

Multimodal Transportation Plan

Comprehensive Plan Committee Briefing

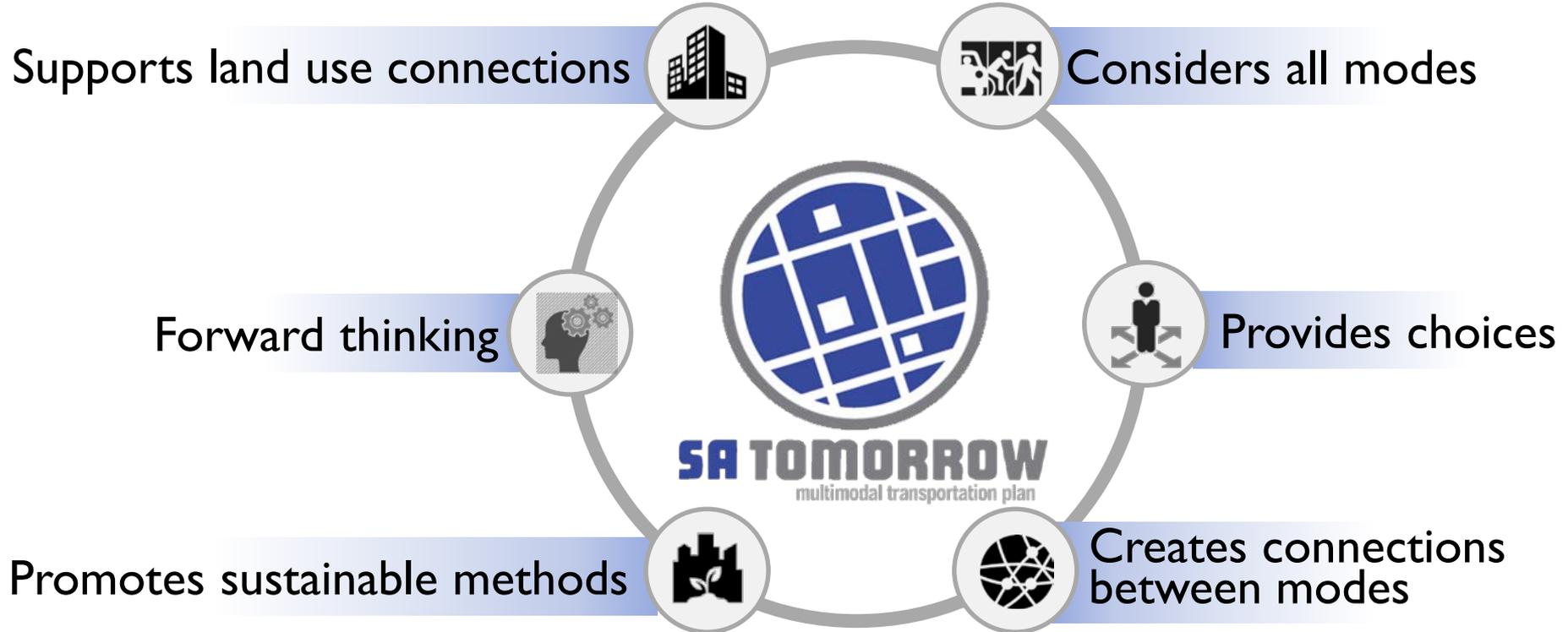
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December 13, 2017



Overview



Policies & Practices to Implement

Funding & Prioritization

Multimodal Transportation

Encouraging Other Modes – Walking, Cycling, Public Transportation

Ridesharing/Telecommuting

Parking

Land Use & Transit-Supportive Development

Efficient & Sustainable Regional Transportation

Technology & Innovation

Safety & Comfort

Freight

General Policies

58
ACTIONS

Implementation Strategies



Guiding Principles

Infrastructure Management Program (IMP)

Leveraged Funds

Guiding Principles

ACTIONS
#1, 6

Support SA Tomorrow Growth Plan

- Coordinate with Other Agencies
- Increase Connectivity
- Leverage Funds
- Project Continuation
- Investment in Major Corridors
- Improve & Support Vision Zero
- Complete Streets
- Environmental Sustainability
- Operating & Maintenance Budget Impact
- Rough Proportionality

