



A Proposal for Modern Mobility



In a modern city like San Antonio, transportation in its many forms is more essential than ever to connect the moving parts of our daily lives.

FASTEST GROWING CITY IN THE NATION



SA CONGESTION TODAY



2019

AND TOMORROW



2040



2015

44
HOURS



2040

166
HOURS

Alamo Area Metropolitan Planning Organization

Mobility 2040 2013 – 2014



SATomorrow Comprehensive Plan VIA Vision 2040 Long Range Plan 2015 – 2016



ConnectSA Proposal for Modern Mobility 2019



ConnectSA Proposal

What is the ConnectSA Proposal?

- Multimodal
- Integrated
- Interactive
- Cost-effective
- Aspirational



Modern Mobility Plan Goals



**PROVIDE
MORE CHOICES**



**INCREASE SAFETY
& EFFICIENCY**



**CONNECT
TO JOBS**



**LEVERAGE
TECHNOLOGY**



**MANAGE
CONGESTION**



**ENHANCE
ACCESS**



**INTEGRATE
MOBILITY
NETWORKS**

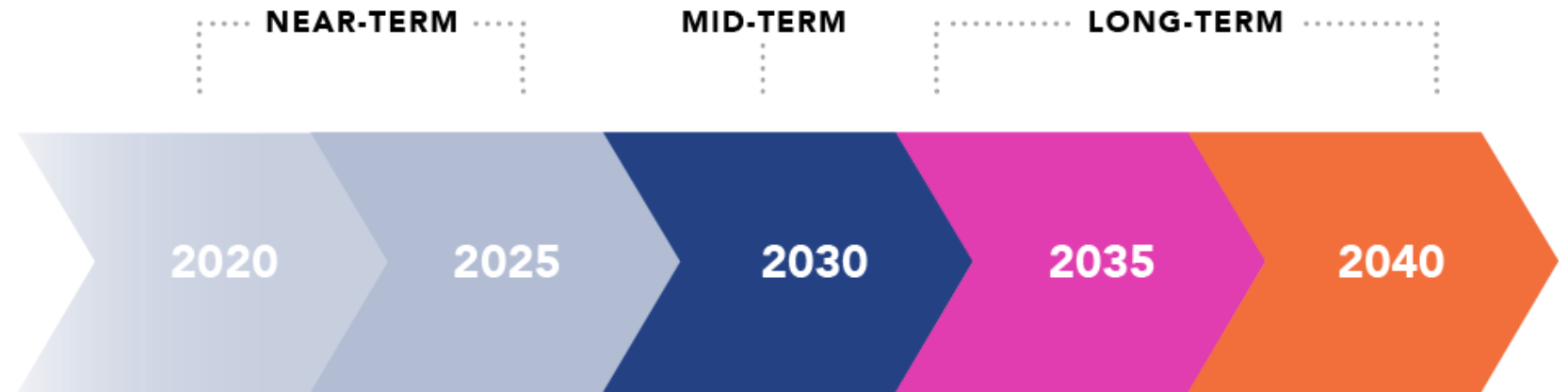


**PROMOTE
SUSTAINABILITY**

Better Choices Easier Trips

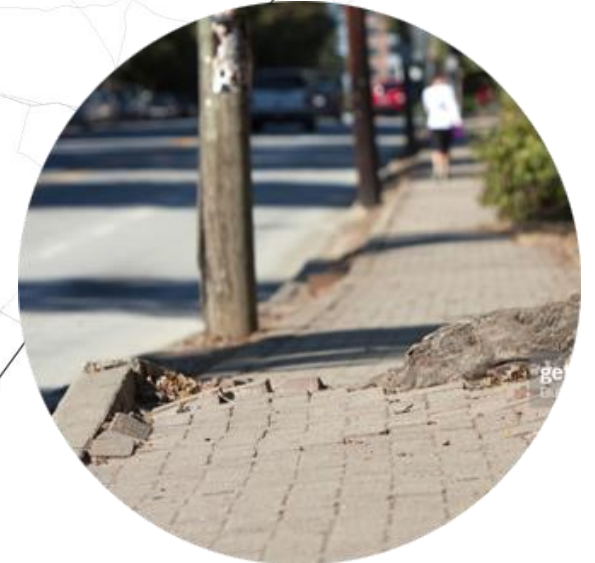
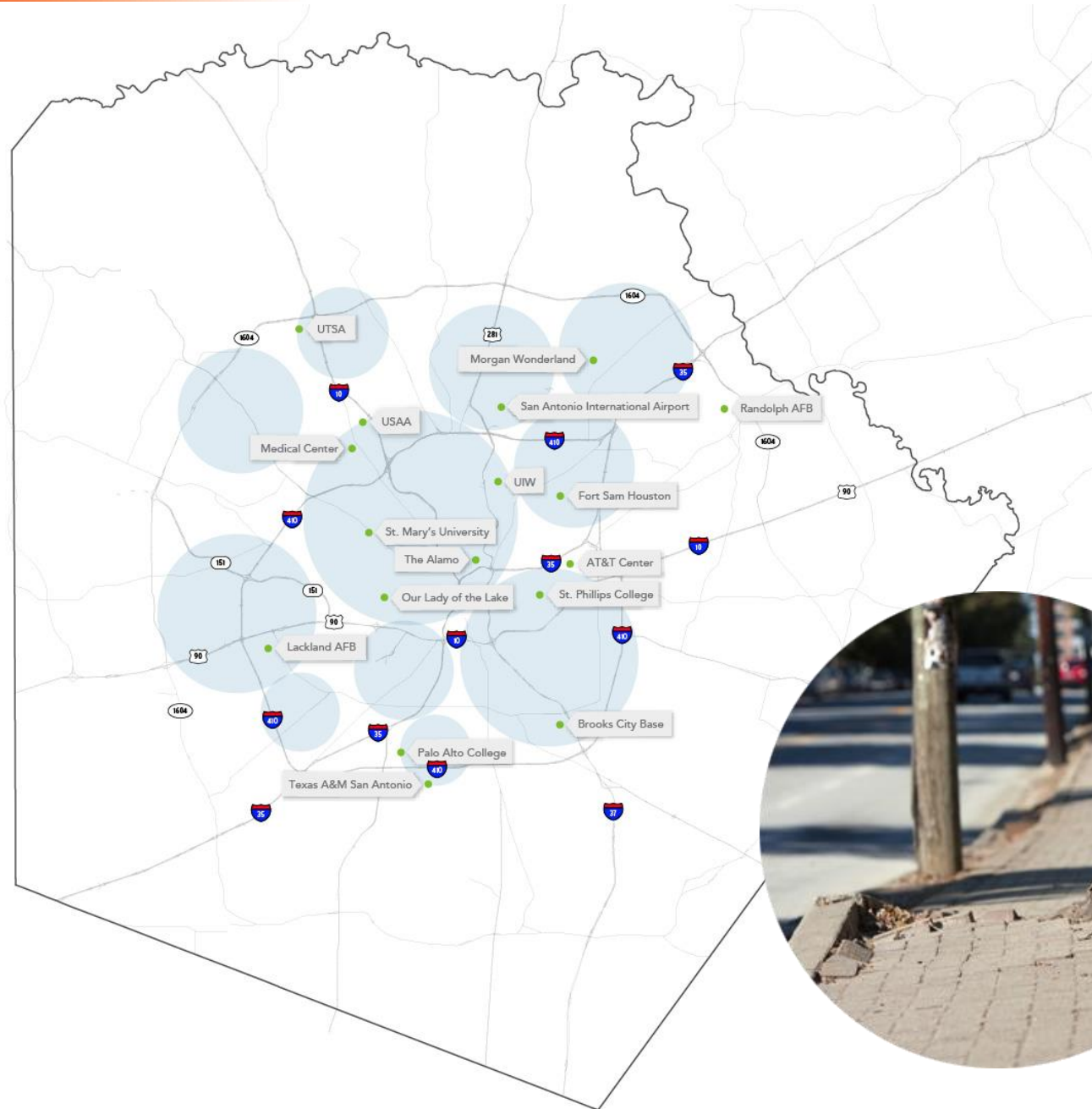


How Do You Build the Future?



