

MPO

SAN ANTONIO

BEXAR COUNTY

METROPOLITAN PLANNING ORGANIZATION



Mobility 2030

October 2005

Dear Citizens:

This brochure summarizes the development and outcome of the San Antonio-Bexar County region's Metropolitan Transportation Plan "Mobility 2030" that is the basic framework for the San Antonio-Bexar County Metropolitan Planning Organization's regional transportation planning efforts for the next 25 years. The Plan was locally adopted on December 6, 2004 and is generally updated on a quarterly basis. We are required to complete a formal update of the Plan every five years.

The San Antonio region has a long history of good transportation planning for expressways, the arterial street system and the transit system. We are making good progress to becoming more bicycle and pedestrian friendly and are becoming more involved in freight and air quality planning.

Many new financial tools such as tolls and the Advanced Transportation District are now available to us and new ideas such as bus rapid transit and toll lanes are closer to becoming a reality.

The citizens' perspective and input will always be very important to us. You are an important part of the transportation planning process and we plan to keep you moving!



Transportation Policy Board

San Antonio-Bexar County
Metropolitan Planning Organization

The complete Plan is available on our website at www.sametroplan.org.



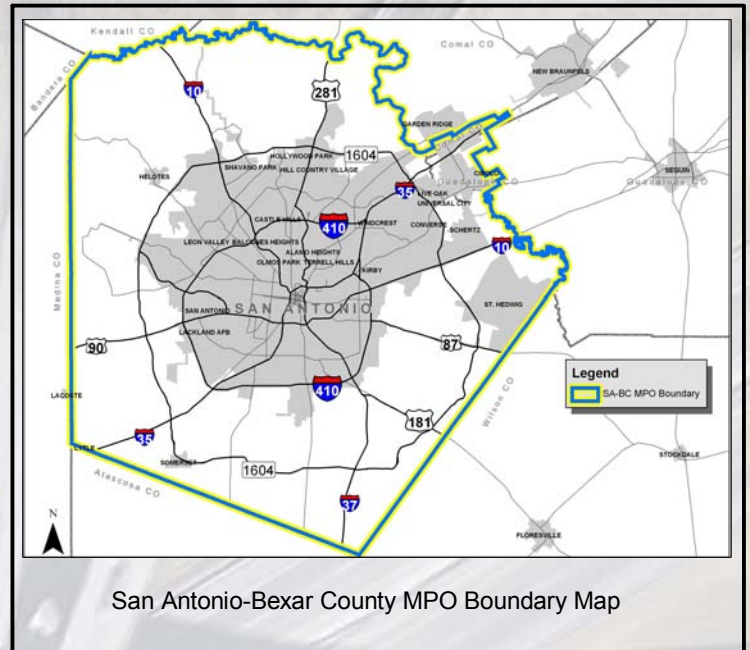
Mobility 2030 Mission and Goals



Transportation is an important factor in all our lives. How well we get to and from work, school, hospitals, shopping centers and recreational facilities is critically important to us all. Appropriate transportation planning, recognizing the mobility needs and identifying the available resources, will allow for the maintenance and improvement of our transportation system, therefore affecting our economy and quality of life.

The Mobility 2030 mission is:

"The San Antonio metropolitan area is served by an environmentally friendly transportation system where everyone is able to walk, ride, drive or wheel in a safe, convenient, and affordable manner to their desired destinations."



The Mobility 2030 goals are to:

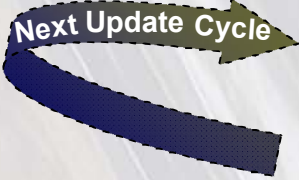
- **Invest in a safe and effective regional transportation system**
- **Encourage cost-effective expansion of the regional transportation system**
- **Support systematic and coordinated maintenance programs**
- **Increase the efficiency of the existing transportation system**
- **Invest in a public transit system that meets existing and projected needs**
- **Incorporate the spirit and intent of the Americans with Disabilities Act**
- **Address the social, economic and environmental issues of the region**
- **Improve opportunities for alternative means of transportation**
- **Respect the unique characteristics of the San Antonio-Bexar County area**
- **Enhance economic activity**
- **Facilitate the participation of citizens and all stakeholders**





Planning Process

How does it Work?



1. Transportation Policy Board adopts population and employment control totals for the MPO study area which initiates the planning process.

2. Future year population and employment forecasts are made for small geographic areas called "transportation analysis zones". All local transportation agencies work together on this and combine their knowledge to produce the best results.

3. MPO staff hold public meetings for citizens to review the population and employment projections for their reasonableness and to help develop a vision for the future.

4. Based on the demographic projection, future year travel is forecasted and areas of congestion are analyzed.

5. Citizens as well as agency staff review the future year travel forecast and potential roadway and transit improvements are defined and incorporated into the area's model for predicting future year travel.

6. Citizens help identify funding priorities at both a modal (roadway, transit, bicycle, and pedestrian) level and a project level because the long range plan is a financially constrained plan.

7. MPO staff hold informational briefings to inform and receive input from the citizens on the recommended Plan.

8. Citizens' comments are presented to the Transportation Policy Board and the Board takes these comments into consideration when they approve the Plan.



