

Proposed Multimodal Transportation Plan Changes Document

How to use this document:

Contained in this document are substantive proposed language, text and mapping changes to the SA Tomorrow Multimodal Transportation Plan dated April 28, 2016. Proposed additions are noted in underlined text; proposed deletions in ~~striketrough text~~.

Item numbers are for reference only and will not appear in the text of the final document. The only text or maps that will be added, deleted, or replaced in the document are identified under the **Proposed Changes** heading.

Item #	Section	Page #	Proposed Changes
1	0 - Acknowledgments	3	<u>The preparation of this document was financed in part through grants from the U.S. Department of Transportation under Section 112 of the 1973 Federal Aid Highway Act and Section 8(d) of the Federal Transit Act of 1964, as amended. The contents of this document do not necessarily reflect the official views or policy of the Federal Highway Administration, Federal Transit Administration, U.S. Department of Transportation, or the Texas Department of Transportation. Acceptance of this report does not in any way constitute a commitment on the part of any of the above agencies to participate in any development depicted therein nor does it indicate that the proposed development is environmentally acceptable in accordance with appropriate public laws.</u>
2	1 & 6	1-3; 6-91; 6-92; & 6-94	<i>Delete reference to "choice riders" by deleting "choice" on pages 1-3, 6-91, 6-92, 6-94</i>
3	4	4-9	Special attention was given to engage our younger residents by developing a Kid Zone page containing fun facts and games that educate about transportation. <u>In 2040, today's children will be adults living with the transportation choices of today.</u> The project website was continuously updated throughout the project process, making it a very effective tool for outreach and for keeping the public informed about the project.
4	4	4-10	The SA Tomorrow Multimodal Plan team presented to over 150 groups and organizations as part of the overall public involvement effort. <u>Presentations provided attendees with basic information on the planning process, upcoming public events and meetings, and collected email addresses to further communicate information and progress about the plan.</u>
5	4	4-13	The continuous circulation of information on social media platforms reached many residents via their electronic device. <u>Social media efforts also served to engage agencies, businesses non-profits, social and professional organizations, and civic associations.</u>
6	4	4-16	The meeting was conducted in an open-house format allowing attendees to come and go during the established time. <u>A Spanish interpreter and an interpreter for the deaf were on site to facilitate communications as needed.</u>

Item #	Section	Page #	Proposed Changes
7	4	4-26	<p>A corridor map was displayed showing the current corridors being considered for study as part of the Multimodal Transportation Plan and the regional activity centers. <u>The corridors being considered included:</u></p> <ul style="list-style-type: none"> - <u>Applewhite Road</u> - <u>Babcock Road</u> - <u>Culebra Road</u> - <u>Fredericksburg Road</u> - <u>Houston Street</u> - <u>New Braunfels Avenue</u> - <u>Old US Highway 90/Enrique Barrera Parkway</u> - <u>Perrin Beitel</u> - <u>San Pedro Avenue</u> - <u>SW Military Drive</u> - <u>Wetmore Road</u> - <u>Zarzamora Street.</u>
8	4	4-28	<i>New text to be inserted between pages 4-28 and 4-29. (see Attachment 1)</i>
9	6.1	6-14	Support land uses in the existing core as well as new Regional Centers with an adequate supply of on-street parking
10	6.1	6-14	<u>Working with the community and businesses</u> , consider policies to reduce or eliminate on and off-street parking where there is existing or planned major connections in the transit, bicycle, and/or pedestrian networks.
11	6.2	6-19	<u>The proposed new network thoroughfare changes developed as part of the SA Tomorrow process displayed in Figure 11 and Figure 12 highlight the recommended changes. The maps are displayed in two ways to allow comparison between: the adopted MTP (Figure 11); and the existing roadways (Figure 12).</u>
12	6.2	6-20	<i>Replace existing map with updated Figure 11 Map: Proposed Thoroughfare Changes with Adopted Major Thoroughfare Plan (See Figure 11)</i>
13	6.2	6-21	<i>Replace existing map with updated Figure 12 Map: Proposed Thoroughfare Changes with Existing Roadways (See Figure 12)</i>
14	6.2	6-22	The Unified Development Code (UDC) supersedes the MTP and the Complete Streets Policy as the master document, should questions arise in design standards. Some of the goals of the MTP and Complete Streets Policy are not yet implemented within the UDC.
15	6.2	6-29	The City should consider UDC policies that require the construction of collectors by developers as they're subdividing property between arterials. This policy would require connections between arterials in a manner that best suits the City. This approach (in lieu of placing collectors on the MTP Map) allows developers some flexibility with the alignment while improving the connectivity of the overall MTP.