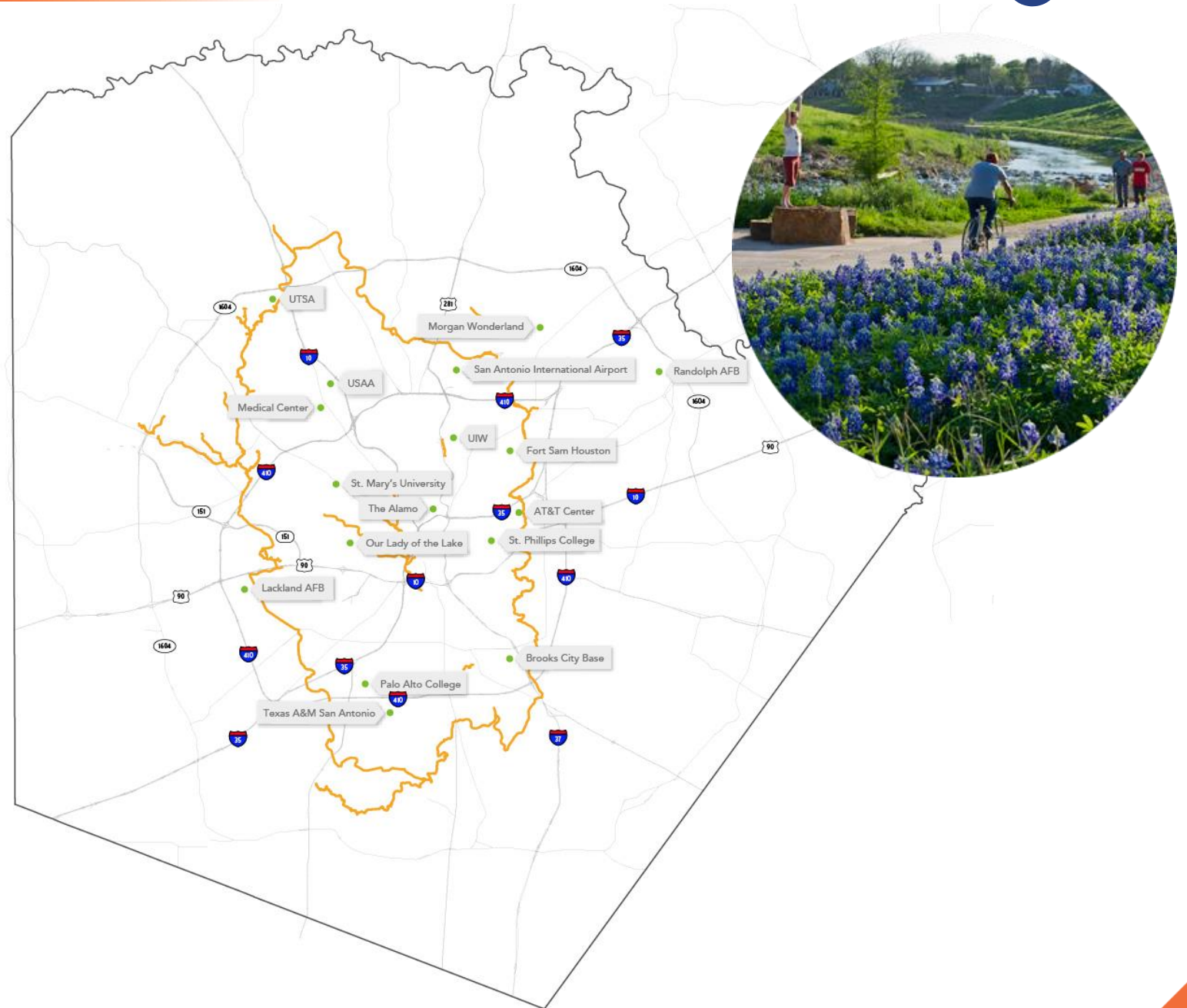
Sidewalks

- Nearly 1,900 miles of sidewalk gaps
- City's Sidewalk Implementation Plan includes 5 Priority Levels for filling all gaps
- ConnectSA Near Term Plan includes top 3 priority levels (200 miles)



Trails

- Complete the creekway trail system that encircles the city
- Better utilize and connect miles of maintained trails
- Create a premier recreational asset for health and fitness and a unique visitor attraction