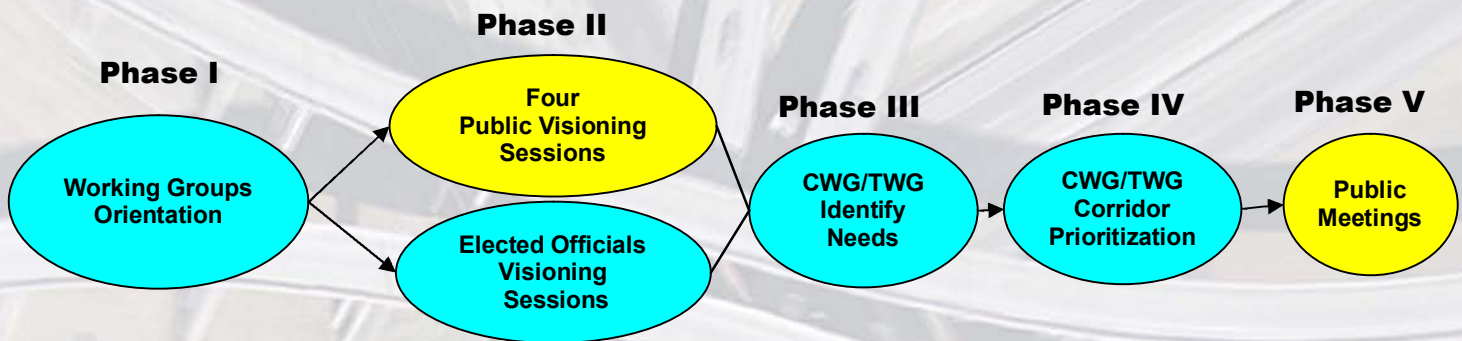
Public Involvement



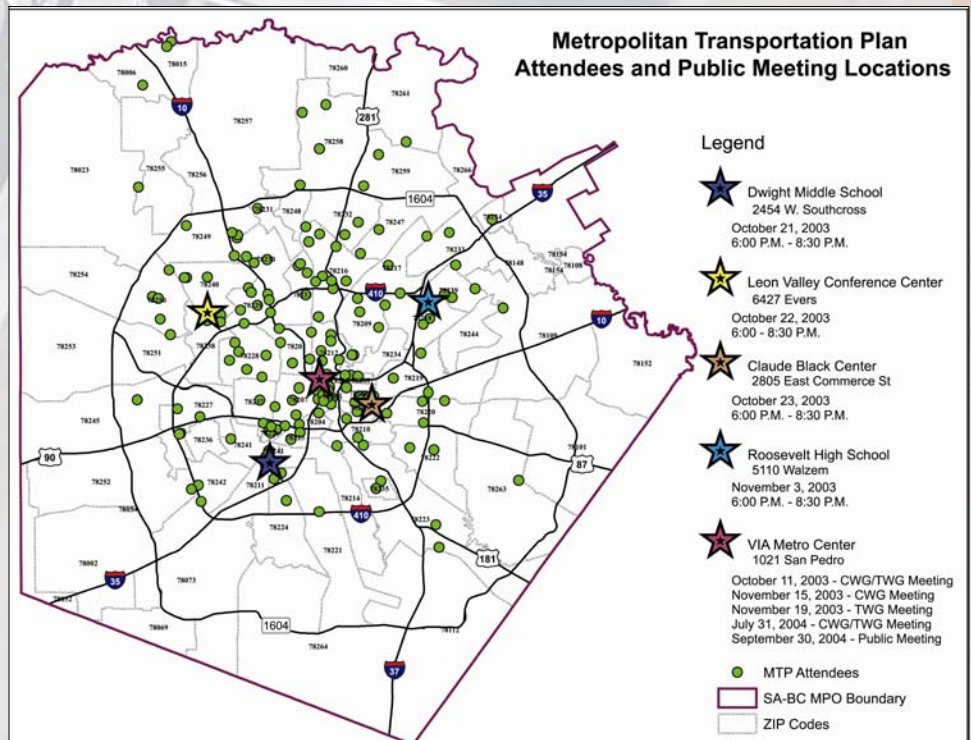
The MPO sought the involvement of citizens, public entities, transportation agencies, businesses, and all other interested parties in the development of Mobility 2030. This included a comprehensive public involvement effort in the planning process and provided the public and stakeholders convenient and meaningful opportunities to give input and feedback to the MTP throughout the lengthy development and approval process.

Citizens said their biggest concerns were about growing traffic congestion, protecting the natural environment, and changing how development occurs. Citizens indicated they want choices and options to help them move about more easily. They would like a system of bike and walking trails as well as public transportation options such as commuter rail and bus rapid transit connecting major activity centers.

Mobility 2030 Public Involvement Process



In addition to public visioning meetings, two working groups were formed to assist in the development of Mobility 2030. The Citizens Working Group (CWG) was composed of stakeholders from across the community. The Technical Working Group (TWG) was made up of local professionals with engineering, planning, architectural, environmental, land development, and freight operation experience. The working groups met several times throughout the planning process, evaluated the various alternatives, and agreed on a plan that was very similar to the public's vision.





