



# DRIVING THE FUTURE

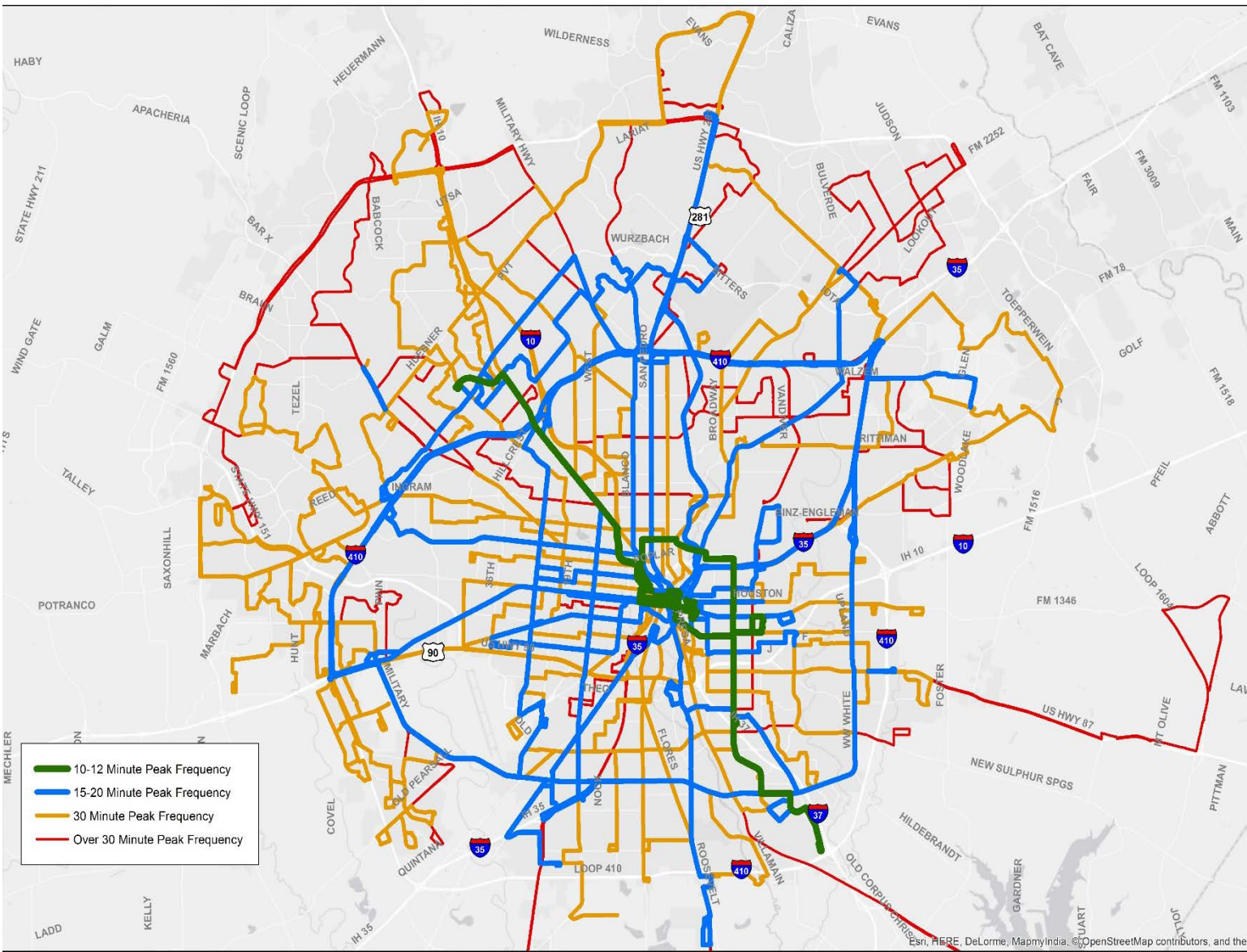
*COSA Comprehensive Plan Committee*  
April 18, 2018



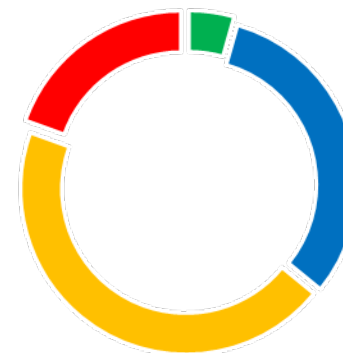




# Building a Better Transportation System



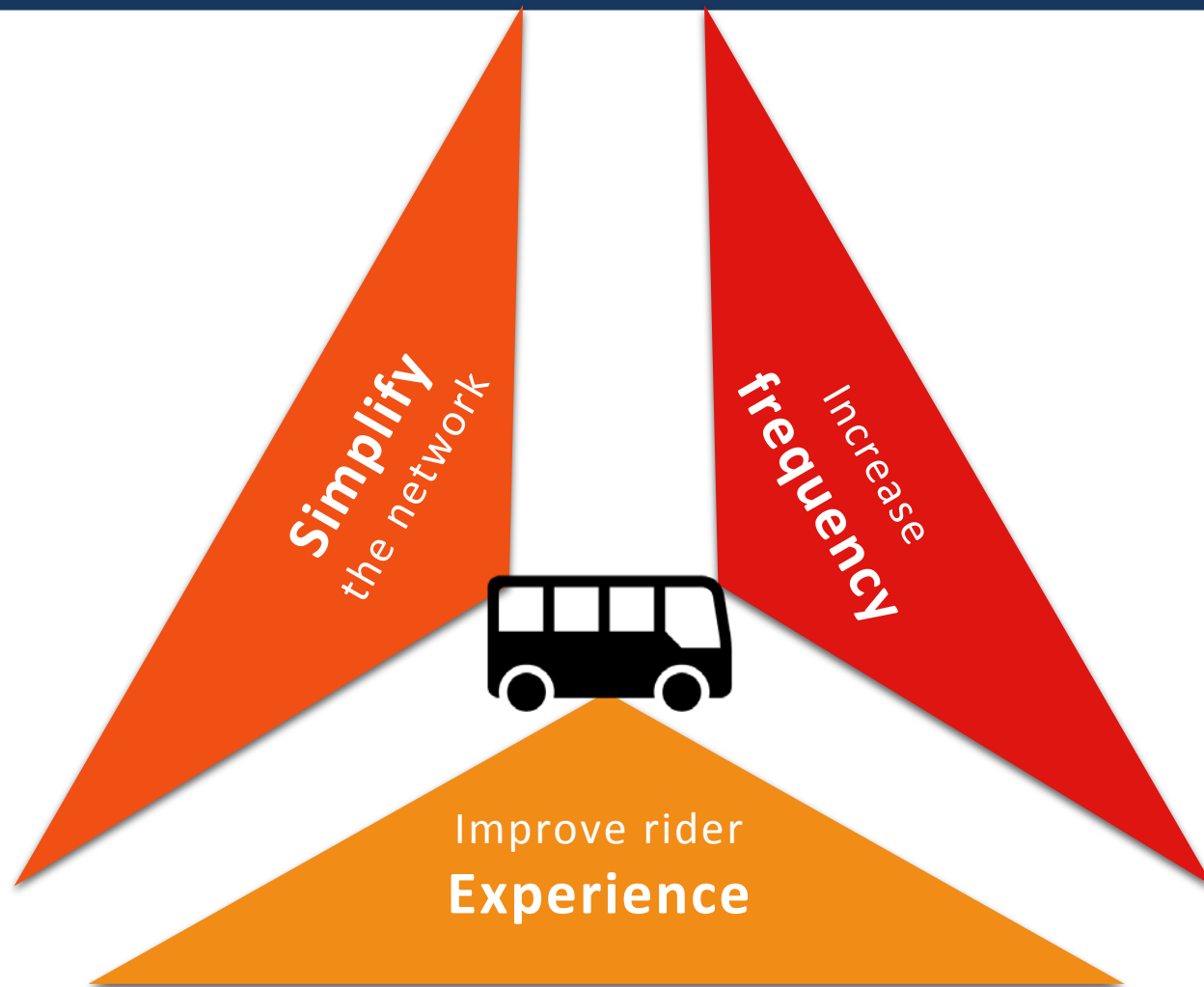
## Existing Peak Service Frequency



- 10/12 minutes
- 15/20 minutes
- 30 minutes
- > 30 minutes +

# Building a Better Bus System

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# Community Engagement to Date



## Project Website

- Central source of information about the project, upcoming events, and online outreach tools.



