

CREATING TOMORROW'S TRANSPORTATION



VIA Vision 2040

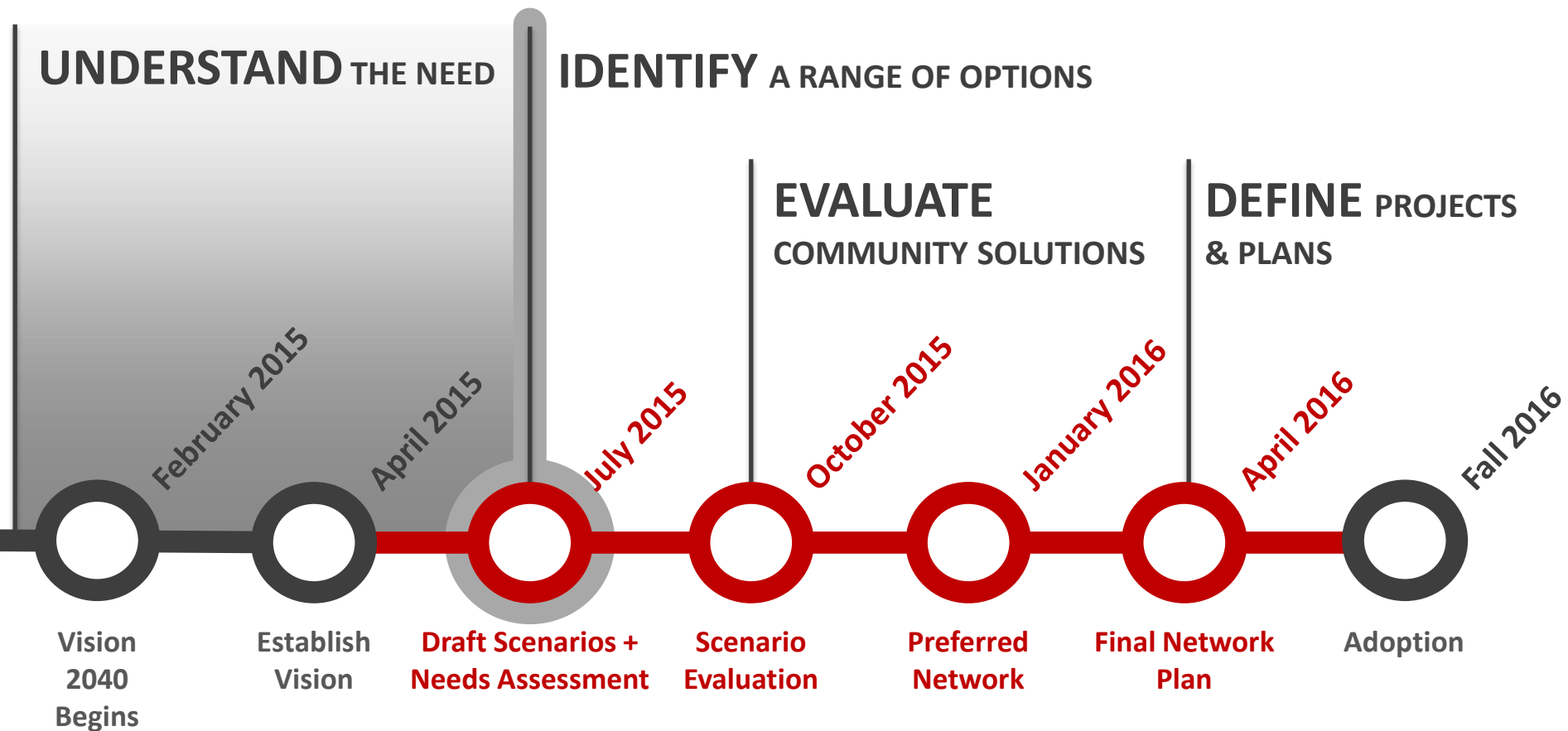
**Long Range Plan Update
Board Workshop**
August 6, 2015



Today's Discussion

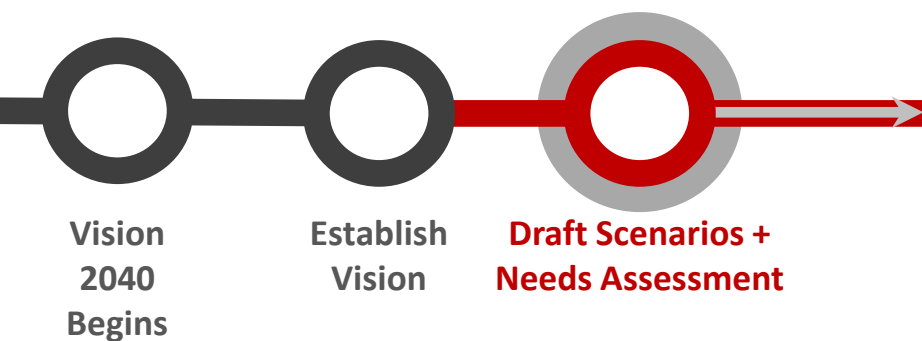
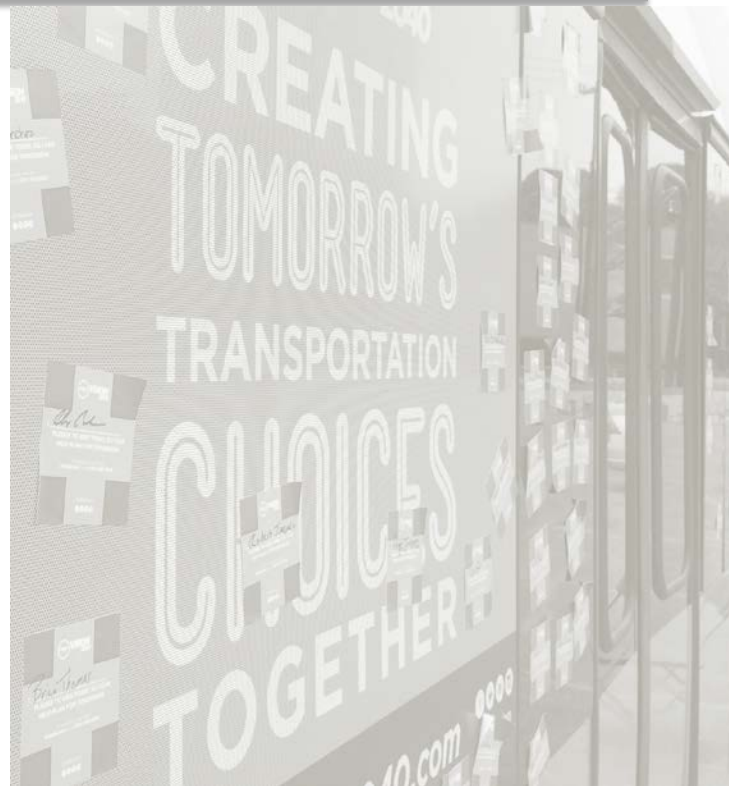
- **Travel Demand Needs from a Transit Perspective**
 - Growth in population and employment, shifting geography to “Activity Centers,” regional travel patterns, Round 1 public outreach findings
- **Coordination with SA Tomorrow**
 - SA Tomorrow status, coordinated land use planning, regional transit for tomorrow
- **Transit Designed to Support Growth**
 - System design options and recommendations, guiding principles for the development of scenarios

Vision 2040 Key Milestones



Vision 2040 Next Steps

- Recommend Guiding Principles for Scenario Development
- Draft & Refine Scenarios
 - Host partner agency workshops
 - Coordinate with VTAC
- Evaluate Scenarios



Why Plan for Future Transit?

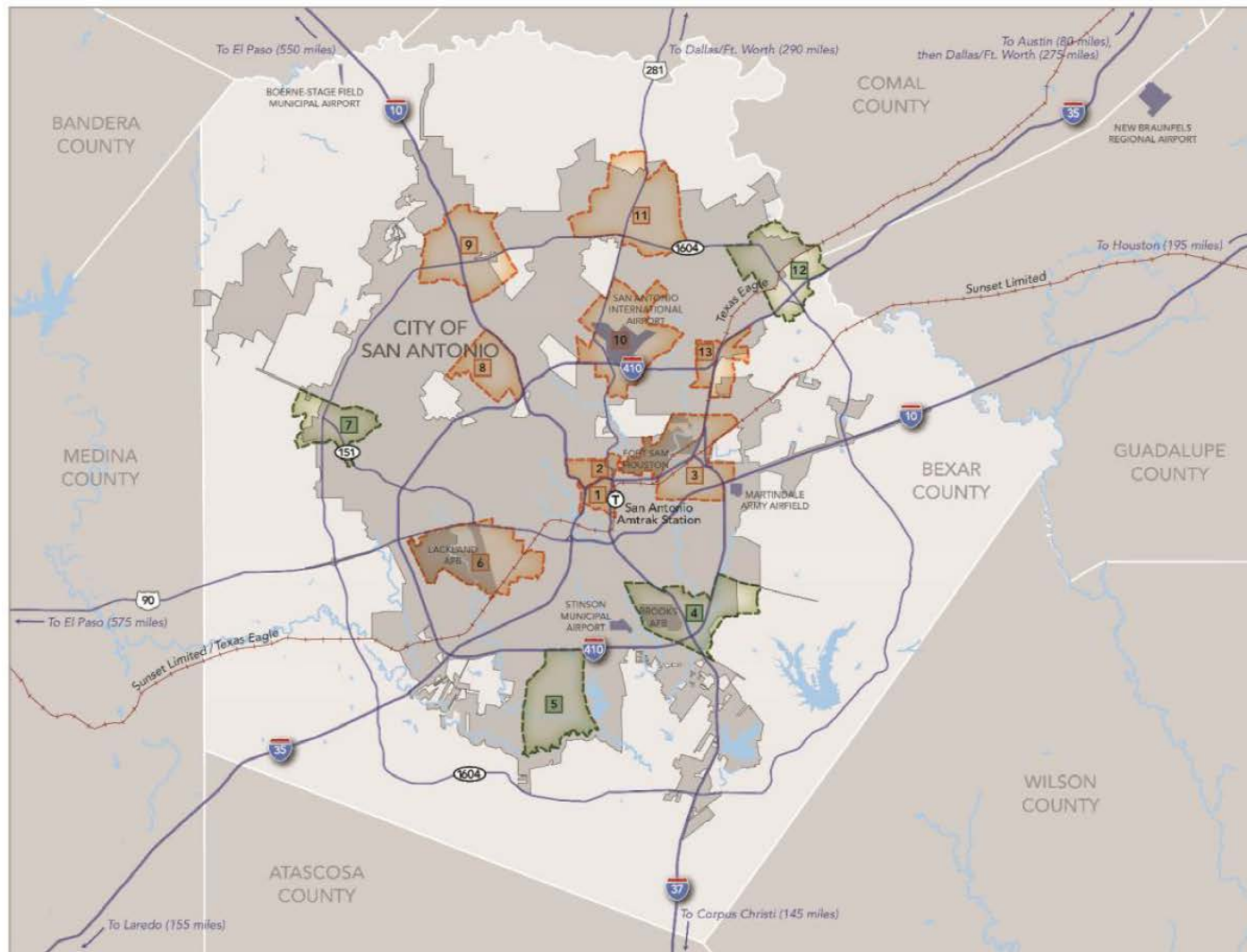
**1 SUPPORT GROWING REGION & CHANGING
TRANSPORTATION NEEDS**

**2 MOVING VEHICLES WILL BE MORE
CHALLENGING**

**3 EFFICIENT & INTEGRATED TRANSPORTATION WILL BE
MORE ESSENTIAL TO SUPPORT GROWING ECONOMY**

**4 MEET COMMUNITY DEMAND FOR TRANSPORTATION
CHOICES**

Local and Regional Activity Centers



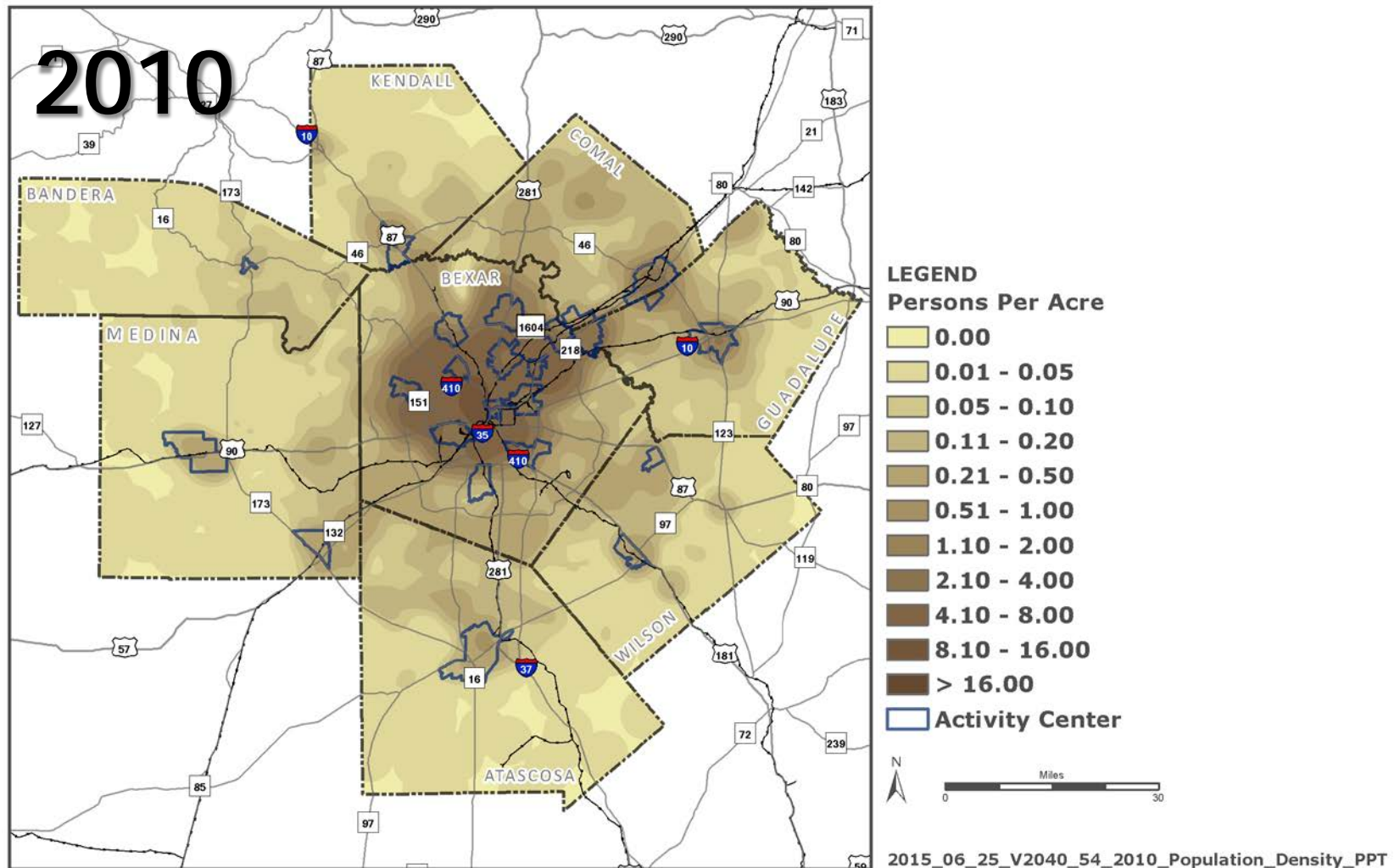
Legend

- City of San Antonio
- County
- Water
- Airport
- Military Land
- Major Highway
- Rail
- Activity Center - Existing
- Activity Center - Emerging

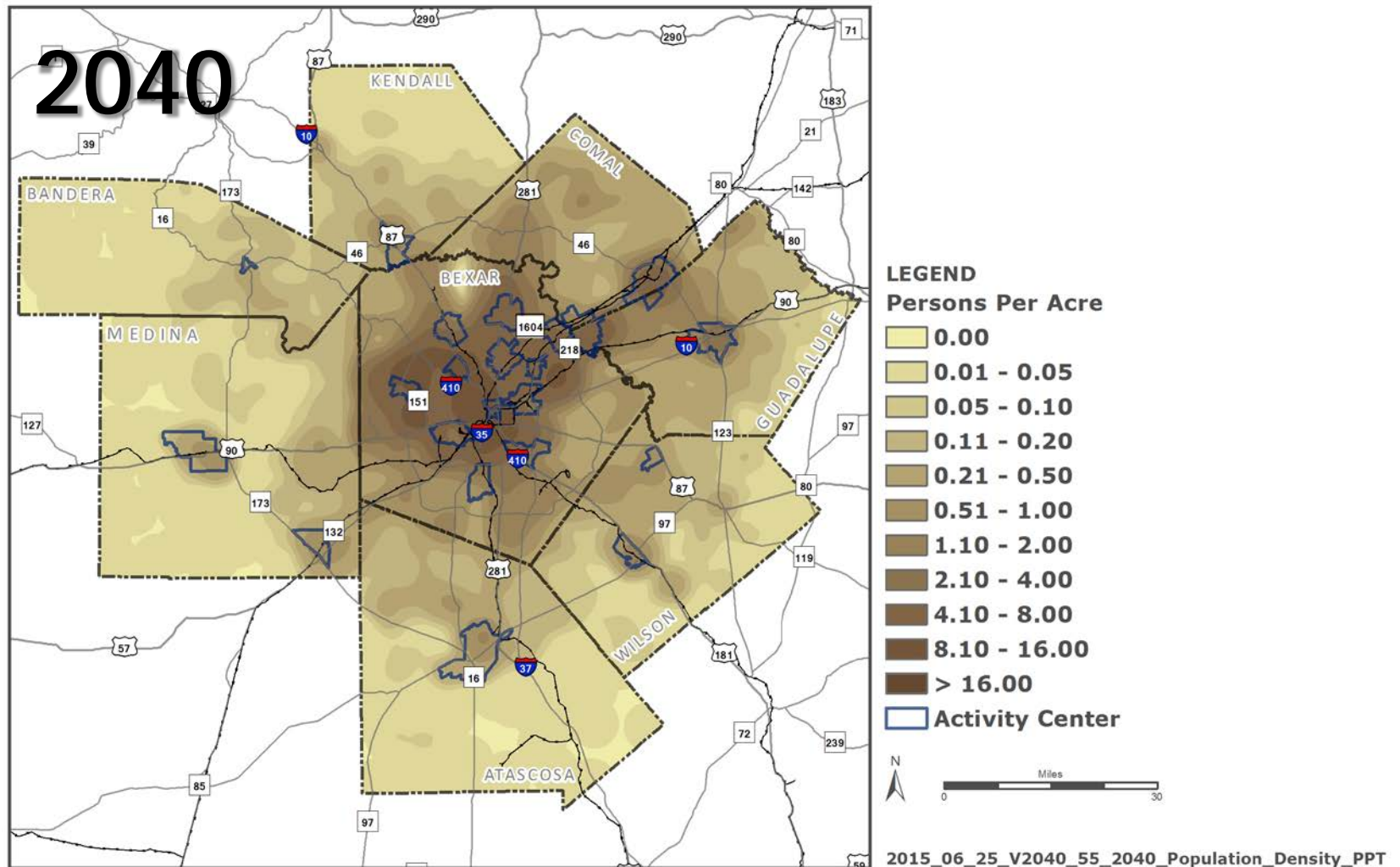
Activity Center Names

- 1 Central Business District
- 2 Midtown
- 3 Fort Sam Houston
- 4 Brooks
- 5 Texas A&M - San Antonio
- 6 Lackland AFB/Port San Antonio
- 7 Highway 151 and 1604
- 8 Medical Center
- 9 University of Texas - San Antonio
- 10 Greater Airport Area
- 11 Stone Oak
- 12 Rolling Oaks
- 13 Northeast I-35 and I-410