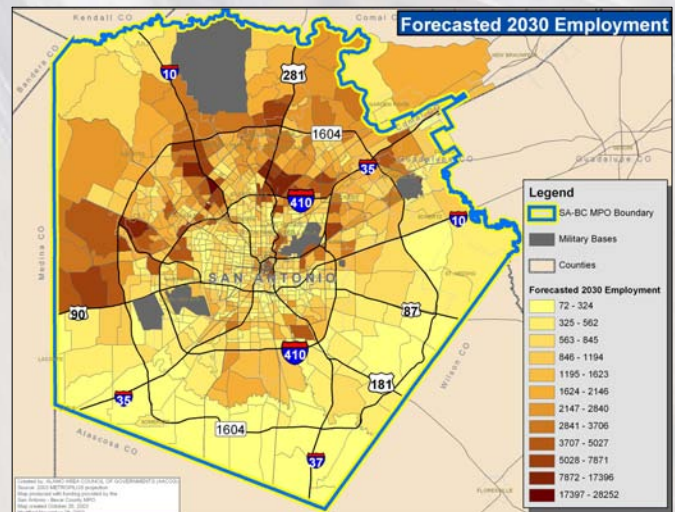
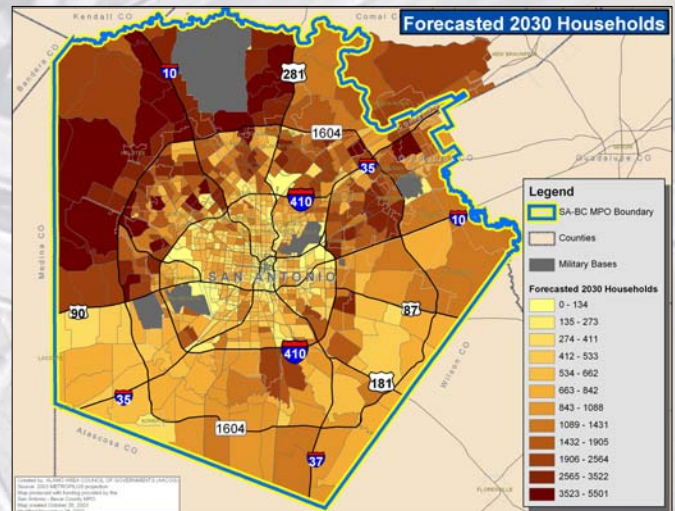
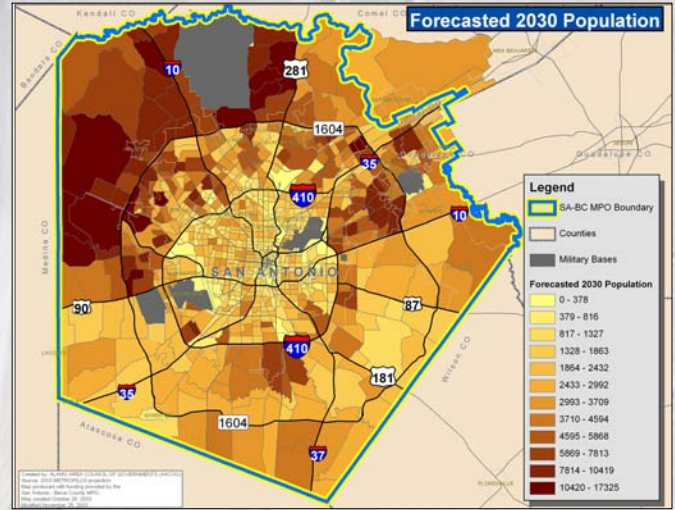
Demographics

The process for forecasting future growth in population and employment is not an exact science. The tendency is to be more comfortable with recent trends. Upturns and downturns in the economy occur in cycles which, over a 20 or 30-year time span, tend to balance out each other.

Being too conservative creates a risk of being behind in planning for needed infrastructure. Being too optimistic could result in a false or premature justification for roadway and/or transit infrastructure improvements.

Our population and employment forecasts tell us that:

- Population is expected to increase from 1.4 million to 2.4 million by the year 2030
- Our workforce is expected to increase by 75% between years 2000 and 2030, growing from 720,000 to nearly 1.25 million
- The surrounding counties are expected to see continued growth, but Bexar County will remain the employment hub of the area
- Growth is expected to continue at a faster rate in the northern half of the planning area
- Recent initiatives in the southern sector such as the Toyota Plant and City South may affect present growth trends
- Under federal law, the MPO's geographic area may need to be expanded as population density increases in surrounding counties.





Roadway Congestion

Our transportation demand model estimated the number of vehicles that will be driven each day on our 2030 roadway system. These traffic volumes are then compared to the current roadway traffic carrying capacity to see if additional lanes or other transportation improvements will be needed. The maps below show current and future congestion levels.