## Online Allocation Game

- Participants were asked to prioritize service investments, weighing the benefits and costs.



## Stakeholder Meetings

- Solicited feedback from the Technical Advisory Committee and focus groups.



## Open Houses

- Allowed the public to review information, ask questions, and provide feedback.



## Pop-Up Meetings

- Opportunities to informally engage both riders and non-riders with a more flexible time period.

## Public Outreach Responses





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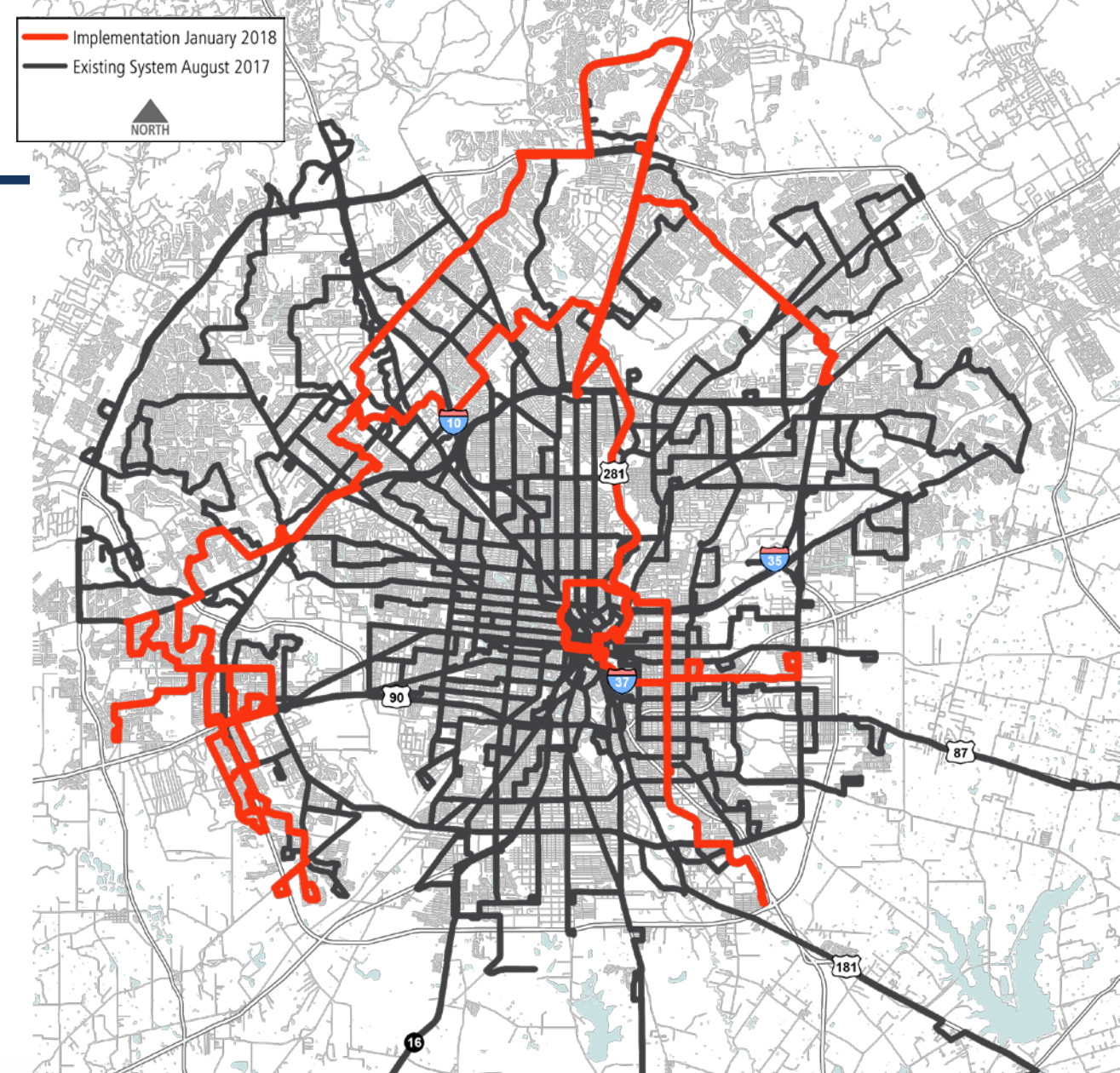
# Building a Better Bus System

## Current Planned Improvements

# VIA System

## January 2018 Improvements

- Routes with increased frequency: 20, 26, 502, 602, 607, 611, 613, 615, 617, 618
- New Routes: 503 Huebner, 7 Stone Oak Express
- Modified Service: Route 6 281 Express
  - Offset by Route 7 – Stone Oak Express implementation
- Start of City of San Antonio funded frequency improvements