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16	6.3	6-33	Introduce policies that can influence how driverless vehicles can affect VMT, urban sprawl, and/or parking requirements. Examples include tolls for single-occupancy vehicles, new HOV/HOT lanes, create and enforce urban growth boundaries, reduce (or even subsidize) costs and parking fees for shared ride services, and eliminate minimum explore parking requirements in zoning laws and encourage more pick-up/drop-off locations at developments.
17	6.4	6-54	Trees and Landscaping - Street trees give people walking shade and comfort. Landscaping provides a buffer people walking from the moving vehicles on a street. Trees and landscaping also soften the hard surfaces of pavement and building to provide a connection to nature. <u>Landscaping can be provided in the form of Low Impact Development (LID) such that the landscape not only provides protection from moving vehicles and an aesthetically pleasing environment but also address water quality issues by capturing storm water run-off from polluting waterways.</u>
18	6.4	6-55	Provide ADA-compliant infrastructure such as curb ramps, unobstructed sidewalks and crossings, and accessible pedestrian signals for persons with disabilities wherever a pedestrian way is newly built or altered.
19	6.4	6-55	Implement smaller curb radii and more curb extensions <u>where appropriate</u> to slow traffic and shorten the crossing distance at intersections <u>that meets emergency vehicle standards.</u>
20	6.4	6-55	Minimize and consolidate driveways where possible <u>or through future redevelopment</u> to create a safer and more comfortable environment by eliminating conflict points between people driving and people walking and biking.
21	6.4	6-56	Provide enhanced pedestrian safety measures which include providing safe, comfortable, and convenient pedestrian crossings that make it not only possible, but practical to walk across streets which <u>may include pedestrian refuge islands.</u> ... Install pedestrian refuge islands to create a safe and comfortable place to wait while crossing a roadway.
22	6.4	6-56	Offer connected and seamless transportation networks for people walking which includes installing new sidewalks, and rebuilding major thoroughfares and arterials with a minimum six foot landscaped buffer <u>or pervious cover</u> and a minimum six to eight foot sidewalk. Landscaped buffers between the roadway and sidewalk can accommodate trees that provide shade and create a safer and more comfortable environment for pedestrians. Six foot buffers and six to eight foot sidewalks are the recommended standard along main arterial roadways <u>for higher density residential areas. Minimum ten foot sidewalks is recommended in downtown and in locations designated for transit oriented development.</u>
23	6.4	6-56	Install pedestrian lighting to improve visibility of those on foot and those using personal mobility devices <u>within the public right-of-way.</u>

