

VIA



VIA CENTRO PLAZA



VISION 2040 DRAFT PLAN

VIA Board of Trustees
August 23, 2016

123 N. Medina | San Antonio, TX 78207



Vision 2040 Key Milestones

UNDERSTAND THE NEED

IDENTIFY A RANGE OF OPTIONS

EVALUATE COMMUNITY PRIORITIES

DEFINE PROJECTS + PLANS

February 2015

April 2015

July 2015

October 2015

January 2016

April 2016

August 2016

Vision 2040 Begins

Establish Vision

Draft Scenarios + Needs Assessment

Scenario Evaluation

Preferred Network

Final Network Plan

Adoption



01 BETTER BUS SYSTEM



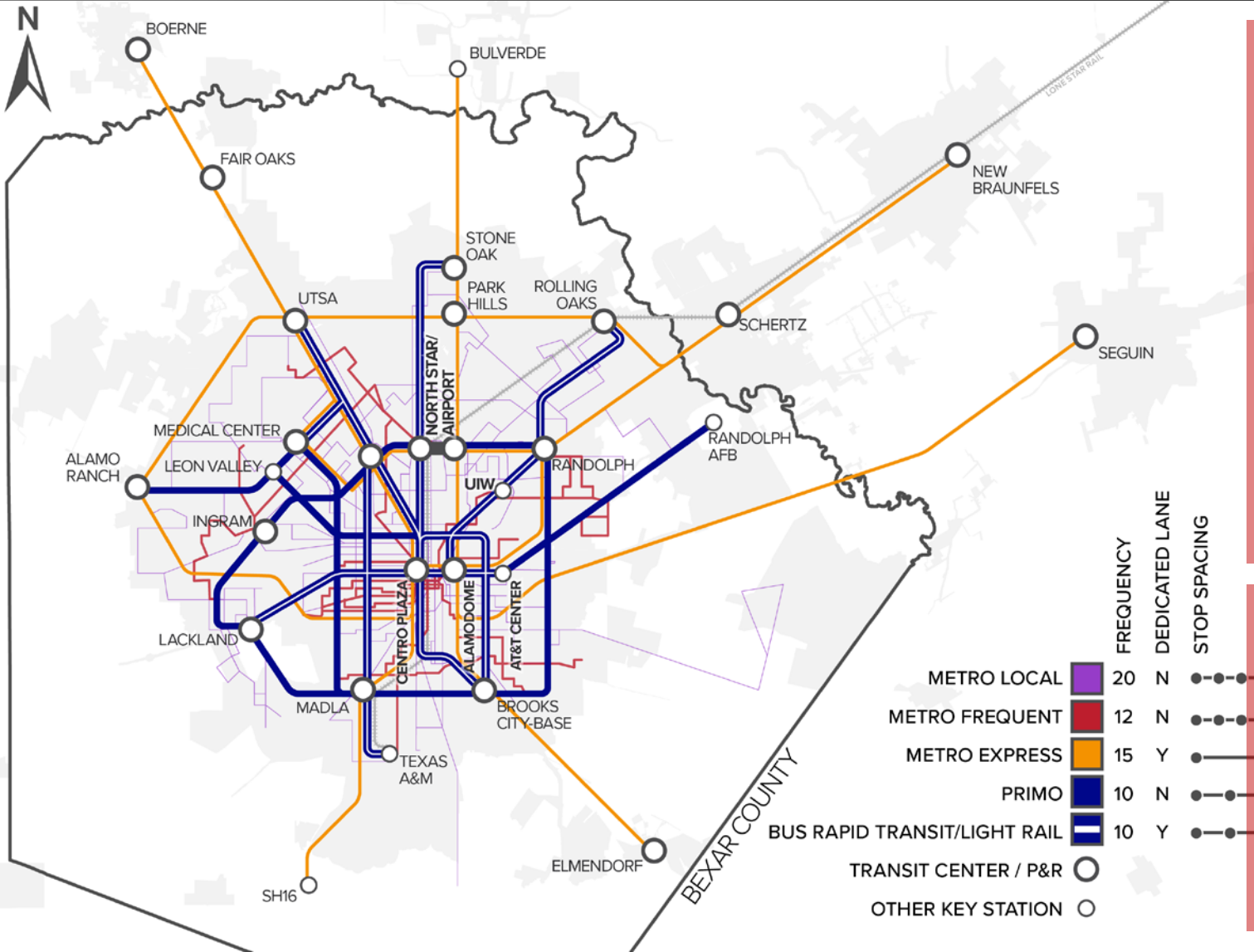
02 RAPID TRANSIT NETWORK



03 INNOVATIVE SOLUTIONS



Draft Long Range Plan – By the Numbers



FREQUENT NETWORK
41%
 of system vehicles arriving every 15 minutes

1.76M
 people within ½ mile frequent service

5
 Primo Routes

DIRECT REGIONAL CONNECTIONS WITH
11
 Express Routes

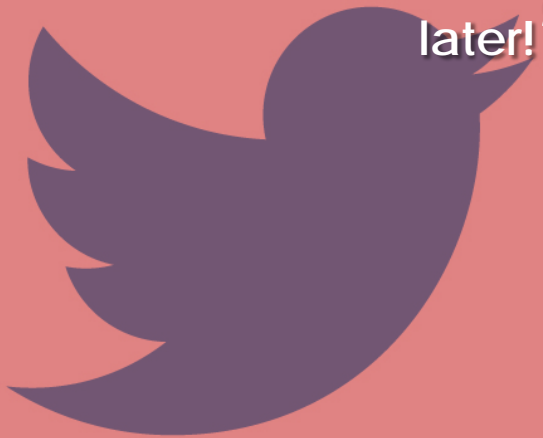
7
 Bus Rapid Transit/
 Light Rail Transit
 Corridors