Growing Population

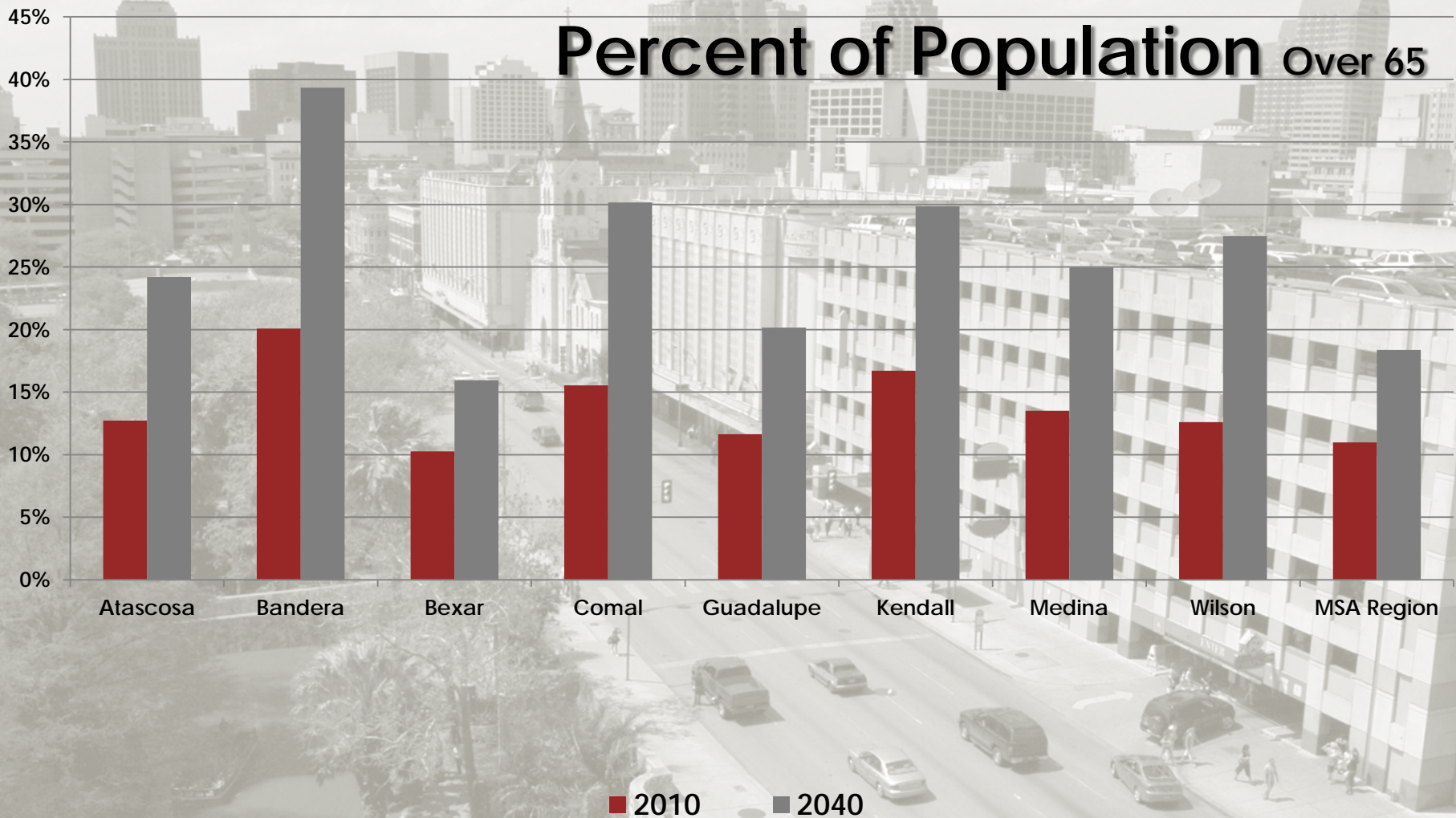


Growing Population

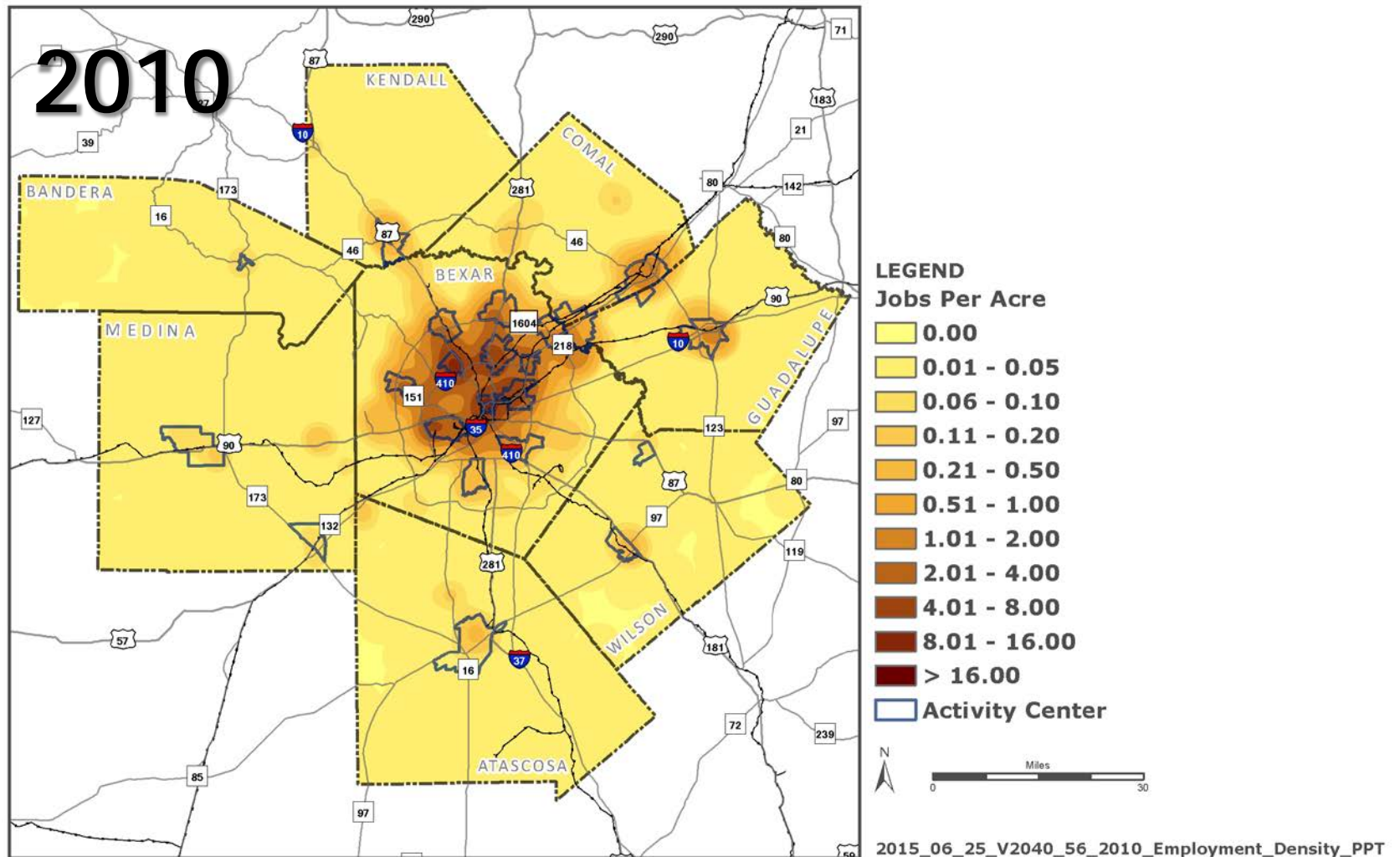


Shifting Demographics

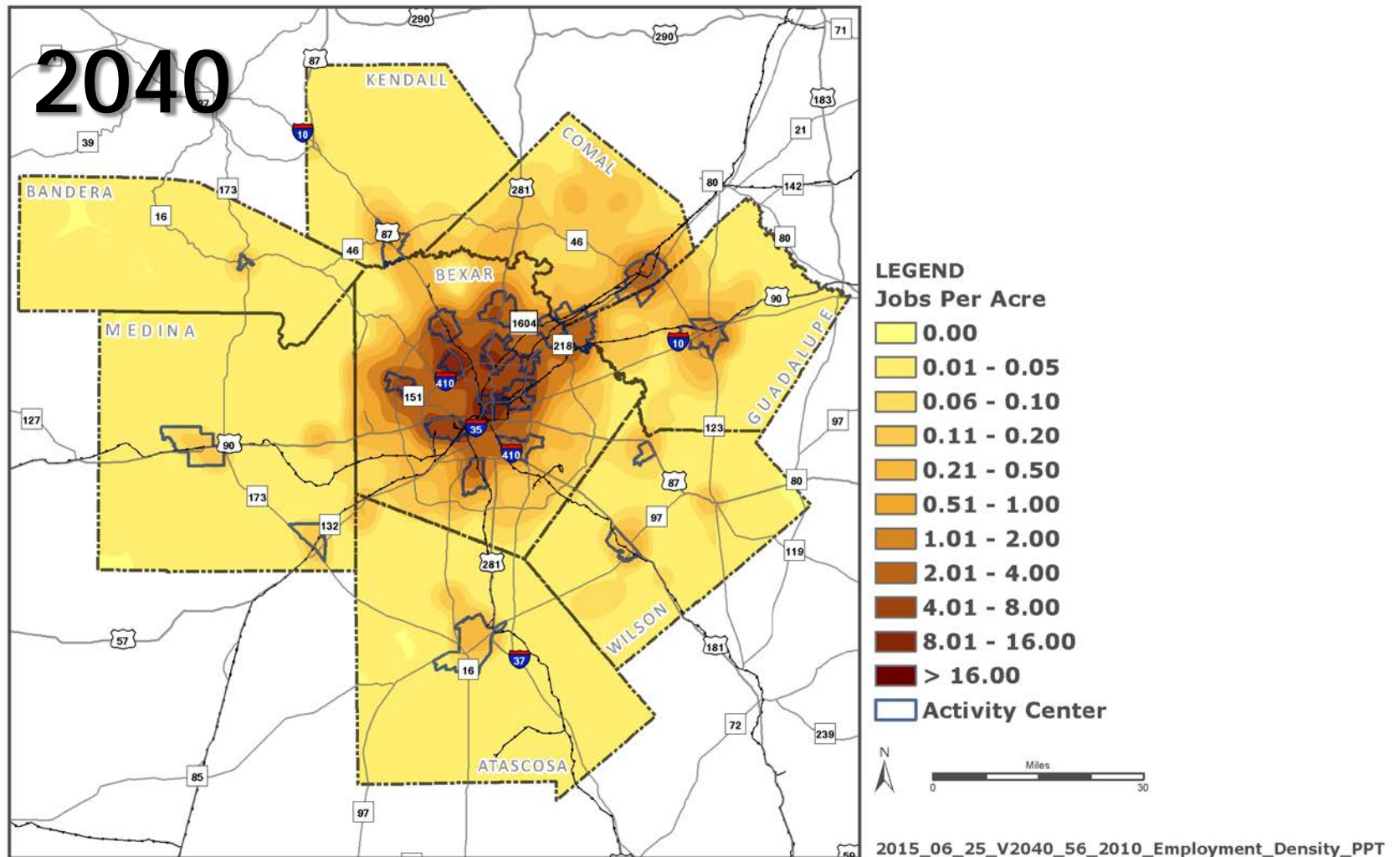
Percent of Population Over 65



Growth in Jobs

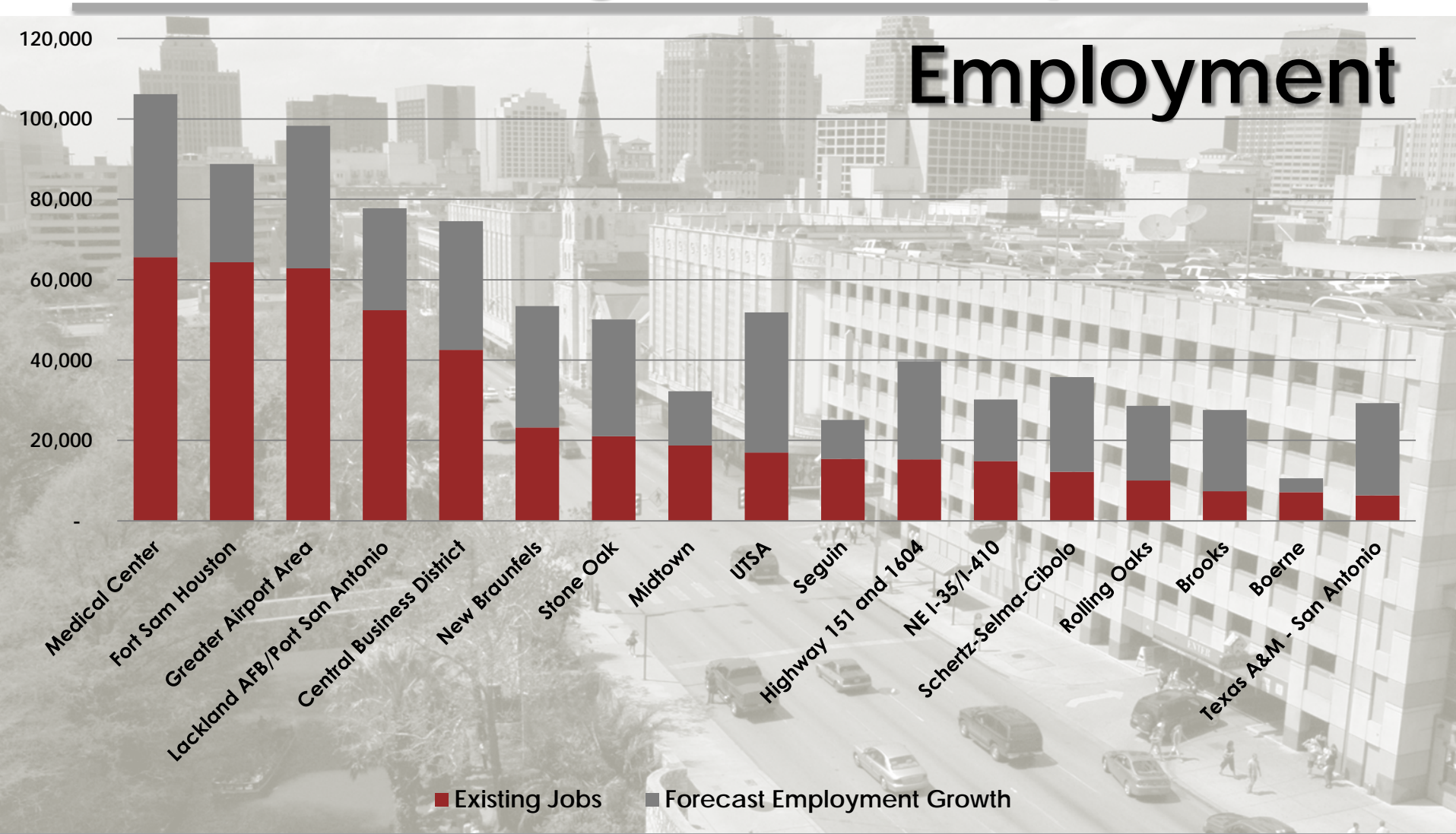


Growth in Jobs



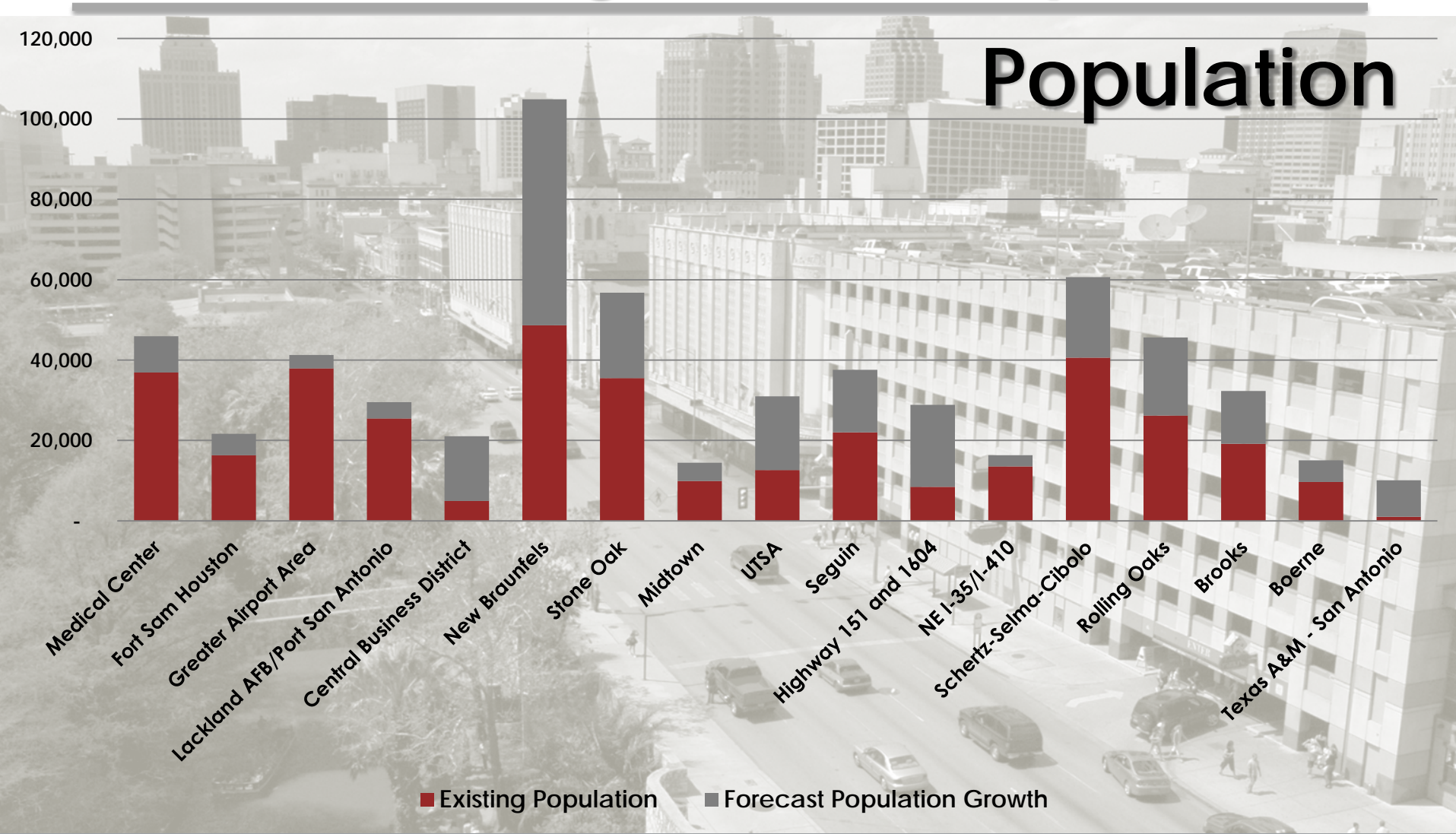
Regional Activity Centers

Employment

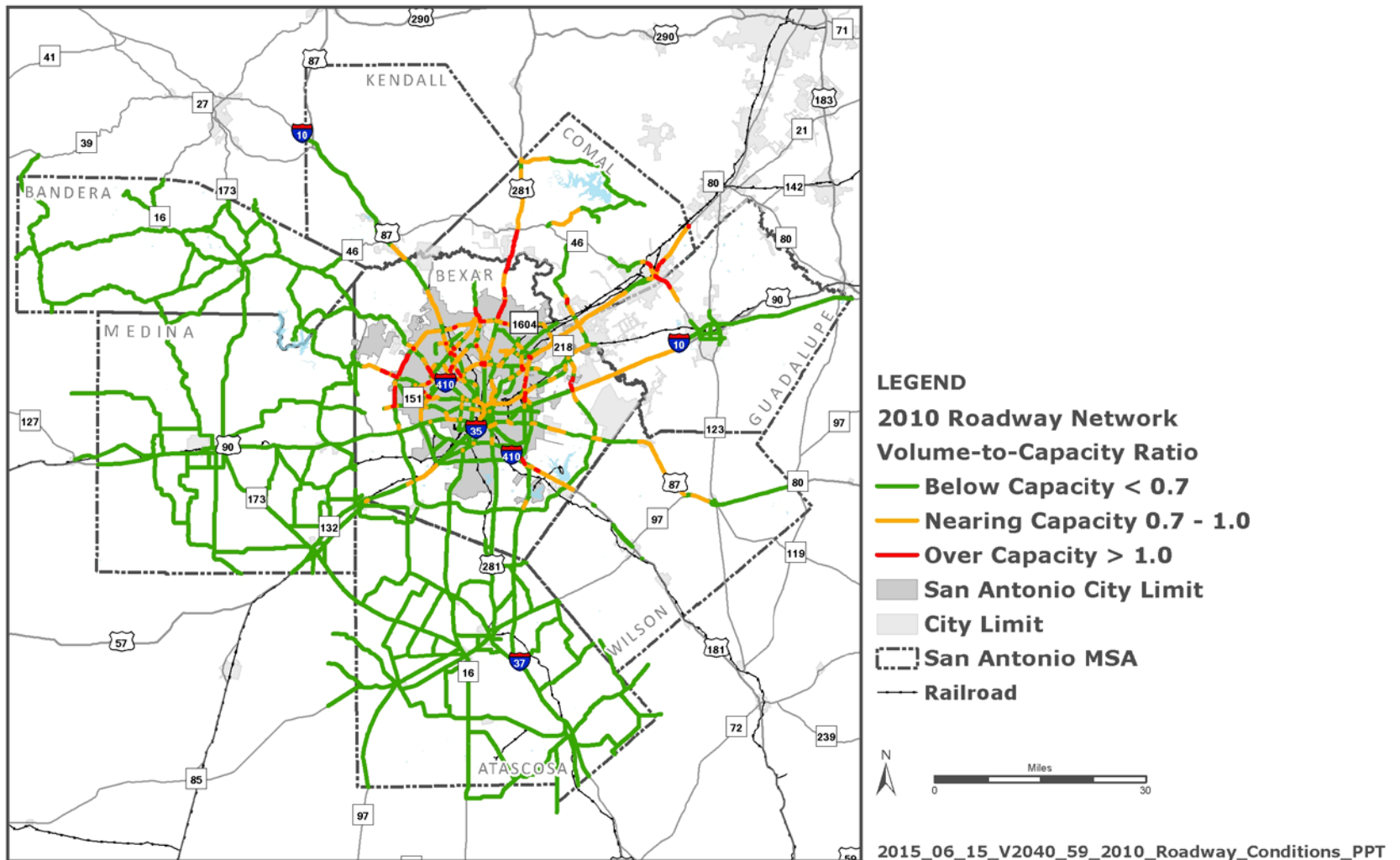


Regional Activity Centers

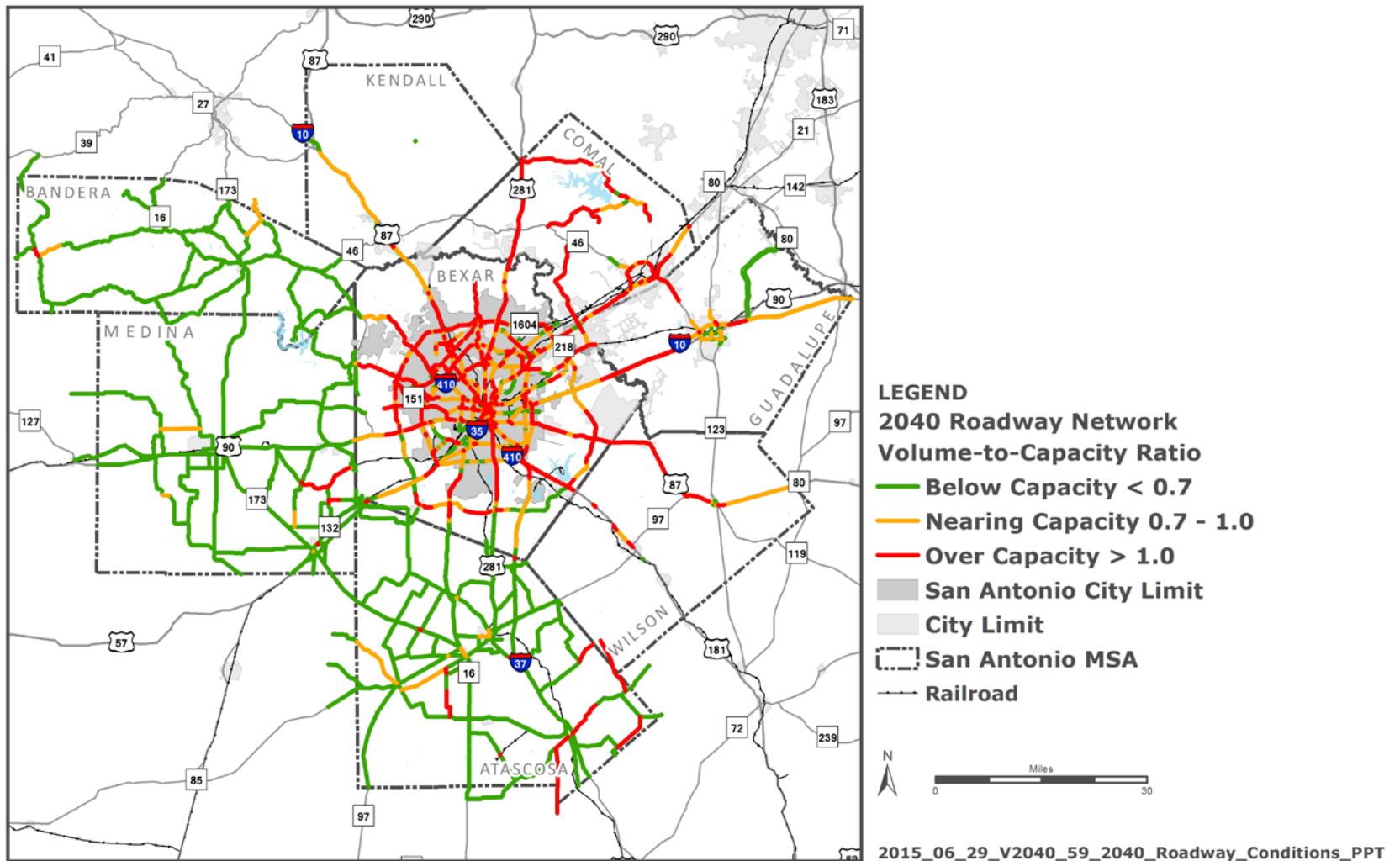
