



KEEP SA MOVING



KEEP SA MOVING
VIA Advanced Rapid
Transit Project N/S Corridor
Public Meetings Summary Report
July 2022

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Public Meetings Summaries

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- Three public meetings were conducted on **June 25, 2022, June 29, 2022, and July 12, 2022.**
- Purpose: to gather direct feedback about the preliminary design plans and inform the public on the environmental process.
- **80:** the **total number of participants** across the three in-person meetings.
- **25:** the **total number of comments** received during the official comment period, which ran from **June 25, 2022, to July 27, 2022.**
- **199:** the **total number of comments** received from the roll plots.
- Major themes of comments included:
 - Concerns for longer waiting lines at traffic stops.
 - Frustration with the process taking so long.
 - Concerns for added traffic in neighborhoods.
 - Requests for the improvement of existing sidewalks.
 - Support for the project.

Public Meeting #1 - 6/25/22

The first public meeting was held on **Saturday, June 25, 2022**, from **9 a.m. to 11:30 a.m.** at Blessed Sacrament Church located at 600 Oblate Dr., San Antonio, Texas, 78216. The public meeting was an open house format to allow for attendees to attend at their convenience.

Upon arrival, guests were asked to sign-in and were given a one-page handout describing the Advanced Rapid Transit (ART) N/S Corridor Project (available in English and Spanish) and venue map. The venue map was provided to the public as a navigation tool and consisted of interactive stations to allow for attendees to learn more about ART and ask project team members questions. The interactive stations consisted of:

- | | |
|--|------------------------------|
| • Videos Discussing KSAM (Keep San Antonio Moving) and ART | • Roll Plots |
| • Q&A (Question & Answer) Area | • Virtual Reality Experience |
| • Exhibits for ART Environmental Technical Studies | • Comment Station |

Both Spanish and American Sign Language (ASL) interpretations were available to the public. A total number of **32 members of the public** registered their attendance at this public meeting.

Public Meeting #2 - 6/29/22

WORKING
DRAFT
11/9/22

The second public meeting was held on **Wednesday, June 29, 2022**, from **5:30 p.m. to 7:30 p.m.** at the Norris Conference Centers located at 618 NW Loop 410, San Antonio, Texas, 78216. This meeting provided identical information as the first public meeting. Similar to the first public meeting, this was an open house format to allow for attendees to attend at their convenience.

Upon arrival, guests were asked to sign-in and were given a one-page handout describing the ART N/S Corridor Project (available in English and Spanish) and venue map. The venue map was provided to the public as a navigation tool and consisted of interactive stations to allow for attendees to learn more about ART and ask project team members questions. The interactive stations consisted of:

- Videos Discussing KSAM and ART
- Q&A Area
- Exhibits for ART Environmental Technical Studies
- Roll Plots
- Virtual Reality Experience
- Comment Station

Both Spanish and American Sign Language (ASL) interpretations were available to the public. A total number of **21 members of the public** registered their attendance at this public meeting.

Public Meeting #3 - 7/12/22

The third public meeting was held on **Tuesday, July 12, 2022**, from **5:30 p.m. to 7:30 p.m.** at the Norris Conference Centers located at 618 NW Loop 410, San Antonio, Texas, 78216. This meeting provided identical information as the first public meeting. Similar to the first public meeting, this was an open house format to allow for attendees to attend at their convenience.



Upon arrival, guests were asked to sign-in and were given a one-page handout describing the Advanced Rapid Transit (ART) N/S Corridor Project (available in English and Spanish) and venue map. The venue map was provided to the public as a navigation tool and consisted of interactive stations to allow for attendees to learn more about ART and ask project team members questions. The interactive stations consisted of:

- Videos Discussing KSAM and ART
- Q&A Area
- Exhibits for ART Environmental Technical Studies
- Roll Plots
- Virtual Reality Experience
- Comment Station

Both Spanish and American Sign Language (ASL) interpretations were available to the public. A total number of **27 members of the public** registered their attendance at this public meeting.

The public meetings had a virtual component that was hosted on the **KSAM website** and can be accessed by clicking **here**. The public meeting information was available for comment from **Saturday, June 25, 2022**, to **Wednesday, July 27, 2022**. The KSAM website had identical information available to online participants as was available to in-person attendees. There were **146 individual site visits** and during those site visits, **683 of the exhibit boards were viewed**. The virtual public meeting was available for translation through Google Translate.

A. Comment Response Matrix

| <div>  <div> VIA ART North/South Corridor Concept Plan Public Meeting Comments June/July 2022 - Roll Plot Comments </div>  </div> | | | | | |
|---|------------------|--|-------------------|--|---|
| Meeting Date | Roll Plot Number | Comment Location | Topic | Comment | Response |
| 6/25/2022 | 1 | Between E Ramsey Rd & San Pedro Ave (ART Station) | Community Concern | Love intent of VIA- However, long term impact and real public engagement needs study | Thank you for your comment. VIA is following the Federal Transit Administration (FTA) project development processes for a project like ART. Additional outreach will occur throughout the project's anticipated lifecycle. |
| 6/25/2022 | 1 | San Pedro Ave | Other | Let's talk about Transit to Austin, this makes more sense!! | Thank you for your comment. ART is part of the larger future of the Keep San Antonio Moving (KSAM) initiative and is part of the voter-approved proposition to advance San Antonio's public transit and increase connectivity to move more people faster and farther. We are also seeking to further engage with the community to receive their feedback and inform them on how the proposed would support local growth. |
| 6/25/2022 | 1 | Between E Ramsey Rd & San Pedro Ave | Other | No to: 1. Nb Lane, 2. SB Lane | Thank you for your comment. The traffic analysis report does support the concept for San Pedro. The report can be accessed at: https://keepsamoving.com/advanced-rapid-transit/#resources |
| 6/25/2022 | 2 | Jus right of Loop 410 EB (North Star Transit Center) | Traffic | How is VIA going to prevent traffic from using the bus lanes? | Thank you for your comment. The bus lanes would have best practices in pavement stripping. Enforcement would be part of the solution too. Without barriers to the lane in most locations, fire rescue and flexibility in use when issues like accidents occur. The ART Team has completed extensive traffic analysis which has informed the current ART N/S Design. The ART Team is also coordinating with the City of San Antonio to review the current design and how it impacts traffic operations along the ART N/S Corridor. Results of the traffic analysis can be found in the ART N/S Traffic Report at the following location: https://keepsamoving.com/advanced-rapid-transit/ . |
| 6/25/2022 | 2 | E Rector Dr | Other | If the funds are available, a better way to use them will be considering public transit between San Antonio and New Braunfels, San Marcos and Austin. Not 100% opposed to changes north of Basse where it is considerably wider | Thank you for your comment. ART is part of the larger future of the Keep San Antonio Moving (KSAM) initiative and is part of the voter-approved proposition to advance San Antonio's public transit and increase connectivity to move more people faster and farther. We are also seeking to further engage with the community to receive their feedback and inform them on how the proposed would support local growth. |
| 6/25/2022 | 2 | Langton Dr | Community Concern | Proposal is very specific, however long term consequences are not being communicated | Thank you for your comment. VIA is following the Federal Transit Administration (FTA) project development processes for a project like ART. |

| Meeting Date | Roll Plot Number | Comment Location | Topic | Comment | Response |
|--------------|------------------|---------------------------------|-------------------|---|---|
| 6/25/2022 | 2 | Between Langton Dr and Cage Ave | Other | Stay out of resident area | <p>Thank you for your comment. The ART Team is working with neighborhoods to understand any concerns that community members may have. The ART Team is coordinating with the City of San Antonio to review the current design and how it impacts traffic operations along the ART N/S Corridor.</p> <p>The ART Team has also completed extensive traffic analysis which has informed the current ART N/S Design. Traffic and roadway analysis reviewed key influences for traffic that may use or divert to residential areas. It is anticipated to have limited number of vehicle trips that would be redirected. There were no identified cut-through corridors of concern due to the network configurations in north San Pedro neighborhoods. Results of the traffic analysis can be found in the ART N/S Traffic Report at the following location: https://keepsamoving.com/advanced-rapid-transit/.</p> |
| 6/25/2022 | 2 | Near Cage Ave | Community Concern | <p>What do adjacent property owners get?</p> <ol style="list-style-type: none">1. Increased land values2. Traffic3. Noise4. Drainage | <p>Thank you for your comment.</p> <p>What do adjacent property owners get? (ART will help transform San Pedro to be work for transit but more importantly the community.)</p> <ol style="list-style-type: none">1. Increased land values - ART is not able to control this directly, however, investing in transit is proven to encourage economic development. The ART Team is working closely with the City of San Antonio on land use changes and zoning along the Corridor in other areas to help fit the context of the community.2. Traffic - The ART Team has completed extensive traffic analysis which has informed the current ART N/S Design. The ART Team is coordinating with the City of San Antonio to review the current design and how it impacts traffic operations along the ART N/S Corridor. Results of the traffic analysis can be found in the ART N/S Traffic Report at the following location: https://keepsamoving.com/advanced-rapid-transit/.3. Noise - VIA is performing noise study as part of the environmental process. Currently, noise is not expected to increase. The ART vehicles would be less noisy than diesel buses.4. Drainage - VIA is working with the City of San Antonio to review the drainage system along San Pedro. The ART Team is also looking to identify significant issues with regular occurring storms. |
| 6/25/2022 | 2 | Cage Ave | Other | VIA needs partners in this massive endeavor | <p>Thank you for your comment. VIA is working closely with the City of San Antonio and The Texas Department of Transportation (TxDOT) along with local community partners and neighborhood associations. Additionally, the Federal Transit Administration (FTA) is a major partner and will provide program oversight to help ensure success.</p> |
| 6/25/2022 | 2 | Oblate Dr | Other | <p>Nicholas</p> <p>My mom makes sure that the passengers are comfortable.</p> | <p>Thank you for your comment.</p> |
| 6/25/2022 | 2 | Oblate Dr | Landscaping | Do not see additional green space. Just paving and parking | <p>Thank you for your comment. Landscaping is under development. ART would expand the urban design and landscape pallet over the next few months. The ART Team in collaboration with the City of San Antonio, would develop an agreement on what would best fit the project needs.</p> |

| Meeting Date | Roll Plot Number | Comment Location | Topic | Comment | Response |
|--------------|------------------|-----------------------------|-------------------|--|---|
| 6/25/2022 | 2 | Adjacent to Cage Ave | Other | Make a shopping center. No immigration center. Move it airport location | Thank you for your comment. ART is part of the larger future of the Keep San Antonio Moving (KSAM) initiative and is part of the voter-approved proposition to advance San Antonio's public transit and increase connectivity to move more people faster and farther. We are also seeking to further engage with the community to receive their feedback and inform them on how the proposed would support local growth. |
| 6/25/2022 | 2 | | Other | Let's talk about Transit to Austin instead | Thank you for your comment. ART is part of the larger future of the Keep San Antonio Moving (KSAM) initiative and is part of the voter-approved proposition to advance San Antonio's public transit and increase connectivity to move more people faster and farther. We are also seeking to further engage with the community to receive their feedback and inform them on how the proposed would support local growth. |
| 6/25/2022 | 2 | near W Ramp Art Dr | Design | No one-way north or south | Comment noted. The ART Team has completed extensive traffic analysis which has informed the current ART N/S Design. The ART Team is coordinating with the City of San Antonio to review the current design and how it impacts traffic operations along the ART N/S Corridor. Results of the traffic analysis can be found in the ART N/S Traffic Report at the following location: https://keepsamoving.com/advanced-rapid-transit/ . |
| 6/25/2022 | 2 | E Rector Dr | Other | No to: 1. Nb Lane, 2. SB Lane | Comment noted. The ART Team has completed extensive traffic analysis which has informed the current ART N/S Design. The ART Team is coordinating with the City of San Antonio to review the current design and how it impacts traffic operations along the ART N/S Corridor. Results of the traffic analysis can be found in the ART N/S Traffic Report at the following location: https://keepsamoving.com/advanced-rapid-transit/ . |
| 6/25/2022 | 2 | Near Loop 410 E | Community Concern | Keep out of residential area!!! North Basse OK. South of SAC ok. | <p>Thank you for your comment. The ART Team is working with neighborhoods to understand any concerns that community members may have.</p> <p>The ART Team has completed extensive traffic analysis which has informed the current ART N/S Design. Traffic and roadway analysis reviewed key influences for traffic that may use or divert to residential areas. It is anticipated to have limited number of vehicle trips that would be redirected. There were no identified cut-through corridors of concern due to the network configurations in north San Pedro neighborhoods.</p> <p>The ART Team is also coordinating with the City of San Antonio to review the current design and how it impacts traffic operations along the ART N/S Corridor. Results of the traffic analysis can be found in the ART N/S Traffic Report at the following location: https://keepsamoving.com/advanced-rapid-transit/.</p> |
| 6/25/2022 | 3 | El Mio Dr, near Recoleta Rd | Traffic | MOT phasing The Dogfather (local restaurant): 1. Timing 2. Intersection Time | <p>Thank you for your feedback. The ART Team will be working with businesses along the corridor to ensure any concerns of access and impact are considered during construction.</p> <p>The ART Team has also completed extensive traffic analysis which has informed the current ART N/S Design. The ART Team is coordinating with the City of San Antonio to review the current design and how it impacts traffic operations along the ART N/S Corridor. Results of the traffic analysis can be found in the ART N/S Traffic Report at the following location: https://keepsamoving.com/advanced-rapid-transit/.</p> |
| 6/25/2022 | 3 | Recoleta Rd | Peds/bikes | Be sure to have pedestrian signal going both ways | Thank you for your comment. The pedestrian signal would be both ways. We would meet signal design standards. |

| Meeting Date | Roll Plot Number | Comment Location | Topic | Comment | Response |
|--------------|------------------|-----------------------------------|------------|--|---|
| 6/25/2022 | 3 | Basse Rd | Other | Yes to N. of Basse No to S. of Basse | Comment noted. The ART Team has completed extensive traffic analysis which has informed the current ART N/S Design. The ART Team is coordinating with the City of San Antonio to review the current design and how it impacts traffic operations along the ART N/S Corridor. Results of the traffic analysis can be found in the ART N/S Traffic Report at the following location: https://keepsamoving.com/advanced-rapid-transit/ . |
| 6/25/2022 | 3 | San Angelo | Other | No trucks through neighborhood for deliveries. Add signs | Comment noted. The ART Team has completed extensive traffic analysis which has informed the current ART N/S Design. The ART Team is coordinating with the City of San Antonio to review the current design and how it impacts traffic operations along the ART N/S Corridor. Results of the traffic analysis can be found in the ART N/S Traffic Report at the following location: https://keepsamoving.com/advanced-rapid-transit/ . |
| 6/25/2022 | 3 | San Angelo | Other | Property values go up. How do we protect vulnerable homeowners property taxes? | Thank you for your comment. ART is not able to control this directly, however, investing in transit is proven to encourage economic development. The ART Team is working closely with the City of San Antonio on land use changes and zoning along the Corridor. In regard to vulnerable homeowners, the City of San Antonio does provide rental/mortgage assistance. More information can be found at: https://www.sanantonio.gov/nhsd/programs/fairhousing |
| 6/25/2022 | 3 | El Monte Blvd | Other | Trucks for car dealer deliveries | Thank you for your comment. The ART Team will be reviewing the deliveries to the car dealerships. We will need to review and designate loading zones. |
| 6/25/2022 | 3 | San Angelo | Other | No to: 1. Nb Lane, 2. SB Lane | Thank you for your comment. Design for the ART North/South Project has worked to balance transit operations and traffic flow. The traffic report demonstrates the concept presented would operate acceptably. U-turn movements would allow for access to neighborhood streets which in research are shown to be safer than two-way left turn lanes. For additional information, please see the traffic report, which can be found at: https://keepsamoving.com/advanced-rapid-transit/ |
| 6/25/2022 | 3 | W Herminie Blvd | Other | No left turns unacceptable. | Thank you for your comment. Design for the ART North/South Project has worked to balance transit operations and traffic flow. The traffic report demonstrates the concept presented would operate acceptably. U-turn movements would allow for access to neighborhood streets which in research are shown to be safer than two-way left turn lanes. For additional information, please see the traffic report, which can be found at: https://keepsamoving.com/advanced-rapid-transit/ |
| 6/25/2022 | 3 | W Herminie Blvd | Peds/bikes | Need to add sidewalks into neighborhoods for transit access | Thank you for your comment. The ART Team will review sidewalk connectivity along Herminie Blvd. |
| 6/25/2022 | 3 | W Herminie Blvd | Other | No to VIA transit proposed improvement | Thank you for your feedback, your comment has been noted. |
| 6/25/2022 | 3 | On San Pedro, near W Hermine Blvd | Design | 1 Lane Car traffic is not enough | Thank you for your comment. The ART Team has completed extensive traffic analysis which has informed the current ART N/S Design. The ART Team is coordinating with the City of San Antonio to review the current design and how it impacts traffic operations along the ART N/S Corridor. Results of the traffic analysis can be found in the ART N/S Traffic Report at the following location: https://keepsamoving.com/advanced-rapid-transit/ . |

| Meeting Date | Roll Plot Number | Comment Location | Topic | Comment | Response |
|--------------|------------------|--|----------------------------|--|---|
| 6/25/2022 | 3 | Olmos | Design | Emergency vehicles are not going to have direct access to neighborhood | Thank you for your comment. Emergency vehicles would have improved response times using the ART lanes. The addition of medians typically have minimal impacts. The ART team is coordinating with City of San Antonio's Office of Emergency Management (SAOEM) . |
| 6/25/2022 | 3 | Between San Angelo and Monte Blvd | Operations and maintenance | Car delivery trucks unload in the center lane. Where will they unload. Not neighborhood. | Thank you for your comment. The ART team will be reviewing the deliveries to the car dealerships as the project advances and will address loading needs for dealerships. |
| 6/25/2022 | 3 | Via stations between Basse Rd and Monte Blvd | Peds/Bikes | 5 min walk too hard for elderly, kids, disabled | Thank you for your comment. Station spacing is a balance. Sidewalks would be reviewed and improved where needed to provide an accessible path along ART Corridor. ART stations are currently placed between 0.40 and 0.50 miles along the N/S Corridor based on best practices for ART service across the US. Pedestrian improvements for this project would be Americans with Disabilities Act (ADA) compliant. Sidewalk improvements would be made for ease of accessibility, with over 11 miles of new or upgraded sidewalks. Crosswalks would be added in additional locations. Approximately 93.5% of potential riders in the corridor would be within an additional 2 minutes walking distance of an ART station, and 99.7% would be within an additional 5 minutes walking distance of an ART station from their current stops. |
| 6/25/2022 | 3 | Olmos creek | Peds/Bikes | Dangerous to walk across due to construction on bridge | Thank you for your comment. Sidewalks will be reviewed and improved where needed to provide an accessible path near stations. Construction phasing and planning will be extensive to help ensure pedestrian access. The COSA Bridge construction project is outside of the ART project, and will be finished before ART construction begins. |
| 6/25/2022 | 3 | Reoleta Rd and El Mio Dr | Peds/Bikes | Lots of transit bus stops. Use both way stop. Too far to walk | Thank you for your comment. ART stations are currently placed between 0.40 and 0.50 miles along the N/S Corridor based on best practices for ART service across the US. Pedestrian improvements for this project would be Americans with Disabilities Act (ADA) compliant. Sidewalk improvements would be made for ease of accessibility, with over 11 miles of new or upgraded sidewalks. Crosswalks would be added in additional locations. Approximately 93.5% of potential riders in the corridor would be within an additional 2 minutes walking distance of an ART station, and 99.7% would be within an additional 5 minutes walking distance of an ART station from their current stops. |

| Meeting Date | Roll Plot Number | Comment Location | Topic | Comment | Response |
|--------------|------------------|------------------|------------|--|---|
| 6/25/2022 | 4 | Thorain Blvd | Design | W. Thorain at Breeden needs to be reconstructed. forced traffic will create more wear and tear | Thank you for your comment. According to the City of San Antonio's Infrastructure Management Program (IMP), Thorain from Blanco Road to San Pedro Ave will be reconstructed in FY2023. https://gis.sanantonio.gov/PWD/PWD_IMP/default.html . The ART Team also has completed extensive traffic analysis which has informed the current ART N/S Design. The ART Team is coordinating with the City of San Antonio to review the current design and how it impacts traffic operations along the ART N/S Corridor. Results of the traffic analysis can be found in the ART N/S Traffic Report at the following location: https://keepsamoving.com/advanced-rapid-transit/ . |
| 6/25/2022 | 4 | Thorain Blvd | Safety | Traffic in front of homes/child playing | Thank you for your comment. The ART project will lower the traffic volume on your street. The ART Team has completed extensive traffic analysis which has informed the current ART N/S Design. The ART Team is coordinating with the City of San Antonio to review the current design and how it impacts traffic operations along the ART N/S Corridor. Results of the traffic analysis can be found in the ART N/S Traffic Report at the following location: https://keepsamoving.com/advanced-rapid-transit/ . |
| 6/25/2022 | 4 | Mandalay Dr | Peds/bikes | Pedestrian improvement on Mandalay | Thank you for your comment. ART will review sidewalk along Mandalay Dr. ART stations are currently placed between 0.40 and 0.50 miles along the N/S Corridor based on best practices for ART service across the US. Pedestrian improvements for this project would be Americans with Disabilities Act (ADA) compliant. Sidewalk improvements would be made for ease of accessibility, with over 11 miles of new or upgraded sidewalks. Crosswalks would be added in additional locations. Approximately 93.5% of potential riders in the corridor would be within an additional 2 minutes walking distance of an ART station, and 99.7% would be within an additional 5 minutes walking distance of an ART station from their current stops. |
| 6/25/2022 | 4 | Mandalay Dr | Safety | Concerned with traffic | Comment noted. The ART Team has completed extensive traffic analysis which has informed the current ART N/S Design. The ART Team is coordinating with the City of San Antonio to review the current design and how it impacts traffic operations along the ART N/S Corridor. Results of the traffic analysis can be found in the ART N/S Traffic Report at the following location: https://keepsamoving.com/advanced-rapid-transit/ . |
| 6/25/2022 | 4 | Mandalay Dr | Safety | No one uses stop sign at Breeden and Mandalay. They speed through round about | Comment noted. The ART Team has completed extensive traffic analysis which has informed the current ART N/S Design. The ART Team is coordinating with the City of San Antonio to review the current design and how it impacts traffic operations along the ART N/S Corridor. Results of the traffic analysis can be found in the ART N/S Traffic Report at the following location: https://keepsamoving.com/advanced-rapid-transit/ . |
| 6/25/2022 | 4 | Mandalay Dr | Design | Don't cut 2 left turns by running busses drive the center | Thank you for your comment. Design for the ART North/South Project has worked to balance transit operations and traffic flow. The traffic report demonstrates the concept presented would operate acceptably. U-turn movements would allow for access to neighborhood streets which in research are shown to be safer than two-way left turn lanes. For additional information, please see the traffic report, which can be found at: https://keepsamoving.com/advanced-rapid-transit/ |

| Meeting Date | Roll Plot Number | Comment Location | Topic | Comment | Response |
|--------------|------------------|------------------|-------------------|--|---|
| 6/25/2022 | 4 | W Wildwood Dr | Design | Mario Bravo was not informed of the 3 out of 5 lanes going to transit from Olmos to Basse! | <p>Thank you for your comment. The VIA Government Relations Department and ART Team continuously communicate and work with public officials and their offices and extended invitations to the three public meetings on the project that were conducted this summer. The meetings took place June 25, 2022, June 29, 2022, and July 12, 2022. VIA has met with Councilman Bravo throughout the duration of the project and coordinated a workshop for him and his staff on July 12, 2022, where the project team presented a comprehensive breakdown of the project including impacts, schedule, and approach.</p> <p>The ART Team sent out notices with information regarding public meetings and to educate the community on ART (Advanced Rapid Transit) that achieved 140,181 impressions (appeared on a user's screen) between print, digital and direct mail over a timeline of June 7, 2022 – July 12, 2022.</p> <p>The ART Team has also completed extensive traffic analysis which has informed the current ART N/S Design. The ART Team is coordinating with the City of San Antonio to review the current design and how it impacts traffic operations along the ART N/S Corridor. Results of the traffic analysis can be found in the ART N/S Traffic Report at the following location: https://keepsamoving.com/advanced-rapid-transit/.</p> |
| 6/25/2022 | 4 | W Wildwood Dr | Community Concern | Went to 6 businesses and informed them of the plans (they were not informed). Olmos to Mariposa | Thank you for your feedback. The ART Team will be working with businesses along the corridor to ensure any concerns of access and impact are considered during construction. |
| 6/25/2022 | 4 | Mandalay Dr | Design | This is a bad idea. Don't run the buses drive the center | Thank you for your feedback, your comment has been noted. |
| 6/25/2022 | 4 | W Wildwood Dr | Design | Residents at Wildwood and San Pedro may not be able to park on-street (where they can only park today without driveways) | Thank you for your comment. ART is reviewing the left turns on side streets. There is currently no on-street parking on San Pedro at this location. ART is not anticipated to impact any on-street parking on Wildwood Dr. |
| 6/25/2022 | 4 | | Other | The car lots on San Pedro use neighborhood to test drive the cars | Thank you for your comment. We will be reviewing circulation at car dealerships related to deliveries and dealership use. We would need to review and designate loading zones. |
| 6/25/2022 | 4 | | Other | This meeting format is horrible. How can you make comment on a poster | Comment noted. Aside from speaking to the ART experts on-site and filling out comment forms while attending public meetings, there are multiple ways to submit comments and questions about the project. You can call (210) 362-2389 send an e-mail to KeepSAMoving@viainfo.net or send a letter to: Attn: ART Project, C/O Government and Community Relations, 800 W. Myrtle St., San Antonio, TX 78212 |
| 6/25/2022 | 4 | | Traffic | Have Breeden turn into a "throughfare" and have intersecting roads get stop signs | Thank you for your comment. We will coordinate with the City on neighborhood enhancements that may benefit the neighborhood street network. |
| 6/25/2022 | 4 | San Pedro Ave | Design | Reducing 3 of the 5 traffic lanes in San Pedro is bad planning | Comment noted. The ART Team has completed extensive traffic analysis which has informed the current ART N/S Design. The ART Team is coordinating with the City of San Antonio to review the current design and how it impacts traffic operations along the ART N/S Corridor. Results of the traffic analysis can be found in the ART N/S Traffic Report at the following location: https://keepsamoving.com/advanced-rapid-transit/ . |
| 6/25/2022 | 4 | | Design | Avoid adding speed bumps in the neighborhoods | <p>Thank you for your feedback regarding speed bumps in the neighborhoods. The ART Team has completed extensive traffic analysis which has informed the current ART N/S Design. The ART Team is coordinating with the City of San Antonio to review the current design and how it impacts traffic operations along the ART N/S Corridor. Results of the traffic analysis can be found in the ART N/S Traffic Report at the following location: https://keepsamoving.com/advanced-rapid-transit/</p> <p>The ART Team is also reviewing side streets and providing recommendations to the City to include in the planning process for potential improvement projects.</p> |
| 6/25/2022 | 4 | | Other | Taxes going up (property) | ART is not able to control this directly, however, investing in transit is proven to encourage economic development. The ART Team is working closely with the City of San Antonio on land use changes and zoning along the Corridor. |

| Meeting Date | Roll Plot Number | Comment Location | Topic | Comment | Response |
|--------------|------------------|------------------|-------------------|---|---|
| 6/25/2022 | 4 | | Traffic | Neighborhood streets will take the brunt of the traffic changes | Comment noted. The ART Team has completed extensive traffic analysis which has informed the current ART N/S Design. The ART Team is coordinating with the City of San Antonio to review the current design and how it impacts traffic operations along the ART N/S Corridor. Results of the traffic analysis can be found in the ART N/S Traffic Report at the following location: https://keepsamoving.com/advanced-rapid-transit/ . |
| 6/25/2022 | 4 | | Other | Post it notes are not adequate for comments. This is dumb. | Comment noted. Aside from speaking to the ART experts on-site and filling out comment forms while attending public meetings, there are multiple ways to submit comments and questions about the project. You can call (210) 362-2389 send an e-mail to KeepSAMoving@viainfo.net or send a letter to: Attn: ART Project, C/O Government and Community Relations, 800 W. Myrtle St., San Antonio, TX 78212 |
| 6/25/2022 | 4 | | Design | Change the center lane configuration to side running from Olmos to Basse. What's the time savings of the center vs. side? | Thank you for your comment. VIA is currently reviewing the curb lane configuration. |
| 6/25/2022 | 4 | | Layouts | Included road geometry + conflicts need to get shared with the emergency services | Emergency vehicles would have good access into the neighborhood and would see improved response times using the ART lanes. The addition of medians typically have minimal impacts. The ART Team is coordinating with City of San Antonio's Office of Emergency Management (SAOEM) . |
| 6/25/2022 | 4 | | Community Concern | Businesses locally owned will be hurt by busses in the center | Thank you for your feedback. The ART Team will be working with businesses along the corridor to ensure any concerns of access and impact are considered during construction. |
| 6/25/2022 | 4 | | Community Concern | Keep out of residential area!!! North Basse OK. South of SAC ok. | Comment noted. The ART Team has completed extensive traffic analysis which has informed the current ART N/S Design. The ART Team is coordinating with the City of San Antonio to review the current design and how it impacts traffic operations along the ART N/S Corridor. Results of the traffic analysis can be found in the ART N/S Traffic Report at the following location: https://keepsamoving.com/advanced-rapid-transit/ . |
| 6/25/2022 | 4 | | Traffic | Traffic will be shared into neighborhoods when 3 out of 5 lanes from San Pedro are taken | Comment noted. The ART Team has completed extensive traffic analysis which has informed the current ART N/S Design. The ART Team is coordinating with the City of San Antonio to review the current design and how it impacts traffic operations along the ART N/S Corridor. Results of the traffic analysis can be found in the ART N/S Traffic Report at the following location: https://keepsamoving.com/advanced-rapid-transit/ . |
| 6/25/2022 | 4 | | Design | Please change the entire project to have bus lanes on the outside (i.e. south of Olmos) that would alleviate a lot of the objections from residents | Thank you for your comment. VIA is currently reviewing the curb lane configuration. |
| 6/25/2022 | 4 | | Other | Corridor should have been 40 years ago. Seems late and rushed | Thank you for your comment. VIA is following the standard Federal Transit Administration (FTA) transit process, which provides for design and concept development. We are in the early in the process. Additional details can be advanced thru final design, if FTA approves the environmental clearance. The ART Team is also coordinating with the City of San Antonio to review the current design and how it impacts traffic operations along the ART N/S Corridor. Results of the traffic analysis can be found in the ART N/S Traffic Report at the following location: https://keepsamoving.com/advanced-rapid-transit/ . |
| 6/25/2022 | 4 | | Drainage | How is this affecting drainage? Traffic | Thank you for your comment. Drainage is being reviewed with the City of San Antonio. ART will address drainage issues related to the construction of the ART N/S Project and improve system reliability. The ART Team is also coordinating with the City of San Antonio to review the current design and how it impacts traffic operations along the ART N/S Corridor. Results of the traffic analysis can be found in the ART N/S Traffic Report at the following location: https://keepsamoving.com/advanced-rapid-transit/ . |

| Meeting Date | Roll Plot Number | Comment Location | Topic | Comment | Response |
|--------------|------------------|------------------|-------------------------|---|---|
| 6/25/2022 | 4 | | W Olmos Dr intersection | What is the proposed improvement for 18' wheel vehicles to access HEB? | Thank you for your comment. The Olmos intersection would provide for a 54' semi-truck. The intersection would provide for turning movements of all vehicles. |
| 6/25/2022 | 4 | | Design | Right turn Olmos at San Pedro geometry (curb radius) will force vehicles to have nose/front tires enter bus lane | Thank you for your comment. The bus lane is designed to allow for off vehicles to briefly enter into the ART Lane. Lanes are planned to be separated by paint stripping only, no fixed barriers. This separation will also allow for general traffic to move into the lane if general traffic is blocked by water or an accident. |
| 6/25/2022 | 4 | San Pedro Ave | Other | Only 4000 riders on the bus. This is impacting 20K plus vehicles. Not beneficial to residents using their own car! MATH DOES NOT MAKE Sense! Keep out of residential. North of Basse only!! | <p>Thank you for your comment. The ART Team is working with neighborhoods to understand any concerns that community members may have.</p> <p>The ART Team has completed extensive traffic analysis which has informed the current ART N/S Design. Traffic and roadway analysis reviewed key influences for traffic that may use or divert to residential areas. It is anticipated to have limited number of vehicle trips that would be redirected. There were no identified cut-through corridors of concern due to the network configurations in north San Pedro neighborhoods.</p> <p>The ART Team is also coordinating with the City of San Antonio to review the current design and how it impacts traffic operations along the ART N/S Corridor. Results of the traffic analysis can be found in the ART N/S Traffic Report at the following location: https://keepsamoving.com/advanced-rapid-transit/.</p> |
| 6/25/2022 | 4 | | Traffic | What is projected ridership? How will actual be assessed? | Pre-Covid ridership (passenger boardings) along the corridor was approximately 4,100 (2019). The projected ridership on the ART North/South Project for the opening year (2027) is estimated to be at 7,100 daily riders. This number is estimated to increase to 13,500 daily riders on the ART North/South Project by 2040. The project uses Federal Transit Administration (FTA) ridership modeling accounting for current ridership, land use and future growth along the corridor. Actual ridership will be monitored once the ART N/S Project is operating. |

| Meeting Date | Roll Plot Number | Comment Location | Topic | Comment | Response |
|--------------|------------------|------------------|-------------------|---|---|
| 6/25/2022 | 4 | | Other | <p>Here are some of the negative effects that the no-left turn design of the ART will impose on our neighborhoods:</p> <ul style="list-style-type: none">- Makes it more difficult for businesses on San Pedro to attract and keep customers due to frustrating access issues, at a time when businesses struggle to compete with online commerce and the negative impacts of an inflation economy- Increases the time for emergency services to reach our homes when minutes count (ambulance, fire, police)- Requires bus users (pedestrians) to cross a busy main thoroughfare with high volume traffic that has been funneled into reduced lanes- Requires bus users to walk much farther to get a bus stop- Requires residents to access our homes by winding through residential streets, increasing the amount of fuel used just to drive home or to work- Throws increased car traffic into residential streets where children play, people jog and walk their dogs, and walk to small neighborhood businesses. Many of these residential streets are already in extremely poor repair, and are very narrow; the streets are made narrower because residents must park on the streets.- Pushes frustrated drivers off of San Pedro and onto Blanco and McCullough; Blanco can barely handle the traffic it sees now, and McCullough is not design to manage increased traffic- Creates an ugly division between our east and west neighborhoods <p>This Plan puts all of the burden and sacrifice for creating a showpiece transport system on us, with no benefits.</p> <p>VIA is not forthcoming with statistics like ridership and traffic volume. Very discouraged about the city's and VIA's commitment to the project prior to discussing with residents and business people</p> | <p>Thank you for your comment. Design for the ART North/South Project has worked to balance transit operations and traffic flow. The traffic report demonstrates the concept presented would operate acceptably. U-turn movements would allow for access to neighborhood streets and businesses which in research are shown to be safer than two-way left turn lanes.</p> <p>Emergency vehicles would have improved response times using the ART lanes. The addition of medians typically have minimal impacts. The ART team is coordinating with City of San Antonio's Office of Emergency Management (SAOEM).</p> <p>The ART team will review sidewalks along Mandalay Dr. ART stations are currently placed between 0.40 and 0.50 miles along the N/S Corridor based on best practices for ART service across the U.S. Pedestrian improvements for this project would be Americans with Disabilities Act (ADA) compliant. Sidewalk improvements would be made for ease of accessibility, with over 11 miles of new or upgraded sidewalks. Crosswalks would be added in additional locations. Approximately 93.5% of potential riders in the corridor would be within an additional 2-minuteswalking distance of an ART station, and 99.7% would be within an additional 5 minutes walking distance of an ART station from their current stops.</p> <p>The ART Team has completed extensive traffic analysis which has informed the current ART N/S Design. The ART Team is also coordinating with the City of San Antonio to review the current design and how it impacts traffic operations along the ART N/S Corridor. Results of the traffic analysis can be found in the ART N/S Traffic Report at the following location: https://keepsamoving.com/advanced-rapid-transit/</p> <p>The ART Team is reviewing side streets and providing recommendations to the City to include in the planning process for potential improvement projects.</p> <p>VIA Routes 3 & 4 are two of the highest ridership routes in the system currently. Pre-Covid ridership (passenger boardings) along the corridor was approximately 4,100 (2019). The projected ridership on the ART North/South Project for the opening year (2027) is estimated to be at 7,100 daily riders. This number is estimated to increase to 13,500 daily riders on the ART North/South Project by 2040.</p> |
| 6/25/2022 | 4 | | Community Concern | Concern with long term impacts of traffic into neighborhoods | <p>Comment noted. The ART Team has completed extensive traffic analysis which has informed the current ART N/S Design. The ART Team is coordinating with the City of San Antonio to review the current design and how it impacts traffic operations along the ART N/S Corridor. Results of the traffic analysis can be found in the ART N/S Traffic Report at the following location: https://keepsamoving.com/advanced-rapid-transit/.</p> |
| 6/25/2022 | 4 | | Community Concern | Businesses and property owners will be impacted. What is the discussion. | <p>Thank you for your feedback. The ART Team will be working with businesses along the corridor to ensure any concerns of access and impact are considered during construction.</p> |
| 6/25/2022 | 4 | | Environmental | Environmental, bats-birds, impact. Where are they? | <p>As part of environmental analysis being conducted for this project, the ART Team reviews potential impacts to the natural and human environment. Part of this analysis includes a review of potential impacts of the project to federally and state-listed threatened and endangered species. Based on the project's proposed activities, the proposed project is not anticipated to impact federally or state-listed threatened or endangered species. During construction, best management practices would be implemented to protect natural areas and any species found to the extent practicable. Further information on the natural resources analysis as well as other environmental analyses will be available at a later date online at https://keepsamoving.com/advanced-rapid-transit/.</p> |

| Meeting Date | Roll Plot Number | Comment Location | Topic | Comment | Response |
|--------------|------------------|------------------|------------|--|--|
| 6/25/2022 | 4 | | Traffic | No to: 1. Nb Lane, 2. SB Lane | Comment noted. The ART Team has completed extensive traffic analysis which has informed the current ART N/S Design. The ART Team is coordinating with the City of San Antonio to review the current design and how it impacts traffic operations along the ART N/S Corridor. Results of the traffic analysis can be found in the ART N/S Traffic Report at the following location: https://keepsamoving.com/advanced-rapid-transit/ . |
| 6/25/2022 | 4 | | Traffic | With Blanco construction project there was traffic that was thrown into neighborhoods. During construction what will traffic do on San Pedro? | Thank you for your comment. VIA is committed to minimizing impacts and issues during construction. As the project advances, the ART Team will plan for and develop a construction phasing plan that will include traffic management plans for the corridor during construction. |
| 6/25/2022 | 4 | | Structural | Monte Vista has many old historic structures. Bus vibrations will impact. | Thank you for your comment. The ART Team is currently conducting a noise and vibration study analysis. |
| 6/25/2022 | 4 | Hildebrand Ave | Peds/bikes | Safety for pedestrians and no bicycles lanes | Thank you for your comment. Pedestrian improvements for this project would be Americans with Disabilities Act (ADA) compliant. Sidewalk improvements would be made for ease of accessibility, with over 11 miles of new or upgraded sidewalks. Crosswalks would be added in additional locations. Regarding bike lanes, the North portions of the corridor (North of Eagleland Drive/Carolina Street) will not have bike lanes. ART stations will have bike parking. The Southern portion of the corridor along St.Mary's/Roosevelt will have bike lanes that are constructed with the City Bond Project. The ART stations within this section will incorporate the City Bond Project into the design. |
| 6/25/2022 | 4 | | Other | No to VIA lanes | Thank you for your feedback, your comment has been noted. |
| 6/25/2022 | 4 | | Impact | How will the construction impact neighborhoods and businesses? Have a conversation about the impacts or ways that businesses can be helped during construction | The Team will be reaching out to business to provide more information about the project and include how construction phasing will be less impactful than typical large construction projects. |
| 6/25/2022 | 4 | | Design | 18' wheels delivery to/from HEB require extra wide turns at Olmos | Thank you for your comment. The Olmos intersection would provide for a 54' semi-truck. The intersection would provide for turning movements of all vehicles. |
| 6/25/2022 | 4 | | Other | Land Values in surrounding neighborhoods will go up. Taxes will increase. | Thank you for your comment. ART is not able to control this directly, however, investing in transit is proven to encourage economic development. The ART Team is working closely with the City of San Antonio on land use changes and zoning along the Corridor. |
| 6/25/2022 | 4 | | Design | Right turn lane clip curb due to turn lane traffic | Thank you for your comment. The Design Team is reviewing turning movements and roadway design to ensure safe operations as the project advances. |
| 6/25/2022 | 4 | | Design | What is the turn radius for R turn at Olmos to Sand Pedro? | The ART Team has considered these impacts at the Olmos location. Changes to accommodate all turning movements at this location will be reflected in the 30% Design Plans. The Olmos intersection will provide for a 54' semi-truck access. The intersection will provide for turning movements of all vehicles. |
| 6/25/2022 | 4 | | Planning | Assumptions being made for traffic traveling through San Pedro do not account for elderly residents | Comment noted. The ART Team has completed extensive traffic analysis which has informed the current ART N/S Design. The ART Team is coordinating with the City of San Antonio to review the current design and how it impacts traffic operations along the ART N/S Corridor. Results of the traffic analysis can be found in the ART N/S Traffic Report at the following location: https://keepsamoving.com/advanced-rapid-transit/ . |
| 6/25/2022 | 4 | | Other | No to: 1. Nb Lane, 2. SB Lane | Thank you for your feedback, your comment has been noted. |
| 6/25/2022 | 4 | | Layouts | Timed connections of routes with crosstown would be more beneficial to users. Make it easier to use | Thank you for your comment. VIA will be reviewing the supporting transit service. |

| Meeting Date | Roll Plot Number | Comment Location | Topic | Comment | Response |
|--------------|------------------|------------------|------------|---|--|
| 6/25/2022 | 4 | | Other | Flyers looked like it was trash. Electronic signs look like construction (?) and had wrong time | Thank you for your feedback. We have noted your input for future public communication efforts. |
| 6/25/2022 | 4 | | Other | Businesses feel they have not been advised of the project or those meetings | Thank you for your feedback. The ART Team will be working with businesses along the corridor to ensure any concerns of access and impact are considered during construction. The ART team did 147 business visits along the corridor from June-September 2022, as well as hosted individual meetings with local Chambers of Commerce such as the San Antonio Chamber of Commerce and Northwest Chamber of Commerce this summer. The ART Team sent out notices with information regarding three public meetings hosted this summer and to educate the community on ART (Advanced Rapid Transit) that achieved 140,181 impressions (appeared on a user's screen) between print, digital and direct mail over a timeline of June 7, 2022 – July 12, 2022. The public meetings took place June 25, 2022, June 29, 2022, and July 12, 2022. |
| 6/25/2022 | 4 | Audubon Dr | Signals | No! Not enough traffic signals | Thank you for your comment. Signal spacing is a key set standard. The ART design team will continue to work with the city to improve connectivity. |
| 6/25/2022 | 4 | Audubon Dr | Peds/bikes | Concerned with pedestrians | Thank you for your comment. ART stations are currently placed between 0.40 and 0.50 miles along the N/S Corridor based on best practices for ART service across the US. Pedestrian improvements for this project would be Americans with Disabilities Act (ADA) compliant. Sidewalk improvements would be made for ease of accessibility, with over 11 miles of new or upgraded sidewalks. Crosswalks would be added in additional locations. Approximately 93.5% of potential riders in the corridor would be within an additional 2 minutes walking distance of an ART station, and 99.7% would be within an additional 5 minutes walking distance of an ART station from their current stops. |
| 6/25/2022 | 4 | | Other | No to 1 lane south or north | Comment noted. The ART Team has completed extensive traffic analysis which has informed the current ART N/S Design. The ART Team is coordinating with the City of San Antonio to review the current design and how it impacts traffic operations along the ART N/S Corridor. Results of the traffic analysis can be found in the ART N/S Traffic Report at the following location: https://keepsamoving.com/advanced-rapid-transit/ . |
| 6/25/2022 | 4 | W Wildwood Dr | Safety | Concerns about accidents and traffic | Comment noted. The ART Team has completed extensive traffic analysis which has informed the current ART N/S Design. The ART Team is coordinating with the City of San Antonio to review the current design and how it impacts traffic operations along the ART N/S Corridor. Results of the traffic analysis can be found in the ART N/S Traffic Report at the following location: https://keepsamoving.com/advanced-rapid-transit/ . |
| 6/25/2022 | 4 | | Other | Will taxes go up (property)? | Thank you for your commentn. ART is not able to control this directly, however, investing in transit is proven to encourage economic development. The ART Team is working closely with the City of San Antonio on land use changes and zoning along the Corridor. |
| 6/25/2022 | 4 | W Wildwood Dr | Traffic | How to respond to issues with traffic lining up at Wildwood (for example) to make left out on to San Pedro? | Thank you for your comment. ART is reviewing traffic impacts to side streets. The ART Team has completed extensive traffic analysis which has informed the current ART N/S Design. The ART Team is coordinating with the City of San Antonio to review the current design and how it impacts traffic operations along the ART N/S Corridor. Results of the traffic analysis can be found in the ART N/S Traffic Report at the following location: https://keepsamoving.com/advanced-rapid-transit/ . |
| 6/25/2022 | 4 | | Other | Are the VIA leaders going to ride this? Do the VIA officials even ride the bus? | Thank you for your comment. There are VIA leaders who use VIA as their only mode of transportation. |