LONGER HOURS OF SERVICE

Draft Long Range Plan – What We've Heard

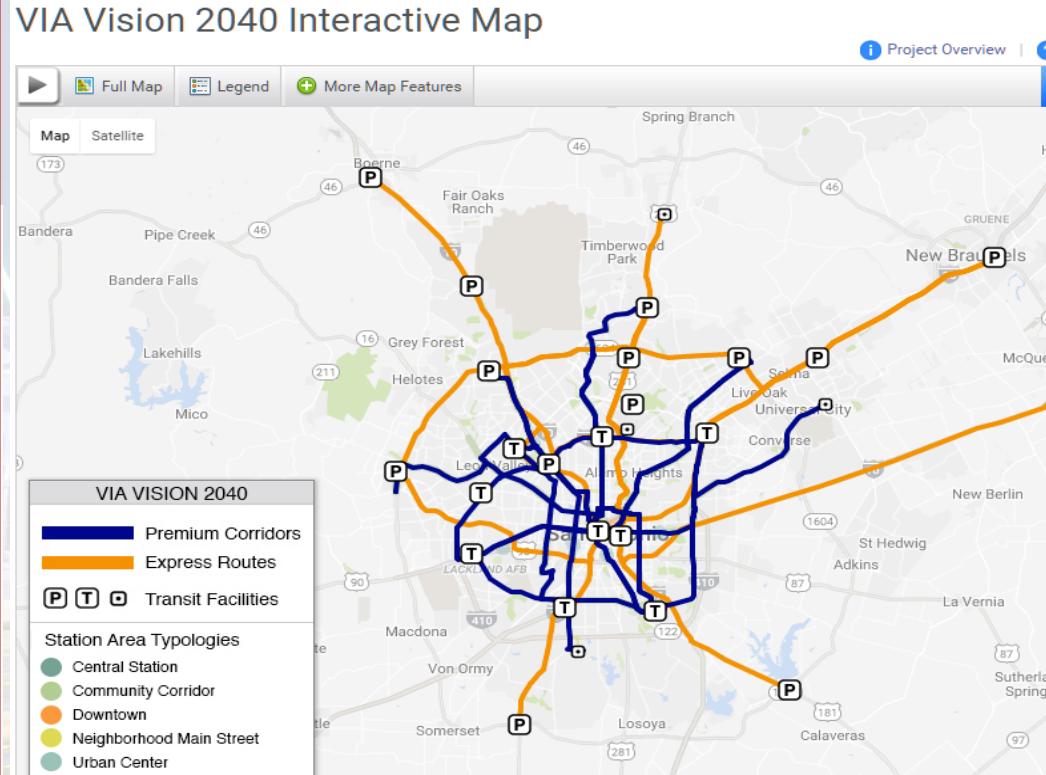
“Need more buses on every route.”

“Buses need to operate later!”



“We need light rail!!!”

“Need to make once an hour routes once every half hour.”



2:22

AVERAGE SESSION TIME (Minutes)

271

Number of unique users



Draft Long Range Plan – What We’ve Heard



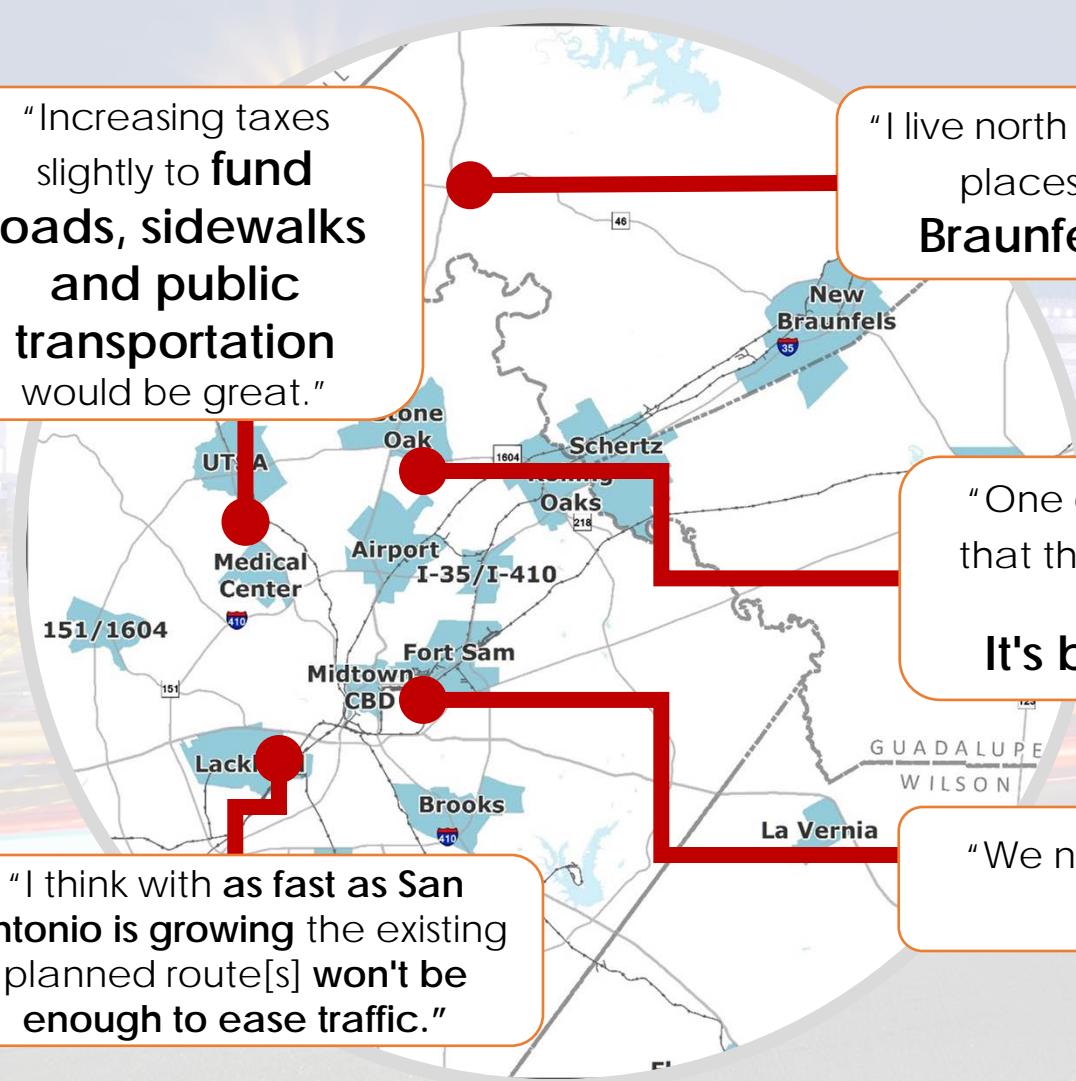
“Increasing taxes slightly to **fund roads, sidewalks and public transportation** would be great.”

