

YOUR INPUT MATTERS:

Community Feedback Influences the Project



Look for this label
throughout the
meeting to see how
public input has
helped shape
the project

WELCOME

Advanced Rapid Transit North/South Corridor Project

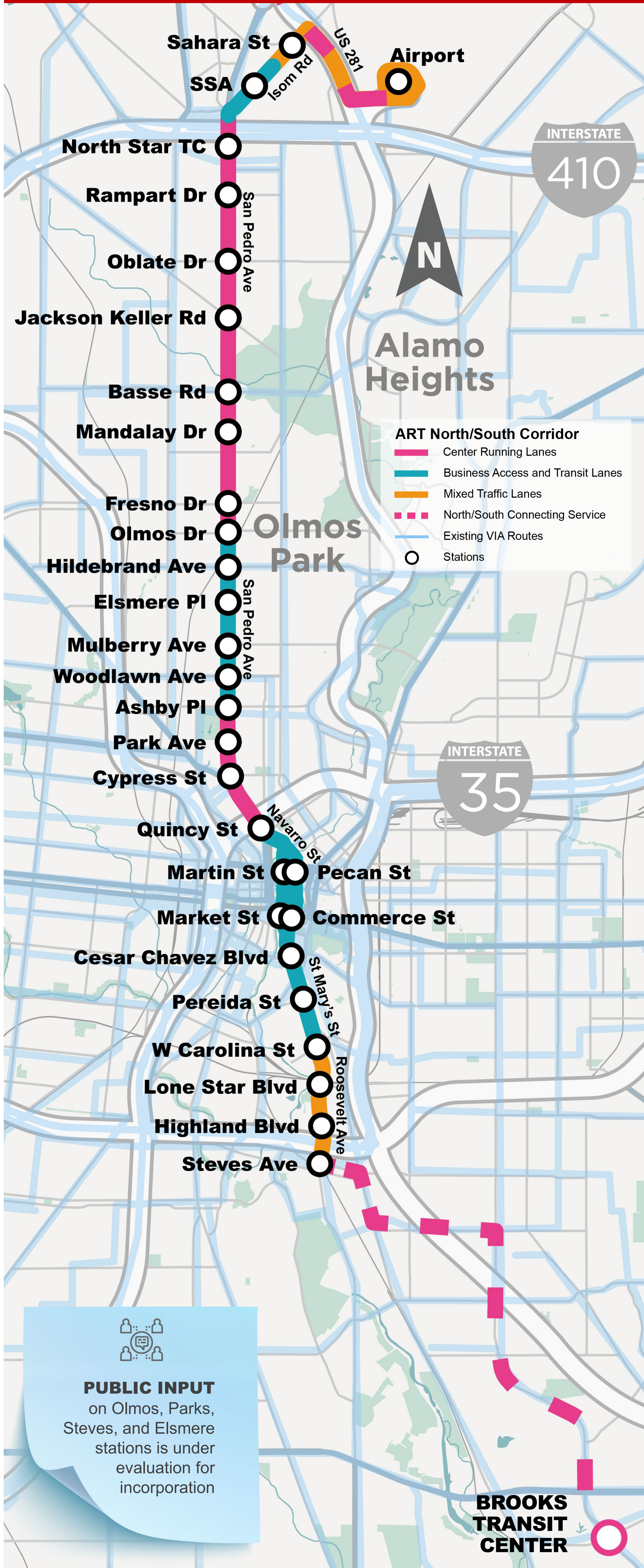
COMMUNITY CONVERSATIONS

- 1** Please **sign-in**.
- 2** **Visit stations** and engage with project team members.
- 3** **Provide feedback** on the project at the comment station.



ART NORTH/SOUTH CORRIDOR PROJECT

PROJECT MAP



Project is currently in Project Development and subject to change.

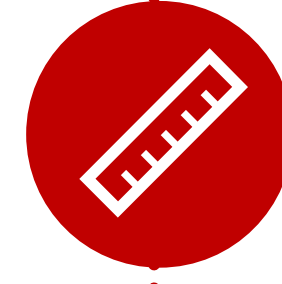
PROJECT HIGHLIGHTS



PROJECT CORRIDOR
Airport to Steves Avenue



SERVICE CONNECTIONS
Stone Oak Park & Ride and Brooks Transit Center



11.7-MILE CORRIDOR



27 NEW STATION AREAS



17 NEW ARTICULATED LOW/NO EMISSION VEHICLES



10- TO 15-MINUTE FREQUENCY ALL-DAY

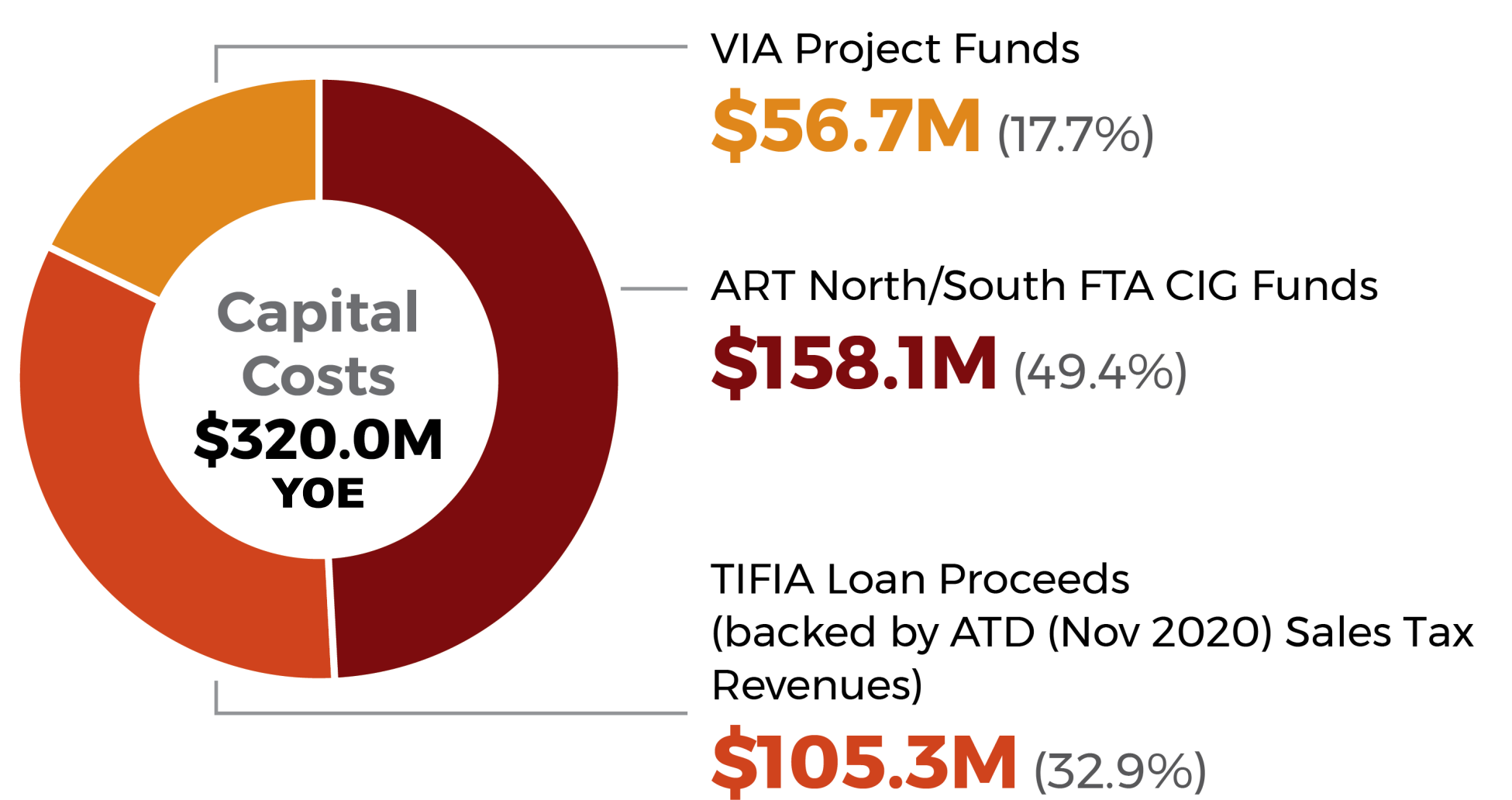


2027 PROJECTED OPENING DATE



\$320M PROJECT CAPITAL COST
Year of Expenditure (YOE)
Cost update in progress reflecting current economic condition

HOW IS ART NORTH/SOUTH FUNDED?



VIA Project Funds: Funds designated by the VIA Board to support the Keep San Antonio Moving (KSAM) Program, which includes ART North/South.

ART N/S FTA CIG Funds: The Federal Transit Administration (FTA), using Capital Investment Grants (CIG) program funds, is the primary funding partner for ART North/South.

TIFIA Loan Proceeds: VIA is applying for a Transportation Infrastructure Finance and Innovation Act (TIFIA) Loan, backed by Advanced Transportation District (ATD) sales tax revenues, that will be repaid using revenue from the recently approved KSAM ballot measure that will allocate an existing 1/8-cent sales tax to public transit starting in 2026.

Current as of June 24, 2022

HOW AND WHEN COULD THE PROJECT CHANGE?

VIA values transparency the development and implementation of its projects

PROJECT COST ESTIMATES

Project cost estimates

- The \$320M estimate is subject to change
- We rely on the best data available today to arrive at this number
- VIA will provide updates at future meetings if and why the estimate shifts

Why do cost estimates change?

- Regional growth
- Inflation
- Real estate values
- Project adjustments due to public input and new technical data
- Changing cost of construction materials

When do cost estimates change?

- At each major milestone of project design
- Reporting updates to the Federal Transit Administration

When will VIA update the public on cost estimate?

- VIA Board of Director Meetings
- Future public meetings
- Online at KeepSAMoving.com

THE DESIGN PROCESS

The design process

- The project limits – along San Pedro Avenue from the Airport to Steves Avenue - are set and currently no plans for adjustments
- Inside the project limits detailed design occurs and is influenced by many factors

Why does the design change?

- Public input
- Agency Reviews
- Corridor constraints

When will design change?