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|--------------|------------------|------------------|---------------|---|---|
| 6/25/2022 | 4 | | Other | S. of Basse: Mexican Short Tail Bats Habitats in multi neighborhoods | As part of environmental analysis being conducted for this project, the ART Team reviews potential impacts to the natural and human environment. Part of this analysis includes a review of potential impacts of the project to federally and state-listed threatened and endangered species. Based on the project's proposed activities, the proposed project is not anticipated to impact federally or state-listed threatened or endangered species. During construction, best management practices would be implemented to protect natural areas and any species found to the extent practicable. Further information on the natural resources analysis as well as further environmental analyses will be available at a later date online at https://keepsamoving.com/advanced-rapid-transit/ . |
| 6/25/2022 | 5 | | Other | This is a major coordination issue with other agencies. Don't see them at this event | Thank you for your comment. VIA is working closely with the City of San Antonio(CoSA) , including the Parks Department and Office of Historic Preservation, local neighborhood associations and businesses along the corridor, the Texas Historical Commission, the Texas Department of Transportation (TXDOT), and Consulting Parties as part of the Section 106 review process. VIA also facilitates quarterly ART Technical Advisory Committee (TAC) meetings with agency partner representatives that include TxDOT, CoSA, Bexar County, Alamo Area Metropolitan Planning Organization (AAMPO), CPS Energy, and San Antonio Water System (SAWS). The ART TAC is updated regularly on the project's status and offers input on the progress when necessary. Additionally, the Federal Transit Administration (FTA) is a major partner and will provide program oversight to help ensure success. |
| 6/25/2022 | 5 | | Environmental | Air pollution impact on structures, health | Thank you for your comment. As part of environmental analysis being conducted for this project, the ART Team reviews potential impacts to the natural and human environment. Part of this analysis includes a review of potential impacts of the project on air quality. Due to the project's proposed addition of ART lanes and the potential reduction in single occupancy vehicle use, the proposed project is not anticipated to impact air pollution. Further information on the air quality analysis as well as other environmental analyses will be available at a later date online at https://keepsamoving.com/advanced-rapid-transit/ . |
| 6/25/2022 | 5 | | Other | Where are other public entities? Don't see any reps from SARA, GEAA, DSD, city council, O.H.P | ART has a robust coordination with all key community agencies. We have an ART Technical Advisory Committee (TAC) that meets regularly with agency partners that include CPS Energy, San Antonio Water System (SAWS), Alamo Area Metropolitan Planning Organization (AAMPO), Texas Department of Transportation (TxDOT), and City of San Antonio (COSA). We also hold regular technical working group meeting with CPS Energy, SAWS, COSA and TxDOT are reviewing plans to ensure we meet their standards. |
| 6/25/2022 | 5 | | Drainage | Drainage beyond corridor. How is integration into city system being coordinated? | Thank you for your comment. Drainage is being reviewed with the City. ART will address drainage issues related to the construction of the ART N/S Project and improve system reliability. |
| 6/25/2022 | 5 | | Other | Love Rsario's | Thank you, your comment has been noted. |
| 6/25/2022 | 5 | | Noise | Noise abasement- Don't see sound buffers barriers anywhere | Thank you for your comment. Sound barriers will not be part of this project as the project is not anticipated to increase noise that would warrant barriers |
| 6/25/2022 | 5 | | Drainage | City drainage can barely handle current issues. Coordinate concerns | Thank you for your comment. Drainage is being reviewed with the City. ART will address drainage issues related to the construction of the ART N/S Project and improve system reliability. |
| 6/25/2022 | 6 | | Other | No to: 1. Nb Lane, 2. SB Lane | Comment noted. The ART Team has completed extensive traffic analysis which has informed the current ART N/S Design. The ART Team is coordinating with the City of San Antonio to review the current design and how it impacts traffic operations along the ART N/S Corridor. Results of the traffic analysis can be found in the ART N/S Traffic Report at the following location: https://keepsamoving.com/advanced-rapid-transit/ . |

| Meeting Date | Roll Plot Number | Comment Location | Topic | Comment | Response |
|--------------|------------------|------------------|-------------------|---|---|
| 6/25/2022 | 7 | | Other | No to: 1. Nb Lane, 2. SB Lane | Comment noted. The ART Team has completed extensive traffic analysis which has informed the current ART N/S Design. The ART Team is coordinating with the City of San Antonio to review the current design and how it impacts traffic operations along the ART N/S Corridor. Results of the traffic analysis can be found in the ART N/S Traffic Report at the following location: https://keepsamoving.com/advanced-rapid-transit/ . |
| 6/25/2022 | 7 | | Drainage | Increased drainage into S.A. river - up to Auddown corridor will impact neighborhoods | Thank you for your comment. Drainage is being reviewed with the City. ART will address drainage issues related to the construction of the ART N/S Project and improve system reliability. |
| 6/25/2022 | 7 | | Drainage | Drainage increase due to less permeable cover. More water pollution no filtration zones | Thank you for your comment. Drainage is being reviewed with the City. ART with adding medians another landscape feature we would have a total reduction in permeable cover. The ART Team is reviewing options with the City of what materials and / or plants we would use. |
| 6/25/2022 | 7 | | Drainage | Any detention ponds for increased pollution? | Thank you for your comment. Drainage is being reviewed with the City. ART will address drainage issues related to the construction of the ART N/S Project. No ponds are anticipated as ART with adding medians another landscape feature we will have a total reduction in permeable cover. We reviewing options with the city of what materials and / or plants we would use. |
| 6/25/2022 | 7 | | Other | How is the public able to view these wonderful plans online? | Thank you for your comment. You can visit https://keepsamoving.com/advanced-rapid-transit/ to view the project roll plots, timeline, and more information about the ART N/S project. |
| 6/25/2022 | 8 | | Other | Let's talk about transit to Austin. This makes no sense | Thank you for your comment. ART is part of the larger future of the Keep San Antonio Moving (KSAM) initiative and is part of the voter-approved proposition to advance San Antonio's public transit and increase connectivity to move more people faster and farther. We are also seeking to further engage with the community to receive their feedback and inform them on how the proposed would support local growth. |
| 6/25/2022 | 8 | | Environmental | Has an impact study been conducted on historic structures? | As part of environmental analysis being conducted for this project, the ART Team reviews potential impacts to the natural and human environment. Part of this analysis includes a review of potential impacts of the project to historic resources, including historic structures and districts. The historic resources analysis is currently ongoing. Further information on the historic resources analysis as well as other environmental analyses will be available at a later date online at https://keepsamoving.com/advanced-rapid-transit/ . |
| 6/25/2022 | 8 | | Other | No to: 1. Nb Lane, 2. SB Lane | Comment noted. The ART Team has completed extensive traffic analysis which has informed the current ART N/S Design. The ART Team is coordinating with the City of San Antonio to review the current design and how it impacts traffic operations along the ART N/S Corridor. Results of the traffic analysis can be found in the ART N/S Traffic Report at the following location: https://keepsamoving.com/advanced-rapid-transit/ . |
| 6/25/2022 | 8 | | Community Concern | Good first draft. Please study long term effects on surrounding neighborhoods | Comment noted. The ART Team has completed extensive traffic analysis which has informed the current ART N/S Design. The ART Team is coordinating with the City of San Antonio to review the current design and how it impacts traffic operations along the ART N/S Corridor. Results of the traffic analysis can be found in the ART N/S Traffic Report at the following location: https://keepsamoving.com/advanced-rapid-transit/ . |
| 6/25/2022 | 8 | E Martin St | Peds/bikes | What protections are being provided for cyclists? | Thank you for your comment. North portions of the corridor (North of Eagleland Drive/Carolina Street) will not have bike lanes. ART stations will have bike parking. The Southern portion of the corridor along St.Mary's/Roosevelt will have bike lanes that are constructed with the City Bond Project. The ART stations within this section will incorporate the City Bond Project into the design. |

| Meeting Date | Roll Plot Number | Comment Location | Topic | Comment | Response |
|--------------|------------------|--------------------------------------|----------------------|---|--|
| 6/25/2022 | 8 | N St Mary's St | Peds/bikes | Where are the bike lanes? | Thank you for your comment. North portions of the corridor (North of Eagleland Drive/Carolina Street) will not have bike lanes. ART stations will have bike parking. The Southern portion of the corridor along St.Mary's/Roosevelt will have bike lanes that are constructed with the City Bond Project. The ART stations within this section will incorporate the City Bond Project into the design. |
| 6/25/2022 | 8 | Aususta St | Community Concern | Only focused on corridor, but not on surrounding area. | Thank you for your question. The project may complete additional studies, as needed, to review neighborhood traffic flows and identify neighborhood street calming needs or other mitigations. Recommendations from these studies will be provided to the City for consideration into their planning processes. |
| 6/25/2022 | 8 | Navarro St to San Pedro Ave | Peds/bikes | Where are the pedestrian friendly zones? Lanes? Shade? | Thank you for your comment. ART stations are currently placed between 0.40 and 0.50 miles along the N/S Corridor based on best practices for ART service across the US. Pedestrian improvements for this project would be Americans with Disabilities Act (ADA) compliant. Sidewalk improvements would be made for ease of accessibility, with over 11 miles of new or upgraded sidewalks. Crosswalks would be added in additional locations. In the downtown area stations will be different from other segments of the corridor to match the unique feel of the downtown. Within downtown stations will be within pedestrian friendly areas and shade will be considered. |
| 6/25/2022 | 8 | | Environmental | How is air pollution impacting historic structures? | Thank you for your comment. As part of environmental analysis being conducted for this project, the ART Team reviews potential impacts to the natural and human environment. Part of this analysis includes a review of potential impacts of the project on air quality. Due to the project's proposed addition of ART lanes and the potential reduction in single occupancy vehicle use, the proposed project is not anticipated to impact air pollution. Further information on the air quality analysis as well as further environmental analyses will be available at a later date online at https://keepsamoving.com/advanced-rapid-transit/ . |
| 6/25/2022 | 8 | | Landscaping/Drainage | There are no parks proposed to offset more impermeable cover | Thank you for your comment. The ART project would meet all requirements for drainage. Further information pn further environmental analyses will be available at a later date online at https://keepsamoving.com/advanced-rapid-transit/ |
| 6/29/2022 | 2 | E Rector Dr | Peds/bikes | Bus stops in the center of San Pedro instead of TC. Enable safer crossing | Thank you for your comment. The ART vehicle would stop at the transit center. |
| 6/29/2022 | 2 | E Rector Dr | Peds/bikes | Pedestrian bridge | Comment noted. A pedestrian bridge is not able to be part of the project. |
| 6/29/2022 | 2 | Between Thames Dr and W Maplewood Ln | Peds/bikes | Crossing mid block | Thank you for your comment. The ART project is currently evaluating mid-block crossings. |
| 6/29/2022 | 2 | Between Thames Dr and W Maplewood Ln | Illumination | Streetlighting needed | Thank you for your comment. A streetlighting analysis is currently underway. |
| 6/29/2022 | 2 | Oblate Dr | Design | Stop south of Oblate instead of North. Reason: HEB | Oblate station location is under evaluation. Thank you for your note. |
| 6/29/2022 | 2 | Cage Ave | Design | No dedreated center lanes/Use right lanes | Comment noted. The ART Team has completed extensive traffic analysis which has informed the current ART N/S Design. The ART Team is coordinating with the City of San Antonio to review the current design and how it impacts traffic operations along the ART N/S Corridor. Results of the traffic analysis can be found in the ART N/S Traffic Report at the following location: https://keepsamoving.com/advanced-rapid-transit/ . |

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|--------------|------------------|-----------------------------|--------------|--|--|
| 6/29/2022 | 2 | Cage Ave | Design | 3 lanes of traffic to 2 | Comment noted. The ART Team has completed extensive traffic analysis which has informed the current ART N/S Design. The ART Team is coordinating with the City of San Antonio to review the current design and how it impacts traffic operations along the ART N/S Corridor. Results of the traffic analysis can be found in the ART N/S Traffic Report at the following location: https://keepsamoving.com/advanced-rapid-transit/ . |
| 6/29/2022 | 2 | Cage Ave | Illumination | Poor lighting will cause safety issues at night | Thank you for your comment. Streetlighting analysis is under evaluation. |
| 6/29/2022 | 3 | Veda Mae Dr | Peds/bikes | Add ped crossing | Thank you for your comment. The ART Team is continuing to review and evaluate opportunities for mid-block crossings along the Project Corridor to improve pedestrian safety. |
| 6/29/2022 | 3 | Basse Rd | Design | Drivers- reduced to just 2 lanes in some sections will have to stop for every single bus ride. Because buses are put in the center lane. | Comment noted. The ART Team has completed extensive traffic analysis which has informed the current ART N/S Design. The ART Team is coordinating with the City of San Antonio to review the current design and how it impacts traffic operations along the ART N/S Corridor. Results of the traffic analysis can be found in the ART N/S Traffic Report at the following location: https://keepsamoving.com/advanced-rapid-transit/ . |
| 6/29/2022 | 3 | Basse Rd | Planning | Putting buses down the middle of the road will away 50 to 60% of car capacity | Comment noted. The ART Team has completed extensive traffic analysis which has informed the current ART N/S Design. The ART Team is coordinating with the City of San Antonio to review the current design and how it impacts traffic operations along the ART N/S Corridor. Results of the traffic analysis can be found in the ART N/S Traffic Report at the following location: https://keepsamoving.com/advanced-rapid-transit/ . |
| 6/29/2022 | 3 | El Monte Blvd | Planning | The signal at El Monte won't solve the problem of running the buses down the center | Comment noted. The ART Team has completed extensive traffic analysis which has informed the current ART N/S Design and determined that the signal would support the center concept. The ART Team is coordinating with the City of San Antonio to review the current design and how it impacts traffic operations along the ART N/S Corridor. Results of the traffic analysis can be found in the ART N/S Traffic Report at the following location: https://keepsamoving.com/advanced-rapid-transit/ . |
| 6/29/2022 | 3 | Basse Rd | Safety | This southbound lane merge, right where cars enter/exit the Valero/Circle K, is dangerous | Comment noted. The ART Design team is reviewing tapers to ensure safe merging as part of the 30% Design Plans. |
| 6/29/2022 | 3 | Basse Rd | Design | Keep buses at the right curbs. Better for vehicles and riders | Comment noted. The ART Team has completed extensive traffic analysis which has informed the current ART N/S Design. The ART Team is coordinating with the City of San Antonio to review the current design and how it impacts traffic operations along the ART N/S Corridor. Results of the traffic analysis can be found in the ART N/S Traffic Report at the following location: https://keepsamoving.com/advanced-rapid-transit/ . |
| 6/29/2022 | 3 | San Angelo and W Contour Dr | Design | Don't block drivers from making left turns in and out of neighborhoods. Bad plan! | Thank you for your comment. Design for the ART North/South Project has worked to balance transit operations and traffic flow. The traffic report demonstrates the concept presented would operate acceptably. U-turn movements would allow for access to neighborhood streets which in research are shown to be safer than two-way left turn lanes. For additional information, please see the traffic report, which can be found at: https://keepsamoving.com/advanced-rapid-transit/ |

| Meeting Date | Roll Plot Number | Comment Location | Topic | Comment | Response |
|--------------|------------------|------------------|----------|---|--|
| 6/29/2022 | 3 | | Planning | Schematics of studies to put this plan in motion? Numbers of riders? | Thank you for your comment. VIA Routes 3 & 4 are two of the highest ridership routes in the system currently. Pre-Covid ridership (passenger boardings) along the corridor was approximately 4,100 (2019). The projected ridership on the ART North/South Project for the opening year (2027) is estimated to be at 7,100 daily riders. This number is estimated to increase to 13,500 daily riders on the ART North/South Project by 2040. |
| 6/29/2022 | 3 | Lovera Blvd | Traffic | Car lots unload on the middle lane. Between Hermine and Basse | Thank you for your comment. The ART team will be reviewing the deliveries to the car dealerships as the project advances and will address loading needs for dealerships. |
| 6/29/2022 | 3 | El Monte Blvd | Design | Emergency vehicles- how will they turn left into the neighborhoods? | Thank you for your comment. Emergency vehicles would have improved response times using the ART lanes. Addition of medians typically have minimal impacts. |
| 6/29/2022 | 3 | El Monte Blvd | Other | Traffic thru neighborhoods, Left turn lanes inconvenient, Streets/ need repair | Comment noted. The ART Team is coordinating with the City of San Antonio to review the current design and how it impacts traffic operations along the ART N/S Corridor. The ART Team has completed extensive traffic analysis which has informed the current ART N/S Design. The design for the ART North/South Project has also worked to balance transit operations and traffic flow. U-turn movements would allow for access to neighborhood streets which in research are shown to be safer than two-way left turn lanes. For additional information, please see the traffic report, which can be found at: https://keepsamoving.com/advanced-rapid-transit/ . The ART Team is reviewing side streets and providing recommendations to the City of San Antonio to include in the planning process for potential improvement projects. |
| 6/29/2022 | 3 | | General | No businesses aware of this plan- all will be affected | Thank you for your feedback. The ART Team will be working with businesses along the corridor to ensure any concerns of access and impact are considered during construction. |
| 6/29/2022 | 3 | Basse Rd | Drainage | Basse to Mandalay Drainage issues. Address ponding at stations and in between | Thank you for your comment. Drainage is being reviewed with the City of San Antonio. ART will address drainage issues related to the construction of the ART N/S Project and improve system reliability. |
| 6/29/2022 | 3 | San Pedro Ave | Drainage | Flooding Hermine/ Beacon | Thank you for your comment. Drainage and flooding is being reviewed with the City of San Antonio. ART will address drainage issues related to the construction of the ART N/S Project and improve system reliability. |
| 6/29/2022 | 3 | Basse Rd | Design | U-hauls primary entrance for drop-off and pickup is on San Pedro. How will their customers access the business? | Comment noted. The ART Team is coordinating with the City of San Antonio to review the current design and how it impacts traffic operations along the ART N/S Corridor. The ART Team has completed extensive traffic analysis which has informed the current ART N/S Design. The design for the ART North/South Project has also worked to balance transit operations and traffic flow. U-turn movements would allow for access to businesses and neighborhood streets which in research are shown to be safer than two-way left turn lanes. For additional information, please see the traffic report, which can be found at: https://keepsamoving.com/advanced-rapid-transit/ . The ART Team is reviewing side streets and providing recommendations to the City to include in the planning process for potential improvement projects. |

| Meeting Date | Roll Plot Number | Comment Location | Topic | Comment | Response |
|--------------|------------------|------------------|-------------------|---|--|
| 6/29/2022 | 3 | Jeanette Dr | Traffic | Dedicated center lane is detrimental to auto traffic for residential traffic. - cutting off turning lanes | <p>Thank you for your comment. The ART Team is working with neighborhoods to understand any concerns that community members may have.</p> <p>The ART Team has completed extensive traffic analysis which has informed the current ART N/S Design. Traffic and roadway analysis reviewed key influences for traffic that may use or divert to residential areas. It is anticipated to have limited number of vehicle trips that would be redirected. There were no identified cut-through corridors of concern due to the network configurations in north San Pedro neighborhoods.</p> <p>The ART Team is also coordinating with the City of San Antonio to review the current design and how it impacts traffic operations along the ART N/S Corridor. Results of the traffic analysis can be found in the ART N/S Traffic Report at the following location: https://keepsamoving.com/advanced-rapid-transit/.</p> |
| 6/29/2022 | 3 | Jeanette Dr | Traffic | Causing additional travel time to autos and shorter time to buses | <p>Comment noted. The ART Team has completed extensive traffic analysis which has informed the current ART N/S Design. The ART Team is coordinating with the City of San Antonio to review the current design and how it impacts traffic operations along the ART N/S Corridor. Results of the traffic analysis can be found in the ART N/S Traffic Report at the following location: https://keepsamoving.com/advanced-rapid-transit/.</p> |
| 6/29/2022 | 4 | W Mandalay Dr | Other | Not turning left on San Pedro from Therain or other residential streets is not in residents interest. Only via interest sucks | <p>Thank you for your comment. The ART Team is working with neighborhoods to understand any concerns that community members may have. The ART Team is also coordinating with the City of San Antonio to review the current design and how it impacts traffic operations along the ART N/S Corridor.</p> <p>The ART Team has completed extensive traffic analysis which has informed the current ART N/S Design. Traffic and roadway analysis reviewed key influences for traffic that may use or divert to residential areas. It is anticipated to have limited number of vehicle trips that would be redirected. There were no identified cut-through corridors of concern due to the network configurations in north San Pedro neighborhoods. The design for the ART North/South Project has also worked to balance transit operations and traffic flow. U-turn movements would allow for access to neighborhood streets which in research are shown to be safer than two-way left turn lanes.</p> <p>Results of the traffic analysis can be found in the ART N/S Traffic Report at the following location: https://keepsamoving.com/advanced-rapid-transit/.</p> |
| 6/29/2022 | 4 | W Mandalay Dr | Design | Cut- thru of trucks | <p>Comment noted. The ART Team has completed extensive traffic analysis which has informed the current ART N/S Design. The ART Team is coordinating with the City of San Antonio to review the current design and how it impacts traffic operations along the ART N/S Corridor. Results of the traffic analysis can be found in the ART N/S Traffic Report at the following location: https://keepsamoving.com/advanced-rapid-transit/.</p> |
| 6/29/2022 | 4 | W Mandalay Dr | Traffic | How will vehicles that break down on the single lane get pushed out of the way? | <p>Thank you for your comment. For segments of the ART with only one general purpose lane in either direction, vehicles will be able to utilize ART lanes when an incident occurs. Emergency vehicles will also be able to respond quicker to incidents using the ART lanes as well.</p> |
| 6/29/2022 | 4 | W Wildwood Dr | Parking | Parking on-street will this conflict with design? | <p>Thank you for your comment. The ART team is reviewing on-street parking impacts on side streets.</p> |
| 6/29/2022 | 4 | W Wildwood Dr | General | Street repairs, drainage, enforcement stop signs, foot patrols | <p>Thank you for your comment. The ART Team is reviewing this location to address these issues.</p> |
| 6/29/2022 | 4 | San Pedro Ave | Community Concern | I spoke with 6 small businesses on San Pedro near Olmos. None were aware of the negative change coming to San Pedro! | <p>Thank you for your feedback. The ART Team will be working with businesses along the corridor to ensure any concerns of access and impact are considered during construction.</p> |

| Meeting Date | Roll Plot Number | Comment Location | Topic | Comment | Response |
|--------------|------------------|---------------------------------------|--------------------|--|---|
| 6/29/2022 | 4 | San Pedro Ave | Peds/bikes | How are bikes taken into consideration | North portions of the corridor will not have bike lanes. ART stations will have bike parking. The southern portion of the corridor along Roosevelt will have bike lanes that are constructed with the City Bond Project. The ART stations within this section will incorporate the City Bond Project into the design. |
| 6/29/2022 | 4 | Audubon Dr | Landscaping | Landscaping & beautification considerations | Thank you for your comment. Landscaping is under development. ART would expand the urban design and landscape pallet over the next few months. In working with the City we would develop an agreement on what is best to use. |
| 6/29/2022 | 4 | Audubon Dr | Drainage and other | Need to consider drainage. Personnel lanes flood do not want to use bus lane as it subjects to bus schedule | Thank you for your comment. Drainage is being reviewed with the City of San Antonio. ART will address drainage issues related to the construction of the ART N/S Project and improve system reliability. The ART Team is also coordinating with the City of San Antonio to review the current design and how it impacts traffic operations along the ART N/S Corridor. Results of the traffic analysis can be found in the ART N/S Traffic Report at the following location: https://keepsamoving.com/advanced-rapid-transit/ . |
| 6/29/2022 | 4 | Audubon Dr | Planning | Prefer the single station option (agree with this) | Thank you, your comment has been noted. |
| 6/29/2022 | 4 | Fresno | Peds/bikes | Pedestrians jay walking to get to pick up stations | Thank you for your comment. Station access would be controlled at signalized intersections. The station design would help with the jaywalking |
| 6/29/2022 | 4 | Between Fresno and W Olmos Dr | Community Concern | Businesses will be hurt by limiting access for left turns when buses turn down the center | Comment noted. The ART Team is coordinating with the City of San Antonio to review the current design and how it impacts traffic operations along the ART N/S Corridor. The ART Team has completed extensive traffic analysis which has informed the current ART N/S Design. The design for the ART North/South Project has also worked to balance transit operations and traffic flow. U-turn movements would allow for access to neighborhood streets which in research are shown to be safer than two-way left turn lanes. For additional information, please see the traffic report, which can be found at: https://keepsamoving.com/advanced-rapid-transit/ |
| 6/29/2022 | 4 | San Pedro Ave | Design | From Hilde. To Basse widen lanes at expense of median width | Comment noted. The ART Team has completed extensive traffic analysis which has informed the current ART N/S Design. It should be noted that medians would create a significant improvement to safety along San Pedro, which is one of the more dangerous roadways for pedestrians in San Antonio. The ART Team is coordinating with the City of San Antonio to review the current design and how it impacts traffic operations along the ART N/S Corridor. Results of the traffic analysis can be found in the ART N/S Traffic Report at the following location: https://keepsamoving.com/advanced-rapid-transit/ . |
| 6/29/2022 | 4 | W Olmos Dr | Design | Delivery trucks to/from HEB already have to make very wide turns at this intersection. They cannot make this turn at all if there is a median. (They can't go east on Olmos either-there is a traffic circle McCullough. | The ART Team has considered these impacts at the Olmos location. Changes to accommodate all turning movements at this location will be reflected in the 30% Design Plans. The Olmos intersection will provide for a 54' semi-truck access. The intersection will provide for turning movements of all vehicles. |
| 6/29/2022 | 4 | Hildebrand Ave | Other | Hildebrand underpass. Buses do not stay in designated lanes. Tend to move to other lane | Thank you for your comment. We are reviewing this section under the bridge. |
| 6/29/2022 | 4 | Between Hildebrand Ave and W Olmos Dr | Traffic | Traffic backs up today. Concern @ traffic with new lane configuration | Comment noted. The ART Team has completed extensive traffic analysis which has informed the current ART N/S Design. The ART Team is coordinating with the City of San Antonio to review the current design and how it impacts traffic operations along the ART N/S Corridor. Results of the traffic analysis can be found in the ART N/S Traffic Report at the following location: https://keepsamoving.com/advanced-rapid-transit/ . |

| Meeting Date | Roll Plot Number | Comment Location | Topic | Comment | Response |
|--------------|------------------|------------------|---------|--|--|
| 6/29/2022 | 4 | San Pedro Ave | Traffic | Where will the traffic go when 3 of 5 lanes on San Pedro are bus only? | Comment noted. The ART Team has completed extensive traffic analysis which has informed the current ART N/S Design. The ART Team is coordinating with the City of San Antonio to review the current design and how it impacts traffic operations along the ART N/S Corridor. Results of the traffic analysis can be found in the ART N/S Traffic Report at the following location: https://keepsamoving.com/advanced-rapid-transit/ . |
| 6/29/2022 | 4 | W Olmos Dr | Design | Turning radius design @ Olmos from HEB | The ART Team has considered these impacts at the Olmos location. Changes to accommodate all turning movements at this location will be reflected in the 30% Design Plans. The Olmos intersection will provide for a 54' semi-truck access. The intersection will provide for turning movements of all vehicles. |
| 6/29/2022 | 4 | W Wildwood Dr | Other | Out of service buses (deadheading) should use the bus only lanes. | Thank you for your comment. We will add this to the operations plan. |
| 6/29/2022 | 5 | W Mulberry Ave | Traffic | Reducing car lanes from 4 to 2 will cause massive congestion. | Comment noted. The ART Team has completed extensive traffic analysis which has informed the current ART N/S Design. The ART Team is coordinating with the City of San Antonio to review the current design and how it impacts traffic operations along the ART N/S Corridor. Results of the traffic analysis can be found in the ART N/S Traffic Report at the following location: https://keepsamoving.com/advanced-rapid-transit/ . |
| 6/29/2022 | 5 | W Mistletoe Ave | Traffic | 4 lanes of traffic to 2? | Comment noted. The ART Team has completed extensive traffic analysis which has informed the current ART N/S Design. The ART Team is coordinating with the City of San Antonio to review the current design and how it impacts traffic operations along the ART N/S Corridor. Results of the traffic analysis can be found in the ART N/S Traffic Report at the following location: https://keepsamoving.com/advanced-rapid-transit/ . |
| 6/29/2022 | 6 | W Quincy St | Design | Where is the equivalent NB station? | Thank you for your comment. Quincy Station is moving closer to the library for improved access. The station at the library is partnered with the station at the hospital. |
| 6/29/2022 | 8 | Steves Ave | Design | Need A.R.T. to be built to reach VIA Brooks Transit Center | Thank you for your comment. ART will provide continuing service to the Brooks Transit Center. Every other vehicle will serve the Brooks Transit Center. Please refer to the corridor map at: https://keepsamoving.com/advanced-rapid-transit/ |



VIA ART North/South Corridor Concept Plan
Public Meeting Comments June/July 2022 - Comment Cards



| Date | Name | Contact | Topic | Comment | Other comments | Response |
|-----------|--------------------------------|--|--|---|--|--|
| 6/25/2022 | Patrick Curel | pcurel@gmail.com | Community Concern | I think this is going to be the nail in the coffin for all those businesses that suffered Covid closures. It's not a great use of funds for a transit that stops so early. I do not approve. | | Thank you for your feedback. The ART Team will be working with businesses along the corridor to ensure any concerns of access and impact are considered during construction. |
| 6/25/2022 | Laura Alfaro | pielcanela@gmail.com | Traffic Signs Safety Community Concern | Things to remember: a. <u>Signage</u> to avoid drivers b. Contact businesses that are 2-3 streets deep from S.P. (San Pedro) to see what businesses are open late such as bars and restaurants. They should have <u>VIA info</u> available for their customers for safety reasons especially at night. c. <u>Safety concerns</u> for students leaving their schools which are located within 1 to 2 blocks of S.P., including people in wheelchairs who need specific access to meet their needs. d. <u>Driver training</u> - I noticed this on a board. What will this like? Will 1st time S.A. drivers get specific instruction during Driver's Ed? | All of my questions were answered and clarified. I <u>LOVED</u> the VR headset! | Thank you for your comment. a. VIA is currently working with local stakeholders along the corridor. b. ART stations are currently placed between 0.40 and 0.50 miles along the N/S Corridor based on best practices for ART service across the US. Pedestrian improvements for this project would be Americans with Disabilities Act (ADA) compliant. Sidewalk improvements would be made for ease of accessibility, with over 11 miles of new or upgraded sidewalks. Crosswalks would be added in additional locations. Approximately 93.5% of potential riders in the corridor would be within an additional 2 minute walking distance of an ART station, and 99.7% would be within an additional 5 minutes walking distance of an ART station from their current stops. c. The ART Team has also completed extensive traffic analysis which has informed the current ART N/S Design. The ART Team is coordinating with the City of San Antonio to review the current design and how it impacts traffic operations along the ART N/S Corridor. Results of the traffic analysis can be found in the ART N/S Traffic Report and is available for the public to learn about traffic considerations and more information about the project at: https://keepsamoving.com/advanced-rapid-transit/ d. VIA provides continuous comprehensive training programs for bus operators |
| 6/25/2022 | Jennifer Gustafson | jgustafson63@yahoo.com | Peds/Bikes | I am concerned about taking bus stops out & making us walk. This would not help the elderly or disabled especially in the heat. If I have to walk to Basse or Jackson Keller it would be difficult. Going to Basse is dangerous because the bridge is under construction (for the last 2 years). It will take out lanes used for traffic. Traffic is bumper to bumper for a good part of the day. This will increase traffic problems. | Not all questions answered, Did not agree with project staff | Thank you for your comment. ART stations are currently placed between 0.40 and 0.50 miles along the N/S Corridor based on best practices for ART service across the US. Pedestrian improvements for this project would be Americans with Disabilities Act (ADA) compliant. Sidewalk improvements would be made for ease of accessibility, with over 11 miles of new or upgraded sidewalks. Crosswalks would be added in additional locations. Approximately 93.5% of potential riders in the corridor would be within an additional 2-minute walking distance of an ART station, and 99.7% would be within an additional 5-minute walking distance of an ART station from their current stops. The ART Team has also completed extensive traffic analysis which has informed the current ART N/S Design. The ART Team is coordinating with the City of San Antonio to review the current design and how it impacts traffic operations along the ART N/S Corridor. Results of the traffic analysis can be found in the ART N/S Traffic Report at the following location: https://keepsamoving.com/advanced-rapid-transit/ . |
| 6/29/2022 | Daniel Day | | Other | Fans at Bus Stops | | Thank you for your comment. |
| 6/29/2022 | The Southside, Districts 4 & 3 | | Design | It's imperative that the VIA Brooks Transit Center be added to the A.R.T. Project from the design phase, so that the construction of North to South lines are included from the onset. | Staff was <u>excellent</u> | Thank you for your comment. ART will provide continuing service to the Brooks Transit Center. Every other vehicle will serve the Brooks Transit Center. Please refer to the corridor map at: https://keepsamoving.com/advanced-rapid-transit/ |

| Date | Name | Contact | Topic | Comment | Other comments | Response |
|-----------|---------------|--|--|---|---|--|
| 6/29/2022 | Audrey Lee | leeaudrey123@gmail.com | Design Traffic | The plan to run the buses down the middle of the street is bad planning. It will take away more traffic lanes than keeping the buses at the curb. It will limit left turns in and out of neighborhoods all along San Pedro. Businesses will lose access for their customers. Drivers will have to stop for every single passenger waiting to get on the bus. San Pedro is a busy arterial. In sections, 3 of 5 lanes for traffic will be removed. More traffic will be pushed into neighborhoods | I received conflicting information. This is a bad format for public input. Here's the main point that was not emphasized: car traffic will have to squeeze down 2 lanes instead of 5. | Comment noted. The ART Team has completed extensive traffic analysis which has informed the current ART N/S Design. The ART Team is coordinating with the City of San Antonio to review the current design and how it impacts traffic operations along the ART N/S Corridor. Results of the traffic analysis can be found in the ART N/S Traffic Report at the following location: https://keepsamoving.com/advanced-rapid-transit/ . Regarding providing public input, ART experts are present on-site, and you can fill out comment forms while attending public meetings, there are also multiple ways to submit comments and questions about the project. You can call (210) 362-2389 send an e-mail to KeepSAMoving@viainfo.net or send a letter to: Attn: ART Project, C/O Government and Community Relations, 800 W. Myrtle St., San Antonio, TX 78212 |
| 6/29/2022 | Kat Bentley | bentley89@gmail.com | Peds/Bikes Community Concern Health and Safety | Great job! I am so excited to see ideas come to my hometown! I know that you have a ways to go but this is stupendous! I did speak with Steve and Art (and the comms dir, I am so sorry I did not catch your name) and here are some talking points for consideration: - ensuring a humane approach to potential conflict with homeless - accessible bus design for comfort and safety of pregnant women, parents with children, and mobility assisted persons - potential survey and city solutions for public accessible restrooms near route - "green" solutions for bus propulsion - love the blue emergency posts! - where is nearest "need" (ex. HEB, Health Clinic, City Services) and how does that work with the route - Potentially working w/ SWRL* for technology improvement/ innovation - encourage public health impact and fiesta use! One thing that I did not mention was the potential to involve community (and potential other budget money) is by having stops/stations sponsored (large companies) or collaborate on (nonprofits/ neighborhoods) design. The more unique each stop is (through ART, Garden, etc), the more "San Antonio" this project feels! Thank you for all y'all's work on this! | | Thank you for your comment and support! Your feedback has been noted. The ART team is analyzing high-ridership areas to identify services around the corridor. The project may complete additional studies, as needed, to review neighborhood traffic flows and would provide recommendations to the City to include in the planning process for potential improvement projects. ART stations are currently placed between 0.40 and 0.50 miles along the N/S Corridor based on best practices for ART service across the U.S. Pedestrian improvements for this project would be Americans with Disabilities Act (ADA) compliant. Sidewalk improvements would be made for ease of accessibility, with over 11 miles of new or upgraded sidewalks. Crosswalks would be added in additional locations. Approximately 93.5% of potential riders in the corridor would be within an additional 2-minute walking distance of an ART station, and 99.7% would be within an additional 5 minutes walking distance of an ART station from their current stops. |
| 6/29/2022 | Mark Medrano | mark.medrano.com | Environmental | Buses should be electric stations should be climate controlled or at least have solar panel fans would rather have a trainway system similar to Disney World -> cheaper; more environmental friendly and units are air condition; proven transport system in Mexico City | | Thank you for your comment. The type of vehicle and propulsion system are still under consideration. Station design, architecture, and amenities are still under review and design and will be advanced prior to 60% design. |
| 6/29/2022 | Irma L. Perez | irmavillasana7@gmail.com | Other | Would love if yall could bring in someone friendly & smilying drivers and also for them to help the disabled more. | All info was there | Thank you for your feedback, your comment has been noted. |
| 6/29/2022 | | | Other | social media spanish speaking age older area failure in mailing presentation in flyer bassy -> hilderbrand north June 2020 Feedback changes on roll plots and represent to public to change perspective * no stops straight shots * streets have stop signs What if aspect *reasons *explanations | | Thank you for your feedback. We will note this for future public messaging and communication materials. |

| Date | Name | Contact | Topic | Comment | Other comments | Response |
|-----------|---|---------|-----------------------------|---|----------------|--|
| 6/29/2022 | | | Design Community Concern | <p>Here are some of the negative effects that the no-left-turn design of the ART will impose on our neighborhoods: - Makes it more difficult for businesses on San Pedro to attract and keep customers due to frustrating access issues, at a time when businesses struggle to compete with online commerce and the negative effects of an inflation economy - Increases the time for emergency services to reach our homes when minutes count (ambulance, fire, police) - increases the difficulty of delivery services to complete their routes (USPS, Amazon, UPS, grocery, pharmacy delivery, ride chares, etc.) - Requires bus users (ped.) to cross a busy main thoroughfare with high volume traffic that has been funneled into reduced lanes - Requires bus users to walk much farther to get to a bus stop - Requires residents to access our homes by winding through residential streets, increasing the amount of fuel used just to drive home or to work - Throws increased car traffic into residential streets where children play, people jog and walk their dogs, and walk to small neighborhood businesses. Many of these residential streets are already in extremely poor repair, and are very narrow; the streets are made narrower because residents must park on the streets. - Pushes frustrated drivers off of San Pedro and onto Blanco and McCullough; Blanco can barely handle the traffic it sees now, and McCullough is not designed to manage increased traffic. - Creates an ugly division between our east and west neighborhoods</p> <p>This plan puts all of the burden and sacrifice for creating a showpiece transport system on us, with no benefits,</p> | | <p>Comment noted. The ART Team is coordinating with the City of San Antonio to review the current design and how it impacts traffic operations along the ART N/S Corridor. The ART Team has completed extensive traffic analysis which has informed the current ART N/S Design. The design for the ART North/South Project has also worked to balance transit operations and traffic flow. U-turn movements would allow for access to neighborhood streets which in research are shown to be safer than two-way left turn lanes. For additional information, please see the traffic report, which can be found at: https://keepsamoving.com/advanced-rapid-transit/</p> |
| 6/30/2022 | Vincent Castillo Sarah Mosqueda David Cuccio Andy Ybarra | | Alternative Solution | <p>1.Efficiency Light Rail will always be more efficient than BRT because of rolling resistance. Because Trains are steel on steel, they have no rolling resistance, so they can move further with less energy. On the topic on energy, almost all Light Rail systems are powered by electricity instead of CNG or Diesel, this means they are more environmentally friendly.</p> <p>2. Maintenance Most BRT systems are powered by diesel engines, these require more maintenance. Because Light Rail is powered by electricity or batteries, they have less moving parts, which means they are less prone to failure, and need less maintenance.</p> <p>3. Vehicle differences Light Rail systems can scale up and down to increase passenger capacity. Light Rail systems can attach multiple units to each other to form larger train sets. Most Light Rail systems have dual end cabs, allowing the train set to run in reverse. This is useful when space is limited at a final stop. BRT can be routed or re-routed on different roads. This means that the routes can be adjusted easily. Light rail can only do this if more tracks are built, which may be difficult.</p> <p>4. Cost The reason BRT is usually chosen over Light Rail is down to the initial projected cost. While the cost to build a BRT system is usually lower, the cost to maintain such a system is either the same or more expensive. Light Rail will almost always end up being the same cost as a well developed BRT system. Another hidden cost benefit to Light Rail is the spurred development on or around the Light Rail system. Often times, towns with Light Rail systems will have increased property value along the Light Rail line. Lastly, this is a personal opinion, but Light Rail looks way cooler than BRT.</p> <p>Conclusion Like I said in the beginning, I understand the VIA has but a lot into ART, and I hope that we get either one of these systems. With us being a very fast growing city and with us already being the 7th largest metro area in the country, I think that Light Rail would be more beneficial than ART. I am not saying that ART is a bad idea, but I want you to consider or possibly re-consider Light Rail. Thank you for taking your time to read this.</p> | | <p>Thank you for your comments. As part of this project, VIA would be purchasing electric Bus Rapid Transit vehicles, which perform and operate just like Light Rail Transit (LRT) vehicles. Electric buses and LRT vehicles have no emissions and are environmentally friendly. The current ART service would be constructed utilizing dedicated bus lanes in the median, as well as Bus Access Lanes along the curb lane. These operating characteristics ensure that the route would not be modified as significant infrastructure would be built for dedicated BRT operations. As demand increases, VIA would have the ability to add additional electric BRT vehicles into service to handle additional demand and ridership without having to adjust the operating characteristics of the ART service.</p> |

B. Notices Provided

Notices Provided – Overall Summary

The WSP / VIA Metropolitan Campaign achieved **2,275,406 impressions** between print, digital and direct mail over a timeline of June 7, 2022 – July 12, 2022.

Objective: Drive awareness of public meetings to educate the community on ART (Advanced Rapid Transit).

Target Audience: General Public; geo-targeted within the corridor (ART N/S Corridor)

Elements:

- Jumbo Mailer
- Digital Ads
- Changeable Message Signs

| Platform | Impressions | % |
|-------------|-------------|------|
| Print | 1,847,540 | 81% |
| Digital | 408,718 | 18% |
| Direct Mail | 19,148 | 1% |
| Total | 2,275,406 | 100% |

Notices Provided – Jumbo Mailer

The WSP / VIA Metropolitan mailer was delivered within the ART Corridor. In total, WSP / VIA Metropolitan delivered **19,148** direct mail pieces which were dropped by **June 9, 2022**.

| Platform | Size | Specs | Impressions |
|-------------|--------------|------------|-------------|
| Direct Mail | Jumbo Mailer | 8.5" x 11" | 19,148 |

Changing the way we move.

Está cambiando la forma en que nos movemos.

VIA's modern Advanced Rapid Transit (ART) system would bring new frequent, fast, and reliable public transportation solutions to the San Antonio region. The transformative project would use the latest technology to make your ride more comfortable, convenient, and still affordable.

VIA Advanced Rapid Transit (ART) would:

- Connect people to jobs
- Save time
- Simplify trips
- Provide more transit options
- Enhance service for all users

El moderno sistema de VIA, Tránsito Rápido Avanzado (ART)

brindarán nuevas soluciones de transporte público de manera frecuente, rápida y confiable a la región de San Antonio. Este proyecto transformativo utilizará la tecnología más avanzada para hacer que su viaje sea más cómodo, conveniente y todavía accesible.

Tránsito Rápido Avanzado (ART) de VIA:

- Conecta a la gente con su trabajo
- Ahorra tiempo
- Simplifica los viajes
- Provee más opciones de transporte
- Mejora el servicio para todos los usuarios



Continue the Conversation

Continuemos la Conversación

Attend a public-input meeting, learn more about VIA's planned ART corridor and offer your feedback on plans as they're being developed.

Asiste a una reunión de aportes públicos, obtenga más información sobre un corredor de Tránsito Rápido Avanzado (ART) planificado por VIA y proporcione sus comentarios sobre los planes a medida que se desarrollan.

Saturday, June 25

9:30 a.m. - 11:30 a.m.

Blessed Sacrament

600 Oblate

Access on VIA routes 3, 4 and 5

sábado 25 de junio

Acceso a través de las rutas de VIA 3, 4 y 5

Wednesday, June 29

5:30 p.m. - 7:30 p.m.

Norris Conference Center

618 NW Loop 410

Access on VIA routes 2, 3, 4, 5, 502, 534, 552, 602, 647 and 648

miércoles 29 de junio

Acceso a través de las rutas de VIA 2, 3, 4, 5, 502, 534, 552, 602, 647 y 648

Tuesday, July 12

5:30 p.m. - 7:30 p.m.

Hermann Sons

525 S. St. Mary's St.

Access on VIA routes 2, 5, 6, 8, 16, 30, 32, 34, 36, 42, 51, 67, 82, 88 and 90

martes 12 de julio

Acceso a través de las rutas de VIA 2, 5, 6, 8, 16, 30, 32, 34, 36, 42, 51, 67, 82, 88 y 90



VIA > KEEP SA MOVING

Advanced Rapid Transit would keep San Antonio moving.

Tránsito Rápido Avanzado mantendrá a San Antonio en movimiento.

ART is a different type of public transportation that gets you where you need to go — faster. It combines modern vehicles and stations, and dedicated lanes together with coordinated traffic signals that provide frequent, reliable service. The ART corridor would improve transportation for the nearly 54,000 residents and 108,000 jobs located within the 12-mile corridor from the San Antonio International Airport, through Downtown, to near Mission Concepción.

ART es un tipo de transporte público diferente que lo llevará a su destino más rápido. El servicio combina vehículos y estaciones modernas con carriles dedicados y señales de tráfico que tendrán prioridad para proporcionar un servicio frecuente y confiable. El corredor mejorará el servicio de transporte de casi 54,000 residentes y 108,000 empleos ubicados dentro de las 12 millas del corredor que se desplegará desde el Aeropuerto Internacional de San Antonio, pasando por el Centro hasta cerca de Misión Concepción.



