



**KEEP SA MOVING**



# **KEEP SA MOVING**

## **VIA Advanced Rapid Transit Project N/S Corridor**

Public Meetings Summary Report  
March 2022

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# Overview

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09/12/22

- VIA conducted two public meetings on **March 26, 2022**, and **March 29, 2022**. A virtual option was provided for each.
- The **purpose** of the meetings were to gather direct feedback about the preliminary design plans and inform the public on the environmental process.
- There were **61** participants across the two in-person meetings.
- The total number of comments received during the official comment period was **21**, which ran from **March 26, 2022**, to **April 13, 2022**.
- The total number of comments received from the roll plots were **112**.
- Major themes prevalent among the comments included safety concerns for ongoing traffic and pedestrians, accessibility for the elderly, concerns for specific corridors, and support for the project.

## Public Meeting #1 - 3/26/22

VIA held the first public meeting on **Saturday, March 26, 2022**, from **9 a.m. to 11:30 a.m.** at the VIA Metropolitan Boardroom located at 1021 San Pedro Avenue, San Antonio, Texas, 78212. The public meeting was an open house format to allow for attendees to attend at their convenience.

Upon arrival, guests registered their attendance 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 provided to the public served 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 Keep San Antonio Moving (KSAM) and ART
- Question & Answer Area
- Kids' Station
- Exhibits for Technical Studies for ART and the Environment
- Study Area Maps with Draft Designs
- Virtual Reality Experience
- Selfie Station and Video Testimonials
- Comment Station

Both Spanish and American Sign Language (ASL) interpretations were available to the public. A total number of **44** members of the public registered their attendance at this public meeting.

## Public Meeting #2 - 3/29/22

WORKING  
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09/12/22

The second public meeting was held on **Tuesday, March 29, 2022**, from **5:30 p.m.** to **7:30 p.m.** at the Roosevelt Park Clubhouse located at 331 Roosevelt Avenue, San Antonio, Texas, 78210. 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 registered their attendance 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 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
- Question & Answer Area
- Kids' Station
- Exhibits for Technical Studies for ART and the Environment
- Study Area Maps with Draft Designs
- Virtual Reality Experience
- Selfie Station and Video Testimonials
- Comment Station

Both Spanish and ASL interpretations were available to the public. A total number of **16** members of the public registered their attendance at this public meeting.

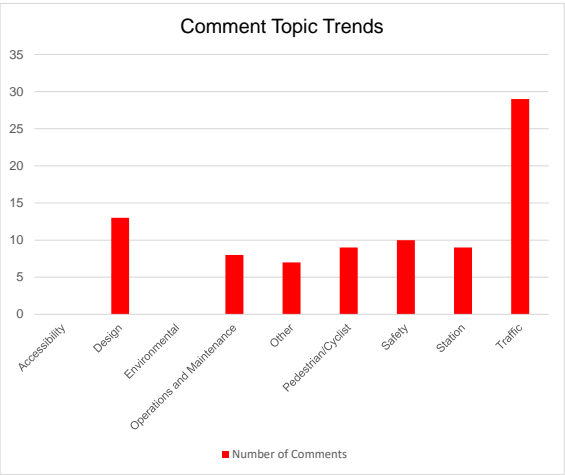
## Virtual Component of Public Meetings

The public meetings had a virtual component that was hosted on the [KSAM website](#). The public meeting information was available from **Saturday, March 25, 2022**, to **Wednesday, April 13, 2022**. The KSAM website had identical information available to online participants as was available to in-person attendees. The virtual public meeting was available for translation through Google Translate.

## A. Comment Response Matrix

Comment Number	Roll Plot Number	Comment Location/Source	Topic	Comment	Comment Response
2	1	E of Isom Rd near Ross + Half Price Books	Design	Parking lot for ART?	Thank you for your comment. The earlier planning work did not identify Park and Rides in the current ART project. Future Park and Rides could be included in the future.
1	1		Operations and Maintenance	Discuss the type of fuel systems for vehicles	Thank you for your comment. VIA is evaluating the ART vehicle's fuel type and it is anticipated that vehicles would be low/no emission. VIA has been investing in clean natural gas vehicles for the general fleet.
3	2	San Pedro Ave at W Rampart Dr	Other	Show expected residential density and mid-rise apartments coming to North Star Area	Thank you for your comment. The ART Team would review ongoing development in this area and include as development moves forward. The ART North/South Project would support growth by improving equity, housing, and transportation choices by linking neighborhoods with economic centers; however, the project does not include any residential or commercial development. The Project would encourage development that is consistent with planned growth along the corridor.
4	2	E of San Pedro near Espino Tire and Wheel	Pedestrian / Cyclist	Possible pedestrian crossing	Thank you for your comment. VIA is identifying pedestrian needs throughout the corridor and incorporating enhanced pedestrian crossings where applicable.
5	2	San Pedro Ave at Oblate Dr	Pedestrian / Cyclist	Check for COSA mid-block crossing south of Oblate	Thank you for your comment. VIA met with City of San Antonio regarding this specific site, and no changes to our plans were identified.
2	2		Pedestrian / Cyclist	How to increase safety for pedestrians at crowded locations?	Thank you for your comment. The ART Team is accounting for and designing stations to accommodate higher ridership at locations where this is needed.
1	2	North Star Transit Center	Station	Are the ART vehicles going into the Transit Center? Show that on the map.	Thank you for your comment. ART vehicles would go into the Transit Center. We would add a label to the Transit Center area to illustrate this connection.
13 & 14	3		Design	Putting buses in the center should be re-examined. What about curb running in this section? What are the advantages?	Thank you for your comment. The center running option has been evaluated to optimize and balance transit operations and traffic flow. For additional information, please see the traffic report, which was published in the summer of 2022 after review by partner agencies. The traffic report can be accessed at: <a href="https://keepsamoving.com/advanced-rapid-transit/">https://keepsamoving.com/advanced-rapid-transit/</a>
18	3		Traffic	Provide traffic info that includes turning counts	Thank you for your comment. The traffic report would include this information and would be published on the project website in the summer of 2022 after review by partner agencies. For additional information, please see the traffic report, which was published after review by partner agencies. The traffic report can be accessed at: <a href="https://keepsamoving.com/advanced-rapid-transit/">https://keepsamoving.com/advanced-rapid-transit/</a>
11	3		Operations and Maintenance	What are the base passenger counts in each section of this project?	Thank you for your comment. 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.
22	3		Traffic	Car traffic numbers were not available at this meeting. Why not?	Thank you for your comment. The traffic report would include this information and can be accessed at: <a href="https://keepsamoving.com/advanced-rapid-transit/">https://keepsamoving.com/advanced-rapid-transit/</a>
1	3		Operations and Maintenance	Is the ridership heavy enough for this project/route?	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.
17	3		Safety	Emergency Vehicle Access!!!	Thank you for your comment. Emergency vehicles are able to use the Bus / ART Lanes, which would help response times.
3&4	3	W of San Pedro across from Pep Boys	Safety	Firehouse/Access???	Thank you for your comment. Emergency vehicles are able to use the Bus / ART Lanes, which would help response times.
15	3		Traffic	Streets in neighborhood are not in good shape. Concern about damage to streets	Thank you for your comment. The ART North/South Project may make improvements to roadways within the project's footprint (e.g., San Pedro, etc.). Based on the traffic study, a major increase in traffic on streets intersecting the project is not anticipated. Additionally, we would pass the comment related to street conditions to City of San Antonio Department of Public Works.
19	3		Traffic	Concern about blocking access to neighborhood streets. single lane turn.	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: <a href="https://keepsamoving.com/advanced-rapid-transit/">https://keepsamoving.com/advanced-rapid-transit/</a>

Topic Trends	Number of Comments
Accessibility	0
Design	13
Environmental	0
Operations and Maintenance	8
Other	7
Pedestrian/Cyclist	9
Safety	10
Station	9
Traffic	29



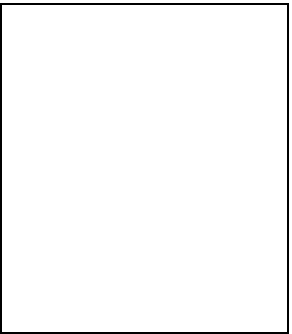
20	3		Pedestrian / Cyclist	What happens to the less mobile people that have to walk farther?	Thank you for your comment. ART stations are currently placed between 0.40 and 0.50 miles along the N/S Corridor based on best practices for ART service across the US. Pedestrian improvements for this project 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	3		Pedestrian / Cyclist	Rapid transit should accommodate less mobile people without adding more vehicles (e.g., ViaTrans) to the neighborhood	Thank you for your comment. ART stations are placed at reasonable distances to allow access. Pedestrian improvements for this project would be 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.
24	3		Pedestrian / Cyclist	San Pedro Ave and Hermine Blvd--concern about long walk and no bus stop nearby	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.
21	3		Station	Are the stations the only place folks can catch the bus? (People walking farther?)	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.
2	3	San Pedro Ave at Recoleta Rd	Station	Need stop at this location for low income housing in this area	Thank you for your comment. Stations were considered and identified through the planning process for this area, with particular attention paid to serving public housing facilities, such as San Pedro Arms Apartments and Villa Tranchese. The project reviewed accessible paths along San Pedro for riders traveling to the stations. 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. As currently planned, the project includes a total of 11 miles of new or improved sidewalk along the corridor to enhance access to station locations.
10	3		Station	This map should show exactly how far apart are the stations. Why doesn't it?	Thank you for your comment. This is meant to be a concept drawing. Stations have been placed at reasonable distances based on typical ART service (.5 to 1 mile) across the US to accommodate the majority of passengers. Station spacing along the corridor varies depending on context, however, stations are generally .40 to .50 miles apart. Spacing/distances between ART stations for the ART N/S Corridor is broken up by segments as follows: Airport to Sahara - 1.8 miles between stations, Sahara to Basse - 0.55 miles between stations, Basse to Quincy - 0.35 miles between stations, and Quincy to Steves - 0.40 miles between stations.  This is a concept map and would not have the spacing information included. Station operations and maps are available online.
14	4		Station	Station at Fresno closer to Audubon? to better space stations?	Thank you for your comment. The station option at Fresno is under evaluation and would potentially be merged with the Olmos Station. Updated plans shown at the community meetings in June and July and on KeepSAMoving.com show the new options under consideration. Average station spacing in this segment is
9	3		Traffic	Single lanes on San Pedro South of Basse for drivers may cause more road rage incidents because traffic would be more of a nightmare than it is now	Thank you for your comment. The design in this area optimizes and balances transit operations and traffic flow. The traffic report demonstrates the design would work acceptably and would be published on the project website after review by partner agencies. The traffic report can be accessed at: <a href="https://keepsamoving.com/advanced-rapid-transit/">https://keepsamoving.com/advanced-rapid-transit/</a>
16	3		Traffic	Concern about overflow traffic	Thank you for your comment. The design in this area optimizes and balances transit operations and traffic flow. The traffic report demonstrates that the design would work acceptably and will be published on the project website after review by partner agencies. The traffic report can be accessed at: <a href="https://keepsamoving.com/advanced-rapid-transit/">https://keepsamoving.com/advanced-rapid-transit/</a>
8	3		Traffic	For people in adjoining neighborhoods, left turns into their street or from street out to San Pedro would be disallowed=more vehicle miles	Thank you for your comment. The design in this area optimizes and balances transit operations and traffic flow. The traffic report demonstrates that the design would work acceptably and would be published on the project website after review by partner agencies. The traffic report can be accessed at: <a href="https://keepsamoving.com/advanced-rapid-transit/">https://keepsamoving.com/advanced-rapid-transit/</a>