- Continually throughout NEPA process
- Design milestones at 30%, 60%, 90%

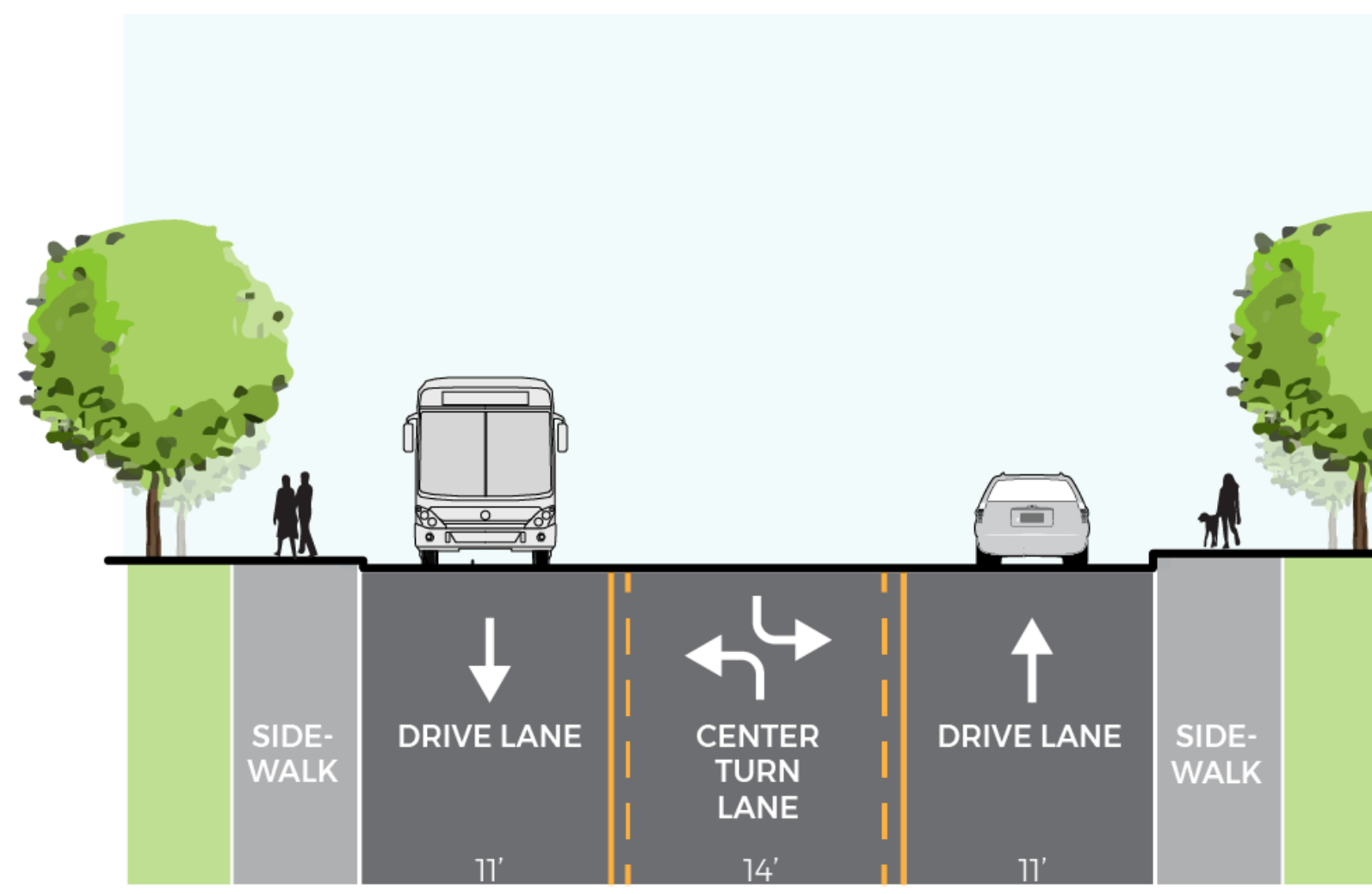
When will VIA update the public on design changes?

- Future public meetings
- Online at KeepSAMoving.com

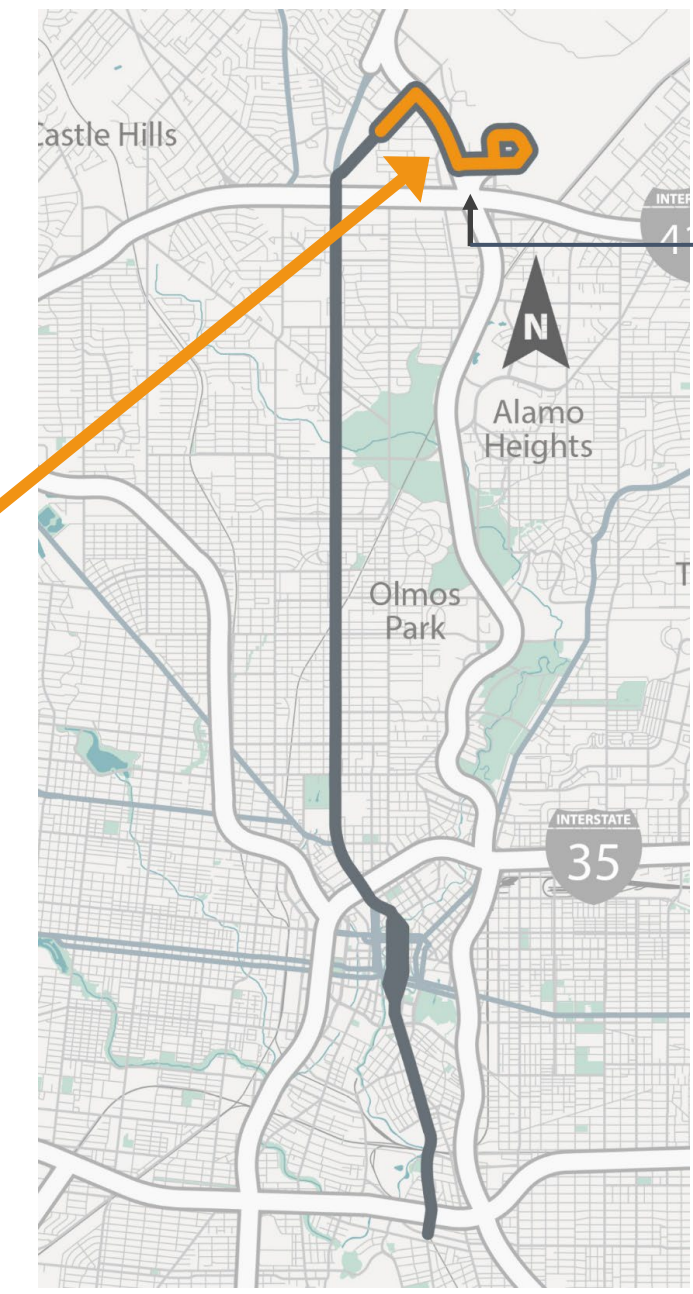


VIA is committed to updating and involving the community on the development and implementation of the project and will continue to request feedback that can help inform project design decisions.

MIXED TRAFFIC LANES

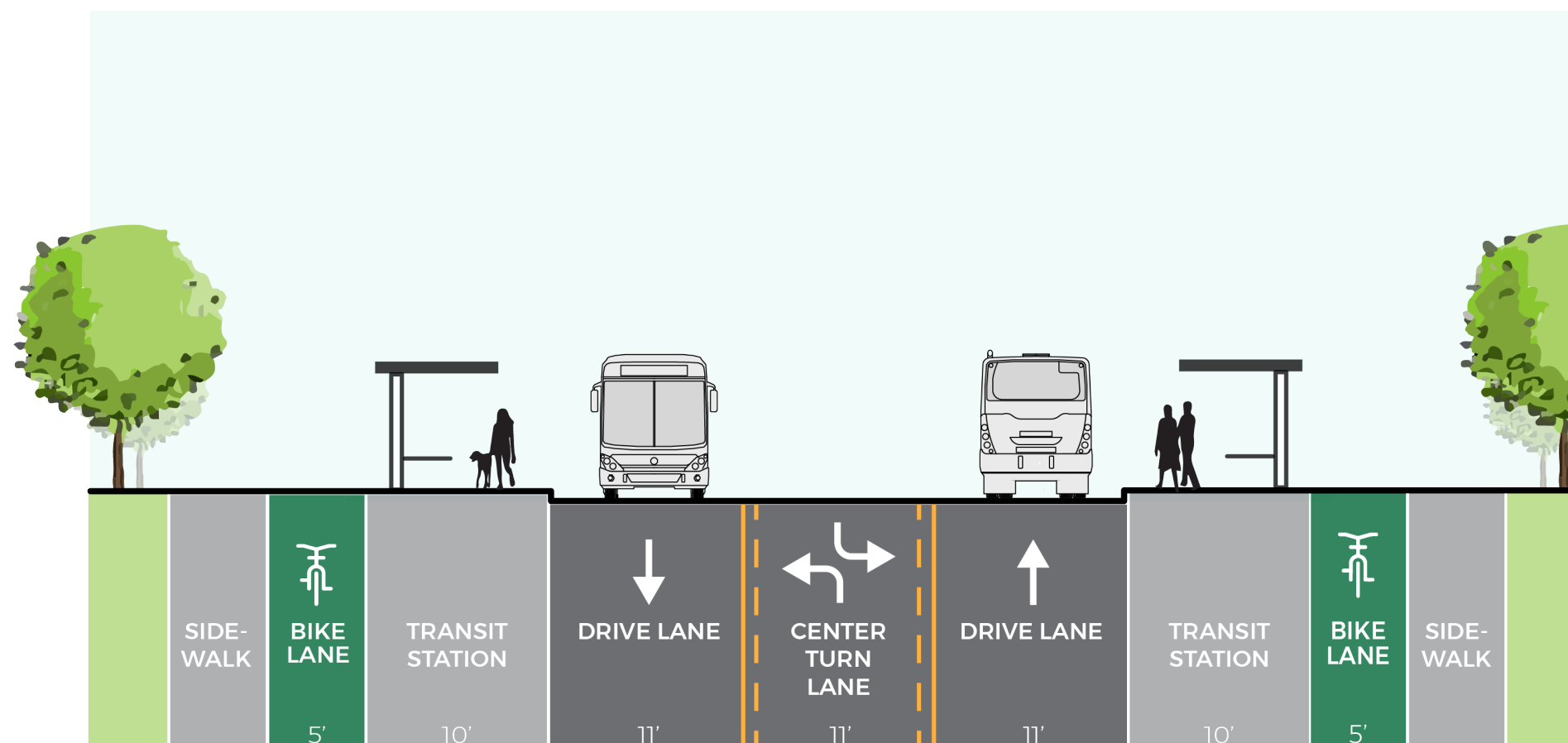


Proposed Typical Section (Isom Rd. – Sahara to US 281)

