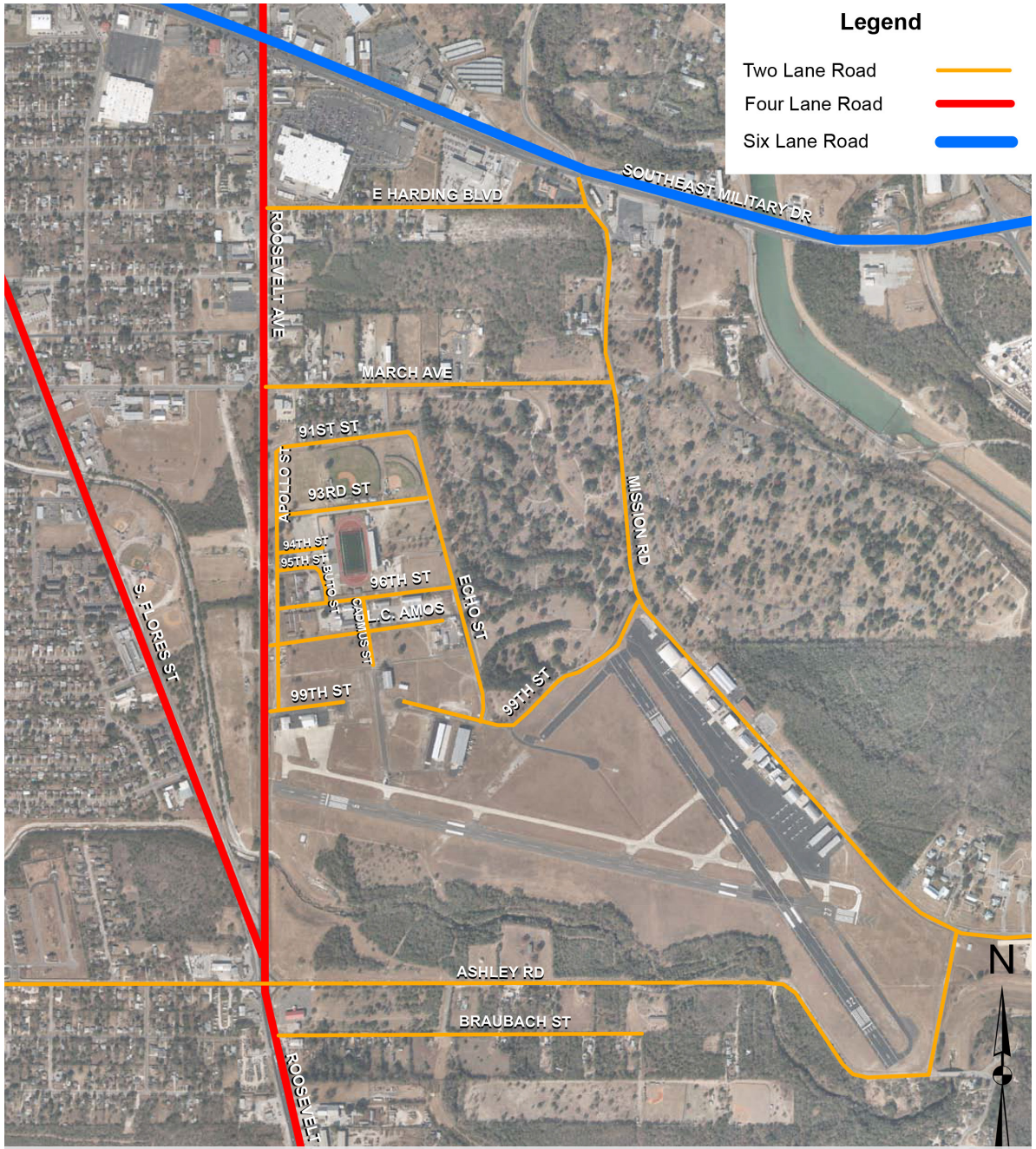
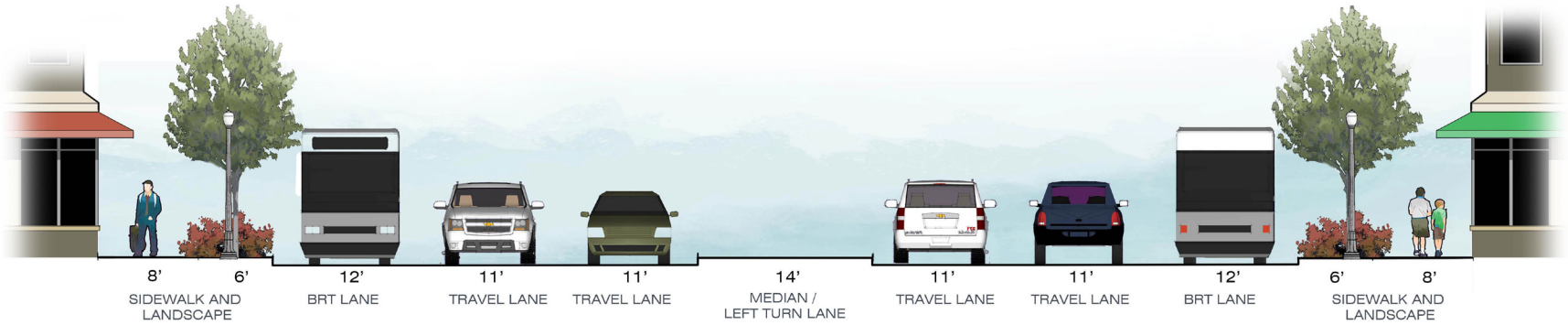