23	3		Traffic	Are there opportunities for more "2 lanes" in each direction?	Thank you for your comment. The design in this area optimizes and balances transit operations and traffic flow. The traffic report demonstrates that the design would work acceptably and would be published on the project website after review by partner agencies. The traffic report can be found at: <a href="https://keepsamoving.com/advanced-rapid-transit/">https://keepsamoving.com/advanced-rapid-transit/</a>
7	3		Traffic	Why not improve just the intersection?	Thank you for your comment. To create a robust transit system, the concept includes bus lanes to improve speed and reliability.
5	3		Design	Maintaining plants in the median? How?	Thank you for your question. Median plantings are still in the planning and design phase. Landscaping would consider sustainable and native conditions (e.g. drought-toleration, etc.) in order to limit watering or include irrigation for plants that require.
8	4		Safety	Putting buses in the middle of the street is dangerous	Thank you for your comment. Placing buses in the center is not only the safest way for the ART buses to function, it also does not impede general traffic flow where rear-end collisions could occur. Projects exist throughout the country that provide evidence of the safety of center-running lanes.
28	4		Design	Why are the routes in the middle?	Thank you for your comment. Placing buses in the center is not only the safest way for the ART buses to function, it also would not impede general traffic flow where rear-end collisions could occur. Projects exist throughout the country that provide evidence of the safety of center-running lanes.
22	4		Traffic	Percent of trips removed from sheet	Thank you for your question. We are anticipating 15% of traffic would shift to other routes south of Basse.
6	4		Traffic	Traffic studies should include McCullough Ave and Blanco Rd. What would happen to the load of those streets?	Thank you for your question. The traffic shifting to those routes is not anticipated to be a large volume. The traffic report would include this information and would be published on the project website after review by partner agencies. The ART Team would be investigating traffic improvements for Blanco and McCullough. The traffic report can be accessed at: <a href="https://keepsamoving.com/advanced-rapid-transit/">https://keepsamoving.com/advanced-rapid-transit/</a>
29	4		Operations and Maintenance	What is the numbers of people riding on the bus N and S? And at what times?	Thank you for your question. 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 7,100 daily riders. This number is estimated to increase to 13,500 daily riders on the ART North/South Project by 2040. Time of day ridership is not being reviewed as part of this project.
30	4		Traffic	What is the data traffic counts at intersections?	Thank you for your comment. The traffic report would include this information and would be published on the project website after review by partner agencies. The traffic report can be found at: <a href="https://keepsamoving.com/advanced-rapid-transit/">https://keepsamoving.com/advanced-rapid-transit/</a>
33	4		Traffic	What is the development plan for the areas at proposed intersections?	Thank you for your comment. The traffic report would include this information and can be found at: <a href="https://keepsamoving.com/advanced-rapid-transit/">https://keepsamoving.com/advanced-rapid-transit/</a>
5	4		Safety	Emergency Vehicle Access to neighborhood by making lefts	Thank you for your comment. Emergency vehicles are able to use the Bus / ART Lanes. This efficiency would help improve response times.
11	4		Safety	Emergency Vehicle Access!!!	Thank you for your comment. Emergency vehicles are able to use the Bus / ART Lanes. This efficiency would help improve response times.
13	4		Safety	Emergency access would be hampered by putting buses in the middle.	Thank you for your comment. Emergency vehicles are able to use the Bus / ART Lanes. This efficiency would help improve response times.
27	4		Traffic	What is proposed upgrade for the neighborhoods due to the traffic?	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.
34	4		Other	What are the benefits to the community?	Thank you for your question. The ART project would connect people to more places and enhance service for all users by not only providing more transit options in the region, but also by simplifying trips with reliable and frequent 10- to 15-minute service all day. Users of all abilities would use safe and modern stations where they would be able to pay before boarding and know real-time route information thanks to smart signal technology.
31	4		Traffic	What is the plan for traffic cutting through neighborhoods?	Thank you for your question. The ART Team has been studying if and where vehicles may change routes, in addition to cut-through traffic. The shifting traffic from San Pedro is limited to less than 200 rush hour trips and 50% of those trips are expected to travel on I-10 and U.S. 281. There would be some shifts to neighborhood trips, ranging from 20 to 50 vehicles between signalized intersections.  For additional information, please see the traffic report at: <a href="https://keepsamoving.com/advanced-rapid-transit/">https://keepsamoving.com/advanced-rapid-transit/</a>
15	4		Design	Go out to the Olmos Park Terraces to walk the neighborhood for understanding the built environment	Thank you for comment. The ART Team would continue to review the neighborhood. Field surveys have been conducted by several disciplines including environmental, engineering, and traffic.



26	4		Design	What is the R.O.W. width for South of Basse?	Thank you for your question. The Right of Way width south of Basse is approximately 80 feet.
17	4		Safety	Ask about accidents that may occur in the general lane and may use bus lane to go around?	Thank you for your question. The ART center lanes would have limited physical barriers and the ART lane would be available to use for passing in constrained conditions, i.e., accidents. Any curbside Business Access Transit (BAT) lane would allow right turning traffic, allowing for by-passing movement as well.
14	4		Station	Station at Fresno closer to Audubon? to better space stations?	Thank you for your question. For the Fresno Station locations, this design has been evaluated and is not the recommended location due to required Right of Way acquisitions and ease of access.
16	4	station at Fresno and San Pedro	Station	Move North to Rex-- handier (??) to Apartment Building.	Thank you for your question. For the Fresno Station Locations, this design has been evaluated and is not the recommended location due to required Right of Way acquisitions and ease of access.
12	4		Traffic	Most streets running east of San Pedro are blocked by either trucks or city of ???? ?? barriers	Thank you for your comment. The ART Team continues to review and refine the project's design and would review issues of access as required. Medians would have a significant improvement to safety along San Pedro.
20	4		Traffic	Concern about traffic flow affecting other nearby streets (McCullough Ave and Blanco Rd)	Thank you for your question. The traffic shifting to those routes is not anticipated to be a large volume. The traffic report would include this information and was published on the project website after review by partner agencies. The ART Team would be investigating traffic improvements for Blanco and McCullough.The traffic report can be accessed at: <a href="https://keepsamoving.com/advanced-rapid-transit/">https://keepsamoving.com/advanced-rapid-transit/</a>
2	4		Traffic	Concerns with Left-Turns in and out of Mandalay Dr with U-Turns	Thank you for your comment. Mandalay would not be a full signal due to signal spacing and signal warrants , this crossing is better as a controlled pedestrian crossing only.
19	4		Traffic	When train crosses W Olmos Dr, traffic backs up to San Pedro Ave	Thank you for your comment. The ART team would take it into consideration.
9	4		Traffic	Constant increase and reduction of S.P. traffic one lane -> two lane. Seriously? Have you seen how San Antonio drivers deal with that?	Thank you for your comment. The design in this area optimizes and balances transit operations and traffic flow. The traffic report demonstrates that the design would work acceptably and would be published on the project website after review by partner agencies. The traffic report can be accessed at: <a href="https://keepsamoving.com/advanced-rapid-transit/">https://keepsamoving.com/advanced-rapid-transit/</a>
21	4		Traffic	Single lane causing long wait lines	Thank you for your comment. The design in this area optimizes and balances transit operations and traffic flow. The traffic report demonstrates that the design would work acceptably. It was published on the project website after review by partner agencies and can be accessed at: <a href="https://keepsamoving.com/advanced-rapid-transit/">https://keepsamoving.com/advanced-rapid-transit/</a>
25	4		Traffic	Left or right turns fight for open sight now have to cross bus lane while blocking all traffic behind	Thank you for your comment. Please note that the curb lanes in this section allow for vehicles to turn right from the ART lane. The ART team would follow access management principles, such as ensuring adequate sight lines and/or providing appropriate right-turn movements, and best practices related to an urban arterial.
24	4		Traffic	During construction need to manage cut through traffic on Hollywood Ave.	Thank you for your comment. This need would be added to the project's maintenance of traffic requirements which would manage traffic operations during construction. This will also be listed in the Project Mitigation Report, which is currently under development and will be available when completed.
10	4		Traffic	Limiting turns into neighborhood streets causes drivers to drive farther!!!	Thank you for your comment. The concept would require some longer trips; however, it would lower the crash rates along the corridor, providing an overall benefit to the community.
23	4		Traffic	Hildebrand Ave at San Pedro Ave already takes 30 min to cross at rush hour. If a lane is removed it would take much, much longer.	Thank you for your comment. The ART Team saw this intersection delay early on in the analysis. We have proposed several improvements to the intersection from a level of service (LOS) F to a D. LOS F indicates that an intersection is failing due to traffic congestion which can result in poor travel times for automobiles . LOS D indicates some congestion is present however traffic flow remains stable. LOS D is generally determined to be satisfactory in an urban setting. Hildebrand Avenue would be improved by adding additional east/west lanes.
4	4		Traffic	Question on turning access to Thorain Blvd	Thank you for your question. The ART Team is looking to add a signal at El Monte Boulevard to provide additional access into the neighborhoods.  The design in this area would optimize and balance transit operations and traffic flow. The traffic report demonstrates that the design would work acceptably. It was published on the project website after review by partner agencies and can be accessed at: <a href="https://keepsamoving.com/advanced-rapid-transit/">https://keepsamoving.com/advanced-rapid-transit/</a>
1	4		Design	Flooding on eastern side of San Pedro Ave at Mandalay Dr	Thank you for your comment. This concern of flooding at San Pedro and Mandalay Drive would be evaluated in the overall drainage analysis that is being completed as part of this project. Near stations and road widening locations the ART team would review impacts to existing flooding.
18	4	Earl St	Other	Earl St (correct name)	Thank you for your correction.
22	4		Operations and Maintenance	509-long service Hildebrand	Thank you for your comment. The ART service would connect and provide transfer opportunities to Route 509 at the Hildebrand Station.
3	4		Other	This is an insult to our neighborhood	Thank you for your comment. The ART project is a result of the voter approved proposition to improve San Antonio's public transit network. The ART N/S project would move more people faster and farther through an enhanced reliable service with 10- to 15-minute service frequencies.
7	4		Traffic	What is the alternative route?	Thank you for your question. To reach Earl Street, you can use the Dora Street traffic signal and turn south on Belknap Place. If you wish to travel southbound from Earl Street, you would go north on Belknap Place, turn west on Dora Street, and use the signal at Dora Street and San Pedro Avenue to turn south.