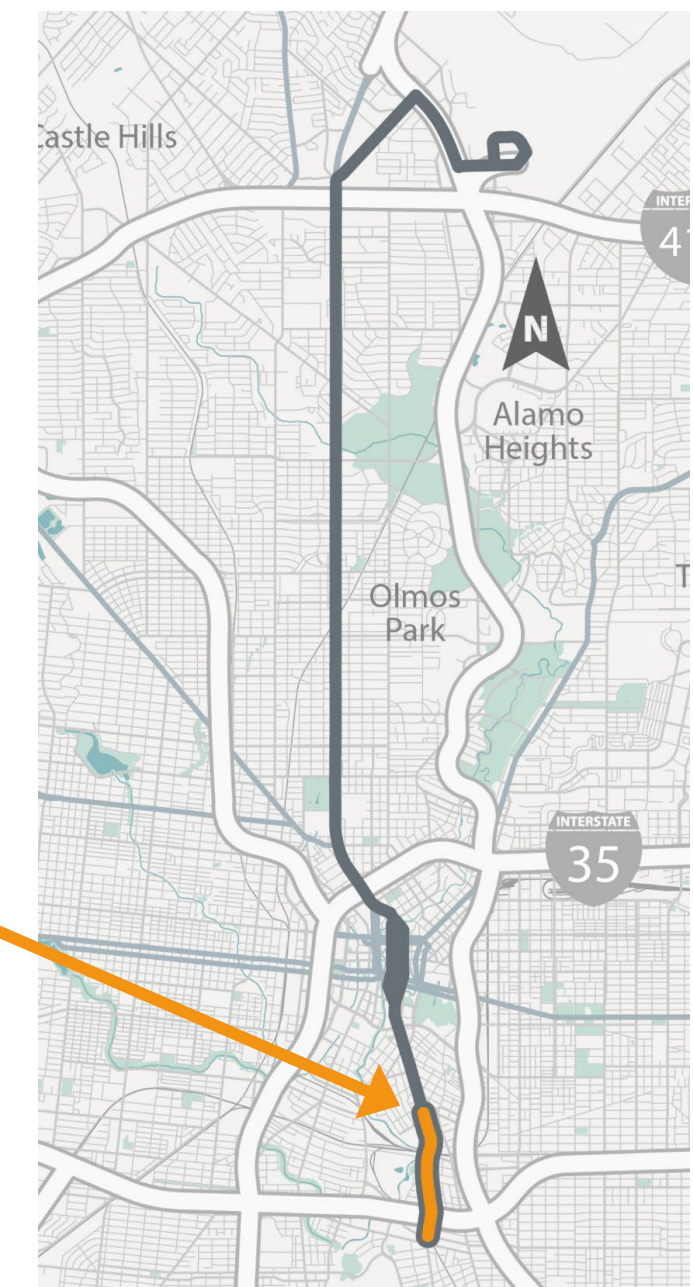


Typical Section Varies on US 281 and in Airport

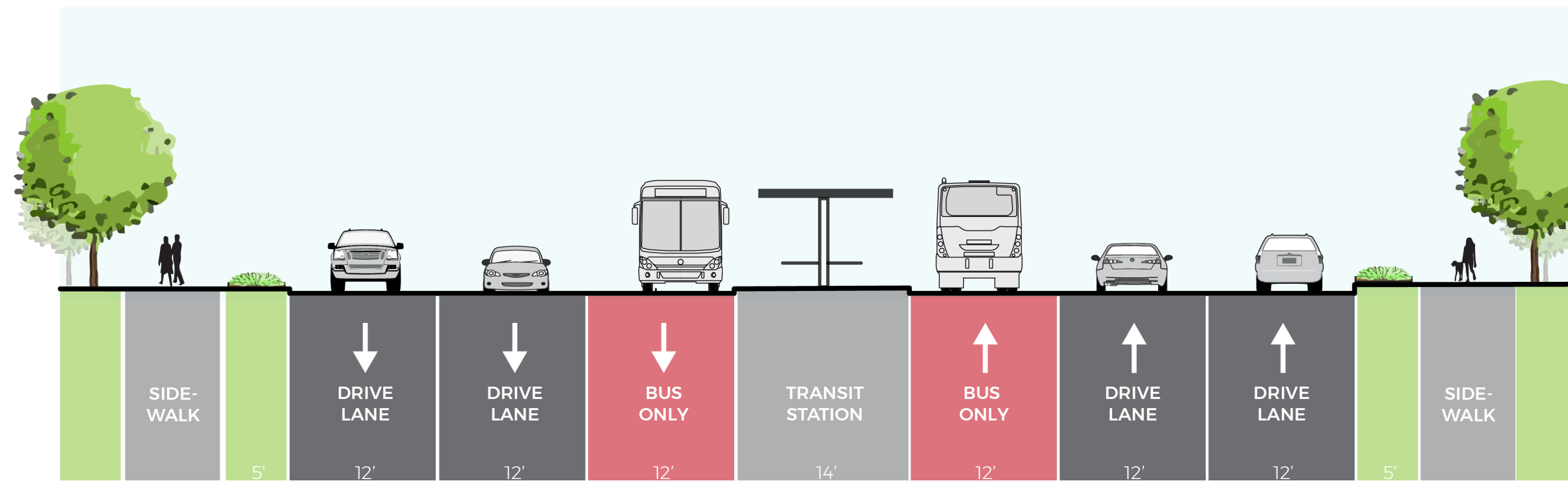
ROOSEVELT AVE AT STATION AREAS



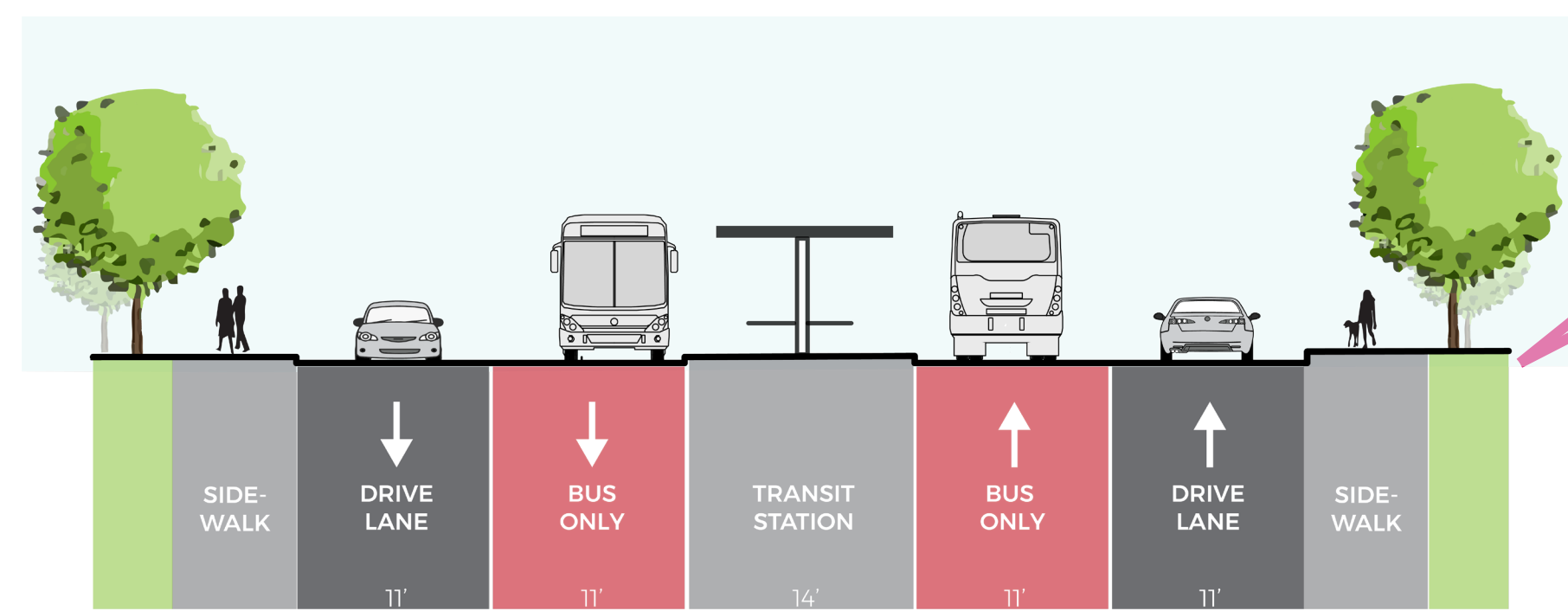
Proposed Typical Section (Roosevelt Ave. at Station Areas)



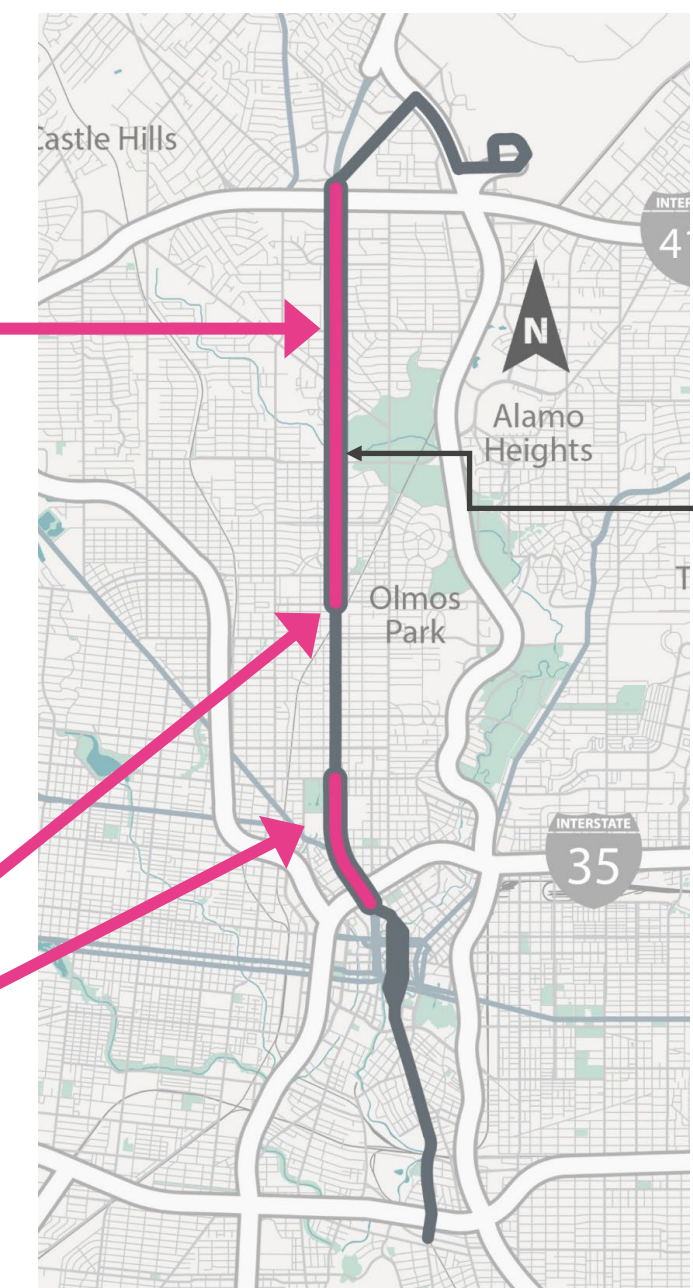
CENTER-RUNNING/BUS-ONLY LANES



Proposed Typical Section (San Pedro Ave. – Rector to Basse)