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24	6.5	6-64	<p><u>Vision Zero</u> <u>San Antonio adopted the Vision Zero goal in September 2015. Vision Zero is a philosophy of road safety with the goal of eliminating traffic fatalities and serious injuries. The effectiveness of Vision Zero comes from a "safety first" collaboration among community stakeholders such as political leaders, roadway designers, police, schools, transit operations, public officials, community advocates and the general public.</u> <u>Recent efforts have emphasized the City's commitment to the community through strengthened programs and implementation toward Vision Zero. The key to success in achieving Vision Zero is a combined approach using the five essential elements for a safe transportation system: Education, Encouragement, Engineering, Enforcement and Evaluation.</u></p>
25	6.5	6-70	<p>1. Provide a comprehensive wayfinding system <u>with community input</u> to facilitate network navigation by bicyclists - Wayfinding systems provide guidance of the network for users, while also providing visibility for those who may not be traveling by bike. Wayfinding supports travel to destinations and makes navigation easier, especially if someone is not familiar with the network. This system not only includes points of interest, but also educates users on the types of facilities they are using. Wayfinding also provides an opportunity to promote bike share programs by indicating the location of stations. <u>It is important that wayfinding is developed with community input to identify important historic and cultural landmarks within their community.</u></p>
26	6.5	6-70	<p>2. Provide end-trip facilities that support bicycling - A bicycle network is not complete without amenities that make choosing bicycling easier. In order to enhance the network, amenities need to be available and secure at key destinations. <u>Work with the community to identify potential locations within public facilities or private developments.</u> Amenities to support bicycling include bike parking, bike stations, showers, and public work stands to address bike maintenance issues. These amenities make it more likely for people to consider a bike for errands, their commute, or riding to meet friends at a local restaurant.</p>
27	6.5	6-78	<p>Allocate <u>12%</u> of the <u>TCI</u> capital budget each year as a core program for pedestrian and bicycle improvements.</p>
28	6.6	6-86	<p>WHAT CAN WE DO? - TRANSIT</p> <p><u>Public transportation provides not only an alternative to the private automobile, but a critical transportation service to the region. Transit is essential to attracting jobs to the region as it is to providing the transit dependent population with access to employment, medical or education services. In the future, as the region grows by another one million residents and congestion increases, these services will become even more critical to maintaining an effective transportation system.</u></p> <p>Transit Element - In Coordination with VIA's Vision 2040 Plan</p>
29	6.6	6-89	<p>Vision 2040 will help VIA identify how to continue these investments once these projects have been fully implemented. <u>opportunities for additional capital improvements that will need to be closely coordinated with the City of San Antonio and TxDOT.</u></p>

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30	6.6	6-89	It can also be achieved by adopting a more multimodal transit focus and replacing <u>transit-supportive policies and standards that include provisions for converting</u> general purpose travel lanes in some corridors with high capacity bus-only <u>transit-only lanes, increased transit commuter capacity and increased transit reliability</u> lanes that can <u>help</u> carry more people in fewer vehicles.
31	6.6	6-90	In the case of a transit-oriented <u>supportive</u> plan, there will be many associated decisions about supporting land uses <u>prioritizing and incentivizing land uses to encourage increased density in locations where people begin and end their trips</u> and allocating funding that will be needed to make the plan work.
32	6.6	6-94	A circulator <u>The recently implemented VIVA circulator</u> serving in the downtown area is proposed to be replaced by a future fixed rail (streetcar) service which <u>will establish a localized ridership market that could later be considered for conversion to a fixed rail streetcar service.</u> This should also help focus development or redevelopment activity in the area.
33	6.6	6-110	Transit oriented-supportive development zoning/ incentives - Density bonuses, parking reductions, fee adjustments, etc., should be considered as a means to entice development into "opportunity areas" and create transit-friendly conditions in support of transit services.
34	6.6	6-110	Development requirements – incorporate transit and multimodal requirements in all development approvals as they are now for roadways or consider in-lieu financial contributions in specialized cases.
35	6.6	6-111	Locate <u>Incentivize</u> denser uses and developments closer to high capacity transit facilities.
36	6.6	6-111	Manage parking through a district-wide strategy to reduce off-street parking between the street and building entrances.
37	6.6	6-111	Encourage maximum street-side setbacks, rather than minimums. Encourage 0-10' maximum setbacks. <u>Establish building setbacks that encourage a walkable environment.</u>
38	6.6	6-111	Prepare regulating plan for project areas that defines base conditions for building envelopes: height, setback, access ways without infringing on established circulation easements.
39	6.6	6-111	Participate in the upsizing of infrastructure improvements to anticipate future redevelopment needs. <u>Focus infrastructure investment in areas where the city wants to encourage redevelopment.</u>