65%
Projects
within
SA Tomorrow
Growth Centers



TRANSPORTATION
& CONNECTIVITY

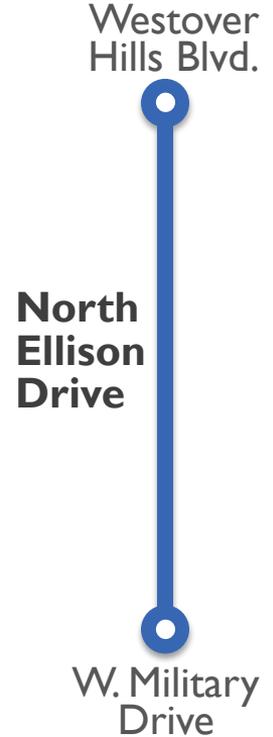
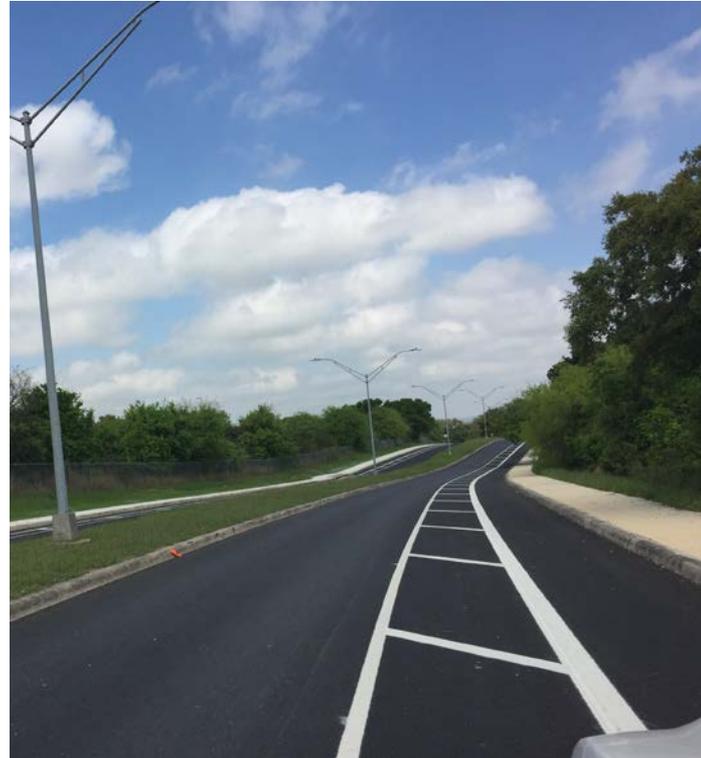


Infrastructure Management Program (IMP)

ACTIONS
#18, 24

Upgraded existing bike lane
for safety and traffic calming

**NEW BUFFERED
BIKE LANE**





Leveraged Funds

ACTIONS
#27, 56

Transportation Improvement Program



**Corridor
Mobility
Planning** **\$8M**



San Pedro Avenue

Goals & Policies

Planning & Investment
Multimodal Transportation
Safety & Comfort
Land Use & Transit Supportive Development
Regional Transportation
Technology & Innovation