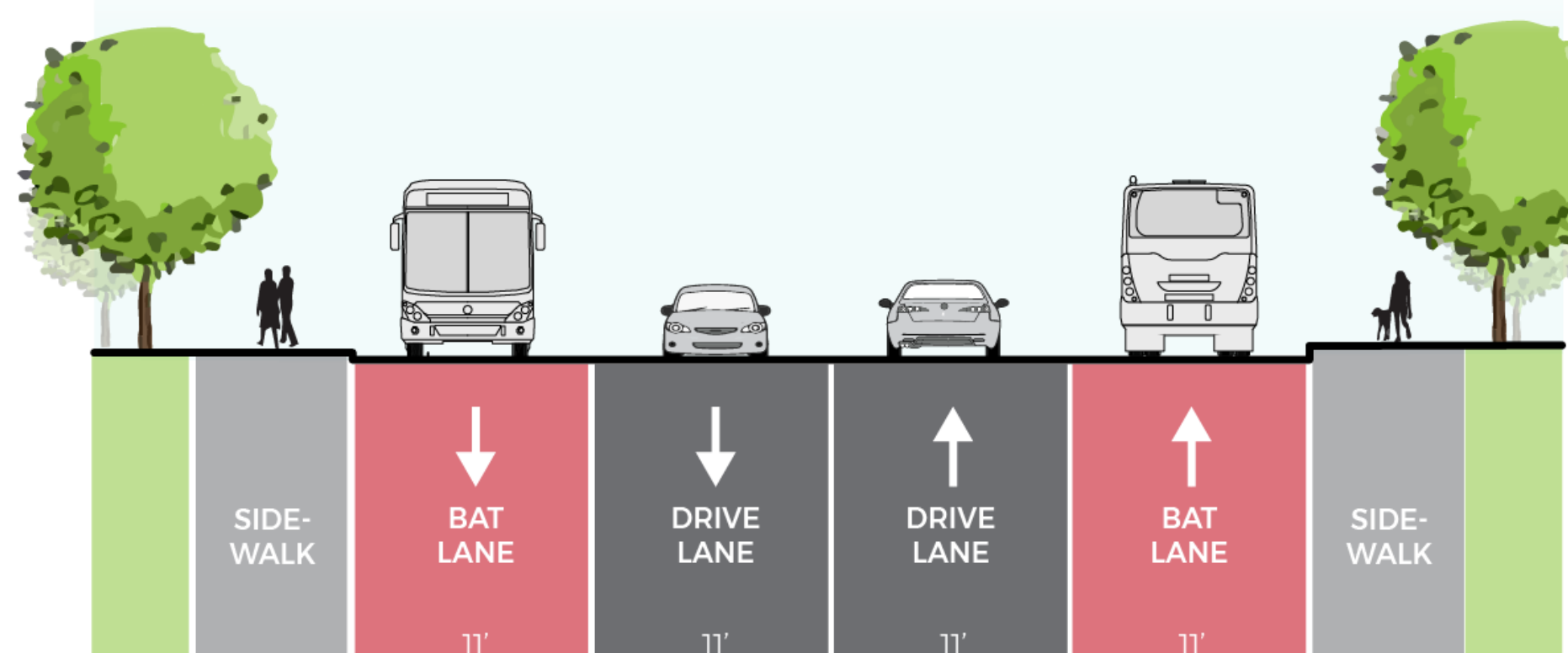
Proposed Typical Section (San Pedro Ave. – Basse to Olmos and Ashby to Quincy)



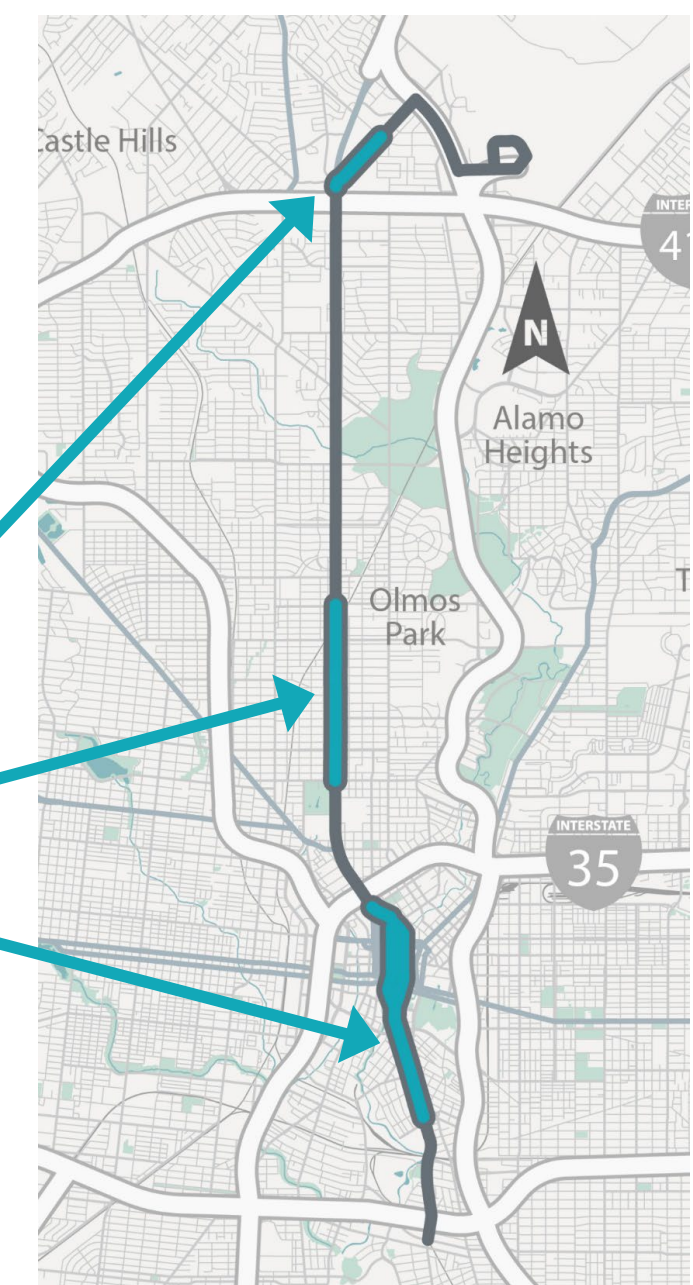
Typical Section Transitions at Basse

BUSINESS ACCESS & TRANSIT (BAT) LANES

(Curb lanes used only by right-turning automobiles and transit vehicles; similar to the Diamond Lanes or Bus Lanes in Downtown.)



Proposed Typical Section (San Pedro Ave. – Olmos to Ashby)



Notes

- Cross sections are preliminary and subject to change based on future public engagement and the National Environmental Policy Act (NEPA) process.
- Construction primarily between curb to curb and at select widening locations.

Current as of June 24, 2022

POTENTIAL VEHICULAR SAFETY IMPROVEMENTS

Vehicle crash rates (per 100M) currently exceed state averages for similar proposed roadways:

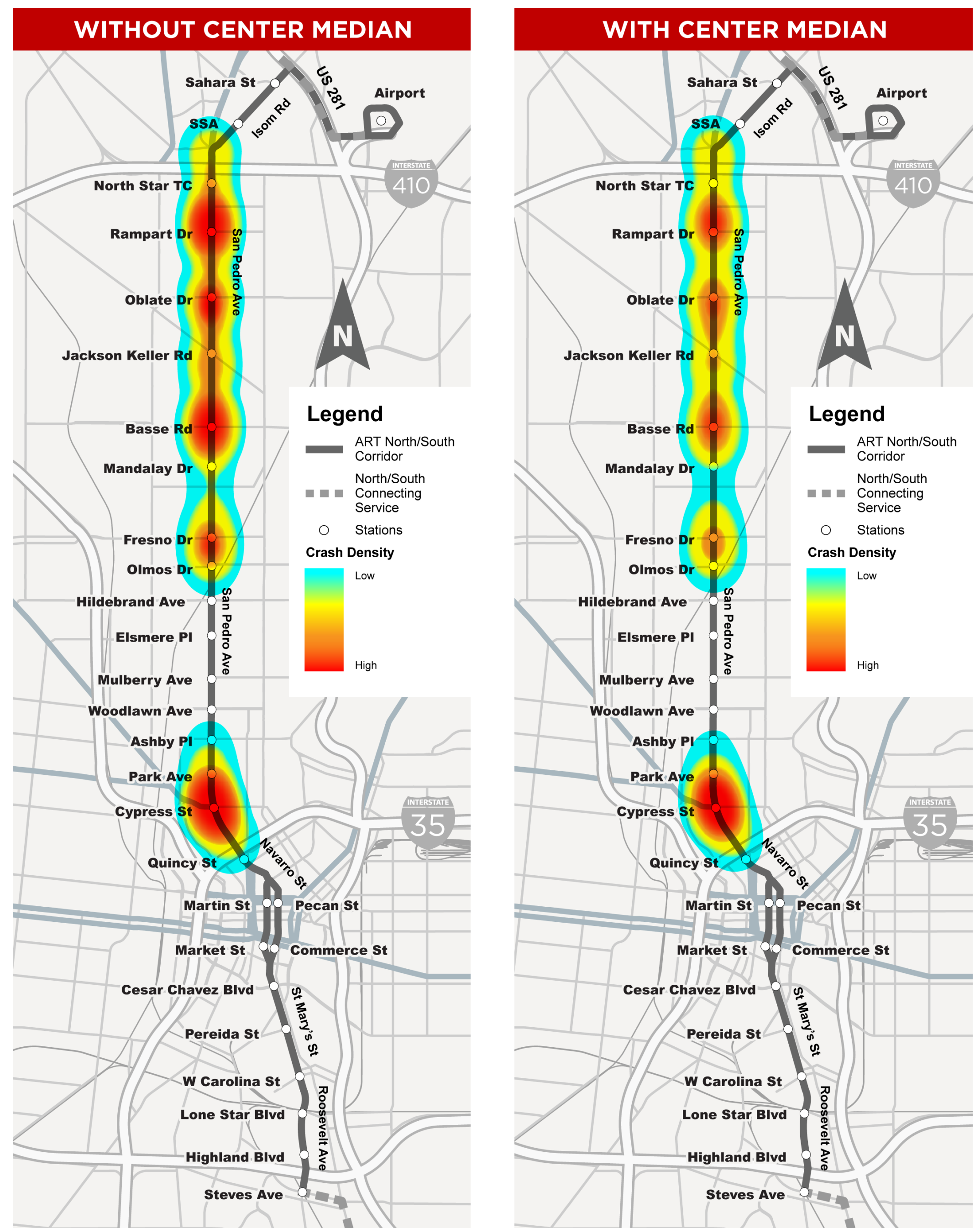
- Rector Drive to Basse Road – **3.8 times**
- Basse Rd to Ashby Place – **2.5 times**
- Ashby Place to Quincy Street – **6.7 times**