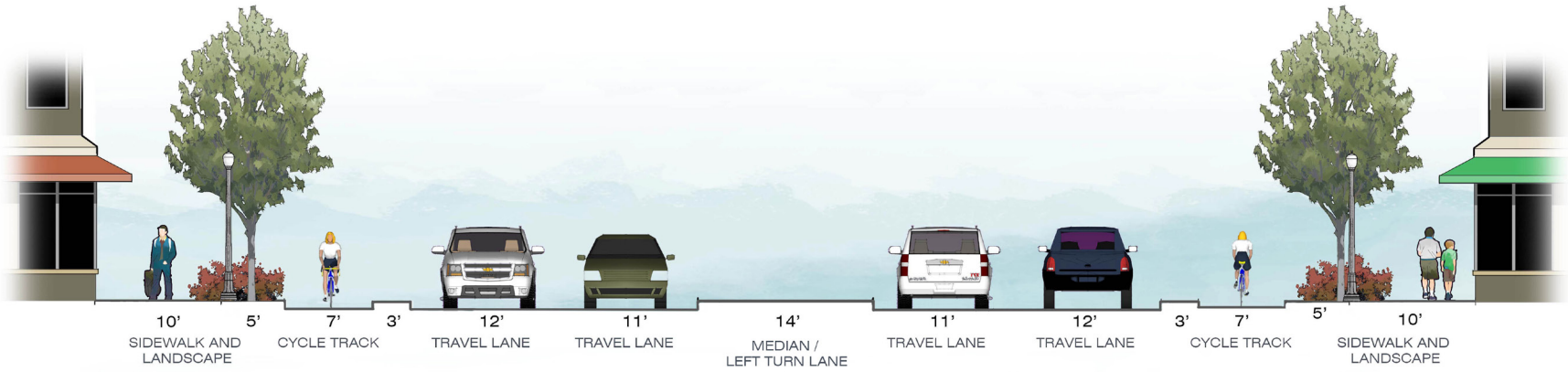
Figure 22: Stinson Municipal Airport (SMA) Local Road Network

Source: City of San Antonio, 2012
Prepared by: Kimley-Horn and Associates, Inc., March 2012

Scale: 1" = .25 Miles



SECTION : SOUTHWEST MILITARY : QUINTANA - IH 37 (OPTION 1)



SECTION : SOUTHWEST MILITARY : QUINTANA - IH 37 (OPTION 2)