123 N. Medina St.
San Antonio, TX 78207

PRSRD STD
U.S. POSTAGE
PAID
SAN ANTONIO, TX
PERMIT NO. 1675
ECRWSS

*****ECRWSSDDM*****
POSTAL CUSTOMER

Map of Planned ART Corridor



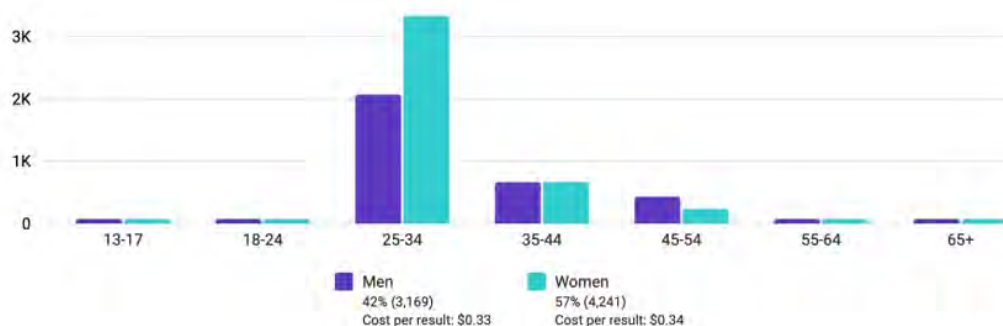
Learn more at KeepSAmoving.com
Para más información, visite KeepSAmoving.com

Notices Provided – Digital Ads

The display ads were published in the San Antonio Express News, La Prensa, and the San Antonio Observer totaling **1,847,540 impressions**. Below is the table with the publication dates and impressions.

| Publication | Publication Date | Impressions |
|---------------------------------|------------------|-------------|
| The San Antonio Express News | Friday, 6/10 | 177,638 |
| The San Antonio Express News | Sunday, 6/12 | 236,450 |
| La Prensa (Spanish Publication) | Sunday, 6/12 | 37,500 |
| San Antonio Observer | Wednesday, 6/15 | 25,000 |
| The San Antonio Express News | Friday, 6/17 | 177,638 |
| La Prensa (Spanish Publication) | Sunday, 6/19 | 37,500 |
| San Antonio Observer | Wednesday, 6/22 | 25,000 |
| The San Antonio Express News | Friday, 6/24 | 177,638 |
| The San Antonio Express News | Sunday, 6/26 | 236,450 |
| La Prensa (Spanish Publication) | Sunday, 6/26 | 37,500 |
| The San Antonio Express News | Wednesday, 6/29 | 177,638 |
| San Antonio Observer | Wednesday, 6/29 | 25,000 |
| San Antonio Observer | Wednesday, 7/6 | 25,000 |
| The San Antonio Express News | Friday, 7/8 | 177,638 |
| The San Antonio Express News | Sunday, 7/10 | 236,450 |
| La Prensa (Spanish Publication) | Sunday, 7/10 | 37,500 |
| Total Impressions | | 1,847,540 |

The WSP / VIA Metropolitan Facebook strategy targeted Adults 25-54 within the ART N/S Corridor. The Facebook campaign resulted in **268,267 impressions** and **7,463 clicks**. The campaign reported **192 reactions**, **50 comments**, and **59 shares**.



Notices Provided – Digital Ads (cont.)

The digital schedule with The San Antonio Report included a **Leaderboard Banner**, **Medium Rectangle Banner**, and a **Sponsored Article**. In total, San Antonio Report delivered **140,451 impressions** and received **88 clicks**.

| Ad Unit | Publish Date | Impressions | Clicks | Page Views |
|--------------------|--------------|----------------|-----------|------------|
| Leaderboard Banner | 6/13 – 7/11 | 94,859 | 63 | --- |
| Medium Rectangle | 6/13 – 7/11 | 43,848 | 25 | --- |
| Sponsored Article | 6/24 | 1,744 | --- | 509 |
| Total | --- | 140,451 | 88 | 509 |

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sábado 25 de junio

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618 NW Loop 410

Access on VIA routes 2, 3, 4, 5, 502, 534, 552, 602, 647 and 648

miércoles 29 de junio

Acceso a través de las rutas de VIA 2, 3, 4, 5, 502, 534, 552, 602, 647 y 648

Tuesday, July 12

5:30 p.m. - 7:30 p.m.

Hermann Sons

525 S. St. Mary's St.

Access on VIA routes 2, 5, 6, 8, 16, 30, 32, 34, 36, 42, 51, 67, 82, 88 and 90

martes 12 de julio

Acceso a través de las rutas de VIA 2, 5, 6, 8, 16, 30, 32, 34, 36, 42, 51, 67, 82, 88 y 90

Cambiando la forma en que nos movemos.

VIA  **KEEP SA MOVING**

Conozca más en KeepSAMoving.com

El moderno sistema de VIA, Tránsito Rápido Avanzado (ART) brindará nuevas soluciones de transporte público de manera frecuente, rápida y confiable a la región de San Antonio.

Tránsito Rápido Avanzado (ART) de VIA:

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sábado 25 de junio

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Acceso a través de las rutas de VIA 3, 4 y 5



miércoles 29 de junio

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Norris Conference Center
618 NW Loop 410

Acceso a través de las rutas de VIA 2, 3, 4, 5, 502, 534, 552, 602, 647 y 648



martes, 12 de junio

5:30 p.m. - 7:30 p.m.

Hermann Sons
525 S. St. Mary's St.

Acceso a través de las rutas de VIA 2, 5, 6, 8, 16, 30, 32, 34, 36, 42, 51, 67, 82, 88 y 90



VIA Metropolitan Transit

Sponsored · Paid for by VIA
Metropolitan Transi... ·



Learn about VIA's plans to move more people faster and farther with a new ART system. Three public meetings: 9:30 a.m. - 11:30 a.m., Saturday, June 25 (Blessed Sacrament, 600 Oblate); 5:30 p.m. – 7:30 p.m., Wednesday, June 29 (Norris Conference Center, 618 NW Loop 410); and 5:30 p.m.-7:30 p.m., Tuesday, July 12 (Hermann Sons, 525 S. St. Mary's St.).

About this ad



***Changing
the way
we move.***

keepsamoving.com

**VIA IS CHANGING THE
WAY SAN ANTONIO...**

Learn more

VIA > KEEP SA MOVING

Changing the way we move.



Public Meetings
June 25, 29 & July 12

LEARN MORE

VIA KEEP SA MOVING

 Public Meetings /June 25, 29 & July 12

LEARN
MORE

Notices Provided – Changeable Message Signs

Changeable message signs were placed at several different locations on the corridor to inform individuals of the upcoming meetings.

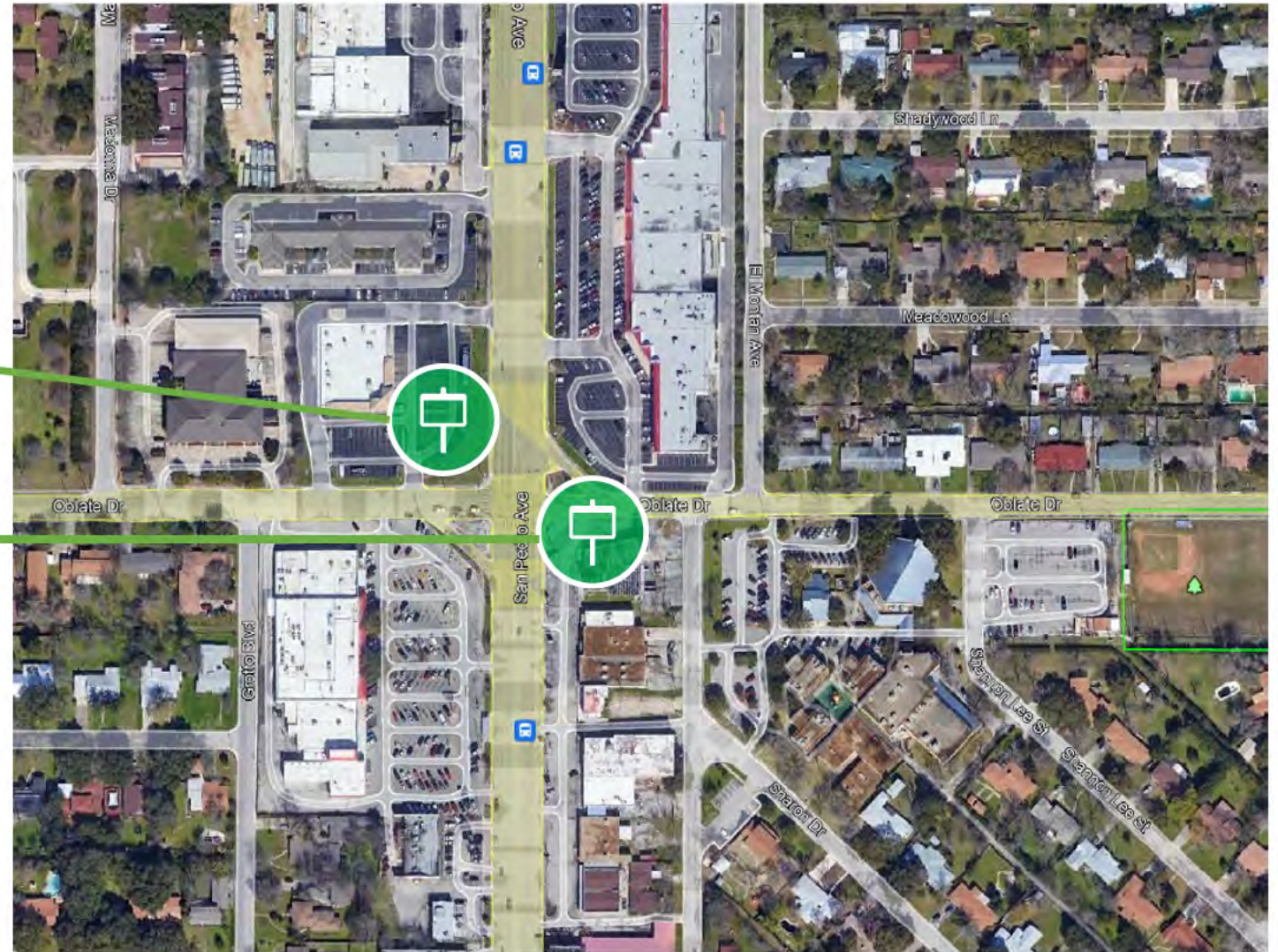
Oblate Dr at San Pedro Sign Locations

Sign north of San Pedro,
messaging facing north

Sign south of San Pedro,
messaging facing south



General Sign Placement



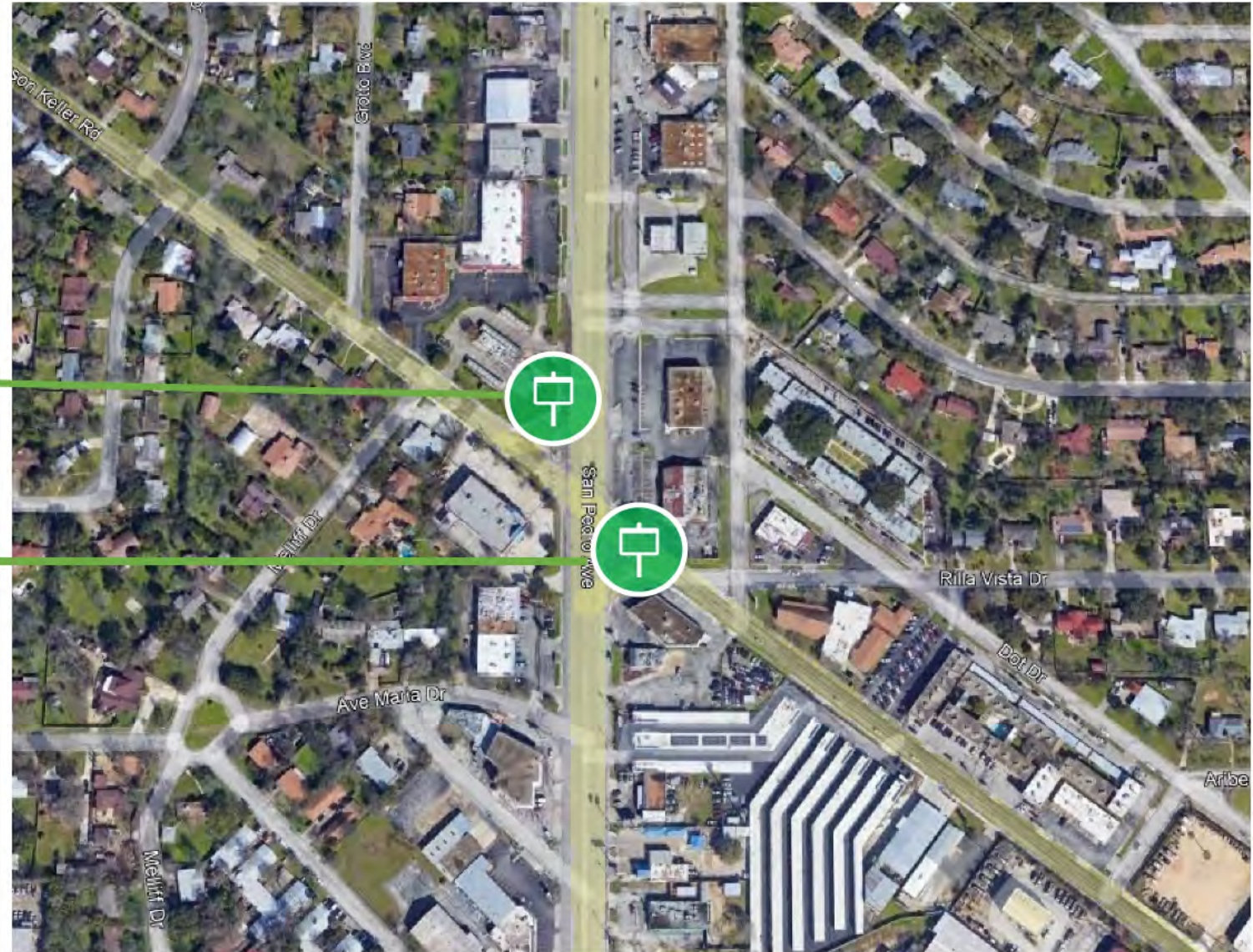
Jackson Keller at San Pedro Sign Locations

Sign north of intersection,
messaging facing north.

Sign south of intersection,
messaging facing south.



General Sign
Placement



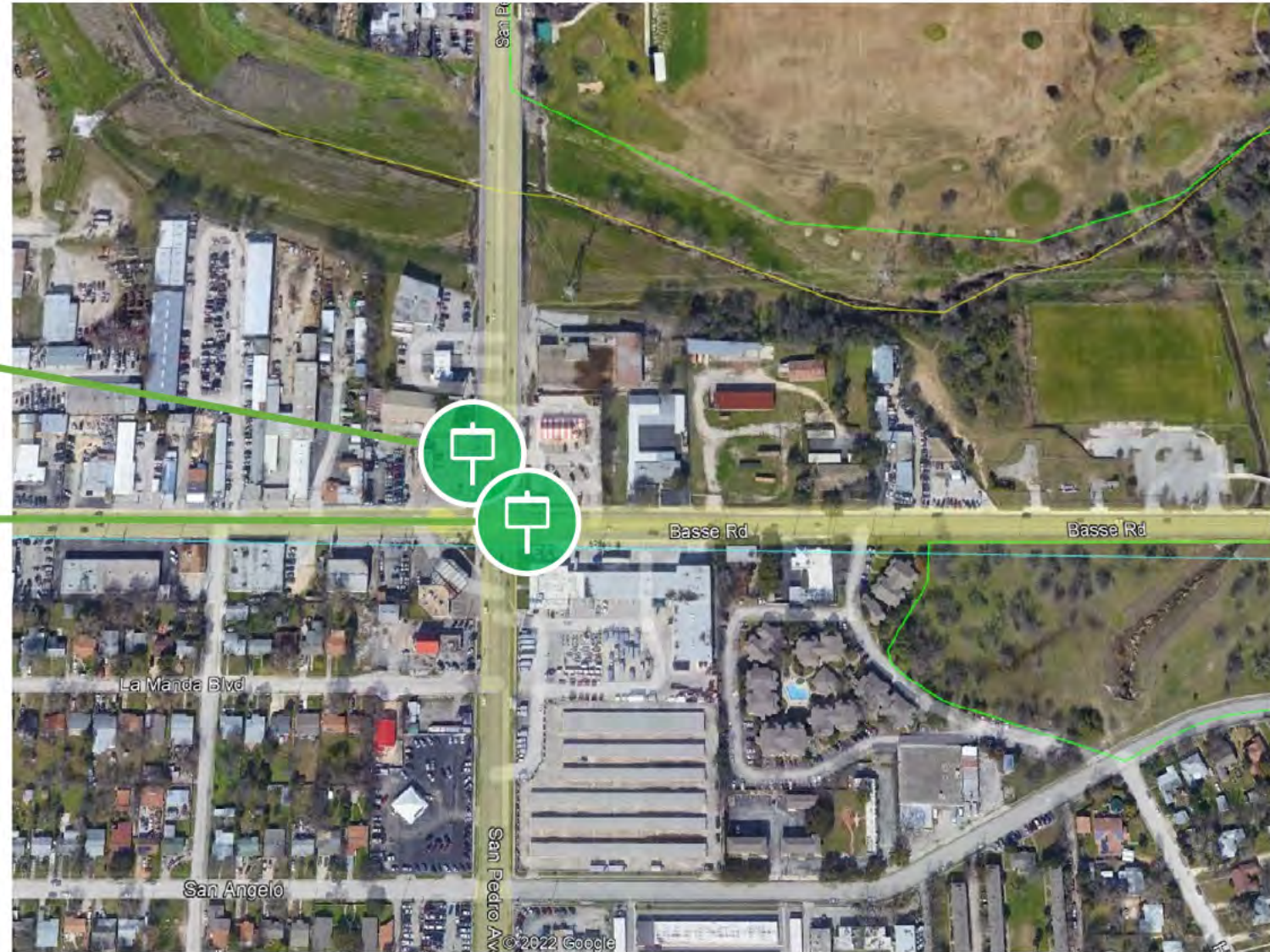
Basse Road at San Pedro Sign Locations

Sign north of intersection,
messaging facing north.

Sign south of intersection,
messaging facing south.



General Sign
Placement



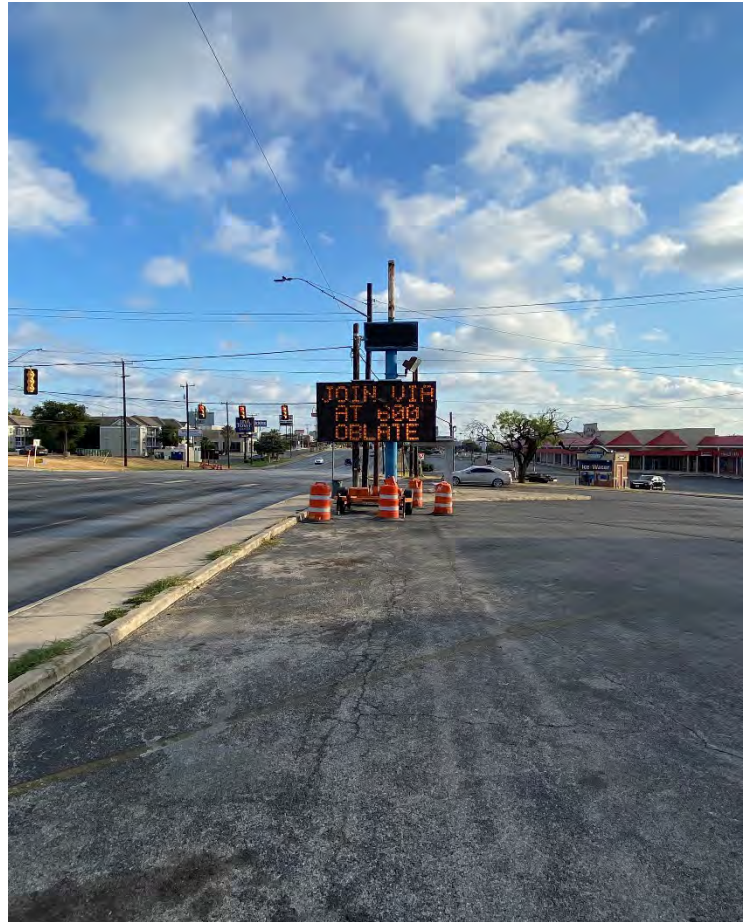
| | | | | | | | |
|---|---|---|---|---|---|---|--|
| V | I | A | | | | | |
| P | U | B | L | I | C | | |
| M | E | E | T | I | N | G | |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| J | O | I | N | | V | I | A |
| J | U | N | E | | 2 | 5 | |
| A | T | | 9 | A | M | | |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| J | O | I | N | | V | I | A |
| A | T | | 6 | 0 | 0 | | |
| O | B | L | A | T | E | | |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| F | O | R | | I | N | F | O |
| C | A | L | L | | 2 | 1 | 0 |
| 3 | 6 | 2 | - | 2 | 3 | 8 | 9 |

Meeting #1 – CMS Signs



Meeting #1 – CMS Signs



Isom Rd at San Pedro Ave Sign Locations

Sign north of San Pedro Ave,
messaging facing north

Sign south of San Pedro Ave,
messaging facing South



General Sign
Placement

VIA PUBLIC MEETING – CMS SIGN LOCATIONS
Norris Conference Center



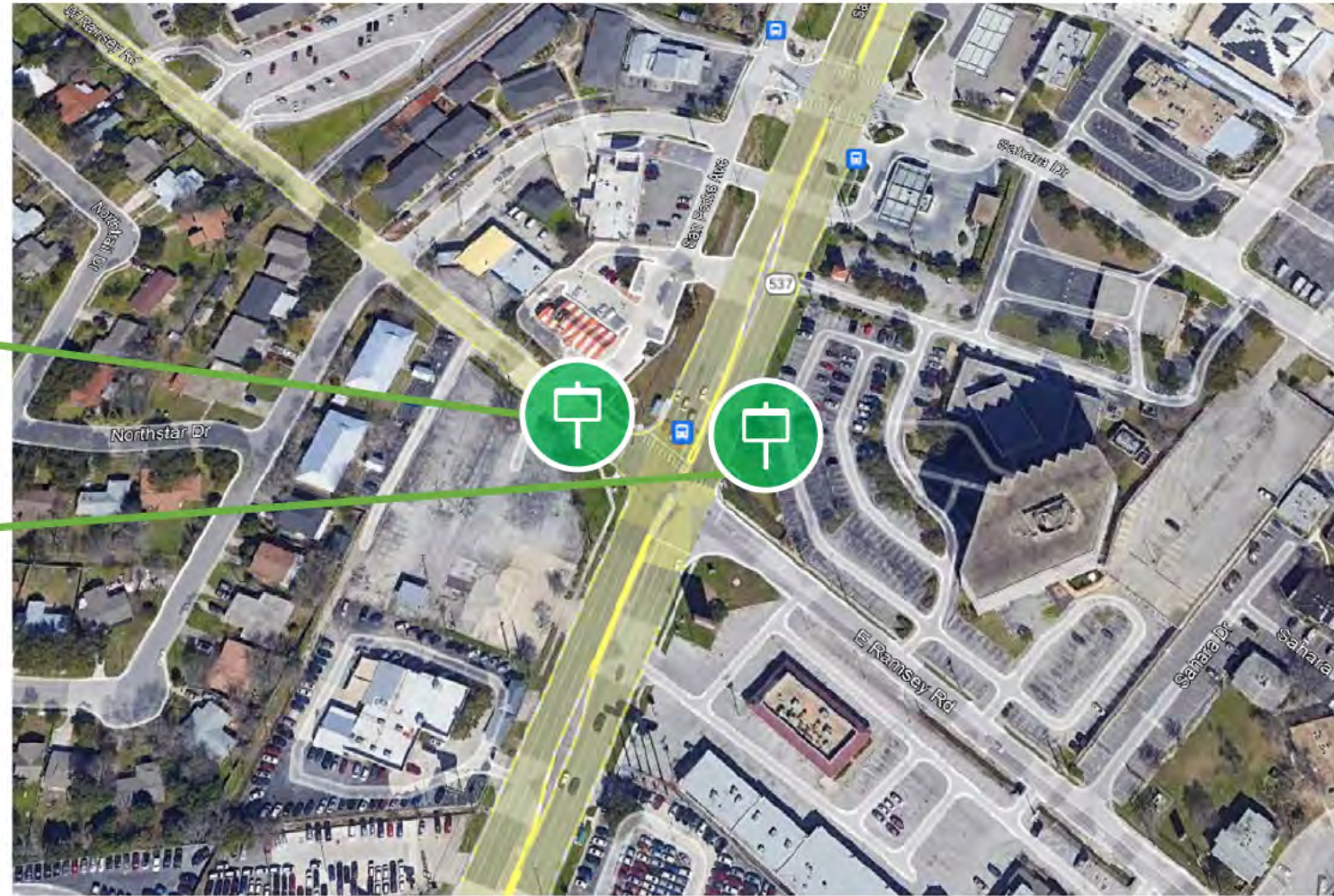
Ramsey Rd at San Pedro Ave Sign Locations

Sign south of intersection, messaging facing north.

Sign north of intersection, messaging facing north.



General Sign Placement



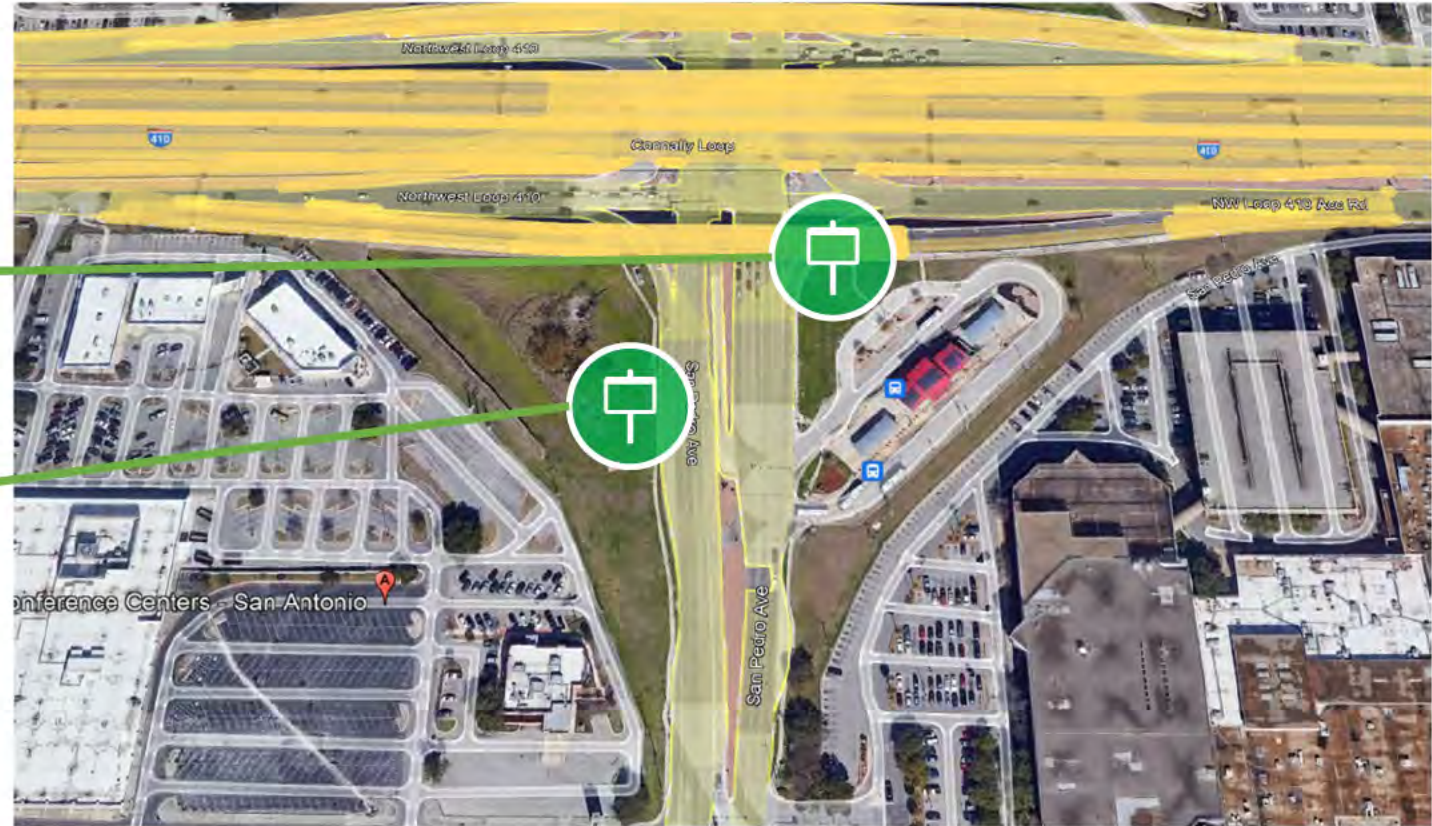
VIA Transit Center Locations

Sign in front of VIA Transit Center with messaging facing north.

Sign at San Pedro Ave, on greenery with sign south of San Pedro, messaging facing north.



General Sign Placement



| | | | | | | | |
|---|---|---|---|---|---|---|--|
| V | I | A | | | | | |
| P | U | B | L | I | C | | |
| M | E | E | T | I | N | G | |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| J | O | I | N | | V | I | A |
| J | U | N | E | | 2 | 9 | |
| A | T | | 5 | 3 | 0 | P | M |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| J | O | I | N | | A | T | |
| 6 | 1 | 8 | | N | W | | |
| L | O | O | P | | 4 | 1 | 0 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| F | O | R | | I | N | F | O |
| C | A | L | L | | 2 | 1 | 0 |
| 3 | 6 | 2 | - | 2 | 3 | 8 | 9 |

Meeting #2 – CMS Signs



E Cesar E. Chavez Blvd at S St. Mary's St Sign Locations

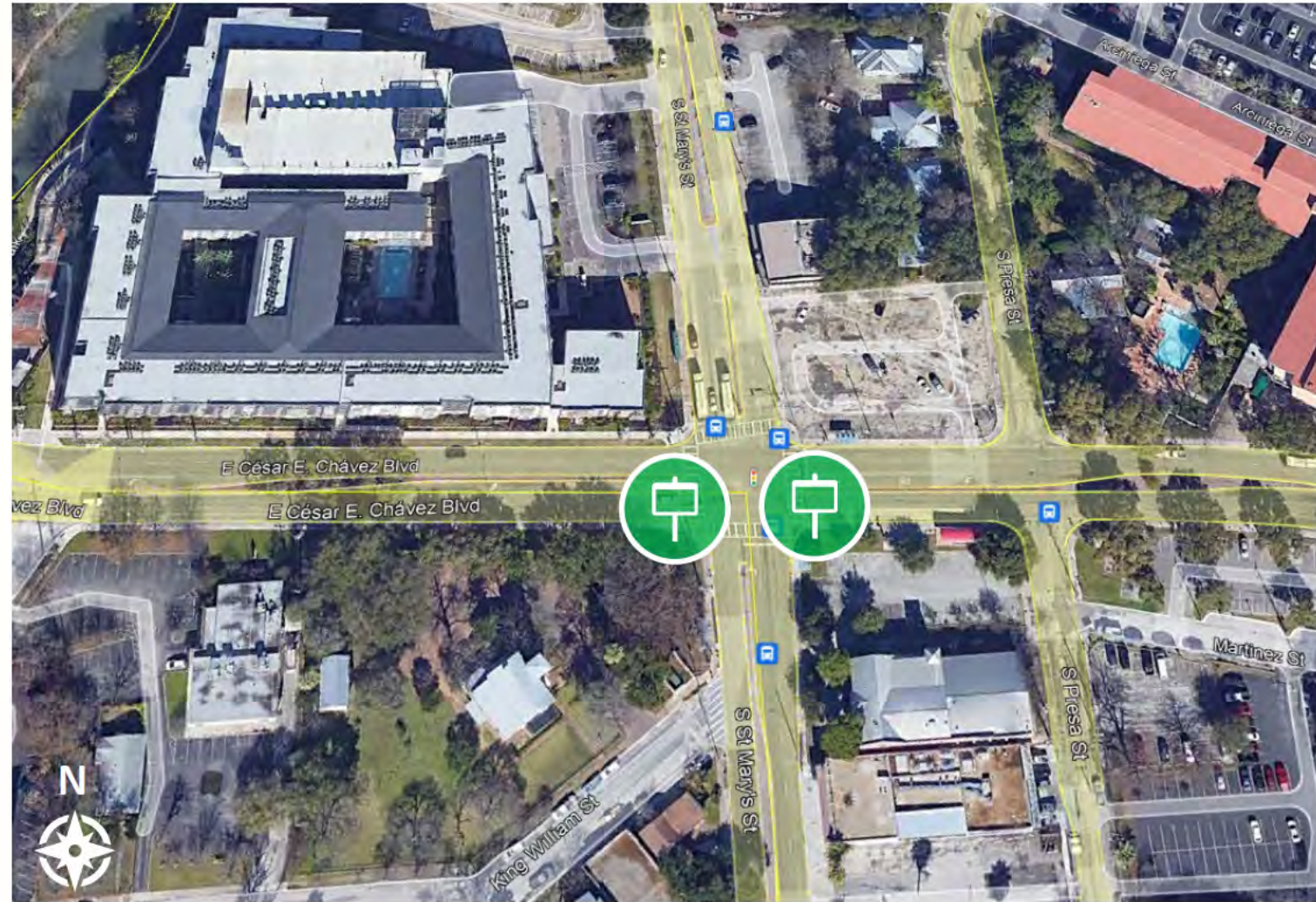
Sign south of E Cesar E. Chavez, messaging facing south

Sign north of E Cesar E. Chavez, messaging facing north



General Sign Placement

VIA PUBLIC MEETING – CMS SIGN LOCATIONS
Hermann Sons



Parking lot of E Nueva St and S St. Mary's St

Sign on grassy area of the parking lot with messaging facing south.

Received approval from Ron Stinson – St. John Church (210) 415-4872 on 7/6/22.



General Sign Placement

VIA PUBLIC MEETING – CMS SIGN LOCATIONS
Hermann Sons



N. St. Mary's Street across from Central Catholic High School

Sign on east side of street,
messaging facing south.



General Sign
Placement

VIA PUBLIC MEETING – CMS SIGN LOCATIONS

Hermann Sons



| | | | | | | | |
|---|---|---|---|---|---|---|--|
| V | I | A | | | | | |
| P | U | B | L | I | C | | |
| M | E | E | T | I | N | G | |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| J | O | I | N | | V | I | A |
| J | U | L | Y | | 1 | 2 | |
| A | T | | 5 | 3 | 0 | P | M |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| J | O | I | N | | V | I | A |
| A | T | | 5 | 2 | 5 | | S |
| S | T | | M | A | R | Y | S |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| F | O | R | | I | N | F | O |
| C | A | L | L | | 2 | 1 | 0 |
| 3 | 6 | 2 | - | 2 | 3 | 8 | 9 |

Meeting #3 – CMS Signs



Meeting #3 – CMS Signs



C. Sign-In Sheets



6/25 Meeting

Community Meetings

VIA ADVANCED RAPID TRANSIT (ART) NORTH/SOUTH CORRIDOR
June/July 2022

| NAME | ZIP CODE | PHONE NUMBER | EMAIL | PROJECT UPDATES OPT IN |
|---------------------|----------|--------------|-------|-------------------------------------|
| Stephen Goodman | | | | <input type="checkbox"/> |
| Lawson Picasso | | | | <input type="checkbox"/> |
| Lera Camarillo | | | | <input type="checkbox"/> |
| Robert Elizondo | | | | <input checked="" type="checkbox"/> |
| Liannaybarra | | | | <input checked="" type="checkbox"/> |
| Christina (Custard) | | | | <input type="checkbox"/> |
| Kenny Hsu | | | | <input type="checkbox"/> |
| Art Reinhardt | | | | <input type="checkbox"/> |
| Aralis G. | | | | <input type="checkbox"/> |
| Destiny Leuter | | | | <input type="checkbox"/> |
| Lauren Taylor | | | | <input type="checkbox"/> |
| | | | | <input type="checkbox"/> |



6/25 Meeting

Community Meetings

VIA ADVANCED RAPID TRANSIT (ART) NORTH/SOUTH CORRIDOR

June/July 2022

| NAME | ZIP CODE | PHONE NUMBER | EMAIL | PROJECT UPDATES OPT IN |
|--------------------|----------|--------------|-------|-------------------------------------|
| Diana Kessy | | | | <input checked="" type="checkbox"/> |
| Frank Higgins | | | | <input checked="" type="checkbox"/> |
| Gustafson | | | | <input type="checkbox"/> |
| Jennifer | | | | <input checked="" type="checkbox"/> |
| Rosario Martinez | | | | <input type="checkbox"/> |
| Abigail Kinrison | | | | <input type="checkbox"/> |
| Nicholas Rodriguez | | | | <input type="checkbox"/> |
| Mindy Morales | | | | <input checked="" type="checkbox"/> |
| Theresa Corra | | | | <input type="checkbox"/> |
| Flora Sistas | | | | <input checked="" type="checkbox"/> |
| Guillermo | | | | <input type="checkbox"/> |
| Matthew Gonzalez | | | | <input type="checkbox"/> |
| (fox news) CW45 | | | | <input type="checkbox"/> |



6/25 Meeting

Community Meetings

VIA ADVANCED RAPID TRANSIT (ART) NORTH/SOUTH CORRIDOR
June/July 2022

| NAME | ZIP CODE | PHONE NUMBER | EMAIL | PROJECT UPDATES OPT IN |
|--------------------|----------|--------------|-------|-------------------------------------|
| Bob Comeaux | | | | <input checked="" type="checkbox"/> |
| Steve Salazar | | | | <input checked="" type="checkbox"/> |
| Gindy Lora | | | | <input type="checkbox"/> |
| Ray Morales | | | | <input type="checkbox"/> |
| Norma Hernandez | | | | <input checked="" type="checkbox"/> |
| R Nagel Jr | | | | <input checked="" type="checkbox"/> |
| Allison Higgins | | | | <input checked="" type="checkbox"/> |
| Wendy meyer | | | | <input checked="" type="checkbox"/> |
| Ted Morales | | | | <input checked="" type="checkbox"/> |
| Scarlette Gonzales | | | | <input checked="" type="checkbox"/> |
| Evelyn Medina | | | | <input checked="" type="checkbox"/> |



6/25 Meeting

Community Meetings

VIA ADVANCED RAPID TRANSIT (ART) NORTH/SOUTH CORRIDOR
June/July 2022

| NAME | ZIP CODE | PHONE NUMBER | EMAIL | PROJECT UPDATES OPT IN |
|--------------------|----------|--------------|-------|---------------------------|
| Leticia Vacek | | | | <input type="checkbox"/> |
| Arturo Herrera | | | | <input type="checkbox"/> |
| Tony Luna | | | | <input type="checkbox"/> |
| DEMONTE MORANOS | | | | <input type="checkbox"/> |
| Fulgencio Valerio | | | | <input type="checkbox"/> |
| Eloy La Cruz | | | | <input type="checkbox"/> |
| Tom Niles | | | | <input type="checkbox"/> |
| Bernadette Amendez | | | | <input type="checkbox"/> |
| Celeste D. | | | | <input type="checkbox"/> |
| ANDREW QUIMONES | | | | <input type="checkbox"/> |
| Linda Salazar | | | | <input type="checkbox"/> |
| | | | | <input type="checkbox"/> |



6/25 Meeting

Community Meetings

VIA ADVANCED RAPID TRANSIT (ART) NORTH/SOUTH CORRIDOR
June/July 2022

| NAME | ZIP CODE | PHONE NUMBER | EMAIL | PROJECT UPDATES OPT IN |
|----------------|----------|--------------|-------|-------------------------------------|
| Vera Cruz | | | | <input type="checkbox"/> |
| Liz Ramos | | | | <input type="checkbox"/> |
| Pat Currel | | | | <input type="checkbox"/> |
| JG H | | | | <input type="checkbox"/> |
| Laura Alfaro | | | | <input checked="" type="checkbox"/> |
| Dave Gustafson | | | | <input checked="" type="checkbox"/> |
| AUDREY LEE | | | | <input checked="" type="checkbox"/> |
| Marie Briggs | | | | <input type="checkbox"/> |
| GENE MARCK | | | | <input checked="" type="checkbox"/> |
| Rosa Cardenas | | | | <input checked="" type="checkbox"/> |
| | | | | <input type="checkbox"/> |
| | | | | <input type="checkbox"/> |



6/29 Meeting

Community Meetings

VIA ADVANCED RAPID TRANSIT (ART) NORTH/SOUTH CORRIDOR

June/July 2022

| NAME | ZIP CODE | PHONE NUMBER | EMAIL | PROJECT UPDATES OPT IN |
|-------------------|----------|--------------|-------|-------------------------------------|
| Celeste | | | | <input checked="" type="checkbox"/> |
| Ashlyn | | | | <input checked="" type="checkbox"/> |
| Pat Hires | | | | <input type="checkbox"/> |
| DENNIS HIRES | | | | <input type="checkbox"/> |
| Kassanka Allright | | | | <input type="checkbox"/> |
| AUDREY LEE | | | | <input checked="" type="checkbox"/> |
| Irma L. Perez | | | | <input type="checkbox"/> |
| Yolanda L. Perez | | | | <input type="checkbox"/> |
| Danny Petri | | | | <input type="checkbox"/> |
| Flora Sistas | | | | <input type="checkbox"/> |
| Evelyn Medina | | | | <input type="checkbox"/> |



6/29 Meeting

Community Meetings

VIA ADVANCED RAPID TRANSIT (ART) NORTH/SOUTH CORRIDOR

June/July 2022

| NAME | ZIP CODE | PHONE NUMBER | EMAIL | PROJECT UPDATES OPT IN |
|----------------------|----------|--------------|-------|-------------------------------------|
| Trish Wallace | | | | <input type="checkbox"/> |
| | | | | <input type="checkbox"/> |
| Rick Shaw | | | | <input type="checkbox"/> |
| KATHERINE BENTLEY | | | | <input checked="" type="checkbox"/> |
| HENRY BENTLEY | | | | <input checked="" type="checkbox"/> |
| MARK MEDRANO | | | | <input checked="" type="checkbox"/> |
| Mindy Morales | | | | <input type="checkbox"/> |
| Ted Morales | | | | <input checked="" type="checkbox"/> |
| Ean Gonzales | | | | <input checked="" type="checkbox"/> |
| MICHAEL MACIAS | | | | <input checked="" type="checkbox"/> |
| Leticia Moreno | | | | <input checked="" type="checkbox"/> |



6/29 Meeting

Community Meetings – Staff Sign In

VIA ADVANCED RAPID TRANSIT (ART) NORTH/SOUTH CORRIDOR

June/July 2022

| NAME | ZIP CODE | PHONE NUMBER | EMAIL | PROJECT UPDATES OPT IN |
|-----------------------|----------|--------------|-------|---------------------------|
| Tony Luna | | | | <input type="checkbox"/> |
| Destiny Lewter | | | | <input type="checkbox"/> |
| Eloy Lacer | | | | <input type="checkbox"/> |
| Aralis Gonzalez | | | | <input type="checkbox"/> |
| Paulina Lopez | | | | <input type="checkbox"/> |
| Lauren Taylor | | | | <input type="checkbox"/> |
| Christina Castro | | | | <input type="checkbox"/> |
| Lorraine Pulido | | | | <input type="checkbox"/> |
| Pete Angello | | | | <input type="checkbox"/> |
| Fulgencia Valerio | | | | <input type="checkbox"/> |
| Bernadette Arminchitz | | | | <input type="checkbox"/> |



6/29 Meeting

Community Meetings – Staff Sign In

VIA ADVANCED RAPID TRANSIT (ART) NORTH/SOUTH CORRIDOR

June/July 2022

| NAME | ZIP CODE | PHONE NUMBER | EMAIL | PROJECT UPDATES OPT IN |
|-----------------|----------|--------------|-------|---------------------------|
| Art Herrera | | | | <input type="checkbox"/> |
| Anisette Angles | | | | <input type="checkbox"/> |
| Letty Vacek | | | | <input type="checkbox"/> |
| Mari Diaz-Wells | | | | <input type="checkbox"/> |
| Tim Grobowski | | | | <input type="checkbox"/> |
| Jon Hershey | | | | <input type="checkbox"/> |
| Jessica Jarama | | | | <input type="checkbox"/> |
| | | | | <input type="checkbox"/> |
| | | | | <input type="checkbox"/> |
| | | | | <input type="checkbox"/> |
| | | | | <input type="checkbox"/> |



Community Meetings
VIA ADVANCED RAPID TRANSIT (ART) NORTH/SOUTH CORRIDOR
June/July 2022

7/12 Meeting

| NAME | ZIP CODE | PHONE NUMBER | EMAIL | PROJECT UPDATES OPT IN | HOW DID YOU HEAR ABOUT THIS MEETING? |
|---------------------------|----------|--------------|-------|-------------------------------------|--|
| MICHAEL S. DORC | | | | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> MAIL <input type="checkbox"/> SOCIAL MEDIA <input checked="" type="checkbox"/> FLYER <input type="checkbox"/> OTHER _____ |
| ERIC QUIROZ | | | | <input type="checkbox"/> | <input checked="" type="checkbox"/> MAIL <input type="checkbox"/> SOCIAL MEDIA <input type="checkbox"/> FLYER <input type="checkbox"/> OTHER _____ |
| Cathy Meyer TONY CARTA | | | | <input checked="" type="checkbox"/> | <input type="checkbox"/> MAIL <input type="checkbox"/> SOCIAL MEDIA <input type="checkbox"/> FLYER <input checked="" type="checkbox"/> OTHER <u>Lavaca Newsletter</u> |
| THOMAS MCGEEHEE | | | | <input type="checkbox"/> | <input type="checkbox"/> MAIL <input type="checkbox"/> SOCIAL MEDIA <input type="checkbox"/> FLYER <input type="checkbox"/> OTHER _____ |
| Ricardo Valdes | | | | <input checked="" type="checkbox"/> | <input type="checkbox"/> MAIL <input checked="" type="checkbox"/> SOCIAL MEDIA <input type="checkbox"/> FLYER <input type="checkbox"/> OTHER _____ |
| Tom & Kathy Ellison | | | | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> MAIL <input type="checkbox"/> SOCIAL MEDIA <input type="checkbox"/> FLYER <input type="checkbox"/> OTHER _____ |
| Edmond Shadrock | | | | <input type="checkbox"/> | <input type="checkbox"/> MAIL <input type="checkbox"/> SOCIAL MEDIA <input type="checkbox"/> FLYER <input type="checkbox"/> OTHER <u>H5 Building</u> |
| UNITY PUENTE | | | | <input type="checkbox"/> | <input type="checkbox"/> MAIL <input type="checkbox"/> SOCIAL MEDIA <input type="checkbox"/> FLYER <input checked="" type="checkbox"/> OTHER _____ |
| TONY WANG | | | | <input checked="" type="checkbox"/> | <input type="checkbox"/> MAIL <input type="checkbox"/> SOCIAL MEDIA <input checked="" type="checkbox"/> FLYER <input type="checkbox"/> OTHER _____ |
| Alfonso Garcia | | | | <input type="checkbox"/> | <input checked="" type="checkbox"/> MAIL <input type="checkbox"/> SOCIAL MEDIA <input type="checkbox"/> FLYER <input type="checkbox"/> OTHER _____ |



Community Meetings
VIA ADVANCED RAPID TRANSIT (ART) NORTH/SOUTH CORRIDOR
June/July 2022

7/12 Meeting

| NAME | ZIP CODE | PHONE NUMBER | EMAIL | PROJECT UPDATES OPT IN | HOW DID YOU HEAR ABOUT THIS MEETING? |
|-------------------------|----------|--------------|-------|-------------------------------------|--|
| Damon Mason | | | | <input type="checkbox"/> | <input type="checkbox"/> MAIL <input checked="" type="checkbox"/> SOCIAL MEDIA <input type="checkbox"/> FLYER <input type="checkbox"/> OTHER_____ |
| Christina Taylor | | | | <input checked="" type="checkbox"/> | <input type="checkbox"/> MAIL <input checked="" type="checkbox"/> SOCIAL MEDIA <input type="checkbox"/> FLYER <input type="checkbox"/> OTHER_____ |
| Sascha Sabarwal | | | | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> MAIL <input type="checkbox"/> SOCIAL MEDIA <input type="checkbox"/> FLYER <input type="checkbox"/> OTHER_____ |
| Dolores & Rubi Zamarron | | | | <input checked="" type="checkbox"/> | <input type="checkbox"/> MAIL <input checked="" type="checkbox"/> SOCIAL MEDIA <input type="checkbox"/> FLYER <input type="checkbox"/> OTHER_____ |
| James Johnson | | | | <input type="checkbox"/> | <input type="checkbox"/> MAIL <input type="checkbox"/> SOCIAL MEDIA <input type="checkbox"/> FLYER <input type="checkbox"/> OTHER_____ |
| Nadine Johnson | | | | <input checked="" type="checkbox"/> | <input type="checkbox"/> MAIL <input checked="" type="checkbox"/> SOCIAL MEDIA <input type="checkbox"/> FLYER <input type="checkbox"/> OTHER_____ |
| Jennifer Smith | | | | <input checked="" type="checkbox"/> | <input type="checkbox"/> MAIL <input type="checkbox"/> SOCIAL MEDIA <input type="checkbox"/> FLYER <input checked="" type="checkbox"/> OTHER <u>RPNA Mt</u> |
| DOUGLAS HENRY | | | | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> MAIL <input type="checkbox"/> SOCIAL MEDIA <input type="checkbox"/> FLYER <input type="checkbox"/> OTHER_____ |
| Filipe Prieto | | | | <input type="checkbox"/> | <input type="checkbox"/> MAIL <input checked="" type="checkbox"/> SOCIAL MEDIA <input type="checkbox"/> FLYER <input type="checkbox"/> OTHER_____ |
| Gina Vela | | | | <input type="checkbox"/> | <input type="checkbox"/> MAIL <input checked="" type="checkbox"/> SOCIAL MEDIA <input type="checkbox"/> FLYER <input type="checkbox"/> OTHER_____ |

[illegible]

[illegible]

D. Comments Received

Comments Received

- **Written Comments**
- Emailed Comments
- Roll Plot Comments

COMMUNITY CONVERSATIONS

June/July 2022 Meetings

COMMENT FORM

VIA Metropolitan Transit is seeking your feedback on the proposed ART North/South Corridor initiative. Please provide any comments or feedback below. All written comments are welcome. The completed comment form may be submitted in the comment box or emailed to KeepSAMoving@viainfo.net.