“I live north of Bulverde near US 281 and Hwy 46. The places I need to go...are **Boerne, New Braunfels, Johnson City and Seguin.**”

“One of my favorite things about this plan is that the **specifics** of the path forward are included in the plan.
It's both visionary and concrete.”

“I think with as fast as **San Antonio is growing** the existing planned route[s] **won't be enough to ease traffic.**”

“We need **rapid bus service** and **light rail**—badly.”



Draft Long Range Plan – What We’ve Heard



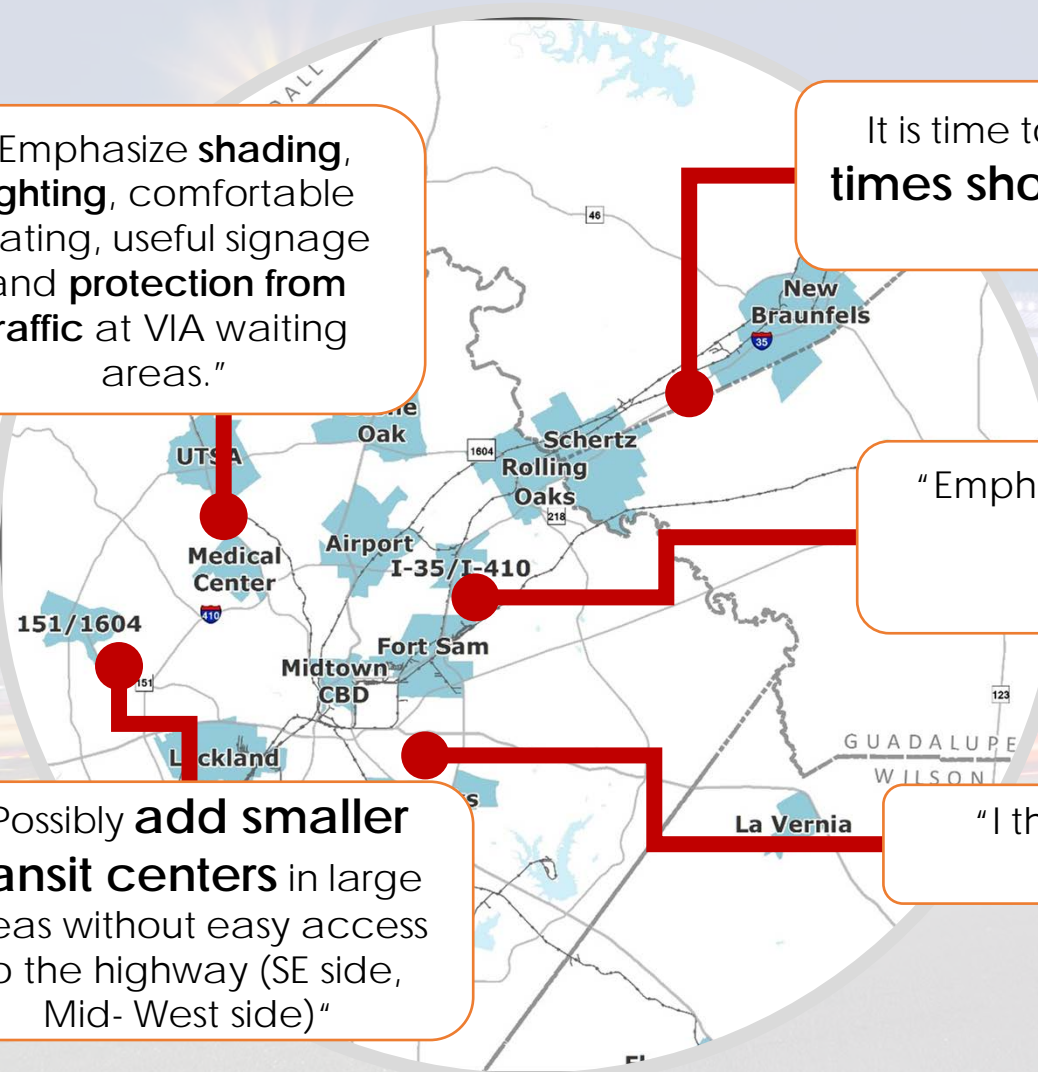
“Emphasize **shading, lighting, comfortable seating, useful signage and protection from traffic** at VIA waiting areas.”