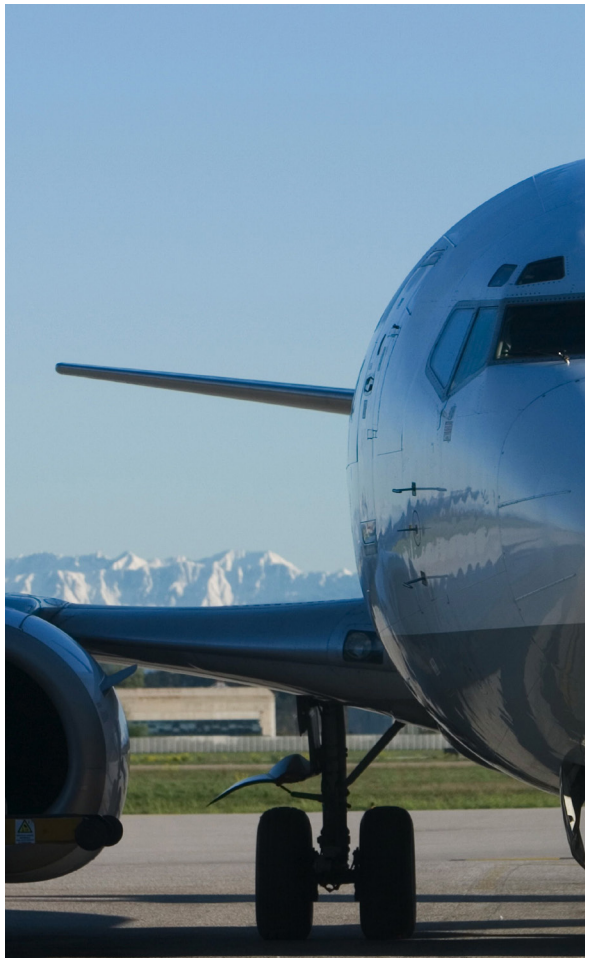
"place" where modes connect allowing users to transfer from one mode to another and continue their trip.

Stinson Municipal Airport (SMA) also has a Master Plan that was updated in 2013. Figure 22 shows the current roadway network that provides access to and from SMA.

The Master Plan calls for access improvements consisting of construction of a new roadway connecting Roosevelt Avenue and Mission Road north of the airport. The Master Plan also proposes to close the L.C. Amos Jr. (formerly 97th Street) intersection at Roosevelt Avenue.

The UNESCO World Heritage designation of 4 of the 5 Missions in San Antonio will bring interest and increased visitors to the area. The SMA is located near the Mission Espada site and the San Antonio River Mission Reach Trail which connects all 4 of the missions. VIA is proposing to implement new service in June 2016 called "VIVA Missions" connecting the Alamo (the 5th and most famous Mission), San Jose, Concepcion, Espada, and San Juan Capistrano Missions.

The Multimodal Transportation Plan identifies potential long term options for SW Military, an east-west arterial intersecting Roosevelt Avenue and Mission Road, located just north of SMA. The long-term options consider a barrier separated bicycle facility or cycle track that connects with the San Antonio River Mission Reach trail and a dedicated Bus Rapid Transit lane to promote transit use along the corridor. Both options are compatible with the Stinson Municipal Airport Master Plan and help support transportation choices for airport users and visitors to the area. The long-term options are described in greater detail later in the "What Can We Do" section of this report.



Conclusion

Both airports are anticipated to have increased access demands as the population in the area increases by 1 million. However, the activity will be at a much larger scale at SAT based on its role as the Commercial Service Airport. Opportunities for intermodal connections to serve passengers and visitors should continue to be improved and expanded. Light Rail service for SAT with connections to transit, bicycle and pedestrian facilities is needed for a sustainable transportation system serving the airport. Placemaking opportunities should also be considered as the intermodal facility is planned and designed. The Stinson Airport is currently under-design for a new control tower. With the increase of more national and international companies locating in San Antonio, Stinson offers the extra capacity needed to provide private plane services. It also offers an opportunity for re-development of the area connecting historical sites with new transportation oriented potential. VIA's "VIVA Missions" bus service that connects the Missions, Mission Reach Trail and Downtown can connect with SMA with transfers available to other areas of the City.

This page intentionally left blank