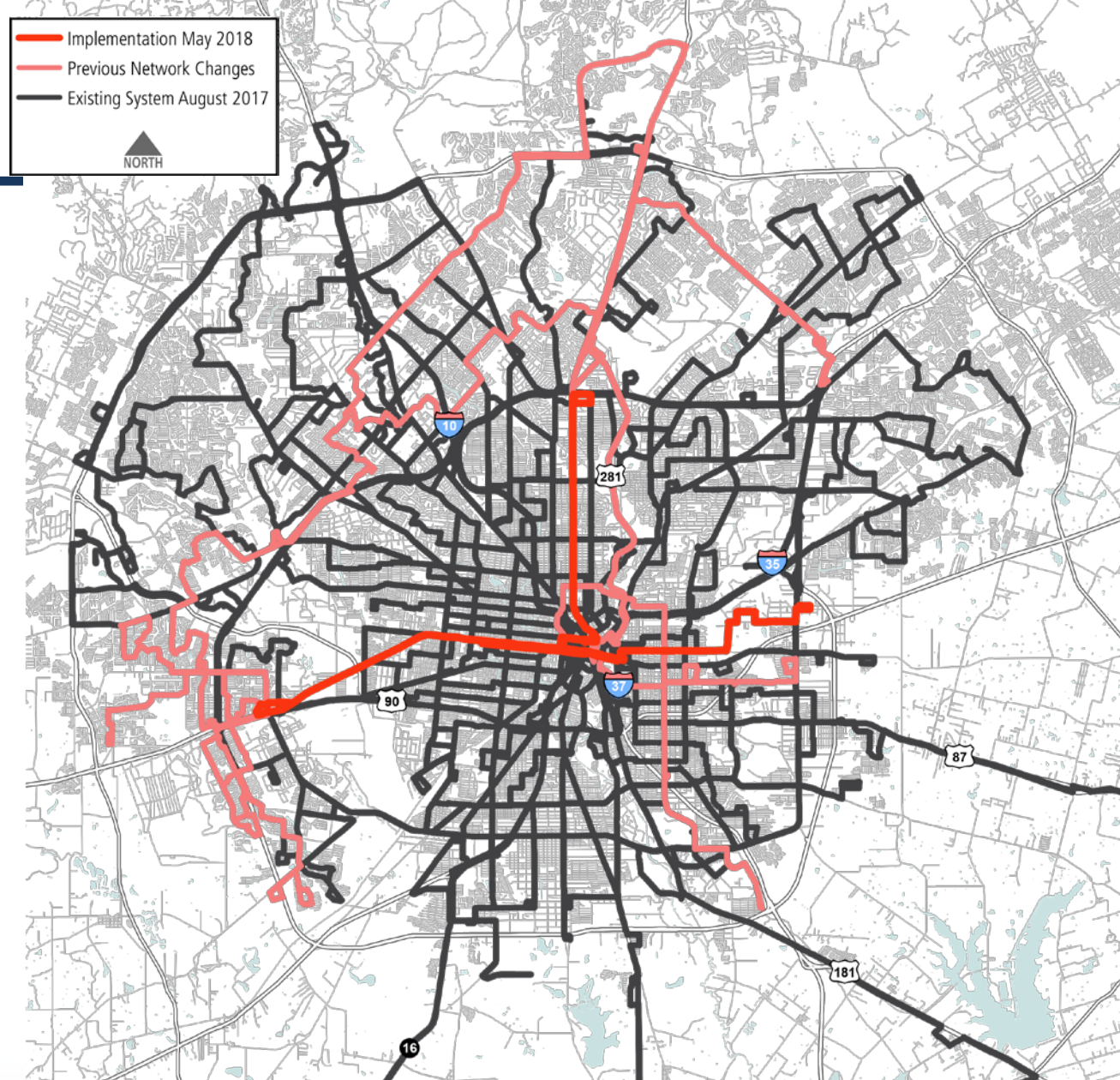




# VIA System

## May 2018 Service Changes

- Routes with increased frequency: 3, 24, 76
  - 12 minute service on these routes

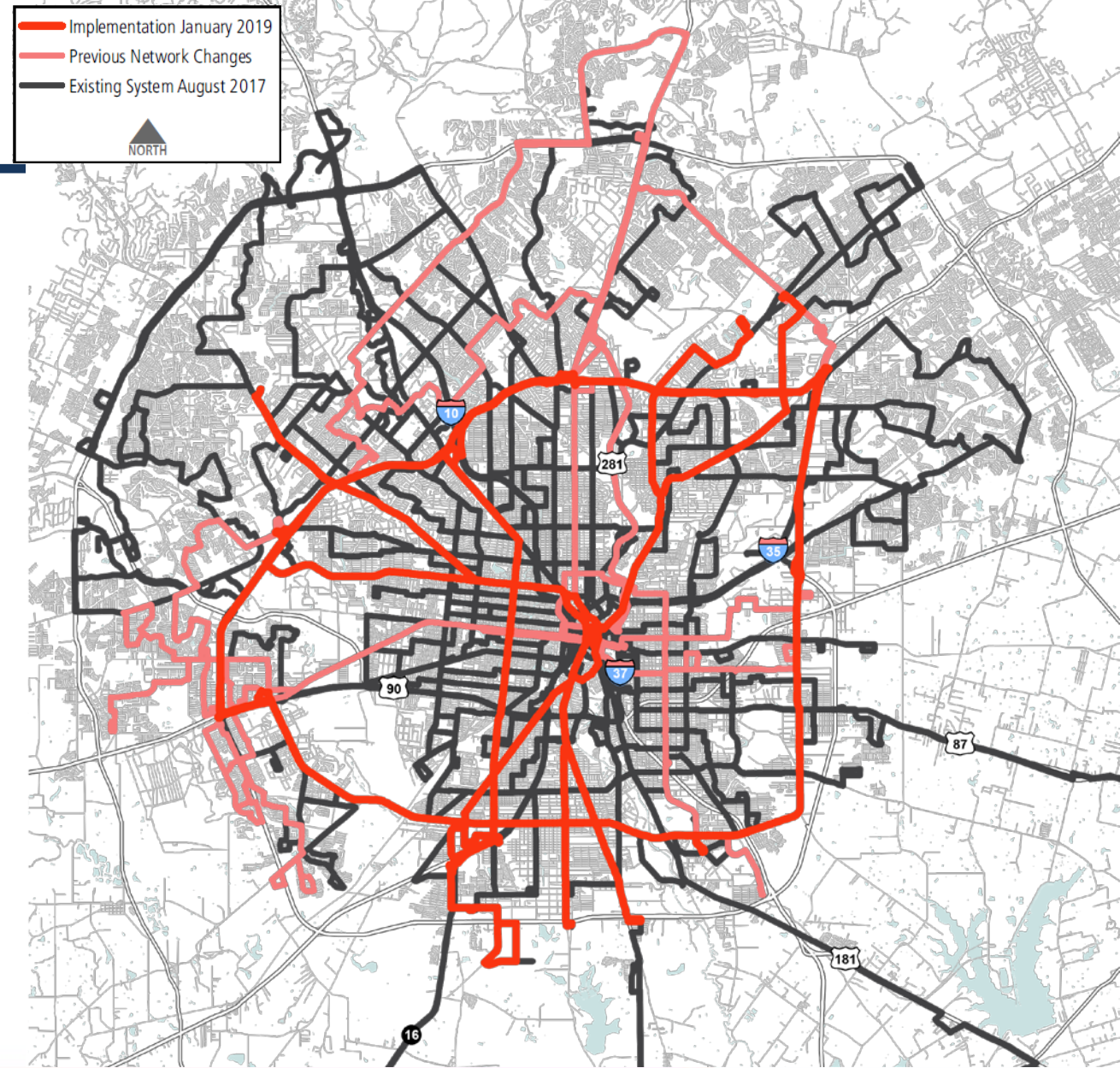




# VIA System

## Fiscal Year 2019 (Planned)

- Zarzamora Primo:
  - 103 Zarzamora replaces Route 520
  - 672 Southwest Circulator
- Military Primo: 102 Military from Kel-Lac to Brooks Transit Center (replaces 550/551 on Military)
- Routes with increased frequency: 43, 44, 51, 82, 88
- Route 9/14 – combined 10 minute service all day on Broadway