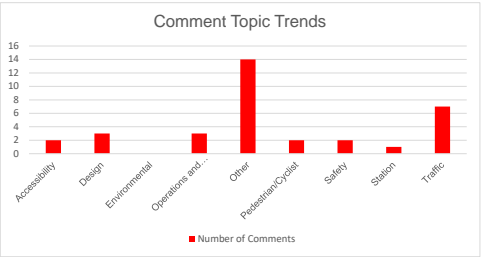
32	4		Design	What is the % schematic?	Thank you for your question. The community meeting held in March 2022 showed about a 15% schematic. A 30% draft schematic is anticipated to be completed in August 2022.
11	4		Safety	Emergency Vehicle Access	Thank you for your comment. Emergency vehicles are able to use the Bus / ART Lanes. This efficiency would help improve response times.
6	5	W Mulberry Ave at San Pedro Ave	Other	VIA needs to advise Monte Vista Historical Association on ART development especially at San Pedro Ave and W. Mulberry Ave	The ART Team has engaged the Monte Vista Historical Association for the project, including inviting the organization to be a Consulting Party for Section consultation. VIA would continue to engage the organization throughout the project development process.
3	5	W Kings Hwy at San Pedro Ave	Stations	Monte Vista, Olmos Park Terrace and NCD's meet jointly to discuss stations design along historic segments	The ART Team has engaged the Monte Vista Historical Association for the project, including inviting the organization to be a Consulting Party for Section consultation. VIA would continue to engage the organization throughout the project development process.
4	5	W Summit Ave at San Pedro Ave	Design	S.E. Corner San Pedro and Summit Nelson A. Clare P.O. Box 12481 336 W. Summit <b>ROW Art. H Knows Issue</b>	Thank you for your comment.
5	5	W Summit Ave at San Pedro Ave	Design	Nelson: --worried making assumptions that would turn into stone --doesn't think the current ROW allows. the line. --been through 2 county/city surveys	Thank you for your comment. We are matching existing curb width at Summit Avenue and San Pedro Avenue and do not anticipate any right-of-way needs.
1	5	W Elsmer Pl at San Pedro Ave	Design	Do you have any conceptual drawing?? (10x50)	Thank you for your question. Design is advancing to 30% and drawings would have a higher scale and architecture typicals at future meetings. Current design information can be found on KeepSAMoving.com website at keepsamoving.com/advanced-rapid-transit
8	5		Station	Include boardings and alightings at stops	Thank you for the comment. The ART Team is evaluating station design features such as boarding and lighting. More information about the features and project design can be found at KeepSAMoving.com.
2	5	W Elsmer Pl at San Pedro Ave	Pedestrian / Cyclist	Barely any sidewalk currently	Thank you for your comment. The ART Team is reviewing sidewalk needs.  Stations have been placed at reasonable distances based on typical ART service (.5 to 1 mile) across the US to accommodate the majority of passengers. Station spacing along the corridor varies depending on context, however, stations are generally .40 to .50 miles apart. 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. As currently planned, the project includes a total of 11 miles of new or improved sidewalk along the corridor to enhance access to station locations. Existing VIA stops would be evaluated to help with accessibility to ART stations. Pedestrian improvements for this project would be Americans with Disabilities Act (ADA) compliant.
1	6	W Euclid Ave at San Pedro Ave	Station	Low income area with apartments distance between bus station NOT practical or convenient for customers	Stations have been placed at reasonable distances based on typical ART service (.5 to 1 mile) across the US to accommodate the majority of passengers. Station spacing along the corridor varies depending on context, however, stations are generally .40 to .50 miles apart. 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. As currently planned, the project includes a total of 11 miles of new or improved sidewalk along the corridor to enhance access to station locations. Existing VIA stops would be evaluated to help with accessibility to ART stations. Pedestrian improvements for this project would be Americans with Disabilities Act (ADA) compliant.
2&3	6	San Pedro Ave at N Main Ave	Traffic	Single car lane would cause backups very much affected by traffic circle Unregulated! Then to single lane!	Thank you for your comment. We are reviewing this area for traffic impacts. An added northbound lane has been added to the design.  The traffic report includes this information and was published on the project website after review by partner agencies. The traffic report can be accessed at: <a href="https://keepsamoving.com/advanced-rapid-transit/">https://keepsamoving.com/advanced-rapid-transit/</a>
4	6		Design	What is a BAT Lane? Include "spelled out" more?	Thank you for your comment. A BAT Lane is a Business Access & Transit (BAT) Lane. This type of lane is a curb lane used only by right-turning automobiles and transit vehicles; similar to the Diamond Lanes or Bus Lanes in Downtown San Antonio. Your comment has been noted and would be taken into consideration for how we present this information at future community meetings.
2	7	S St Mary's St at King wouldiam St	Safety	Busy sections of route should have concrete divides keeping lane separate from traffic	Thank you for your comment. We are still evaluating the preferred separators at different areas with the City of San Antonio. Additional, details would be provided during the final design phase.
4	7	Pereida St at S St Mary's St	Safety	would there be flashing lights warning at station for people to be cautious?	Thank you for your question. When pedestrian crossings are not at signals we would look to implement Pedestrian signals or Rapid Flashing Beacons.
3	7		Operations and Maintenance	Bus use peaked in 2012. Is it wise to invest millions in this?	Thank you for your comment. The ART project is a result of the voter approved proposition to advance San Antonio's public transit network. The ART project would move more people faster and farther through an enhanced reliable service with a 10- to 15-minute service frequency.



1	7		Operations and Maintenance	Would like ART to get to the airport from Howard/Cypress, ensure reliability and not miss plane	Thank you for your comment. ART would accommodate a trip from the Airport to Howard/Cypress area. ART is anticipated to improve travel times and provide reliable transit service along the corridor that would strengthen the interconnectedness of the public transportation network between the Airport, Downtown, and other regional centers.
6	8		Pedestrian / Cyclist	Can we implement bike lanes with bus lanes?	Thank you for your question. Bike lanes were considered for the ART North/South Project, but are not able to be added in order to minimize right-of-way impacts. The project is evaluating incorporating multi-modal hubs to provide bike parking and/or bike sharing at major stations and east/west bike corridors.
3	8		Pedestrian / Cyclist	What are the proposed lanes for cyclists?	Thank you for your question. Bike lanes were considered for the ART North/South Project, but are not able to be added in order to minimize right-of-way impacts. The project is evaluating incorporating multi-modal hubs to provide bike parking and/or bike sharing at major stations and east/west bike corridors.
4	8		Operations and Maintenance	What is the number of riders along the corridor that warrants the improvements?	Thank you for your question. Pre-Covid ridership (passenger boardings) along the corridor was approximately 4,100 (2019). The projected ridership on the ART N/S Project for the opening year when completed (2027) is estimated to be 7,100 daily riders. This number is estimated to increase to 13,500 daily riders on the ART North/South Project by 2040. The Federal Transit Administration has rated the ART North/South Project as Medium-High in the Capital Investment Grant Program, confirming justification of the ART North/South Project.
2	8	S St Mary's St at Lotus Ave	Traffic	Single lane for cars would cause traffic backups and waiting in traffic	Thank you for your comment. The design in this area optimizes and balances transit operations and traffic flow. The traffic report demonstrates that the design would work acceptably. It was published on the project website after review by partner agencies and can be accessed at: <a href="https://keepsamoving.com/advanced-rapid-transit/">https://keepsamoving.com/advanced-rapid-transit/</a>
7	8	Roosevelt Ave at Yellowstone St	Design	No houses or businesses should have to sacrifice for bump outs	Thank you for your comment. Right-of-way acquisition is currently proposed as part of this project. The ART Team worked diligently to avoid acquisition to the extent practicable. For areas that Right of Way acquisition was necessary, the Team worked to minimize impacts to only the amount necessary to safely and efficiently deliver the project. Right of Way acquisition, along with other design features, are being evaluated for positive and negative impacts. If Right of Way acquisition is necessary, VIA would do so in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, also known as the Uniform Relocation Act.
8	8	Roosevelt Ave at Steves Ave	Other	Bus is hard to cross railroad tracks	Thank you for your comment. The ART Team has evaluated bus activity at railroad tracks and has not identified any concerns with bus crossing railroad tracks.
5	8		Other	Susan Korbel --Concerns about congestion for precinct 3. --1. How do I get --Difficult conceptually --Castle Hills didn't want buses (fight) --Don't think use --Can't think of a way other than driving	Thank you for your comment. The ART Team is evaluating congestion and traffic along the corridor as a part of project development. The ART project 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.