(PLEASE PRINT)

COMMENTS: Things to remember:

1. Signage to avoid drivers turning into bus lanes.
2. Contact businesses that are 2-3 streets deep from S.P. to see what businesses are open late such as bars and restaurants. They should have VIA info available for their customers for safety reasons especially at night.
3. Safety concerns for students leaving their schools which are located within 1 to 2 blocks of S.P., including people in wheelchairs who need specific access to meet their needs.
4. Driver Training - I noticed this on a board, What will this look like? Will 1st time S.A. drivers get specific instruction during Driver's Ed?

NAME: Laura Alfaro

ADDRESS: [REDACTED]

EMAIL: [REDACTED]

REPRESENTING: _____

MEETING QUESTIONNAIRE:

Were the meeting materials easy to understand?

☒ YES ☐ NO ☐ UNSURE

Did project staff help explain technical content effectively?

☒ YES ☐ NO ☐ UNSURE

Did you get your questions answered today?

☒ YES ☐ NO ☐ UNSURE

What information were you looking for that you did not find at today's meeting?

All my questions were answered and clarified. I LOVED the VR headset!

QUESTIONS? Call us at (210) 362-2389 ■ Email us at KeepSAMoving@viainfo.net ■ Send us a letter at:
Attn: ART Project, C/O Government and Community Relations, 800 W. Myrtle St., San Antonio, TX 78212

**COMMUNITY
CONVERSATIONS**

June/July 2022 Meetings

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(PLEASE PRINT)

COMMENTS: I think this is going to be the nail in
the coffin for all those businesses that suffered Covid
closures. It's not a great use of funds for a transit
system that stops so early. I do not approve.

NAME: Patrick CurrelADDRESS: [REDACTED]EMAIL: [REDACTED]REPRESENTING: San Pedro Commerce**MEETING QUESTIONNAIRE:**

Were the meeting materials easy to understand?

☒ YES☒ NO☒ UNSURE

Did you get your questions answered today?

☒ YES☒ NO☒ UNSURE

Did project staff help explain technical content effectively?

☒ YES☒ NO☒ UNSURE

What information were you looking for that you did not find at today's meeting?

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**COMMUNITY
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June/July 2022 Meetings

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(PLEASE PRINT)

COMMENTS:

I am concerned about taking bus stops out + making us walk. This would not help the elderly or disabled especially in the heat. If I have to walk to Basse or Jackson Keller it would be difficult. Going to Basse is dangerous because the bridge is under construction for the last 2 years. It will take out lanes used for traffic. Traffic is bumper to bumper for a good part of the day. This will increase traffic problems.

NAME:

Jennifer Gustafson

ADDRESS:

EMAIL:

REPRESENTING:

MEETING QUESTIONNAIRE:

Were the meeting materials easy to understand?

☒ YES ☐ NO ☐ UNSURE

Did project staff help explain technical content effectively?

☒ YES ☐ NO ☐ UNSURE

I didn't agree with them.

Did you get your questions answered today?

☐ YES ☒ NO ☐ UNSURE

What information were you looking for that you did not find at today's meeting?

Not all of them

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**COMMUNITY
CONVERSATIONS**

June/July 2022 Meetings

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(PLEASE PRINT)

COMMENTS: _____

Fans at Bus Stops

NAME: _____

Daniel Day

ADDRESS: _____

EMAIL: _____

REPRESENTING: _____

MEETING QUESTIONNAIRE:

Were the meeting materials easy to understand?

☐ YES ☐ NO ☐ UNSURE

Did project staff help explain technical content effectively?

☐ YES ☐ NO ☐ UNSURE

Did you get your questions answered today?

☐ YES ☐ NO ☐ UNSURE

What information were you looking for that you did not find at today's meeting?

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(PLEASE PRINT)

COMMENTS:

It's imperative that the VIA Brooks Transit Center be added to the A.R.T. Project from the design phase, so that the construction of North to South lines are included from the onset.

NAME: _____

ADDRESS: _____

EMAIL: _____

REPRESENTING: *→ the Southside, Districts 4 + 3*

MEETING QUESTIONNAIRE:

Were the meeting materials easy to understand?

☒ YES ☐ NO ☐ UNSURE

Did project staff help explain technical content effectively? *STAFF WAS EXCELLENT*

☒ YES ☐ NO ☐ UNSURE

Did you get your questions answered today?

☒ YES ☐ NO ☐ UNSURE

What information were you looking for that you did not find at today's meeting?

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(PLEASE PRINT)

COMMENTS:

The plan to run the buses down the middle of the street is bad planning. It will take away more traffic lanes than keeping the buses at the curb. It will limit left turns in and out of neighborhoods all along San Pedro. Businesses will lose access for their customers. Drivers will have to stop for every single passenger waiting to get on the bus. San Pedro is a busy arterial. In sections, 3 of the 5 lanes for traffic will be removed.

into pushed into box roads. More traffic will be pushed into box roads.

NAME:

ANDRUI LEE

ADDRESS:

[REDACTED]

EMAIL:

REPRESENTING:

myself

MEETING QUESTIONNAIRE:

Were the meeting materials easy to understand?

☐ YES

☒ NO

☐ UNSURE

Did you get your questions answered today?

☐ YES

☒ NO

☐ UNSURE

Did project staff help explain technical content effectively?

☐ YES

☐ NO

☐ UNSURE

What information were you looking for that you did not find at today's meeting?

This is a bad format for a public meeting. Here's the main point that was not emphasized: CAR traffic will have to squeeze down to 2 lanes instead of 5.

conflicting information.

QUESTIONS? Call us at (210) 362-2889 ■ Email us at KeepSAMoving@viainfo.net ■ Send us a letter at: Attn: ART Project, C/O Government and Community Relations, 800 W. Myrtle St., San Antonio, TX 78212

COMMUNITY CONVERSATIONS

June/July 2022 Meetings

COMMENT FORM

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(PLEASE PRINT)

COMMENTS: GREAT JOB! I AM SO EXCITED TO SEE THESE IDEAS COME TO MY HOMETOWN! I KNOW THAT YOU HAVE A WAYS TO GO BUT THIS IS STUPENDOUS! I DID SPEAK WITH STEVE & ART (AND THE COMMS DIR, I AM SO SORRY I DID NOT CATCH YOUR NAME) AND HERE ARE SOME TALKING POINTS FOR CONSIDERATION:

- | | |
|--|---|
| - ENSURING A HUMANE APPROACH TO POTENTIAL CONFLICT WITH HOMELESS | - LOVE THE BLUE EMERGENCY POSTS! |
| - ACCESSIBLE BUS DESIGN FOR COMFORT AND SAFETY OF PREGNANT WOMEN, PARENTS W/ CHILDREN, AND MOBILITY ASSISTED PERSONS | - WHERE IS NEAREST "NEED" (EX. HOP, HEALTH CLINIC, CITY SERVICES) AND HOW DOES THAT WORK WITH THE ROUTE |
| - POTENTIAL SURVEY & CITY SOLUTIONS FOR PUBLIC ACCESSIBLE RESTROOMS NEAR ROUTE | - POTENTIALLY WORKING W/ SWRA FOR TECHNOLOGY IMPROVEMENT/ INNOVATION |
| - "GREEN" SOLUTIONS FOR BUS PROPULSION | - ENCOURAGE PUBLIC HEALTH IMPACT & FIESTA USE! |

(SEE BACK FOR ADDITIONAL)

NAME: KAT BENTLEY

ADDRESS: [REDACTED]

EMAIL: [REDACTED]

REPRESENTING: MYSELF

MEETING QUESTIONNAIRE:

Were the meeting materials easy to understand?

☒ YES ☐ NO ☐ UNSURE

Did project staff help explain technical content effectively?

☒ YES ☐ NO ☐ UNSURE

Did you get your questions answered today?

☒ YES ☐ NO ☐ UNSURE

What information were you looking for that you did not find at today's meeting?

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CONVERSACIONES COMUNITARIAS

Reuniones de junio/julio
de 2022

FORMULARIO DE COMENTARIOS

VIA Metropolitan Transit (por su nombre en inglés) busca recibir comentarios públicos sobre la iniciativa propuesta del corredor ART de Norte a Sur. Proporcione sus comentarios o sugerencias a continuación. Todos los comentarios escritos son bienvenidos. El formulario de comentarios completado puede colocarse en el cuadro de comentarios o enviarse por correo electrónico a KeepSAMoving.viainfo.net.

(POR FAVOR IMPRIMA)

COMENTARIOS: _____

ONE THING THAT I DID NOT MENTION WAS POTENTIAL TO INVOLVE
COMMUNITY (AND POTENTIAL OTHER BUDGET MONEY) IS BY HAVING
STOPS/STATIONS SPONSORED (LARGE COMPANIES) OR COLLABORATE
ON (NON PROFITS/NEIGHBORHOODS) DESIGN. THE MORE UNIQUE
EACH STOP IS (THROUGH ART, GARDEN, ETC.), THE MORE "SAN
ANTONIO" THIS PROJECT FEELS!

THANK YOU FOR ALL Y'ALL'S WORK ON THIS! ♥

NOMBRE: _____

DIRECCIÓN: _____

DIRECCIÓN DE CORREO ELECTRÓNICO: _____

REPRESENTANDO: _____

PREGUNTAS DE LA REUNIÓN:

¿Los materiales de la reunión fueron fáciles de entender?

☐ SÍ ☐ NO ☐ INSEGURO

¿El personal del proyecto ayudó a explicar el contenido técnico de manera efectiva?

☐ SÍ ☐ NO ☐ INSEGURO

¿Recibió respuestas a sus preguntas hoy?

☐ SÍ ☐ NO ☐ INSEGURO

¿Qué información estaba buscando obtener que no obtuvo en la reunión de hoy?

¿PREGUNTAS? Llámenos al (210) 362-2389 ■ Envíenos un correo electrónico a KeepSAMoving@viainfo.net ■ Envíenos sus comentarios por escrito a: Attn: ART Project, C/O Government and Community Relations, 800 W. Myrtle St., San Antonio, TX 78212

**COMMUNITY
CONVERSATIONS**

June/July 2022 Meetings

COMMENT FORM

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(PLEASE PRINT)

COMMENTS: _____

- Buses should be electric
- stations should be climate controlled or at least have solar panel fans
- would rather have a tramway system similar to Disneyworld → cheaper; more environmental friendly and units are air conditioned; proven transport system ie Mexico City

NAME: MARK MEDRANO

ADDRESS: _____

EMAIL: _____

REPRESENTING: CHARGE TX**MEETING QUESTIONNAIRE:**

Were the meeting materials easy to understand?

☒ YES ☐ NO ☐ UNSURE

Did you get your questions answered today?

☒ YES ☐ NO ☐ UNSURE

Did project staff help explain technical content effectively?

☒ YES ☐ NO ☐ UNSURE

What information were you looking for that you did not find at today's meeting?

QUESTIONS? Call us at (210) 362-2389 ■ Email us at KeepSAMoving@viainfo.net ■ Send us a letter at:
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**COMMUNITY
CONVERSATIONS**

June/July 2022 Meetings

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(PLEASE PRINT)

COMMENTS: would love if ya'll could bring in some more
friendly & smiling drivers and also for them to help
the disabled more.

NAME: Irma L. PerezADDRESS: [REDACTED]EMAIL: [REDACTED]REPRESENTING: Acts Activity Adult Daycare**MEETING QUESTIONNAIRE:**

Were the meeting materials easy to understand?

☒ YES☐ NO☐ UNSURE

Did you get your questions answered today?

☒ YES☐ NO☐ UNSURE

Did project staff help explain technical content effectively?

☒ YES☐ NO☐ UNSURE

What information were you looking for that you did not find at today's meeting?

All Here

QUESTIONS? Call us at (210) 362-2389 ■ Email us at KeepSAMoving@viainfo.net ■ Send us a letter at:
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COMMUNITY CONVERSATIONS

June/July 2022 Meetings

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(PLEASE PRINT)

COMMENTS: Social Media age area
Spanish Speaking Elder
failure in mailing
presentation in flyer
bossy → kinder brand
north
June 2020 Changes on roll plans
Feedback and represent
* no stops straight shots to public
* streets have stop signs to change
perspective
NAME: what if aspect
ADDRESS: * reasons
EMAIL: * explanations
REPRESENTING:

MEETING QUESTIONNAIRE:

Were the meeting materials easy to understand?

☐ YES ☐ NO ☐ UNSURE

Did project staff help explain technical content effectively?

☐ YES ☐ NO ☐ UNSURE

Did you get your questions answered today?

☐ YES ☐ NO ☐ UNSURE

What information were you looking for that you did not find at today's meeting?

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Here are some of the negative effects that the no-left-turn design of the ART will impose on our neighborhoods:

- Makes it more difficult for businesses on San Pedro to attract and keep customers due to frustrating access issues, at a time when businesses struggle to compete with online commerce and the negative effects of an inflation economy
- Increases the time for emergency services to reach our homes when minutes count (ambulance, fire, police)
- Increases the difficulty of delivery services to complete their routes (USPS, Amazon, UPS, grocery, pharmacy delivery, ride shares, etc.)
- Requires bus users (pedestrians) to cross a busy main thoroughfare with high volume traffic that has been funneled into reduced lanes
- Requires bus users to walk much farther to get to a bus stop
- Requires residents to access our homes by winding through residential streets, increasing the amount of fuel used just to drive home or to work
- Throws increased car traffic into residential streets where children play, people jog and walk their dogs, and walk to small neighborhood businesses. Many of these residential streets are already in extremely poor repair, and are very narrow; the streets are made narrower because residents must park on the streets.
- Pushes frustrated drivers off of San Pedro and onto Blanco and McCullough; Blanco can barely handle the traffic it sees now, and McCullough is not designed to manage increased traffic
- Creates an ugly division between our east and west neighborhoods

This plan puts all of the burden and sacrifice for creating a showpiece transport system on us, with no benefits.

THINGS TO REMEMBER

VIA Metropolitan Transit's plan to Keep San Antonio Moving (KSAM) is designed to put opportunity within reach for more San Antonians with more options to get where they need to go.

KSAM is an action plan for VIA projects that could be funded and implemented in the near term to help address the community's transit priorities:

- Shorter waits
- Faster connections
- Reliable service
- Modern and accessible options

Advanced Rapid Transit, or ART, is designed to deliver fast, reliable service with 10- to 15-minute frequencies, and work with VIA's bus network, VIA Link, and other VIA services to move more people faster and farther.

HELPFUL INFORMATION

VIA regularly hosts public events to keep the community informed and gather input from the public.

To stay up to date on VIA's Keep SA Moving plan, visit **KeepSAMoving.com**, call **(210) 362-2389**, or email **KeepSAMoving@viainfo.net** for more information.



NOTES

My favorite thing is the improved sidewalks for the platform accessibility, as well as the "lead" platform to minimize barriers to boarding.

Involving the T&AT lanes will be key to keeping traffic flowing, but I worry about how they will be kept clear of regular traffic and parking. Have you seen the right side of Stevens Avenue? It's currently clogged with street parking right up to the intersection, making turning dangerous. The bike lanes in front of the businesses along S. Prosa at Grove Avenue is a prime example of the area's ignorance/lack of respect for the intended purpose - they are clogged with parked cars and business sandwich boards, rendering them unusable as a lane of bike traffic. I hope a plan for education and enforcement is being developed. The local NA is very receptive to assistance with this (Roosevelt Park NA).

COMMUNITY CONVERSATIONS

June/July 2022 Meetings

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(PLEASE PRINT)

COMMENTS:

Please do away with curb-running transit lanes; they encourage recklessness on the part of civilian motorists!!!

Instead, avail center-running transit lanes more of the time... and use LEFT-HAND running for the transit traffic. You want the transit coach to seem dangerous -- and the way to do that is when the coach approaches the motorist from the front.

NAME:

ADDRESS:

EMAIL:

REPRESENTING:

MEETING QUESTIONNAIRE:

Were the meeting materials easy to understand?

☒ YES ☐ NO ☐ UNSURE

Did you get your questions answered today?

☐ YES ☐ NO ☒ UNSURE

Did project staff help explain technical content effectively?

☐ YES ☐ NO ☒ UNSURE

What information were you looking for that you did not find at today's meeting?

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①

COMMUNITY CONVERSATIONS

June/July 2022 Meetings

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(PLEASE PRINT)

COMMENTS:

I am sour on the business access / transit lanes at the outer periphery of the roadway because the downtown infrastructure to that effect has not been enforced and has prompted civilian motorists to turn across the bow of a curb-parked coach and is a safety issue. Instead, void center-running transit lanes more of the time... and use LEFT-HAND running for the transit traffic. You want the transit coach to seem dangerous

NAME:

Damon Mazur

ADDRESS:

[REDACTED]

EMAIL:

[REDACTED]

REPRESENTING:

[REDACTED]

MEETING QUESTIONNAIRE:

Were the meeting materials easy to understand?

☒ YES ☐ NO ☐ UNSURE

Did you get your questions answered today?

☐ YES ☐ NO ☒ UNSURE

Did project staff help explain technical content effectively?

☐ YES ☐ NO ☒ UNSURE

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COMMUNITY CONVERSATIONS

June/July 2022 Meetings

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(PLEASE PRINT)

COMMENTS: As someone who grew up behind CPS Energy (San Pedro / Pinewood), I am incredibly excited about this project! I look forward to having public transportation that runs to the downtown corridor every 15-20 minutes.

San Pedro becomes very dangerous north of Basse - this project would make my neighborhood safer!

Unrelated Note: Google Maps does not reflect VIA route times.

NAME: Douglas Henry

ADDRESS:

EMAIL:

REPRESENTING:

MEETING QUESTIONNAIRE:

Were the meeting materials easy to understand?

☒ YES

☐ NO

☐ UNSURE

Did you get your questions answered today?

☒ YES

☐ NO

☐ UNSURE

Did project staff help explain technical content effectively?

☒ YES

☐ NO

☐ UNSURE

What information were you looking for that you did not find at today's meeting?

QUESTIONS? Call us at (210) 362-2389 ■ Email us at KeepSAMoving@viainfo.net ■ Send us a letter at:
Attn: ART Project, C/O Government and Community Relations, 800 W. Myrtle St., San Antonio, TX 78212

COMMUNITY CONVERSATIONS

June/July 2022 Meetings

COMMENT FORM

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(PLEASE PRINT)

COMMENTS: My main concern is the reduction
to one lane of vehicle flow in the area
between Basse and Ashby. That one lane
very certainly will reduce the flow of
traffic causing long waiting lines before
a traffic stop.

NAME: Ricardo Valdes

ADDRESS: [REDACTED]

EMAIL: [REDACTED]

REPRESENTING: _____

MEETING QUESTIONNAIRE:

Were the meeting materials easy to understand?

☒ YES

☐ NO

☐ UNSURE

Did you get your questions answered today?

☒ YES

☐ NO

☐ UNSURE

Did project staff help explain technical content effectively?

☒ YES

☐ NO

☐ UNSURE

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(PLEASE PRINT)

COMMENTS: Informative, enthusiastic staff answering questions.

Limited expansion of services. Need to highlight success of Prime Services and how that has expanded services.

Need higher taxes to pay for more services

NAME: Phillip Barcena

ADDRESS: [REDACTED]

EMAIL: [REDACTED]

REPRESENTING: _____

MEETING QUESTIONNAIRE:

Were the meeting materials easy to understand?

☒ YES ☐ NO ☐ UNSURE

Did project staff help explain technical content effectively?

☒ YES ☐ NO ☐ UNSURE

Did you get your questions answered today?

☒ YES ☐ NO ☐ UNSURE

What information were you looking for that you did not find at today's meeting?

Future expansion plans

QUESTIONS? Call us at (210) 362-2389 ■ Email us at KeepSAMoving@viainfo.net ■ Send us a letter at:
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COMMUNITY CONVERSATIONS

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(PLEASE PRINT)

COMMENTS:

We live along the new line and
are excited to have this new amenity.

NAME: _____

ADDRESS: _____

EMAIL: _____

REPRESENTING: _____

MEETING QUESTIONNAIRE:

Were the meeting materials easy to understand?

☒ YES ☐ NO ☐ UNSURE

Did project staff help explain technical content effectively?

☒ YES ☐ NO ☐ UNSURE

Did you get your questions answered today?

☒ YES ☐ NO ☐ UNSURE

What information were you looking for that you did not find at today's meeting?

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(PLEASE PRINT)

COMMENTS: Not convinced this is the best use of funds.
- Project Requires Elderly & Disabled Riders to Cross very Busy Street. Existing Crosswalk @ San Pedro & Recker Rarely functions & People don't Abide it when it Does work.
- Restricts Access to Neighborhood for Emergency Services
This is a Concern from our Neighborhood Police officers.
- Increases Traffic on certain Streets without any Improvement to Streets or Addition of Sidewalks.
- This Plan is Contrary to the Community Plan Created by the Neighborhoods and the City.

- Drivers on San Pedro are Already Reckless & in a Hurry. Reducing San Pedro to one lane is somehow supposed to make them less Reckless?
- I Do not see how this project Best Accomplishes the Stated Goals.

NAME: ERIC QUIRRE

ADDRESS: [REDACTED]

EMAIL: [REDACTED]

REPRESENTING: Northover Neighborhood Association

MEETING QUESTIONNAIRE:

Were the meeting materials easy to understand?

☒ YES ☐ NO ☐ UNSURE

Did project staff help explain technical content effectively?

☐ YES ☒ NO ☐ UNSURE

Did you get your questions answered today?

☐ YES ☒ NO ☐ UNSURE

What information were you looking for that you did not find at today's meeting? Why Increasing the # & frequency of Buses is not the Solution.

- How Does this Help Bus Riders that Need Transit Between midnight to 5 AM?

- very Evasive - Not very Responsive.
But I Appreciate Art's Time.

QUESTIONS? Call us at (210) 362-2389 ■ Email us at KeepSAMoving@viainfo.net ■ Send us a letter at:
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COMMUNITY CONVERSATIONS

June/July 2022 Meetings

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(PLEASE PRINT)

COMMENTS: Tho, I rarely ride Via down San Pedro, I feel, page 1, 5, 6, 7 are more cost effective and pedestrian safer, because "they" are NOT rushing/running across traffic to get the bus. You KNOW there is ALWAYS someone running to the bus stop. And your signs to run after the ANY bus are USELESS except to legally cover you.

How is this going to make VIA TRANS better?

How often are you going to "adjust" the route?

NAME: Dolores Zamarrón

ADDRESS: [REDACTED]

EMAIL: [REDACTED]

REPRESENTING: Via / Viatrans customer

MEETING QUESTIONNAIRE:

Were the meeting materials easy to understand?

☒ YES ☐ NO ☐ UNSURE

Did project staff help explain technical content effectively?

☐ YES ☐ NO ☐ UNSURE

Did you get your questions answered today?

☐ YES ☒ NO ☐ UNSURE

The guy answered his "speed" + wouldn't change
What information were you looking for that you did not find at today's meeting? Look at questions in comment section.

*We arrived early and had Viatrans reservation to return until 7:30 pm.

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**COMMUNITY
CONVERSATIONS**

June/July 2022 Meetings

COMMENT FORM

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(PLEASE PRINT)

COMMENTS: COMMUNITY OUTREACH IS SUPER!ART IS NEEDED.

NAME: MICHAEL SIDURIC

ADDRESS: _____

EMAIL: [REDACTED]

REPRESENTING: _____

MEETING QUESTIONNAIRE:

Were the meeting materials easy to understand?

☒ YES ☐ NO ☐ UNSURE

Did project staff help explain technical content effectively?

☒ YES ☐ NO ☐ UNSURE

Did you get your questions answered today?

☒ YES ☐ NO ☐ UNSURE

What information were you looking for that you did not find at today's meeting?

How easy it is to use the bus system.

QUESTIONS? Call us at (210) 362-2389 ■ Email us at KeepSAMoving@viainfo.net ■ Send us a letter at:
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**COMMUNITY
CONVERSATIONS**

June/July 2022 Meetings

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(PLEASE PRINT)

COMMENTS: I THINK THAT THIS IS A GOOD FIRST STEP,
BUT IT IS A STEP NONETHELESS - I HOPE THIS PROJECT
WOULD ONE DAY LEAD TO A LIGHT RAIL LINE IN SA.
SYSTEM

-> MAJOR STATIONS SHOULD BE COUPLED TO TRANSIT-ORIENTED
DEVELOPMENT SO THAT PEOPLE WOULD ACTUALLY USE THEM

-> MORE BIKE LANES WOULD BE GREAT, ALONGSIDE PROVISIONS
FOR THEM ON PUBLIC TRANSIT

-> POSSIBLE EXTENSION TO THE 1604 LOOP? IN BOTH DIRECTIONS?
I WORK AT NAVISTAR ATL, AND I WOULD LIKE TO RIDE TO WORK.

-> BUSES SHOULD BE ABLE TO TAKE GRAY/APPLEPAY AS PAYMENT.

NAME: TONY WANG

ADDRESS: [REDACTED]

EMAIL: [REDACTED]

REPRESENTING: MYSELF**MEETING QUESTIONNAIRE:**

Were the meeting materials easy to understand?

☒ YES ☐ NO ☐ UNSURE

Did project staff help explain technical content effectively?

☒ YES ☐ NO ☐ UNSURE

Did you get your questions answered today?

☒ YES ☐ NO ☐ UNSURE

What information were you looking for that you did not find at today's meeting?

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(PLEASE PRINT)

COMMENTS: I Find this proposal great & well thought out. I am more interested in getting the bus stops along south alamo improved. I also struggled to use VIA in general through out my life. The Transit App works great but I have experienced other apps. & the VIA pamphlet wrong, EVAN the one i got off the actual Bus. I Also think via's major goal should be to lower the price to a even \$ because \$1.35 is to complicated. I think the best way to promote public trasit & the enviornment would be to make VIA FREE & more reliable using Apps like transit.

NAME: Thomas Mizeher

ADDRESS: [REDACTED]

EMAIL: [REDACTED]

REPRESENTING: [REDACTED]

MEETING QUESTIONNAIRE:

Were the meeting materials easy to understand?

☒ YES ☐ NO ☐ UNSURE

Did you get your questions answered today?

☐ YES ☐ NO ☒ UNSURE

Did project staff help explain technical content effectively?

☒ YES ☐ NO ☐ UNSURE

What information were you looking for that you did not find at today's meeting?

I would liked to have a more inclusive meeting over all of via, not just this one proposal.

QUESTIONS? Call us at (210) 362-2389 ■ Email us at KeepSAMoving@viainfo.net ■ Send us a letter at:
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(PLEASE PRINT)

COMMENTS: The proposal around the Northstar Neighborhood presents a lot of safety concerns for residents. If residents are expected to be limited to a minimal number of sections of the neighborhood to exit from (currently proposed), those streets are narrow (potential traffic issues) and no sidewalks (a potential pedestrian liability). Northstar residents need to be consulted more in depth prior to finalizing this plan because many community members are currently opposed to the current layout. The neighborhood streets are not equipped (some without sidewalks) for increased/rerouted traffic, especially when flooding is problematic in part of the community.

NAME: Anndria Flores

(see BACK)

ADDRESS: [REDACTED]

EMAIL: [REDACTED]

REPRESENTING: Northstar Neighborhood Association

MEETING QUESTIONNAIRE:

Were the meeting materials easy to understand?

☒ YES ☐ NO ☐ UNSURE

Did you get your questions answered today?

☐ YES ☒ NO ☒ UNSURE

Did project staff help explain technical content effectively?

☒ YES ☐ NO ☐ UNSURE

What information were you looking for that you did not find at today's meeting?

Please see the back of this page?

QUESTIONS? Call us at (210) 362-2389 ■ Email us at KeepSAMoving@viainfo.net ■ Send us a letter at:
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CONVERSACIONES COMUNITARIAS

Reuniones de junio/julio
de 2022

FORMULARIO DE COMENTARIOS

VIA Metropolitan Transit (por su nombre en inglés) busca recibir comentarios públicos sobre la iniciativa propuesta del corredor ART de Norte a Sur. Proporcione sus comentarios o sugerencias a continuación. Todos los comentarios escritos son bienvenidos. El formulario de comentarios completado puede colocarse en el cuadro de comentarios o enviarse por correo electrónico a KeepSAMoving.viainfo.net.

(POR FAVOR IMPRIMA)

COMENTARIOS: Is there an alternate plan for VIA transit between Basse and Hildebrand? If so, what does that look like? If not, why? Residents in the Northmoor and Olmos Terrace Community would like to see an alternate plan. Northmoor would like to see one that thoroughly addresses resident safety ~~within~~ and traffic flow within our community. Is VIA working with the city to improve accessibility in our community before limiting access to our neighborhood? How do the medians impact Emergency access to our neighborhood?

NOMBRE: Anndria Flores

DIRECCIÓN: [REDACTED]

DIRECCIÓN DE CORREO ELECTRÓNICO: [REDACTED]

REPRESENTANDO: Northmoor Neighborhood Association

PREGUNTAS DE LA REUNIÓN:

¿Los materiales de la reunión fueron fáciles de entender?

☐ SÍ ☐ NO ☐ INSEGURO

¿El personal del proyecto ayudó a explicar el contenido técnico de manera efectiva?

☐ SÍ ☐ NO ☐ INSEGURO

¿Recibió respuestas a sus preguntas hoy?

☐ SÍ ☐ NO ☐ INSEGURO

¿Qué información estaba buscando obtener que no obtuvo en la reunión de hoy?

¿PREGUNTAS? Llámenos al (210) 362-2389 ■ Envíenos un correo electrónico a KeepSAMoving@viainfo.net ■ Envíenos sus comentarios por escrito a: Attn: ART Project, C/O Government and Community Relations, 800 W. Myrtle St., San Antonio, TX 78212

Comments Received

- Written Comments
- **Emailed Comments**
- Roll Plot Comments

From: Keep SA Moving <KeepSAMoving@viainfo.net>
Sent: Tuesday, July 12, 2022 9:27 AM
To: Akalkotkar, Manjiri [REDACTED]; Goodreau, Stephen
[REDACTED]; Picasso, Lawson [REDACTED]; Herrera, Arturo
[REDACTED]
Cc: Benavidez, Rachel [REDACTED] Vacek, Leticia [REDACTED]
Subject: FW: [EXTERNAL] ART

Public comment received

Leroy D. Alloway, DPA
Chief Government & External Affairs Officer
VIA Metropolitan Transit
210.299.5943 Office

From: Kevin Lisa Dunne [REDACTED]
Sent: Monday, July 11, 2022 7:57 PM
To: Keep SA Moving <KeepSAMoving@viainfo.net>
Subject: [EXTERNAL] ART

Hi! I can't make the meeting tomorrow but I want to send in a concern.

The lack of stops between Oblate and Rampart worries me because this is where I see so many pedestrians crossing the street without using a crosswalk. What can be done to keep people crossing at protected crossing areas? This stretch is full of restaurants and shopping; it is tempting for people to cross in a place that puts them closest to their destination - no matter how unsafe.

Lisa Dunne
Resident, Alta Vista neighborhood

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From: Keep SA Moving <KeepSAMoving@viainfo.net>

Sent: Thursday, July 14, 2022 9:48 AM

To: Vacek, Leticia [REDACTED] Akalkotkar, Manjiri [REDACTED]

Herrera, Arturo [REDACTED]; Picasso, Lawson [REDACTED]

Goodreau, Stephen [REDACTED]

Subject: FW: [EXTERNAL] I am against the median on San Pedro

Public comment received

Leroy D. Alloway, DPA

Chief Government & External Affairs Officer

VIA Metropolitan Transit

210.299.5943 Office

From: Sandy Redmond [REDACTED]

Sent: Thursday, July 14, 2022 9:21 AM

To: Keep SA Moving <KeepSAMoving@viainfo.net>

Subject: [EXTERNAL] I am against the median on San Pedro

To whom it may concern,

I am a resident on [REDACTED] I don't believe that building a median will help with the traffic on San Pedro. I think it's unnecessary and all it will be is an inconvenience to us the residents.

Side note: At one time I decided to take the Via to work when I was downtown. Do you know it took me longer to take the bus home then to walk all way across to my parking spot under IH 10 and drive home, then to take the bus? I had to make several transfers, wait and it took me about an hour to get home and I am not far. However, my co-worker who lived at 1604 and Blanco took the Primo bus and got to this car faster. Maybe you should talk to the residents that live in the inner city and ride the bus (or want to) and see what you can do to help them.

The traffic on San Pedro is extremely busy and sometimes reckless. People are constantly crossing on any part of the road, which is unsafe and if there are medians to force residents to go right in order to turn left onto San Pedro it will just increase unsafe driving conditions, plus it will impact the businesses along San Pedro. What about doing it on McCullough? I bet the residents of Olmos Park and Monte Vista would not go for it!

Sandy Martinez

[REDACTED]

[REDACTED]

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Comments Received

- Written Comments
- Emailed Comments
- **Roll Plot Comments**

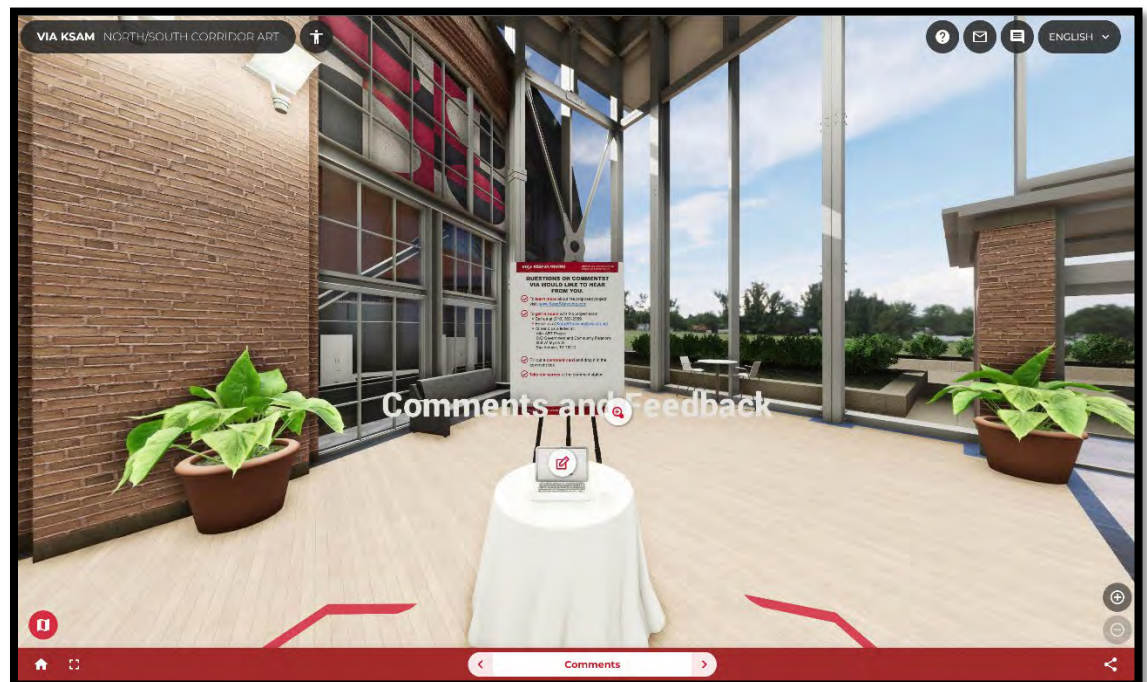
E. Public Meeting Materials

Public Meeting Materials

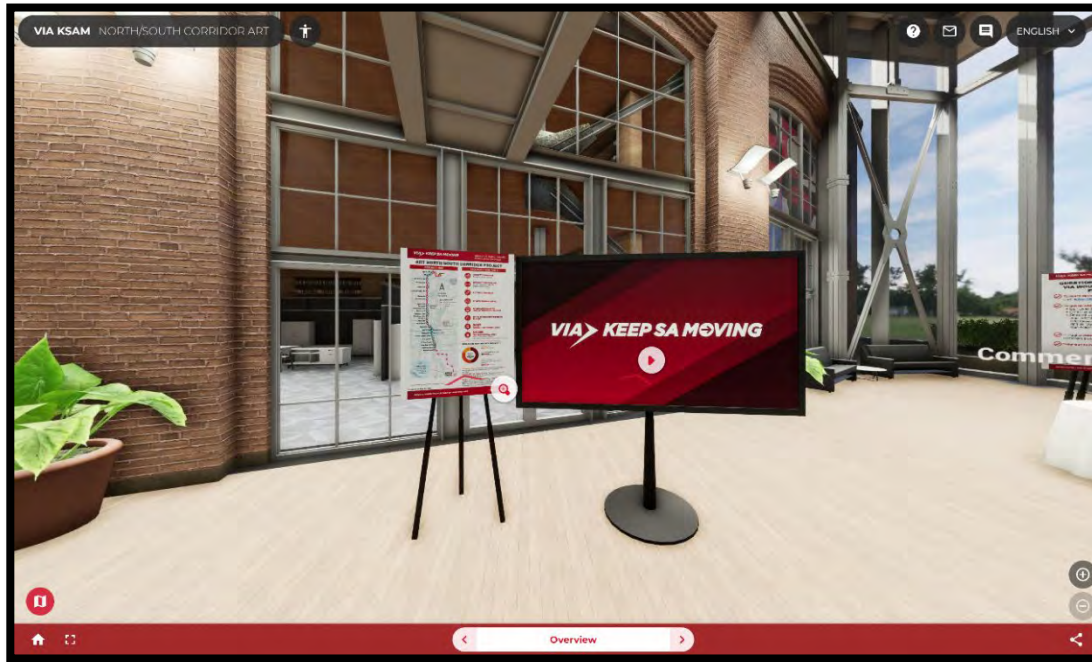
- **Virtual Public Meeting** – Click [here](#) to view the meeting.
- Comment Card - English and Spanish
- Online Comment Card – English and Spanish
- Public Meeting #1 Venue Map – English and Spanish
- Public Meeting #2 Venue Map – English and Spanish
- Public Meeting #3 Venue Map – English and Spanish
- Exhibits – English
- Exhibits – Spanish
- Meeting Photographs



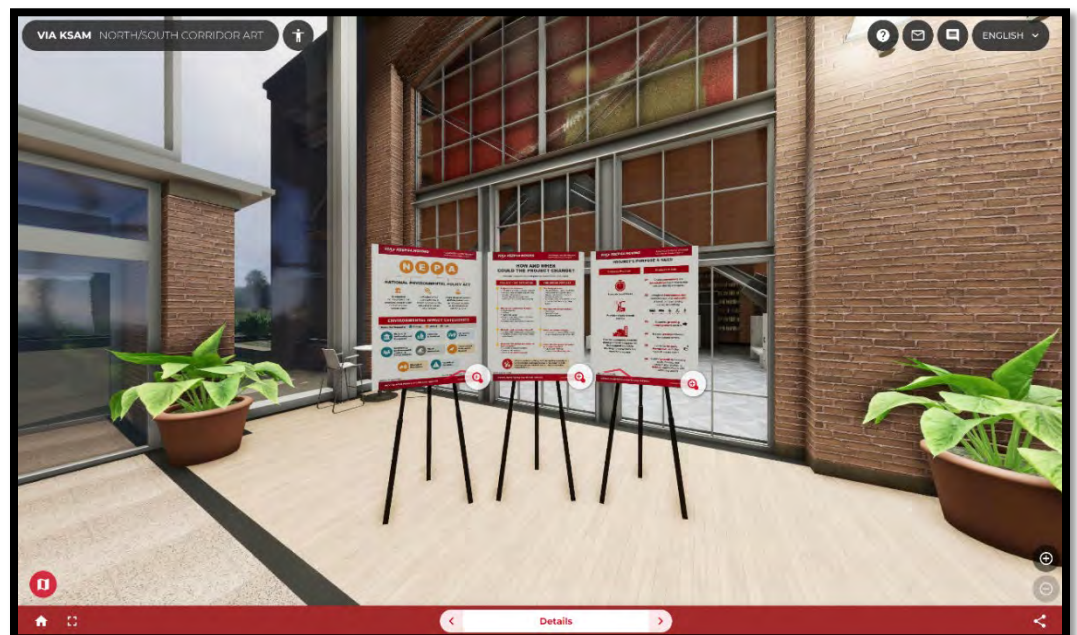
The Welcome station introduces and provides a timeline of the project.



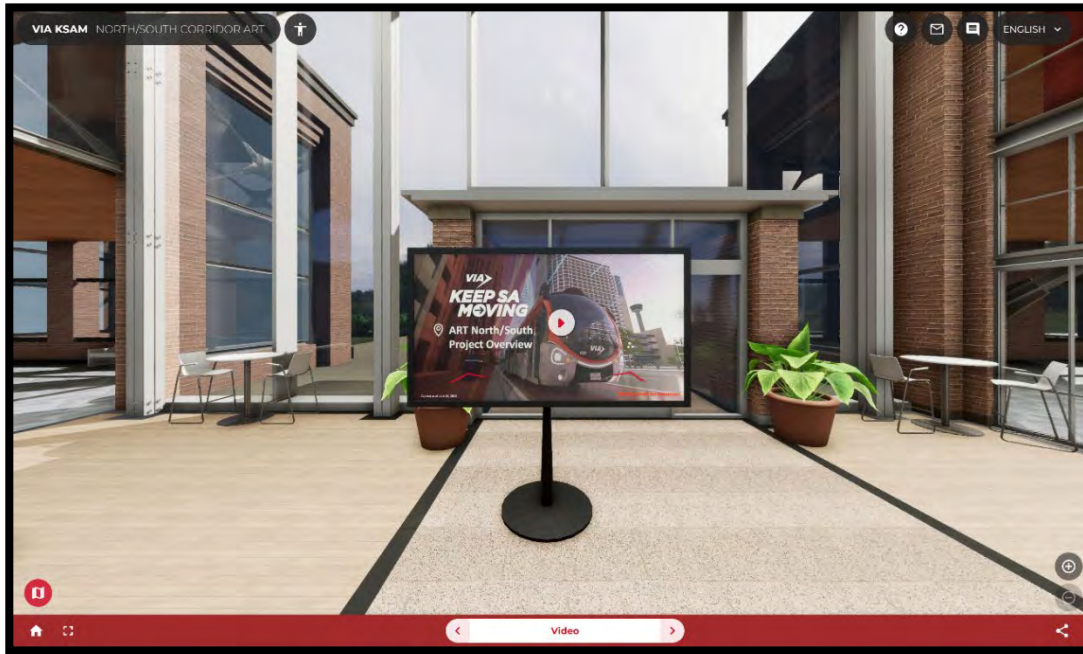
Pictured above is the Comments and Feedback station, including ways the public can become more involved.