In 2000, we drove approximately 35 million miles every day

... or equivalent round trips

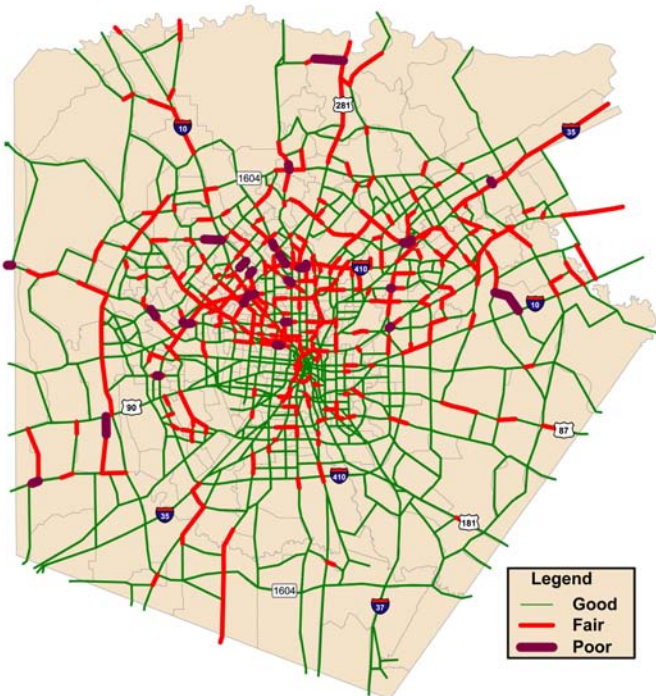
- 9,600 to New York City
- 5,000 to London
- 4,100 to Rome, Italy
- 2,400 to Hong Kong
- 70 to the moon

In 2030, we probably will drive more than 56 million miles every day

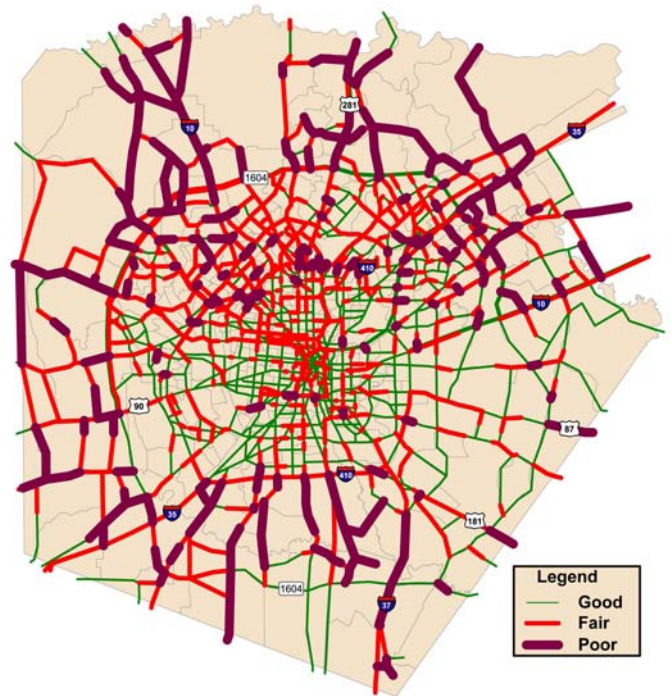
... or equivalent round trips

- 15,400 to New York City
- 8,100 to London
- 6,500 to Rome, Italy
- 3,900 to Hong Kong
- 120 to the moon

1999 Congestion Map



2030 Congestion Map





Roadways

As population and employment continue to grow in the San Antonio metropolitan area, a higher burden will be placed on the transportation system, primarily the roadway system. To accommodate traffic increases, more lanes, new roads, and operational improvements will be needed. In addition to congestion levels, factors considered while selecting future roadway projects included neighborhood impacts, public acceptance, environmental concerns and fiscal constraints.



The policies below will assist in developing the best transportation system for the area:

- Develop a roadway system that is compatible with the needs of public transportation, bicycles, pedestrians, and truck and rail freight
- Consider safety to be a primary consideration in the project selection process
- Require land developers to preserve the necessary right-of-way in future travel corridors
- Require private developers to contribute in roadway construction in undeveloped areas through the development process
- When approving new land development, ensure that internal, connecting, and adjacent streets are able to handle the expected type and intensity of development that is proposed
- Implement access management strategies on major roadways to improve safety and traffic flow
- Ensure sufficient funding exists for roadway maintenance
- Use all funding tools available to the area
- Continue to coordinate with the San Antonio Mobility Coalition and the Alamo Regional Mobility Authority