Comment Number	Comment Location/Source	Name	Date	Topic	Comment	Response
1a/1b	Online Comment	Tammy Gilday	3/22/2022	Other	<p>Have you reviewed the Albuquerque Rapid Transit (A.R.T.). It has been a NIGHTMARE for the businesses and communities along their route.</p> <p>Numerous businesses along the route were forced to close during the construction phase due to customers not being able to access the businesses.</p> <p>Rather than improving traffic congestion, it has created additional traffic problems (including accidents). Costs continue to go up due to equipment failures. The residents DESPISE the A.R.T. project.</p> <p>-----</p> <p>"I encourage you to take a long hard look at the Albuquerque Rapid Transit program (A.R.T.) and all of the problems they encountered along the way AND the negative impact the project has had on businesses and communities along their designated route.</p> <p>Numerous businesses were forced to close due to customers not being able to access those businesses during the construction phase. There have been increased traffic accidents, massive equipment failures, and the problems are still continuing.</p> <p>Traffic was already bad there, A.R.T. made things worse. Residents of the area despise A.R.T.I fear the same problems will occur here..."</p>	<p>Thank you for your comment.</p> <p>The ART Team is aware of the Albuquerque project and have toured the project to understand local impacts.</p> <p>Our intent is to create a project for San Antonio that is distinctly local and built upon community feedback and known constraints.</p>
2	Online Comment	Patrick W Christensen	3/26/2022	Other	<p>Thank you for your comment.</p> <p>The ART Team is aware of the Albuquerque project and have toured the project to understand local impacts.</p> <p>Our intent is to create a project for San Antonio that is distinctly local and built upon community feedback and known constraints.</p>	<p>Thank you for your comment. Project support noted.</p>
3	Online Comment	Keith Bartolome	3/26/2022	Safety , Pedestrian/Cyclist, Station	<p>Good morning, My name is Keith Bartolome and I am a local resident in San Antonio. I was unable to attend the in-person meeting today but was able to view the virtual presentations on your website. I am emailing you to offer my feedback and suggestions.</p> <p>Quite frankly, the 7th largest metro area in the country (San Antonio) needs a light rail transit that can quickly and safely transport people across the metro area without having to deal with the congestion and traffic of the streets/motor vehicles.</p> <p>Given that so much money/time/effort has been already put into this ART project, the following suggestions I have are:</p> <p>ensure adequate lighting is at the station AND nearby corner blocks. Do not make this bus station an eerie isolated place that is highlighted by light surrounded by darkness after sunset. Ensure that there's adequate lighting so that commuters can actually feel safe walking to the station when it's dark outside. Not only that, it will help ensure that drivers can adequately see pedestrians about to cross the street to the station.</p> <p>Ensure that there are several bike racks nearby so that bicyclists can easily get to the station and park their bicycles. Not everyone in this corridor is within walking distance to the station, some may choose to bike there, so ensure there is enough bicycle storage. For the bike racks, please put a canopy or sufficient cover overhead just like the ART bus station to ensure that no one has to come back to a bike that is wet. If you want people to use the public transport, you cannot just cater to 1 mode, but various modes, so don't neglect bicyclists.</p> <p>Ensure there's a security camera system to keep an eye on the bike racks too. If people know that there's security watching their bikes while they use the ART bus to commute elsewhere, more people will be inclined to use the ART bus station. People will learn not to rely on this ART bus if they realize the station and bike racks aren't safe/secure, and will just end up driving a car.</p> <p>Ensure there's A LOT of road reflectors on the cross walks and on the line separating vehicles from the bus. San Antonio gets really hot and easily causes any paint (even the bright red paint) to fade- don't rely on cheap red paint to ensure driver's know which lane is which- put a physical barrier, even if it's a bunch of bumps/reflectors in the road to maintain safety. There's so many drunk drivers/illegal unlicensed drivers on the roads, so safety is of the utmost importance when demarcating these lanes.</p> <p>For the intersections/crosswalks near these proposed bus stations, please put a flashing sign for pedestrians. Driver's get distracted and sometimes miss signs, so don't cheap out and please put an actual flashing yellow pedestrian sign that illuminates when a pedestrian pushes the button.</p> <p>Depending on each station, if possible, try and dedicate a small space near the station allowing for passenger drop off. While the main focus of this project is the bus, there will surely be people who may need a car ride to get to the station if walking is too far. Dedicate a small space where a friend/Uber/Lyft driver can find an easy to park/safe space to drop off a passenger to the station without blocking traffic or illegally parking. Thank you for your time, Respectfully Keith Bartolome 561-452-8319 kgbartolome93@gmail.com</p>	<p>Thank you for your comments. We are developing the lighting standards for stations now and are looking at similar requirements at nearby stations for safe access. 60% design (anticipated in 2023) will have additional information related to lighting design.</p> <p>Bike racks are planned to be located near most curb stations and center stations. Specific consideration for bike parking will be given to stations near existing and planned bicycle facilities to ensure a multimodal system.</p> <p>The ART Team is reviewing the security requirements for cameras and will provide further information at 60% design (anticipated in 2023).</p> <p>Pavement marking design will be finalized closer to final design. The ART Team will look to provide improved and streamlined pavement markings.</p> <p>The ART Team is reviewing controlled crossings along the corridor and is considering HAWKs or Rapid Flashing Signs where appropriate. Design will follow local and national guidance with the goal of enhancing crossings to improve pedestrian safety where appropriate.</p> <p>Thank you for your comment on drop-offs. We typically include opportunities at transit centers. We will review if there are other opportunities along the ART corridor.</p>
					<p>I think the ART vision for San Antonio is a great idea.</p> <p>My concern and hope for more information regarding the station size and pedestrian access/ right of way (sidewalks) around the proposed stations in the BAT lane type. The existing sidewalks are extremely narrow and I am very interested in what these BAT stations</p>	<p>Thank you for your comment. Your support of the project has been noted.</p> <p>The ART Team is currently advancing station design. Station concepts for various station types, including BAT (Business Access Transit or curbside) stations will be shown at the next round of public meetings in June and July and will be available on the project website for</p>

Topic Trends	Number of Comments
Accessibility	2
Design	3
Environmental	0
Operations and Maintenance	3
Other	14
Pedestrian/Cyclist	2
Safety	2
Station	1
Traffic	7



4	Written Comment	Adam Rienks	3/26/2022	Other, Pedestrian/Cyclist, Design	<p>will look like, while still maintaining a sidewalk.</p> <p>I am a homeowner in the first block west of San Pedro on Elsmere Pl. I look forward to getting more information on the design of this project in the area I have mentioned (BAT). Overall, I am impressed with the presentation and very much look forward to the process of development.</p>	<p>round of public meetings in June and July and will be available on the project website for comment.</p> <p>Your contact information provided on your comment form has been added to the project stakeholder database and you will receive project information as available.</p>
5	Written Comment	Cathy Zapata	3/26/2022	Design	<p>The project look fantastic!! Just used the VR and everything looks <u>good</u>, only thing is with Texas heat and mental health being an issue it would be great to haul misting fans to keep everyone waiting on the bus stops, less calls due to heat exhaustion and keeps tempers down...</p>	<p>Thank you for your comment. Your support of the project has been noted.</p> <p>The suggestion for misting fans will be taken into consideration as the project moves on to final design.</p>
6	Written Comment	Bea Caraway	3/26/2022	Other	<p>I appreciate the public meeting today, but the format isn't great. Info is provided piecemeal. Instead, a seated audience for a presentation of the entire plan, followed by Q &amp; A + general discussion would give the public and VIA much more complete understanding of the project and of public concerns. A recent presentation at the Olmos Park Terrace N.A. was more informative. Please consider doing another meeting in audience- presentation format with Q/A.</p>	<p>Thank you for your comment. Your suggestion will be considered for future meetings.</p>
7	Written Comment	N. Brueland	3/26/2022	Traffic, Design, Operations and Maintenance, Other	<p>Concerns:</p> <ol style="list-style-type: none"> <li>1. All areas where cars are restricted to single lane force cars to cross oncoming traffic and cross bus lanes meanwhile all traffic behind stops currently on other streets single lane traffic waiting push past by using bike lanes. I envision now they will cross into bus lanes.</li> <li>2. Paying for ride needs to permit cash for many clients don't have credit or debit cards. This paper ticket- how is this monitored.</li> <li>3. No residences or businesses should have sacrifice property or access.</li> <li>4. Crossing traffic to access transport will be difficult where no traffic signal present. I would be waiting twice as long for same traffic to clear a single lane since 2nd lane lost</li> <li>5. Like the access to airport</li> <li>6. People who drive cars need to pay attention to this plan</li> </ol>	<p>Thank you for sharing your concerns.</p> <ol style="list-style-type: none"> <li>1.The ART Team is currently studying traffic models in order to limit traffic impacts. Where center bus lanes are located, all crossings will be signalized. Where we have the BAT (Business Access Transit or curbside lane), general traffic can use the bus lane to make a right turning movement at driveways or intersections.</li> <li>2. Fare collection methods and technology has been evolving over the past several years. VIA will continue to maintain a cash fare option for users per Federal requirements. Off-board fare collection at ART stations will speed up boardings and improve travel time for users.</li> <li>3. The ART Team is studying and refining the design to minimize impacts to businesses and residents through the design and National Environmental Policy Act (NEPA) process. We will follow local and federal requirements for any of these impacts.</li> <li>4. The ART Team is currently reviewing traffic along the corridor and is considering impacts to both north-south traffic and crossing traffic.</li> <li>5. Comment noted.</li> <li>6. Comment noted.</li> </ol>
8	Written Comment	Rosa Cardenas	3/26/2022	Traffic, Operations and Maintenance,	<ol style="list-style-type: none"> <li>1. Hildebrand @ San Pedro light already takes 30 min to cross at rush hour. Removing lanes will increase this time.</li> <li>2. North/South routes do not coincide with east/west routes. If timing were improved, more people would ride.</li> <li>3. What percentage of vehicles will be off the road with the ART North/South?</li> <li>4. Where are all of the vehicles on San Pedro going? Are they avoiding 281 traffic?</li> <li>5. Consider adding routes along highways with strategic stops. Ex: 281 w/ stops at 1604, Bitters, Airport/ 410, Jones Maltberger/ Basse, pearl, I10. Ex: IH10 w/ stops at 1604, Medical, W Ave, Downtown etc.</li> <li>6. Consider shorter neighborhood routes</li> </ol>	<p>Thank you for your comment.</p> <ol style="list-style-type: none"> <li>1.The ART Team saw this intersection delay early on in the analysis. We have proposed several improvements to improve the intersection from a level-of-service F to a D. LOS F indicates that an intersection is failing due to traffic congestion which can result in poor travel times for automobiles. LOS D indicates some congestion is present however traffic flow remains stable. LOS D is generally determined to be satisfactory in an urban setting. Hildebrand Avenue would be improved by adding additional east/west lanes. By adding additional east and west lanes, it would improve the Hildebrand intersection.</li> <li>2. The ART Team has reviewed VIA routes that connect to the ART North/South Project to ensure integration of service at ART stations. The team will continue to review VIA routes as service changes and other planned VIA routes to optimize each system when ART service begins.</li> <li>3. We are anticipating between 7 and 15% of vehicles will move from the San Pedro corridor.</li> <li>4. The ART Team is currently conducting traffic analysis. Additional details regarding results of the traffic analysis will be provided at the next community meetings in June and July and the traffic report will be published on the project website in the summer of 2022 after review by partner agencies.</li> <li>5. &amp; 6. The request for additional routes along highways and shorter neighborhood routes will be shared with VIA officials. This project is only considering improvements for the ART North/South Corridor Project, which is along San Pedro Ave.</li> </ol>
9	Written Comment	Anonymous	3/26/2022	Other	<p>Roll Plot maps should be online please. I came in as a skeptic but I understand better now. Good event</p>	<p>Thank you for your feedback. You can find more information about the project and the roll plots online at <a href="https://keepsamoving.com/advanced-rapid-transit/#resources">https://keepsamoving.com/advanced-rapid-transit/#resources</a> under the "Digital Resources" banner</p>
10	Written Comment	Flora Sistas/ Evelyn Medina	3/26/2022	Traffic	<p>After viewing video &amp; speaking to Via [sic] employees, my conclusion is that Via [sic] is trying to improve things for their bus operations without regard to residents. My concern is the corridor between Basse south to downtown. The traffic currently south of Basse to SAC [San Antonio College] is a nightmare for residents of that area even with 4 lanes &amp; Via [sic] wants to change that corridor to only 2 lanes for drivers. I live on Thorain &amp; I won't be able to make left turn to go north on San Pedro unless I drive several blocks thru the neighborhood in either direction. Anyone with half a brain should realize changing that section of San Pedro to single lane going No. &amp; So. for drivers is insane. Plus drivers on San Pedro do not serve the speed limit. The car lanes on San Pedro will look like a parking lot &amp; more irate drivers.</p>	<p>Thank you for your comment. The purpose of the ART North/South corridor community meetings was to inform the community and gather public input on the project. The ART North/South Project as proposed at the community meetings is not final. Changes may occur throughout the project development process per public input.</p> <p>The ART Team is reviewing the concept and local context. Safety is a significant issue along this corridor and one of the expected outcomes of the project is to mitigate and reduce the number crashes by more than half.</p> <p>The design optimizes and balances transit operations and traffic flow. The traffic report demonstrates the design will work acceptably and will be published on the project website in the summer of 2022 after review by partner agencies.</p>
						<p>Thank you for your question. The level loading helps the bus not have to lower at each stop</p>