It is time to **start using rail**...make the **travel times shorter** and more people will consider it as an option.

“Emphasis on **linking sidewalks & bike lanes** to business sectors and **transportation hubs**.”

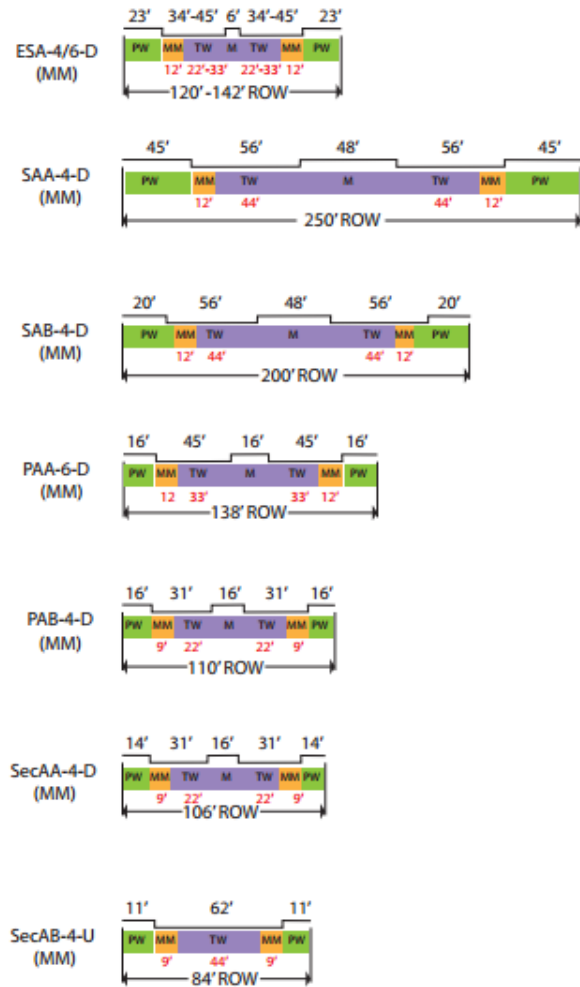
“Possibly **add smaller transit centers** in large areas without easy access to the highway (SE side, Mid- West side)”

“I think we need more bus service on the **southeast side of town**.”



Consistency with Regional Plans

ENHANCED MULTIMODAL CROSS SECTION



REALM ELEMENTS TOOLBOX

PEDESTRIAN REALM

MODE TRANSITION REALM - PEDESTRIAN

MODE TRANSITION REALM - TRAVELWAY

TRAVELWAY REALM



Sidewalks are recommended to be 5' on a collector with a minimum 3' buffer and 6' on an arterial with a minimum 2' buffer from the street.



The **walkway** will provide an extra buffer between the travelway and pedestrian realm.



On-street parking should provide enough space for "door swing" meaning that the interaction of a parked car does not interfere with other users.



Travel Lanes are the primary component of a corridor. Their design should be in harmony with the adjacent land use and preferred modes.



A **sidepath** is wider than a sidewalk and recommended to be 10', but could be a minimum of 8' in a constrained environment.



Bulb Outs are used to shorten the distance pedestrians must cross at an intersection, among other uses.



Bicycle/Protected bicycle lanes are on-street facilities that provide a dedicated space for cyclists. They are separated from vehicular traffic by some means.



A **median** acts as an access management device, traffic calming, and an aesthetically pleasing element of the travelway.



Providing comfortable and aesthetically pleasing **sidewalk furniture** is a way to encourage pedestrians to use and feel safe in the Pedestrian Realm.



The **curb zone** acts as a buffer, similar to a "door swing". It provides additional right-of-way for the interaction of different modes and users.



Turn lanes provide a place for traffic to queue while reducing backup in moving traffic lanes.



A **pedestrian refuge** is an area at the center of a roadway which provides a safe place for pedestrians to wait when crossing major or busy corridors.



Trees provide shading which is crucial to a friendly pedestrian realm, especially during hot Texas summers.



Bus Stops in this realm should provide a well-marked and safely lit area for transit users. Where able they should also provide shelter.

