

# BABCOCK ROAD



## Babcock Street Corridor Overview

### CONTEXT

Babcock Road is located in northwest San Antonio. The portion evaluated as part of SA Tomorrow is Loop 1604 into downtown at IH 10. The character of the corridor transitions from urban to suburban as it travels away from downtown.

The western boundary of the medical center is generally considered to be Babcock Road. This activity node, centered around Wurzbach Road, is a regional destination where hospitals, clinics, and other services are located along with the University of Texas Health Science Center.

Neighborhoods in the southern portion of Babcock are arranged in a gridded street network. In the northern area along the corridor more traditional suburban neighborhoods, some of them gated, are interspersed with pockets of suburban commercial development at major arterial crossings.

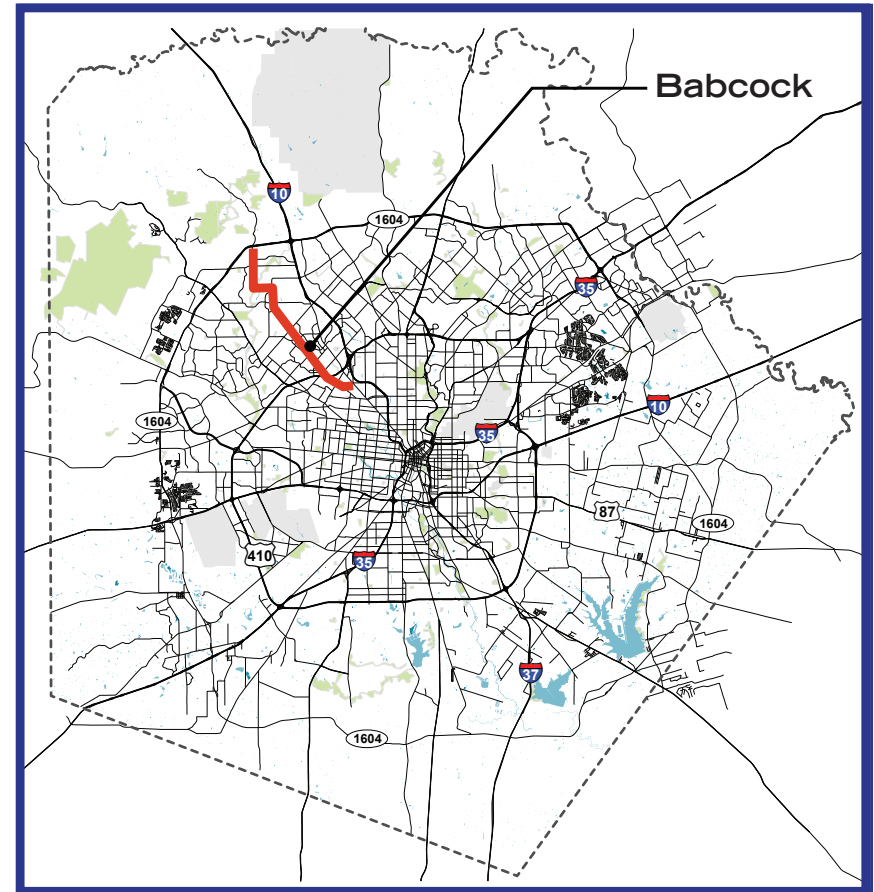
The road design of Babcock transitions several times between a four lane

undivided, four lanes with a two-way left-turn lane, and six lanes with a two-way left-turn lane, within this study's boundary. The corridor makes a 90 degree turn at De Zavala Road.

A large transit center is located along Babcock at the corner of Medical Drive. This center serves as a park and ride as well as a transfer point for several routes in the VIA transit system, including VIA PRIMO service.