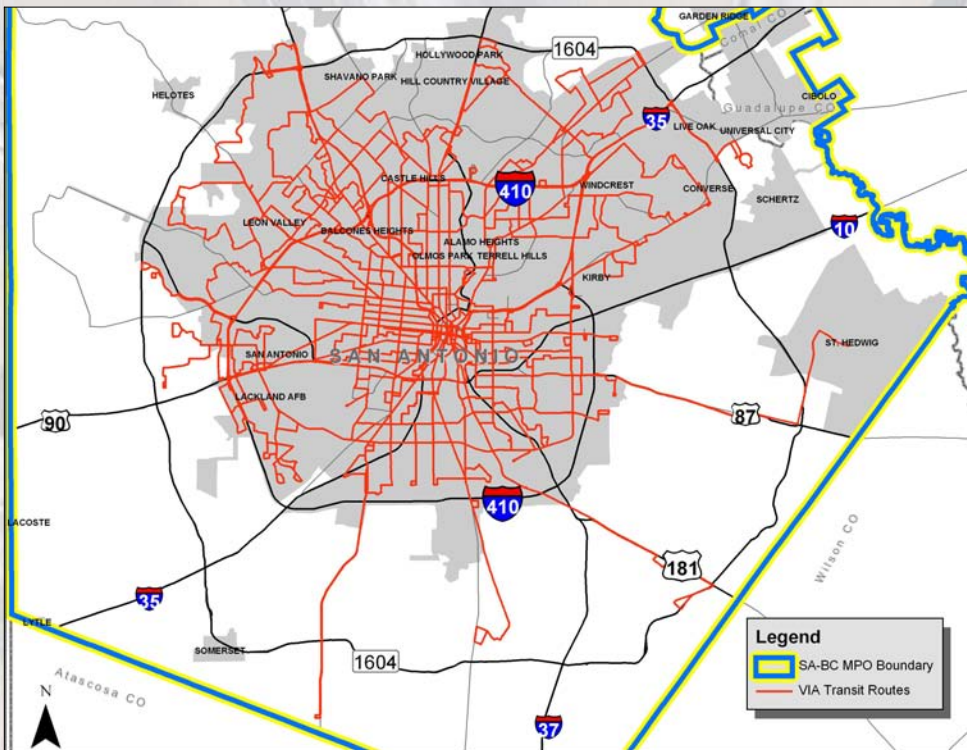
Congestion on the region's roadways is expected to increase in the future, despite the investment outlined in Mobility 2030.



Public Transportation

Public transportation benefits all who work, live, or travel in the metropolitan area, whether or not they utilize public transportation. In terms of alleviating congestion, the Texas Transportation Institute estimates that without public transportation, commuters in the City of San Antonio would experience almost four million additional hours of traffic delay each year (2004 Urban Mobility Report, TTI). Increased use of public transportation could improve the area's overall air quality.

VIA Metropolitan Fixed Route Service as of August 2005



Public transportation is the only motorized transportation alternative for those who are unable to drive or unable to afford the cost of owning a vehicle. According to the 2000 Census for Bexar County, over nine percent of households do not own an automobile and 18% reported having at least one disability. By 2030 people over 65 will make up more than 16% of the county's population. Driving limitations encountered with age, as well as declining health and income, require older segments of the population to rely on public transportation more than other age groups.

Two public transportation providers serve the San Antonio Bexar County MPO study area: VIA Metropolitan Transit and the Alamo Regional Transit System. In 1997, the State of Texas authorized the creation of the Austin-San Antonio Intermunicipal Commuter Rail District to pursue development of passenger rail service between Austin and San Antonio. Once the Rail District determines that regional passenger rail is technically and financially feasible, it will begin right-of-way acquisition and construction. The proposed timeline projects service could begin in 2009.

In November 2004, the Advanced Transportation District referendum was approved by the voters. This will provide increase frequency and longer operating hours in key corridors.

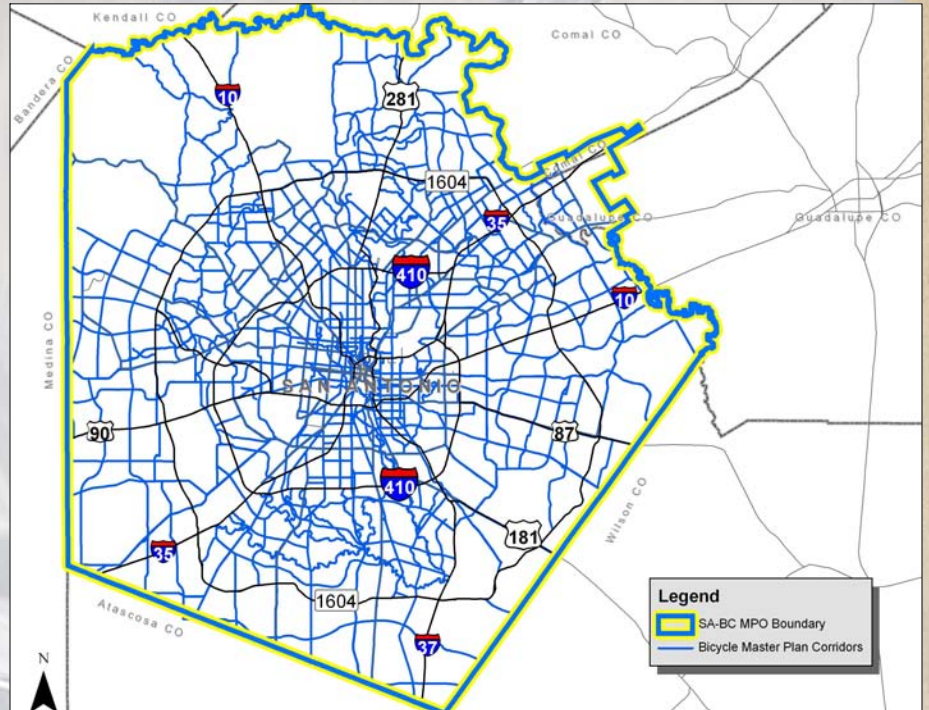
Future scenarios for public transportation service indicate that by the year 2030, increases in population and employment will cause as much as a 200% increase in demand for public transportation services over that seen today.