Example of crash type reduction (left turn crashes)

- **1,228** total crashes with existing conditions
- **1,051 (~15% less)** total crashes if ART N/S median was in place

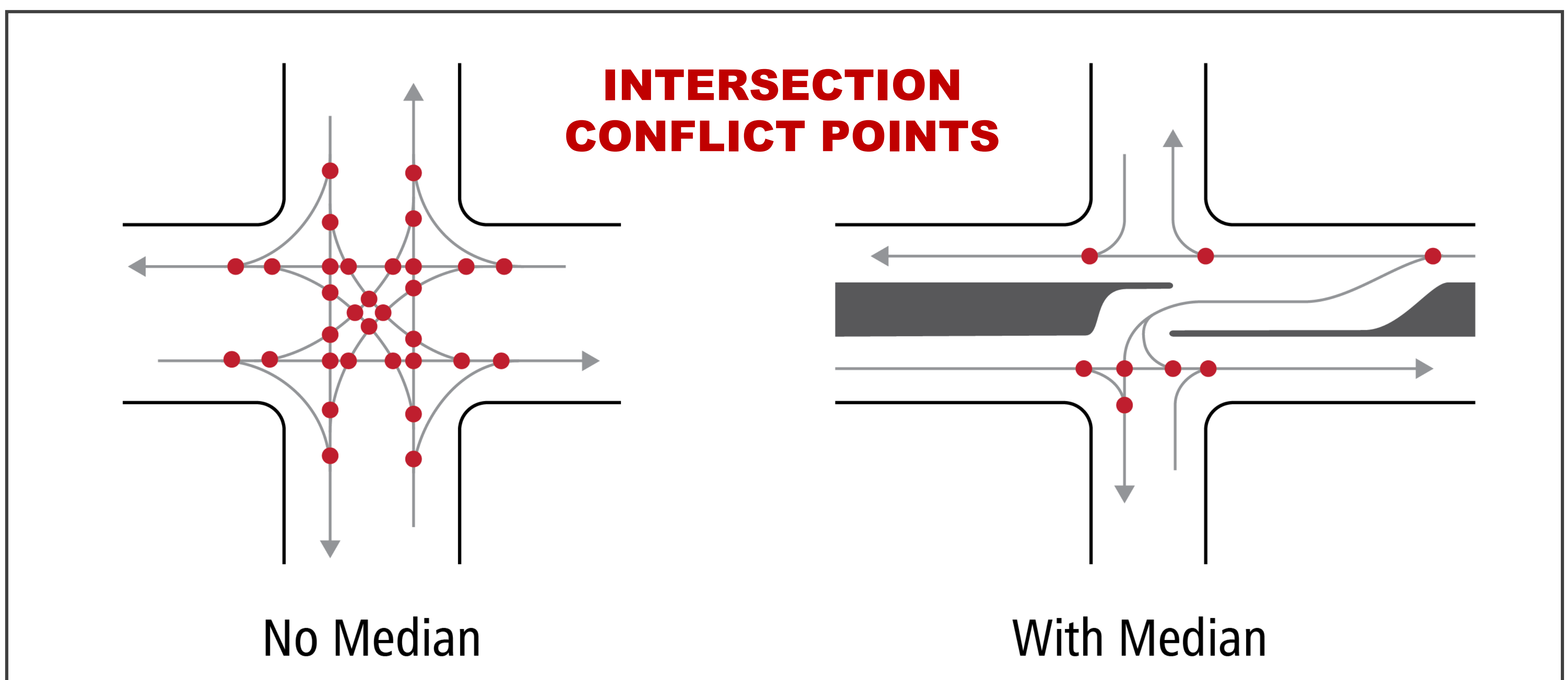
A crash is defined as a set of events that result in injury or property damage due to the collision of at least one motorized vehicle and may involve collision with another motorized vehicle, a bicyclist, a pedestrian, or an object.

Crash data is for 2015 to 2019 from Texas Motor Vehicle Crash Statistics.



▼ Medians can reduce crashes by up to half ▼

Source: TxDOT Texas Statewide Motor Vehicle Crash Statistics



Left turn crashes account for over 20% of fatal crashes at signalized intersections, and the Median U-Turn (MUT) design addresses this safety concern. By eliminating the direct left turning movement at the intersection, MUTs reduce the number of vehicle to-vehicle conflict points by half. As a result, the MUT can reduce severe crashes caused by these conflicts by nearly 70%.

Source: USDOT FHWA – Median U-Turn - Safe Roads for a Safer Future Brochure, July 2020

POTENTIAL PEDESTRIAN SAFETY IMPROVEMENTS

CONCERNS



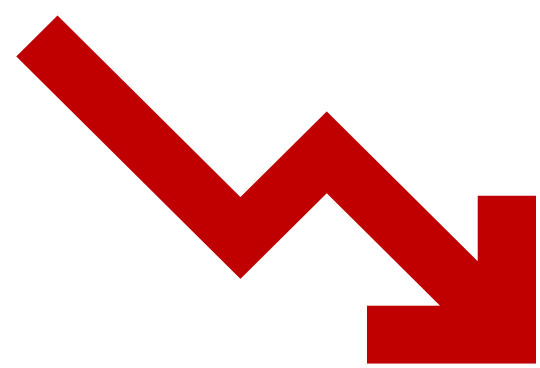
- There are multiple **severe pedestrian injury** areas within the corridor
Based on City of San Antonio data
- Over **5% of pedestrian fatalities** in San Antonio occur within the corridor
Crash data is for 2015 to 2019 from Texas Motor Vehicle Crash Statistics, and City of San Antonio Vision Zero 2019 report.

SOLUTIONS



Project **improves safety** by:

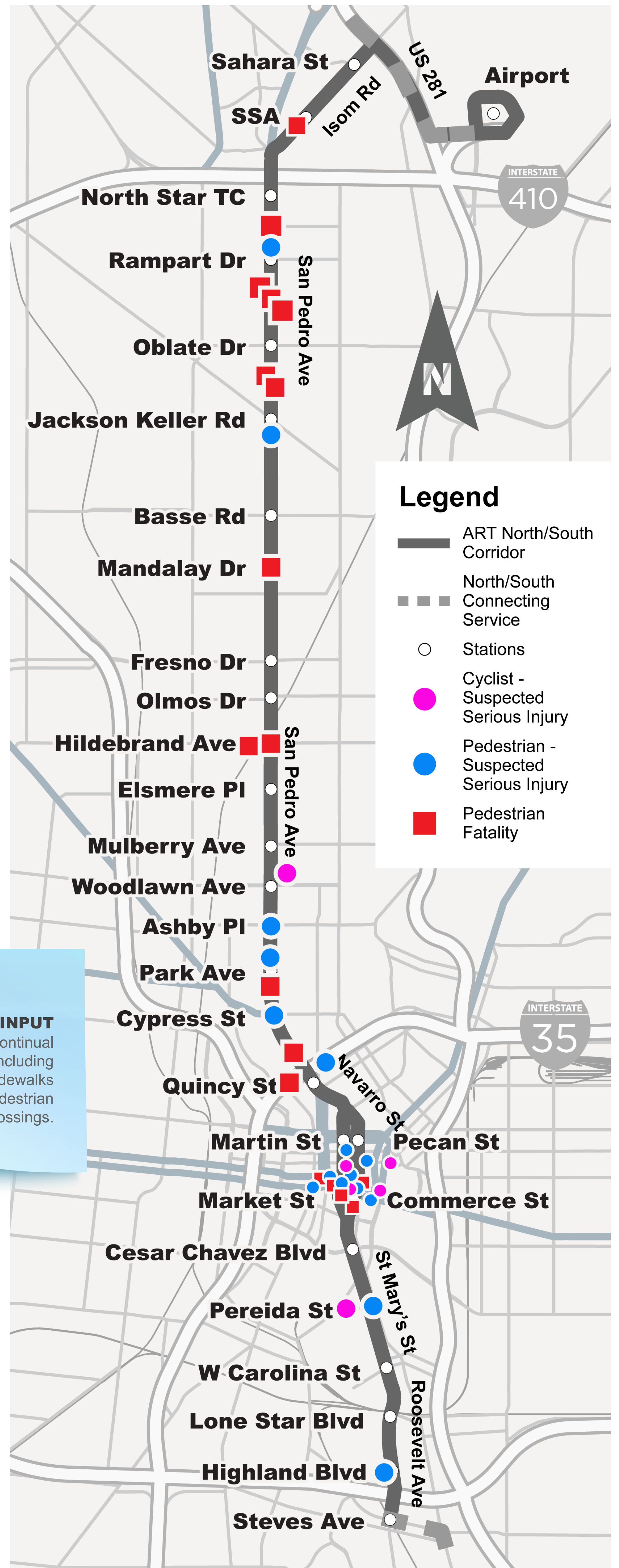
- Adding sidewalks for station access
- Improving pedestrian crossing conditions
- Managing turns along corridor



Project supports **City of San Antonio Vision Zero** goals/actions:

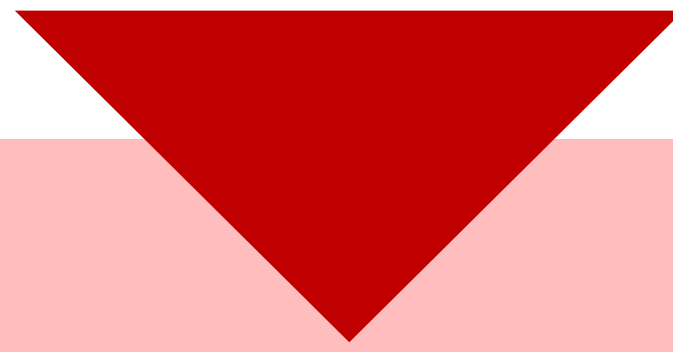
- Safe access to transit and eliminating sidewalk gaps
- Improving traffic signal timing for people walking and biking
- Adding infrastructure in high injury areas

PUBLIC INPUT
influenced continual design updates including additional sidewalks and pedestrian crossings.