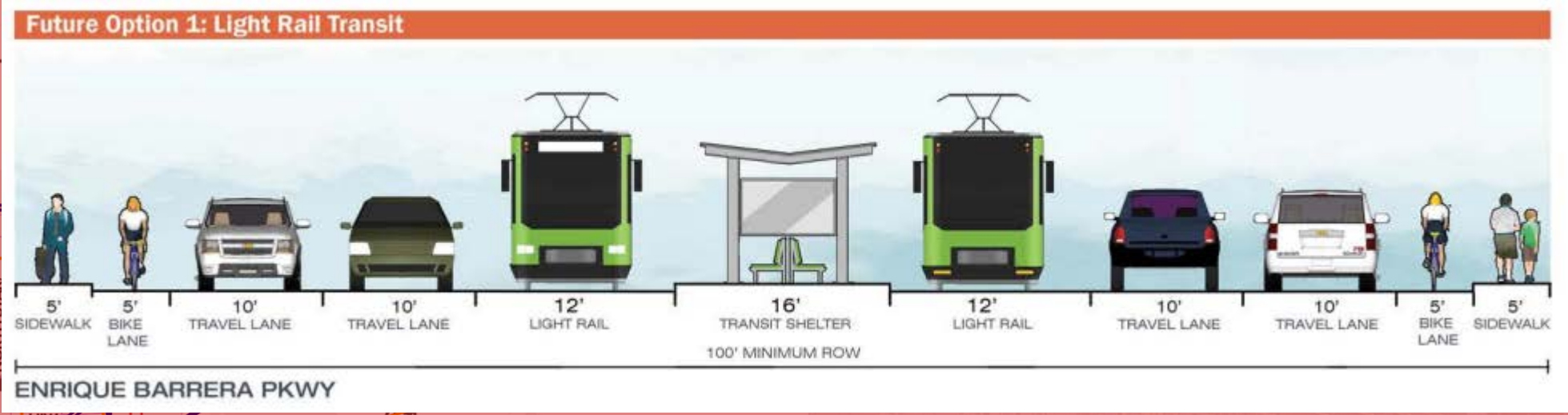
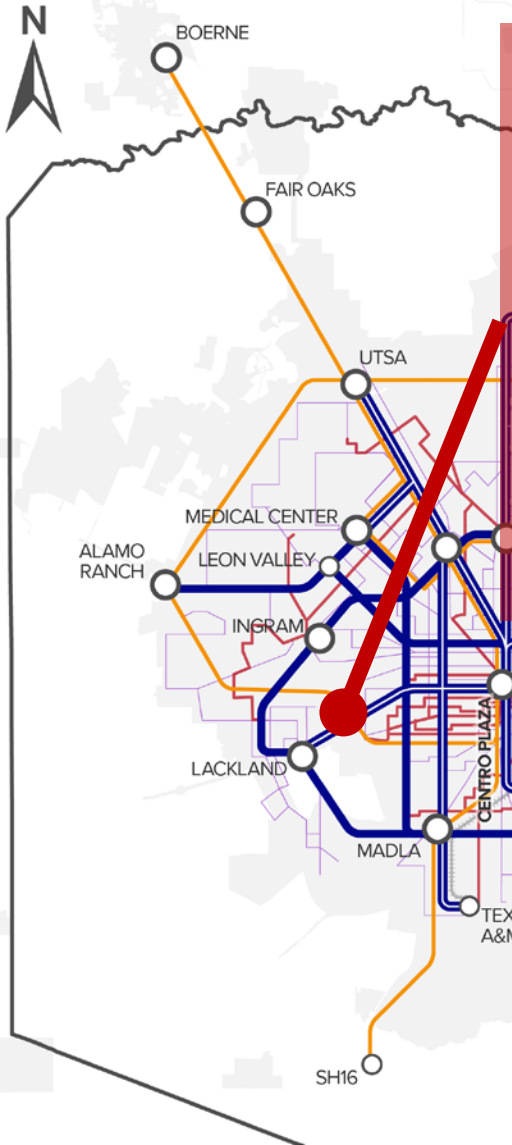


Bus only lanes are a dedicated portion of the travelway for Transit. Due to the regular interaction with transit riders, it is regarded as a part of the transitional realm.

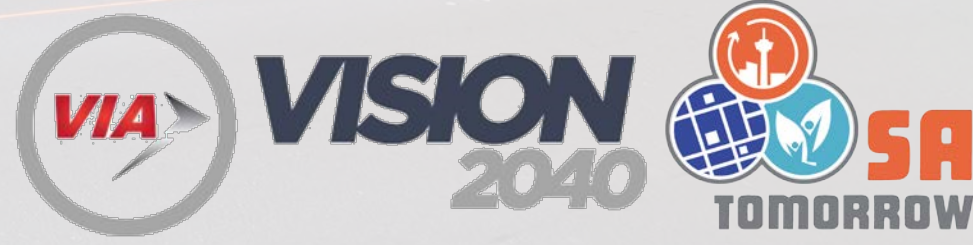


Bus Rapid Transit does not have as many stops as typical bus service. It's primary purposes is for shorter travel times and has less interaction with the transition realm.