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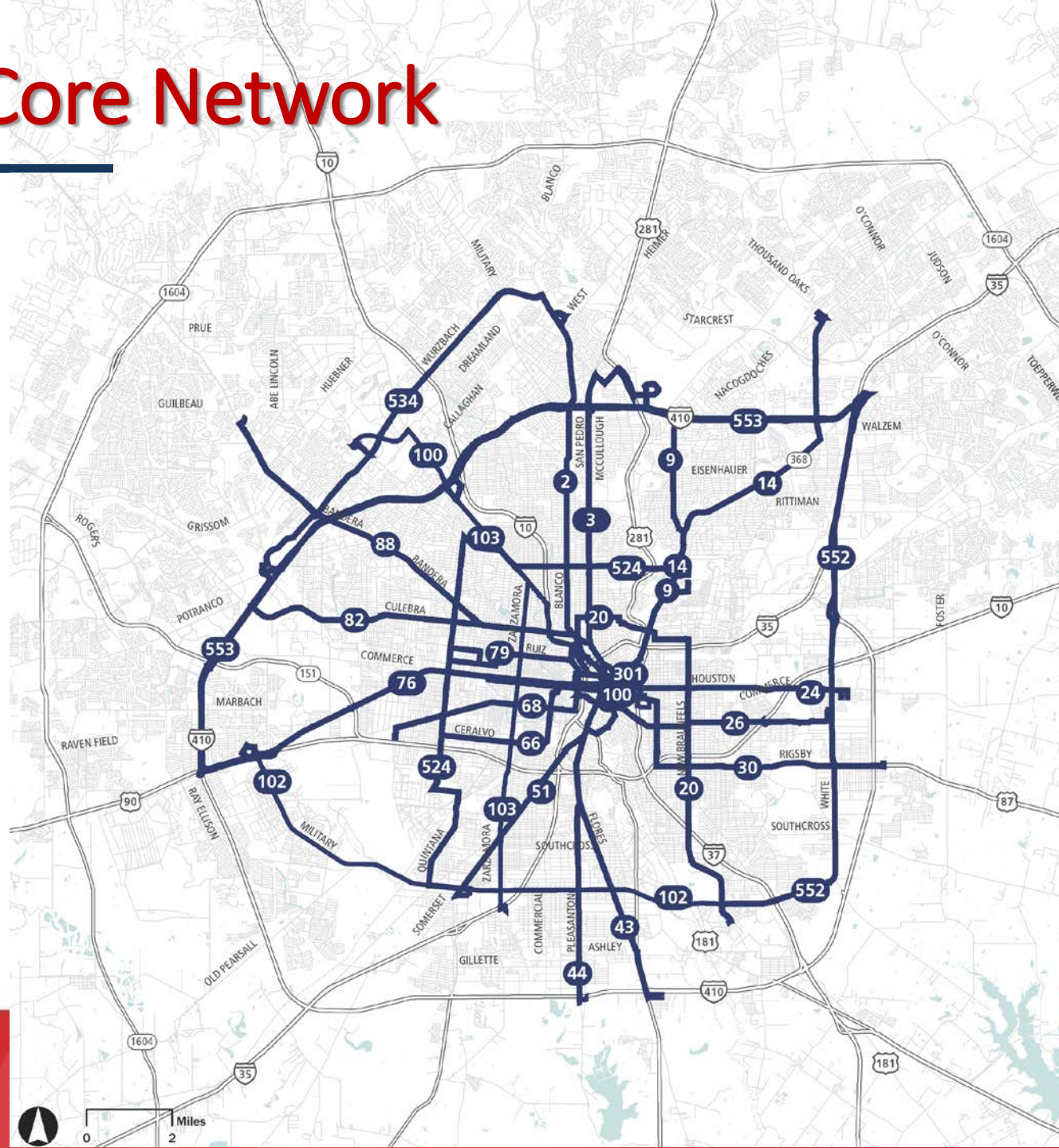
# The VIA Proposal

## Building a Better Bus System



# Proposed Core Network

- At least 15-min service from 6:00 am to 6:00 pm
- Service Span from 4:00 am to 1:00 am



## CORE NETWORK

— Core Network Route

To achieve this core network, VIA will need to identify additional funding to support the increased frequency and hours of operation.

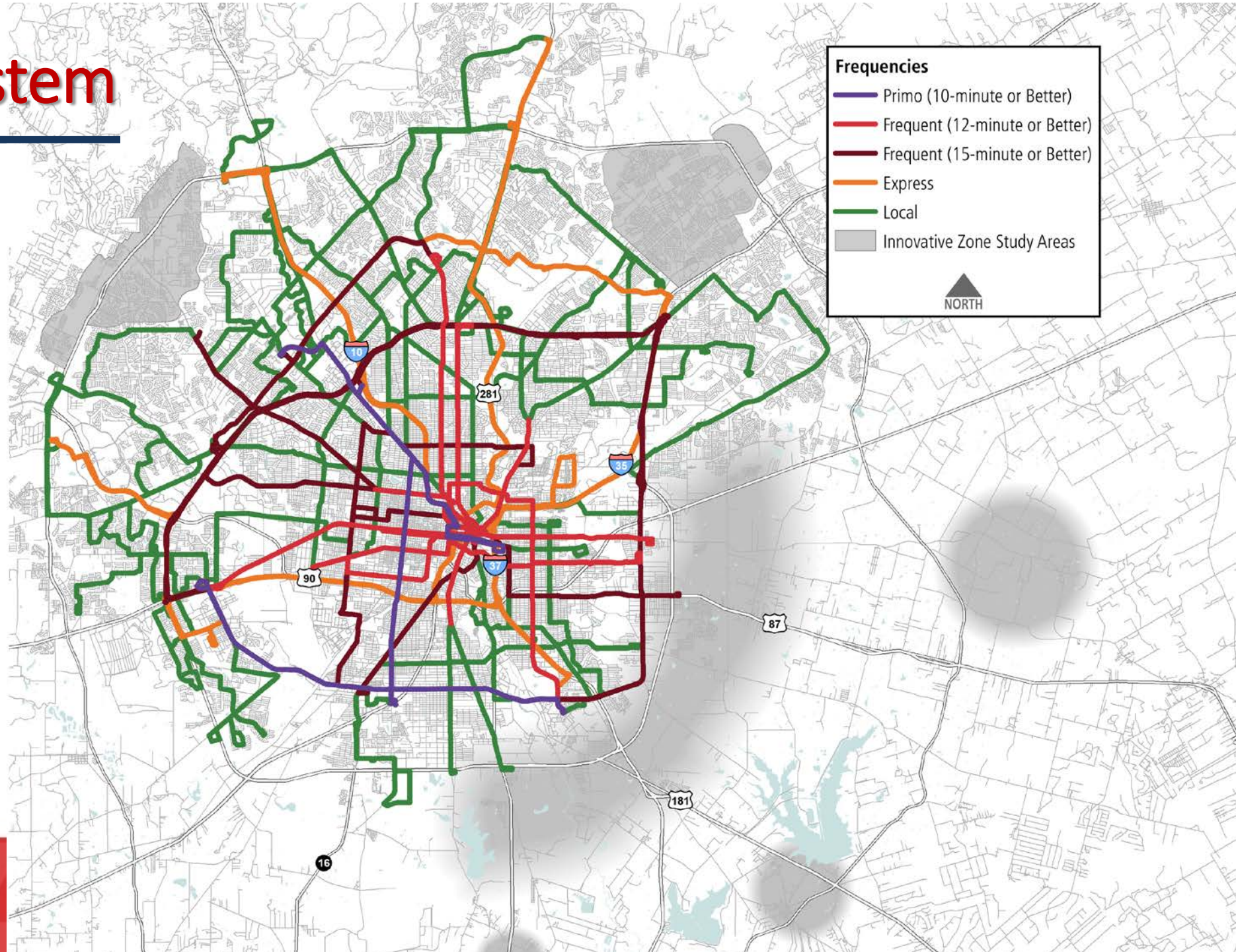


# Proposed System

## Better Bus System Proposed Peak Frequency



- 10/12 minute
- 15 minute
- 20-30 minute





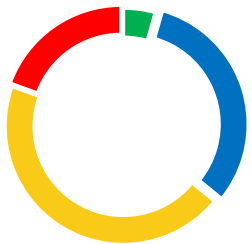
# Today and Tomorrow

VIA'S HALF-CENT  
SYSTEM

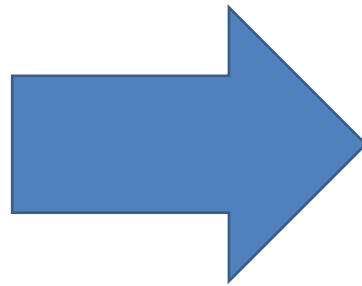
DRIVING TOWARD A  
BETTER SYSTEM

VIA'S VISION  
2040 SYSTEM

**Existing Service  
Frequency**



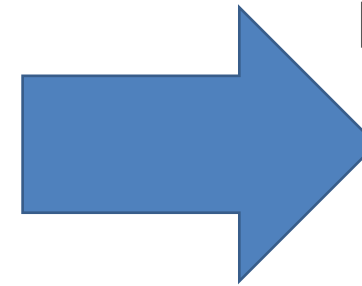
- 10/12 minutes
- 15/20 minutes
- 30 minutes
- > 30 minutes +