WHAT'S BEEN DONE?

A traffic analysis to identify the effect of the project on the corridor



WHAT DOES IT MEAN?



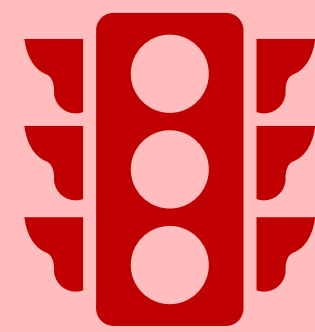
The project will maintain traffic flow along the corridor



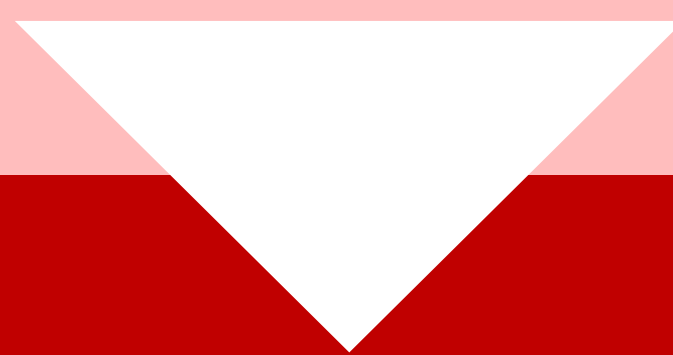
Transit riders will go faster and farther



There will be some shift of traffic to I-10, US 281, Blanco Rd. and McCullough Ave.



Neighborhood traffic will be rerouted to safer signalized intersections



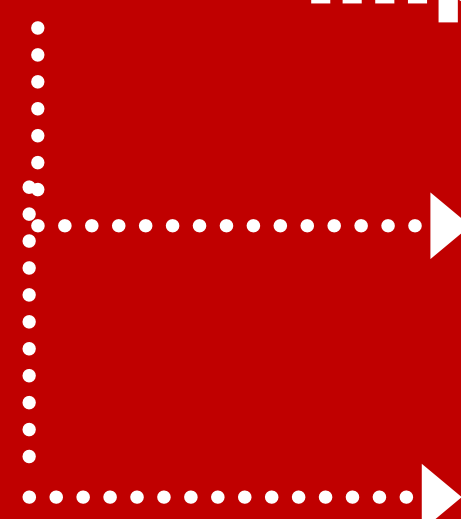
WHAT'S NEXT?



Continue design of intersection and pedestrian improvements



Gather further community input from residents and business owners



Investigate traffic improvements for Blanco and McCullough

Work with City to design smarter signal systems



Create solutions for pedestrian access and safety

HOW COULD TRAFFIC BE AFFECTED?

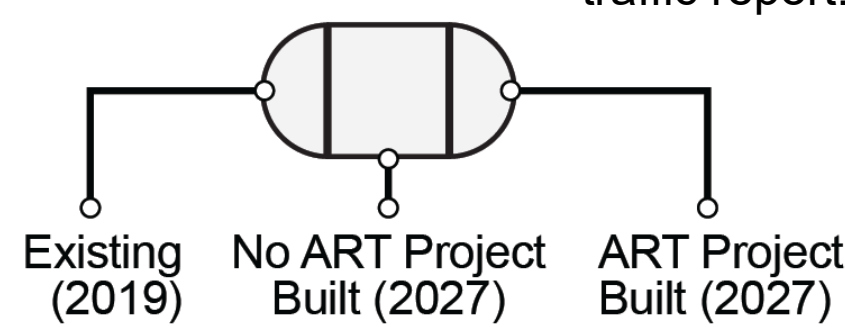
Level of Service (LOS) is a measure of traffic flow along a corridor based on delays at intersections.

MAPS: LOS at Intersections for PM Peak Hours*

The maps shows LOS grades for traffic flow between A-F:

- LOS A - D** = Satisfactory
- LOS E** = Subpar
- LOS F** = Failing

*PM Peak hours are 4:45 – 5:45 p.m. AM Peak will be included in the traffic report.



LOS Report Card for ART North/South Corridor:

	# of Intersections					
	Base Year (No Build)		Opening Year 2027 (No Build)		Opening Year 2027 (Build)	
	AM	PM	AM	PM	AM	PM
A-D	58	58	59	57	60	56
E	1	0	1	2	1	5
F	1	2	1	2	0	0

WHAT THE DATA TELLS US:

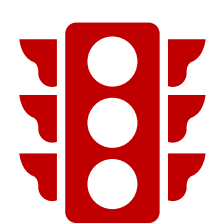
Added turn lanes deliver acceptable traffic flow within the corridor



Corridor will be faster and more reliable for transit



No failing intersections due to project



Updated traffic signal system will improve mobility for vehicles and transit



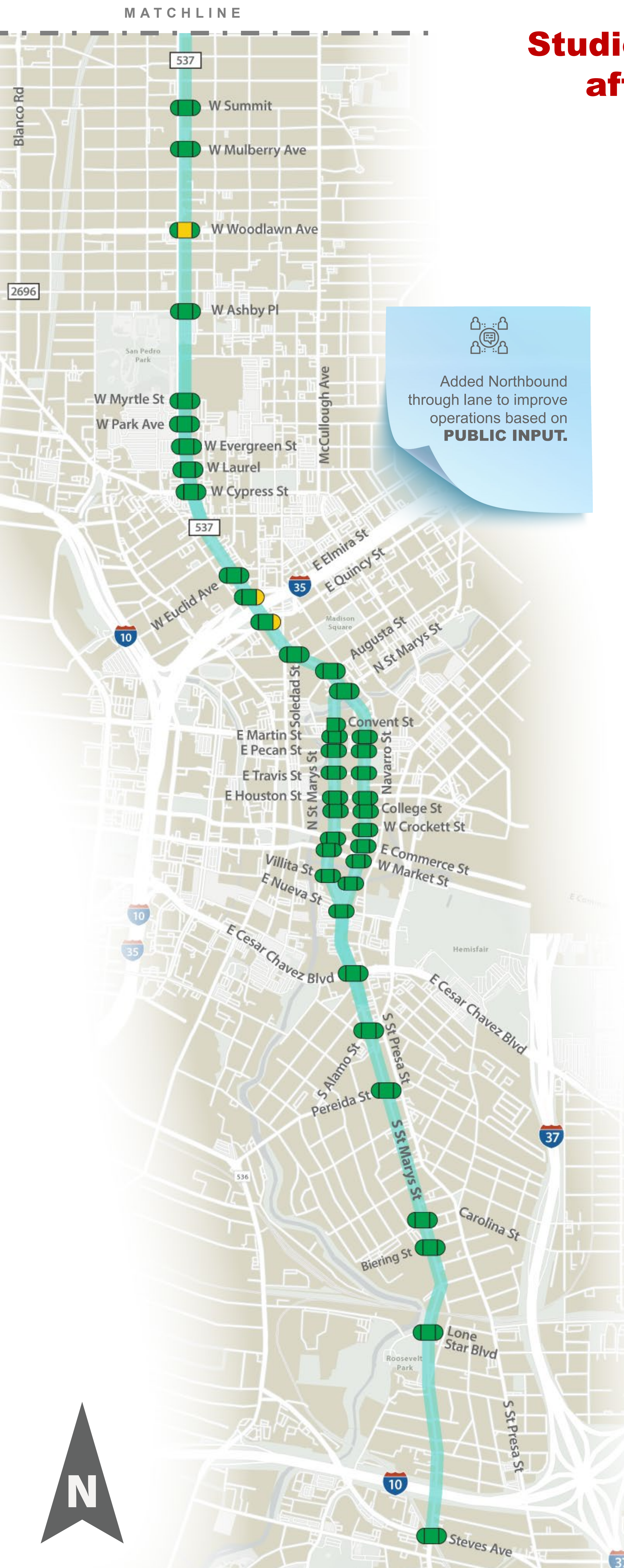
Hildebrand improved by adding additional east/west lanes



Proposed El Monte Blvd intersection to improve connectivity for vehicles and pedestrians based on **PUBLIC INPUT**.

Source: Synchro Traffic Analysis Software
Current as of June 24, 2022

HOW COULD TRAFFIC BE AFFECTED?



Studies reviewed how traffic could be affected in the opening year, 2027.

The busiest period is anticipated during afternoon rush hour from 4:45 – 5:45 p.m., resulting in vehicles changing routes.

In the busiest location ...

1,275
total vehicles will travel north on San Pedro south of Basse Rd. during afternoon rush hour. Of those vehicles,

200
are anticipated to shift routes.

Of those **200**

- 50%** shift to I-10 and US 281
- Approximately **50%** shift to Blanco and McCullough

Investigate traffic improvements for Blanco and McCullough next

Source: Collected data and regional travel demand model.

MAPS: LOS at Intersections for Afternoon Rush Hour*

The maps show LOS grades for traffic flow between A-F:

- LOS A - D** = Satisfactory
- LOS E** = Subpar
- LOS F** = Failing

*Afternoon rush hour (PM Peak) is 4:45 – 5:45 p.m. AM Peak will be included in the traffic report.

Full traffic report will be available later this summer on KeepSAMoving.com.