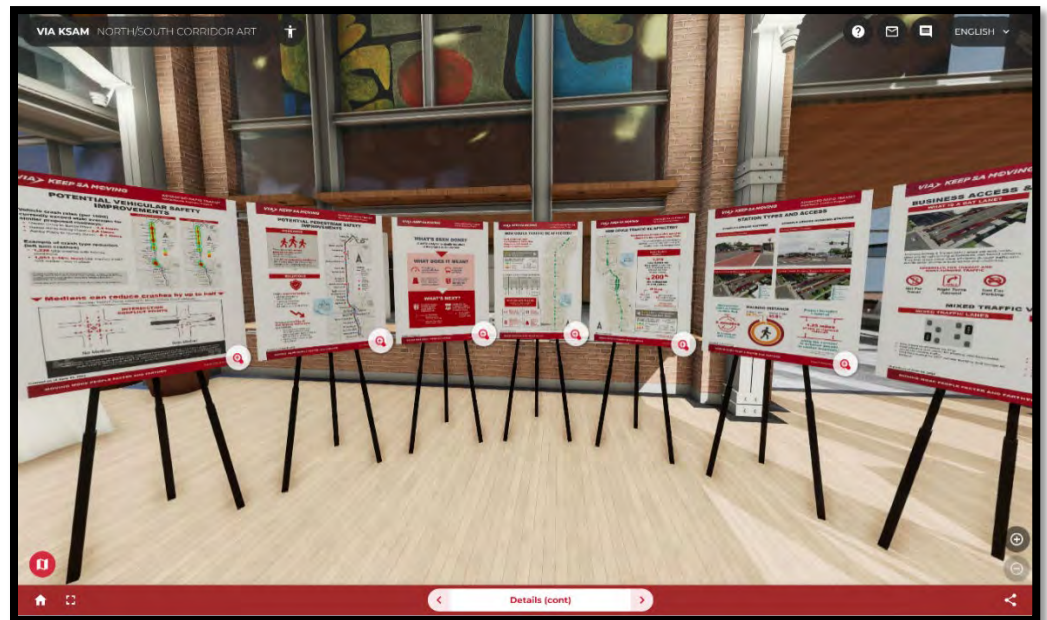
The Overview station incorporates a general video review of the project, including ART Network highlights and KSAM benefits.



Above is the Details station which offers the project's purpose and need as well as the environmental impact categories.



The Video station displays the ART North/South Project overview.



This station gives insight to potential pedestrian safety improvements, how traffic could be affected, and station types and access.



The Roll Plots station pictured above includes the Conceptual Plans for the VIA ART North/South Corridor.



The Virtual Station Tour station depicts what the project would look like at completion through a Virtual Reality lens.

Public Meeting Materials

- Virtual Public Meeting
- **Comment Card – English and Spanish**
- Online Comment Card – English and Spanish
- Public Meeting #1 Venue Map – English and Spanish
- Public Meeting #2 Venue Map – English and Spanish
- Public Meeting #3 Venue Map – English and Spanish
- Exhibits – English
- Exhibits – Spanish
- Meeting Photographs

**COMMUNITY
CONVERSATIONS**

June/July 2022 Meetings

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(PLEASE PRINT)

COMMENTS: _____

NAME: _____

ADDRESS: _____

EMAIL: _____

REPRESENTING: _____

MEETING QUESTIONNAIRE:

Were the meeting materials easy to understand?

☐ YES ☐ NO ☐ UNSURE

Did project staff help explain technical content effectively?

☐ YES ☐ NO ☐ UNSURE

Did you get your questions answered today?

☐ YES ☐ NO ☐ UNSURE

What information were you looking for that you did not find at today's meeting?

QUESTIONS? Call us at (210) 362-2389 ■ Email us at KeepSAMoving@viainfo.net ■ Send us a letter at:
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Reuniones de junio/julio de 2022

FORMULARIO DE COMENTARIOS

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(POR FAVOR IMPRIMA)

COMENTARIOS: _____

NOMBRE: _____

DIRECCIÓN: _____

DIRECCIÓN DE CORREO ELECTRÓNICO:

REPRESENTANDO: _____

CUESTIONARIO DE REUNIÓN:

¿Los materiales de la reunión fueron fáciles de entender?

☐ SÍ ☐ NO ☐ INSEGURO

¿El personal del proyecto ayudó a explicar el contenido técnico de manera efectiva?

☐ SÍ ☐ NO ☐ INSEGURO

¿Recibió respuestas a sus preguntas hoy?

☐ SÍ ☐ NO ☐ INSEGURO


¿Qué información estaba buscando que no encontró en la reunión de hoy?

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- Public Meeting #3 Venue Map – English and Spanish
- Exhibits – English
- Exhibits – Spanish
- Meeting Photographs



 Translate

VIA Metropolitan Transit is seeking your feedback on the proposed ART North/South Corridor initiative. Please provide any comments or feedback below. All comments are welcome.

Your name (optional)

Name

Email

Email

Comment

Thanks for joining the conversation. If you'd like to receive updates on Advanced Rapid Transit, provide us with your contact information below.

First Name *

First Name

Last Name *

Last Name

Email *

Email Address

Phone

###-###-####

Zip *

78254

Submit

VIA Metropolitan Transit busca sus comentarios sobre la iniciativa ART North/South Corridor propuesta. Proporcione cualquier comentario o comentario a continuación. Todos los comentarios son bienvenidos.

Tu nombre (opcional)

Comentario

Gracias por unirse a la conversación. Si desea recibir actualizaciones sobre Advanced Rapid Transit, proporciónenos su información de contacto a continuación.

Nombre *

Apellido *

Correo electrónico *

Teléfono

Código postal *

Enviar

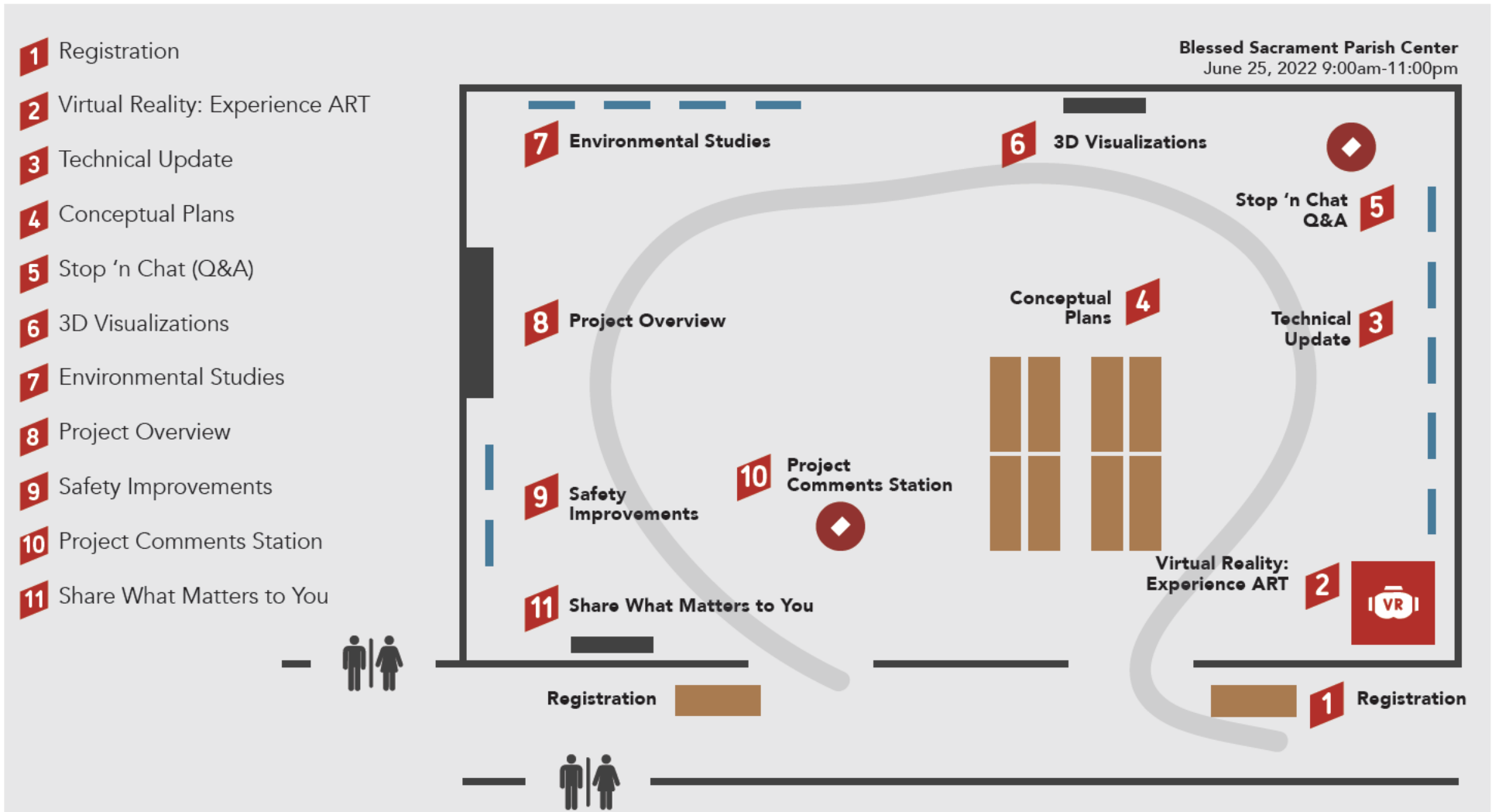
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- Exhibits – Spanish
- Meeting Photographs

VIA ART N/S CORRIDOR PROJECT

Welcome! Thanks for your interest in San Antonio's first Advanced Rapid Transit (ART) project. Information/activity stations are set up around the room.

Visit with a VIA team member about the proposed ART corridor that connects the San Antonio International Airport area through Downtown and south to the Missions area.



Let's keep the conversation going! Learn more about ART and the Keep San Antonio Moving plan at [KeepSAMoving.com](https://www.KeepSAMoving.com).

THINGS TO REMEMBER

VIA Metropolitan Transit's plan to Keep San Antonio Moving (KSAM) is designed to put opportunity within reach for more San Antonians with more options to get where they need to go.

KSAM is an action plan for VIA projects that could be funded and implemented in the near term to help address the community's transit priorities:

- Shorter waits
- Faster connections
- Reliable service
- Modern and accessible options

Advanced Rapid Transit, or ART, is designed to deliver fast, reliable service with 10- to 15-minute frequencies, and work with VIA's bus network, VIA Link, and other VIA services to move more people faster and farther.

HELPFUL INFORMATION

VIA regularly hosts public events to keep the community informed and gather input from the public.

To stay up to date on VIA's Keep SA Moving plan, visit **KeepSAmoving.com**, call **(210)362-2389**, or email **KeepSAmoving@viainfo.net** for more information.



NOTES

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Visite con un miembro del equipo de VIA sobre el corredor del proyecto propuesto ART que conecta el área del Aeropuerto Internacional de San Antonio a través del Centro y al sur con el área de las Misiones.

COSAS QUE RECORDAR

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Visit with a VIA team member about the proposed ART corridor that connects the San Antonio International Airport area through Downtown and south to the Missions area.



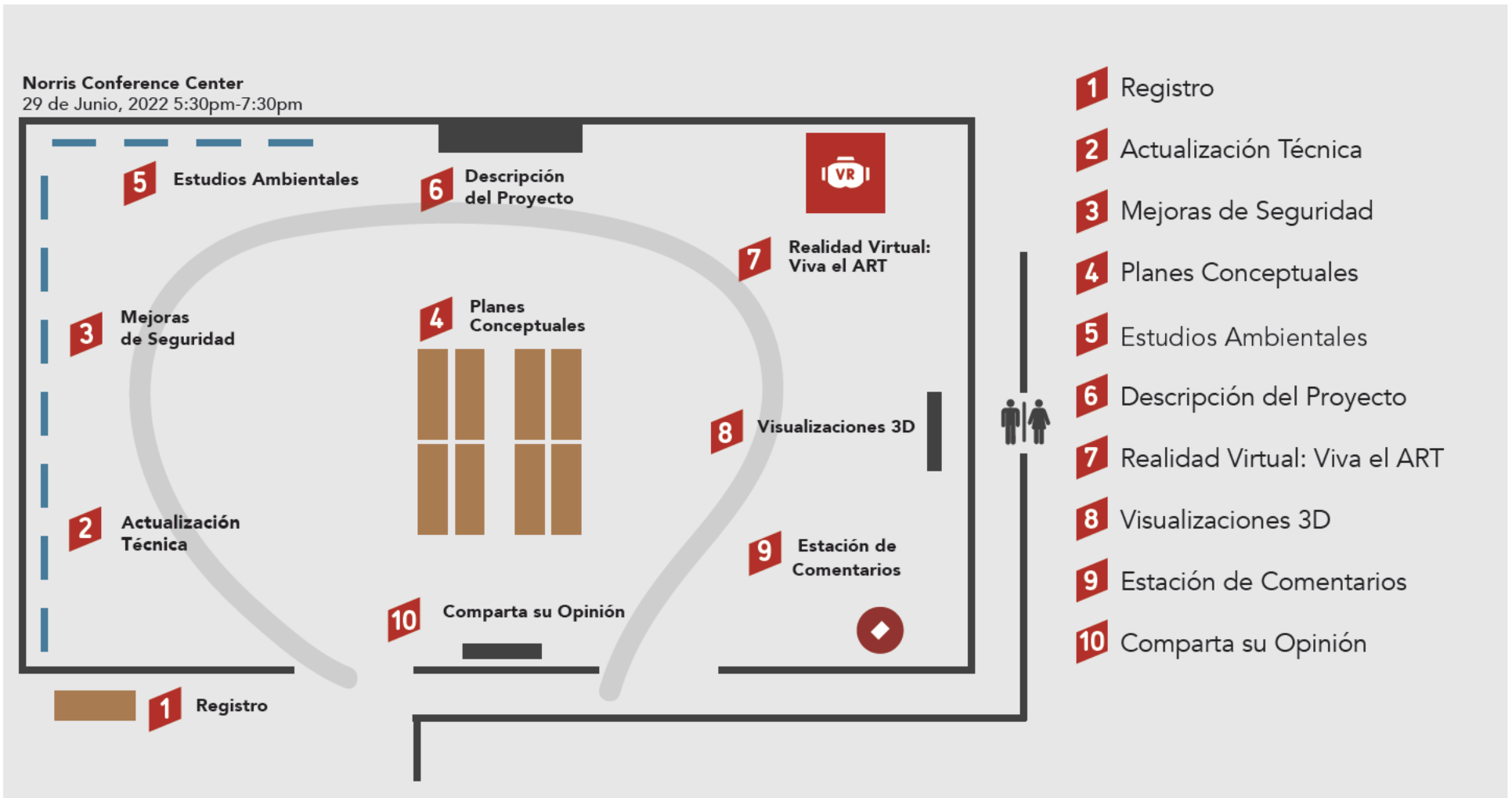
Let's keep the conversation going! Learn more about ART and the Keep San Antonio Moving plan at [KeepSAMoving.com](https://www.KeepSAMoving.com).



CORREDOR DEL PROYECTO ART N/S DE VIA

¡Bienvenido! Gracias por su interés en el primer proyecto de Tránsito Rápido Avanzado (ART por sus siglas en inglés) de San Antonio. Las estaciones de información/actividades se encuentran alrededor de la sala.

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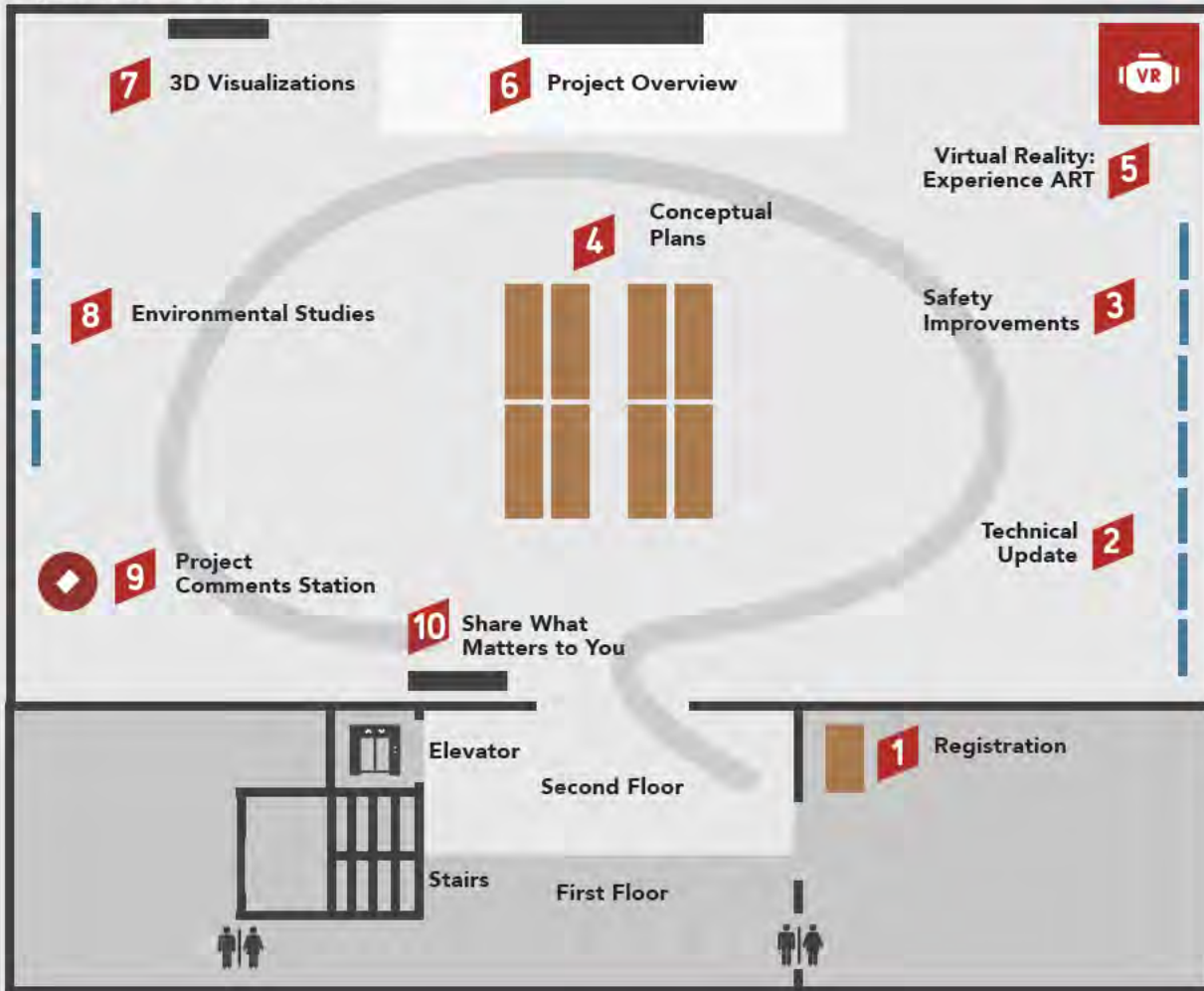
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Hermann Sons Home Association Ballroom
July 12th, 2022 5:30pm - 7:30pm



- 1 Registration
- 2 Technical Update
- 3 Conceptual Plans
- 4 Virtual Reality: Experience ART
- 5 Project Overview
- 6 3D Visualizations
- 7 Safety Improvements
- 8 Environmental Studies Project
- 9 Comments Station Share What
- 10 Matters to You

Let's keep the conversation going! Learn more about ART and the Keep San Antonio Moving plan at [KeepSAMoving.com](https://www.KeepSAMoving.com).

THINGS TO REMEMBER

VIA Metropolitan Transit's plan to Keep San Antonio Moving (KSAM) is designed to put opportunity within reach for more San Antonians with more options to get where they need to go.

KSAM is an action plan for VIA projects that could be funded and implemented in the near term to help address the community's transit priorities:

- Shorter waits
- Faster connections
- Reliable service
- Modern and accessible options

Advanced Rapid Transit, or ART, is designed to deliver fast, reliable service with 10- to 15-minute frequencies, and work with VIA's bus network, VIA Link, and other VIA services to move more people faster and farther.

HELPFUL INFORMATION

VIA regularly hosts public events to keep the community informed and gather input from the public.

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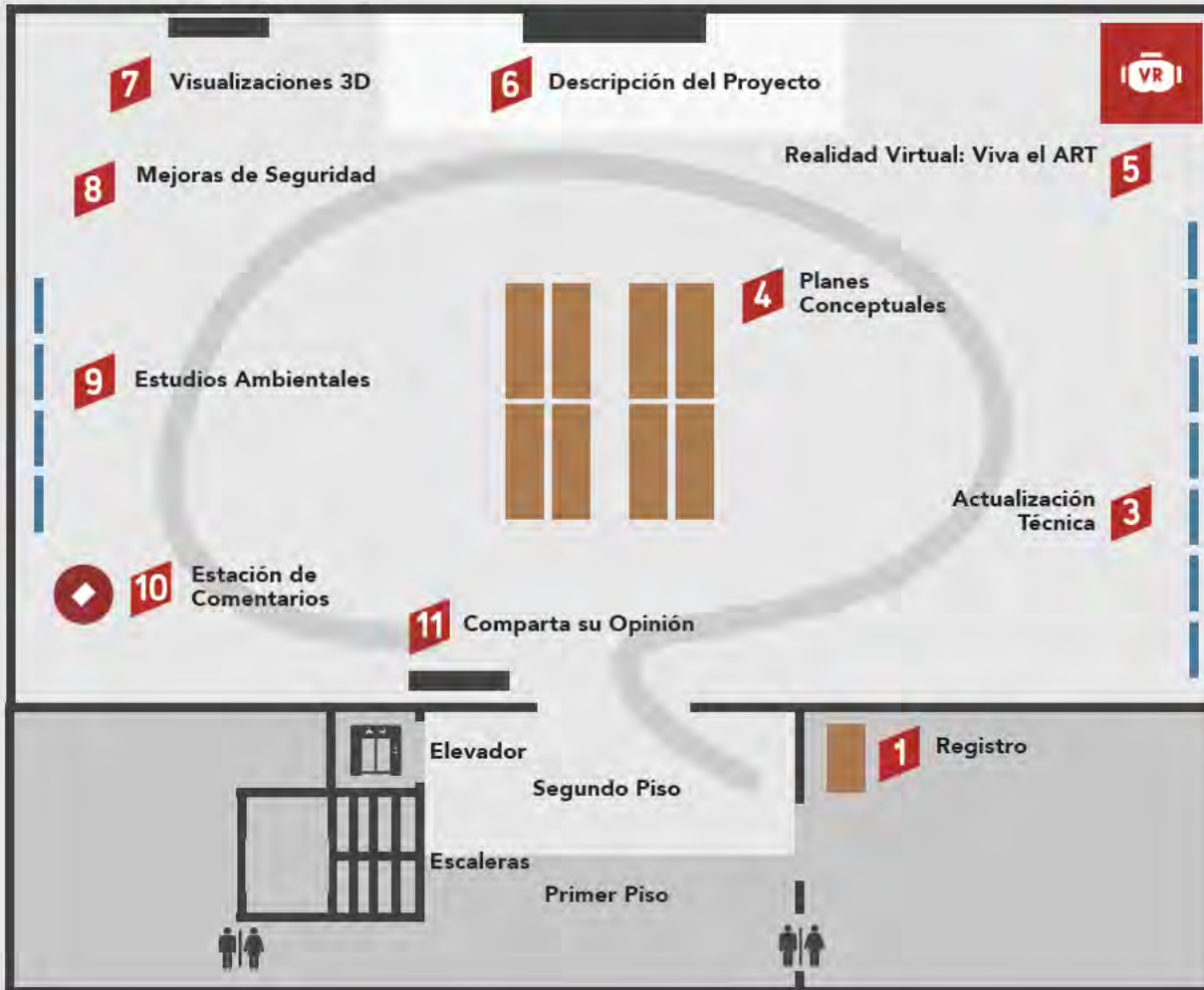
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Hermann Sons Home Association Ballroom
12th de Julio, 2022 5:30pm - 7:30pm



- 1 Registro
- 2 Actualización Técnica Planes
- 3 Conceptuales Realidad
- 4 Virtual: Viva el ART
- 5 Descripción del Proyecto
- 6 Visualizaciones 3D Mejoras
- 7 de Seguridad Estudios
- 8 Ambientales Estación de
- 9 Comentarios Comparta su
- 10 Opinión

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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

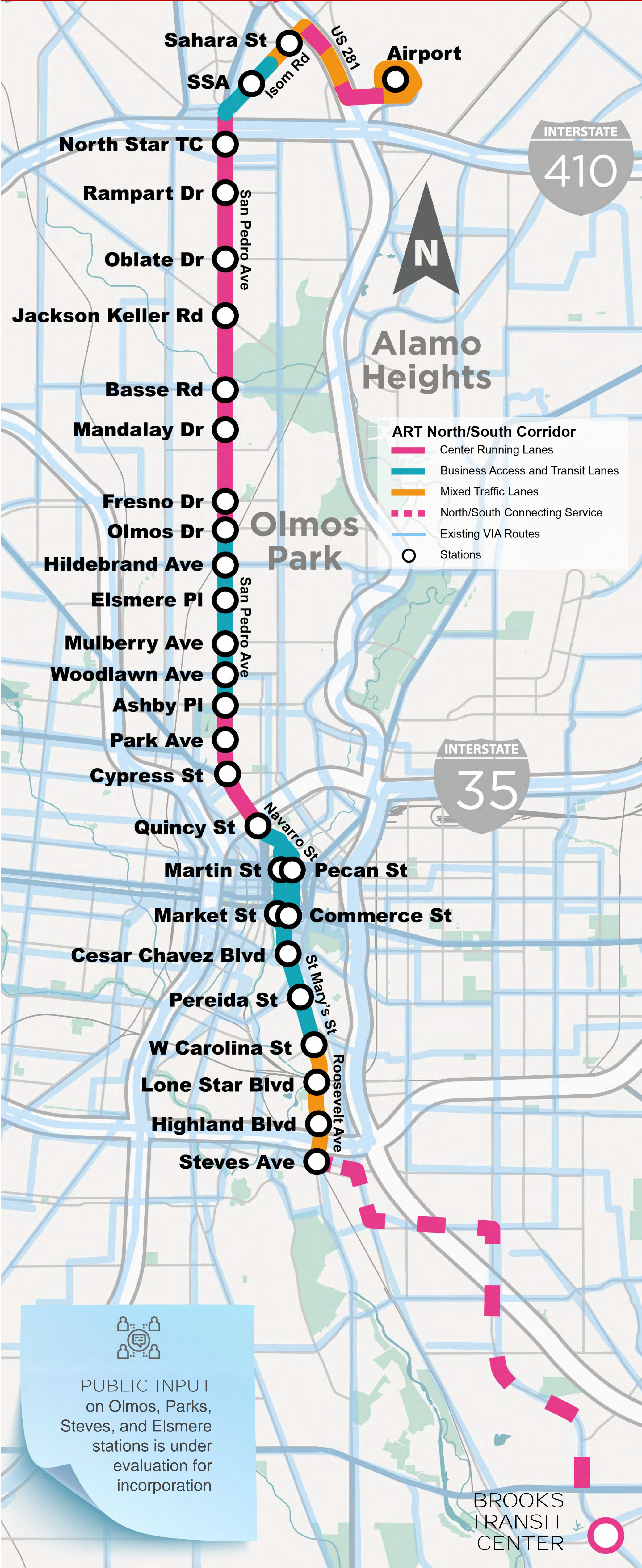
COMMUNITY CONVERSATIONS

- 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

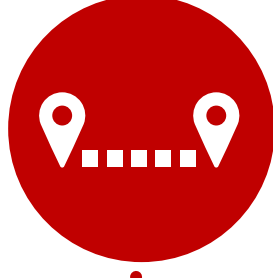
PROJECT MAP



PROJECT 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**

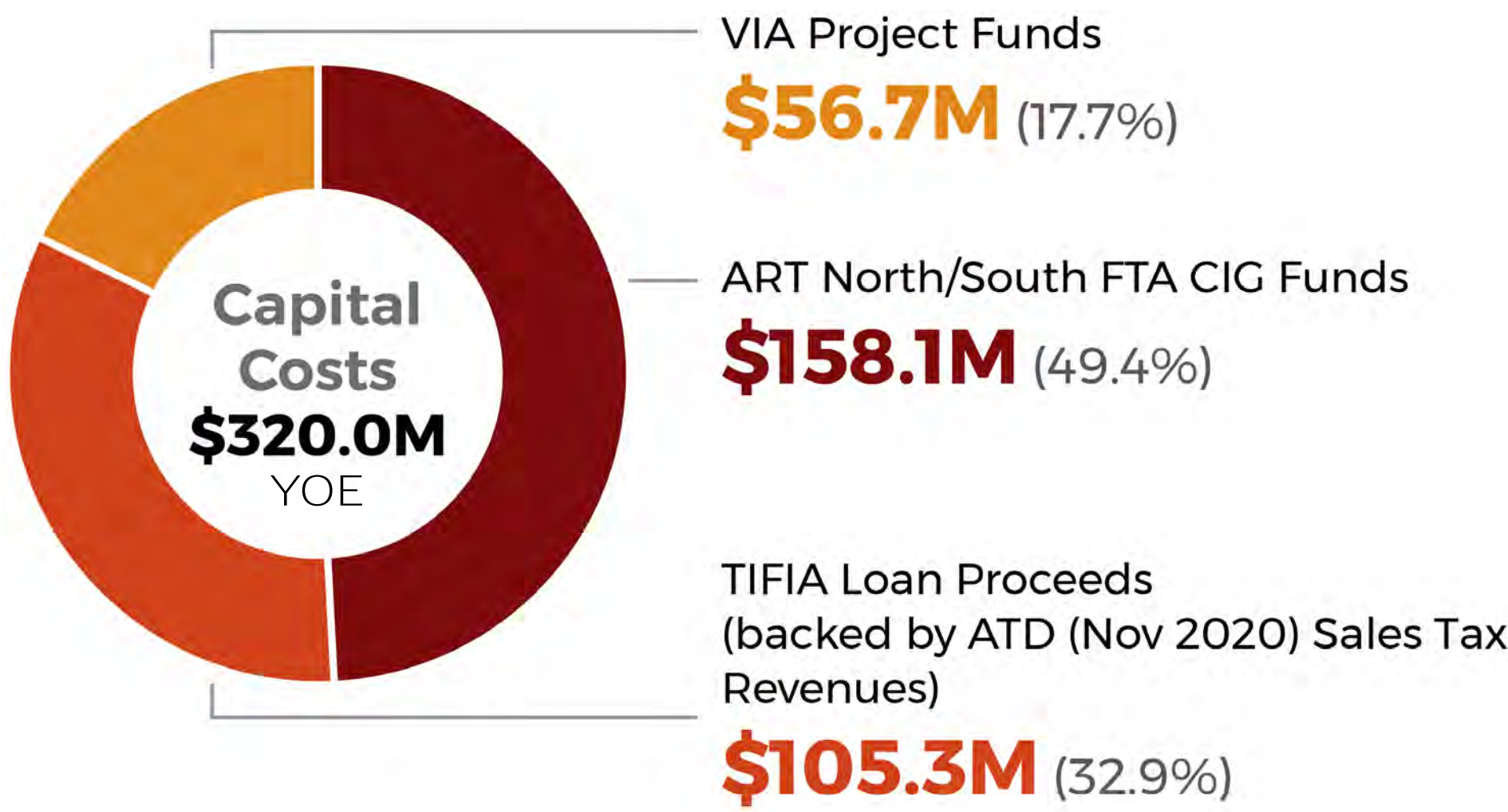


**2027
PROJECTED OPENING DATE**



**\$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.

Project is currently in Project Development and subject to change.

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%

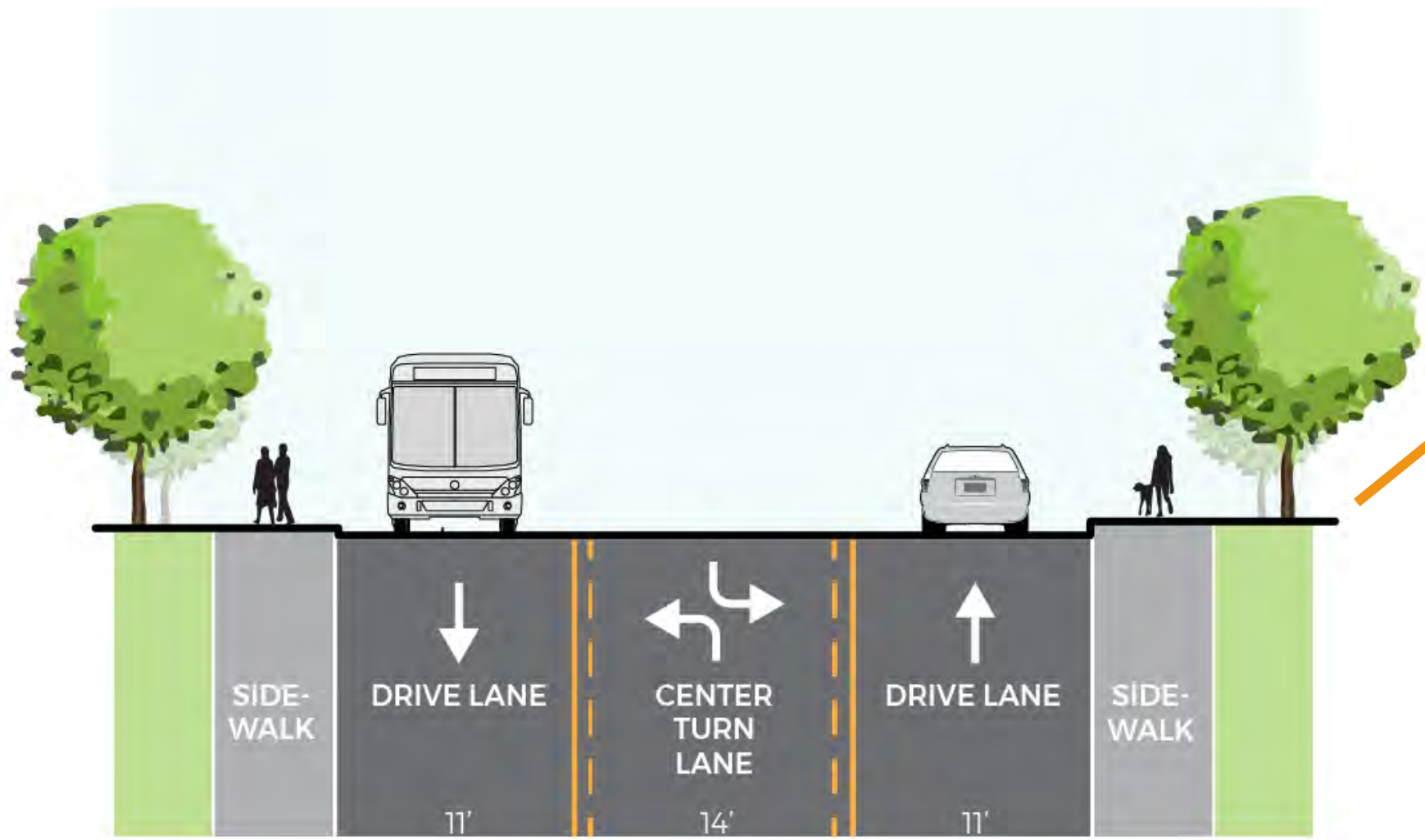
When will VIA update the public on design changes?

- Future public meetings
- Online at **KeepSAmoving.com**

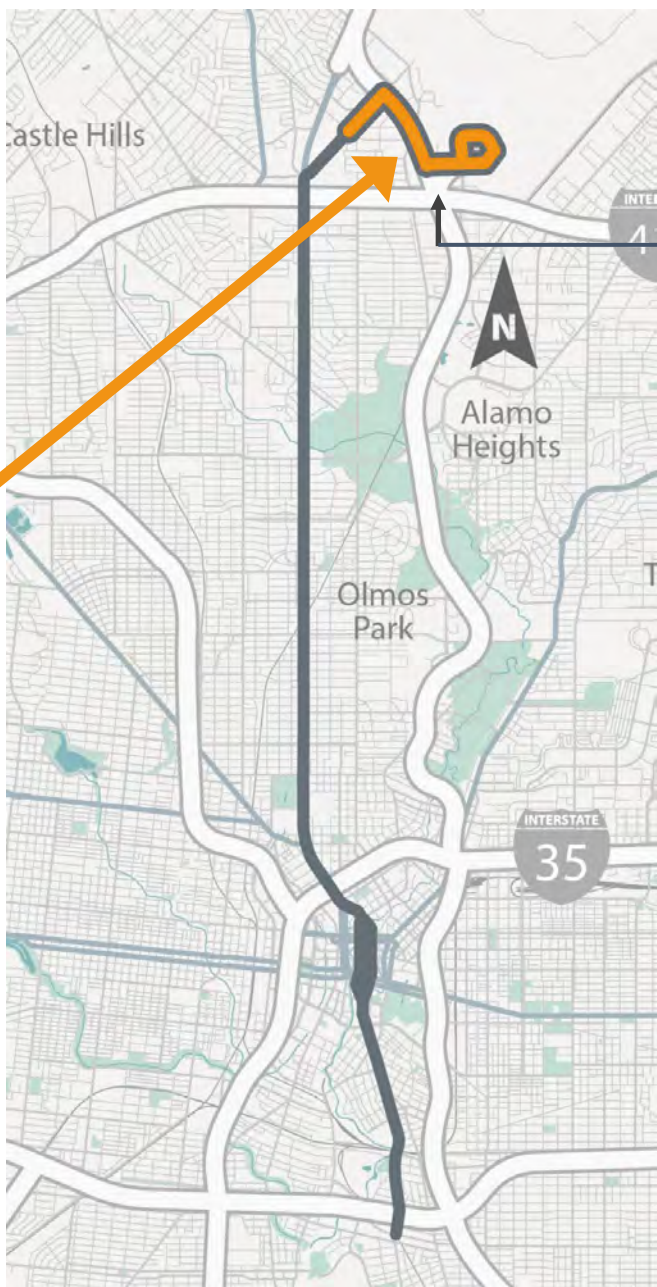


VIA is committed to updating and involving the community on the development and implementation of the project and will continue to request feedback that can help inform project design decisions.

MIXED TRAFFIC LANES

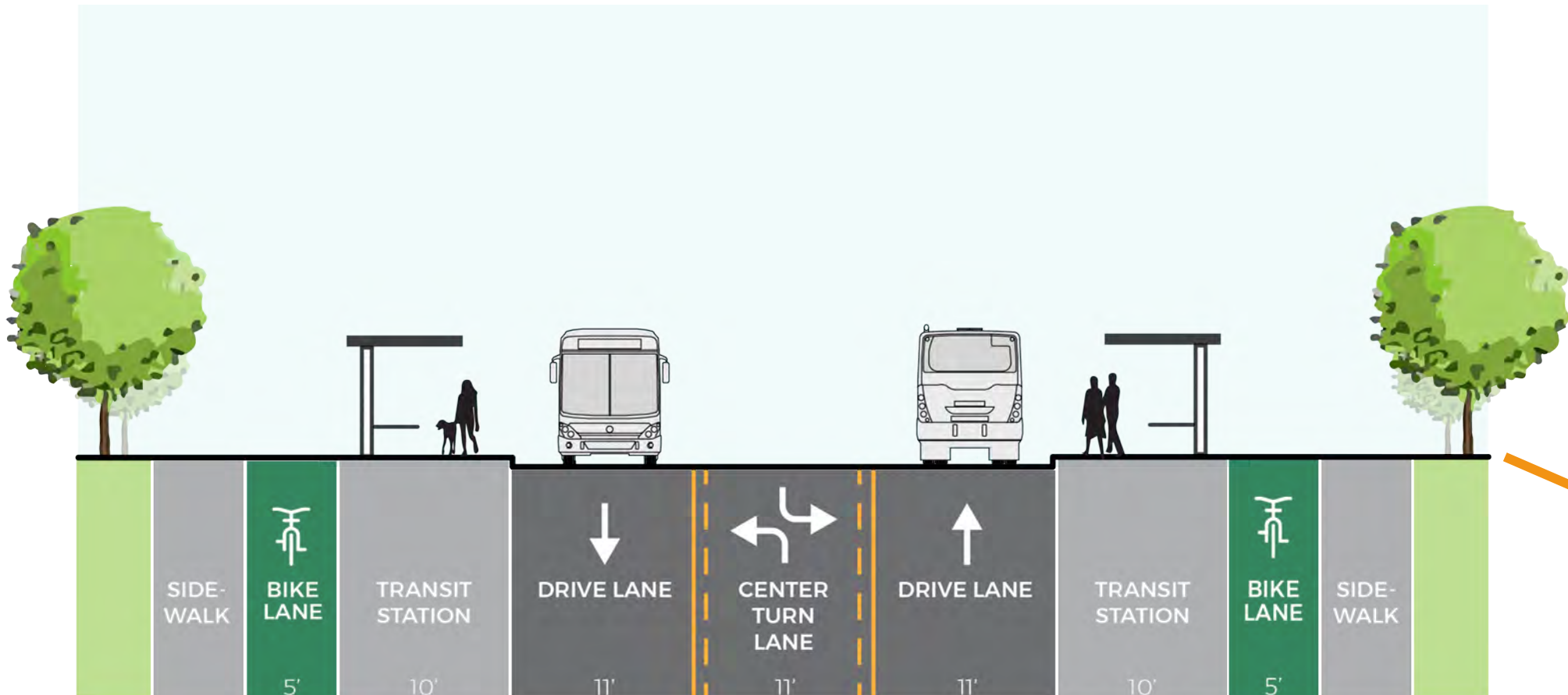


Proposed Typical Section (Isom Rd. – Sahara to US 281)

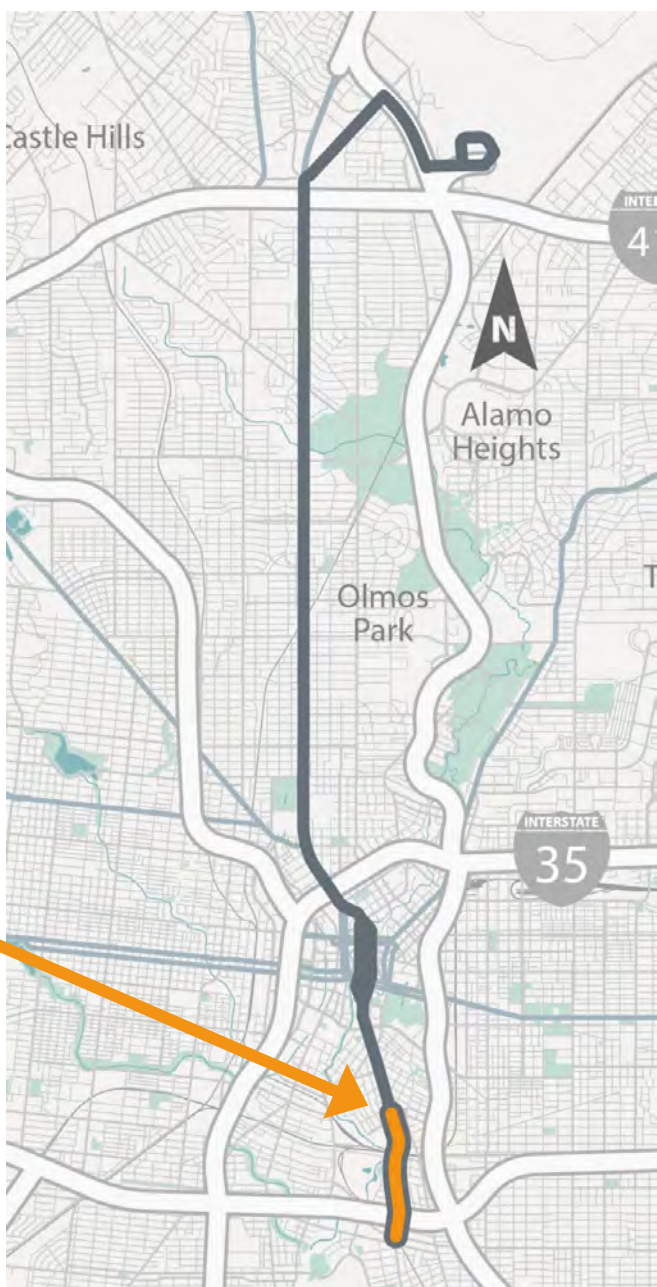


Typical Section
Varies on US 281
and in Airport

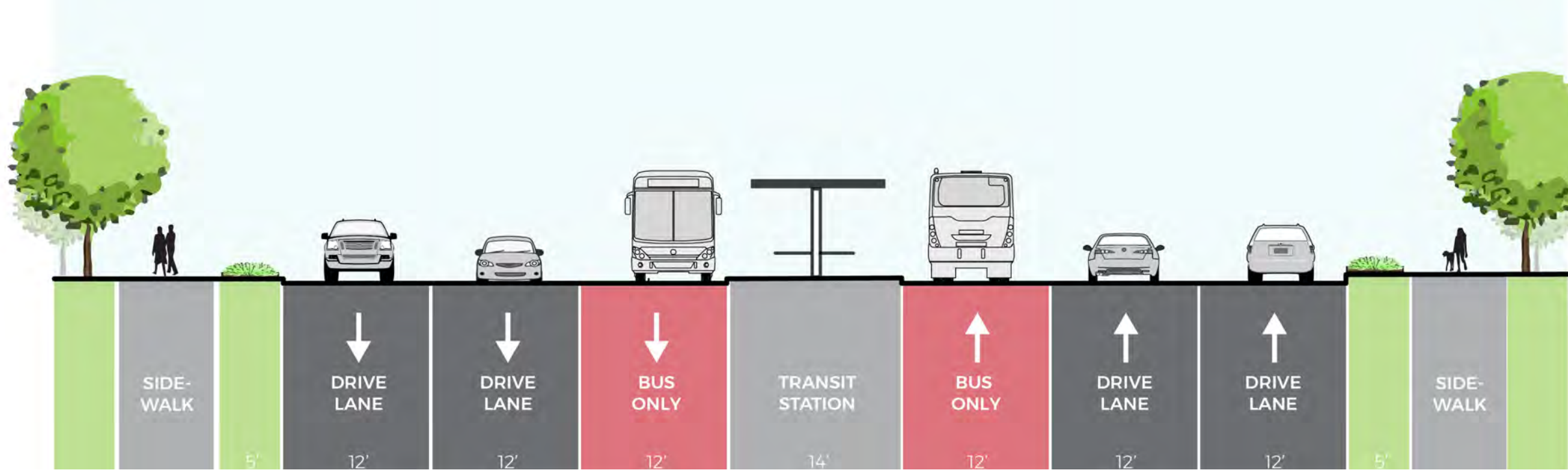
ROOSEVELT AVE AT
STATION AREAS



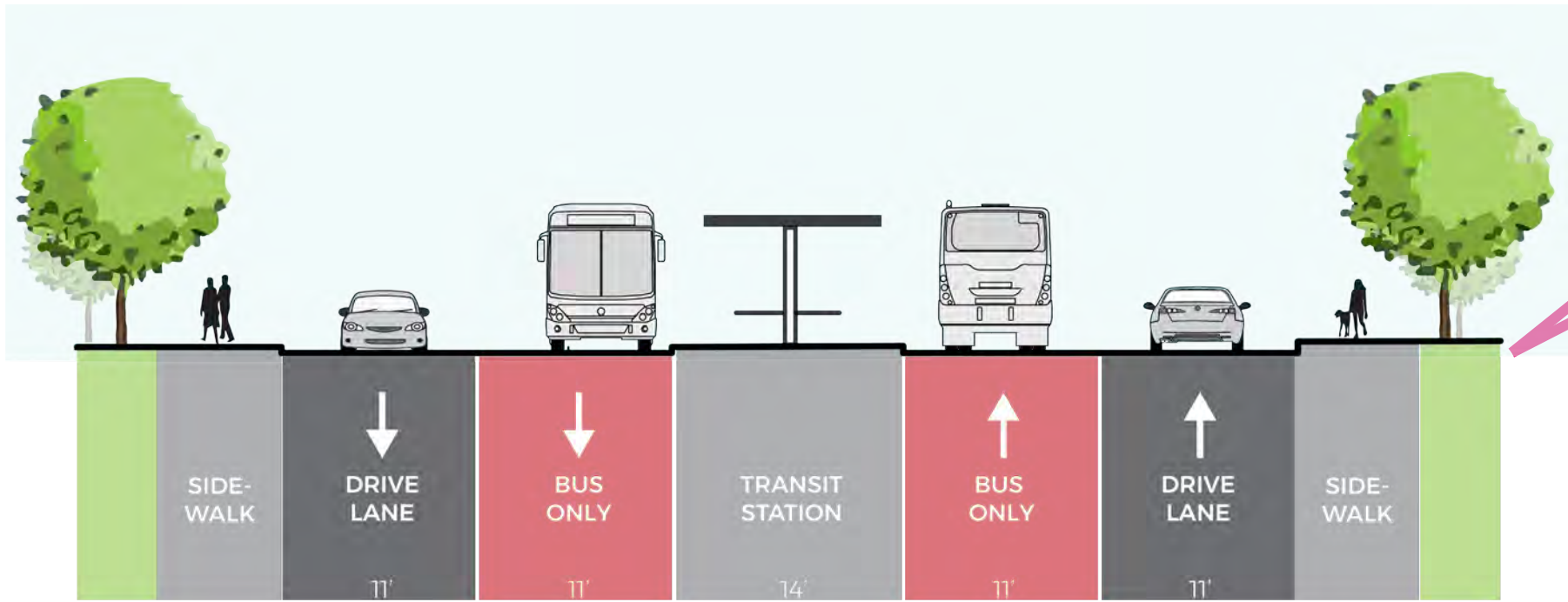
Proposed Typical Section (Roosevelt Ave. at Station Areas)