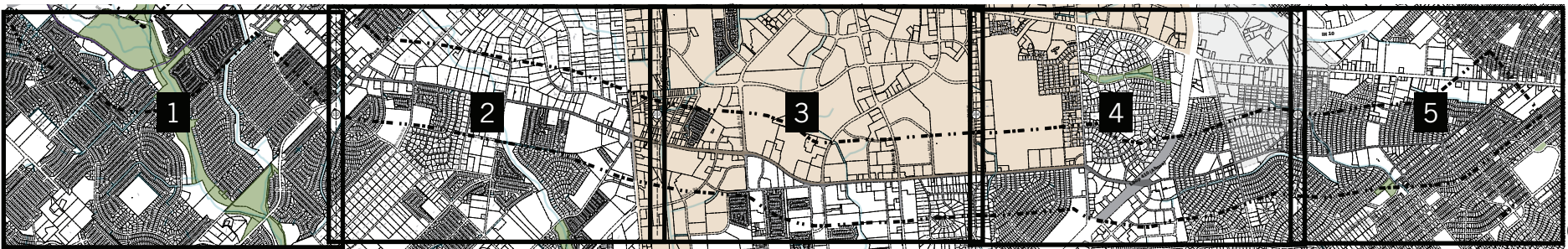
The west end of the corridor bisects Bamberger Nature Park which is a trailhead for a multi-use path. Bicycle facilities are not present along the corridor. Sidewalks along the corridor are inconsistent, leaving gaps for pedestrians to traverse.

Residential development is the prominent land use along the corridor, however, Babcock Road does run along the western boundary of both the South Texas Medical Center and the University of Texas at San Antonio.



Babcock Sheet Set Key

11.2 Miles



Babcock Road Observations, Challenges & Vision Issues

Vision

**Babcock Road** will continue to function as a connection between the Medical District, UTSA Campus, and other residential development. Improvements to the corridor will enhance pedestrian safety and mobility.

A possible VIA PRIMO extension to incorporate a park and ride near Loop 1604 would reduce single occupant vehicle trips to/from the medical center area and could bring numerous pedestrians - and possibly cyclists - who are using active transportation modes for their last mile to/from their place of employment to the area.

Increased non-vehicular users of the corridor could change the way development and redevelopment occurs along Babcock Road and result in a more urban feel and welcoming pedestrian environment. Access management and pedestrian safety projects can facilitate this transformation.

Policy & Guidance

**Access Management** – Strategically consolidate driveways and install medians to limit locations where left turns are permissible to reduce pedestrian, cyclist, and vehicular conflicts.

**Utilities** – Relocate utilities underground to remove barriers to accessibility and improve aesthetics.

**Vision Zero** – Focus on safety for all modes of travel in this corridor, choosing improvements that incorporate design features that protect people biking and walking from vehicular traffic.



**Roadway** – Loop 410 and 1604 create barriers for pedestrians and cyclists. The cross-section through the corridor is inconsistent, laneage varies, and lane drops occur catching drivers off guard, especially inside Loop 410.

**Transit** – VIA Metropolitan PRIMO service runs north and south throughout the corridor. However, the PRIMO service does not extend north of Huebner Road towards UTSA and areas of dense residential development.