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40	6.10	144	This chapter takes a unique approach to developing multimodal solutions that can be applied to similar types of roadways around the City. The evaluations are visually demonstrated to help community members interpret what recommended improvements could look like. Additionally, through this work the corridors can be evaluated for possible short term operational and safety improvements. <u>Improved corridors can provide opportunities for communities to converge on current and future wants and needs. Corridor improvements should not only connect people to other parts of the city, but also set the stage for community-centric activities (social, cultural, economic, etc.) for the surrounding area.</u>
41	6.10 B	6	<i>Update cross section to show 12' multiuse path instead of 4' walk and 8' bike.</i>
42	6.10 H	1	There are no designated bike lanes on Fredericksburg Road. <u>Bicyclists have the option of riding through adjacent neighborhood streets or boarding Primo and docking their bike on the bus.</u>
43	7	4	Sales tax – Sales taxes are the most prevalent local source of transportation funding in the U.S. They are typically subject to a vote of the population at large and can be structured in many ways. San Antonio's current sales tax rate is 8.250%. Of that, the amounts collected for transportation improvements include 6.25% for TxDOT the State of Texas, 1% for the City of San Antonio and 1% under the Advanced Transportation District (ATD) Sales Tax. The ATD is distributed: 0.250% San Antonio ATD (Advanced Transportation District); 0.500% VIA; and 0.250% to the State of Texas.
44	7	7	<u>Right-of-way leases</u> <u>Linear rights-of-way such as public roads can generate revenue through leases for the use of the right-of-way for uses such as cable or fiber-optic lines.</u>
45	7	8	Growth Payments The objective of these fees is to assess development for the costs imposed by land development projects on infrastructure systems.
46	7	15	2. Develop a logical, defensible and understandable performance-based programming process that is based on achieving the City's Comprehensive Plan goals and transportation objectives. <u>The implementation program should rely on this process to rate, rank and prioritize projects as a basis of allocating funding in the capital improvement program.</u>
47	7	15	Multimodal Transportation <u>6. Continue to implement Vision Zero to eliminate all traffic deaths and serious injuries.</u>
48	7	15	12. Consider UDC policies that require the construction of collectors by developers as they're subdividing property between arterials. This approach (in lieu of placing collectors on the MTP Map) allows developers the ability to identify the alignment that best serves their development, while improving the connectivity of the overall MTP.
49	7	15	13. Implement policy changes to design requirements that improve pedestrian system and encourage walkability, i.e., minimum sidewalk widths of 6 to 8 feet with 3 6 foot buffer for higher density residential areas, 10 feet for downtown and in locations designated for transit oriented development.