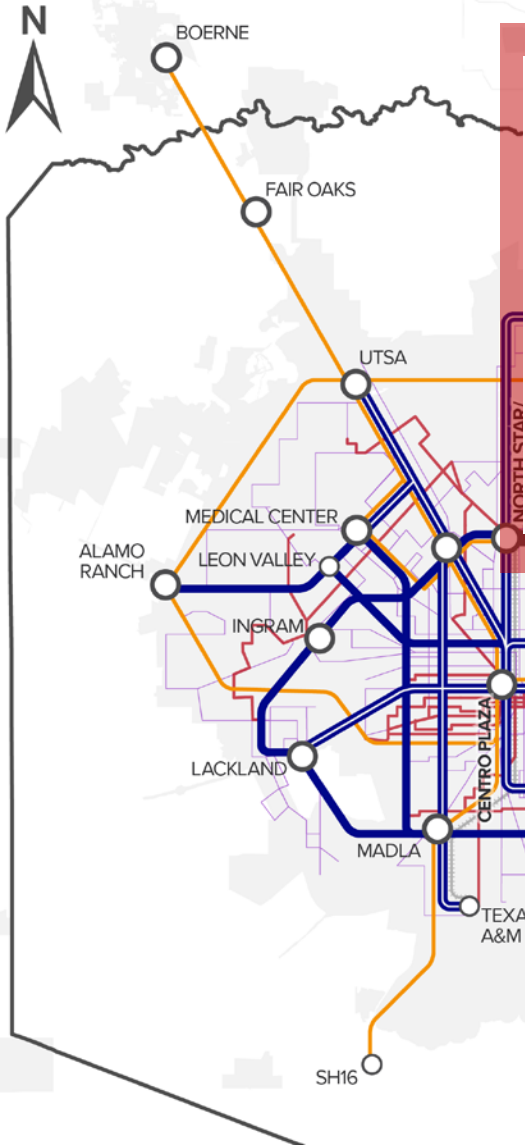
Consistency with Regional Plans



	FREQUENCY	DEDICATED LANE	STOP SPACING
METRO LOCAL	20	N	●-●-●-●
METRO FREQUENT	12	N	●-●-●-●
METRO EXPRESS	15	Y	●-●-●-●
PRIMO	10	N	●-●-●-●
BUS RAPID TRANSIT/LIGHT RAIL	10	Y	●-●-●-●
TRANSIT CENTER / P&R			○
OTHER KEY STATION			○



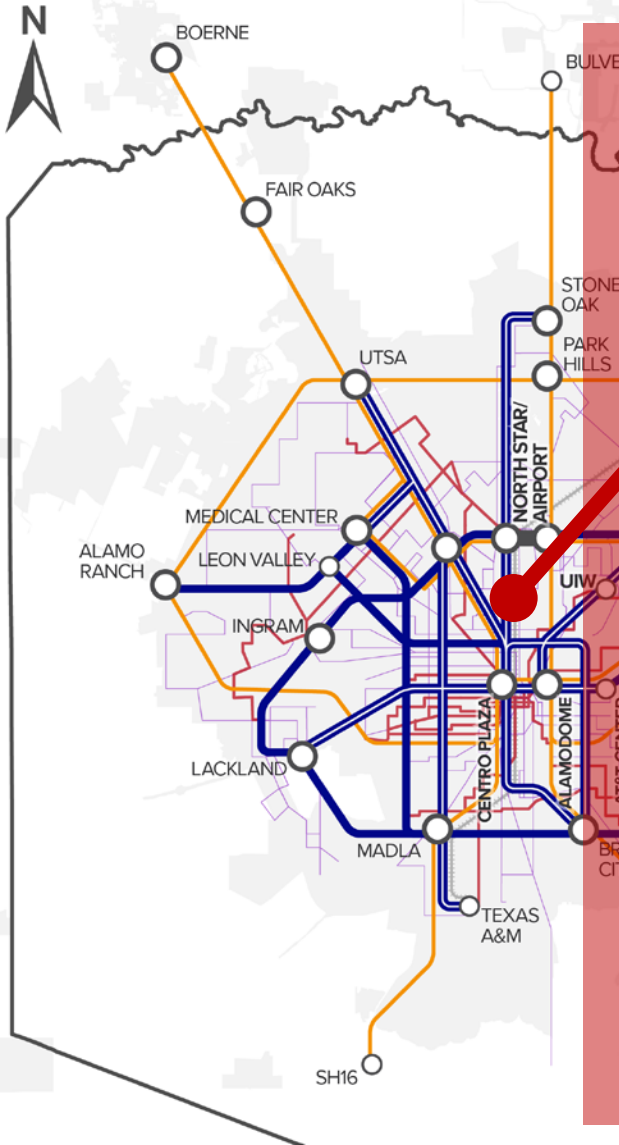
Consistency with Regional Plans



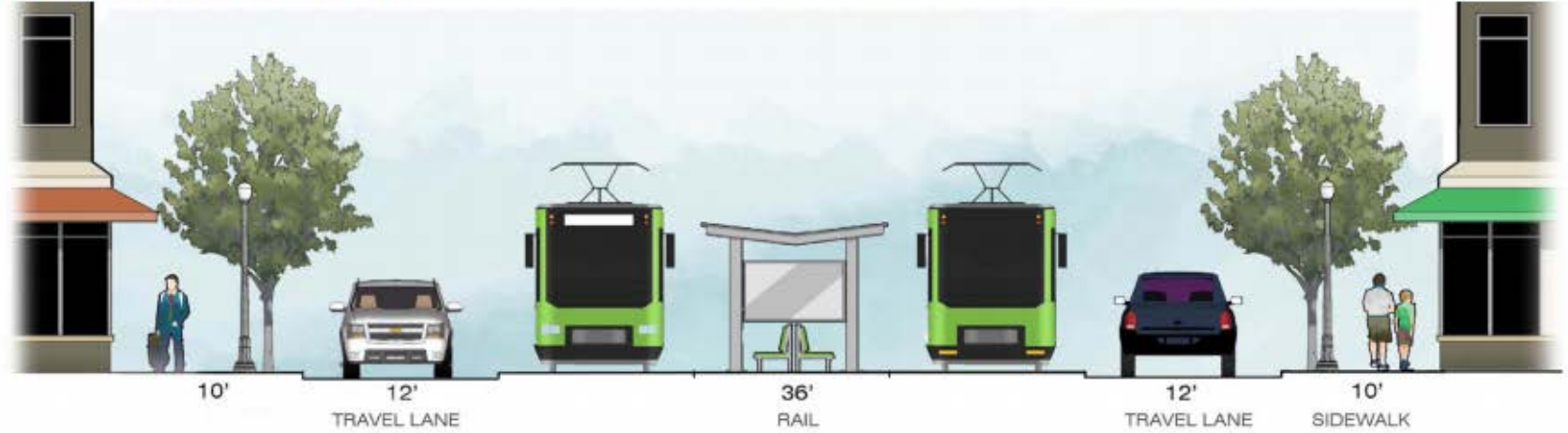
70' SECTION: NEW BRAUNFELS: SOUTH OF HOT WELLS BLVD

	FREQUENCY	DEDICATED LANE	STOP SPACING
METRO LOCAL	20	N	•••••
METRO FREQUENT	12	N	•••••
METRO EXPRESS	15	Y	•••••
PRIMO	10	N	•••••
BUS RAPID TRANSIT/LIGHT RAIL	10	Y	•••••
TRANSIT CENTER / P&R			○
OTHER KEY STATION			○