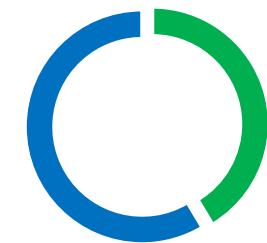
**Better Bus System  
Proposed  
Improvements**



- 10/12 minute
- 15 minute
- 20-30 minute



**Proposed  
Service  
Frequency**



- 10/12 minutes
- 15/20 minutes
- 30 minutes
- > 30 minutes +

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**Benefits and Impacts**

**Planned and Proposed Improvements**



# 1 Improve Access to Frequency

- The Better Bus System Plan provides more frequent services and provides more access for the community

	Primo (10 Minutes or Better)		Frequent Network (15 Minutes or Better)	
	2017	2019	2017	Estimated
<b>People</b> 	<b>63,570</b> people have access to this service	<b>147,300</b> people will have access to this service	<b>386,560</b> people have access to this service	<b>550,000</b> people will have access to this service
<b>Jobs</b> 	<b>99,160</b> jobs have access to this service	<b>141,000</b> jobs will have access to this service	<b>251,580</b> jobs have access to this service	<b>360,000</b> jobs will have access to this service

Projections are based upon ½ mile distance from proposed improvements.

## 2 Simpler Network

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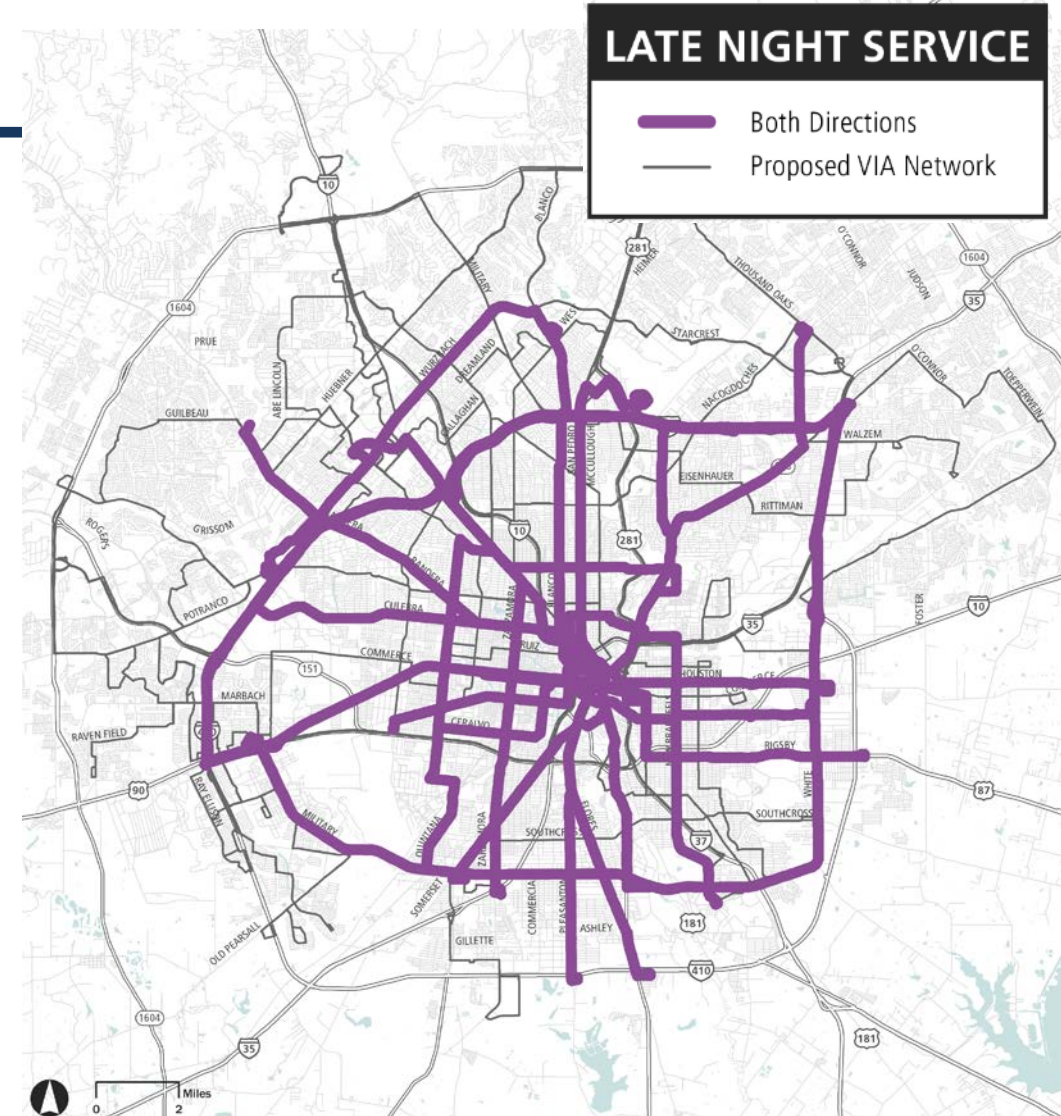
- Faster, direct, and more efficient connections linking employment hubs and residential areas
- Provides more direct service between Park & Rides and employment centers
- Provides improved weekend service



## 3

# Expand Late Night Service

- Simplifies Late Night Service
- Late Night Service operates from 10:30pm and 1:00am
- 23 regular routes offers hourly service
  - 3 Primo routes operate every half-hour
- Adds crosstown routes to late night network



# 4

## Groundwork for the Future

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- Lays foundation for Vision 2040
- Provides efficient service for all riders
- Strengthens mobility within and outside 410
- Streamlines coverage

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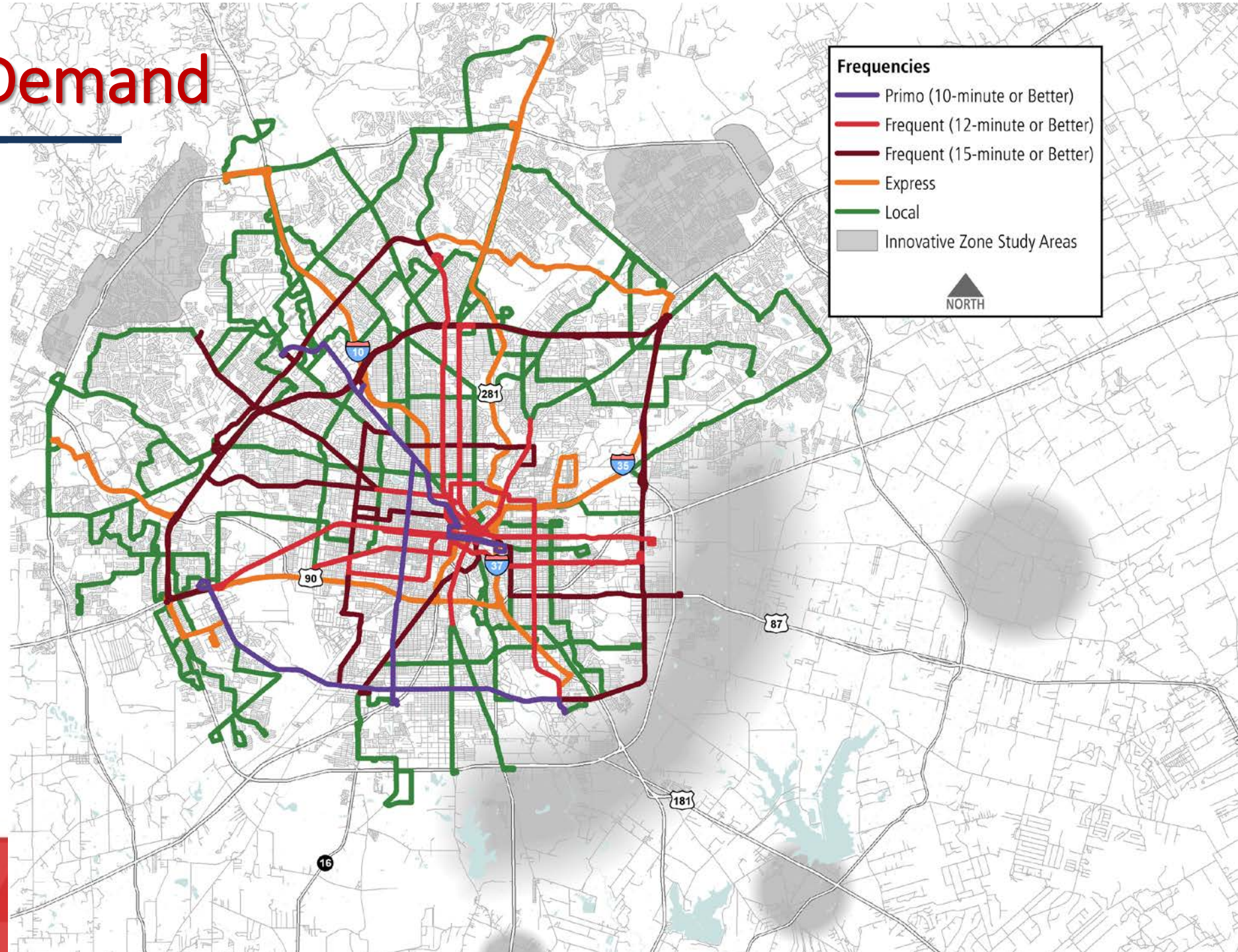
Smart Transit