11	Written Comment	Abel Rea	3/26/2022	Accessibility	I'm wondering about those wheelchairs coming in the bus; if there won't be a ramp to load them [sic] in/ out. How close do we have to get to the platform to be able to close the gap? There should be a way to get our bus close to the platform to bring 'em in without scratching the side of the bus, but how? More than a suggestion or comment, it's a question. Thank you!	and deploy an access ramp. A small bridge plate will take the place of the access ramp to close the gap, providing safe and quick access for those who use mobility devices. Houston Metro has implemented the small bridge plate system.  Improved technology in automated docking may help drivers get close enough to the station platform that the small plate may not need to be deployed for access.
12	Written Comment	Cathy	3/26/2022	Safety	We have a mental health issue with a person on our street. The 400 block of W. Lullwood our street was locked down for 3 hours on Presidents Day. The guy hurt strangers on work crews. This is his trigger. Email photo and video sent to KeepSAMoving@viainfo.net how well traffic be handled on "breeden" when this happens	Thank you for this information.
13	Written Comment	Anonymous	3/26/2022	Other	Overall! great idea! Excited to see how this project develops!	Thank you for your comment. Your support of the project has been noted.
14	Online Comment	Nick Hugon	3/27/2022	Other, Accesibility	I am very excited about this project, and I think that if it is done well, it could be transformative for San Antonio. However, I hope the city realizes it is a necessary first of many projects on the way to a modern, integrated transit system. It is also crucially important that this project includes appropriate zoning and land-use changes along the proposed routes to enable medium- to high-density multifamily housing and reduced or eliminated parking minimums. San Antonio is a geographically huge city, and this project involves very narrow transit corridors. It's crucial that people can live within walking distance (on a hot San Antonio summer day!) from their ART station.	Thank you for your comment. Your support of the project and comment regarding the system has been noted.  The City of San Antonio is currently updating their Unified Development Code. VIA is working with the city to develop recommendations that improve zoning designations along the ART North/South Corridor that will encourage transit-friendly land use and development.
15	Online Comment	Anonymous	3/28/2022	Other	As a VIA rider, (admittedly one that doesn't know a whole lot about public transit investment and development,) any investment in public transit is exciting news to me, especially in routes that offer frequent service! While the project is still in a relatively early phase, I'll throw in some enthusiasm for rail. I acknowledge the scope is very different, especially since there isn't anything too similar directly here, but we're already making new single-use lanes and stations just to integrate with our current car infrastructure. I am very very enthusiastic about this project, though, and look forward to seeing how it develops!	Thank you for your comment. Your support of the project has been noted, along with your comment regarding rail.
16	Written Comment	Wendell Davis	3/29/2022	Design, Traffic	Generally, I like the project. It well thought out [sic] even with the limitations of R.O.W. The medians (not platform areas) (wide ones) are a problem and I wonder if they might be better used as wide vehicle lanes. The access from the north sides of the bus is a perfect solution for the project where you have conventional stops and those at the center. I look forward to seeing architectural solutions to the special intersection/ location.	Thank you for your comment. Your support of the project has been noted. The Project Team is continuing to review proposed median treatments throughout the ART North/South Corridor and is currently reviewing traffic operations with the City of San Antonio. Future community meetings will include further information on station design at intersections.
17	Written Comment	VIA staff recorded comment from attendee (property owner)	3/29/2022	Operations and Maintenance	Concern/questions as to why the southern end of the route does not extend south along Roosevelt, past Steves, to serve much of the activity that is being focused on, in that corridor.	Thank you for your comment. Connecting service to the ART system is currently planned to the south along Roosevelt. Some ART vehicles will continue to Brooks Transit Center using Steves Avenue, Presa Street, Fair Avenue, and New Braunfels Avenue.
18	Written Comment	Audrey- Olmos Park Terrace	3/29/2022	Other	Send out notices to Olmos Park Terrace & North Moore NAs [Neighborhood Associations] via Door hangers or post cards to ensure we reach out to all residents.  The roll plots online are hard to see (need to zoom in). Consider treatment of Basse to Olmos the same as Hildebrand to Ashby.  For the first introduction meeting to community a "sit down" presentation that went into detail of street cross sections would have been more effective @ providing actual project information. Hard to find where to make comments online.	Thank you for your comment, it has been noted. Postcards were mailed to 19,148 residents within a 1-mile buffer of the project corridor, which includes Olmos Park Terrace and North Moore.  The ART Team has reviewed this alternative and determined that center-running dedicated transit lanes south of Hildebrand would require significant right-of-way acquisition near intersections for station platforms and intersection upgrades, as it is a 4-lane road in this segment versus the 5-lane section to the north. Your suggestion will be considered for future meetings.
19	Written Comment	Christine Vina- VIA Employee	3/29/2022	Traffic	Pereida @ SSM: Should keep 2 lanes each direction on Pereida from Presa to Cedar  In AM and more importantly @end of school hour Bonham, the queue line WB on Pereida (just w of SSM) starts at the family dollars and dwells along Pereida to R (NB) on Cedar, to Bonham Elem. If the WB lane is decreased to 1 lane from SSM to cedar, then general travel will be blocked behind the Bonham Elem queue.	The ART Design Team has refined the concept here to account for the school. The traffic analysis shows the proposed concept will operate acceptably. Please see the traffic report for more details at: <a href="https://keepsamoving.com/advanced-rapid-transit/">https://keepsamoving.com/advanced-rapid-transit/</a>

## **B. Notices Provided**

## Notices Provided – Overall Summary

The VIA Metropolitan notices achieved **992,419 impressions** (appeared on a user's screen) among print, direct mail and digital messaging over a timeline of March 11, 2022 – March 29, 2022.

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

PLATFORM	IMPRESSIONS	%
Print	882,910	89%
Direct Mail	19,148	2%
Digital	90,361	9%
Total	992,419	100%

**Target Audience:** General public; San Antonio Designated Market Area (DMA) and geo-targeted within the corridor (ART N/S Corridor)

### Elements:

- Display Ads
- Jumbo Mailer
- Geo-Targeted Facebook and Instagram Ads
- KSAM Tele-Town Hall Boosted Facebook Post

The following pages include descriptions of each item listed above.



## Notices Provided – Newspaper Display Ads

The display ads were published in the *San Antonio Express News*, *La Prensa Texas*, and the *San Antonio Observer* totaling over **882k impressions**. Below is a table with the publication dates and impressions.