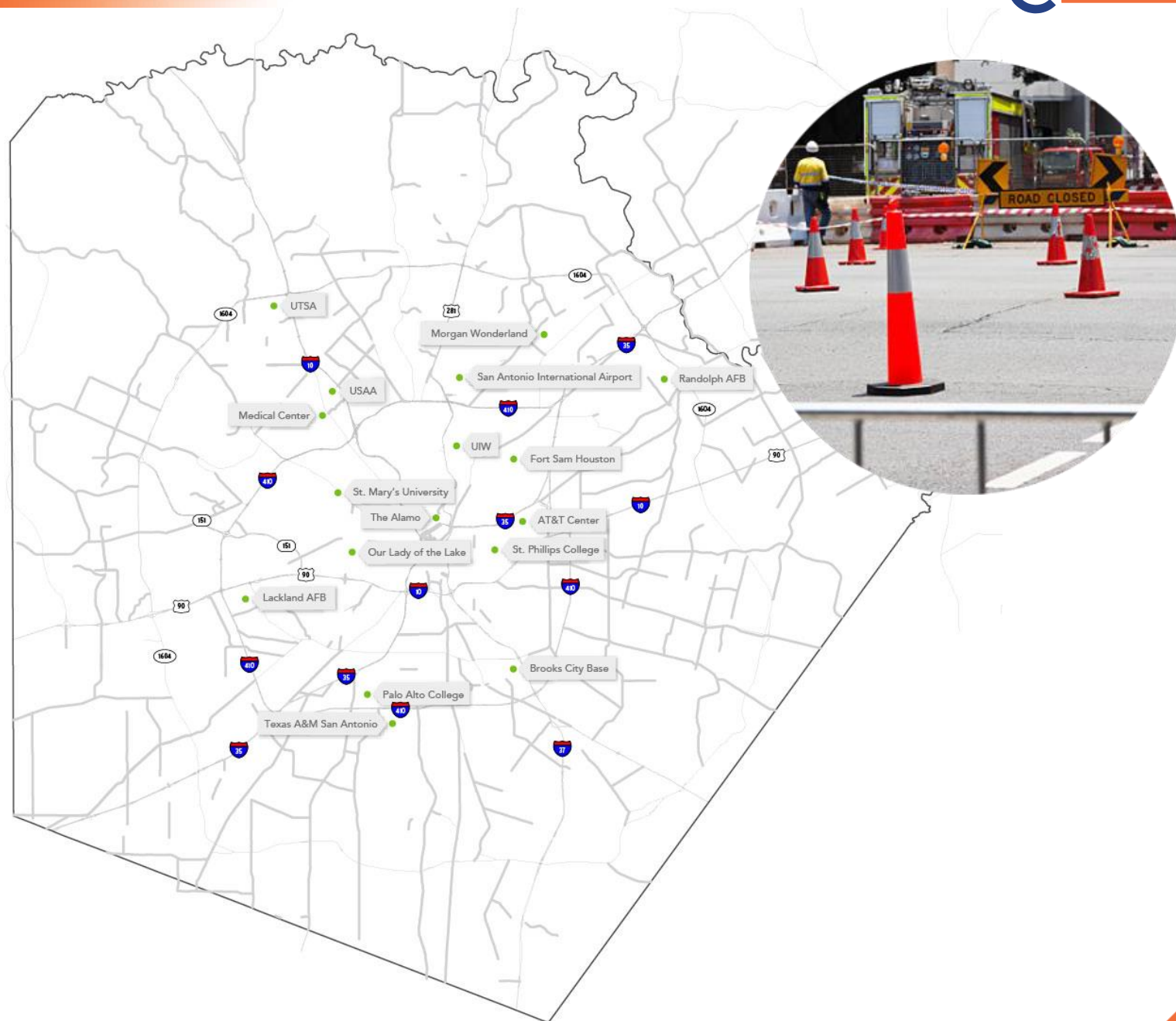
Micromobility Lanes

- Complete 40 miles of separated lanes for bicycles and scooters
- Install safety barriers: curbs and other physical separations on the most frequented routes
- Ideal for first-mile/last-mile connections



Roadways

- Add new roadway connections
- Widen and reconstruct roadways as needed
- Focus on efficiency and reliability through Intelligent Transportation Systems (ITS)