Mobility on Demand



# Mobility on Demand

Shaded areas are proposed Innovative Transit Zones being considered for Mobility on Demand services.

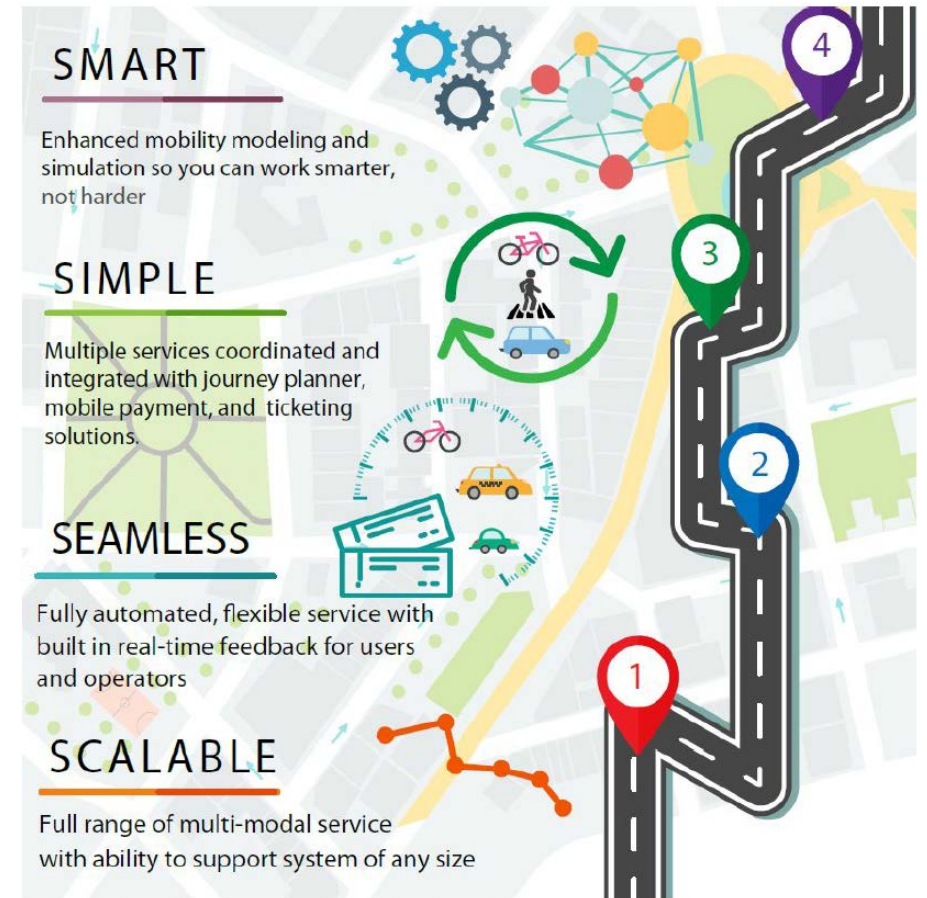




# Mobility on Demand

- Goal

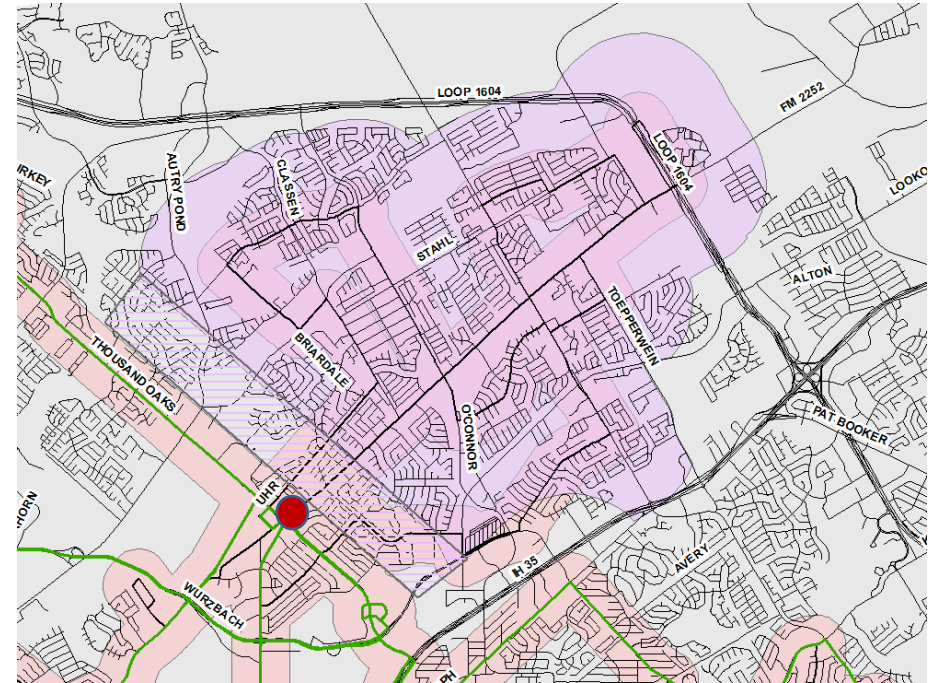
New types of “mobility on demand” service providing choices for areas with lower or emerging ridership demand
- Objectives
  - Provide first and last mile connectivity to transit network
  - Better utilize existing funding



Source: Larson Niels and Frei Charlotte, *Opportunities of MaaS in US and rural areas*.