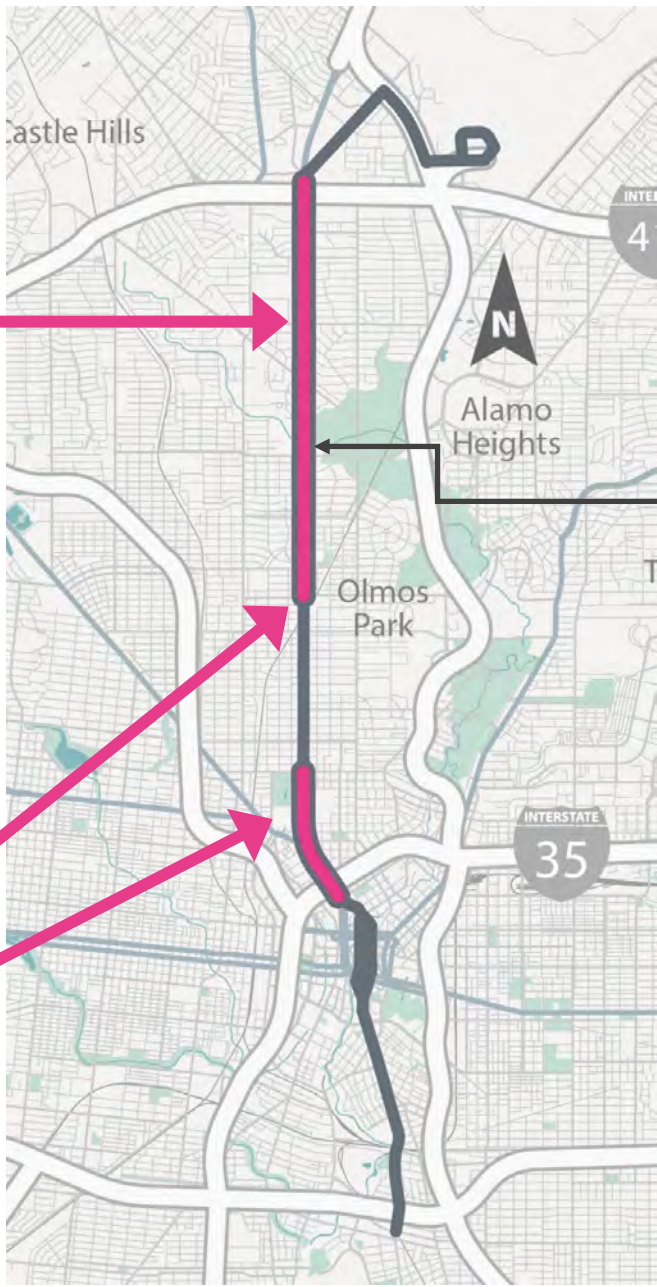
CENTER-RUNNING/BUS-ONLY LANES



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



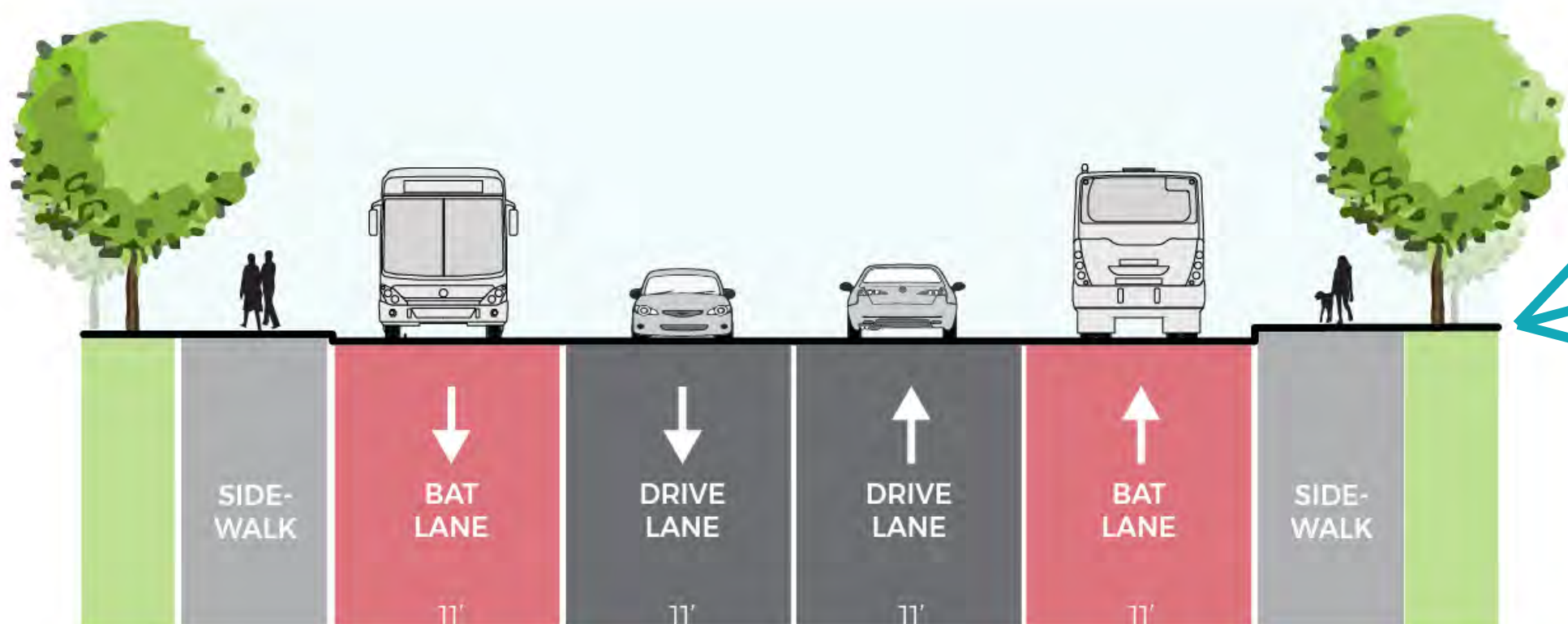
Proposed Typical Section (San Pedro Ave. – Basse to Olmos and Ashby to Quincy)



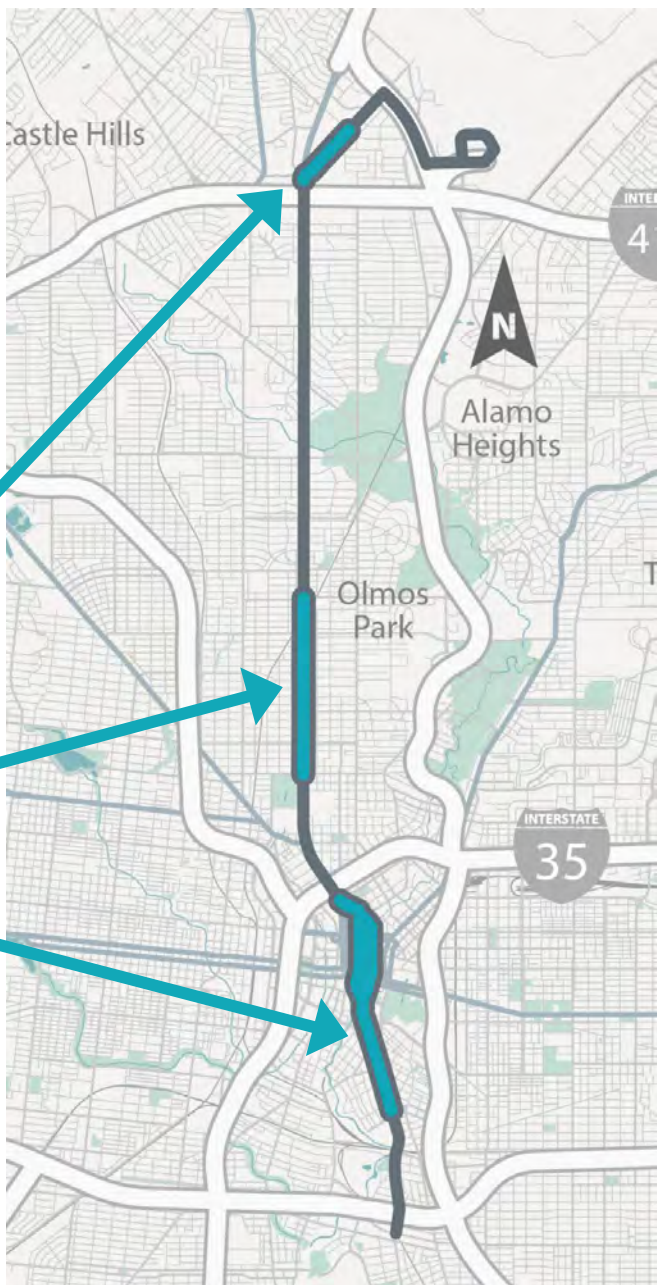
Typical Section
Transitions at Basse

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:

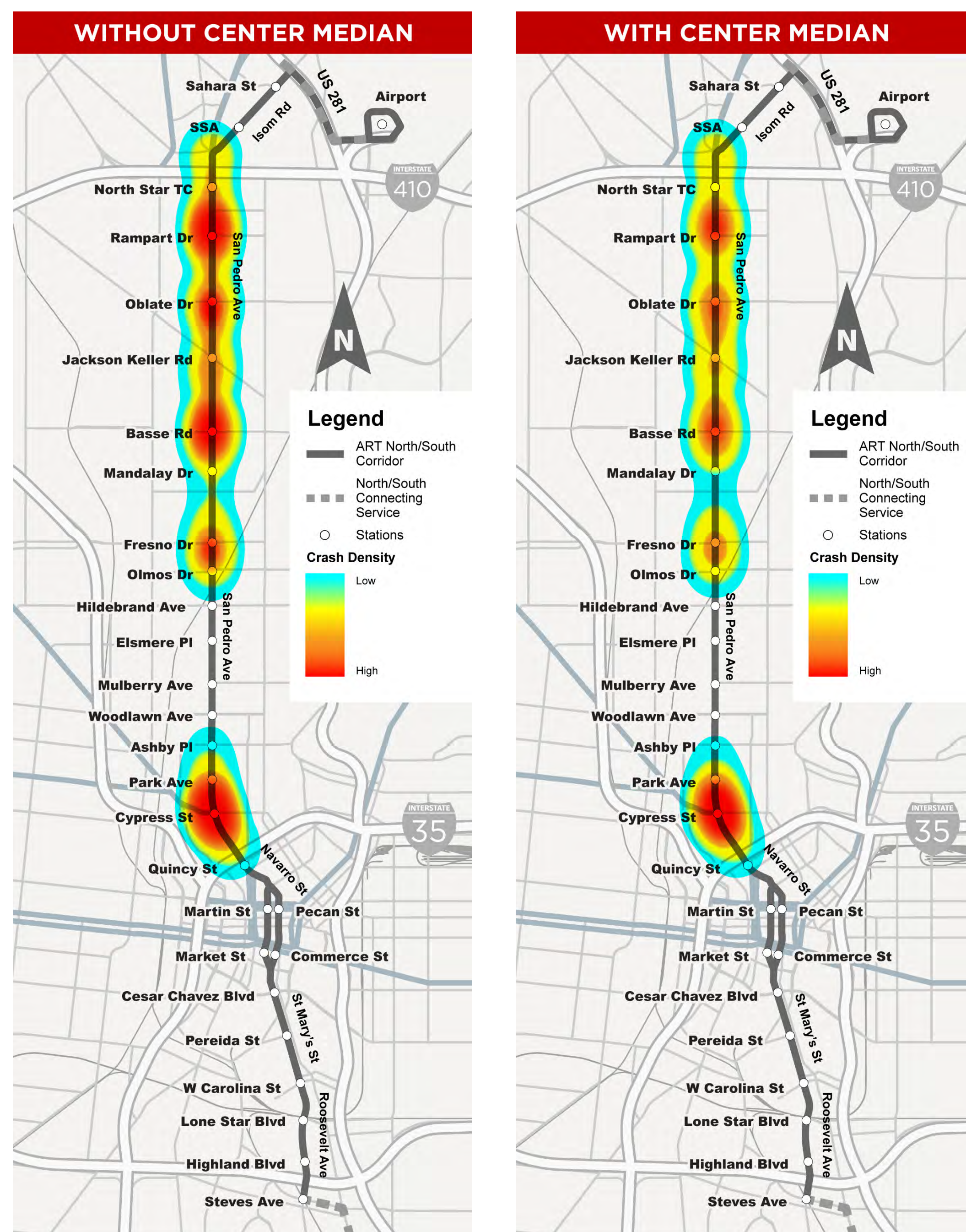
- Rector Drive to Basse Road – **3.8 times**
- Basse Rd to Ashby Place – **2.5 times**
- Ashby Place to Quincy Street – **6.7 times**

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

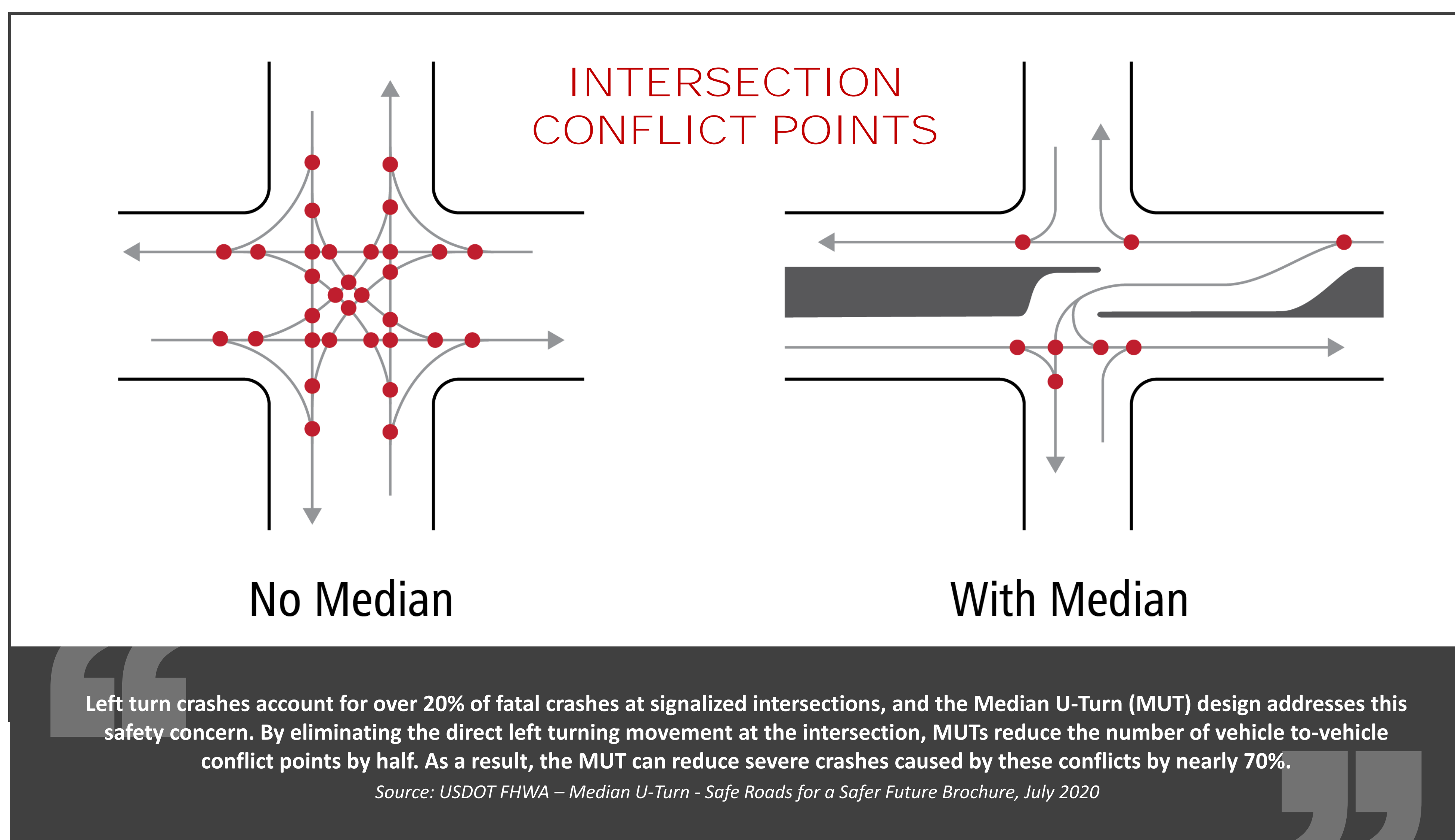
A crash is defined as a set of events that result in injury or property damage due to the collision of at least one motorized vehicle and may involve collision with another motorized vehicle, a bicyclist, a pedestrian, or an object.

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



Current as of June 24, 2022

POTENTIAL PEDESTRIAN SAFETY IMPROVEMENTS

CONCERNS



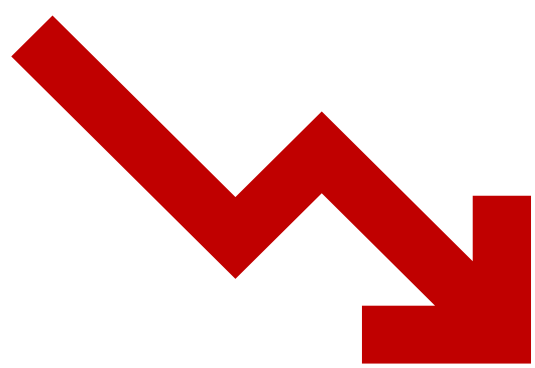
- There are multiple **severe pedestrian injury** areas within the corridor
Based on City of San Antonio data
- Over **5% of pedestrian fatalities** in San Antonio occur within the corridor
Crash data is for 2015 to 2019 from Texas Motor Vehicle Crash Statistics, and City of San Antonio Vision Zero 2019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

SOLUTIONS




Project **improves safety** by:

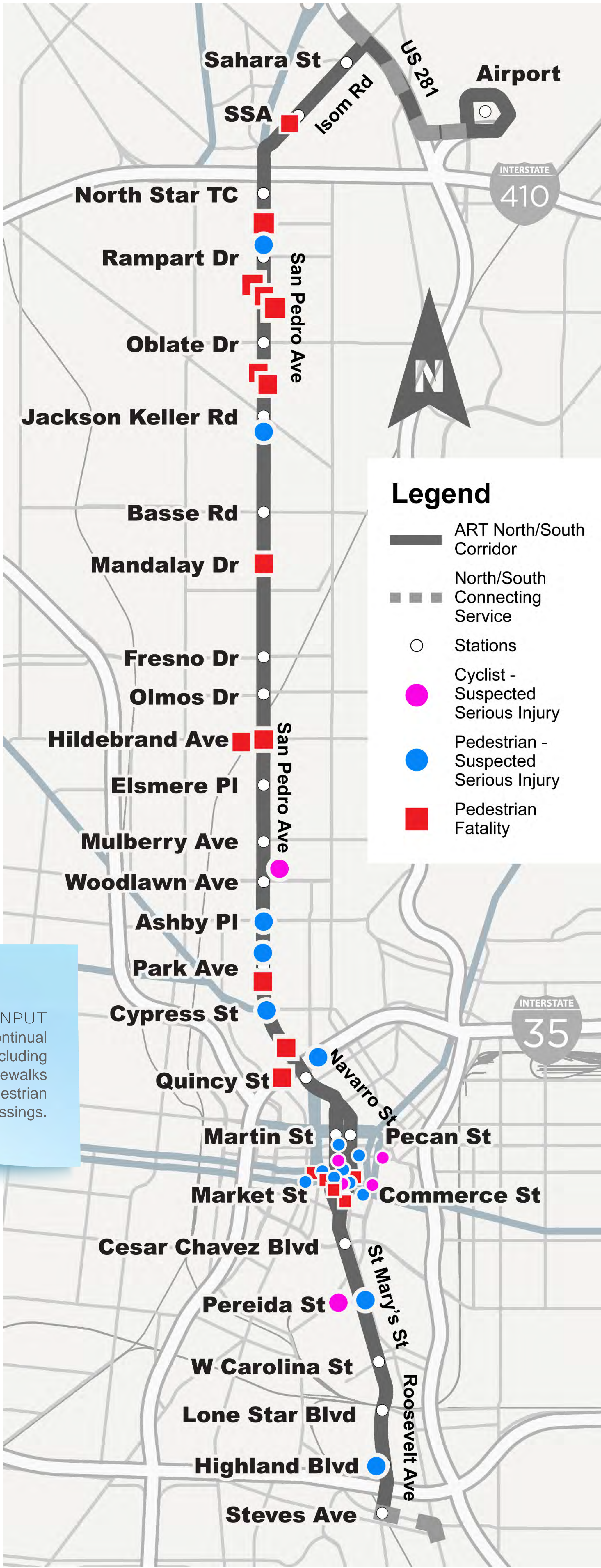
- Adding sidewalks for station access
- Improving pedestrian crossing conditions
- Managing turns along corridor



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

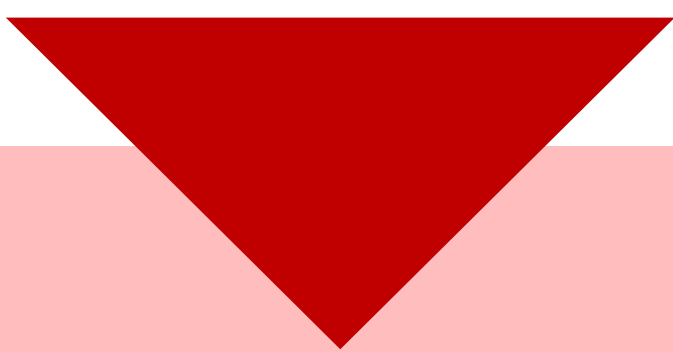
- Safe access to transit and eliminating sidewalk gaps
- Improving traffic signal timing for people walking and biking
- Adding infrastructure in high injury areas


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**



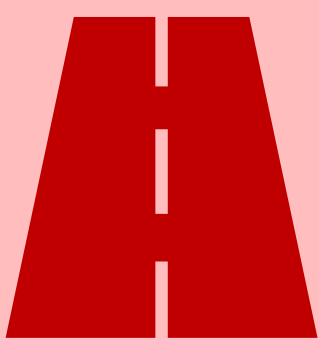
WHAT DOES IT MEAN?



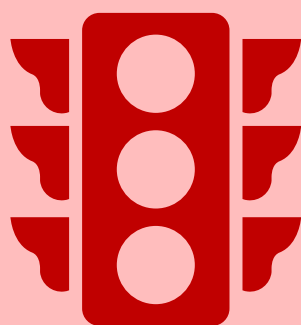
The project will
maintain traffic flow
along the corridor



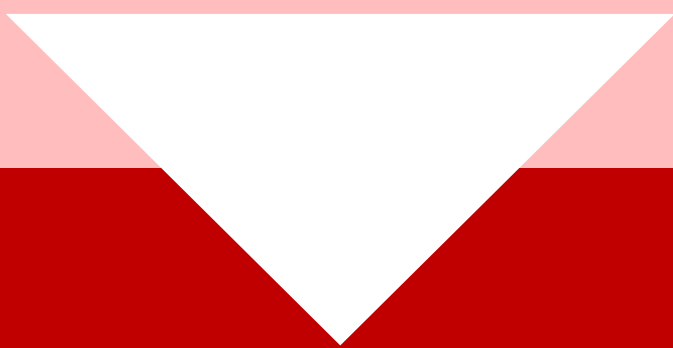
Transit riders
will go faster
and farther



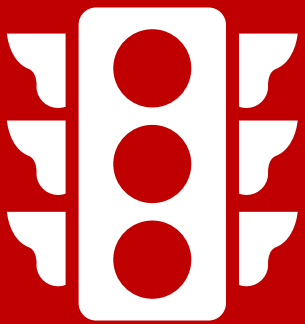
There will be some
shift of traffic to I-10,
US 281, Blanco Rd.
and McCullough Ave.



Neighborhood traffic
will be rerouted to
safer signalized
intersections



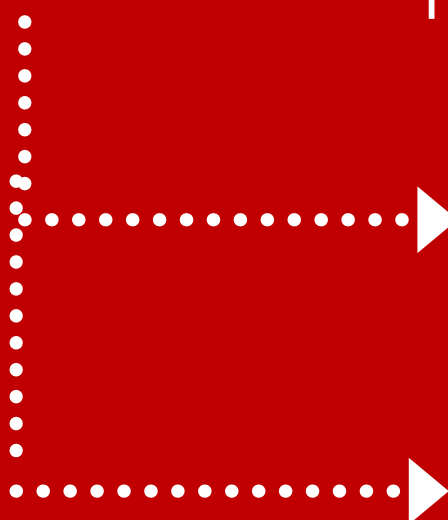
WHAT'S NEXT?



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**



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.

Existing (2019)

No ART Project Built (2027)

ART Project Built (2027)

Full traffic report will be available later this summer on KeepSAMoving.com.
Source: Synchro Traffic Analysis Software

STATION TYPES AND ACCESS

EXAMPLE CURBSIDE STATIONS

Hildebrand Station Concept

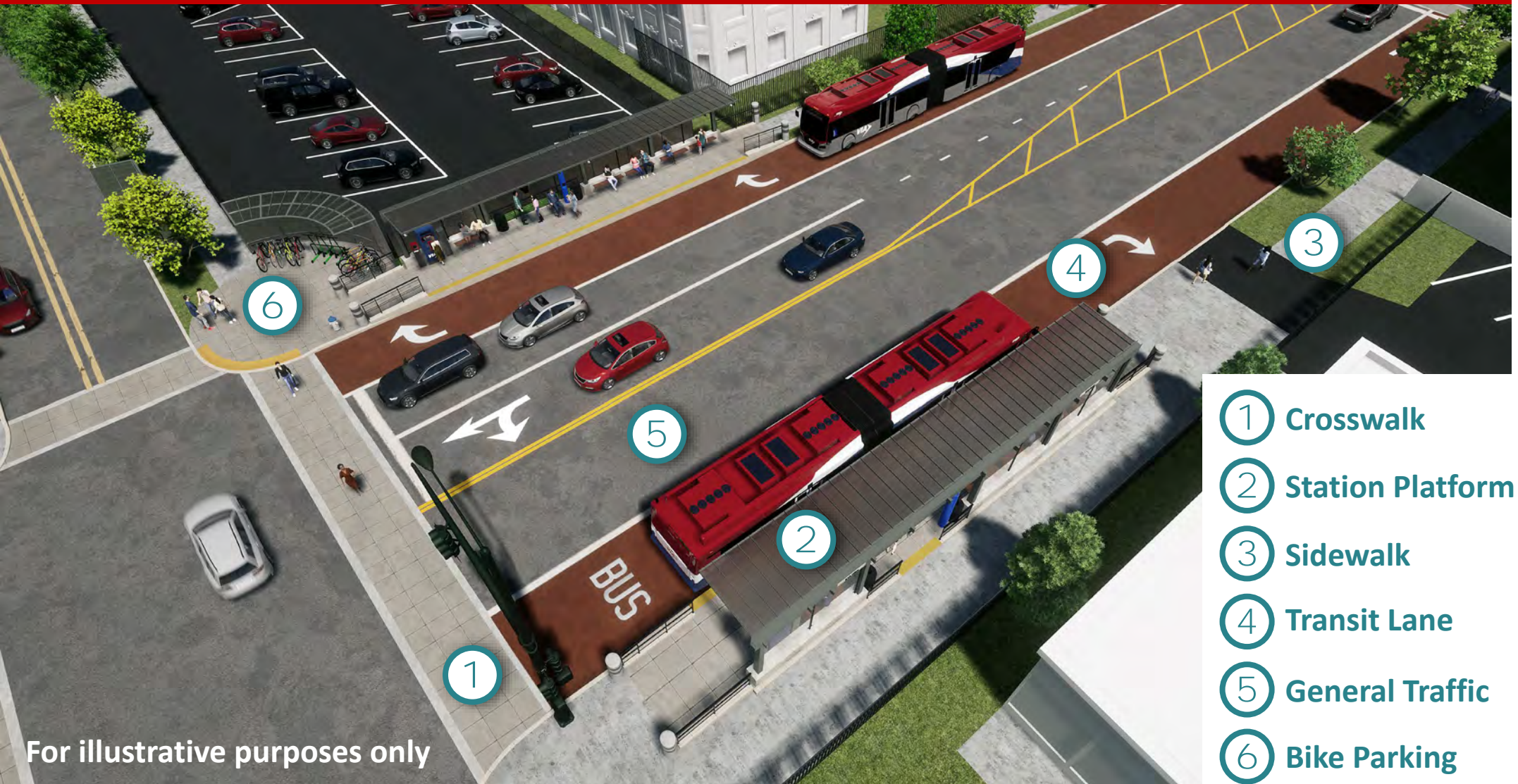


EXAMPLE CENTER RUNNING STATIONS

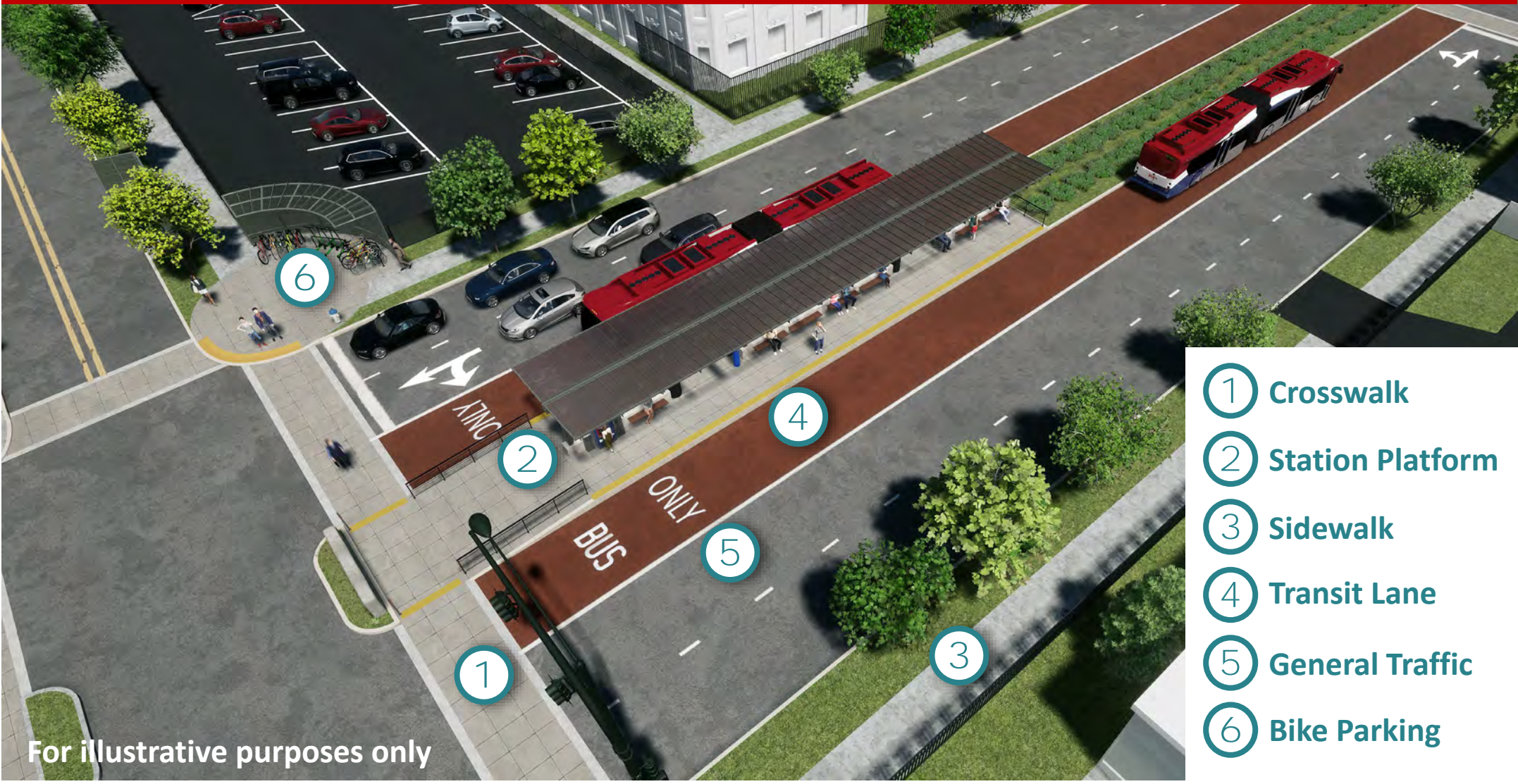
Olmos Station Concept



Typical Curbside Station Access Concept



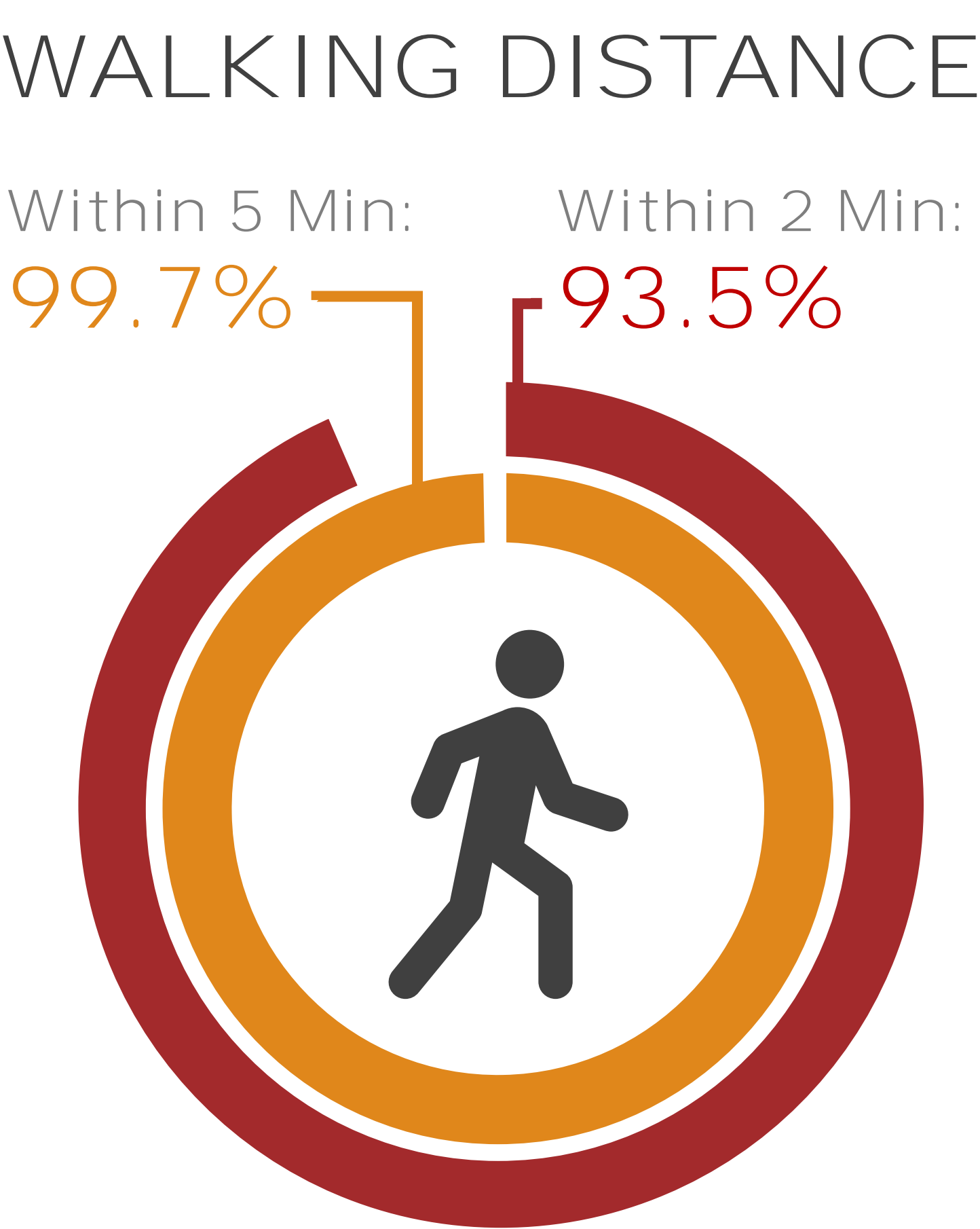
Typical Center Running Station Access Concept



Most existing
riders will travel
no more than

5 minutes

to access an
ART station



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

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



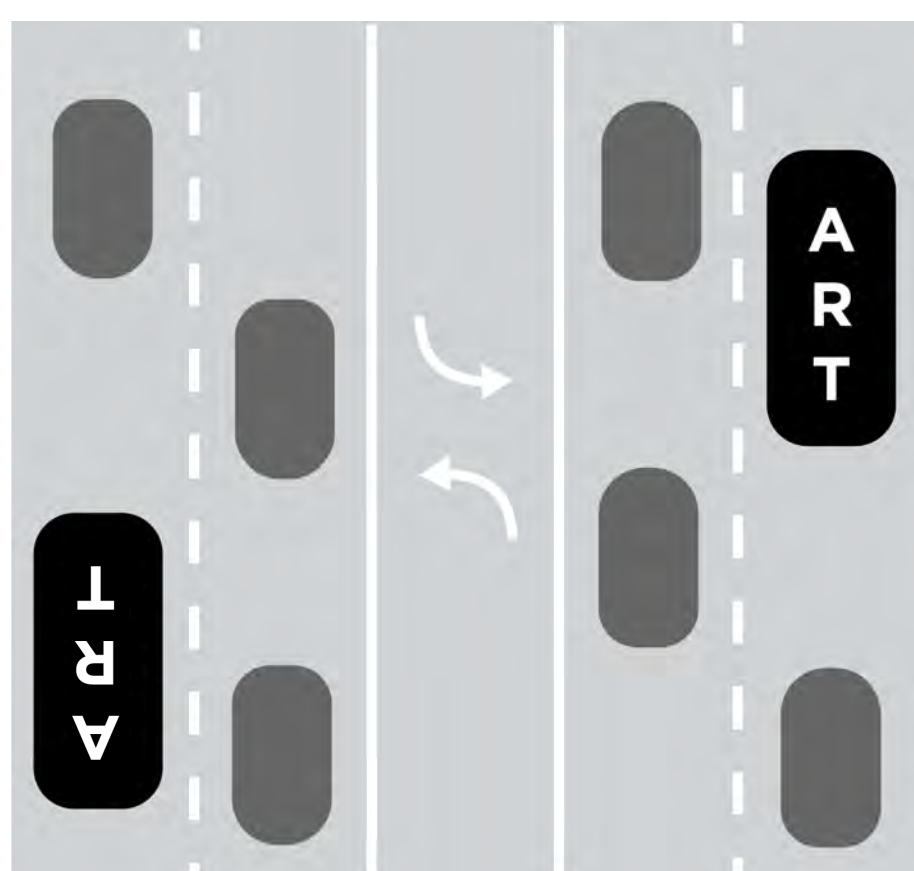
Removes transit vehicles
from general purpose lanes



More on-time arrivals **for**
transit riders

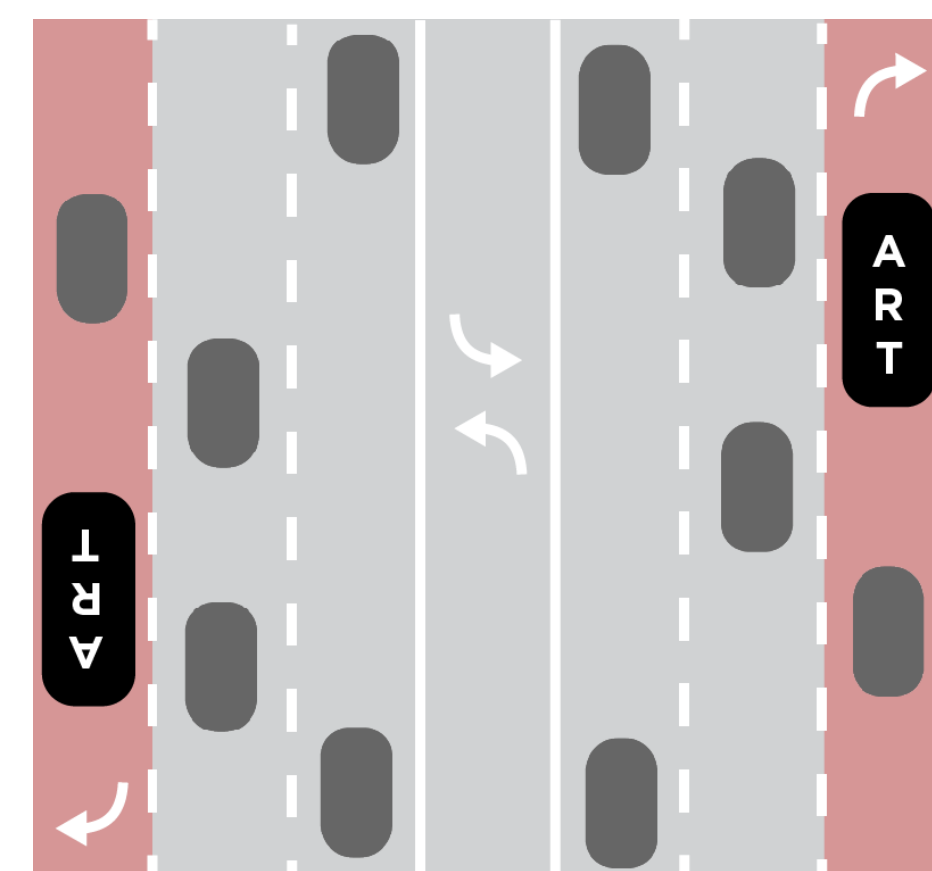
MIXED TRAFFIC VS. BAT LANES

MIXED TRAFFIC LANES

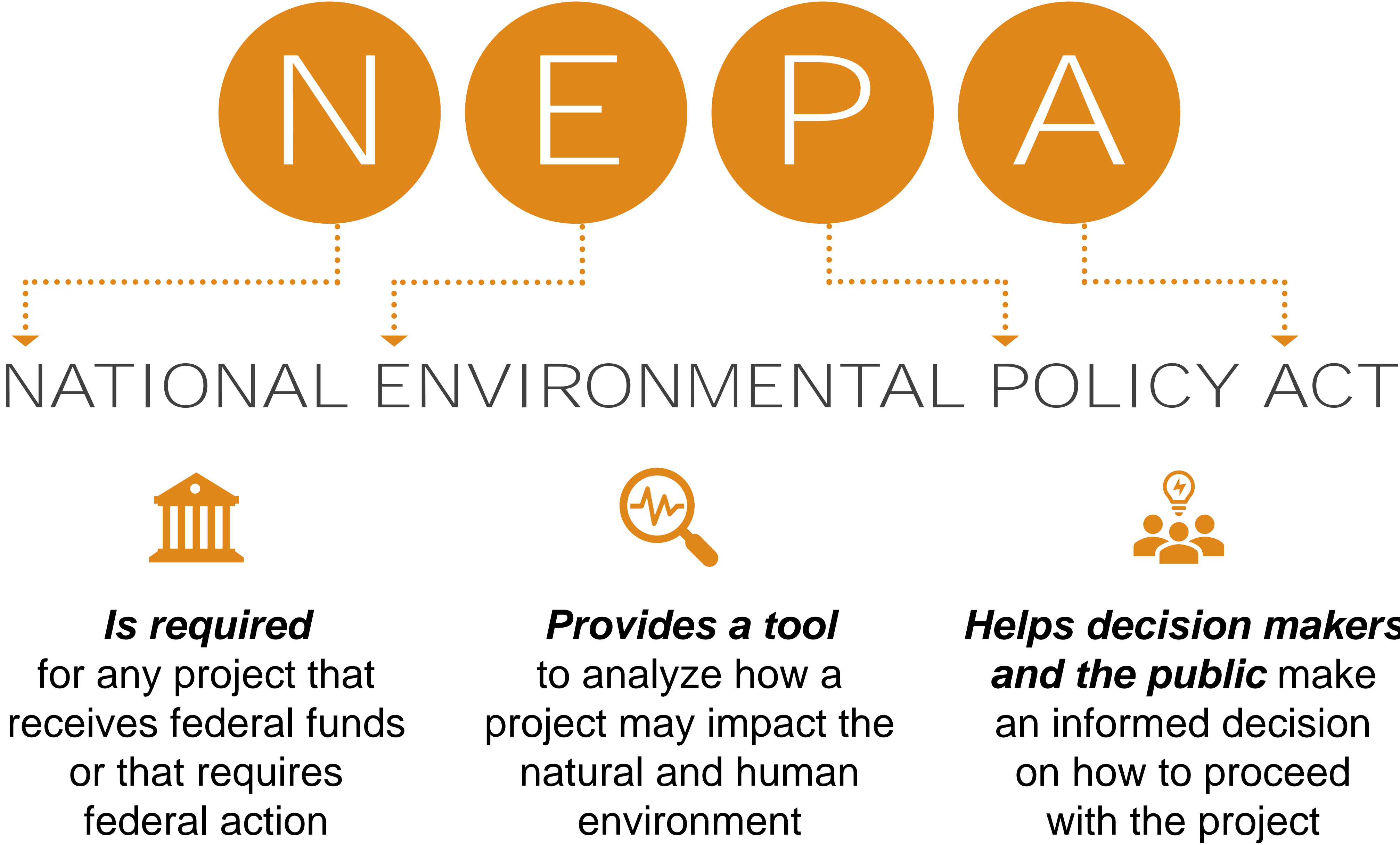


- May preserve on-street parking
- Cost effective and useful for existing and forecasted moderate volume traffic
- Required testing for ART vehicle docking and merge at stations