General Policies

General Policy Barriers

UDC UNIFIED
DEVELOPMENT CODE

Cross Sections for Roadway Classifications

Access Management

Traffic Impact Analysis (TIA) Exemptions



Cross Sections for Roadway Classifications

ACTIONS
#11,12

RIGHT-SIZE

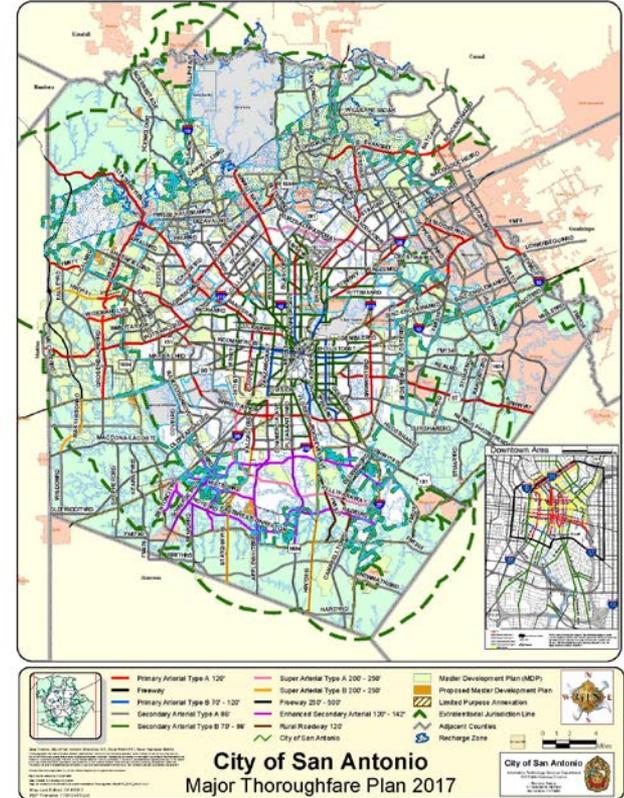
Right-of-way & Pavement Widths
to facilitate a variety of cross sections
based upon
Roadway Classification & Adjacent Land Use

Existing Criteria

Unified Development Code: Section 35-506

Table 506-3
Conventional Street Design Standards

| Street Type | Marginal Access | Alley | Access to Conservation Subdivision | Local Type A | Local Type B | Collector | Secondary Arterial ¹ | Primary Arterial ² |
|---|-----------------|--------|------------------------------------|-----------------|------------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|
| R.O.W. (min.) ^{1, 2, 9} | 36' | 24' | 34' | 50' | 60' | 70—90' | 86—110' | 120' ¹⁰ |
| Pavement Width | 26' | 18—24' | 24' ⁷ | 28'—34' | 40' | 44—55' | 48—81' | 48—81' |
| Design Speed (mph) | 30 | 20 | 30 | 30 | 30—35 | 40—45 | 45 | 45 |
| Grade (max.) ³ ICL | 12% | 12% | 12% | 12% | 12% | 7% | 5% | 5% |
| Grade (max.) ³ ETJ | 10% | 10% | 10% | 10% | 10% | 7% | 5% | 5% |
| Grade (min.) ⁴ | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| Centerline Radius (min.) | 100' | 50' | 100' | 100' | 100' | 400' | 700' | 1,200' |
| Curb | NR | NR | NR | Yes | Yes | Yes | Yes | Yes |
| Median | NR | NR | NR | NR | NR | NR | 16' min. | 16' min. |
| Sidewalk Width (see subsection (q)(5)) ⁵ | NR | NR | 4/6' ⁹ one side only | 4' ⁸ | 4' ⁸ / 6' ¹³ | 4' ⁸ / 6' ⁹ | 4' ⁸ / 6' ⁹ | 4' ⁸ / 6' ⁹ |
| Bicycle Facilities ⁵ | NR | NR | NR | NR | NR | Yes ⁵ | Yes ⁵ | Yes ⁵ |
| Streetscape Planting | NR | NR | NR | NR | NR | Yes | Yes | Yes |
| Planting Strips or Sidewalk Buffer ^{8, 11, 12} | NR | NR | NR | NR | 3' Min. ¹³ | 3' Min. | 3' Min | 3' Min. |



San Pedro Avenue: Multiple Classifications



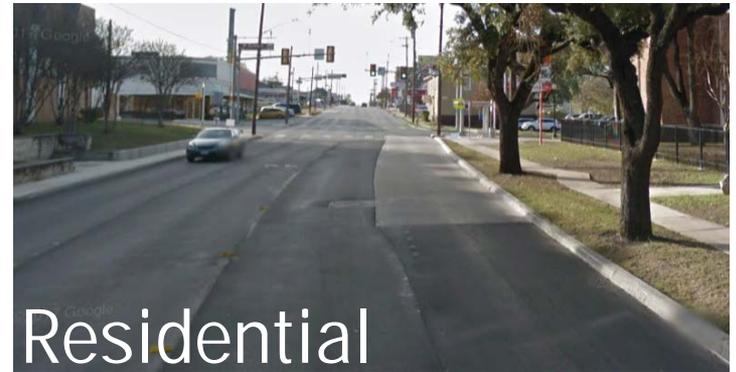
Commercial

San Pedro Ave. Northbound from Sprucewood Lane



Downtown

San Pedro Ave. Northbound from Marshall Street



Residential

San Pedro Ave. Southbound from W. Summit Ave.