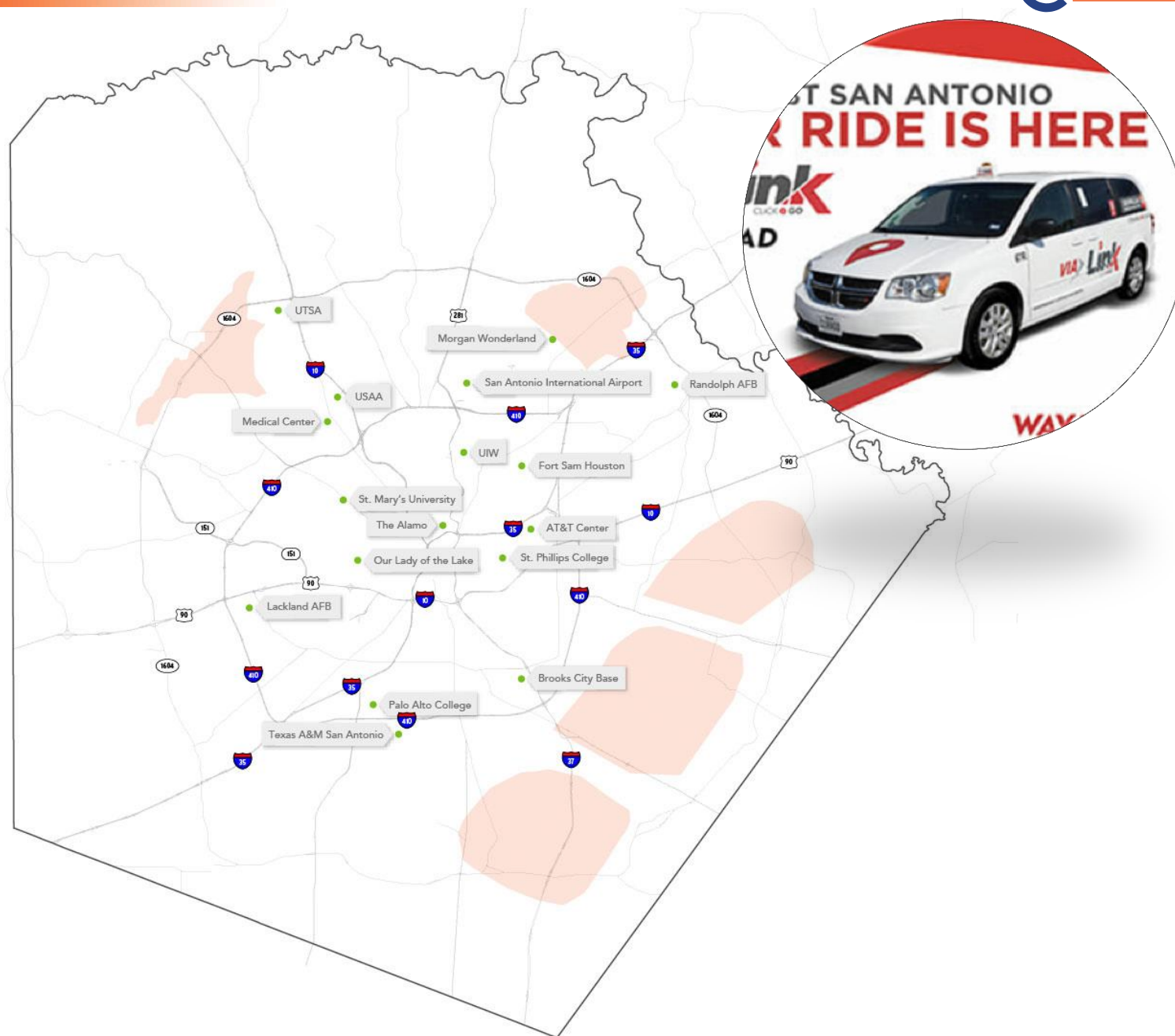
Highway & TxDOT

- TxDOT has allocated \$3.8 billion to expand the capacity of area highways, expressways and interchanges:
 - 1604 from 281 to IH-35
 - IH-35 to Comal County
 - Interchange at 1604 and 281
 - 1604 across the Southside