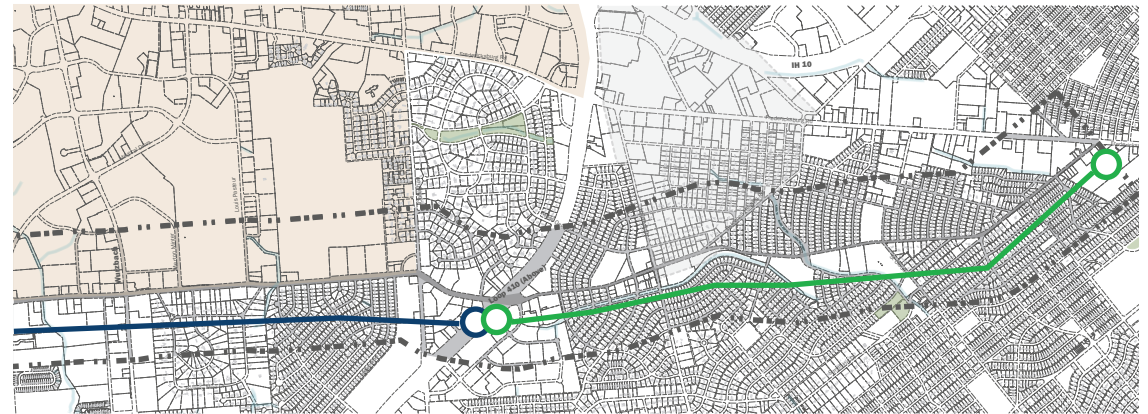
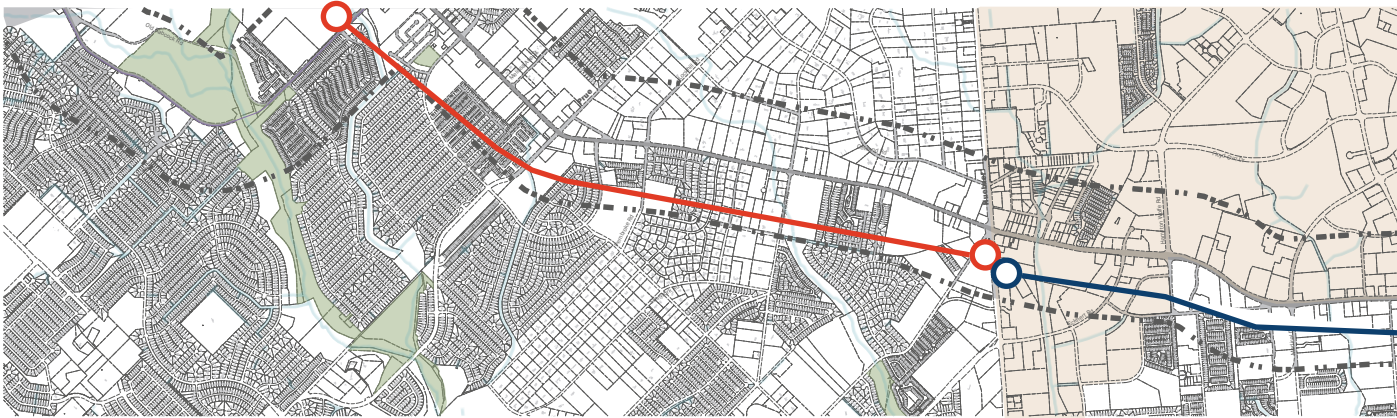
**Bicycles** – The limited number of bicycle facilities within the area and heavy traffic volumes limit the potential of this corridor becoming heavily utilized for bicycles. Alternate routes along lower volume facilities (and connections to greenbelts) should be considered.

**Pedestrian** – Sidewalks along the corridor are inconsistent, leaving pedestrians to traverse gaps in the connections. In many areas, older sidewalks are narrow or in poor condition.

**Land Use** – The land use along Babcock Road outside Loop 410 includes single family neighborhoods with consolidated single entry/exist points. This land use pattern makes it difficult for commuters to choose active transportation modes as the path out of their neighborhood is typically indirect. In addition, this development pattern creates vehicular congestion at the consolidated entrances.



## Babcock Road Long Term Multimodal Options



### Strategies



*Extend Bus Rapid Transit (BRT) service to a park and ride near Loop 1604 to encourage transit use for inbound traffic.*



*Pedestrian Safety Improvement focus area. Implement access management strategies.*