Bicycle and Pedestrian Facilities

The region envisions bicycling as a clean, healthy and affordable form of transportation and recreation. A comprehensive on-road and off-road bicycle network will make our communities a place where bicycling will be desirable for all kinds of trips for all ages.

The adoption of the Regional Bicycle Master Plan by the MPO, City of San Antonio and Bexar County show that local elected officials are recognizing and incorporating bicycling as a significant and required element for all transportation, land use, and economic development planning.



In line with local demand and federal law, the MPO and public entities are striving to improve and create a pedestrian friendly environment. Several goals have now been adopted to ensure that this area continues to develop and implement a comprehensive pedestrian facilities network.

These include creating a workable system by completing system gaps, providing linkages to activity centers, connecting with other modes of travel, and providing accessible, barrier-free pedestrian facilities.

The MPO sponsors several community programs that promote walking: Walkable Community Workshops, Safe Routes to Schools and the year-round Walk and Roll events. In coordination with the City of San Antonio, San Antonio Independent School District and the Health Collaborative, the MPO is working to promote healthier and more active lifestyles.

Additional information on Regional Bicycle Master Plan and these pedestrian programs can be found on our website at www.sametroplan.org.

ENTERING
EDWARDS AQUIFER
RECHARGE ZONE

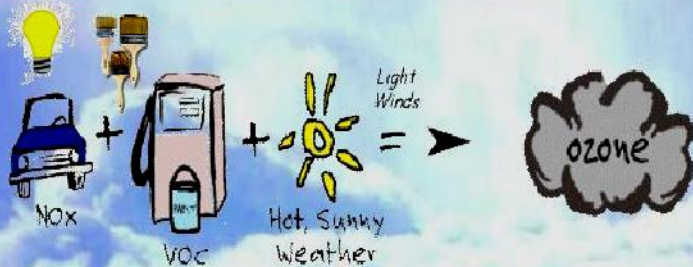


Environmental issues

Air Quality and Water

Environmental issues in transportation planning continue to be a priority. The passage of the National Environmental Policy Act (NEPA) in the 1970s brought the significance of environmental issues to the forefront. NEPA mandated an environmental assessment for every federally funded project with the potential to impact the environment. If the impact will be significant then an Environmental Impact Statement (EIS) must be prepared. The EIS requires documentation of adverse and positive environmental impacts, and an evaluation of alternatives.

How is Ozone formed?



By a photochemical reaction (*in sunlight*) of two families of *Ozone Precursors*:
Oxides of Nitrogen (**NO_x**) &
Volatile Organic Compounds (**VOC**)



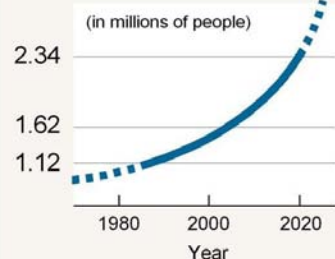
Portions of the study area are environmentally sensitive with regards to water quality. Large portions of northern Bexar County serve as the recharge zone for the metropolitan area's sole source of water – the Edwards Aquifer. Construction of impervious cover over the recharge zone could impact the natural flow and absorption of water, and could increase the possibilities of pollutants from the runoff entering a waterway. However, there are mitigation strategies that could be used to reduce storm water runoff and possible degradation of the Edwards Aquifer.

The Texas Commission on Environmental Quality (TCEQ) is responsible for monitoring and insuring that metropolitan areas are in compliance with the Clean Air Act. In April 2004, this region was deemed to be in “non-attainment” with the National Ambient Air Quality Standards (NAAQS) for ozone. However, the official “non-attainment” designation has been deferred because the region signed an Early Action Compact (EAC) with the Environmental Protection Agency. By signing an EAC, the area pledged to meet the 8-hour standard two years earlier than required by law by agreeing to meet specified milestones. As long as the area meets these milestones and achieves attainment status by 2007, the impacts of the non-attainment designations will be deferred. If attainment status is not achieved in 2007, then the area will be designated non-attainment and certain requirements will need to be followed.

The strong, continued growth of the metropolitan area has brought with it other concerns. The most significant concern is whether or not the area's sole source of water will be sufficient to sustain the continued level of growth that the area is expected to have in the future.

Population growth

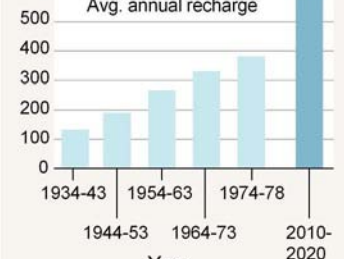
For Bexar, Kendall, Comal, Hays, Medina, Uvalde and Kinney counties.