Publication	Publication Date	Impressions
<i>San Antonio Express News</i>	Sunday, 3/20/22	236,450
<i>La Prensa Texas</i>	Sunday, 3/20/22	37,500
<i>San Antonio Express News</i>	Wednesday, 3/23/22	155,005
<i>The San Antonio Observer</i>	Wednesday, 3/23/22	25,000
<i>San Antonio Express News</i>	Friday, 3/25/22	155,005
<i>San Antonio Express News</i>	Sunday, 3/27/22	236,450
<i>La Prensa Texas</i>	Sunday, 3/27/22	37,500
<b>Total Impressions</b>		<b>882,910</b>

The following pages provide images of the newspaper display ads.



Ad Number: 34188290-01  
Insertion Number: N/A  
Size: 6 Col x 10.25 in  
Color Type: P

Advertiser: Via Metropolitan Transit  
Agency: KGB Texas  
Section-Page-Zone(s): A-21-All  
Description: SAEN MAIN NEWS

CORONAVIRUS

Another COVID-19 surge might be coming. Are we ready?

By Benjamin Mueller  
NEW YORK TIMES

Scarcely two months after the omicron variant drove coronavirus case numbers to frightening heights in the United States, scientists and health officials are bracing for another swell in the pandemic and, with it, the first major test of the country's strategy of living with the virus while limiting its impact.

At local, state and federal levels, the nation has been relaxing restrictions and trying to restore a semblance of normalcy. Encouraging Americans to return to pre-pandemic routines, officials are lifting mask and vaccine mandates and showing no inclination of closing down offices, restaurants or theaters.

But scientists are warning that the U.S. isn't doing enough to prevent a new surge from endangering vulnerable Americans and potentially upending life again.

New pills can treat infections, but federal efforts to buy more of them are in limbo. An aid package in

Congress is stalled, even as agencies run out of money for tests and therapeutics. Though less than one-third of the population has the booster shots needed for high levels of protection, the daily vaccination rate has fallen to a low.

"You use the quiet periods to do the hard work," said Jennifer Nuzzo, a public health researcher at Johns Hopkins Bloomberg School of Public Health. "You don't use the quiet to forget."

The clearest warnings that the brief period of quiet may soon be over have come from Western Europe. In a number of countries, including Britain, France and Germany, case numbers are climbing as an even more contagious subvariant of omicron, known as BA.2, takes hold.

In interviews, 10 public health researchers and infectious disease experts said many of the ingredients were in place for the same to happen in the U.S.

Case numbers are still dropping nationally, but BA.2 accounts for a growing proportion of those infections, rising to almost one-quarter of new cases

last week. The subvariant is estimated to be 30 percent to 50 percent more contagious than the previous version of omicron, BA.1.

In New York City, average daily case numbers rose by roughly 40 percent over the past two weeks, though they remain extremely low compared with recent months. In Connecticut, scientists estimate that the frequency of BA.2 infections is doubling every seven or eight days — half the rate of omicron's growth this winter, but also considerably faster

than the delta variant's 11-day doubling time before that.

"I expect we'll see a wave in the U.S. sooner than what most people expect," said Kristian Andersen, a virus expert at the Scripps Research Institute in La Jolla, Calif. He said that it could come as soon as April, or perhaps later in the spring or the early summer.

And given that some cases inevitably turn more serious, Andersen said, "yes, such a wave would be accompanied by rising hospi-

talizations and deaths."

Some experts cautioned, however, that even if U.S. case numbers started climbing, leftover immunity from the first omicron wave this winter could help protect against a heavy surge of hospital admissions. And a shift toward outdoor socializing could temper an increase in case numbers.

In trying to forecast what lies ahead, U.S. health officials and scientists have debated what mixture of factors has driven up case numbers in Europe and

just how serious the wave there could get.

It is less clear whether relaxing COVID-19 rules in the U.S. will help fuel transmission to the same degree that it may have in some European nations. Parts of the U.S. have effectively been without restrictions for months.

"There are lots of moving parts," said David Dowdy, a public health researcher at Johns Hopkins University. "It's really difficult to disentangle which of these is driving any given wave."

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**/// Tuesday, March 29**  
5:30 p.m. - 7:30 p.m.  
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SAEN MAIN NEWS

NATION

Parkland survivors deliver a grim message

By Ellie Silverman and Justin Wm. Moyer  
WASHINGTON POST

WASHINGTON – Jaclyn Corin, a survivor of the 2018 shooting at Marjory Stoneman Douglas High School in Parkland, Fla., hopes lawmakers will look out the U.S. Capitol windows on Thursday and see a grim representation of their failures.

On the National Mall Thursday morning, activists used more than 1,100 body bags to spell out “THOUGHTS AND PRAYERS,” a condolence often invoked after mass shootings – and one that gun-violence-prevention activists decry as hollow, as more people continue to die.

“This is still happening, and we need to step back into this to keep pushing and coercing our president and Congress to do something,” said Corin, 21, a co-founder of March for Our Lives and a government major at Harvard University. “If they continue to pursue a pathway of inaction, only more people are going to die.”

In the wake of the Parkland shooting, in which the attacker fatally shot 14 fellow students and three staff members, the survivors and other teenagers sparked a political movement demanding an end to school shootings and everyday gun violence. Four years ago Thursday, Corin and other survivors led hundreds of thousands of demonstrators in D.C. and across the country in protests to demand action. But the handful of activists gathered Thursday on the Mall offered a much starker message.

Under gray skies, survivors of the Parkland shooting and others who’d lost family and friends to shootings said they worked to elect President Joe Biden and members of Congress who promised to act but did not. Surrounded by the body bags – bags stuffed with inflatable balloons that made them seem all-too real – they said they were four years older and frustrated. While Democrats took the White House, Senate and House in 2020, no federal gun-safety legislation has been passed.

“I want this moment to act as a reminder of how angry and passionate we all felt back then,” Corin



David Hogg, a survivor of the 2018 shooting at Marjory Stoneman Douglas High in Parkland, Fla., joins others on the National Mall for the fourth anniversary of March for Our Lives.

said. “The march in 2018 brought together so many people in this country in one collective mission to save lives.”

170,000 more deaths

Since the Parkland shooting, more than 170,000 people in the United States have died from guns, organizers said, citing Gun Violence Archive data. Each body bag in the installation on the Mall represents more than 150 deaths.

Corin and others are calling on Senate Majority Leader Charles E. Schumer, D-N.Y., to bring universal background checks to the Senate floor for a vote, and asking supporters to sign a petition, with a goal of 1.2 million signatures. A substantial majority of Americans – 89 percent – support requiring background checks for all gun buyers, according to an April 2021 Quinnipiac University poll. Schumer’s office did not immediately respond to a request for comment.

Still, Corin called such a step the “bare minimum” and emphasized that the group is also asking Biden to do more to combat gun violence.

David Hogg, a Parkland survivor

and a 21-year-old Harvard University student, said those who care about gun violence should be ready to mount primary challenges against elected officials who have not worked for change. Politicians who say they support gun-control measures who do nothing, Hogg said, are worse than gun-rights supporters, who are clear about where they stand: “At least the NRA doesn’t lie.”

Trevon Bosley, 23, said he lost a brother and a cousin to shootings in Chicago in the mid-aughts. Though he’s been active in the anti-gun violence movement since then, he said the crisis has only worsened.

“We don’t care about thoughts and prayers,” he said. “I wake up and listen to sirens. You asked us to vote for you and we did. We are not seeing the fruits of our labor.”

Last month, on the fourth anniversary of the school shooting, Manuel Oliver, father of Parkland shooting victim Joaquin Oliver, balanced on a construction crane near the White House, demanding a meeting with Biden and policies to combat gun violence. While he was 150 feet in the air, he unfurled a sign with a photo of his late son’s

face.

Oliver and his wife, Patricia, were hoping to bring attention to the initiative they launched with March for Our Lives and Guns Down America, called Shock Market, which tracks gun violence since Biden’s inauguration.

Not repeating same mistake

On Thursday, Oliver said politicians shouldn’t expect support from survivors if they haven’t delivered results.

“Do they think we’re going to do the same thing we did a couple of years ago?” he said. “We’re not making that mistake again.”

The administration didn’t immediately respond to a request for comment Thursday, but previously pointed to actions the president has taken, or attempted to take, in the past year. The White House has claimed meaningful successes, including the hundreds of millions of dollars in stimulus funding that, at the administration’s urging, states and cities are using to address gun violence at the local level.

During the 2018 March for Our Lives, speakers did not focus just on mass shootings at suburban, white schools. They also empha-

sized the experiences of the far more common shootings that leave one or two young people dead and often affect predominantly Black and Hispanic students in poor neighborhoods.

Since Parkland, at least 89,000 students have been exposed to gun violence on K-12 campuses during regular hours, according to a database from the Washington Post. In 105 shootings between February 2018 and the end of January, 28 people were killed and another 90 were wounded. There were 42 school shootings in 2021 alone – more than in any other year since at least 1999 – despite ongoing closures of many schools during the pandemic.

In Washington, D.C., and Maryland suburbs, homicides soared in 2021 to levels not seen in more than a decade, largely driven by gunfire.

In Montgomery County, which approached a number of killings not seen in at least 46 years, Police Chief Marcus Jones said he has “never seen the amount of guns and gun activity that is currently on our streets.” Christopher Geldart, D.C.’s deputy mayor for public safety and justice, told residents at an October meeting on Capitol Hill that there is “a gun crisis in the city.”

Four years ago, students from Parkland and the D.C. region turned their pain into inspiration, believing they could persuade adults to enact legislation that protects future generations from gun violence.

But in the absence of change, Daud Mumin, a 20-year-old from Salt Lake City who’s co-chair of the board of directors for March for Our Lives, said the body bags on the Mall reflect a “very dark reality.”

“Both nationally and in D.C., we’d love the conversation to be a reckoning of the past four years,” said Mumin, who graduated from Westminster College in December with a degree in justice studies. “We’re putting pressure on Congress, we’re putting pressure on the president, and we’re urging people to join this movement and to join in putting pressure on their respective politicians and legislators to really take this issue seriously.”

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El moderno sistema de Tránsito Rápido Avanzado (ART) de VIA, aportaría nuevas soluciones para brindar un transporte público con servicio frecuente, rápido y confiable en la región de San Antonio.