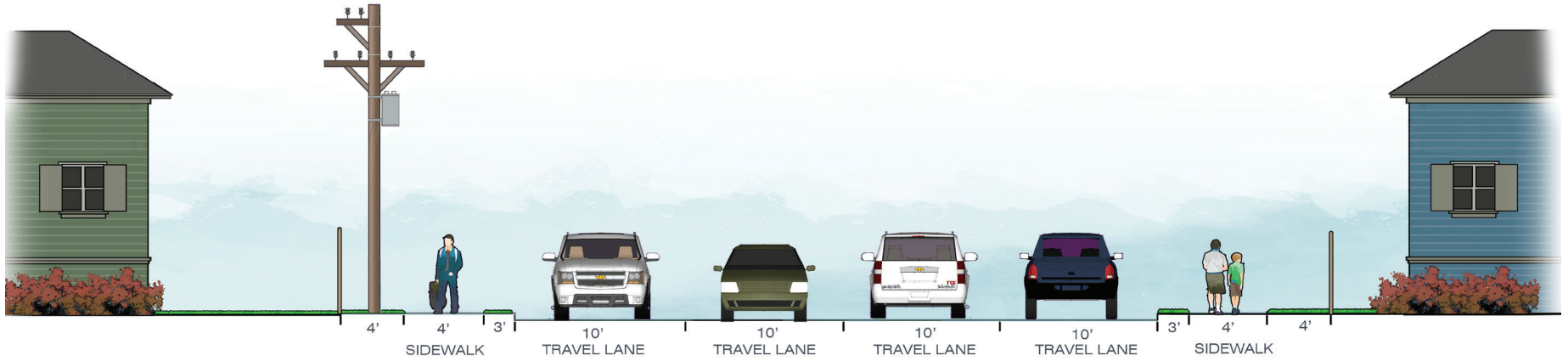


*Revise cross section to a consistent two-lane undivided roadway with a center two-way left turn-lane.*