PATRICK ZELLER/SAN ANTONIO EXPRESS-NEWS

Water pumped

800 thousand acre-feet
Avg. annual recharge

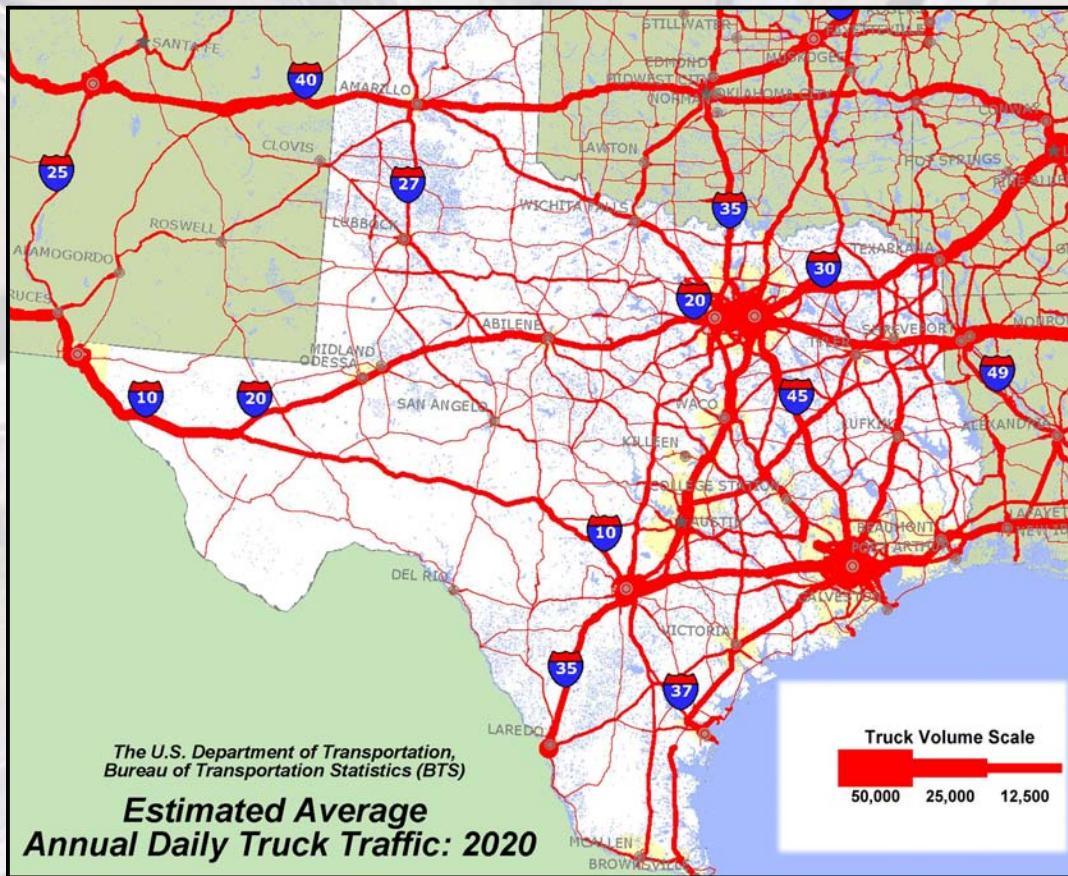


PATRICK ZELLER/SAN ANTONIO EXPRESS-NEWS



Freight

One of the primary economic development strategies for the metropolitan area has been the development and promotion of San Antonio as an inland port and center for trade processing activities. With considerable advantages arising from its unique geographic location, world-class infrastructure, bilingual-bicultural workforce, and low cost business climate, the region is ideally situated as a center for trade related logistics activities. As the overall level of logistics and distribution related activities increase, the economic benefits will permeate throughout the entire region's economy but will also have an impact on mobility.



Local airports, rail lines and the area's highway system serve as the primary conduit for movement of goods throughout the region. The San Antonio International Airport offers state-of-the-art cargo facilities and has space identified for airport related industrial use. Kelly USA is a former air force base now home to a growing number of tenants in the aviation, logistics, warehouse/distribution and manufacturing industries, and is envisioned to serve as the hub for all future inland port operations.

The map above shows how San Antonio will continue to be an important hub for cargo traveling to and from important ports of entry such as Houston, Laredo, Corpus Christi, El Paso, and other states throughout the country.