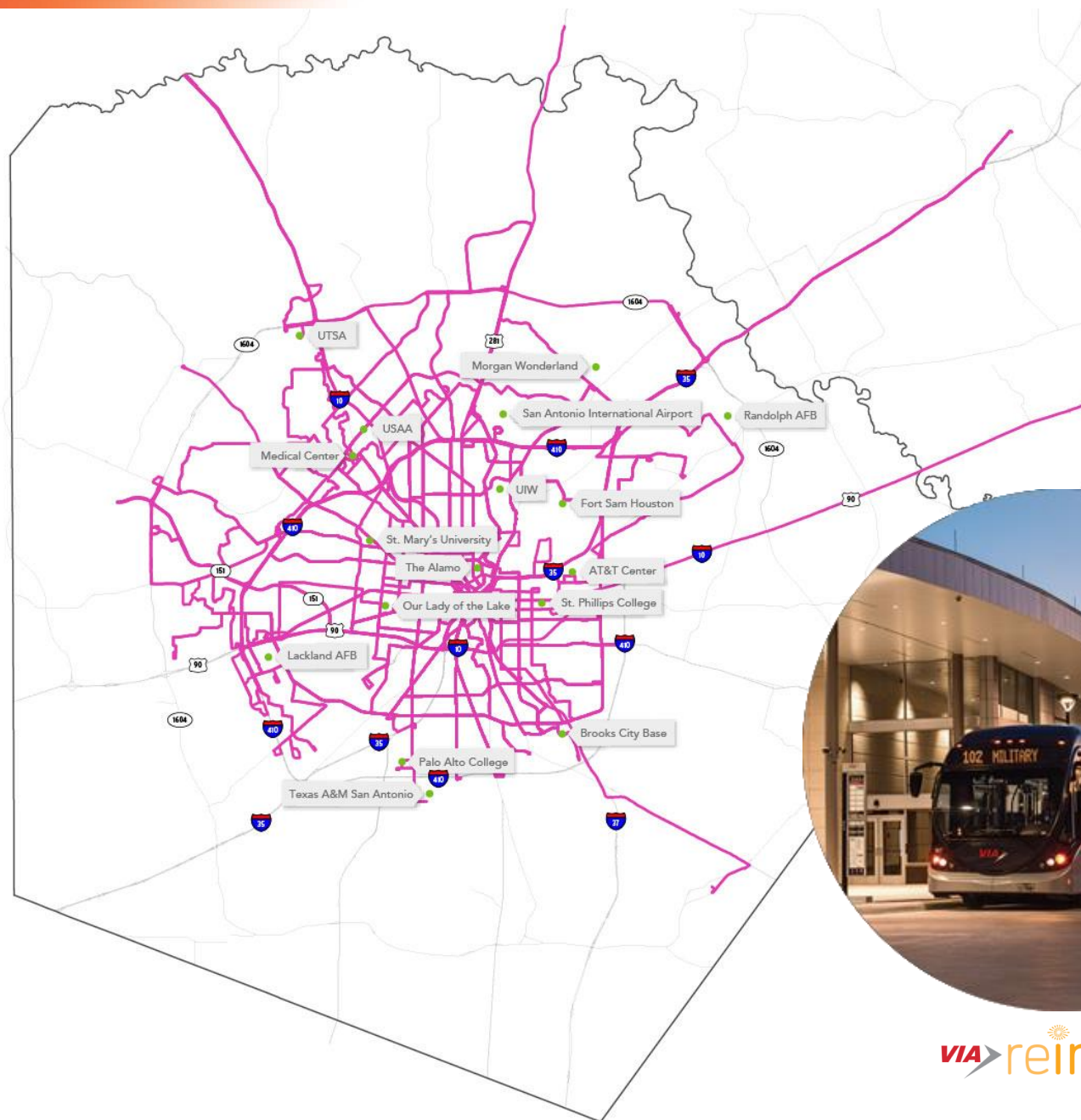
Mobility on Demand

- VIA Link, a mobility on demand, app-based pilot program in NE San Antonio, started in May thus far over 40,000 requests for trips
- Second pilot area will be NW San Antonio and VIA aims to extend this service to more area neighborhoods



Better Bus

- VIA will continue to increase frequency on its most used routes, with increased funding from the City
- The goal is to make more frequent buses accessible within a ten-minute walk of 70% of the urban population