Population



Vehicle Congestion

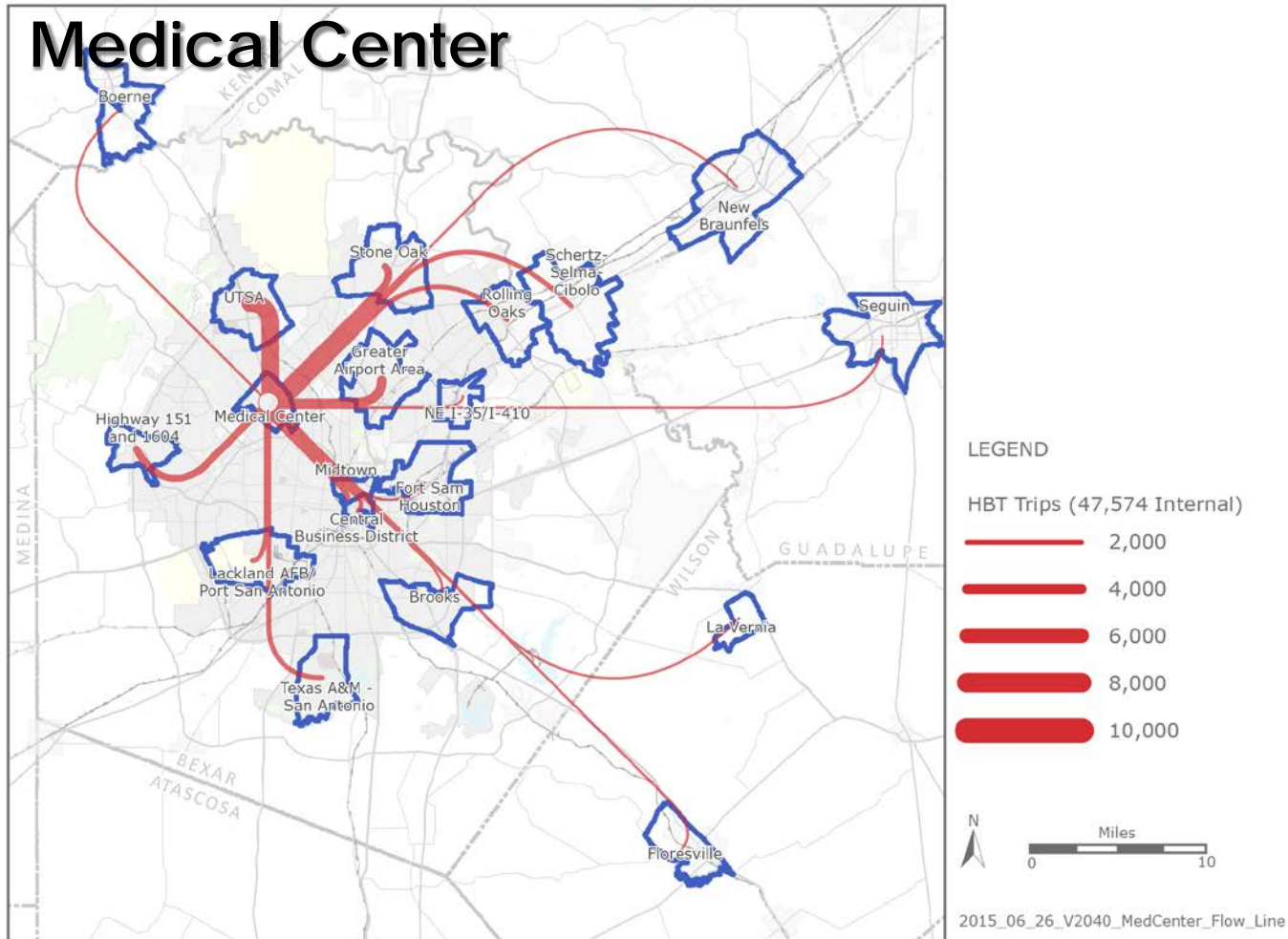


Vehicle Congestion

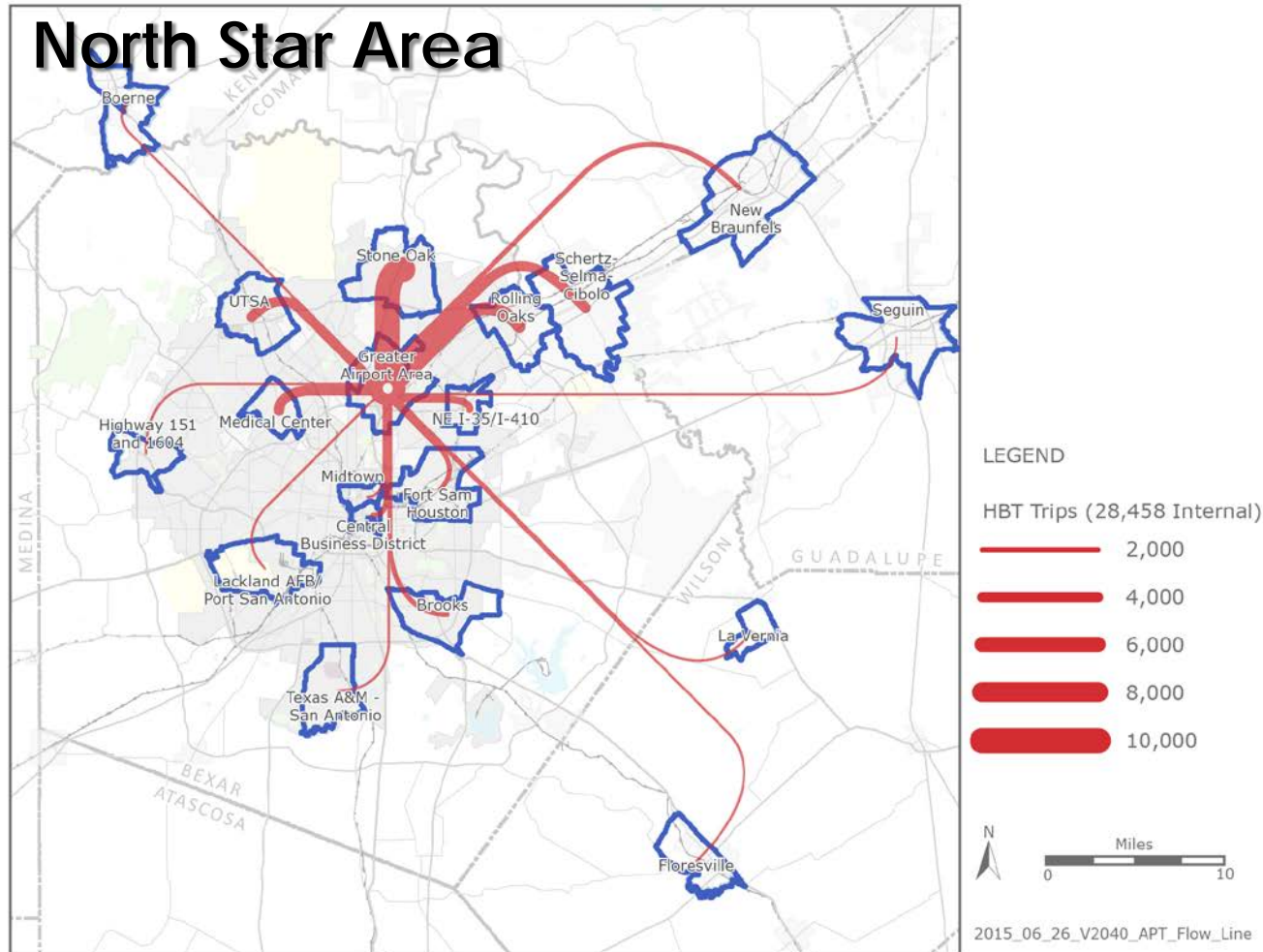




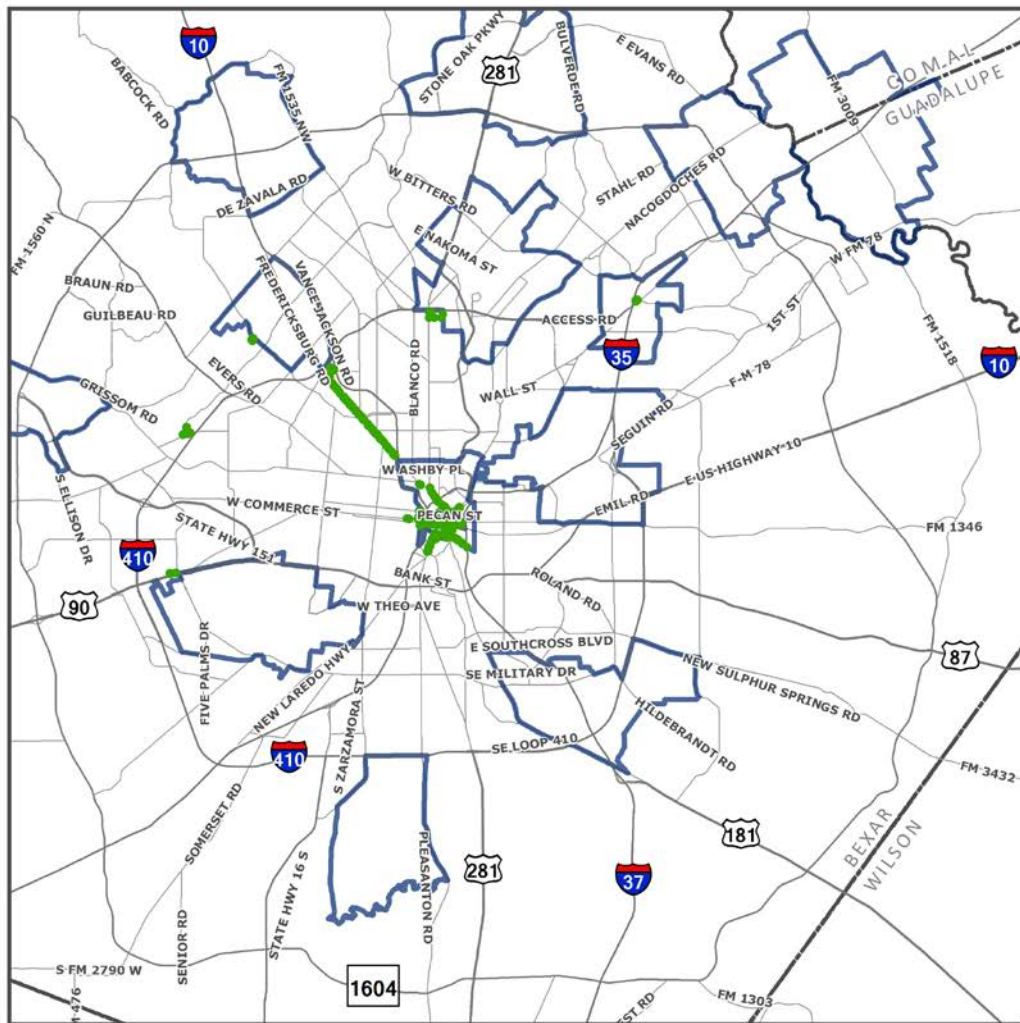
Patterns of Travel



Patterns of Travel



Current Transit Supply



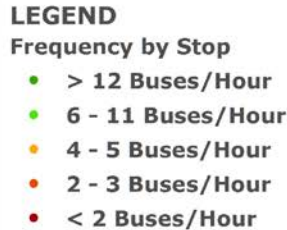
LEGEND

Frequency by Stop

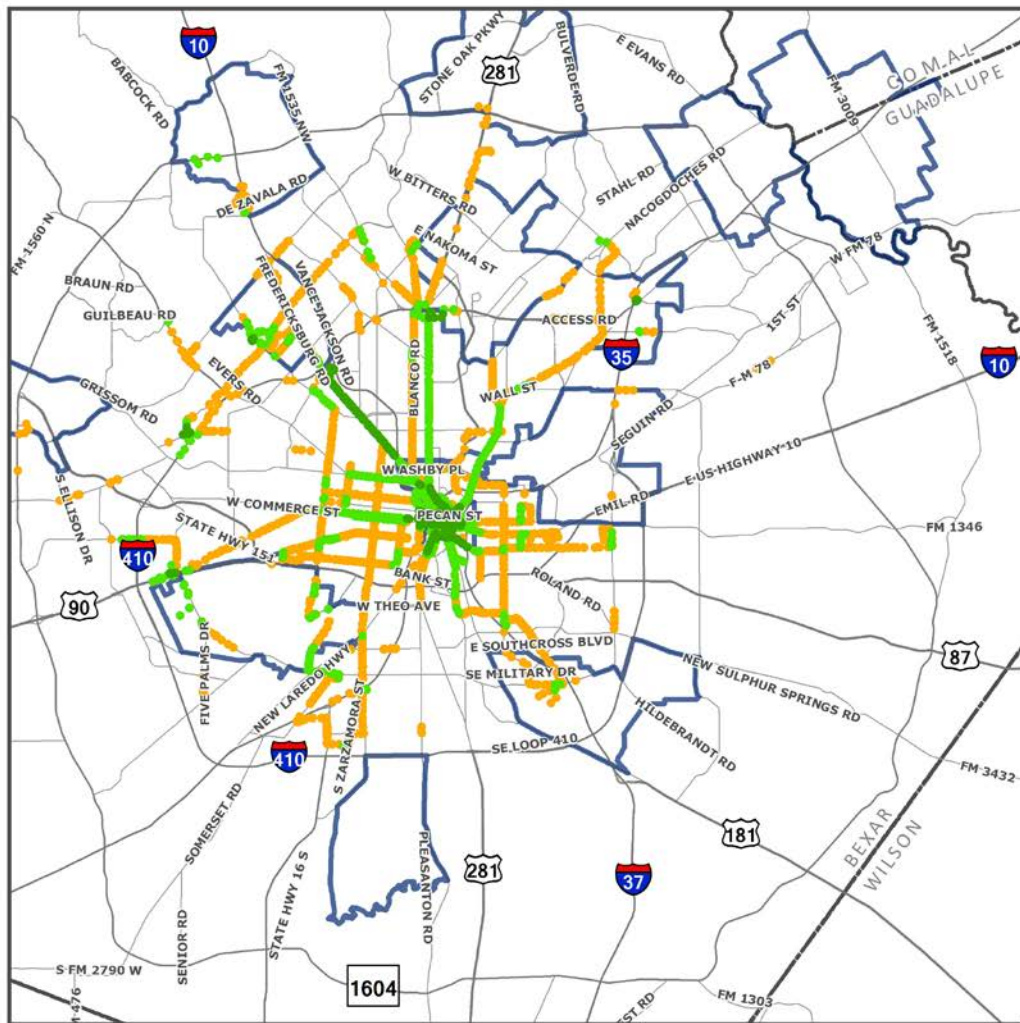
- > 12 Buses/Hour
- 6 - 11 Buses/Hour
- 4 - 5 Buses/Hour
- 2 - 3 Buses/Hour
- < 2 Buses/Hour