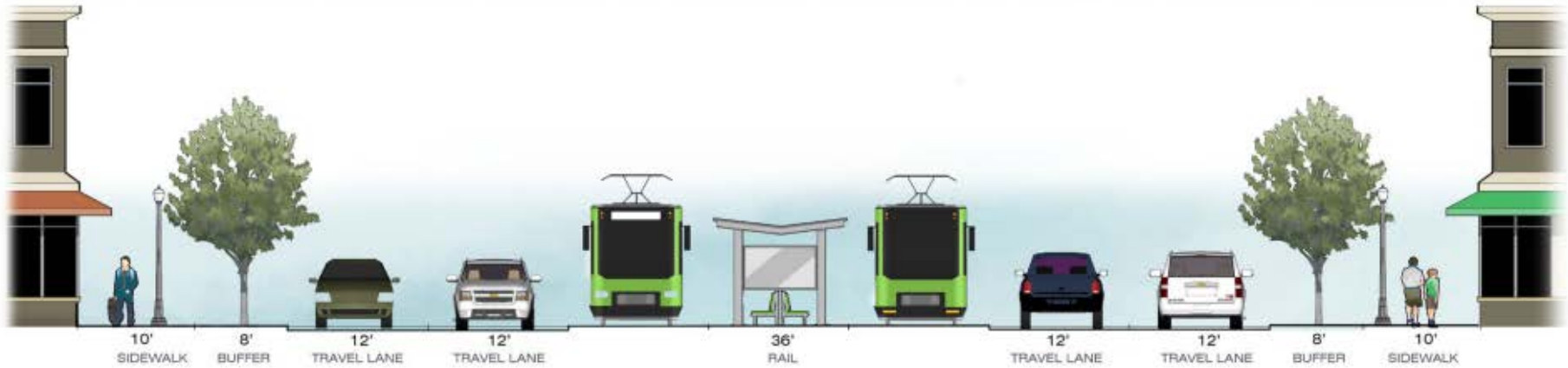
Consistency with Regional Plans



Future Option 1: Light Rail + Main Street

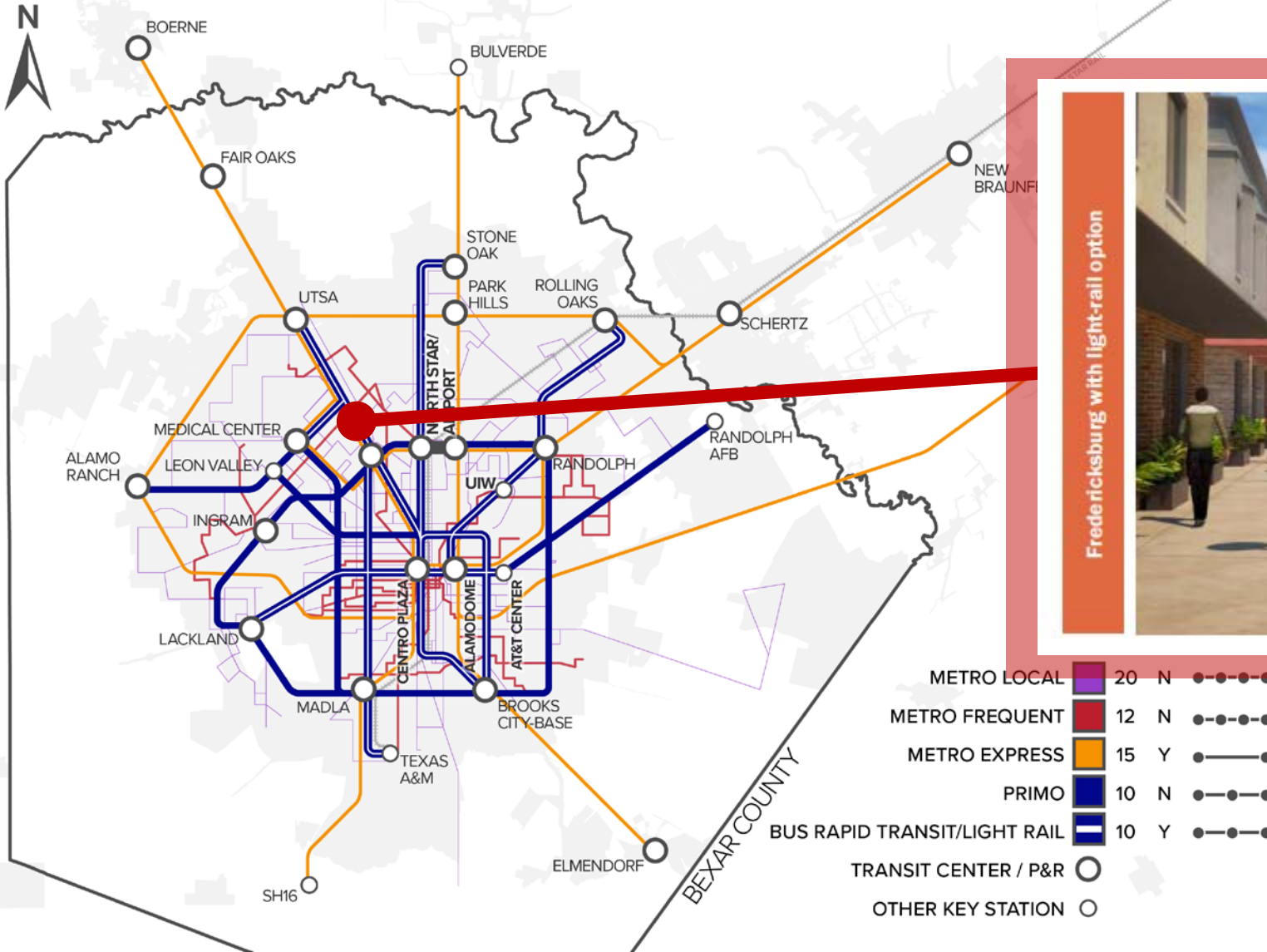


SECTION : SAN PEDRO : HILDEBRAND - BASSE (OPTION 1)



SECTION : SAN PEDRO : BASSE - LOOP 410 (OPTION 1)

Consistency with Regional Plans



VISION
2040





VISION 2040



01 BETTER BUS SYSTEM

- Comprehensive Operations Analysis
- Zarzamora Primo
- South Military Primo
- Infrastructure & Service Investments



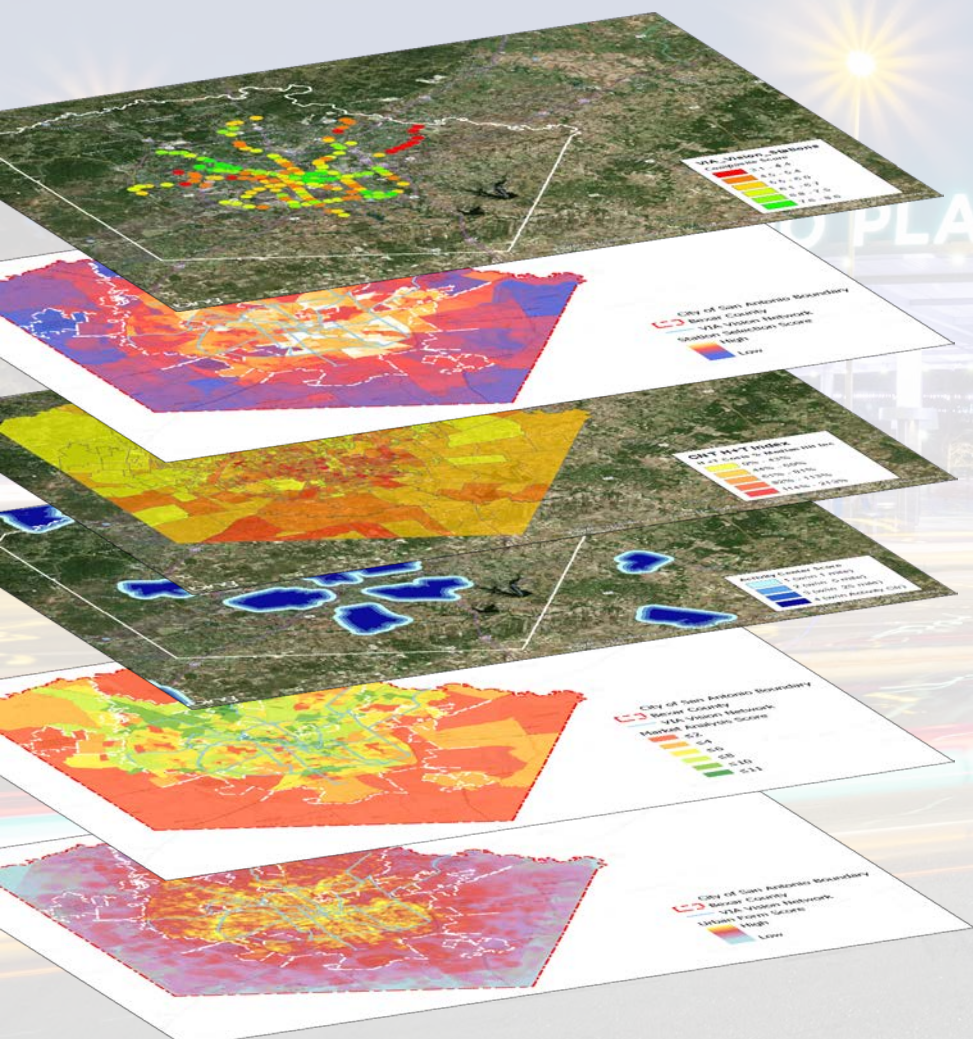
02 RAPID TRANSIT NETWORK

- HOV Implementation
- Corridor Studies (4)



03 INNOVATIVE SOLUTIONS

- UDC Revisions
- Station Area Plans
- Mobile Payment



Task 1 - Scenario Planning for Land Use Optimization

Task 2 - Corridor & Station Area Planning

Station area concepts/plans
Development Offering

Task 3 - Public Engagement

Project website and comment tool
On-site outreach and focus groups



VIA CENTRO PLAZA



Thank You

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