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ART es un tipo de transporte público diferente para llegar más rápido adonde uno tiene que ir por medio de autobuses y estaciones modernas, carriles exclusivos y un servicio frecuente que evita el tráfico regular. El primer proyecto de ART de VIA mejoraría el transporte para miles de personas y los empleos en el corredor de 12 millas que une al Aeropuerto Internacional de San Antonio, cruzando por el centro, con la zona de las Misiones en el sur.

## ➔ Únase a la Conversación

Asista a una reunión de opinión pública, conozca el plan sobre el corredor ART de VIA y comparta sus comentarios para ayudar a que el sistema sea como usted lo quiere y lo necesita.

### /// Sábado 26 de marzo

9 a.m. - 11:30 a.m.  
**VIA Metro Center Board Room**  
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### /// Martes 29 de marzo

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## Notices Provided – Jumbo Mailer

The bilingual jumbo mailer was mailed out to **19,148** residents/businesses within the ART Corridor on **March 11, 2022**.

The following page provides an image of the jumbo mailer.



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- Saves time
- Simplifies trips
- Provides more transit options
- Enhances service for all users

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### Tránsito Rápido Avanzado (ART) de VIA:

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- Ahorra tiempo
- Simplifica los viajes
- Provee más opciones de transporte
- Mejora el servicio para todos los usuarios

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Attend a public-input meeting, learn about VIA's planned ART corridor, and offer your feedback to help make it the system you want and need.

Asista a la reunión de opinión pública, infórmese sobre los planes de VIA para el corredor de ART y comparta sus ideas para ayudar a crear el sistema que usted quiere y necesita.

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**sábado 26 de marzo**

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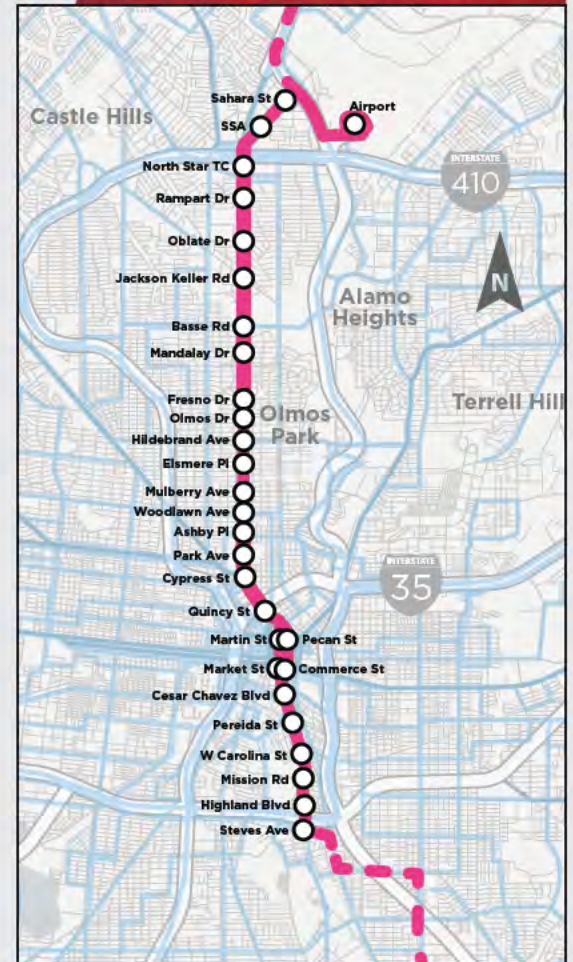
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**ART es un tipo de transporte público diferente** que lo llevará más rápido a su lugar de destino combinado vehículos y estaciones modernas, con carriles dedicados y vehículos que tendrán prioridad ante las señales de tráfico para proporcionar un servicio frecuente y confiable que lo transportará sin pasar por el tráfico normal. El corredor Norte/Sur 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.

Map of Planned ART Corridor



Learn more at [KeepSAMoving.com](http://KeepSAMoving.com)

Para más información, visite [KeepSAMoving.com](http://KeepSAMoving.com)



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## Notices Provided – Geo-Targeted Facebook Ads

The Facebook campaign targeted adults ages 25-54 within the ART N/S Corridor. In total, the Facebook campaign resulted in **90,361 impressions** and **2,320 clicks**. Ads reached **30,696 users** and engaged **153 reactions**, **33 comments** and **42 shares**.



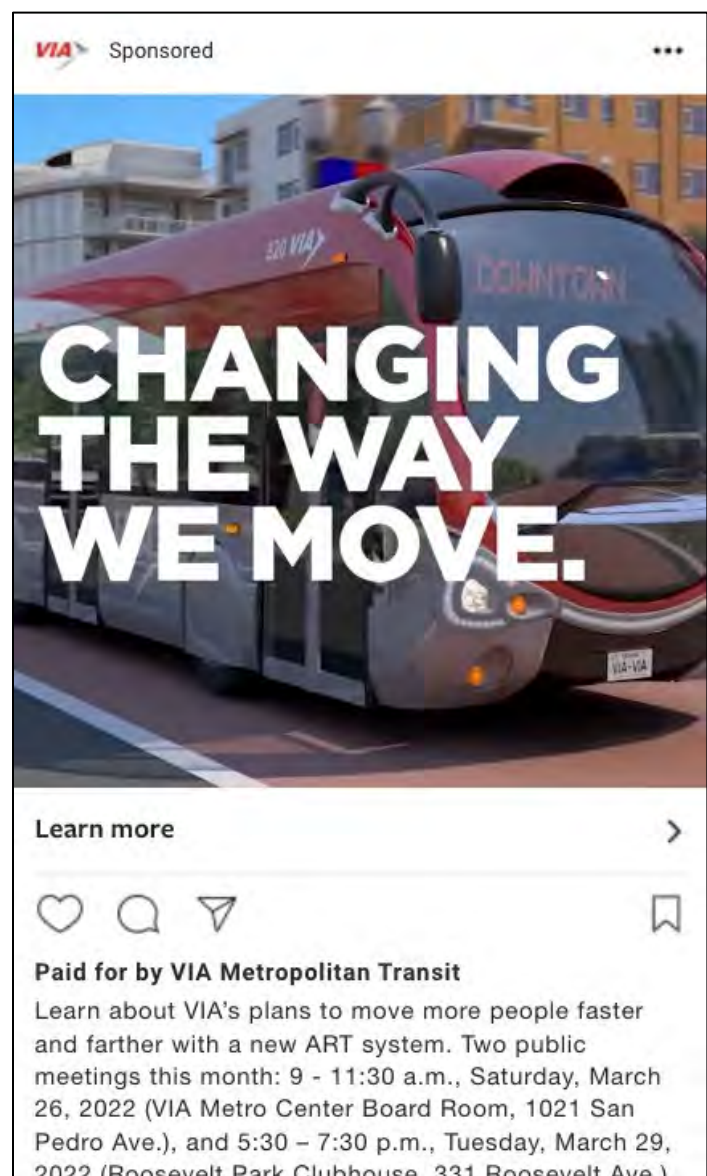
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Learn about VIA's plans to move more people faster and farther with a new ART system. Two public meetings this month: 9 - 11:30 a.m., Saturday, March 26, 2022 (VIA Metro Center Board Room, 1021 San Pedro Ave.), and 5:30 - 7:30 p.m., Tuesday, March 29, 2022 (Roosevelt Park Clubhouse, 331 Roosevelt Ave.).

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[LEARN MORE](#)

## Notices Provided – KSAM Tele-Town Hall Boosted Facebook Post

A Facebook post promoting the March 17, 2022, KSAM Tele-Town Hall (TTH) was boosted on Facebook. The reach was **386 individuals** and had a total of **396 impressions**. During this TTH, the ART N/S Corridor Public Meetings were promoted.

## **C. Sign-In Sheets**



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## Community Conversations

ADVANCED RAPID TRANSIT (ART) NORTH/SOUTH CORRIDOR  
March 2022 Meetings

NAME	ZIP CODE	PHONE NUMBER	EMAIL	PROJECT UPDATES OPT IN
Rosario Martinez				
Richard Havel				
Michiko Tonegawa				
Theodore Morales				
Bea Caraway				
Flora Sutor				
Rosa Cardenas				
Steven Norton				
ANDREY UZ				
GABRIEL PIN				
Cathy Zapata				
RICH MARKOW				
Colin Quinn				
Janet Goodreau				
Chad Copeland				
LARRY PICASSO				



3/26/22  
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## Community Conversations

ADVANCED RAPID TRANSIT (ART) NORTH/SOUTH CORRIDOR  
March 2022 Meetings

[illegible]









3/29  
Russett

## Community Conversations

# ADVANCED RAPID TRANSIT (ART) NORTH/SOUTH CORRIDOR

## March 2022 Meetings

[illegible]

## **D. Comments Received**

## Comments Received

- **Written Comments**
- Roll Plot Comments

3/26

**COMMUNITY CONVERSATIONS****VIA ADVANCED RAPID TRANSIT (ART) NORTH/SOUTH CORRIDOR**

March 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.

(PLEASE PRINT)

COMMENTS: I think the ART vision for San Antonio is a great idea. My concern and hope for more information regarding the station size and pedestrian access/right of way (sidewalks) around the proposed stations in the BAT lane type. The existing sidewalks are extremely narrow and I am very interested in what these BAT stations will look like, while still maintaining a sidewalk. I am a homeowner in the first block west of [REDACTED] I look forward to getting more information on the design of this project in the area I have mentioned (BAT). Overall, I am impressed with the presentation and very much look forward to the process of development.

NAME: Adam Rienks

ADDRESS: [REDACTED]

EMAIL: [REDACTED]

REPRESENTING: \_\_\_\_\_



## CONVERSACIONES COMUNITARIOS

3/20

## CORREDOR DEL NORTE AL SUR DE TRÁNSITO RÁPIDO AVANZADO (ART)

Reuniones de marzo de 2022

## FORMULARIO DE COMENTARIOS

VIA Metropolitan Transit (por su nombre en inglés) busca sus comentarios sobre la iniciativa propuesta del corredor ART del Norte al Sur. Proporcione sus comentarios o sugerencias a continuación. Todos los comentarios escritos son bienvenidos.