2015_08_04_V2040_67_Current_Transit_Supply_PPT



Current Transit Supply



LEGEND

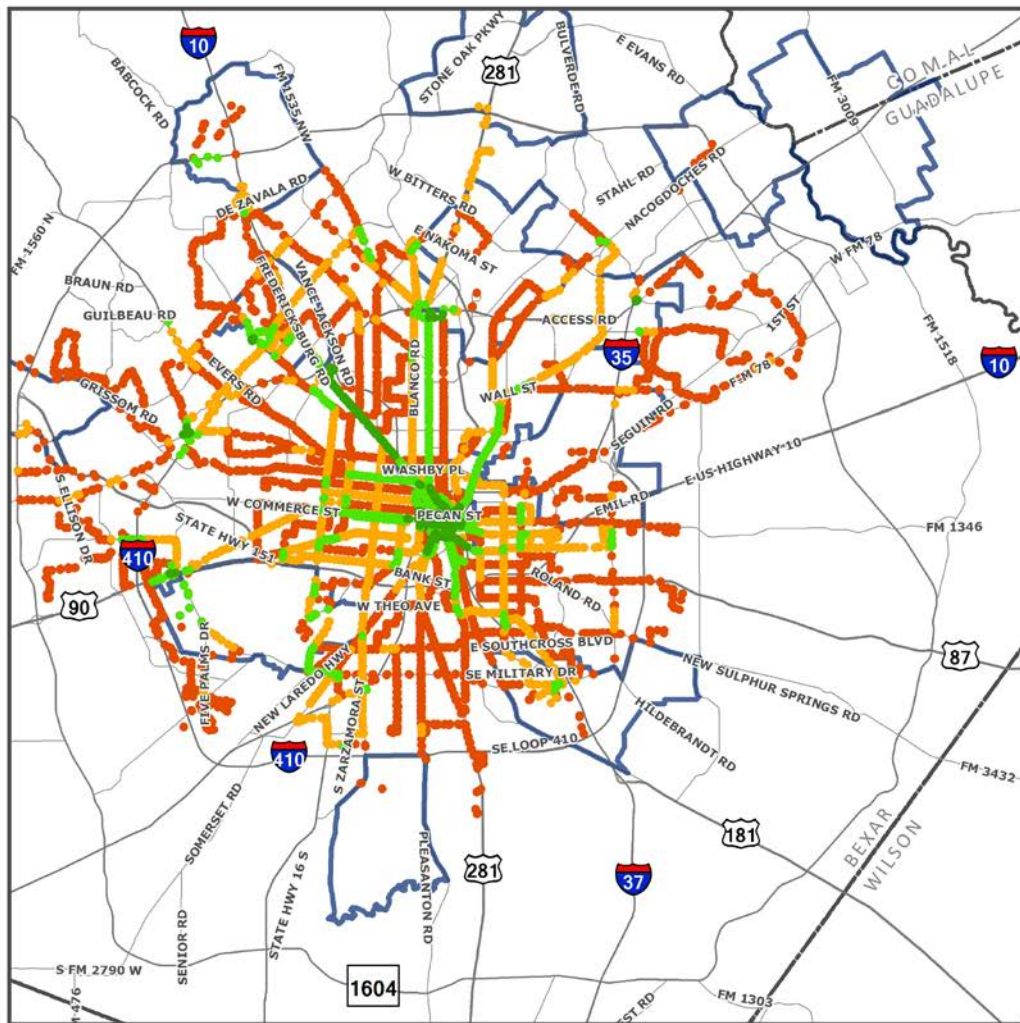
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2015_08_04_V2040_67_Current_Transit_Supply_PPT

Current Transit Supply



LEGEND

Frequency by Stop

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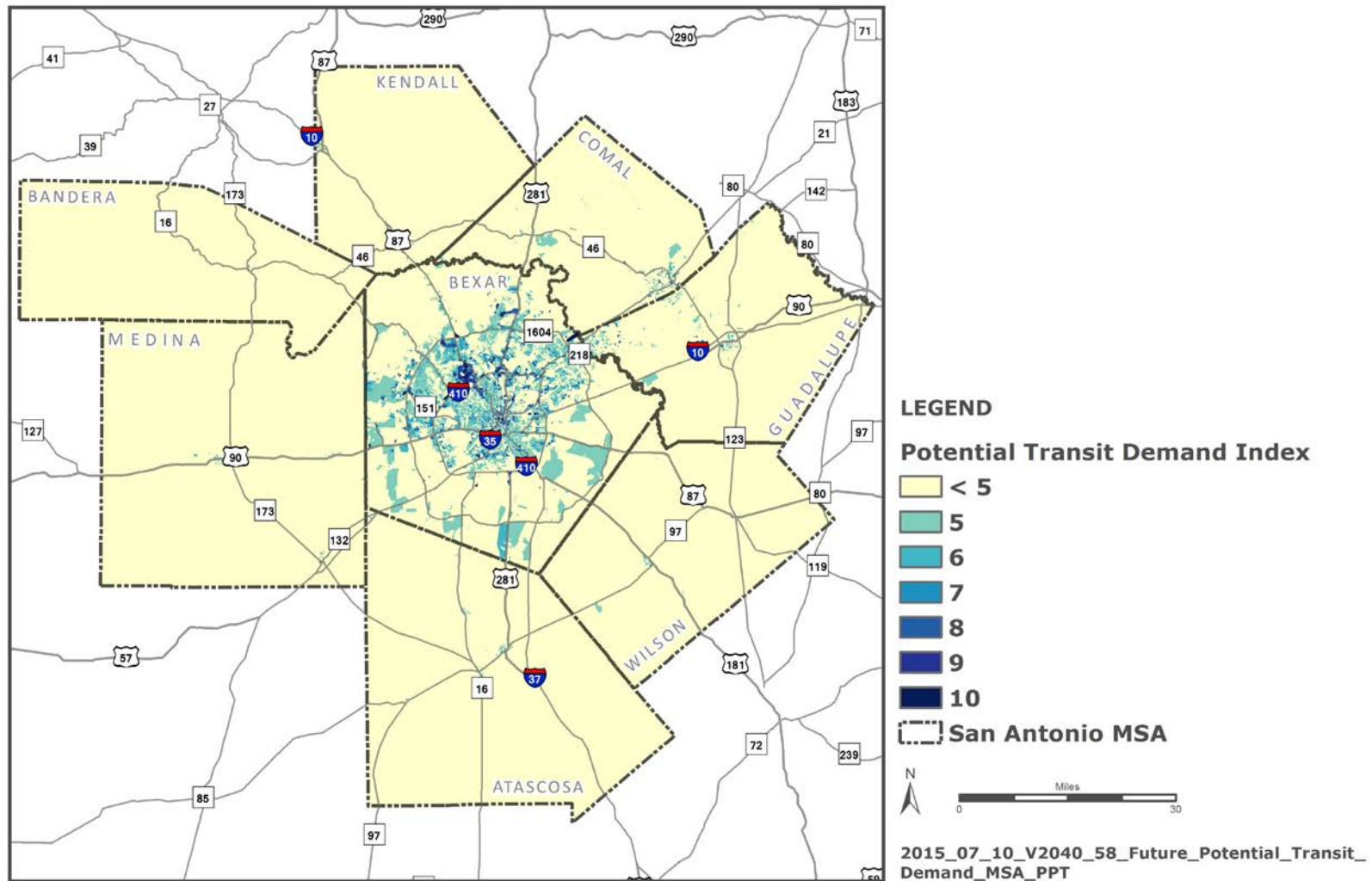
Frequency by Stop

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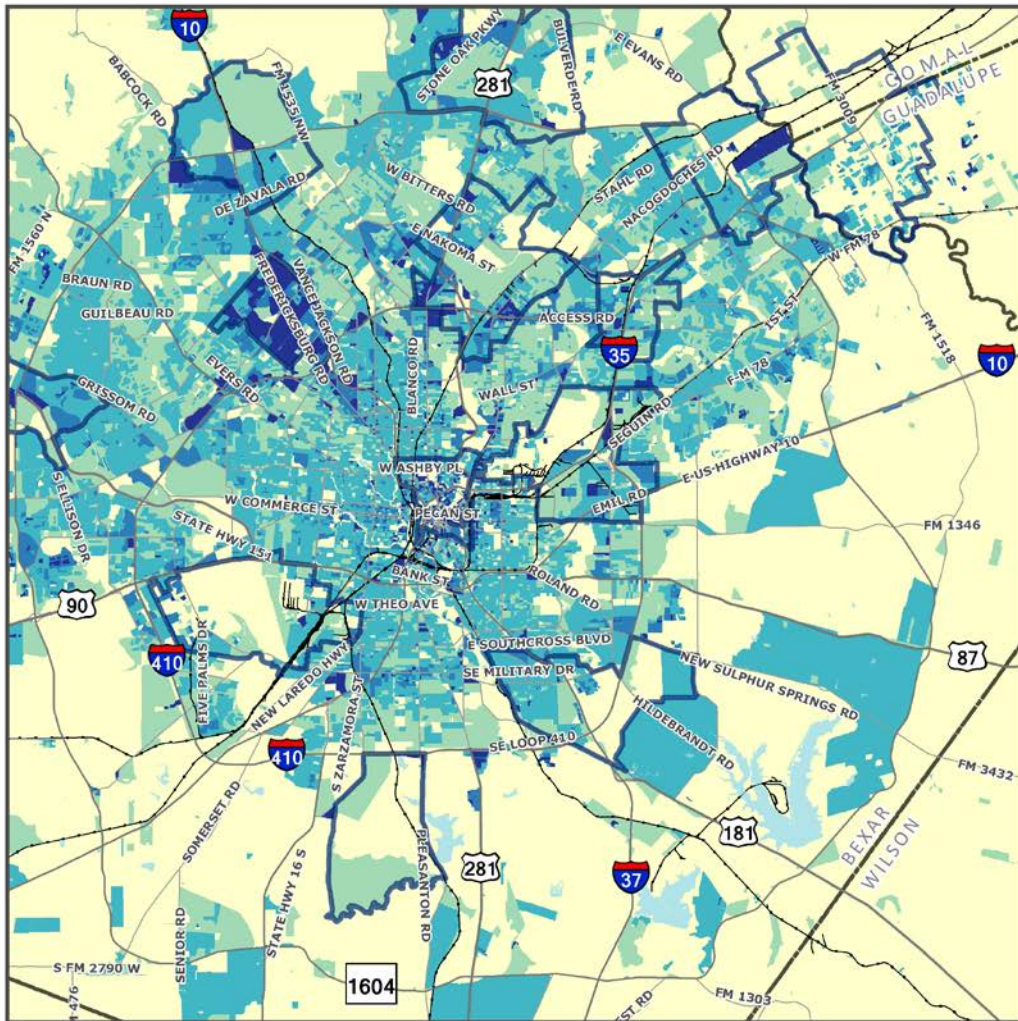