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50	7	15	14 . Require sidewalks to be placed at outside limits of right of way, etc. Allow midblock crosswalks with required safety features at locations with high pedestrian demand along roadways with high traffic volumes and long crossing distances.
51	7	15	<u>16. To reduce speeding and enhance pedestrian safety, install more traffic calming measures throughout the City such as smaller curb radii and curb extensions.</u>
52	7	15	<u>17. Establish pedestrian count program at high pedestrian crash and high pedestrian volume locations</u>
53	7	15	<u>18. Minimize and consolidate driveways where possible or through future redevelopment to create a safer and more comfortable environment by eliminating conflict points between people driving and people walking and biking.</u>
54	7	16	20. Evaluate needs and costs of the program and commit 2% a predetermined percentage of the TCI capital budget each year as a core program for pedestrian and bicycle improvements.
55	7	16	30. Support transit oriented development in the existing core as well as new Regional Centers with parking <u>that minimizes unneeded spaces and allows for efficient sharing of parking facilities</u> among <u>compatible</u> maximums that consider shared parking and the interactions among land uses.
56	7	17	34. Incorporate increased development requirements <u>that comply with Rough Proportionality, and are designed</u> to mitigate anticipated traffic impacts <u>based on forecast demand</u> in areas where growth is not supported <u>by local infrastructure, strongly enforce the existing UDC requirements for development in those areas, and cease allowing opportunities for waiving the UDC requirements.</u>
57	7	17	35. Foster a more balanced distribution of growth throughout the region by encouraging development in areas where it can best be accommodated such as regional activity centers or along VIA's primary high capacity transit corridors. This will require adopting new policies or aggressively applying current policies (e.g., real property tax rebates, density bonuses, parking reductions/waivers, environmental assessment funds, tax increment financing districts, (TIRZ), etc.) that will strategically entice development into locations that are better able to accommodate it than where forecasts show it to be.
58	7	17	Safety and Comfort <u>44. Implement low cost systemic improvements to apply across the City to improve safety for all and as part of Vision Zero.</u>
59	7	17	47. Continue to require all projects to comply with the Americans with Disabilities Act (ADA) and establish a program to focus on priority locations near schools, transit services and within Regional Centers.

ATTACHMENT 1

Multimodal Transportation Plan Draft Report

Section 4: What We Heard

New Text To be inserted in the “What We Heard” section, “Public Open Houses” between pages 4-28 and 4-29.

Neighborhood Workshops

The SA Tomorrow Multimodal Transportation Plan participated in four SA Tomorrow Comprehensive Neighborhood Workshops in early March 2016. Each workshop included an open house that offered residents an opportunity to ask questions, participate in board exercises, and provide written comments.

The open houses were available 30 minutes before the neighborhood workshops began. Subsequent to the half hour open house, presentations were given on the Comprehensive Plan, the Transportation Plan, and VIA Metropolitan Transit’s 2040 Plan. Upon conclusion of the presentations, attendees were given time to revisit the open house area.

Neighborhood Workshop attendees were asked to share their transportation concerns and thoughts about the Multimodal Transportation Plan. Several written comments were collected from the neighborhood workshops concerning: protected bike lanes on major roads, access to greenway trails, and connectivity. Other general comments asked for transportation policies to address wheelchair access to sidewalks, curbs and more walkable sidewalks.

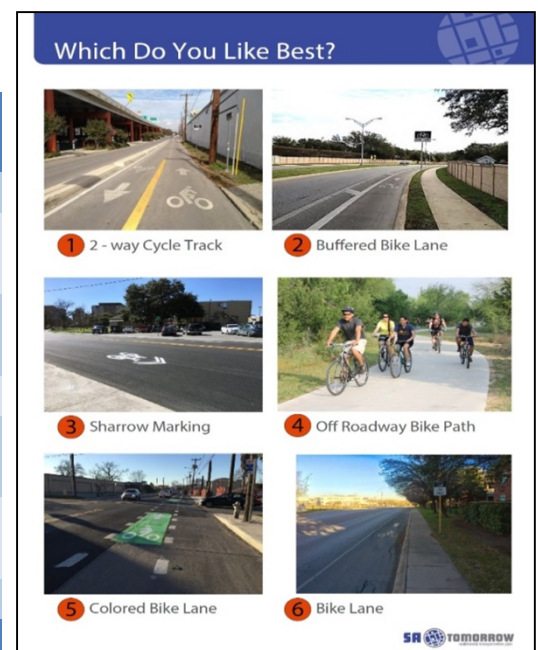
Exhibit Board Exercises:

Attendees received three dots to participate in two board exercises.

Board 1: Which Do You Like Best? (1 dot)

Attendees were instructed to place one dot next to their preferred type of bicycle facility. Each facility type was numbered and an example was shown in a photograph.