Source: Synchro Traffic Analysis Software

Current as of June 24, 2022

STATION TYPES AND ACCESS

EXAMPLE CURBSIDE STATIONS

EXAMPLE CENTER RUNNING STATIONS

Hildebrand Station Concept



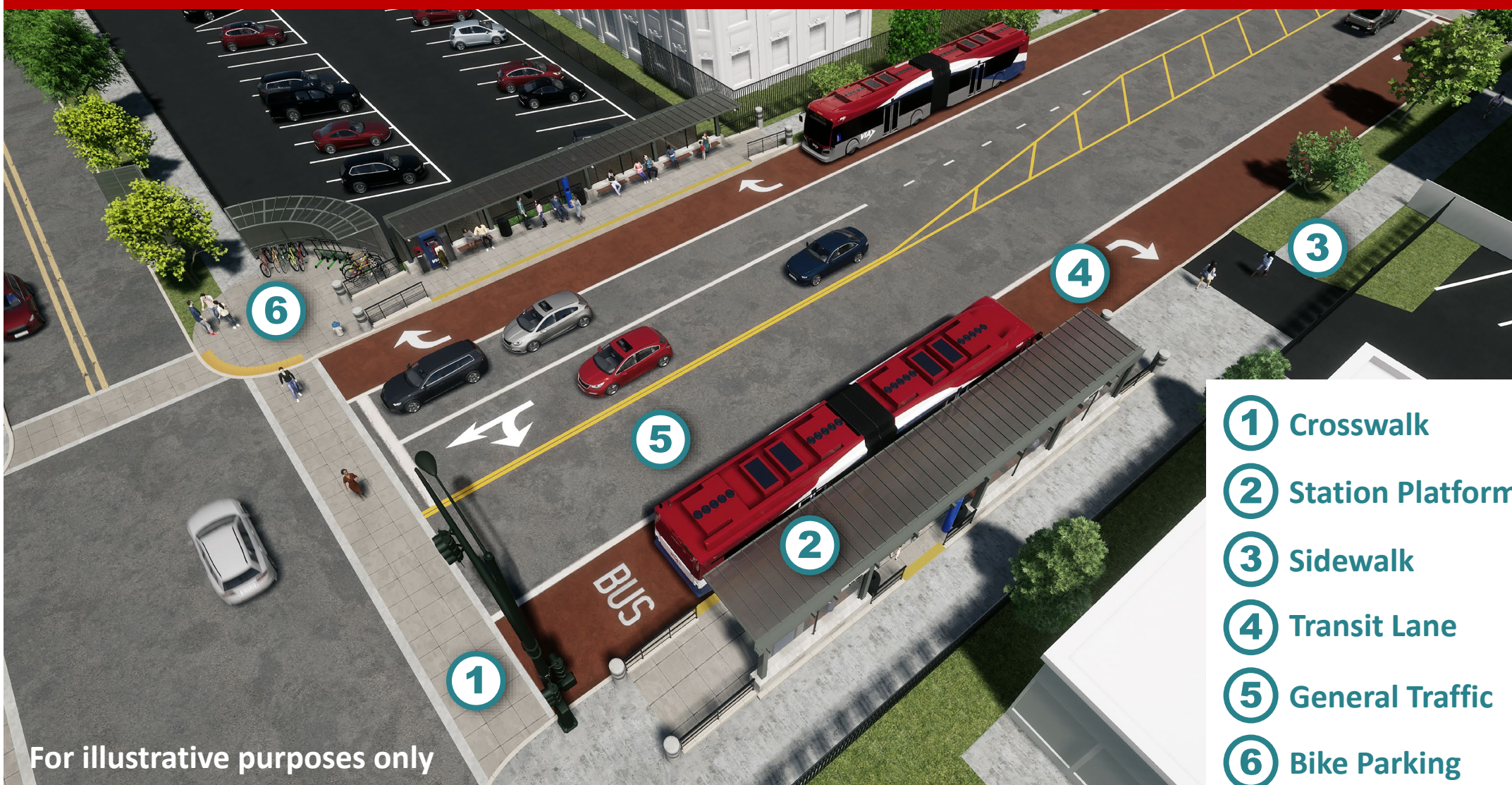
For illustrative purposes only

Olmos Station Concept



For illustrative purposes only

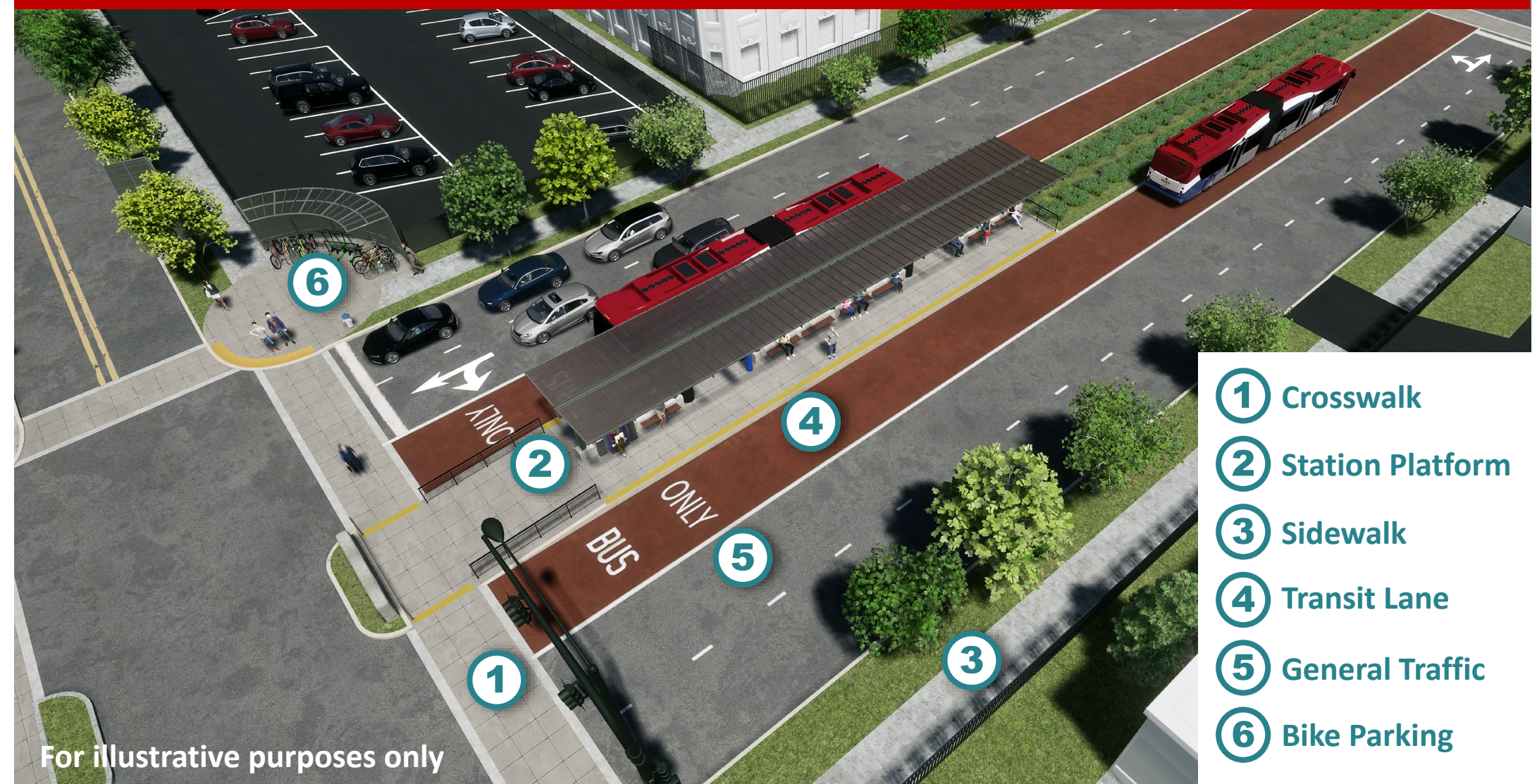
Typical Curbside Station Access Concept



For illustrative purposes only

- ① Crosswalk
- ② Station Platform
- ③ Sidewalk
- ④ Transit Lane
- ⑤ General Traffic
- ⑥ Bike Parking

Typical Center Running Station Access Concept



For illustrative purposes only

- ① Crosswalk
- ② Station Platform
- ③ Sidewalk
- ④ Transit Lane
- ⑤ General Traffic
- ⑥ Bike Parking

Most existing riders will travel no more than



to access an ART station

WALKING DISTANCE

Within 5 Min: **99.7%** Within 2 Min: **93.5%**



Project includes a total of



1.25 miles of new or improved sidewalk

along the corridor to enhance access to station locations*

* Based on current design as of 5/20/2022 and subject to change

Current as of June 24, 2022

BUSINESS ACCESS & TRANSIT (BAT) LANES

WHAT IS A BAT LANE?

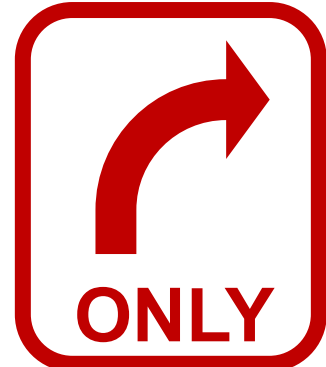


Business Access & Transit (BAT) lanes are curb lanes used only by right-turning automobiles and transit vehicles. They help buses move more efficiently through traffic and provide better access to businesses and properties.

GENERALLY, FOR TRANSIT AND RIGHT-TURNING TRAFFIC



Not For Travel



Right Turns Allowed



Not For Parking

BAT LANE HIGHLIGHTS



Provides better visibility and opportunity to turn



Smoother driving experience avoid getting stuck behind a bus



Decreases travel time by avoiding delay of turning vehicles



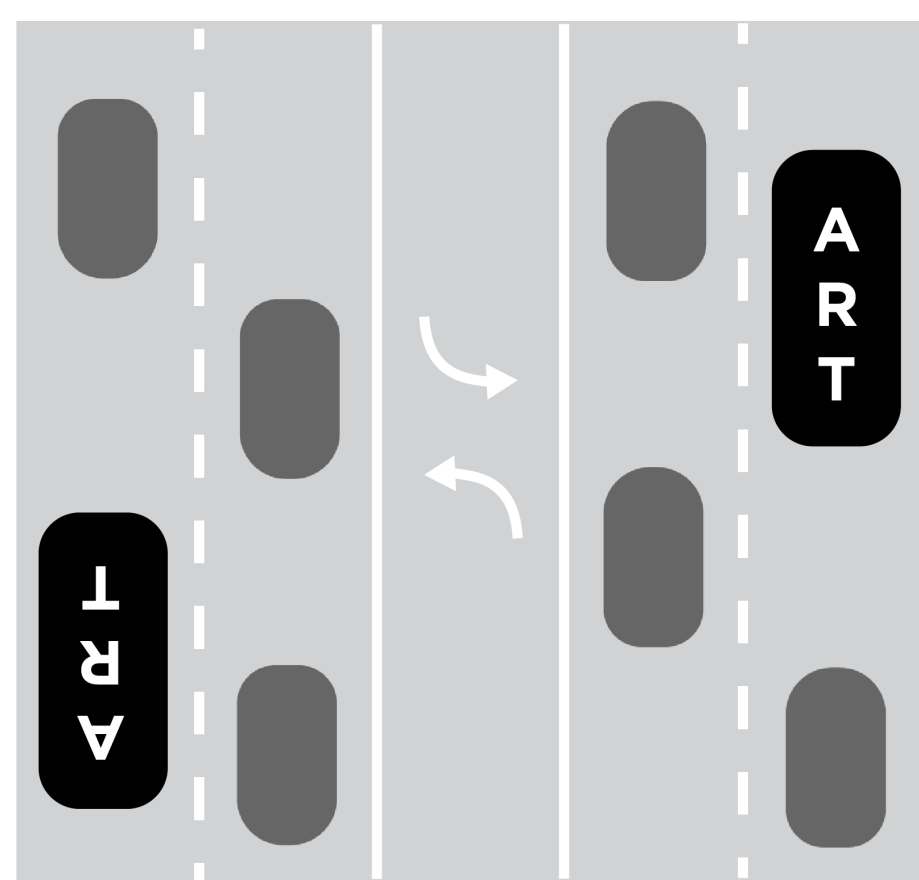
Removes transit vehicles from general purpose lanes