2015_08_04_V2040_67_Current_Transit_Supply_PPT

Future Transit Demand



Future Transit Demand



LEGEND

Activity Center

Railroad

Potential Transit Demand Index

1 - 2

3 - 4

5 - 6

7 - 8

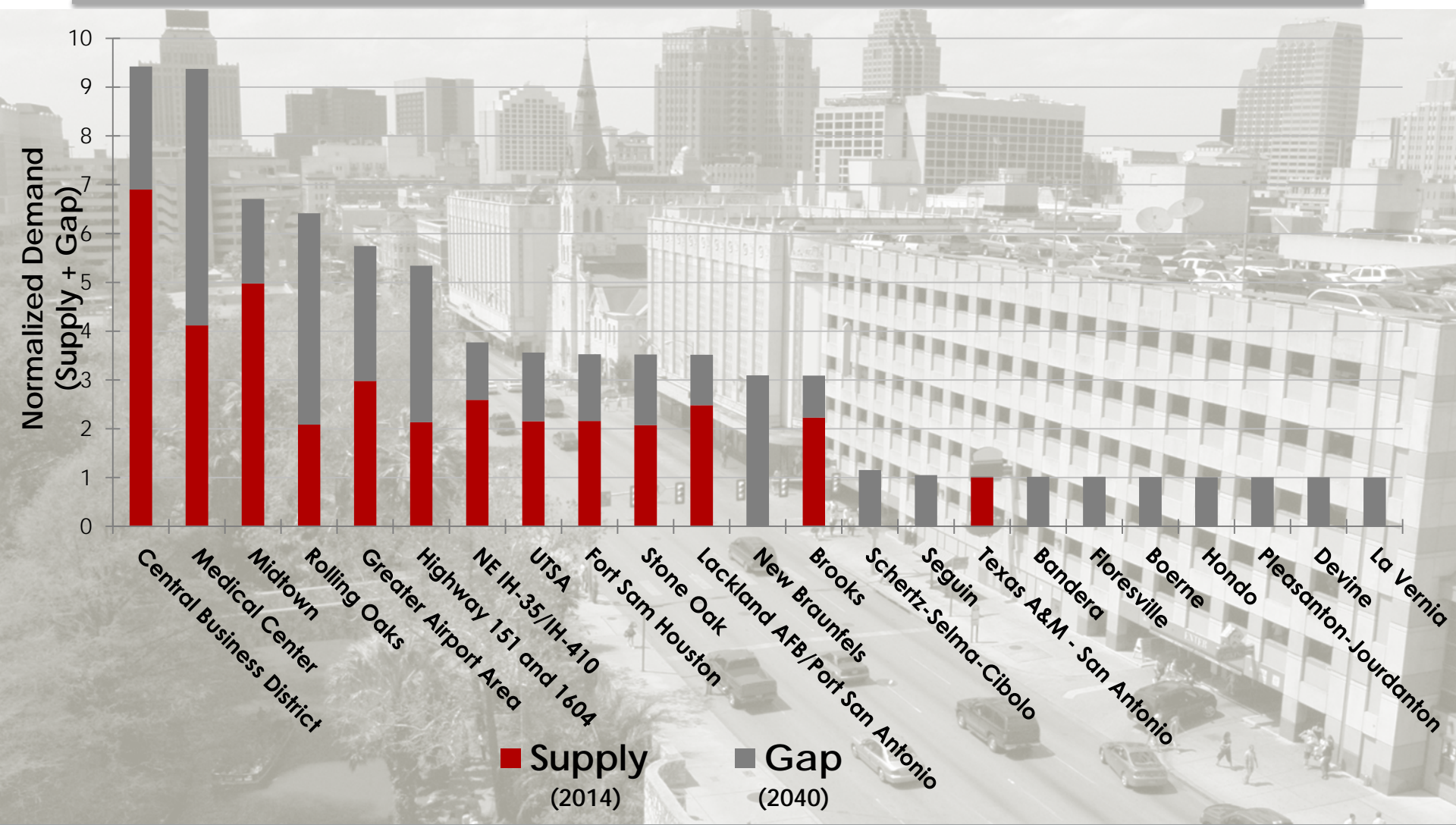
9 - 10



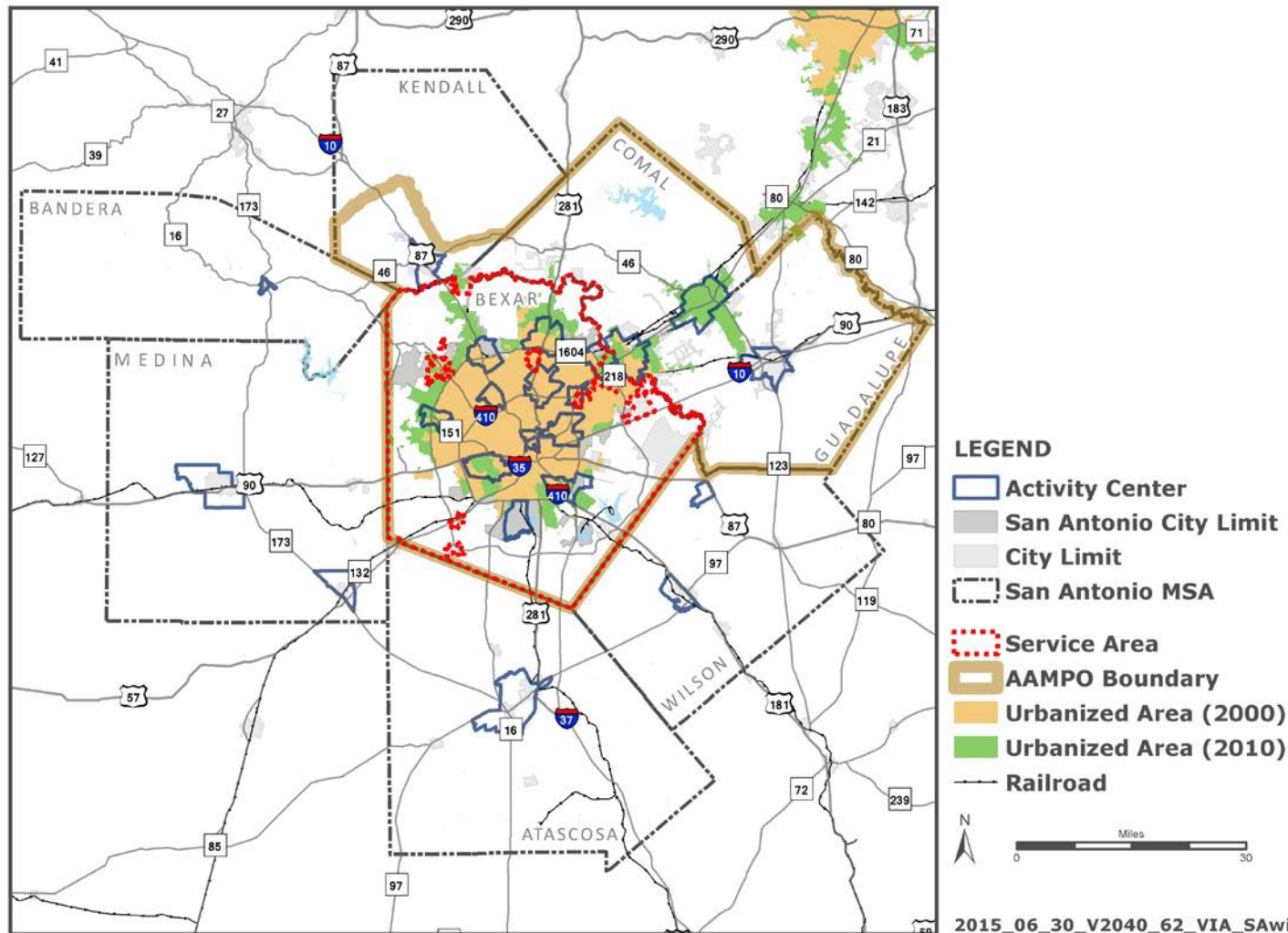
0 10 Miles

2015_07_01_V2040_58_Future_Potential_Transit_Demand_PPT

Projecting Future Transit Demand



Respond to Regional Growth



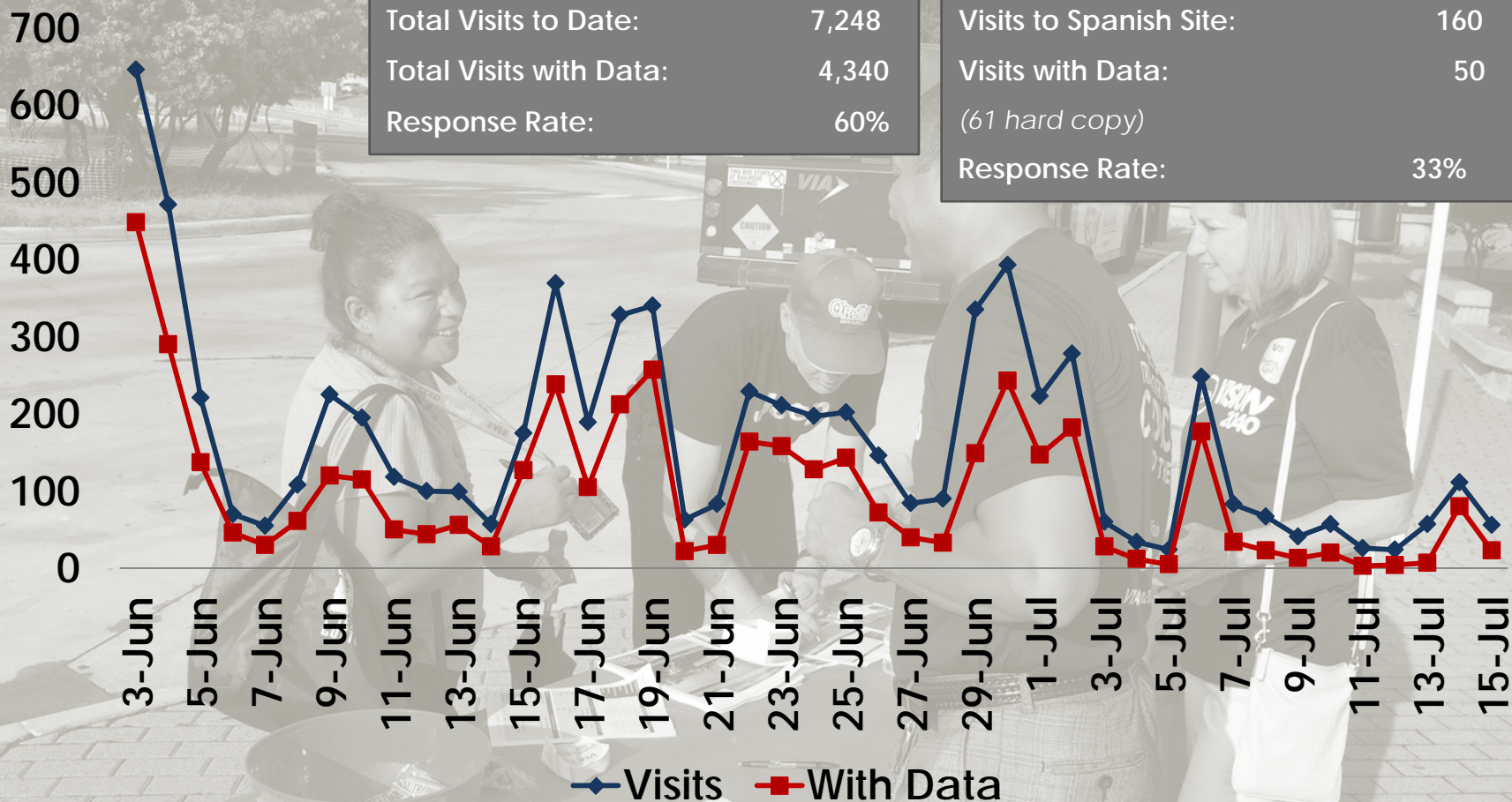
A Community Driven Plan

The Community's Needs

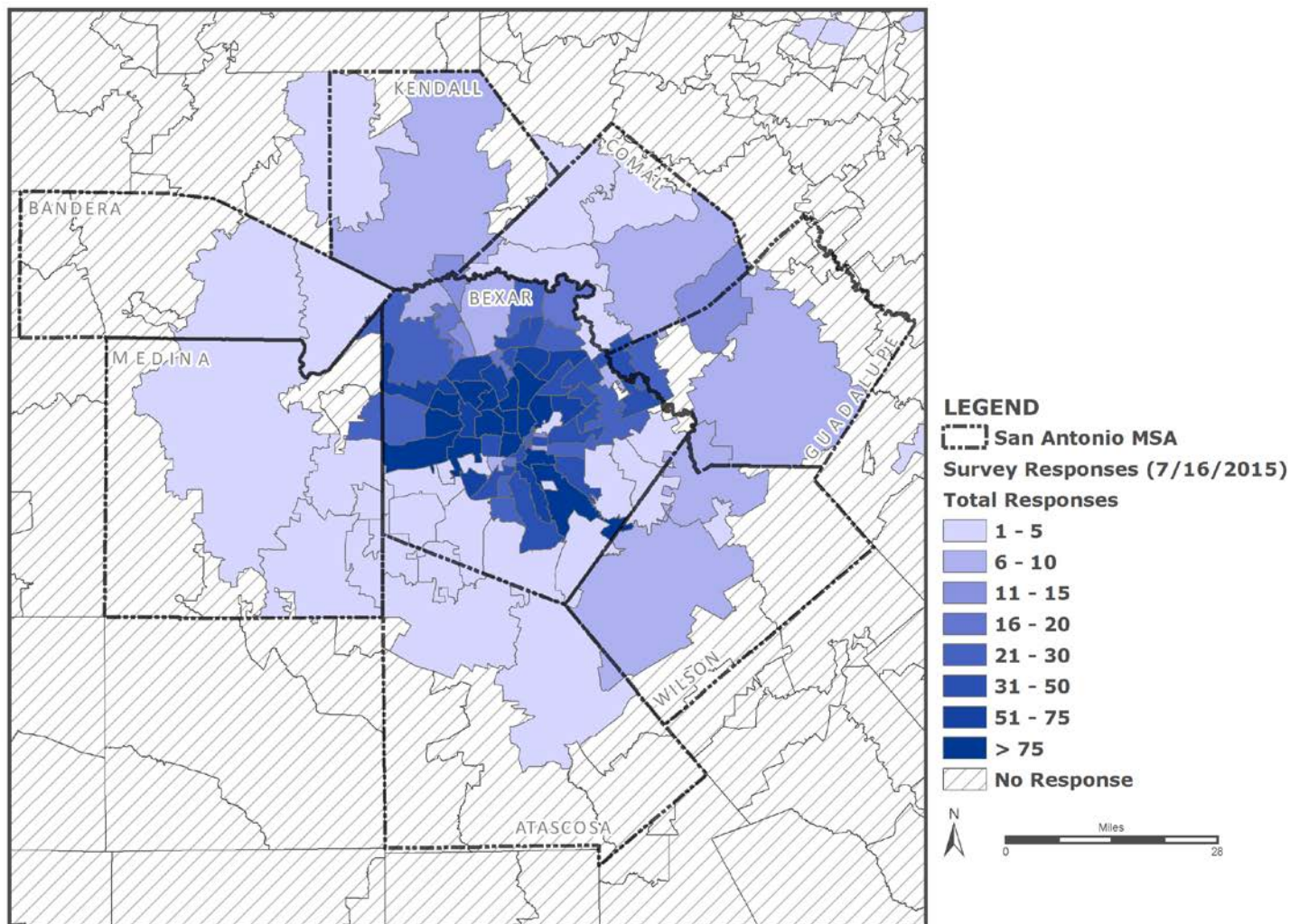
■ PUBLIC OUTREACH ROUND 1



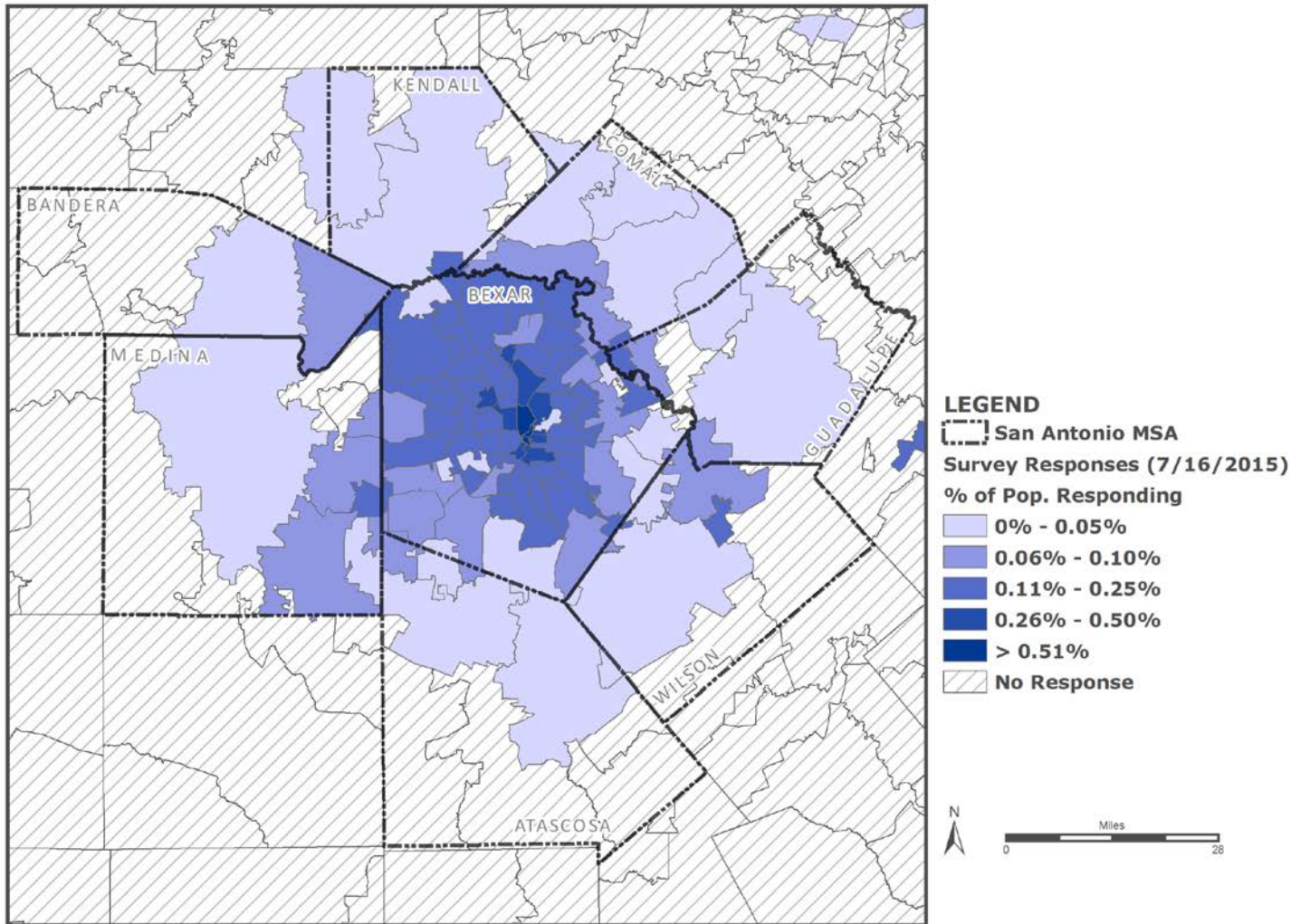
Survey Visitor Summary



Response Distribution

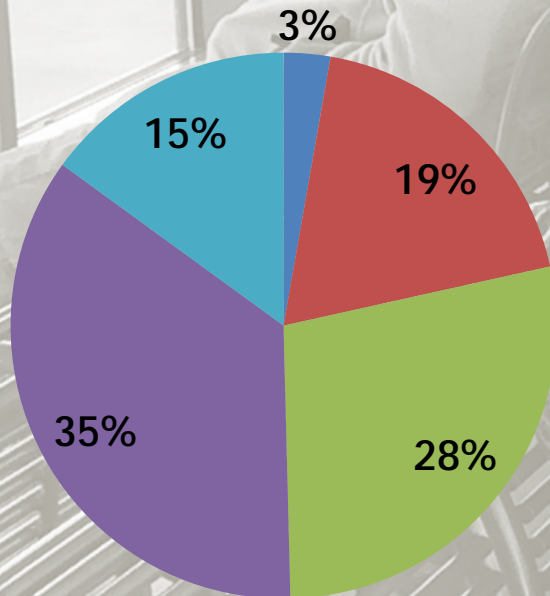


Responses as Percent of Population

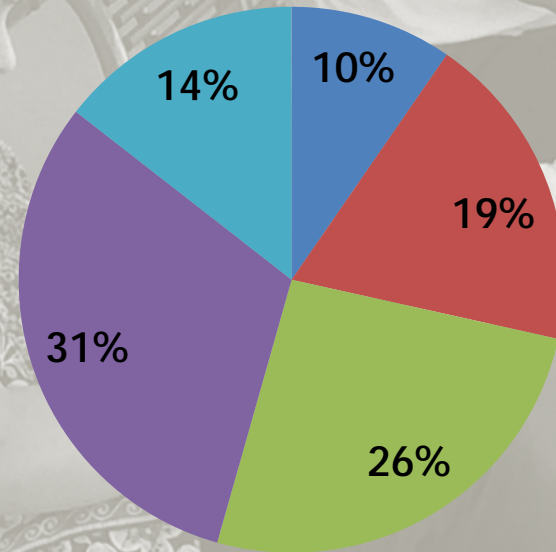


Demographics - Age

MetroQuest Respondents



MSA Population



■ 13-20 ■ 21-30 ■ 31-45 ■ 46-65 ■ 65+