# Northeast San Antonio Pilot Zone

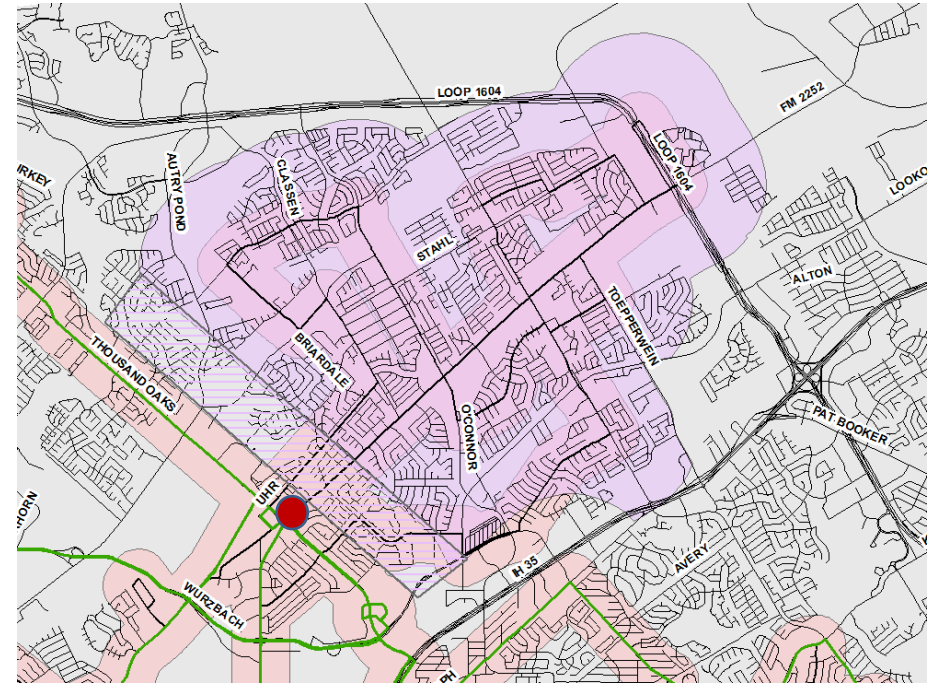
- Proposed Framework
  - Service hours and span to correspond with transit service
  - Trips must begin or end at the designated location, and be within the zone
  - Seeking Partnership with Taxi / TNC / private service providers and technology service providers





# Northeast San Antonio Pilot Zone

- Pilot Zone Characteristics
  - Low density area (approx. 25 Sq. Miles)
    - 70,000 population
    - 15,000 jobs
  - Coverage / Service substitution
    - Under-performing fixed routes
    - Difficult to serve with traditional fixed route service
  - Providing connection to transit
    - Transit connections to Crossroads Park & Ride , Randolph Park & Ride, and North Star Transit Center
    - Direct connection downtown



# Next Steps

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- Mobility on Demand Request for Proposals has been issued
- Building a Better Bus System Plan



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# Rapid Transit



# How is Rapid Transit different than our Bus system

**rapid transit:** public transit service that is able to move quickly on every trip *in its own lane*, separate from other traffic.



Light Rail – Minneapolis, MN



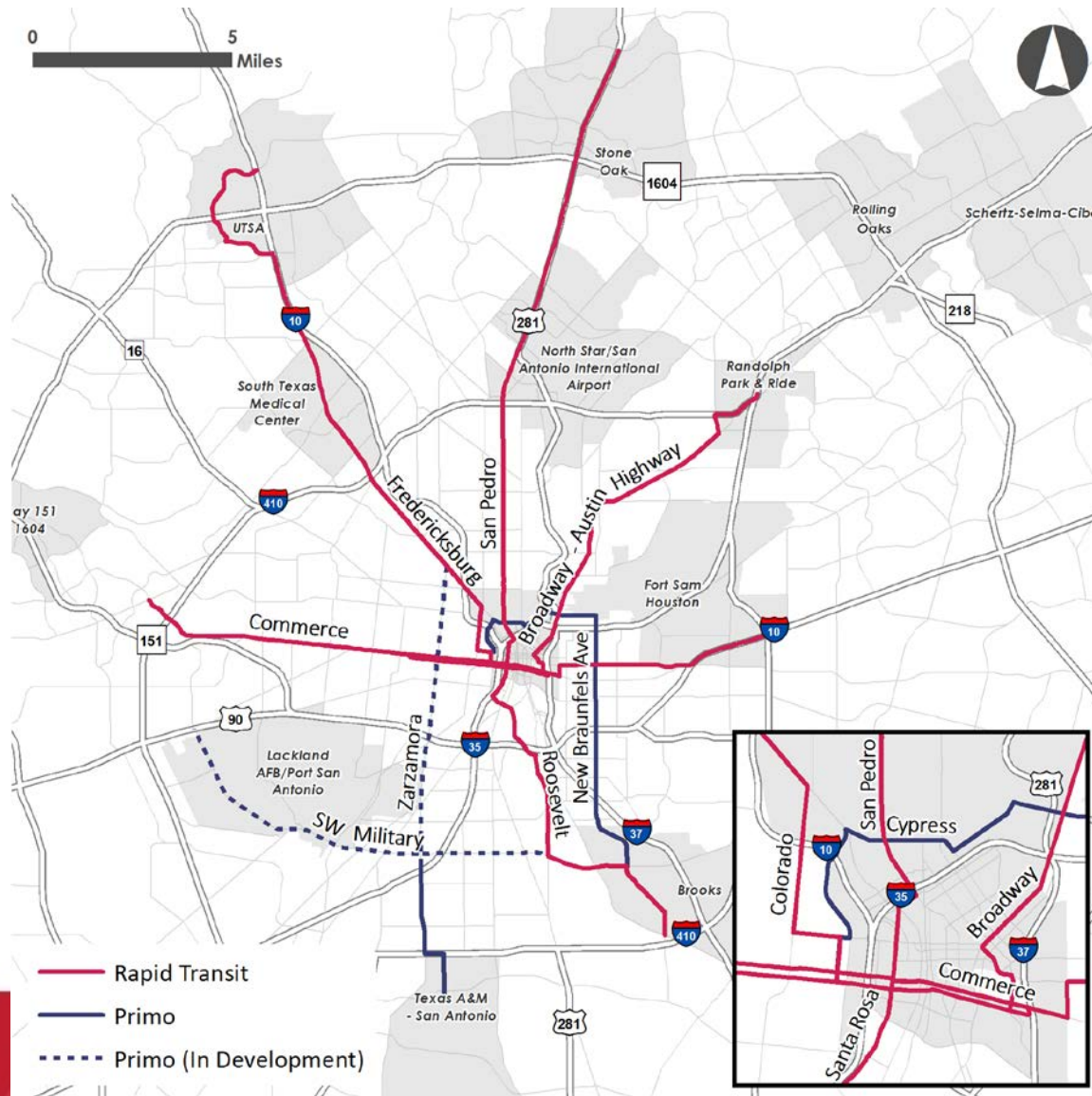
“Trackless Train” – Zhuzhou, CN



Bus Rapid Transit – Belo Horizonte, BR

Rapid Transit requires large investments in the transportation network that are only made within corridors that have the highest demand for trips that are common to many people. There are still many other parts of our region that warrant better bus service, though these improvements can be accomplished with increased frequency, and targeted pedestrian safety and right-of-way modification.