Access Management



**Distance Between
Median Openings**
on
Arterial & Collector Roadways

**Distance between
Driveways**

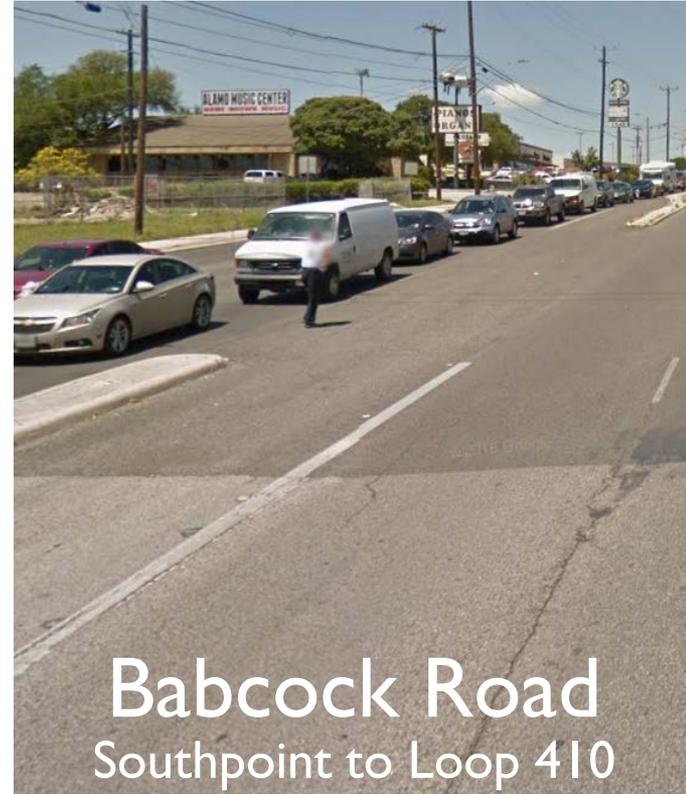
LIMIT

Number of Access Points

Based on
Traffic
Impact
Study