Total Respondents* = 3,484

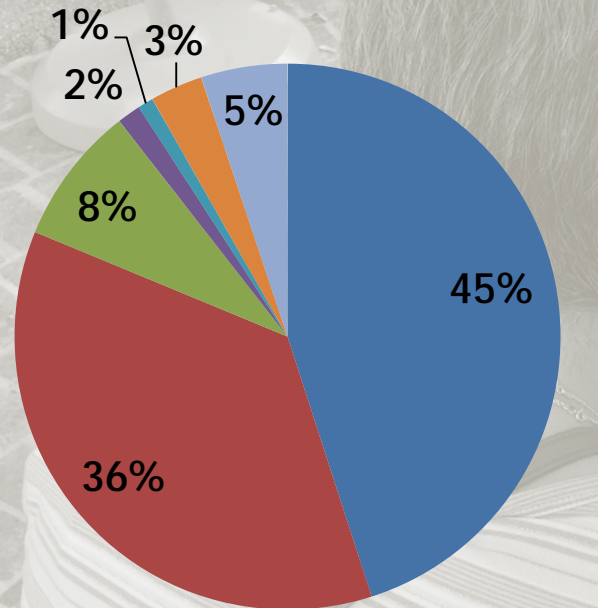
*Optional Question

Population Total* = 1,707,064

*Age 13 years and over

Demographics - Ethnicity

MetroQuest Respondents

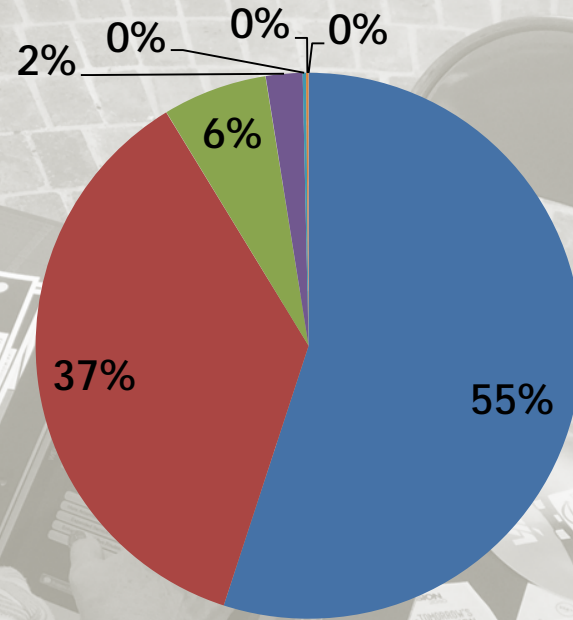


■ Hispanic Latino	■ White	■ African American
■ Asian Pacific Islander	■ Native American	■ Other
■ Prefer Not to Answer		

Total Respondents* = 3,325

*Optional Question

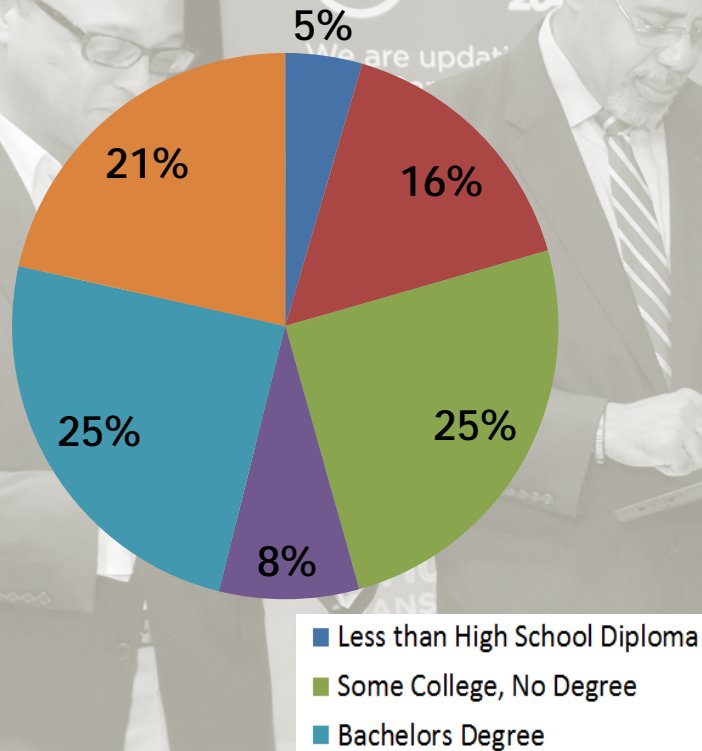
MSA Population



Population Total = 2,160,982

Demographics - Education

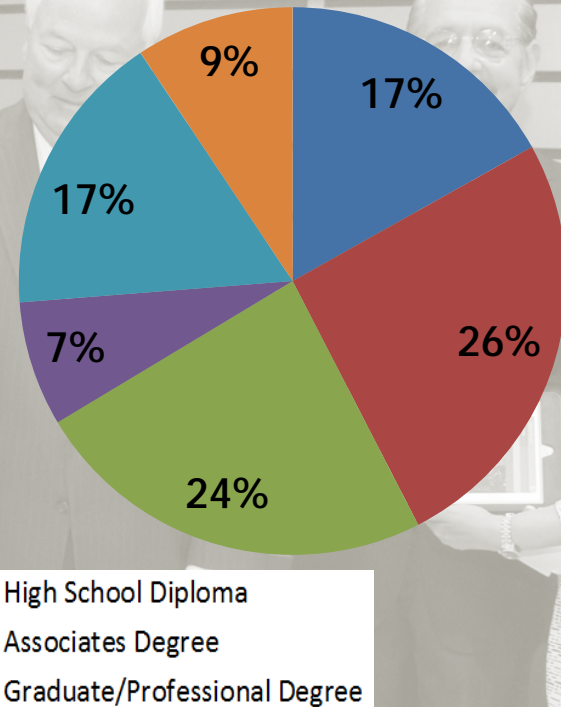
MetroQuest Respondents



Total Respondents* = 3,437

*Optional Question

MSA Population

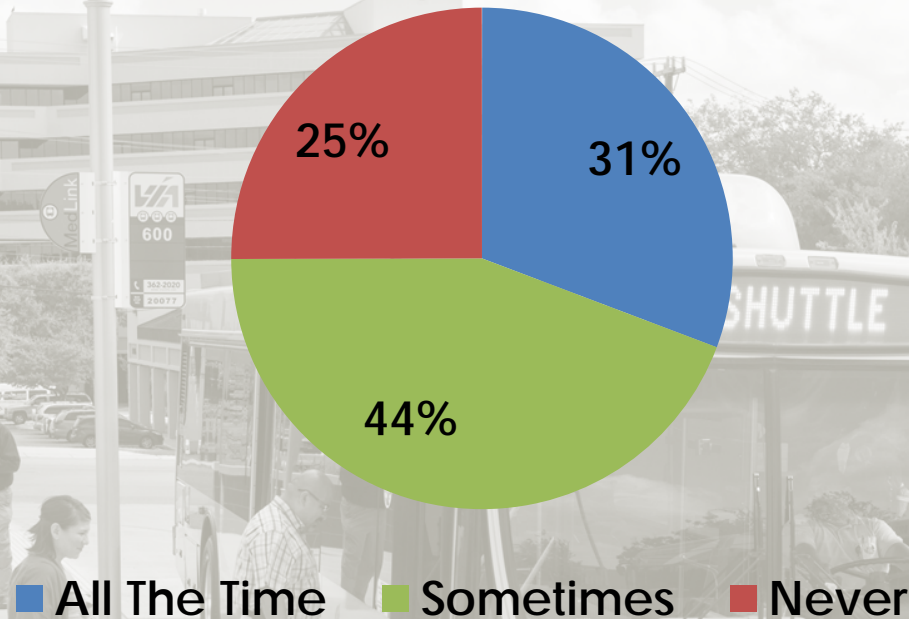


Education Total* = 1,385,098

*Age 25 years and over

Use of VIA Metropolitan Transit

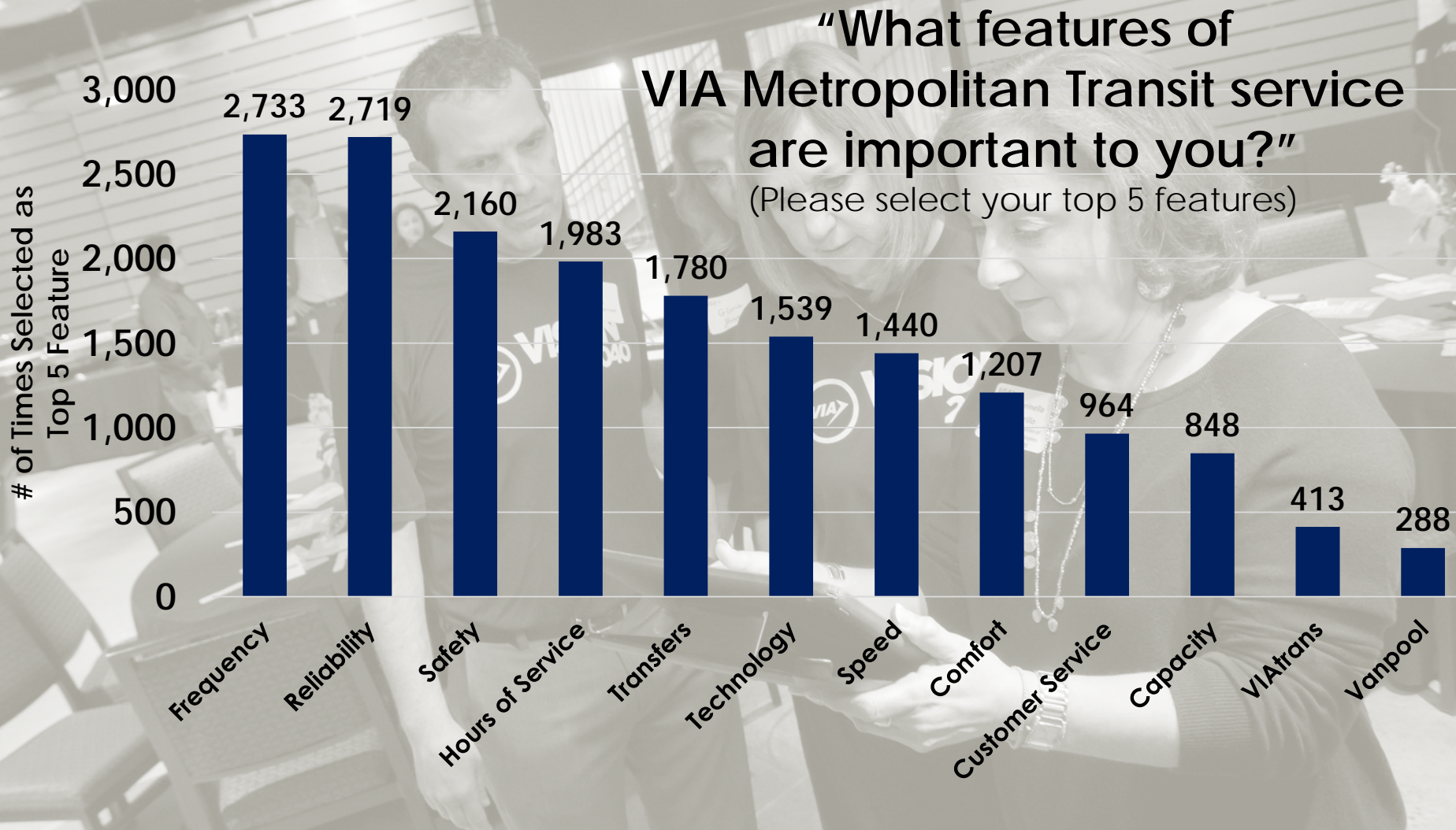
"How often do you use VIA Metropolitan Transit?"



