

VIA ART Shelters - Detailed Project Description

Planned to open in 2027–2028, the VIA Rapid Green Line is designed to serve more riders more efficiently and improve service reliability along one of the city’s busiest travel corridors. The Green Line will run north and south along San Pedro Avenue, from the San Antonio International Airport to downtown, and on to Brooks Transit Center.

VIA Rapid Green Line plans include several infrastructure improvements to make travel smoother and safer for everyone on the corridor, including 4 miles of new or repaired sidewalks, 20+ intersection upgrades, 66 bus friendly traffic signals, and 26 new bus stations.

Of the 26 new stations, 6 station platforms are located in Historic Districts; 3 in Monte Vista at Elsmere/Woodlawn/Mulberry, 1 in King William at southbound Pereida, and 2 are located in the Mission Historic District at Roosevelt Park. The Mandalay Station near the Olmos Park Terrace Historic District and northbound Pereida Station in the Lavaca Neighborhood are not located ‘in’ a Historic District, therefore, these stations will be included in a separate application to the OHP staff.

The ART station design approach was to complement the local VIA ‘NextGen’ shelter design, which was introduced in 2012, and for which a significant program effort placed over 900 NextGen shelters throughout the community.

The Rapid Green Line ART shelter, which comes in three different platform types, is dictated by public right-of-way conditions, and includes:

- Center (14’ wide platform in middle of roadway)
- Curbside (10’ wide platform on each side of roadway)
- Curbside Narrow (8.5’ platform on each side of roadway, where ROW depth is limited)

The ART shelter is a lean-scale structure, designed to integrate in any environment, whether in a historic district or along any of the alignment neighborhood and commercial contexts. From the passenger perspective, it is important that a consistent branding of the ART service is reflected in the shelter environment. There are many components that are required atop the ‘footprint’ of a shelter platform to offer the necessary transit service information, comfort amenities, ADA considerations, safety and security interface and continuous pedestrian travel through the Curbside/Curbside Narrow Station platform areas for both passengers and pedestrians traversing the full streetscape on either side of a platform. In addition, the long-term maintenance and inventory cost is a significant consideration, and is addressed by the material and surface selection.

The windscreen components on the platforms offer a backdrop for the seating/leaning bar elements, and provide for visual interest. The Signage Panel will provide the ART system map, service information and potential Historic District boundary and contact information. The Public Art Panel is a ‘papel picado’ style enhancement with unique designs along the corridor. The designs were selected from an art contest that was held for Middle and High School students in schools that are located within a mile of the Green Line corridor.

The platform types for the six platform locations in the three Historic Districts are all either Curbside Stations or Curbside Narrow Stations. The attached presentation outlines information on:

- The ART Corridor
- Station Design Components
- Historic District Station Platform components, context illustrations