More on-time arrivals for transit riders

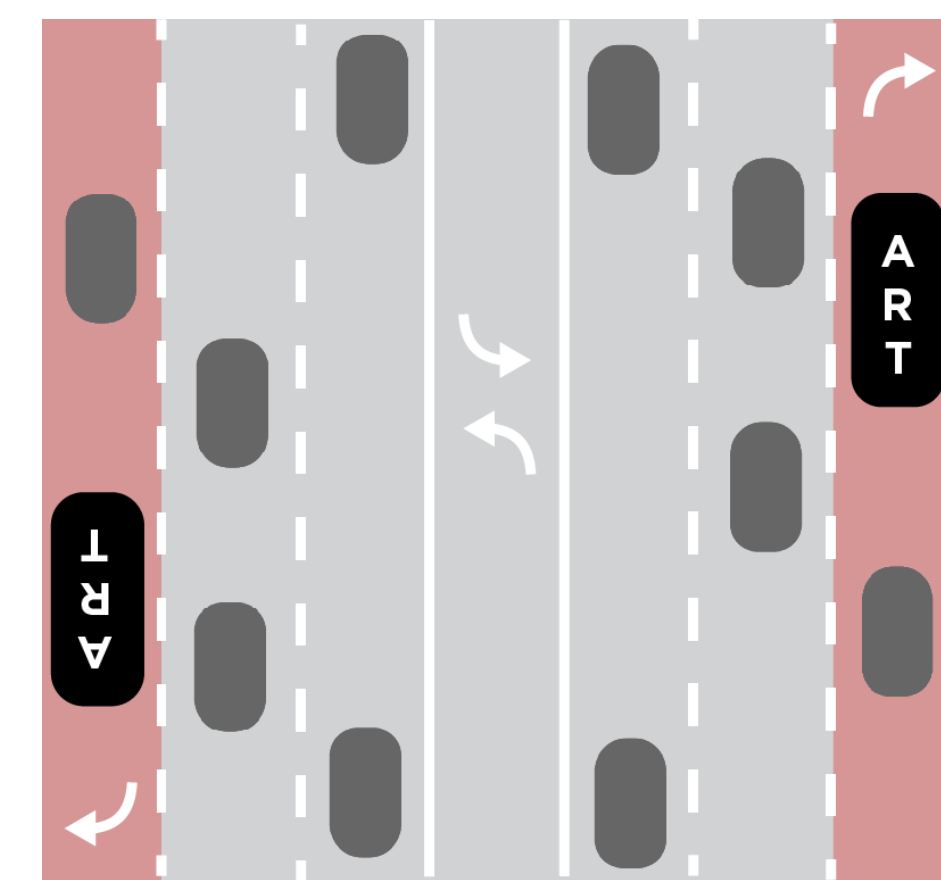
MIXED TRAFFIC VS. BAT LANES

MIXED TRAFFIC LANES



- May preserve on-street parking
- Cost effective and useful for existing and forecasted moderate volume traffic
- Required testing for ART vehicle docking and merge at stations

BAT LANES



- Semi-exclusive lane for the ART vehicle
- Allows general traffic right turns at business driveways and intersections
- Allows curbside stations to integrate with sidewalk, reducing right-of-way (ROW) needs
- Improves travel time related to mixed traffic

N E P A

NATIONAL ENVIRONMENTAL POLICY ACT



Is required
for any project that receives federal funds or that requires federal action



Provides a tool
to analyze how a project may impact the natural and human environment



Helps decision makers and the public make an informed decision on how to proceed with the project

ENVIRONMENTAL IMPACT CATEGORIES

Potential Impacts: ● Pending ● Minimal ● None



Historic & Archaeological Resources



Land Use & Parkland



Air Quality & Noise



Community, Environmental Justice, & Social Impacts



Water Resources



Threatened & Endangered Species



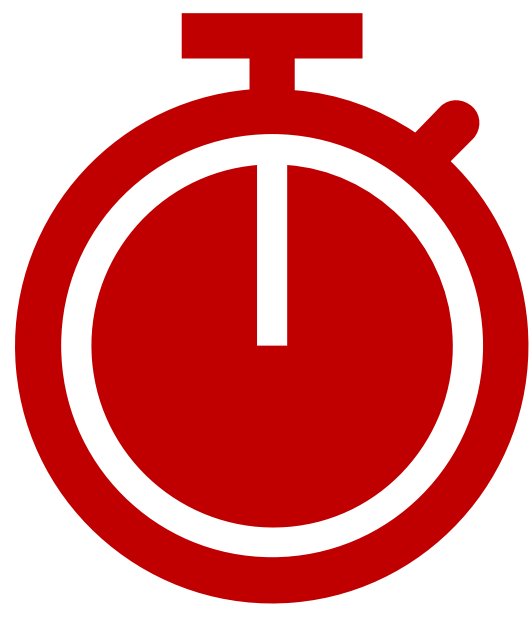
Biological Resources



Hazardous Materials

PROJECT'S PURPOSE & NEED

Project's Purpose:



Improve travel times



Provide reliable transit service

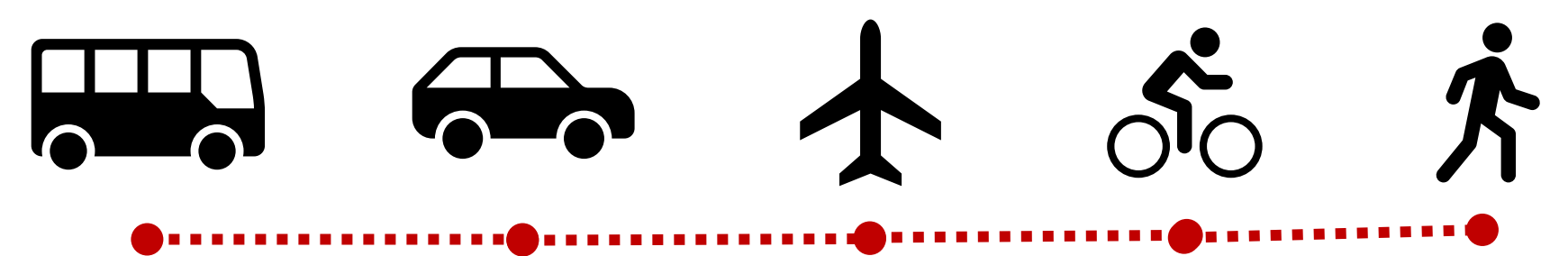


Provide community benefits through transit investments that support equitable housing opportunities and workforce access

Project's Need:

01 Create **convenient** and **competitive** travel choices that ensure reliability and speed

02 Strengthen **interconnected** public transportation **network** of transit, air travel, driving, cycling, and walking



03 Supports **growing employment** centers 

04 Improve **access** between key regional centers

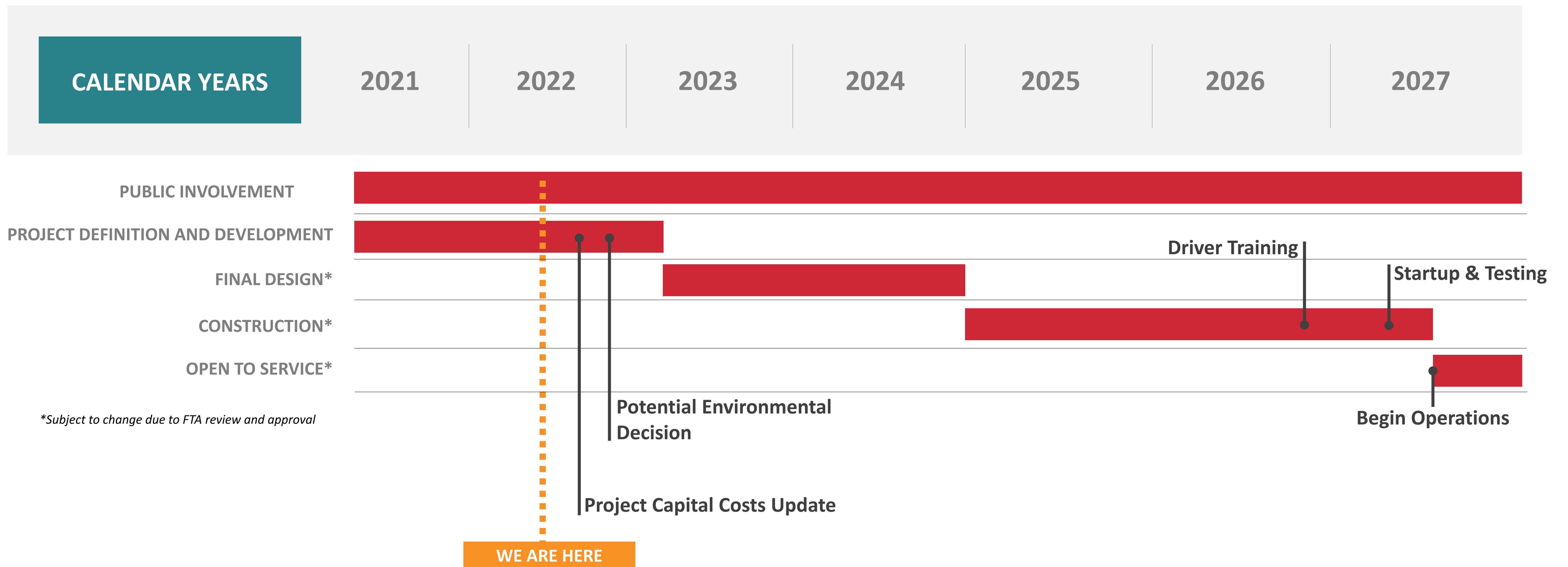
05 Get to the **Airport, Downtown,** and other regional centers faster! 

06 Support **growth** by improving equity, housing, and transportation choices by **linking** neighborhoods with economic centers

QUESTIONS OR COMMENTS? VIA WOULD LIKE TO HEAR FROM YOU.

- ✓ To **learn more** about the proposed project visit: www.KeepSAmoving.com
- ✓ To **get in touch** with the project team:
 - Call us at (210) 362-2389
 - Email us at KeepSAmoving@viainfo.net
 - Or send us a letter at:
Attn: ART Project
C/O Government and Community Relations
800 W. Myrtle St.
San Antonio, TX 78212
- ✓ Fill out a **comment card** and drop it in the comment box.
- ✓ **Take our survey** at the comment station.

ART NORTH/SOUTH CORRIDOR PROPOSED SCHEDULE



Current as of June 24, 2022