# Network Analysis Scenario (Draft Only)

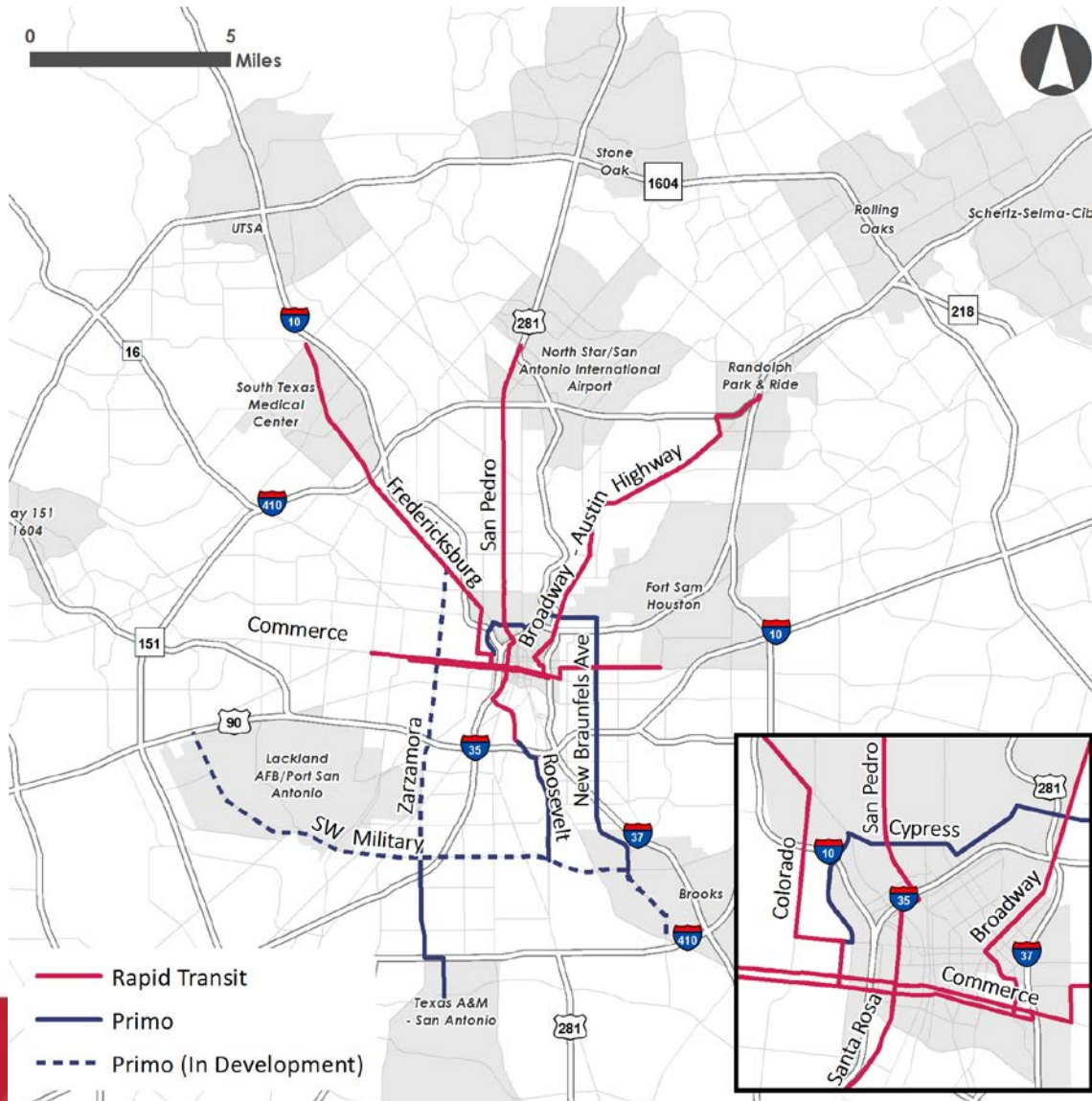


Extended corridors linking North to 1604 and South to downtown and Brooks

- **North & South Central** connects Brooks to Mission San Jose, to Downtown and north to San Antonio College, North Star Mall, Airport, and Stone Oak
- **North-West** connects UTSA Main campus to UTSA Downtown campus
- **East-West Central** connects Loop 410 West, General McMullen to Downtown, AT&T Center and Loop 410 East
- **Northeast** connects downtown to the Pearl, Witte Museum, Incarnate Word University, along Austin Highway to Randolph Park & Ride
- **South East Primo connections** from Downtown along New Braunfels to Brooks
- **Near-West Primo connections** to Texas A&M



# Network Analysis Scenario (Draft Only)



## Phase I

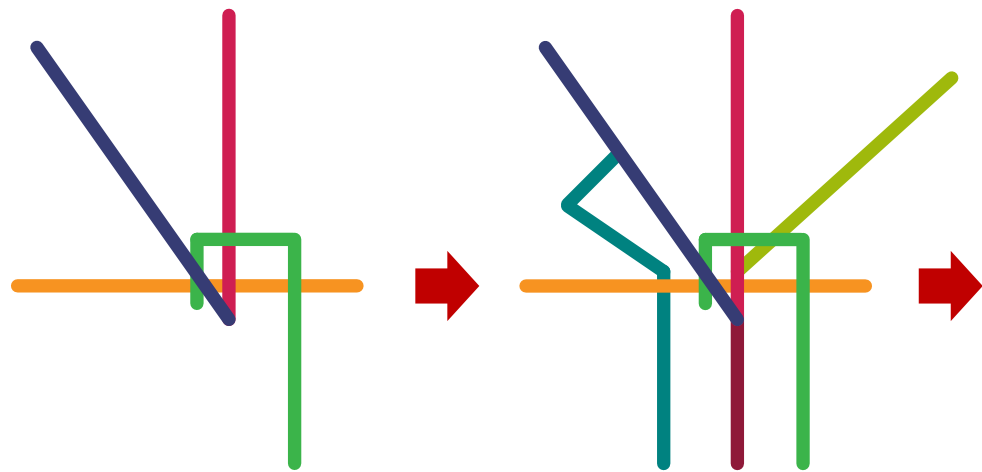
A focus on linking key activity centers along 410 with downtown via high-ridership segments.

- **North & South Central** connects Southtown to Downtown and north to San Antonio College, North Star Mall, Airport
- **North-West** connects South Texas Medical Center from Huebner Rd to the Downtown UTSA Campus and Downtown
- **Northeast** connects downtown to the Pearl, Witte Museum, Incarnate Word University, along Austin Highway to Randolph Park & Ride
- **East-West Central** connects General McMullen to Downtown, AT&T Center
- **South East Primo connections** from Downtown along New Braunfels to Brooks
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# Defining the Rapid Transit Network

## Funding Options

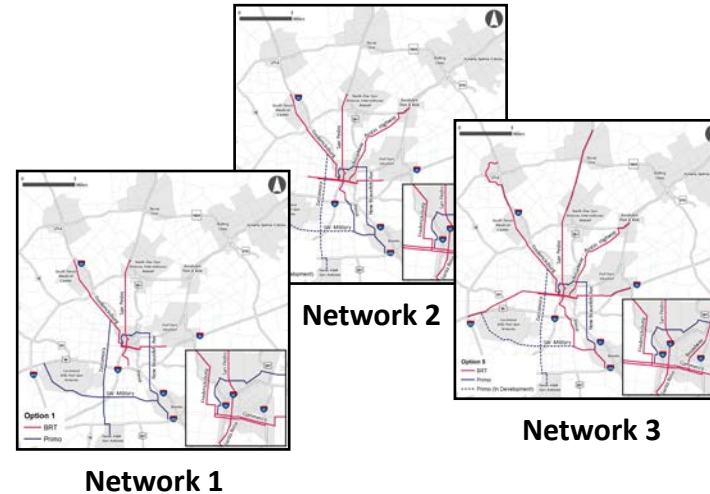


**4 Corridor  
Recommendations  
Fall 2017**

**Public Open House  
November 2017**

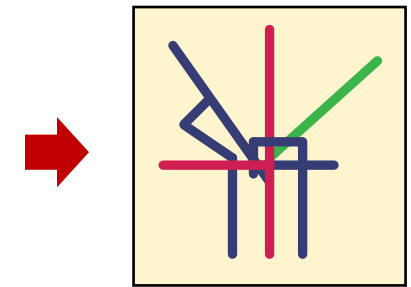


**7 Corridor  
Recommendations  
Winter 2018**



**Rapid Transit Network  
Configurations  
Spring 2018**

**Public Dialogue  
Spring 2018**



**Preferred Network  
DRAFT  
Rapid Transit Network  
Spring/Summer 2018**

**Public Dialogue  
Summer 2018**



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Thank You