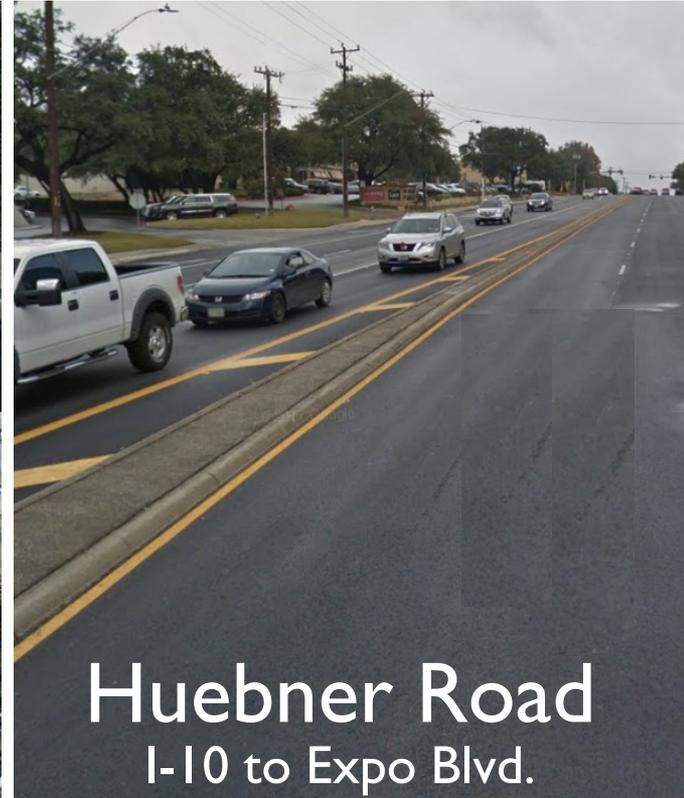
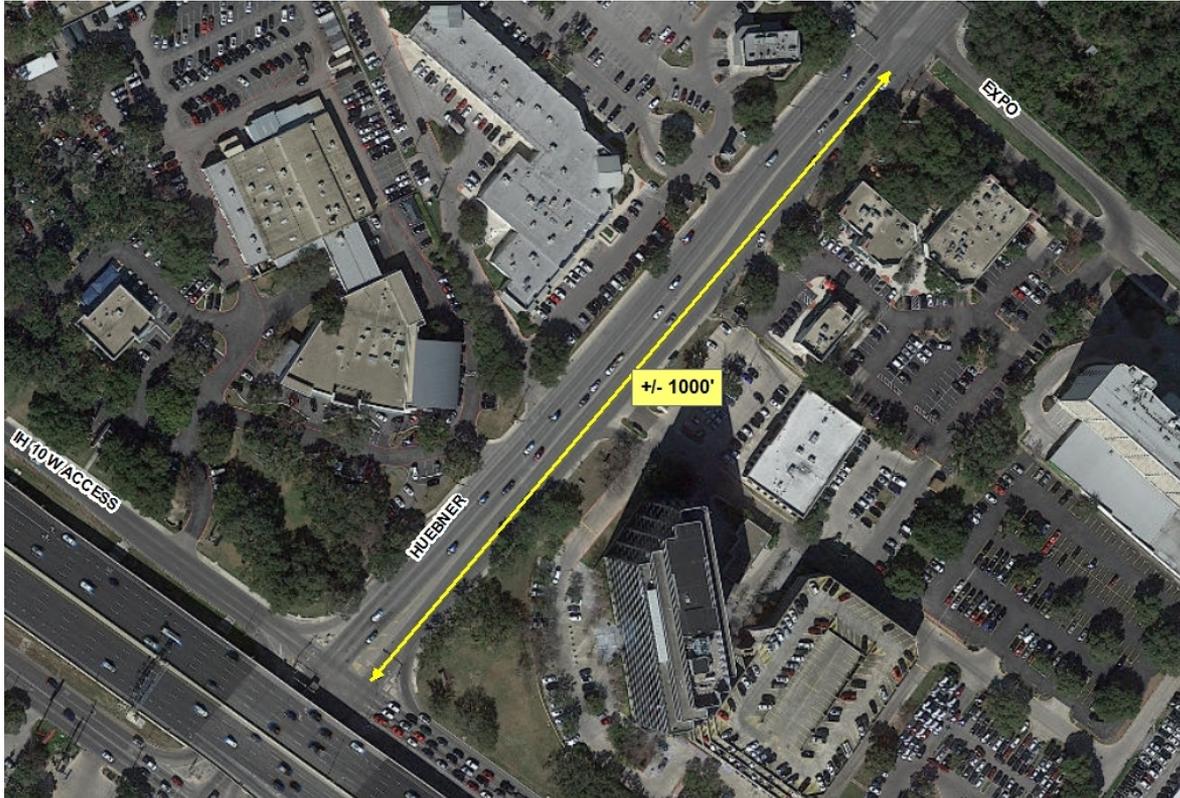
ACTIONS
#17,50

Access Management



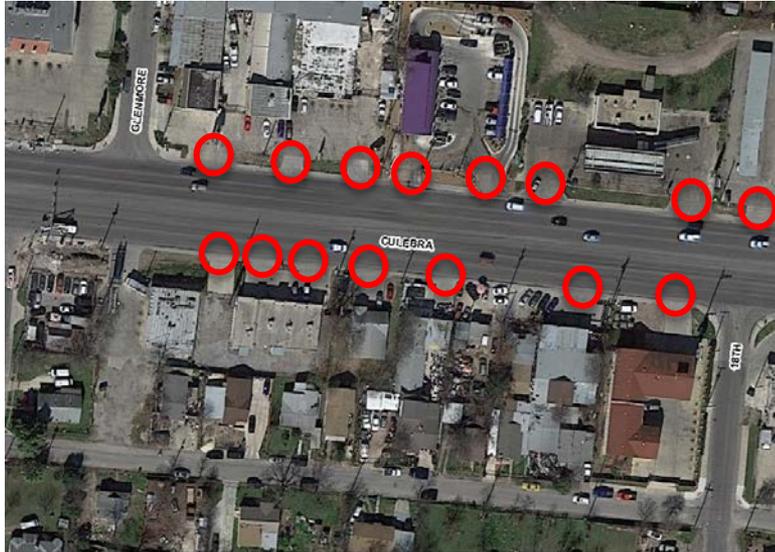
Babcock Road
Southpoint to Loop 410

Access Management



Huebner Road
I-10 to Expo Blvd.