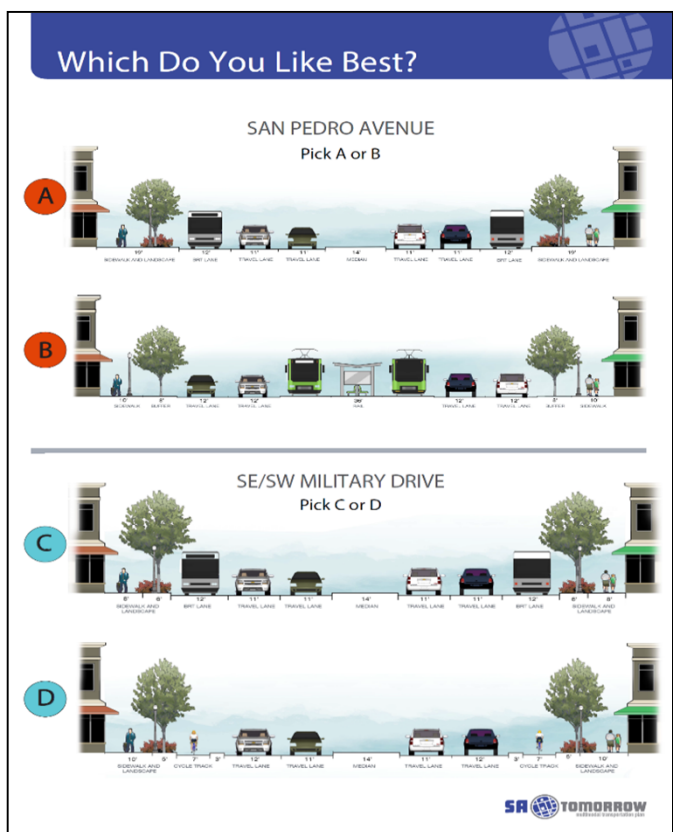
Results from “Which Do You Like Best?” Bike Facility Activity			
Bike Facility		Responses	Percent
1	2-way Cycle Track	8	17%
2	Buffered Bike Lane	15	32%
3	Sharrow Marking	0	0%
4	Off Roadway Bike Path	18	38.20%
5	Colored Bike Lane	3	6.40%
6	Bike Lane	3	6.40%
Total Responses		47	100%



Board 2: Which Do You Like Best? – Corridor (1 dot per corridor)

Attendees were asked to place one dot next to their preferred transportation concept shown for each option. Two options were shown for each of two corridors: San Pedro and SE/SW Military. The results are as follows:

Do You Like Best” Corridor Option Activity		
Corridor Concept	Responses	Percent
San Pedro Avenue		
Option A: Dedicated BRT	22	69%
Option B: Center Light Rail	10	31%
Subtotal	32	100%
SE/SW Military Drive		
Option C: Dedicated BRT	14	48%
Option D: Cycle Track	15	52%
Subtotal	29	100%
Total Responses	61	100%



Open Houses

The SA Tomorrow Multimodal Transportation Plan participated in a series of SA Tomorrow Comprehensive Plan Open Houses in May 2016. Seven citywide open houses were held to give residents the opportunity to view the SA Tomorrow Multimodal Transportation and Comprehensive draft plans.

Printed SA Tomorrow Multimodal Transportation Draft Plans were available to give residents the opportunity to review the plan at each open house. Staff was on site to address concerns and questions from attendees. Comment forms were available for residents who wished to provide comments about the draft plan.

A variety of transportation related comments were received from the open houses. Residents asked to make bicycling a priority and to address the need for more frequent bus stops throughout San Antonio. Residents commented they were satisfied with the sample of multimodal transportation options in the draft plan.