Total Respondents* = 3,293

*Optional Question

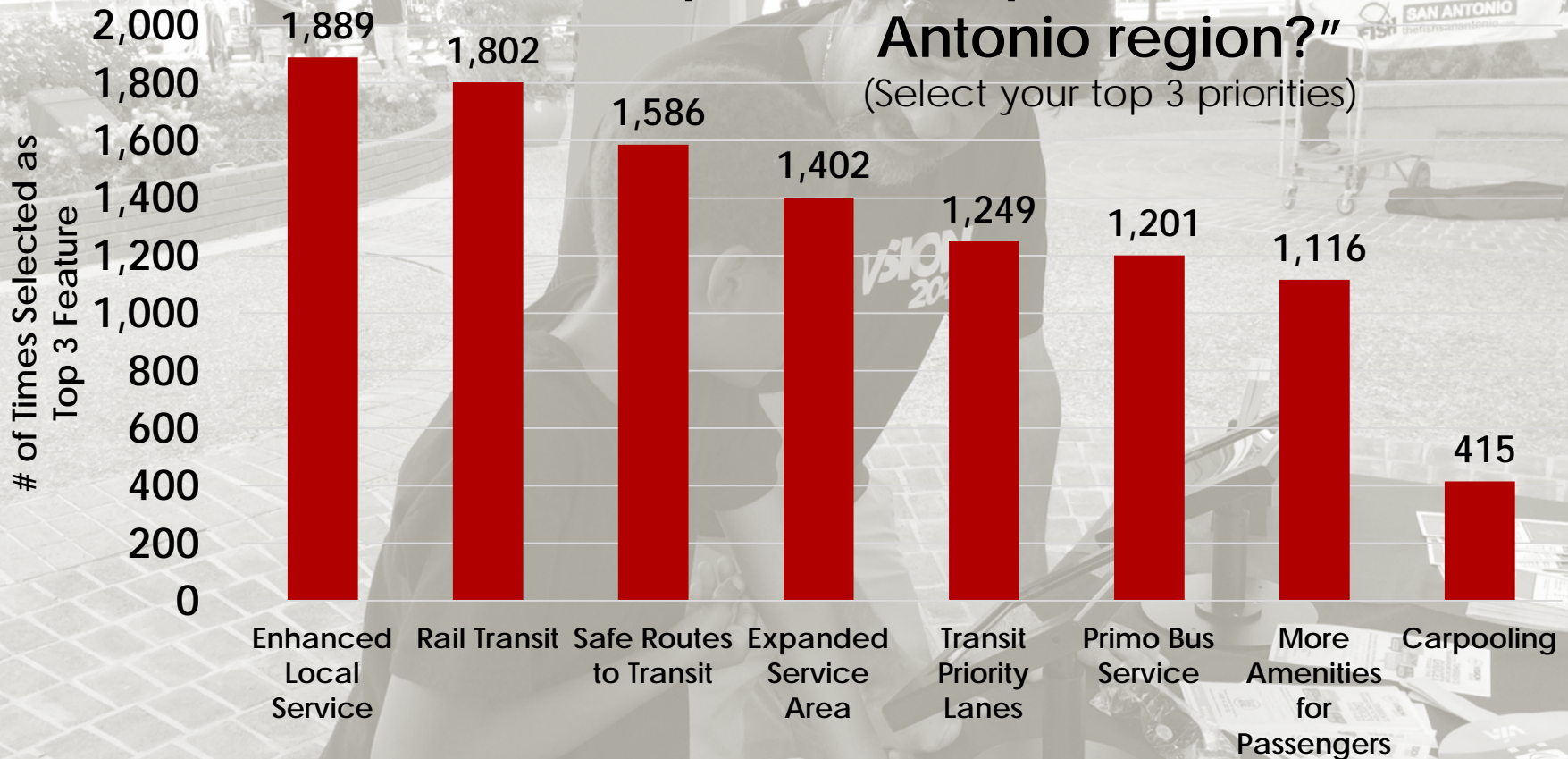
Quality of VIA Transit Services



Transportation Choices

"What do you think will most improve public transportation in the San Antonio region?"

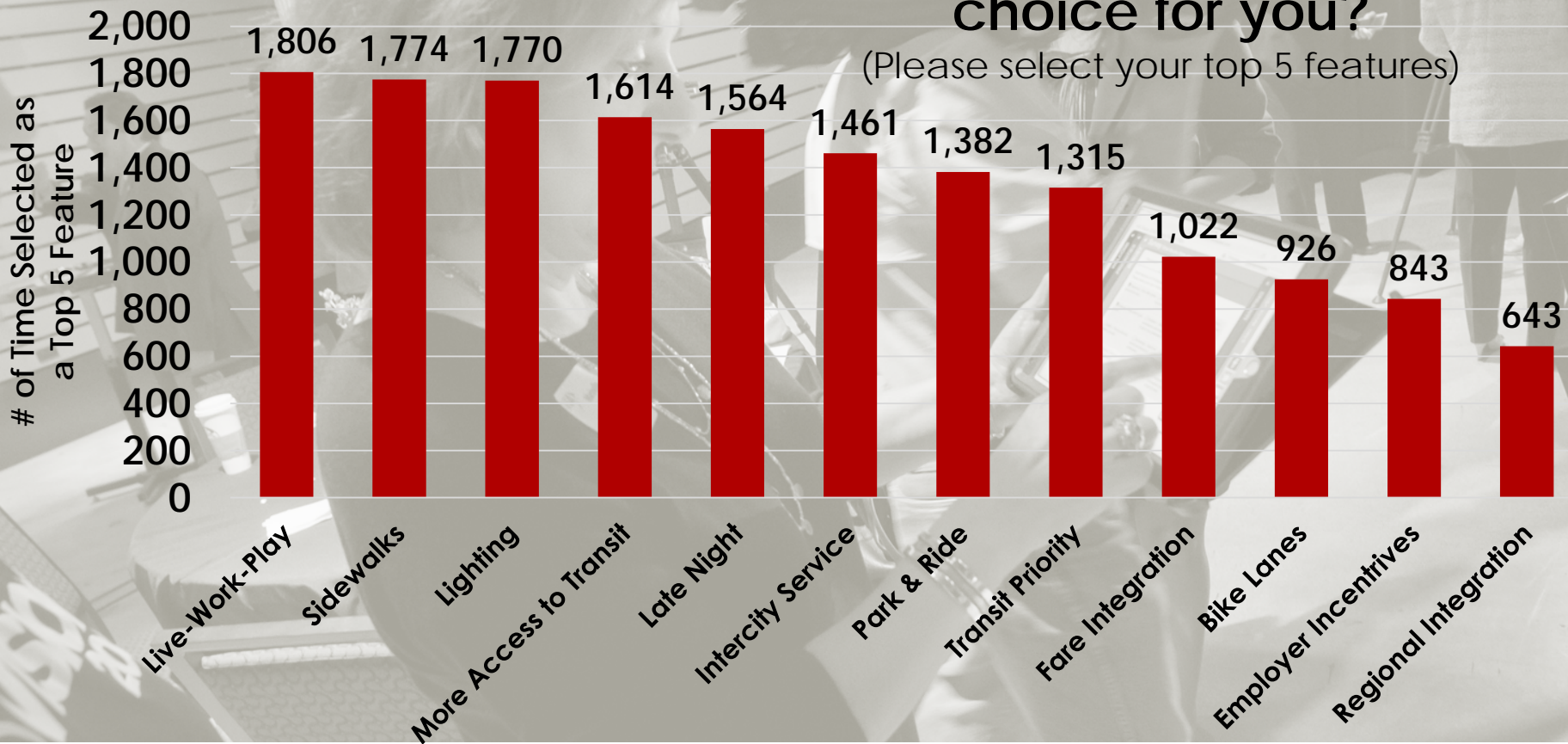
(Select your top 3 priorities)



Make Transit Work for Me

“What kinds of features would make transit a more convenient travel choice for you?”

(Please select your top 5 features)



Recommendations

From Needs to Scenarios

- **RESPOND TO GROWING REGION**
 - Consider growth in Northeast in scenario development
- **FOCUS DESIGN TO MEET FUTURE GAPS**
 - Ensure recommendations match future demand in Medical Center, Rolling Oaks, Greater Airport Area, Highway 151 & Loop 1604
- **DESIGN SERVICES TO MEET TRAVEL NEED**
 - Respond to both long trips and neighborhood circulation
- **ENSURE SYSTEM MEETS COMMUNITY DEMAND**
 - Include system elements that include improvements to existing bus network & strategic corridors

Coordination with SA Tomorrow

SA Tomorrow:

- builds upon and integrates past and current planning efforts;
- unifies the vision, goals and policies of the City's other plans and initiatives; and
- includes a transportation element, and has sustainability as an overarching theme



Coordination with SA Tomorrow

SA Tomorrow will:

- guide strategic decision making and community investments;
- be adopted by City Council and provide a framework for future decisions; and
- include an implementation strategy with specific phasing and action items



Coordination with SA Tomorrow

Plan Elements:

- Transportation & Connectivity
- Growth & Urban Form
- Housing
- Healthy Neighborhoods
- Public Facilities & Safety
- Natural Resources & the Environment
- Historic Preservation
- Military
- Jobs & Economic Competitiveness



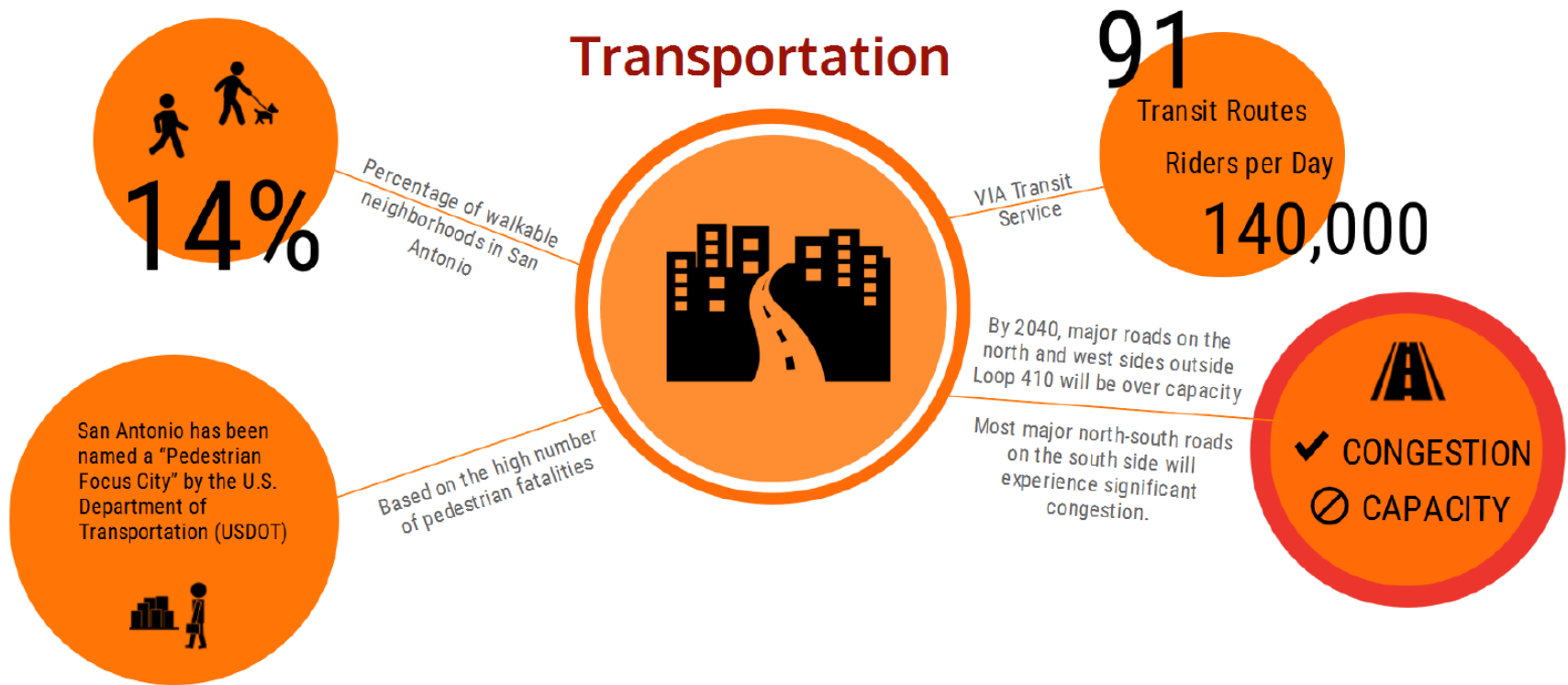
Coordination with SA Tomorrow

The Plan will:

- establish the types of neighborhoods and districts we want, moving forward;
- establish the types of housing, workplaces, and shopping we want; and
- identify other features that improve our neighborhoods, like schools, trails, and parks



Coordination with SA Tomorrow



Coordination with SA Tomorrow

Key Transportation Issues

- Important to offer travel options and choices
- Build capacity over multiple modes
- Focus growth on Transit Corridors
- Move people, not just vehicles
- Utilize infill development strategies in coordination with the transit network
- Prioritize funding for high-capacity modes
- Connect pedestrians and bicyclists to transit

Coordination with SA Tomorrow

Draft Goals and Policies

■ GROWTH and URBAN FORM GOAL

- Encourage and plan for higher density uses within the City's activity centers and transit corridors

■ HOUSING GOALS

- Provide more housing in walkable neighborhoods within San Antonio that are located near transit, employment and residential amenities
- Encourage and plan for higher density housing in activity centers and along transit corridors

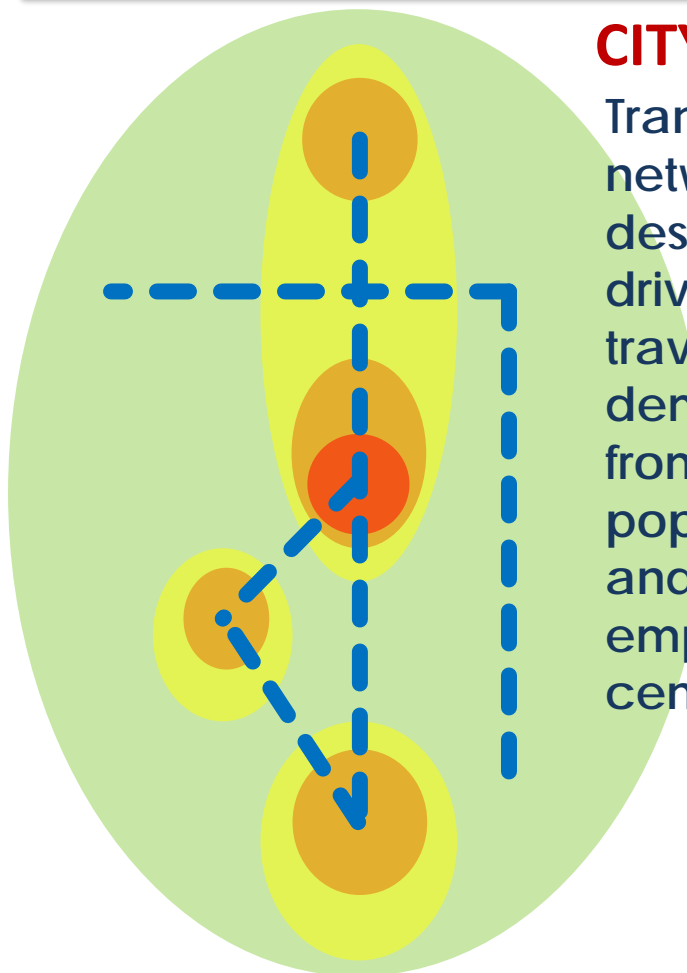
■ TRANSPORTATION and CONNECTIVITY GOALS

- Manage congestion on the City's roadways
- Provide a safe transportation network for all users and all abilities
- Provide for reliable travel throughout the City
- Develop transportation solutions that will improve quality of life and support communities

System Design Approach

CITY-SERVING

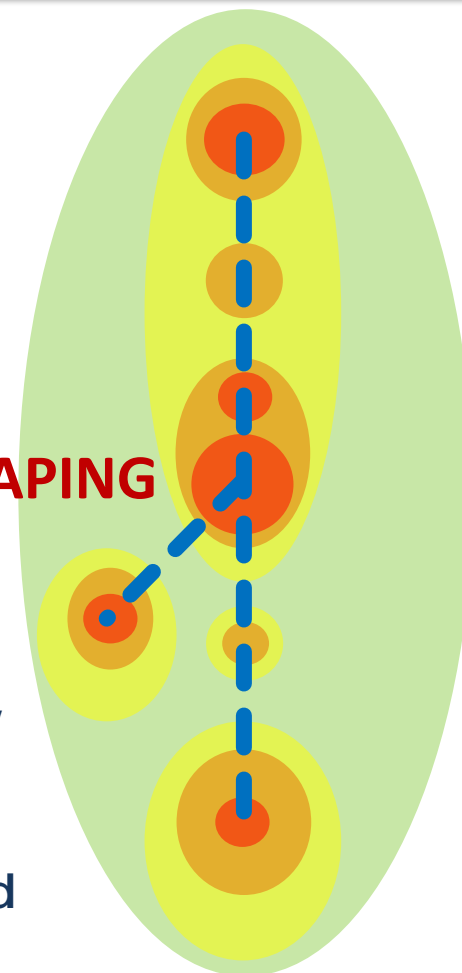
Transit network design driven by travel demands from existing population and employment centers



Existing employment as organizing principle for where to put transit

CITY-SHAPING

Transit network design driven by future growth goals and policies



Transit as organizing principle for where to support growth

System Design Approach

CITY-SERVING

Transit network design driven by travel demands from existing

Design Approach: VIA will leverage its operations and capital investments to support implementation of the community's vision for growth.

Existing employment as organizing principle for where to put transit

CITY-SHAPING

Transit network design driven by future growth goals and policies

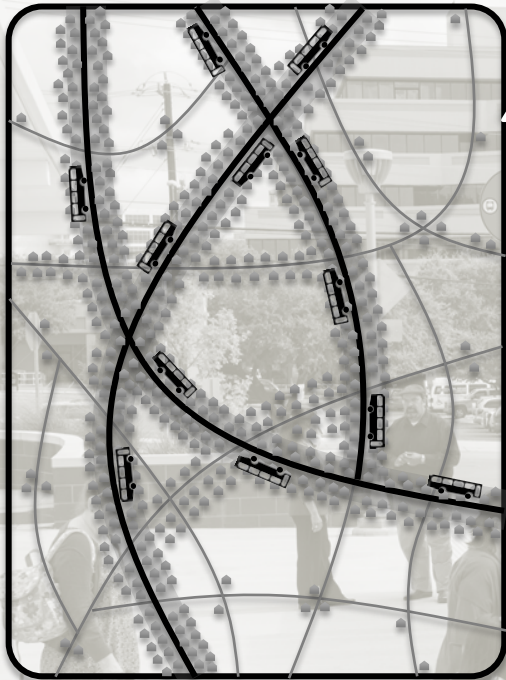
Transit as organizing principle for where to support growth

Transit Designed to Support Growth

VIA's
MISSION

VIA/ATD leads
the strengthening
of **REGIONAL MOBILITY,**
DEVELOPMENT and **SUSTAINABILITY**
by
providing an outstanding
MULTI-MODAL TRANSPORTATION
system.