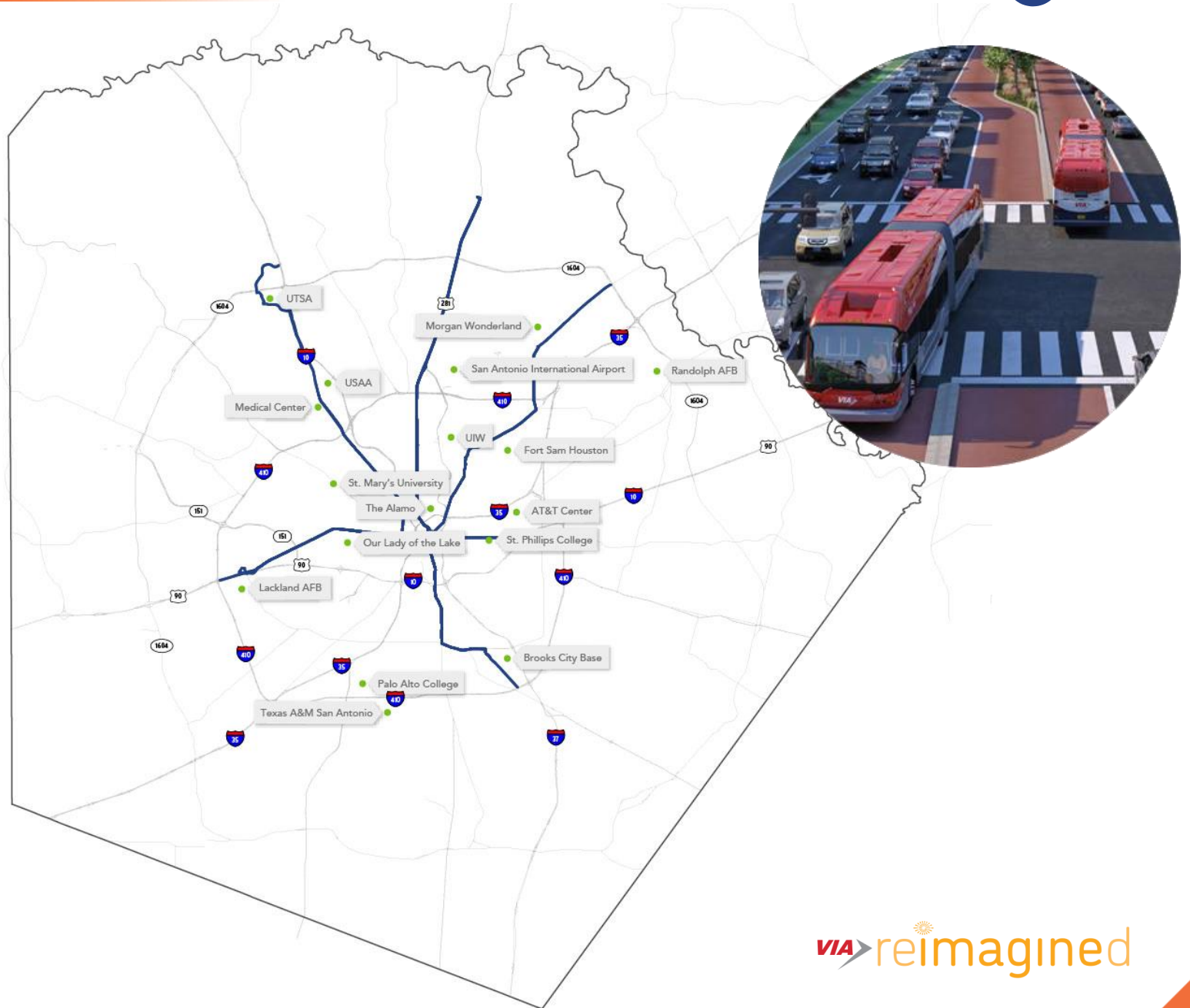


This Is What Advanced Rapid Transit (ART) Looks Like



Advanced Rapid Transit (ART)

- ART will connect major employment centers with residential development
- The full ART network will put more than 250,000 residents within 10 minutes of a station
- The ART network will connect with over 275,000 jobs



What is Advanced Rapid Transit?

How Advanced Rapid Transit (ART) is similar to Light Rail Transit (LRT)

- Operates in exclusive transit lanes with transit signal priority to bypass traffic
- Pay before you ride
- Entry level platforms

How ART is better than LRT

- Light rail systems cost at least twice as much to build than Advanced Rapid Transit lines
- If needed, buses can continue beyond the limits of the dedicated transit lanes to provide service
- Flexible use of corridor

Regional Connectivity

- VIA is exploring partnerships and service between San Antonio and Austin
- Part of VIA's long-range plan to create more regional connections
- Service would provide WiFi and stress-free commute along I-35



CONNECTING THE SAN ANTONIO TO AUSTIN CORRIDOR

25 Potential Projects to be Initiated by 2025



Expanded Transportation Choices



- Construct the first phases of the **Advanced Rapid Transit** corridor
- Construct up to **40 miles** of dedicated, protected **micromobility lanes** with right-of-way for bike/scooter/other modes
- Construct up to **200 miles of sidewalks** that eliminate gaps between existing networks
- Construct **high-priority segments** of the City of San Antonio's major thoroughfare plan
- Extend **roadway network** in unincorporated areas of Bexar County from the County Arterial Plan
- Install **pedestrian detection systems** at key intersections
- Construct **multimodal mobility hubs** to integrate trip modes and destinations
- Create seamless **first/last-mile services** for easy multimodal trips
- Create a **“one-call, one-click” center** for transportation services and information for seniors and people with disabilities