BAT LANES

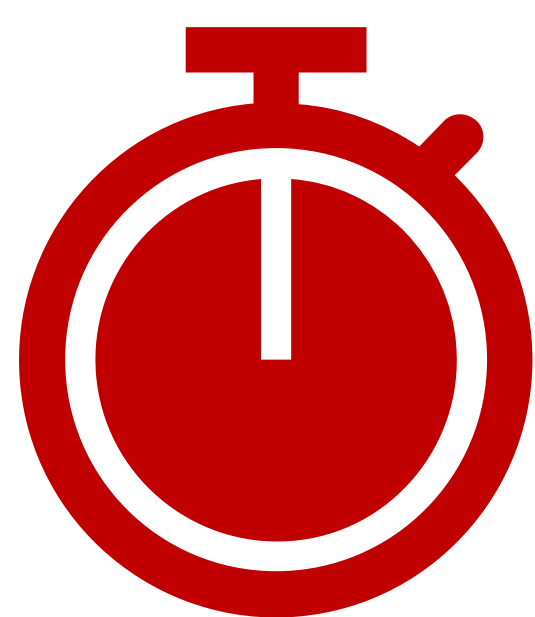


- Semi-exclusive lane for the ART vehicle
- Allows general traffic right turns at business driveways and intersections
- Allows curbside stations to integrate with sidewalk, reducing right-of-way (ROW) needs
- Improves travel time related to mixed traffic



PROJECT'S PURPOSE & NEED

Project's Purpose:



Improve travel times



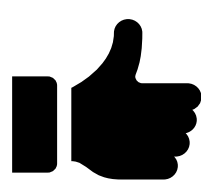
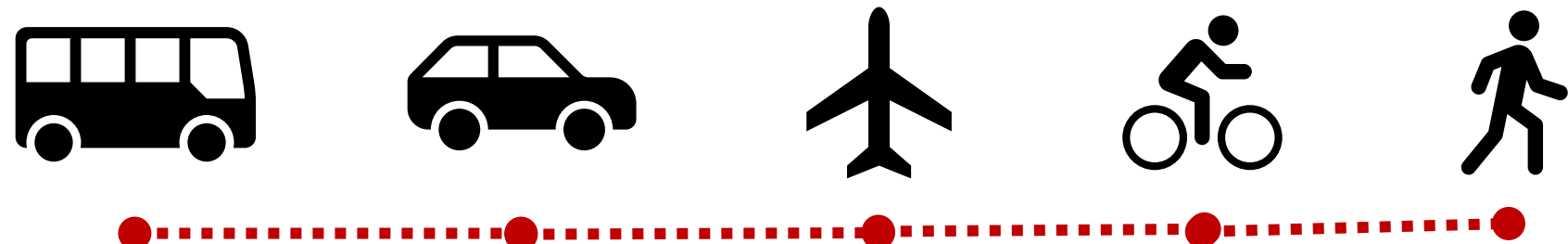
Provide reliable transit service



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

Project's Need:

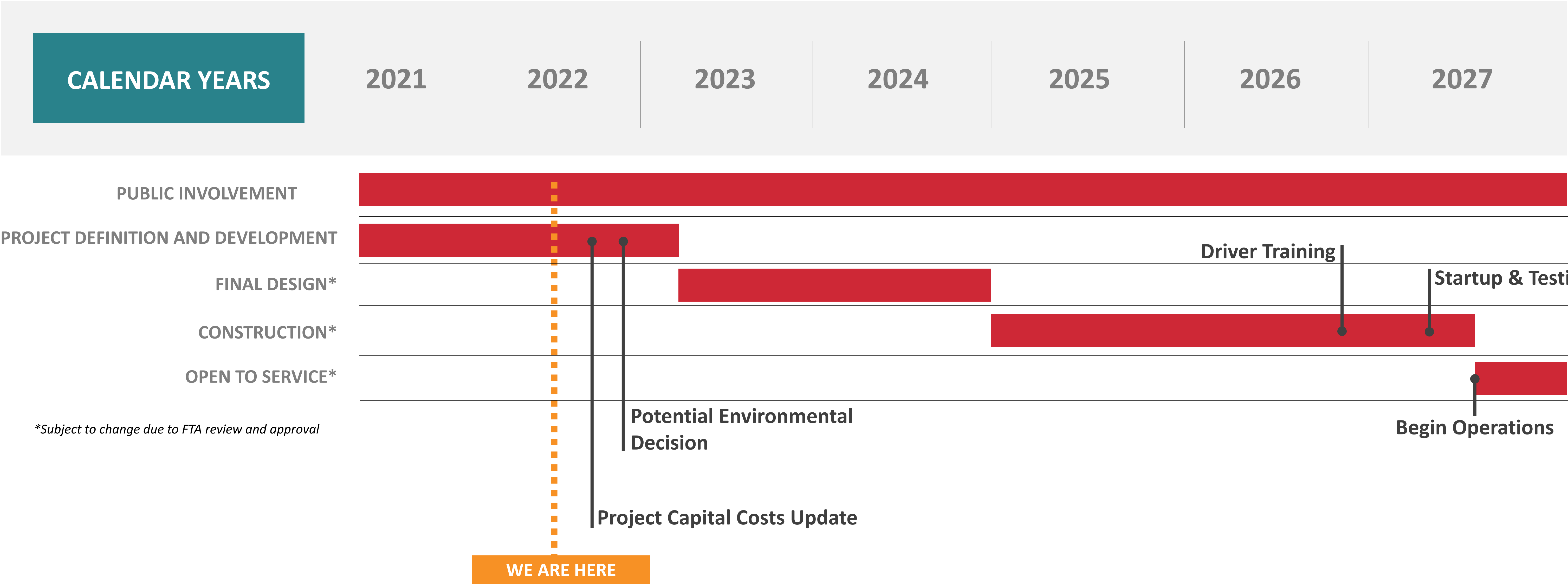
- 01 Create **convenient** and **competitive** travel choices that ensure reliability and speed
- 02 Strengthen **interconnected** public transportation **network** of transit, air travel, driving, cycling, and walking
- 03 Supports **growing** **employment** centers
- 04 Improve **access** between key 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

Public Meeting Materials

- Virtual Public Website
- Comment Card - English and Spanish
- Online Comment Card – English and Spanish
- Public Meeting #1 Venue Map – English and Spanish
- Public Meeting #2 Venue Map – English and Spanish
- Public Meeting #3 Venue Map – English and Spanish
- Exhibits - English
- **Exhibits - Spanish**
- Meeting Photographs

SU OPINIÓN ES IMPORTANTE

Los comentarios de la comunidad influyen en el proyecto



Busque esta etiqueta a lo largo de la reunión para ver cómo los comentarios del público han ayudado a dar forma al proyecto.

Bienvenidos

Proyecto de Tránsito Rápido Avanzado (ART) Corredor Norte/Sur

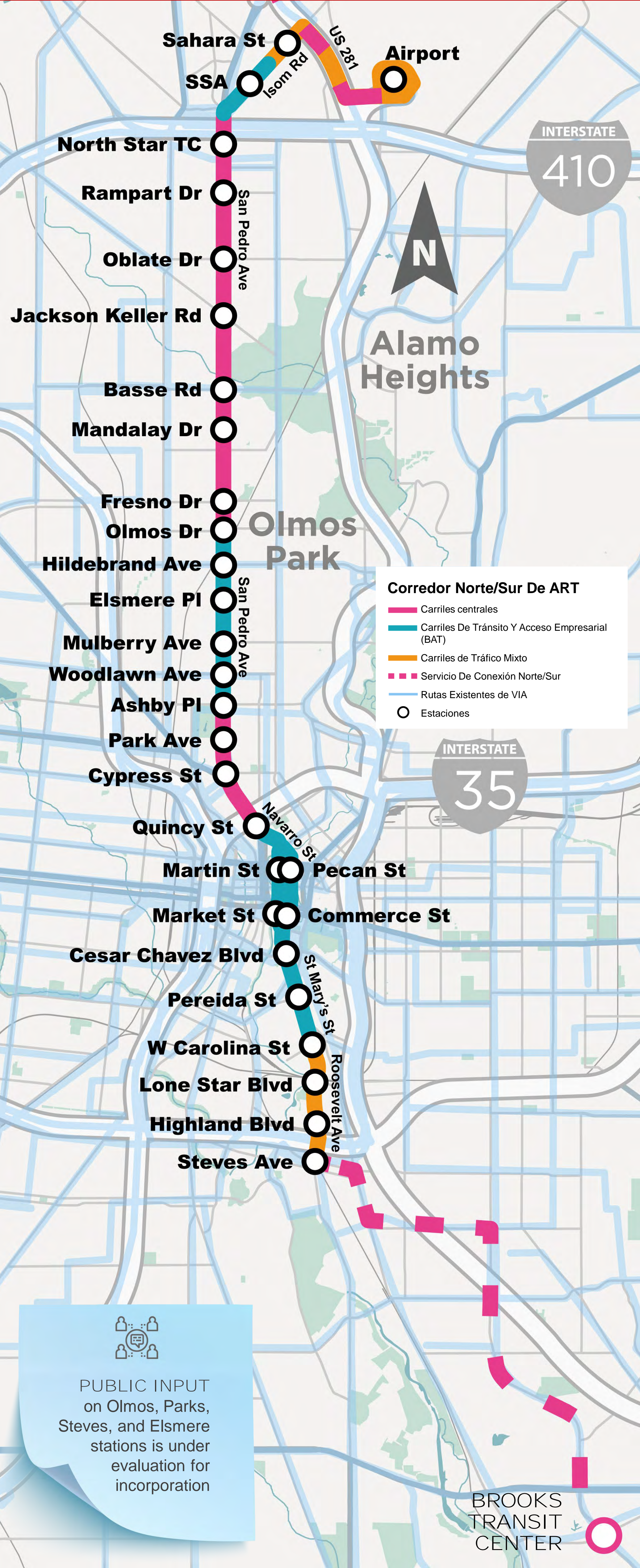
CONVERSACIONES COMUNITARIAS

- 1 Favor de **registrarse**.
- 2 **Visite las estaciones** e interactúe con los miembros del equipo del proyecto.
- 3 **Proporcione sus comentarios** acerca del proyecto en la estación de comentarios.



PROYECTO DE ART CORREDOR NORTE/SUR

MAPA DEL PROYECTO



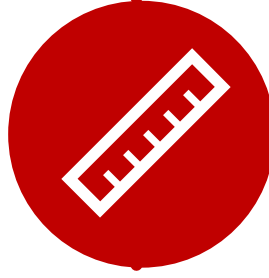
ASPECTOS DESTACADOS



CORREDOR DEL PROYECTO
Del Aeropuerto a la Avenida Steves



CONEXIONES DE SERVICIO
Stone Oak Park & Ride y
Brooks Transit Center



11.7 MILLAS DE CORREDOR



27 ESTACIONES NUEVAS



17 VEHÍCULOS NUEVOS DE BAJAS EMISIONES



FRECUENCIA DE 10 a 15 MINUTOS TODO EL DIA

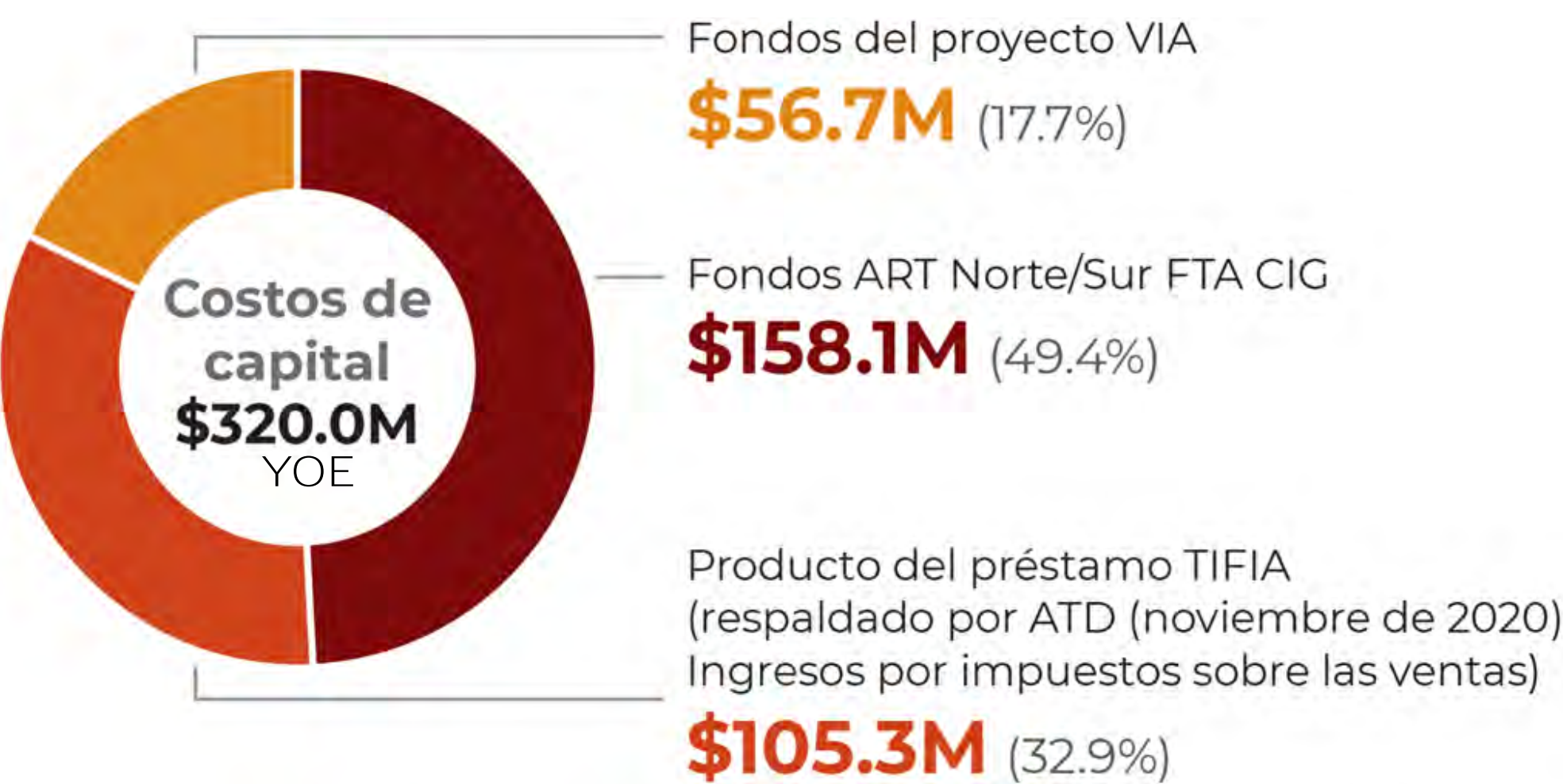


2027
FECHA ESTIMADA DE APERTURA



\$320M
COSTO CAPITAL DEL PROYECTO
Año de Gasto (YOE por sus siglas en Inglés)
Actualización de costos en proceso para reflejar la condición económica actual

¿CÓMO SE FINANCIA EL ART NORTE/SUR?



Fondos del Proyecto VIA: Fondos designados por la Mesa Directiva de VIA para apoyar el programa (KSAM) (por sus siglas en inglés), que incluye ART Norte/Sur

Fondos ART N/S FTA CIG: La Administración Federal de Tránsito (FTA) (por sus siglas en inglés), utilizando los fondos del programa Capital Investment Grants (CIG) (por sus siglas en inglés), es el principal socio de financiación de ART Norte/Sur.

Ingresos del préstamo TIFIA: De la Ley de Innovación y Financiamiento de Infraestructura de Transporte (TIFIA) (por sus siglas en inglés) que se reembolsará utilizando los ingresos de la medida electoral Keep San Antonio Moving recientemente aprobada que asignará un impuesto sobre las ventas existente de 1/8 de centavo a perpetuidad al transporte público a partir de 2026

Project is currently in Project Development and subject to change.

Vigente al 24 de junio de 2022

¿CÓMO Y CUÁNDO PODRÍA CAMBIAR EL PROYECTO?

VIA valora la transparencia en el desarrollo y ejecución de sus proyectos

ESTIMACIÓN DE COSTOS DEL PROYECTO

Estimaciones de costos del proyecto

- La estimación de \$320M está sujeta a cambios.
- Nos basamos en los datos más actualizados para llegar a este número.
- VIA proporcionará actualizaciones en reuniones futuras si hay algún cambio en las estimaciones y por qué

¿Por qué cambian las estimaciones de costos?

- Crecimiento regional
- Inflación
- Cambios en los valores inmobiliarios
- Ajustes del proyecto debido a comentarios públicos y nuevos datos técnicos
- Costo cambiante de los materiales de construcción

¿Cuándo cambian las estimaciones de costos?

- En cada etapa importante del diseño del proyecto
- Al reportar actualizaciones a la Administración Federal de Tránsito

¿Cuándo actualizará VIA al público sobre la estimación de costos?

- Reuniones de la Junta Directiva de VIA
- Reuniones públicas futuras
- En línea en **KeepSAmoving.com**

PROCESO DE DISEÑO

El proceso de diseño

- Los límites del proyecto – a lo largo de San Pedro Ave. desde el aeropuerto hasta Steves Ave.: están establecidos y actualmente no están previstos cambios
- Dentro de los límites del proyecto ocurre diseño a detalle y es influenciado por muchos factores

¿Por qué cambia el diseño?

- Aporte de comentarios públicos
- Revisiones de las agencias
- Restricciones del corredor

¿Cuándo cambiará el diseño?

- Continuamente a lo largo del proceso NEPA
- En las etapas del proyecto al 30%, 60%, 90%

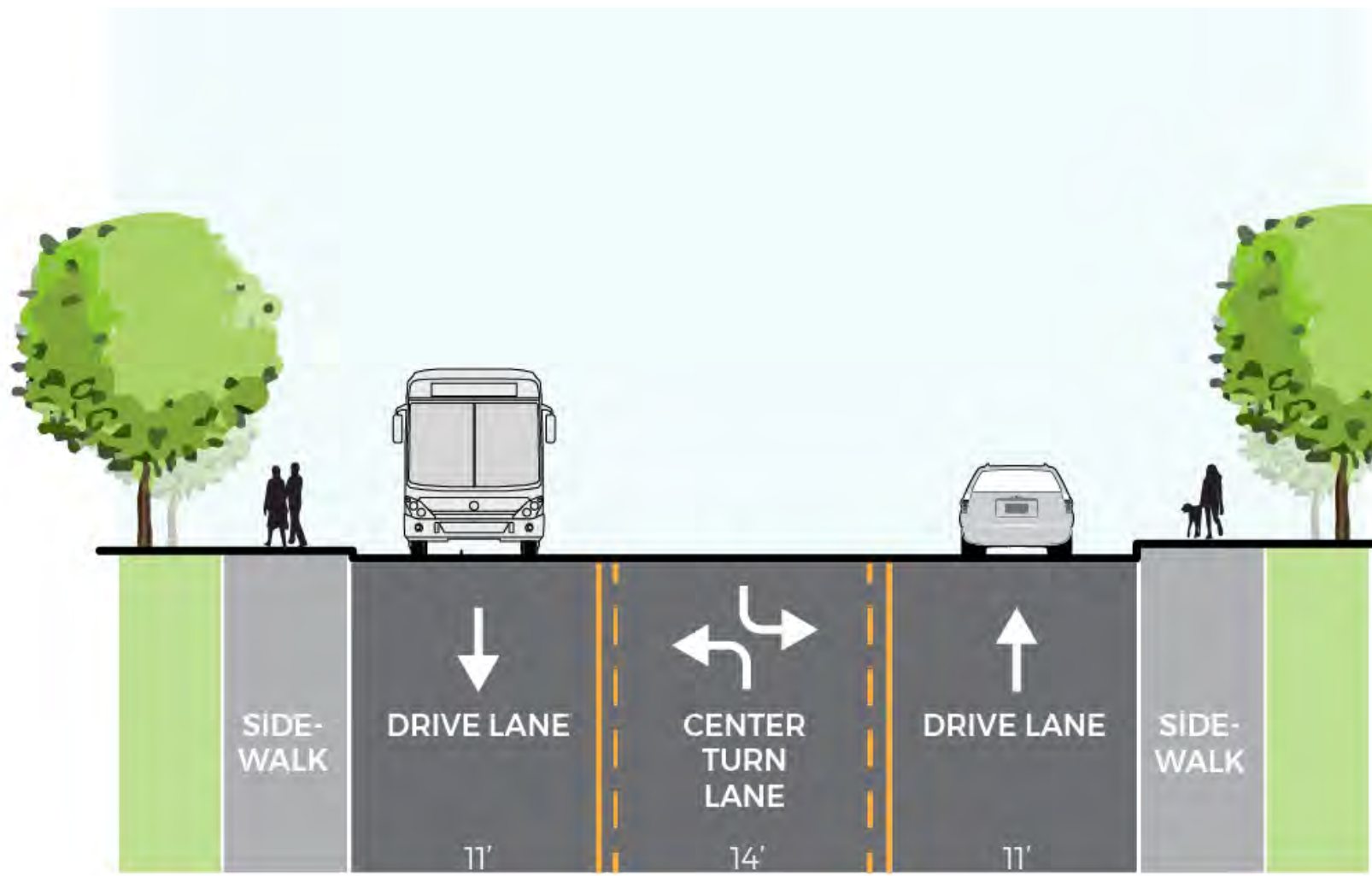
¿Cuándo actualizará VIA al público sobre los cambios de diseño?

- Reuniones públicas futuras
- En línea en **KeepSAmoving.com**

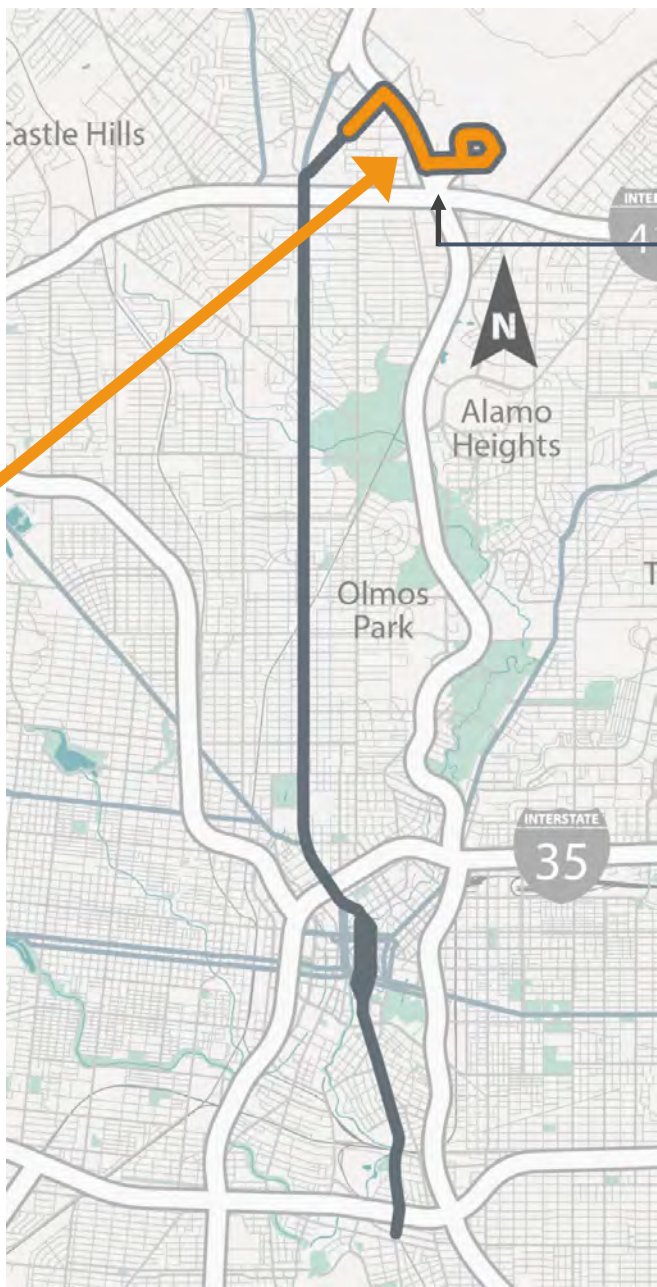


VIA se compromete a actualizar e involucrar a la comunidad en el desarrollo e implementación del proyecto y continuará solicitando comentarios que puedan ayudar a informar el proyecto y las decisiones de diseño.

CARRILES DE TRÁFICO MIXTO

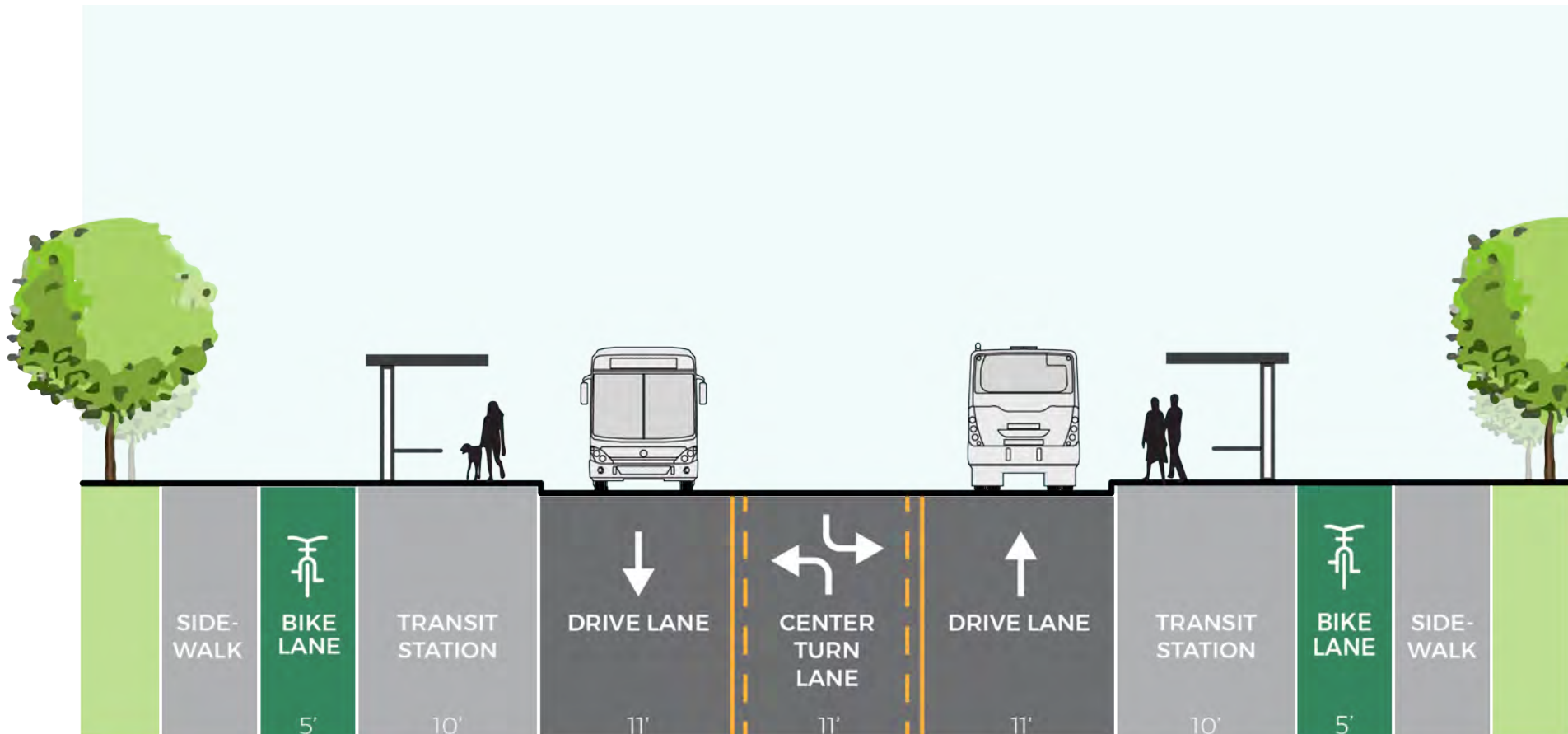


Sección Típica Propuesta (Isom Rd. – Sahara a US 281)

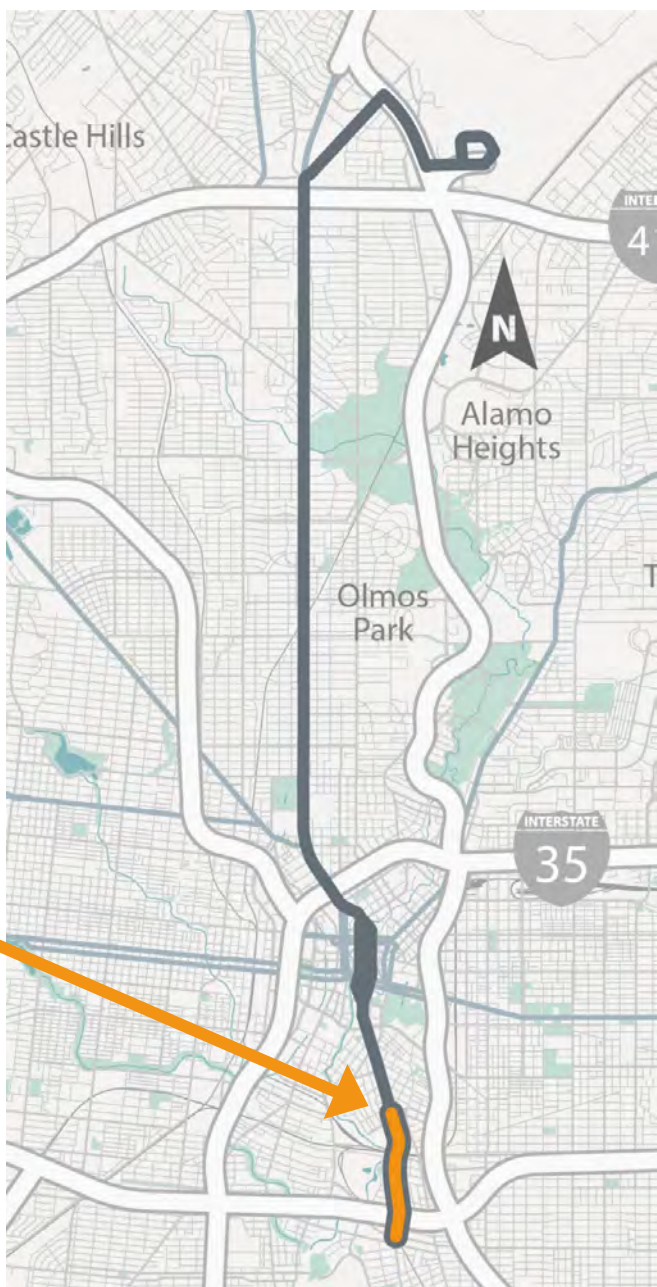


La sección típica
varía en la US 281 y
en el aeropuerto

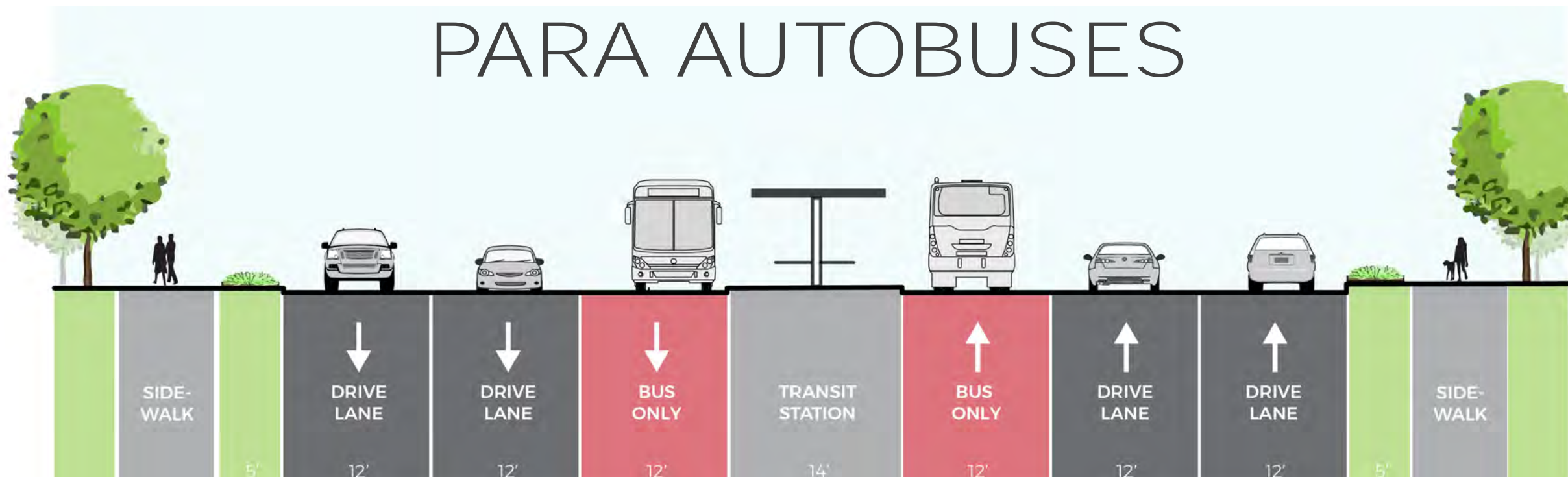
ROOSEVELT AVE. EN ÁREAS
DE LA ESTACIÓN



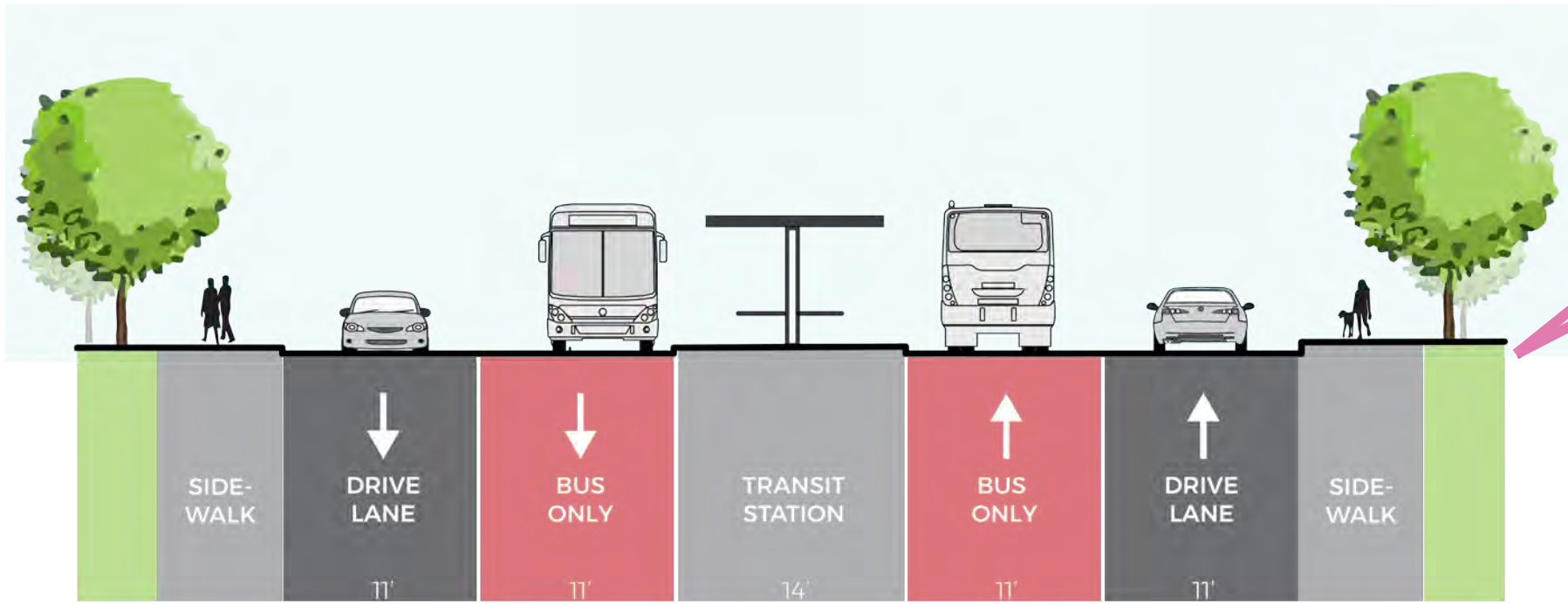
Sección Típica Propuesta (Roosevelt Ave. en áreas de la estación)



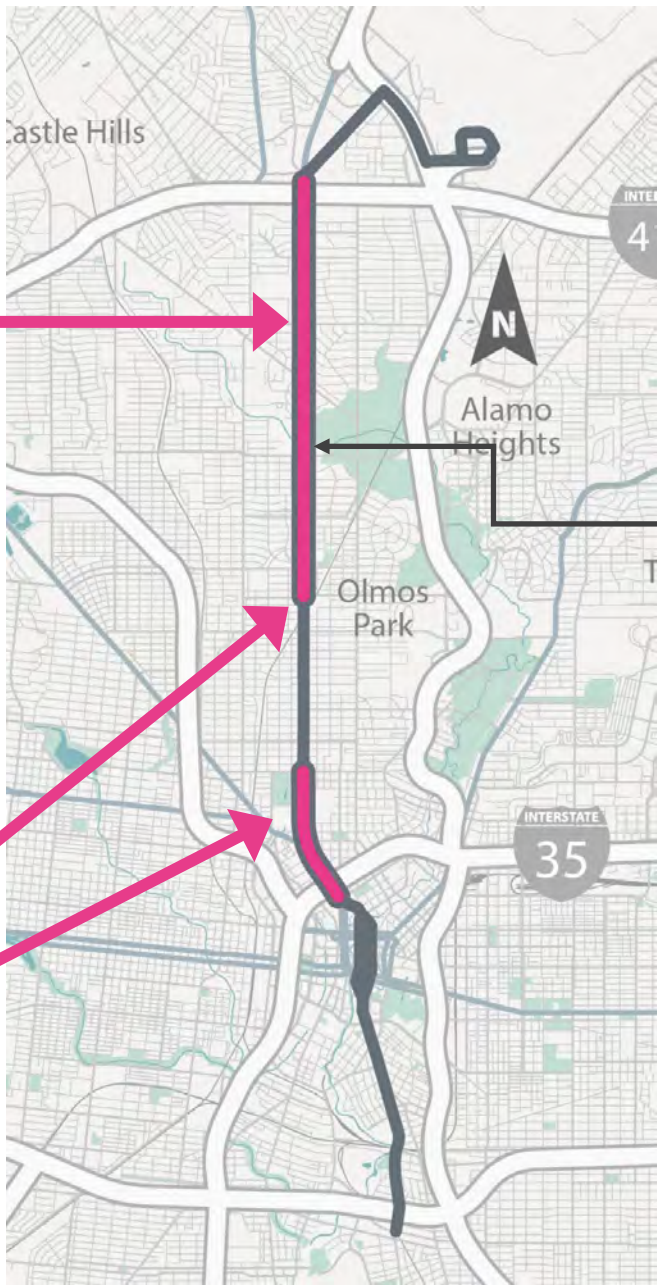
SOLO CARRILES CENTRALES
PARA AUTOBUSES



Sección Típica Propuesta (San Pedro Ave. – Rector a Basse)



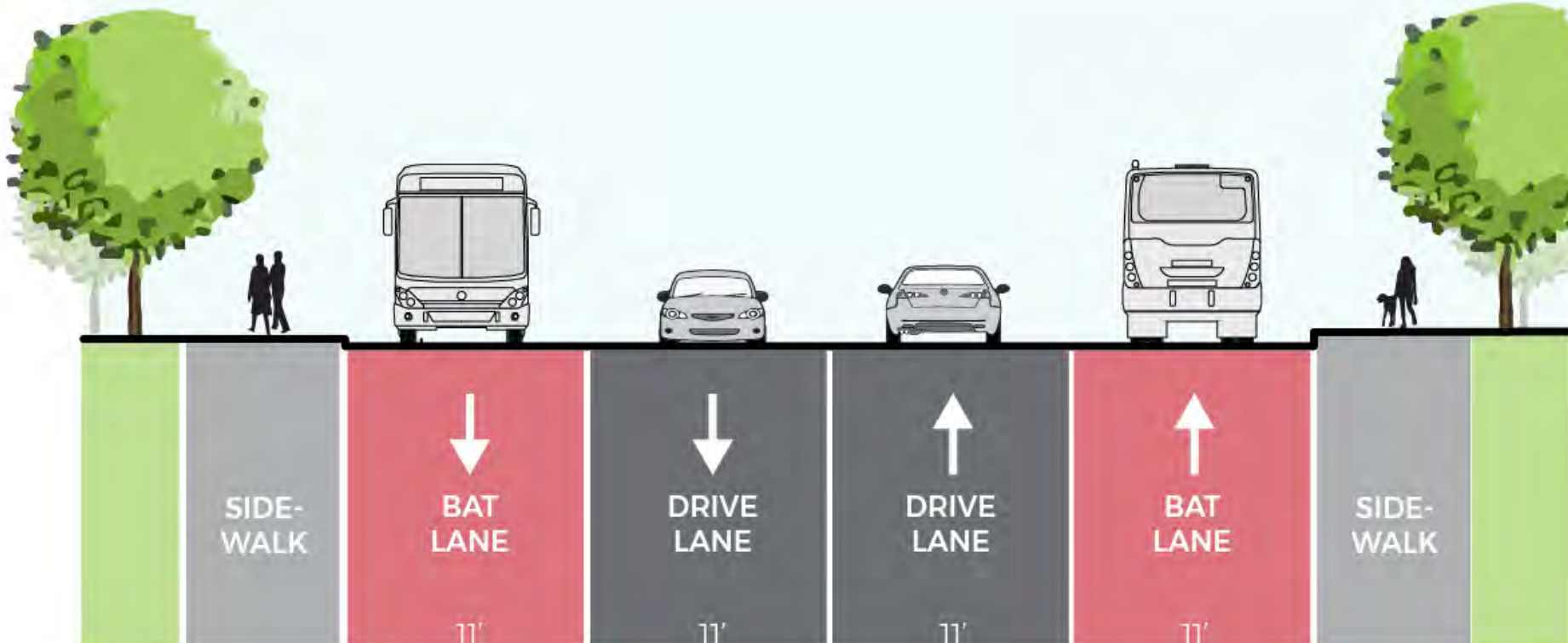
Sección Típica Propuesta (San Pedro Ave. – Basse a Olmos y Ashby a Quincy)



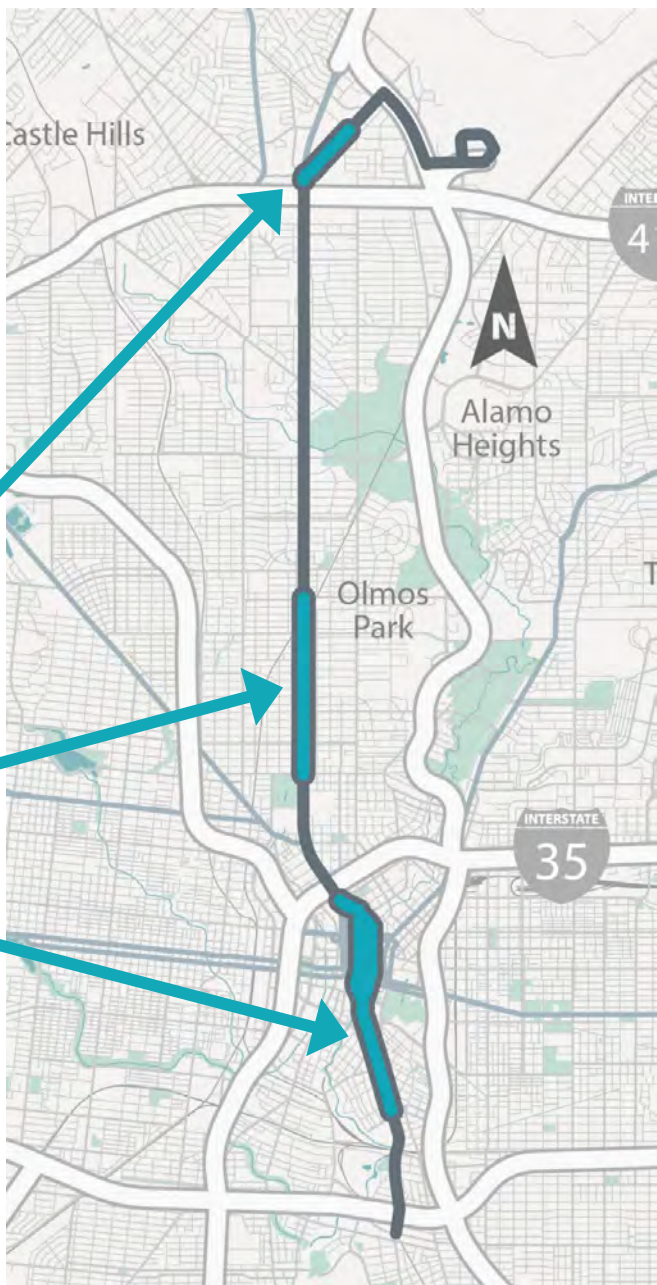
Transición de
Sección Típica en
Basse

CARRILES DE TRÁNSITO Y DE ACCESO A NEGOCIOS
(BAT) (POR SUS SIGLAS INGLÉS)

(Carriles en acera utilizados solo por automóviles que giran a la derecha y vehículos de tránsito; similar a Diamond Lanes o Carriles de Autobuses en el centro).