System Design Options



1

Access

2

Speed & Reliability

3

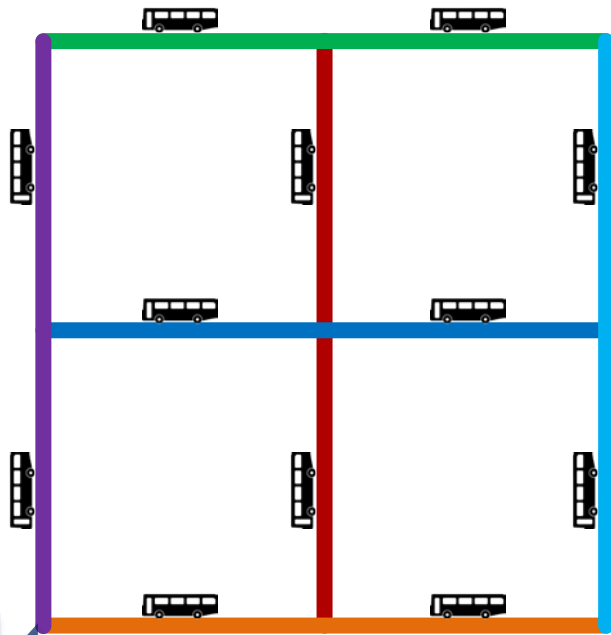
Service Allocation

Recommendations

Design Options for New Investments

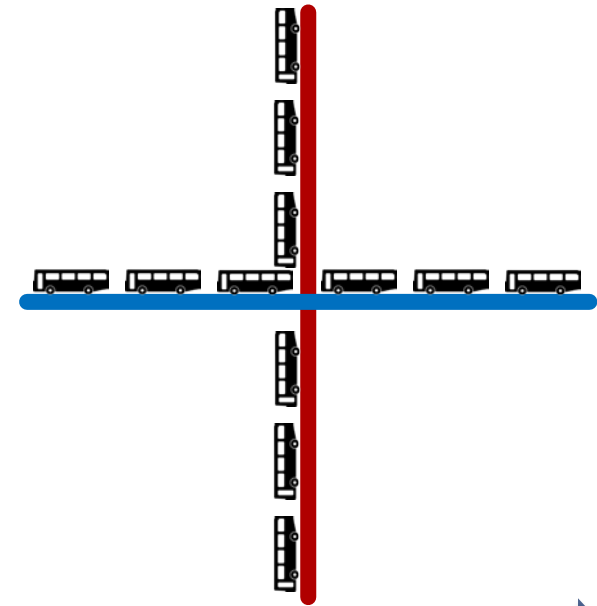
- **GUIDING PRINCIPLE #1 -**
 - VIA's new investments will provide concentrated access to multimodal transit service that efficiently connects residents, employers and visitors to destinations in key corridors
- **GUIDING PRINCIPLE #2 –**
 - VIA's new investments will provide multimodal transit service designed to ensure competitive speed and reliability
- **GUIDING PRINCIPLE #3**
 - VIA's new investments will ensure targeted, strategic operational investments to match existing and forecast travel demand

Operate **6 routes** every
30 minutes



Greatest
Coverage

Operate **2 routes** every
10 minutes



Corridor-Focused
Services

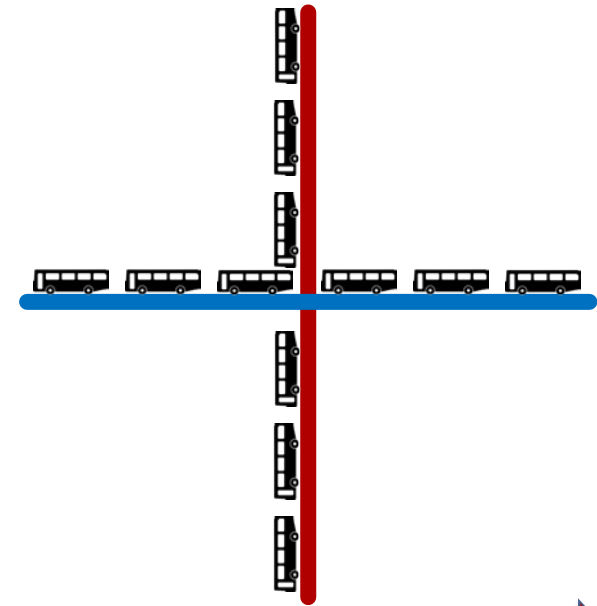
Access

Operate 6 routes every 30 minutes

Operate 2 routes every 10 minutes

Guiding Principle #1:

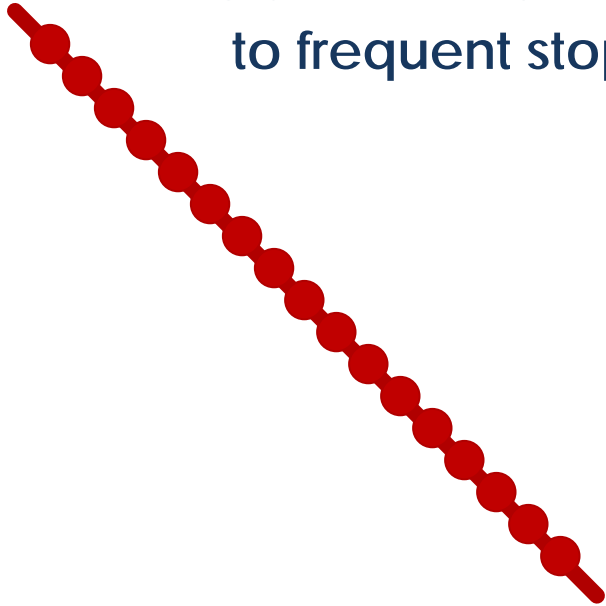
VIA's new investments will provide concentrated access to multimodal transit service that efficiently connects residents, employers and visitors to destinations in key corridors



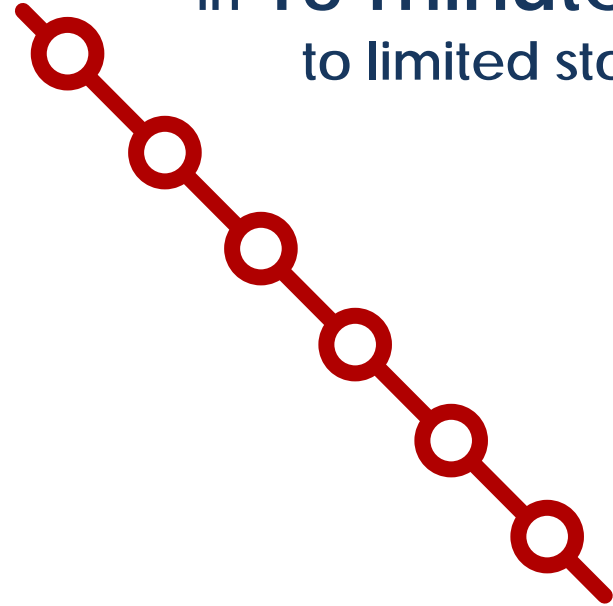
Corridor-Focused Services

Speed & Reliability

Bus travels **5 miles**
in **30 minutes** due
to frequent stops



Bus travels **5 miles**
in **15 minutes** due
to limited stops



Close Stop
Spacing

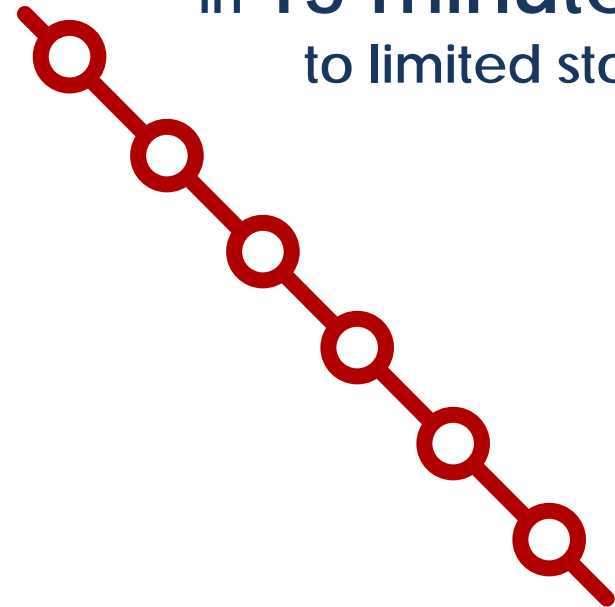
Competitive Travel
Option

Speed & Reliability

Bus travels 5 miles
in 30 minutes due
to frequent stops

Guiding Principle #2:
VIA's new investments
will provide multimodal
transit service designed
to ensure competitive
speed and reliability

Bus travels 5 miles
in 15 minutes due
to limited stops



Competitive Travel
Option

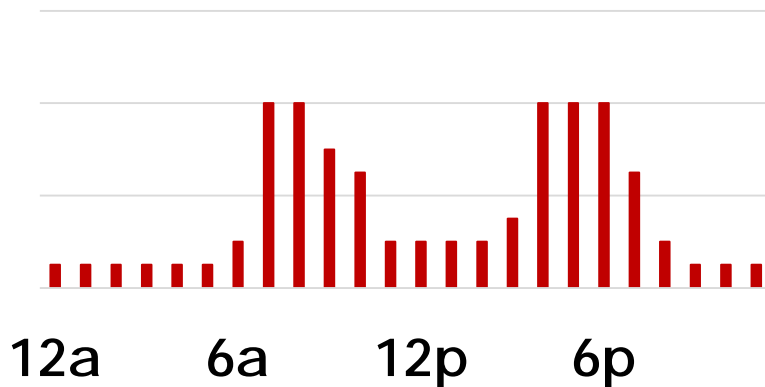
Service Allocation

Less frequent

service available close to

24 hours per day

7 days per week

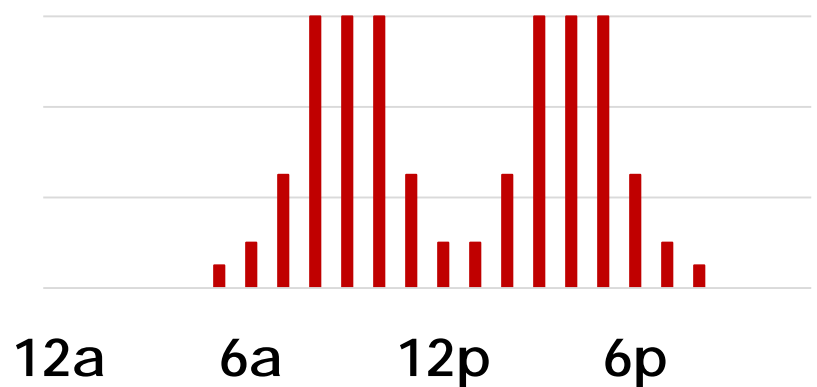


Long Span of Service

More frequent

service provided during

peak periods aimed at
congestion relief



High Peak Period Frequency

Service Allocation

Less frequent

service available close to

24 hours per day

7 days per week

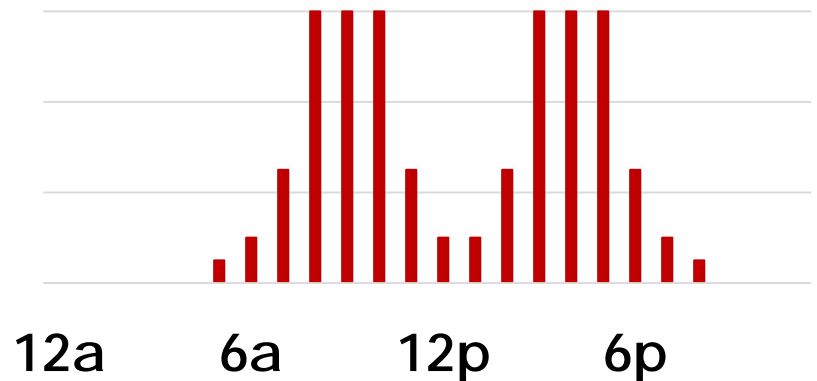
Guiding Principle #3:

VIA's new investments will ensure targeted, strategic operational investments to match existing and forecast travel demand

More frequent

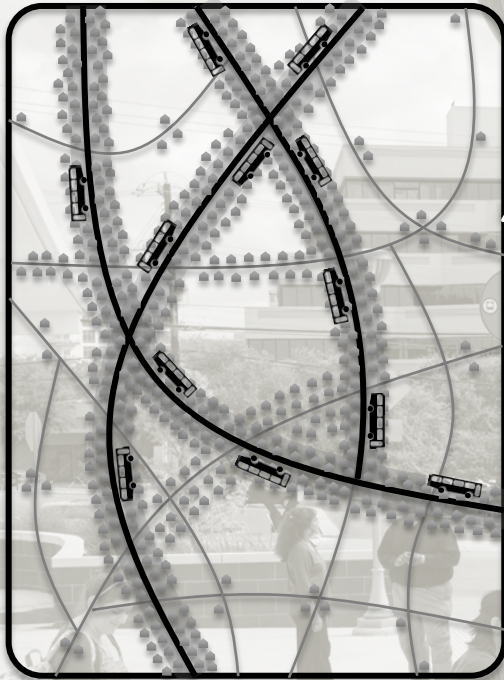
service provided during

peak periods aimed at
congestion relief



High Peak Period
Frequency

Scenario Components



1

Frequent Service

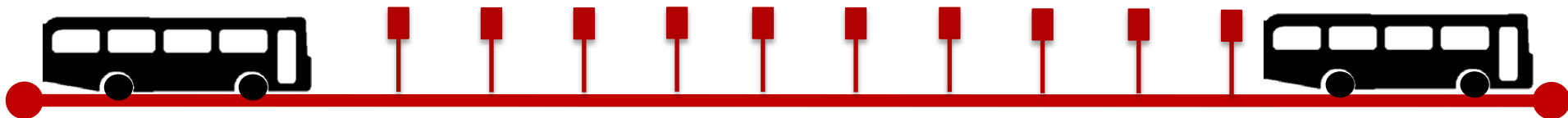
2

High Capacity Transit

3

Express Service

Metro Service



STOP SPACING – 1/4 - 1/6 mile apart

MODES – bus, streetcar

High Capacity Transit



STOP SPACING – ½ mile to 1 mile apart

MODES – bus, light rail

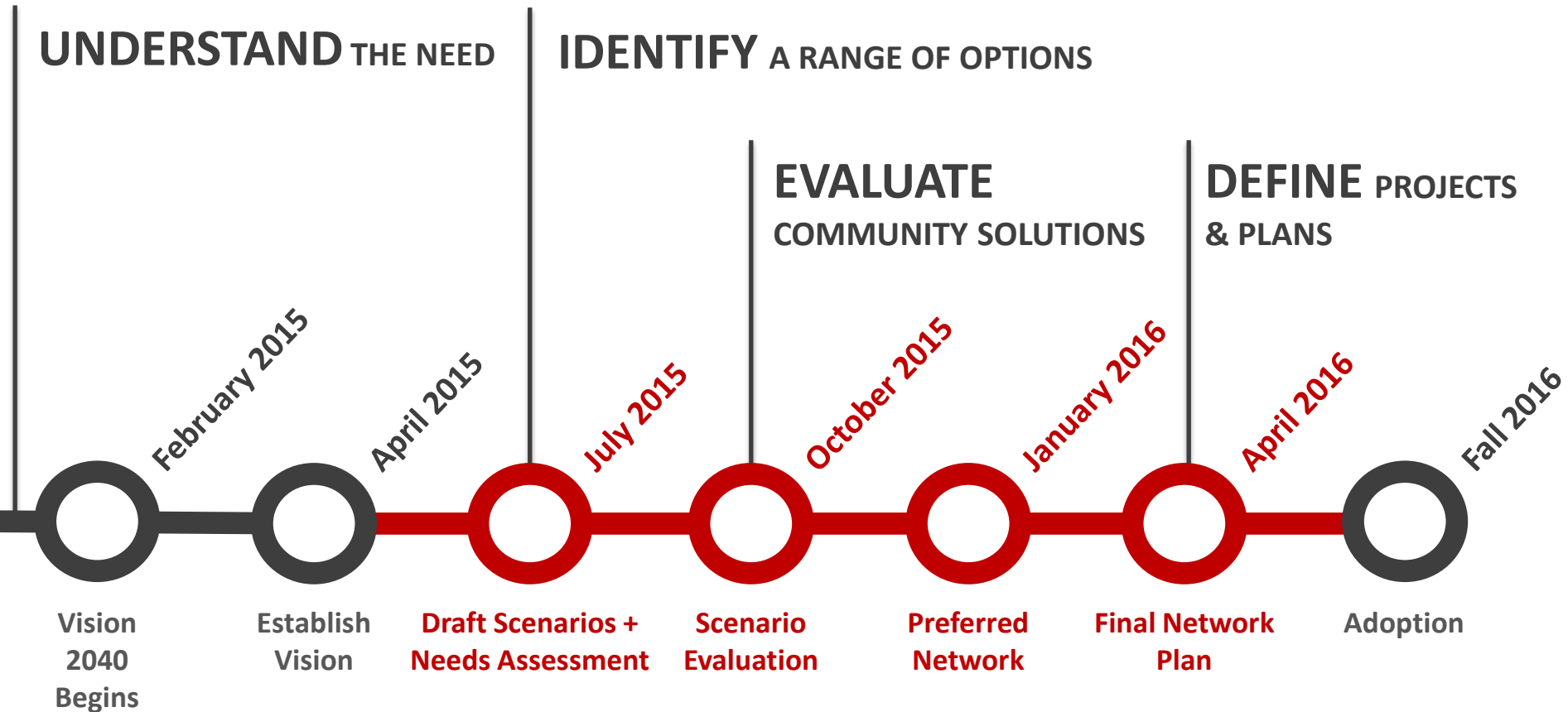
Express



STOP SPACING – several miles apart, at major activity centers

MODES – bus, commuter rail

Vision 2040 Key Milestones



Vision 2040 Next Steps

- Recommend Guiding Principles for Scenario Development
- Draft & Refine Scenarios
 - Host partner agency workshops
 - Coordinate with VTAC
- Evaluate Scenarios