(POR FAVOR IMPRIMA)

COMENTARIOS:

The project look fantastic!!  
just used the VR and everything  
looks good, only thing is with  
Texas heat and mental health being  
an issue it would be great to have  
mistig fans to keep everyone  
watey on bus stops, less calls  
due to heat exhaustion and keeps  
temper down...

NOMBRE:

DIRECCIÓN:

DIRECCIÓN DE CORREO ELECTRÓNICO:

REPRESENTANDO:

3/20

## COMMUNITY CONVERSATIONS

VIA ADVANCED RAPID TRANSIT (ART) NORTH/SOUTH CORRIDOR  
March 2022 Meetings

### COMMENT FORM

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(PLEASE PRINT)

COMMENTS: *I appreciate the public meeting today, BUT the format isn't great. Info is provided piecemeal. Instead, a seated audience for a presentation of the entire plan, followed by Q + A + general discussion would give the public AND VIA much more complete understanding of the project & of public concerns. A recent presentation at the Alamo Park Terrace N.A. was more informative. Please consider doing another meeting in audience - presentation format w/ Q&A.*

NAME: *Bea Caraway*

ADDRESS:

EMAIL:

REPRESENTING:



3/26

**COMMUNITY CONVERSATIONS**

 VIA ADVANCED RAPID TRANSIT (ART) NORTH/SOUTH CORRIDOR  
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(PLEASE PRINT)

Concerns

COMMENTS: 1. all areas where cars are restricted to single lane force cars to cross oncoming traffic and cross bus lanes meanwhile all traffic behind stops. Currently on other streets single lane traffic waiting push past by using bike lanes. I envision now they will cross into bus lanes.

2. Paying for ride needs to permit cash for many clients don't have credit or debit cards. This paper ticket - how is this monitored

3. No residences or businesses should have sacrifice property or access.

4. Crossing traffic to access transport will be difficult where no traffic signal present. I would be waiting twice as long for same traffic to clear a single lane since 2nd lane lost

NAME: N. Bruehl

ADDRESS:

EMAIL:

REPRESENTING: myself

5. Like the access to airport

6. People who drive cars need to pay attention to this plan



3/24

## COMMUNITY CONVERSATIONS

### VIA ADVANCED RAPID TRANSIT (ART) NORTH/SOUTH CORRIDOR

March 2022 Meetings

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(PLEASE PRINT)

- COMMENTS: ① Hildebrand @ San Pedro Light already takes 30 min to cross at rush hour. Removing lanes will increase this time.
- ② <sup>north</sup> N/S routes do not coincide with east/west routes. If timing were improved, more people would ride.
- ③ What percentage of vehicles will be off of the road with the ART North/South?
- ④ Where <sup>are</sup> ~~do~~ all of the vehicles on San Pedro going? Are they avoiding 281 traffic?
- ⑤ Consider <sup>adding</sup> routes along highways with strategic stops.  
Ex: 281 w/stops at 1604, Bitters, Airport/410, <sup>Jones Mall/Gruber</sup> Basse, Pearl, I10.  
Ex: I410 w/stops at 1604, Medical, W Are, Downtown etc.
- ⑥ Consider shorter neighborhood routes.

NAME: Rosa Cardenas

ADDRESS: [REDACTED]

EMAIL: [REDACTED]

REPRESENTING: [REDACTED]



3/20

**CONVERSACIONES COMUNITARIOS****CORREDOR DEL NORTE AL SUR DE TRÁNSITO RÁPIDO AVANZADO (ART)**

Reuniones de marzo de 2022

**FORMULARIO DE COMENTARIOS**

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(POR FAVOR IMPRIMA)

COMENTARIOS: \_\_\_\_\_

Roll plot maps Should be  
online please.

I came in as a skeptic  
but I understand better  
now.

good event.

NOMBRE: \_\_\_\_\_

DIRECCIÓN: \_\_\_\_\_

DIRECCIÓN DE CORREO ELECTRÓNICO: \_\_\_\_\_

REPRESENTANDO: \_\_\_\_\_

3/20

## COMMUNITY CONVERSATIONS

VIA ADVANCED RAPID TRANSIT (ART) NORTH/SOUTH CORRIDOR  
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(PLEASE PRINT)

COMMENTS: After viewing video + speaking to Via employees, my conclusion is that Via is trying to improve things for their bus operations without regard to residents. My concern is the corridor between Basse south to downtown. The traffic currently south of Basse to SAC is a nightmare for residents of that area even with 4 lanes & Via wants to change that corridor to only 2 lanes for drivers. I live on Thorain & I won't be able to make left turn to go north on San Pedro unless I drive several blocks thru the neighborhood in either direction. Anyone with half a brain should realize changing that section of San Pedro to single lane going N & S for drivers is insane. Plus drivers on San Pedro do not observe the speed limit. The car lanes on San Pedro will look like a parking lot.

NAME: Elena Sistas

ADDRESS: [REDACTED]

EMAIL: [REDACTED]

REPRESENTING: [REDACTED]

Evelyn Medina

parking lot  
& more  
driver



3/26

**COMMUNITY CONVERSATIONS**

**VIA ADVANCED RAPID TRANSIT (ART) NORTH/SOUTH CORRIDOR**

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(PLEASE PRINT)

COMMENTS: I'M WANDERING ABOUT THOSE WHEELCHAIRS  
COMING IN THE BUS; IF THERE WON'T BE A RAMP TO  
LOAD THEM IN/OUT, HOW CLOSE DO WE HAVE TO GET  
TO THE PLATFORM TO BE ABLE TO CLOSE THE GAP?  
THERE SHOULD BE A WAY TO GET OUR BUS CLOSE  
TO THE PLATFORM TO BRING 'EM IN WITHOUT  
SCRATCHING THE SIDE OF THE BUS, BUT HOW?  
MORE THAN A SUGGESTION OR COMMENT, IT'S  
A QUESTION.

THANK YOU!

NAME: ABEL REA

ADDRESS: \_\_\_\_\_

EMAIL: \_\_\_\_\_

REPRESENTING: \_\_\_\_\_

**COMMUNITY CONVERSATIONS**

3/24

VIA ADVANCED RAPID TRANSIT (ART) NORTH/SOUTH CORRIDOR  
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(PLEASE PRINT)

COMMENTS:

we had a mental health  
issue with a person on our  
street. the 400 block of W. Fullwood  
our street was locked down for  
3 hours on Presidents day.  
the guy hates strangers on work  
cruises. this is his trigger.

enif ~~of~~ Photo and Video  
Sent to KeepSAMoving@viainfo.net  
how well traffic be handled on  
breeden when this happens

NAME:

Cathy

ADDRESS:

EMAIL:

REPRESENTING:

GEC



**COMMUNITY CONVERSATIONS****3/24****VIA ADVANCED RAPID TRANSIT (ART) NORTH/SOUTH CORRIDOR**

March 2022 Meetings

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**(PLEASE PRINT)**

COMMENTS:

Overall Great idea!

Excited to see how this  
project develops!

NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

EMAIL: \_\_\_\_\_

REPRESENTING: \_\_\_\_\_



3/29

**COMMUNITY CONVERSATIONS****VIA ADVANCED RAPID TRANSIT (ART) NORTH/SOUTH CORRIDOR**

March 2022 Meetings

**COMMENT FORM**

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**(PLEASE PRINT)**

COMMENTS: \_\_\_\_\_

Generally, I like the project. It well thought out even with the limitations of R.O.W.  
(not platform areas)

The medians (wide ones) are a problem and I wonder if they might be better used as wide vehicle lanes

The access from both sides of the bus is a perfect solution for the project where you have conventional stops and those in the center.

I look forward to seeing architectural solutions to the special intersections/locations

NAME: Wendell Daves

ADDRESS: \_\_\_\_\_

EMAIL: \_\_\_\_\_

REPRESENTING: Self

3/29

**COMMUNITY CONVERSATIONS**VIA ADVANCED RAPID TRANSIT (ART) NORTH/SOUTH CORRIDOR  
March 2022 Meetings**COMMENT FORM**

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(PLEASE PRINT)

COMMENTS:

Concern/questions as to why  
the southern end of the route  
does not extend south along  
Roosevelt, past Steves, to  
serve much of the activity  
that is being focused on, in  
that corridor.

NAME:

VIA  
Staff rec'd comment from Citizen, proponent

ADDRESS:

EMAIL:

REPRESENTING:



3/29

## COMMUNITY CONVERSATIONS

VIA ADVANCED RAPID TRANSIT (ART) NORTH/SOUTH CORRIDOR

March 2022 Meetings



### COMMENT FORM

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(PLEASE PRINT)

COMMENTS:

- Send out notices to Olmas Port Terrace & North Moore NAs via Door Hangers or Post Cards to ensure we reach out to all residents. The roll plots online are hard to see (need to zoom in).

↳

- Consider treatment of Basse to Olmas the same as Hidebrand to Ashby.

- For the first/introduction meeting to community, a "sit down" presentation that went into detail of street cross-sections would have been more effective @ providing actual project information.

- Hard to find where to make comments online.

NAME: Audrey

ADDRESS:

EMAIL:

REPRESENTING: Olmas Port Terrace

3/29

**COMMUNITY CONVERSATIONS**

VIA ADVANCED RAPID TRANSIT (ART) NORTH/SOUTH CORRIDOR  
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(PLEASE PRINT)

COMMENTS:

Pereida @ GSM:

should keep 2 lanes each direction  
ON PEREIDA from Presa to Cedar

In am/and more importantly @ lud. g. school  
hour for Bonham, the QUEUE line  
WB on Pereida (just W of GSM)  
starts @ the Family Dollar and  
dwells along Pereida to R (NB) on  
Cedar, to Bonham Elem.

If the WB lane is decreased to 1  
lane from GSM to Cedar, then  
general travel will be blocked  
behind the Bonham Elem QUEUE.

NAME:

ADDRESS:

EMAIL:

REPRESENTING:

Christine Viana

(VIA employee)  
self

## Comments Received

- Written Comments
- **Roll Plot Comments**