Smart Initiatives



- Design a **universal app** to plan and pay for all types of transportation (public/private)
- Create **equitable, city-wide standards** for affordable, accessible, and appropriate transportation options for seniors and individuals with disabilities
- Provide **real-time parking availability** information
- Provide **traffic forecast information** to travelers related to weather emergencies and other unique events (e.g. major festivals, concerts)
- Install **real-time bike rack** and **wheelchair space availability** sensors on all transit vehicles
- Launch **autonomous vehicle pilot projects**
- Improve **reliability of transit mobility services** through application of emerging data sources
- Construct more **electric vehicle charging stations** in San Antonio

Improve Transportation Flow



- Collect **transit fares off vehicle** to reduce delays when boarding
- Install additional **freeway dynamic message boards** and provide enhanced trip information
- Provide **real-time traffic options** to travelers particularly when roadway system faces major disruption
- Construct **new freeway and street lanes** strategically in congested areas
- Rebuild intersections to **increase capacity**
- Consolidate bus stops and **optimize stop spacing** along all high-frequency routes
- Expand **transit signal priority** to all high-frequency bus routes
- Install **adaptive signal timing** in major corridors

Sustainable Transportation Options

The City of San Antonio's SA Climate Ready Plan calls for reducing transportation consumption by reducing vehicle miles traveled through increased mobility options in the near-term.



60 People on Public Transport

320 SQ FT



60 People on Bikes

1,260 SQ FT



60 People in Cars

11,880 SQ FT

Unfunded Projects Through 2030

2019 – 2025

POTENTIAL UNFUNDED CAPITAL PROJECTS

- Smart Initiatives
- Expanded Network
- Improved Transportation Flow

WE WILL NEED AN ADDITIONAL

\$1.3B
IN THE NEXT 6 YEARS

*All cost are preliminary order-of-magnitude estimates subject to refinement during public input period

How Do We Get There?

REALLOCATION OF 1/8 CENT SALES TAX

- Redirect existing sales tax within San Antonio when the Edwards Aquifer and Linear Creek Tax expires
 - 1/8 cent dedicated in 2011 to aquifer protection and linear creek
 - \$39.1 million in revenue annually
 - Will pay for operational aspects of the plan
 - Requires voter reauthorization before 2021 and is not a new tax
 - \$195.5 million between 2021 and 2025



\$195.5M

How Do We Get There?

REALLOCATION OF 1/16 ATD SALES TAX

- Redirect the City's share of the Advanced Transportation District
 - ATD passed by voters in 2004
 - Can be implemented at the discretion of City Council
 - Not a new tax
 - \$18.5 million in revenue annually
 - \$92.5 million between 2021-2025



\$92.5M

How Do We Get There?

CITY OF SAN ANTONIO GENERAL OBLIGATION BONDS

- Future City of San Antonio general obligation bonds should set aside funding for ConnectSA projects
 - Not a new tax
 - The last City bond was in 2017 - \$850 million
 - 2022 City bond could allocate \$647.5 million for transportation capital projects



\$647.5M

How Do We Get There?

BEXAR COUNTY GENERAL OBLIGATION BONDS

- Future Bexar County general obligation bonds should set aside funding for ConnectSA projects
 - Not a new tax
 - The last general obligation bond was in 2003
 - 2022 bond could allocate \$105 million for transportation and capital projects in Bexar County



\$105M

How Do We Get There?

LEVERAGE FEDERAL FUNDS

- Utilize state or federal funds to help deliver project funding.
- Currently, San Antonio is not receiving the federal dollars it could receive if we employed an Advanced Rapid Transit system.
- Utilize a minimum 30% federal match on dedicated transit corridors
- Utilize public-private partnerships, wherever possible and appropriate
- Utilize transportation reinvestment zones around key corridors to help provide funding for projects



\$260M

How Do We Get There?

NEW REVENUE SOURCES

- Land use related policies and fees to generate revenue for mobility projects
- Value capture so that some or all of the value generated by public transit infrastructure could be reinvested in our community





COMMITMENT

to seek community feedback

Community forums
in each Council
District and County
Precinct

Briefings with
Chambers of
Commerce across
the region

Outreach to
neighborhood
associations, civic
groups and advocacy
organizations, social
services organizations,
and departments

Meetings with
transportation
planning partners
and advocates

An online and
in-person feedback
mechanism

PUBLIC ENGAGEMENT TIMELINE



WHAT ARE YOUR IDEAS?

Take the survey at ConnectSA.com





connectsa.com