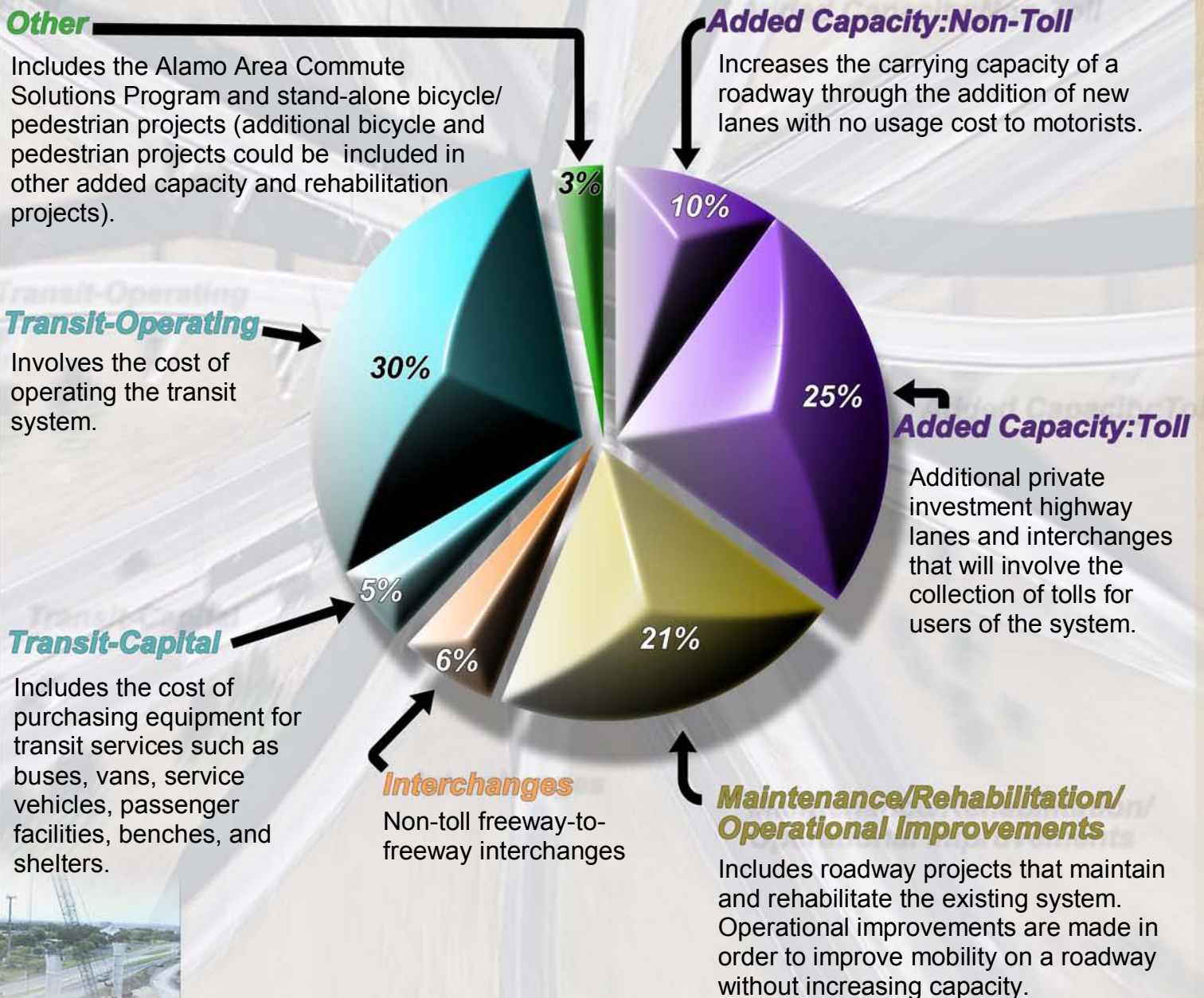


Financial Matters

Transportation Funding

Because the MTP is a financially constrained plan, it can list only reasonably anticipated funding sources and look to non-traditional funding sources only as potential contributors. The MPO will continue to seek new partnerships and to identify funding programs as they become available in order to advance transportation projects.

2005 - 2030 Transportation Funding Distribution



The Future

Based on the available funding, projected growth rates and input from the community, Mobility 2030 identified approximately \$8 Billion worth of transportation improvements for the next quarter century. These projects include adding lanes (tolled and non-tolled), improving intersections and interchanges, road maintenance, safety projects, bike lanes, sidewalks, public transportation Improvements and rideshare programs.

However, we must seek every opportunity to identify additional funding as our planning has shown that we still lack \$8.4 Billion for eliminating all severe congestion as well as another \$8 Billion to maintain the road network. These shortages make it easy to see that we cannot continue to rely solely on automobiles and must begin developing more transit (including bus rapid transit), rideshare, bicycle and pedestrian options as well as adding tax lanes and toll lanes.

Although the future of San Antonio is unknown, demographic forecasting tools show that continued growth can be expected in this region. We must continue to invest in our transportation system in order to curb expected increases in congestion. The proper mix of planning, public involvement and innovative financing will lead to a unique and diverse transportation system for our region!





Contacts

Transportation Agencies



San Antonio – Bexar County Metropolitan Planning Organization
1021 San Pedro, Ste 2200
San Antonio, Texas 78212
(210) 227-8651
(210) 227-9321
www.sametroplan.org
sabcmpo@sametroplan.org



Alamo Area Council of Governments
8700 Tesoro Drive, Ste 700
San Antonio, Texas 78217
(210) 362-5200
(210) 225-5937
www.accog.com



Bexar County
233 N. Pecos #420
San Antonio, Texas 78207
(210) 335-6700
(210) 335-6713
www.bexar.org



City of San Antonio
P.O. Box 839966
San Antonio, TX 78283-3966
(210) 207-7952
(210) 207-7897
www.sanantonio.gov



Texas Department of Transportation
P.O. Box 29928
San Antonio, Texas 78229
(210) 615-1110
www.dot.state.tx.us



VIA Metropolitan Transit
800 W. Myrtle
San Antonio, Texas 78212
(210) 362-2000
www.viainfo.net



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