Sección Típica Propuesta (San Pedro Ave. – Olmos a Ashby)



Notas

- Las secciones transversales son preliminares y sujetas a cambios en función de la futura participación pública y el proceso de la Ley Nacional de Política Ambiental (NEPA).
- Construcción principalmente de acera a acera y en varias ubicaciones selectas para ampliación

Vigente al 24 de junio de 2022

MEJORAS POTENCIALES EN SEGURIDAD VEHICULAR

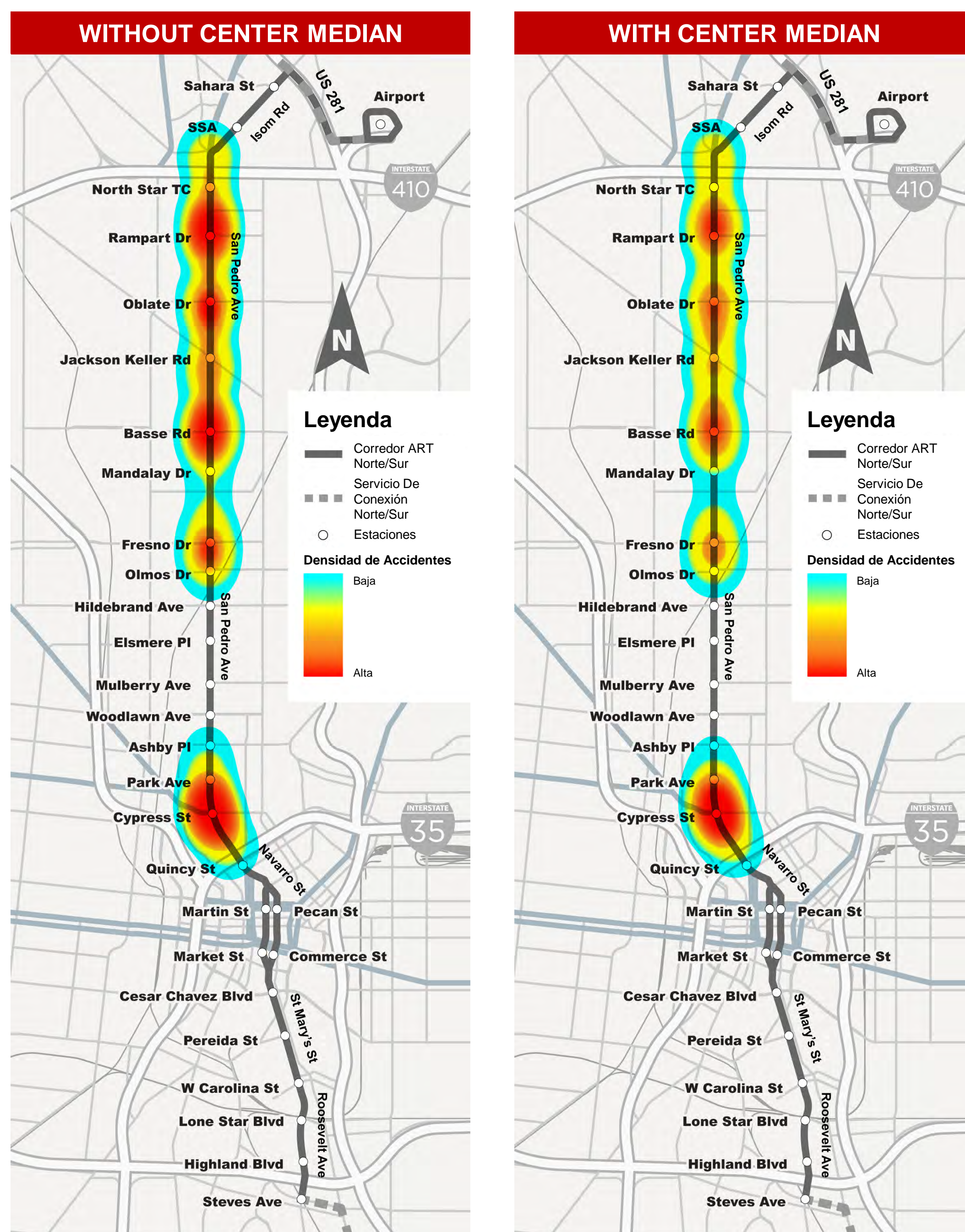
Tasas de accidentes de vehículos (por 100M):

- De Rector Drive a Basse Rd. – **3.8 veces**
- De Basse Rd. a Ashby Pl. – **2.5 veces**
- De Ashby Pl. a Quincy Stt. – **6.7 veces**

Ejemplo de reducción del tipo de choque (choques de giro a la izquierda)

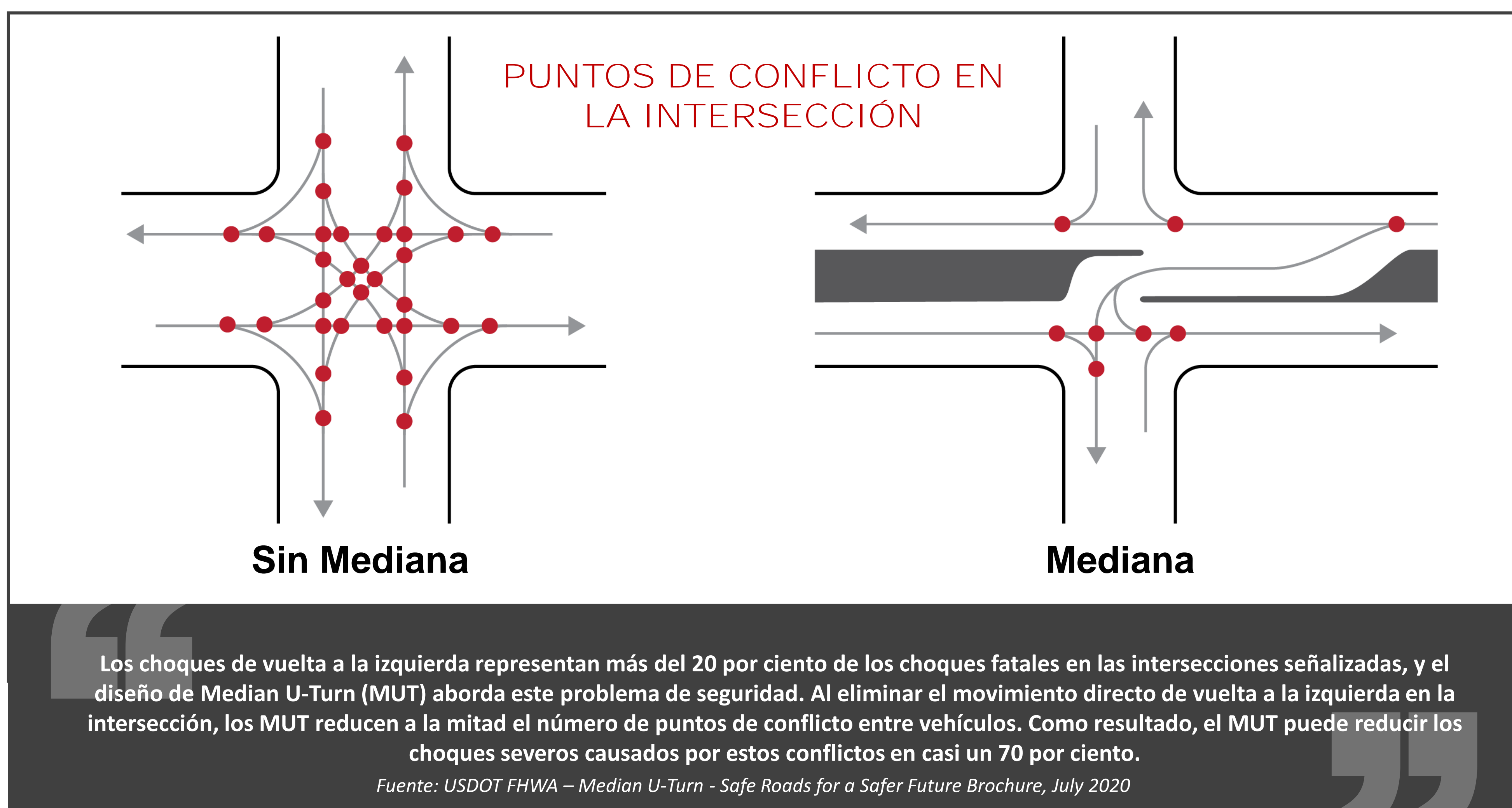
- 1,228** choques en las condiciones existentes
- 1,051 (~15% menos)** choques en total si el medio divisor del ART N/S estuviera instalado

Un choque se define como un conjunto de eventos que resultan en lesiones o daños a la propiedad debido a la colisión de al menos un vehículo motorizado y puede involucrar la colisión con otro vehículo motorizado, un ciclista, un peatón o un objeto.
Los datos de accidentes son de 2015 a 2019 de las estadísticas de accidentes de vehículos motorizados de Texas..



Las medianas pueden reducir los accidentes a la mitad

Fuente: Estadísticas estatales de accidentes automovilísticos de TxDOT



MEJORAS PREVISTAS PARA LA SEGURIDAD PEATONAL

PREOCUPACIONES



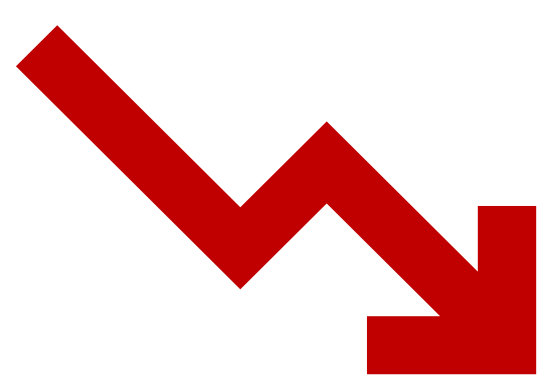
- Hay múltiples áreas de **lesiones peatonales graves** dentro del corredor
Basado en datos de la Ciudad de San Antonio
- Más del **5% de las muertes peatonales** en San Antonio ocurren dentro del corredor
Los datos de accidentes son de 2015 a 2019 de Texas Motor Vehicle Estadísticas de choques e informe Vision Zero 2019 de la ciudad de San Antonio.

SOLUCIONES



El proyecto **mejora la seguridad** al:

- Añadir aceras para un mejor acceso a la estación
- Mejorar las condiciones para el cruce de peatones
- Gestionar mejor los giros a lo largo del corredor

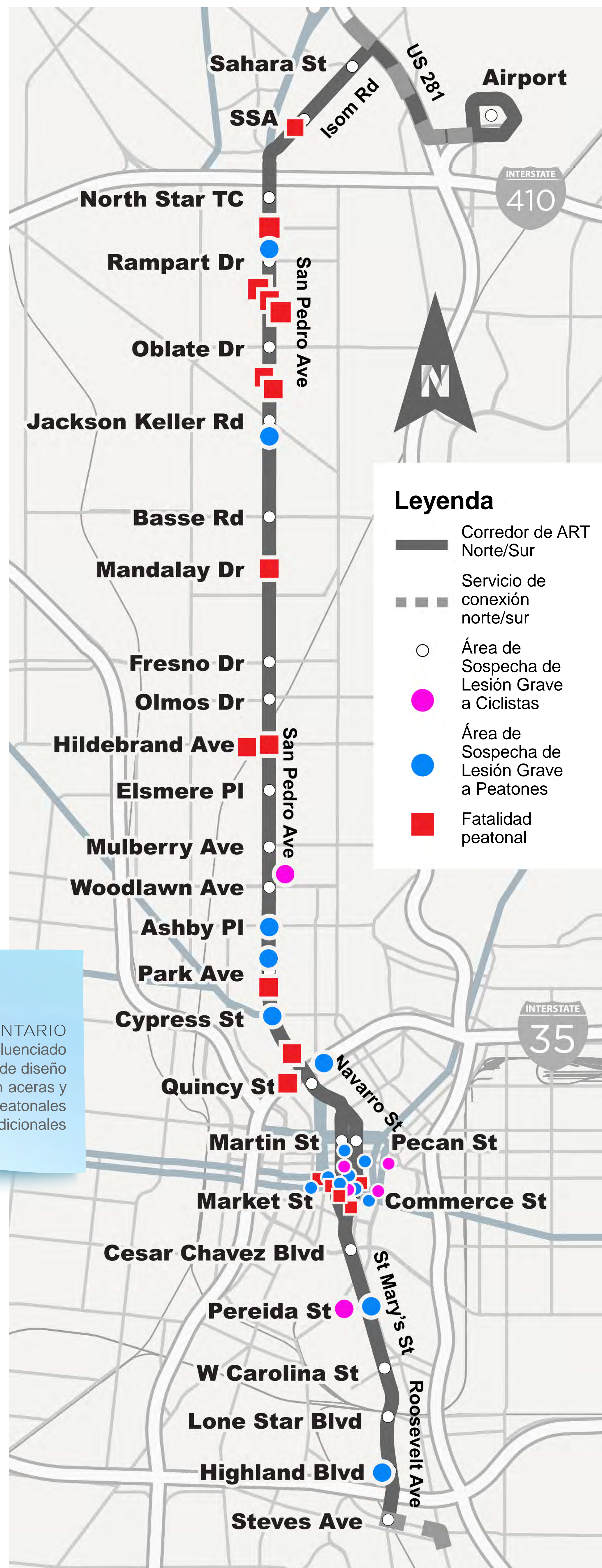


El proyecto apoya las metas y acciones de la iniciativa **Vision Zero** de la Ciudad de San Antonio:

- Acceso seguro al tránsito y eliminación de áreas sin acera
- Mejorar el tiempo de los semáforos para los peatones y ciclistas
- Agregar infraestructura en áreas con alto índice de lesiones



EL COMENTARIO PÚBLICO ha influenciado actualizaciones de diseño que incluyen aceras y cruces peatonales adicionales



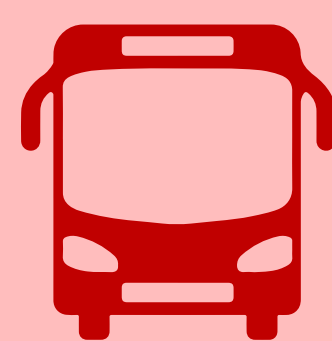
¿QUÉ SE HA HECHO?

Un análisis de tráfico para identificar el efecto del proyecto en el corredor

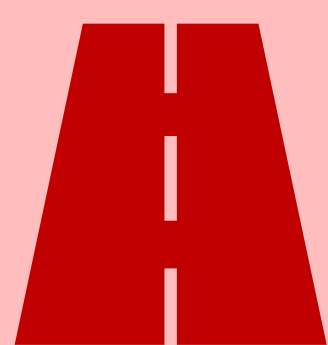
¿QUÉ SIGNIFICA ESO?



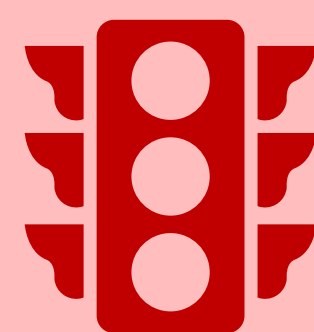
El proyecto mantendrá el flujo de tráfico a lo largo del corredor



Los pasajeros del transporte público irán más rápido y más lejos



Habrà algún cambio de tráfico a la I-10, US 281, Blanco Rd. Y McCullough Ave.



El tráfico de los vecindarios se desviará a lugares más seguros con intersecciones señalizadas

¿QUE SIGUE?



Continuar el diseño de intersecciones y mejoras para peatones



Reunir más comentarios de los residentes y dueños de negocios



Investigar el tráfico mejoras para Blanco y McCullough



Trabajar con la ciudad para diseñar sistemas de señales más inteligentes



Crear soluciones para mejorar el acceso peatonal y la seguridad

¿CÓMO PUEDE AFECTARSE EL TRÁFICO?

Nivel de servicio (LOS) es una medida del flujo de tráfico a lo largo de un corredor basado en los retrasos en las intersecciones.

MAPAS: LOS en las intersecciones para las horas pico de la tarde**

Los mapas muestran los grados LOS para el flujo de tráfico entre A-F:

Las horas pico de la tarde son de 4:45 a 5:45 PM. El pico AM será incluido en el informe de tráfico.

LOS A - D = Satisfactorio

LOS E = Deficiente

LOS F = Fallido

Existing (2019)

No ART Project Built (2027)

ART Project Built (2027)

Calificaciones de LOS para el Corredor Norte/Sur de ART:

| | # de Intersecciones | | | | | |
|-----|-----------------------------|----|---|----|-------------------------------------|----|
| | Año Base (Sin Construcción) | | Año de Apertura 2027 (Sin Construcción) | | Año de Apertura 2027 (Construcción) | |
| | 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 |

LO QUE NOS DICEN LOS DATOS:
Los carriles de giro adicionales brindan un flujo de tráfico aceptable dentro del corredor

El corredor será más rápido y más confiable para el tránsito

Sin intersecciones fallidas debido al proyecto

El sistema de semáforos actualizado mejorará la movilidad de los vehículos y el tránsito

Ave. Hildebrand mejorará al agregar carriles adicionales de este/ oeste

Intersección propuesta en El Monte Blvd para mejorar la conectividad para vehículos y peatones basada en COMENTARIO PÚBLICO.

MATCHLINE

Fuente: Synchro Traffic Analysis Software
Vigente al 24 de junio de 2022

MOVING MORE PEOPLE FASTER AND FARTHER

KeepSAmoving.com

¿CÓMO PUEDE AFECTARSE EL TRÁFICO?

MATCHLINE



Los estudios revisaron cómo el tráfico podría verse afectado en el año de apertura, 2027.

El período de mayor actividad se prevé durante la hora pico de la tarde de 4:45 a 5:45 p.m., resultando que los vehículos cambien de ruta.

En el lugar más concurrido...

1,275
vehículos en total
viajarán al norte en
San Pedro al sur de Basse
Rd. durante la hora pico de
la tarde. De esos vehículos,

200
se prevé que
cambien de ruta.

Y de esos
200
50% se irán
al I-10 y al
US 281
y aproximadamente
el 50% a Blanco y
McCullough

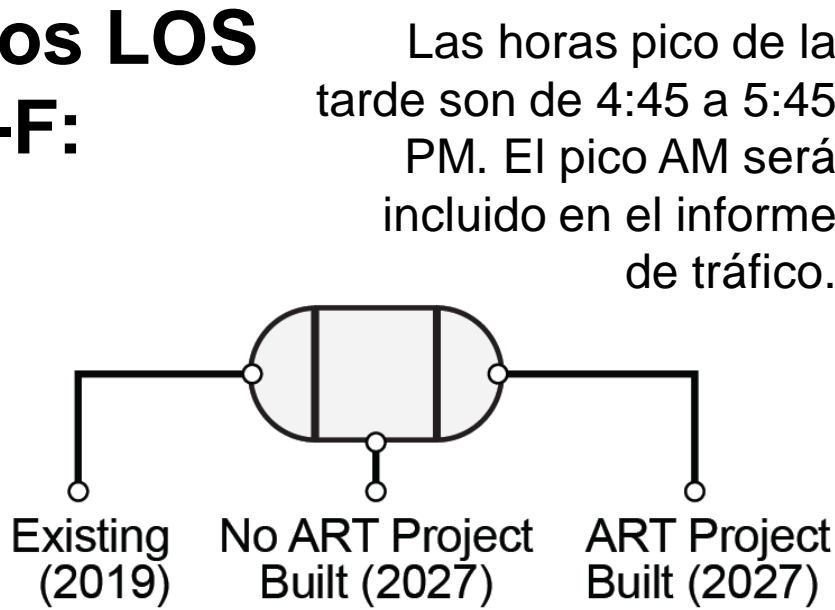
Investigar mejoras de tráfico
para Blanco y McCullough a
continuación

Fuente: Datos recopilados y modelo
de demanda de viajes regionales.

MAPAS: LOS en las intersecciones
para las horas pico de la tarde* *

Los mapas muestran los grados LOS
para el flujo de tráfico entre A-F:

LOS A - D = Satisfactorio
LOS E = Deficiente
LOS F = Fallido



El informe de tráfico completo estará disponible a finales de este verano en KeepSAMoving.com.

Fuente: Synchro Traffic Analysis Software

Vigente al 24 de junio de 2022

TIPOS DE ESTACIONES Y ACCESO

EJEMPLOS DE ESTACIONES EN LA ACERA

Concepto Estación Hildebrand

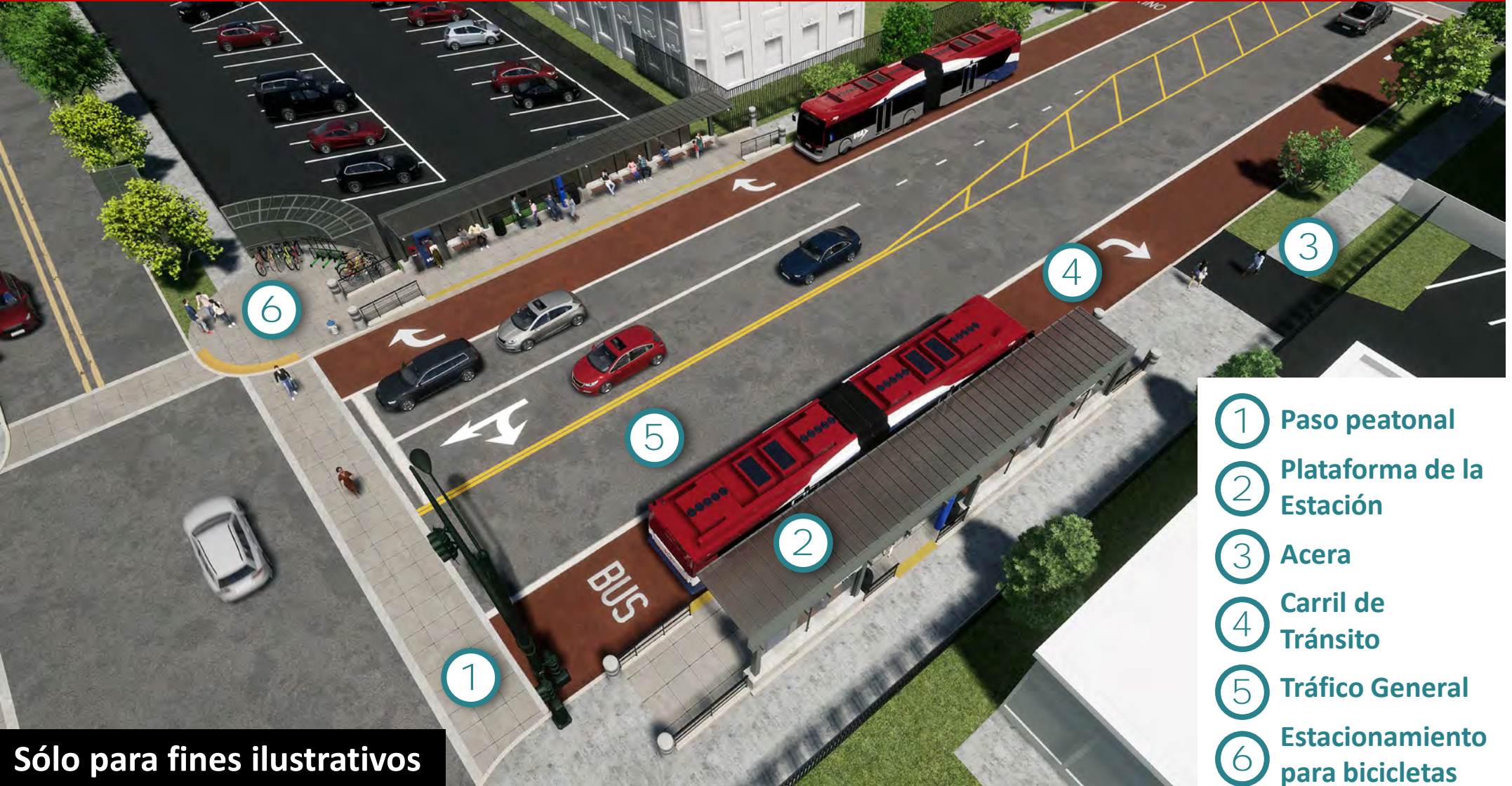


EJEMPLO DE ESTACIONES DE CARRERA CENTRAL

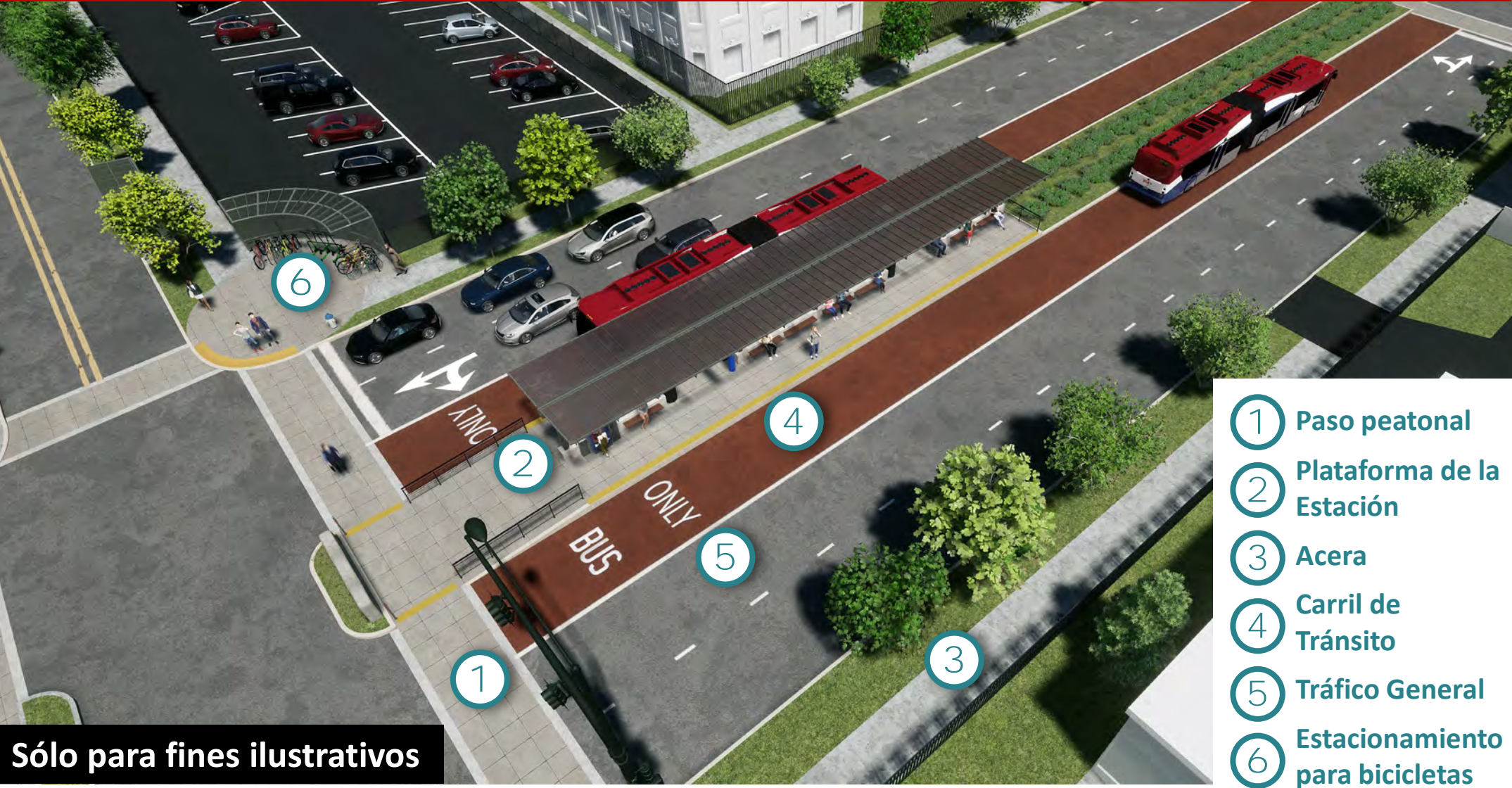
Concepto Estación Olmos



Concepto Típico de Acceso a la Estación en la Acera



Concepto Típico de Acceso a la Estación de Carrera Central



La mayoría de los usuarios existentes no viajarán más de



para llegar a una estación de ART

DISTANCIA CAMINANDO

Dentro de 5 Min: 99.7% Dentro de 2 Min: 93.5%



El Proyecto incluye un total de

1.25 millas de acera nueva o mejorada

a lo largo del corredor para mejorar el acceso a las estaciones*

* Basado en el diseño actual al 20/05/2022 y puede estar sujeto a cambios

Vigente al 24 de junio de 2022

CARRILES DE TRÁNSITO Y ACCESO EMPRESARIAL (BAT)

¿QUÉ ES UN CARRIL BAT?



Los carriles Business Access & Transit (BAT) son carriles en la acera utilizados solo por automóviles que giran a la derecha y vehículos de tránsito. Ayudan a los autobuses a moverse de manera más eficiente a través del tráfico y brindan un mejor acceso a negocios y propiedades.

GENERALMENTE, PARA TRÁNSITO Y TRÁFICO CON GIRO A LA DERECHA



**No Para
viajar**



**Giros a la
derecha
permitidos**



**No para
estacionarse**

ASPECTOS DESTACADOS



Proporciona una mejor visibilidad and y la oportunidad de girar



Experiencia de manejo más placentera y fluida para evitar quedar varado detrás de un autobús



Disminuye el tiempo de viaje al evitar demoras para los vehículos que giran



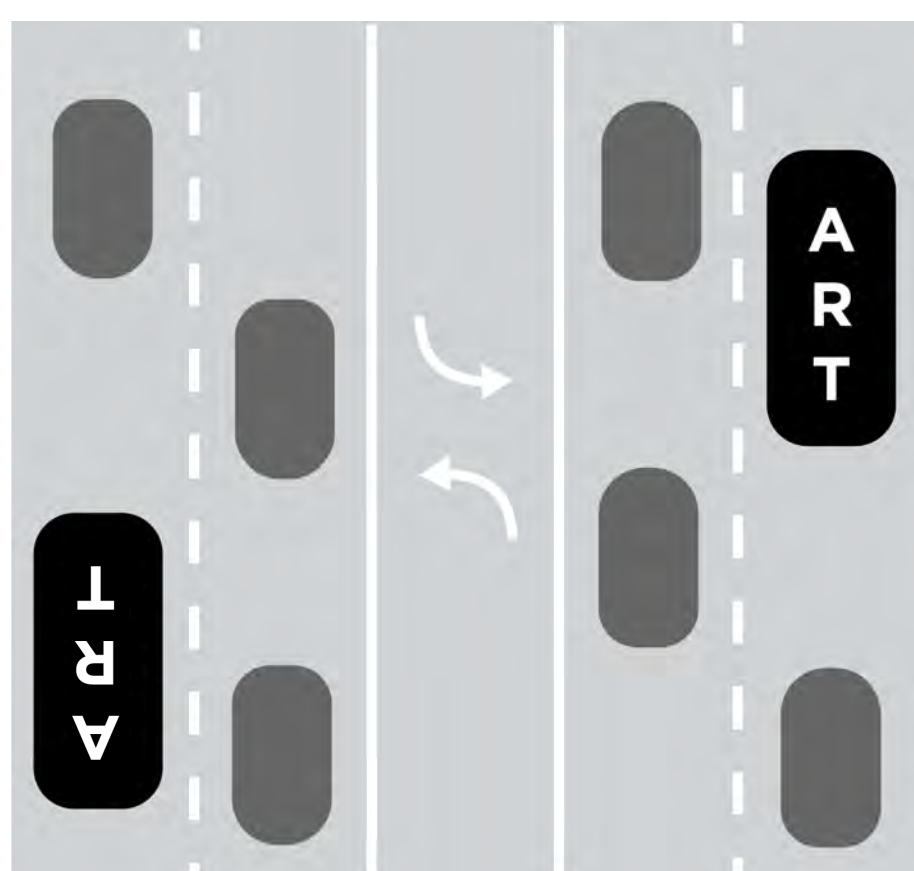
Remueve a los vehículos de tránsito de los carriles de uso general



Más llegadas a tiempo para los pasajeros de transporte público

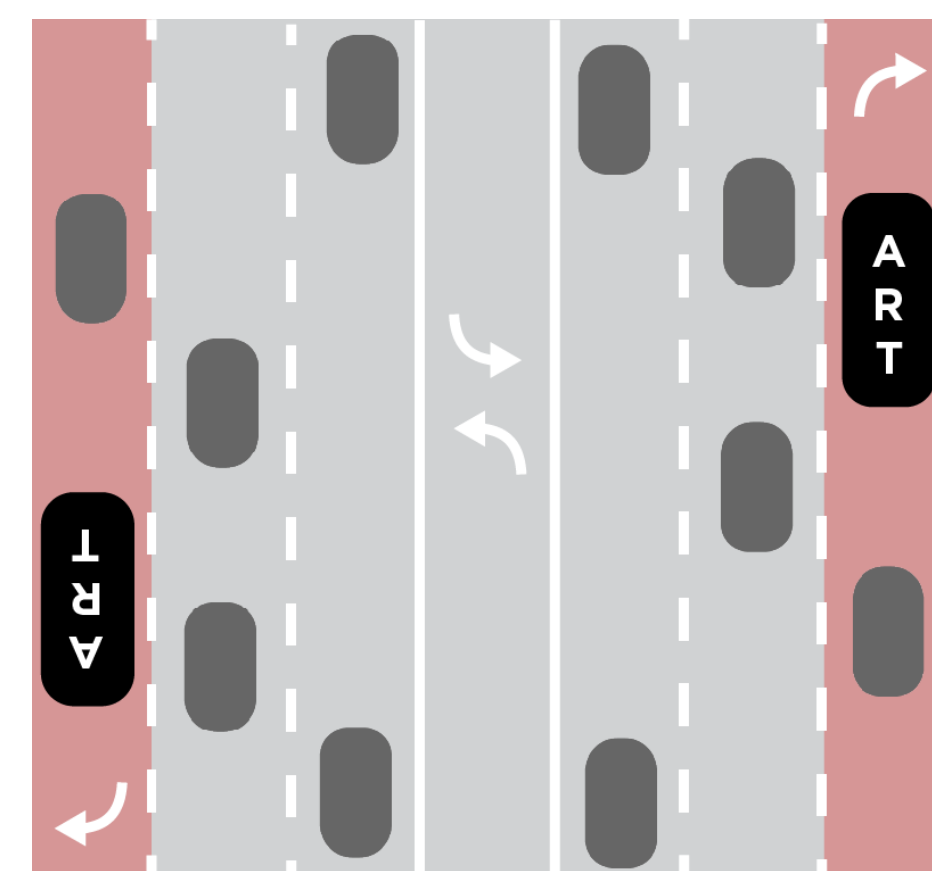
TRÁFICO MIXTO VS. CARRILES BAT

CARRILES DE TRÁFICO MIXTO



- Puede preservar el estacionamiento en la calle
- Rentable y útil para tráfico de volumen moderado previsto
- Pruebas requeridas para el acoplamiento y la fusión de vehículos ART en estaciones

CARRILES BAT



- Carril semiexclusivo para el vehículo ART
- Permite que el tránsito general gire a la derecha en la entrada a negocios e intersecciones
- Permite que las estaciones en la acera se integren con la acera, y poder reducir las necesidades de derecho de paso (ROW)
- Mejora el tiempo de viaje relacionado con el tráfico mixto

Vigente al 24 de junio de 2022

N E P A

NATIONAL ENVIRONMENTAL POLICY ACT

LEY DE POLÍTICA NACIONAL DEL MEDIO AMBIENTE



Es requerido para cualquier proyecto que recibe fondos federales o que requiere acción federal



Proporciona una Herramienta para analizar cómo un proyecto puede impactar el medio ambiente natural y humano



Ayuda a los líderes locales y al público a tomar decisiones informadas sobre cómo proceder con el proyecto

CATEGORÍAS DE IMPACTO AMBIENTAL

Impactos Potenciales::



Pendientes



Mínimos



Ninguno



Recursos históricos y arqueológicos



Uso de tierra y parques



Calidad del aire y ruido



Comunidad, justicia ambiental, e impactos sociales



Recursos hídricos



Especies amenazadas y en peligro de extinción



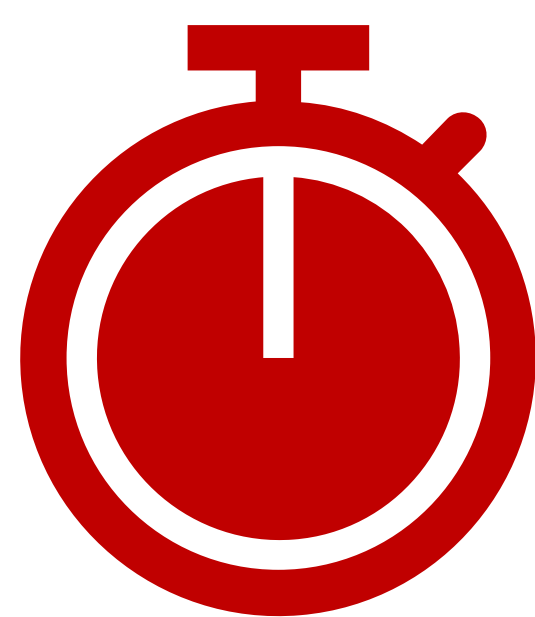
Recursos Biológicos



Materiales Peligrosos

PROPÓSITO Y NECESIDAD DEL PROYECTO

Propósito del proyecto:



Mejorar el tiempo de viaje



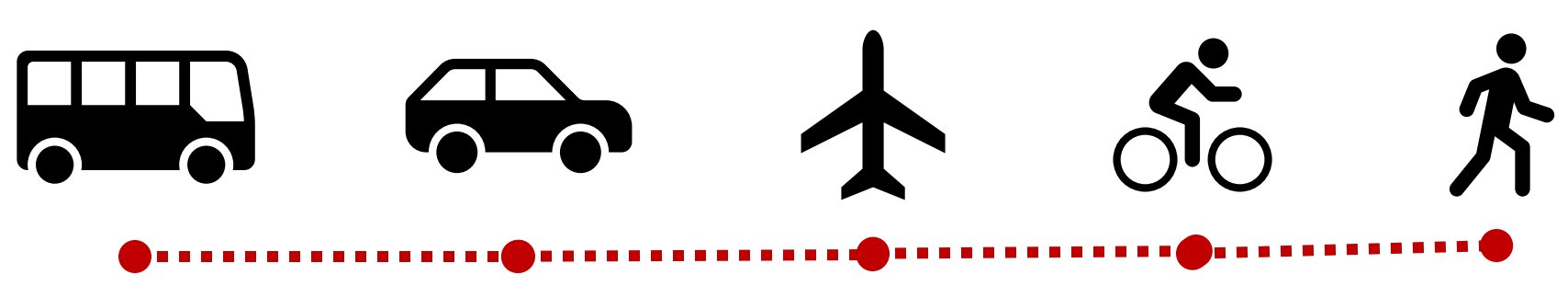


**Servicio de tránsito
confiable**



**Beneficios para la
comunidad como vivienda
equitativa y acceso a la
fuerza laboral**

Necesidades del proyecto:

- 01 Crear opciones de viaje **convenientes y competitivas** que aseguren confiabilidad y velocidad
- 02 Fortalecer a una **red** de transporte público **interconectada** con el tránsito vehicular, autobuses, peatones y ciclistas


- 03 Apoyar a los **crecientes centros de empleos** 
- 04 Mejorar el **acceso** entre centros regionales clave
- 05 Llegar al **Aeropuerto, al Centro de la Ciudad,** y a otros centro regionales más rápido 
- 06 Apoyar un **crecimiento equitativo** que mejore las opciones vivienda y transporte que a su vez conecten a los vecindarios con centros económicos

¿PREGUNTAS O COMENTARIOS? A VIA LE GUSTARÍA ESCUCHAR DE USTED



Para **conocer más** sobre el proyecto
propuesto visite: www.KeepSAmoving.com



Para **ponerse en contacto** con los miembros
del equipo del proyecto:

- Llámenos al (210) 362-2389
- Envíenos un correo electrónico a:
KeepSAmoving@viainfo.net
- O envíenos sus comentarios por escrito a:

Attn: ART Project
C/O Government and Community Relations
800 W. Myrtle St.
San Antonio, TX 78212

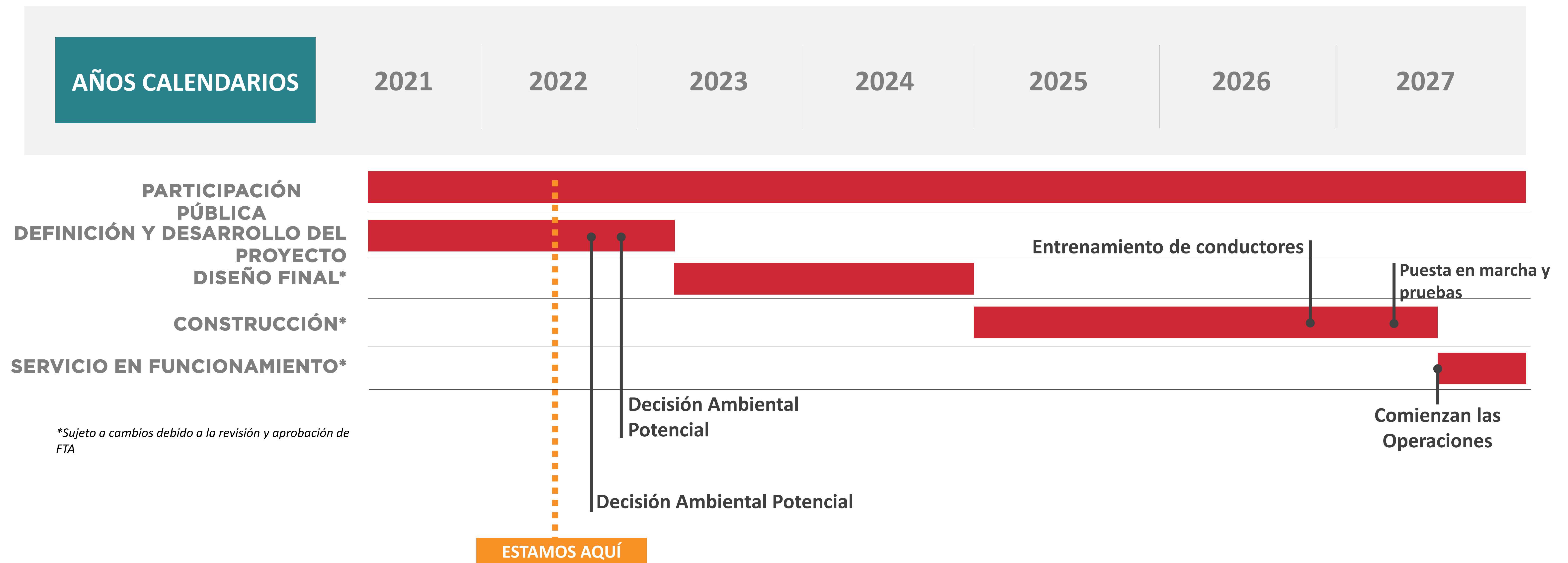


Complete una **tarjeta de comentarios**
y colóquela en el cuadro de comentarios



Realice nuestra encuesta en la estación
de comentarios.

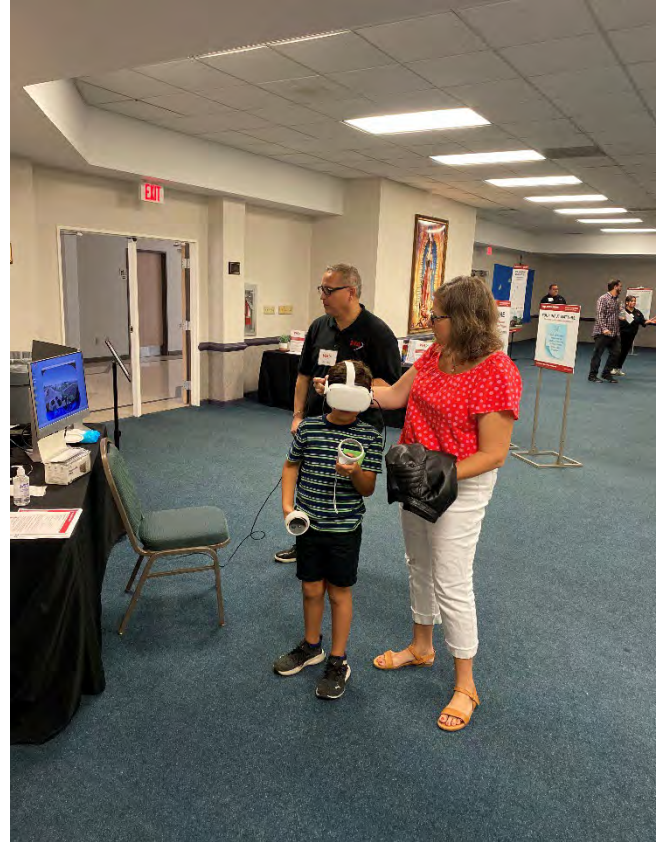
LINEA DE TIEMPO PROPUESTA DEL CORREDOR ART NORTE/SUR



Public Meeting Materials

- Virtual Public Meeting
- Comment Card - English and Spanish
- Online Comment Card – English and Spanish
- Public Meeting #1 Venue Map – English and Spanish
- Public Meeting #2 Venue Map – English and Spanish
- Public Meeting #3 Venue Map – English and Spanish
- Exhibits – English
- Exhibits – Spanish
- **Meeting Photographs**

Meeting #1 Photographs



Meeting #1 Photographs



Meeting #2 Photographs



Meeting #2 Photographs



Meeting #3 Photographs



Meeting #3 Photographs