Figure 11: Proposed Thoroughfare Changes with Adopted Major Thoroughfare Plan

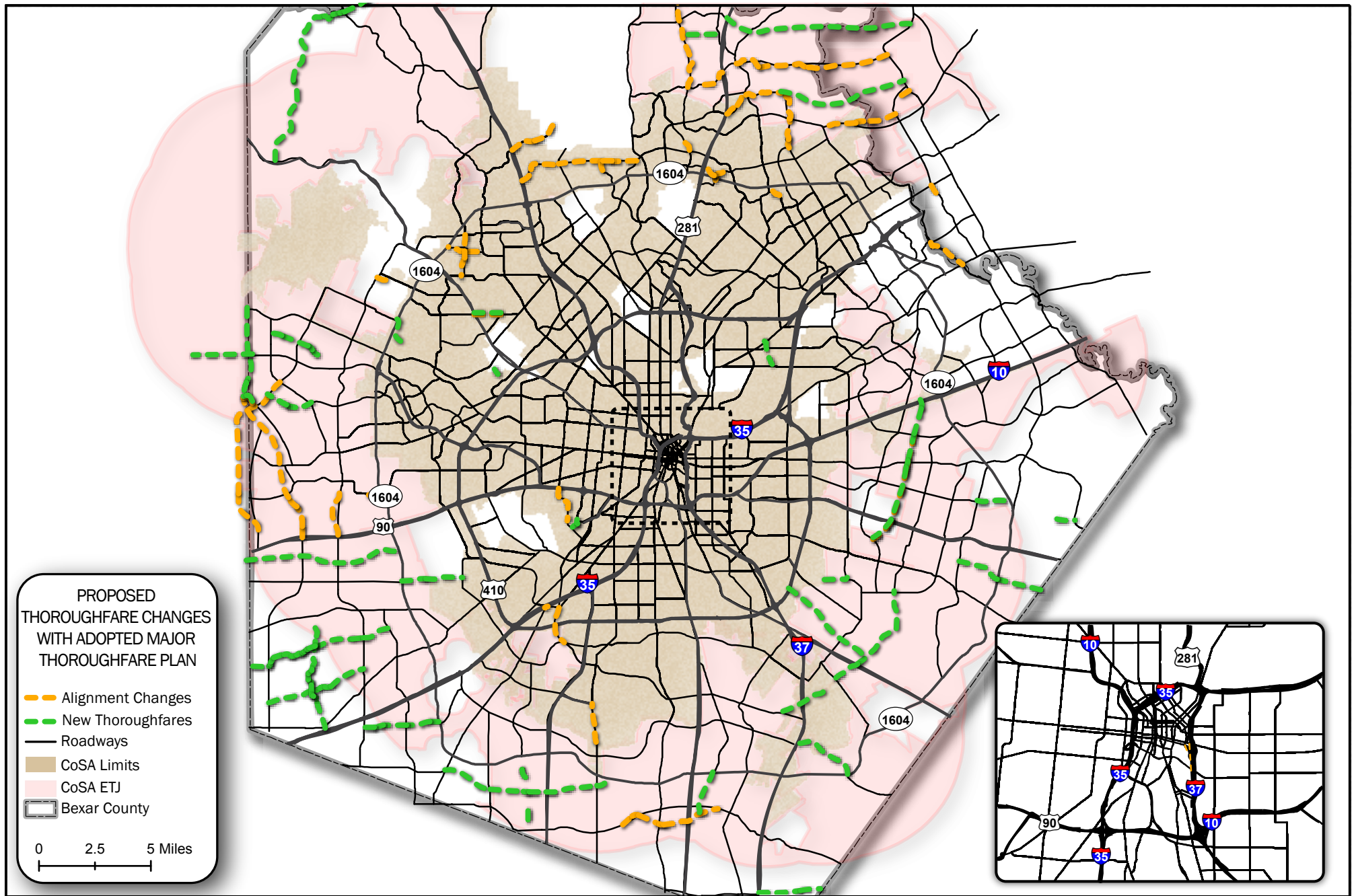


Figure 12: Proposed Thoroughfare Changes with Existing Roadways