Access Management



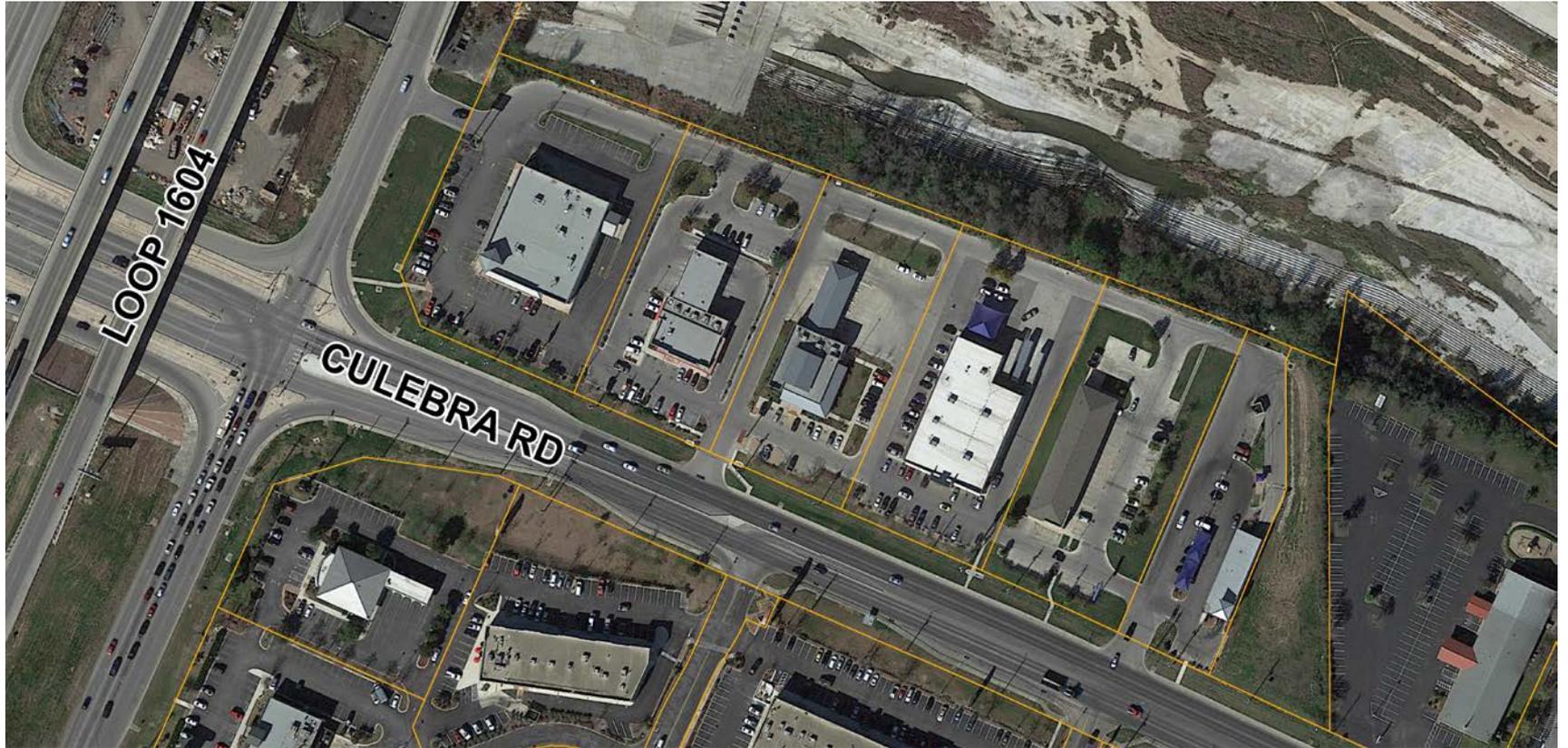
 Driveway Location

Culebra Road
 Glenmore to 18th Street



Westbound View from NW 18th Street

Access Management



Traffic Impact Analysis (TIA)

ACTION
#36

RECONSIDER TIA Exemptions



Infill
Development
Zone



Downtown
Zoning



Traditional
Neighborhood
Development



Transit
Oriented
Development

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