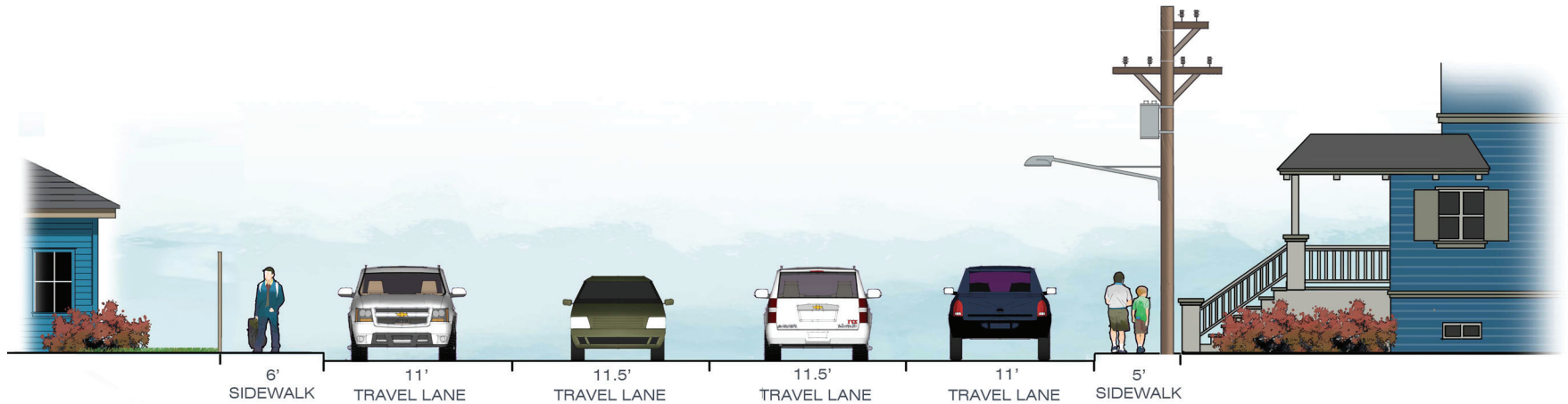


# Babcock Road Long Term Multimodal Options: Existing Cross Sections

Cross Section: Loop 410 to Hillcrest Road

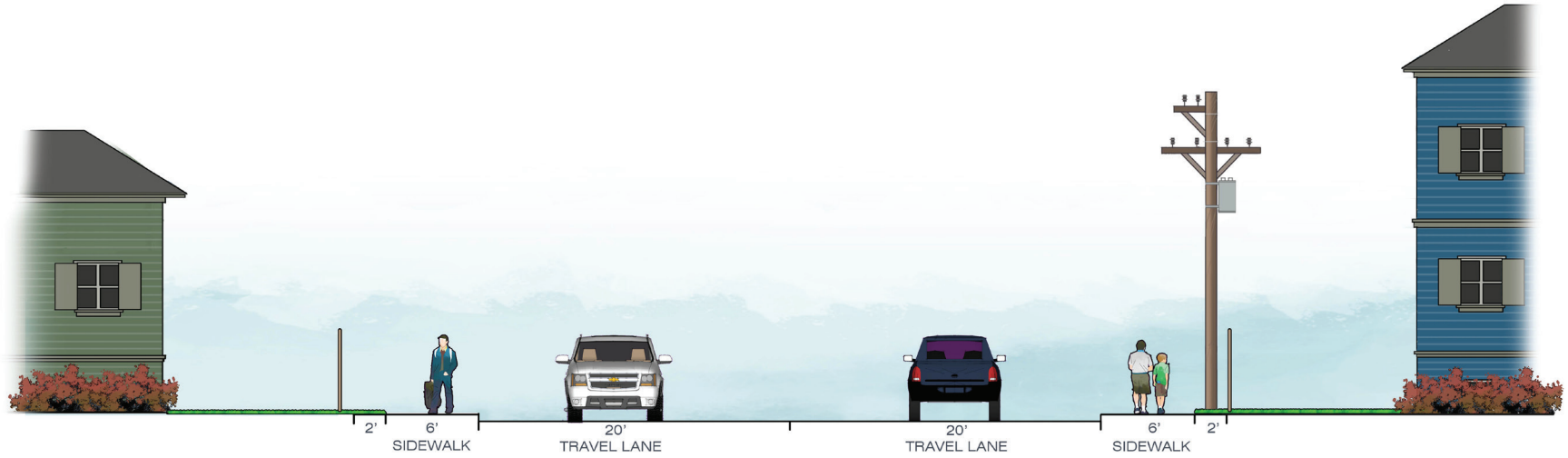


Cross Section: Babcock Raleigh - Fredericksburg



## Babcock Road Long Term Multimodal Options: Existing Cross Sections

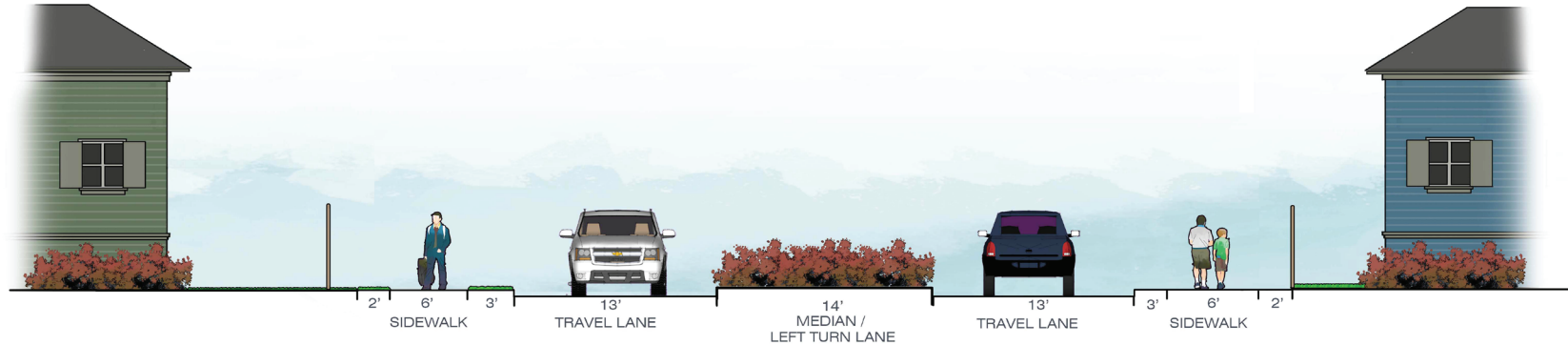
Cross Section: Hillcrest Road to Raleigh Place





## Babcock Road Long Term Multimodal Options: Future Cross Sections

## Loop 410 to Hillcrest Future Option 1: Two-Way Turn Lane

**Description:**

The existing cross-section from Loop 410 to Hillcrest Road is a four-lane undivided roadway with 5 foot sidewalks on both sides and a two foot landscaped buffer between the sidewalk and the start of pavement. The land uses adjacent to the roadway are a mix of residential and commercial parcels with transit stops throughout the corridor. The VIA Primo operates on Babcock for a limited stretch adjacent to the Medical Center, connecting to a Park and Ride at the intersection of Babcock & Medical.

The proposed cross-section from Loop 410 to Hillcrest Road would make the corridor a two lane undivided roadway with a center two-way left-turn lane. With numerous lane drops and additions without proper signage and the change in right-of-way throughout the corridor, a consistent cross-section needs to be established for this section.

**Opportunities:**

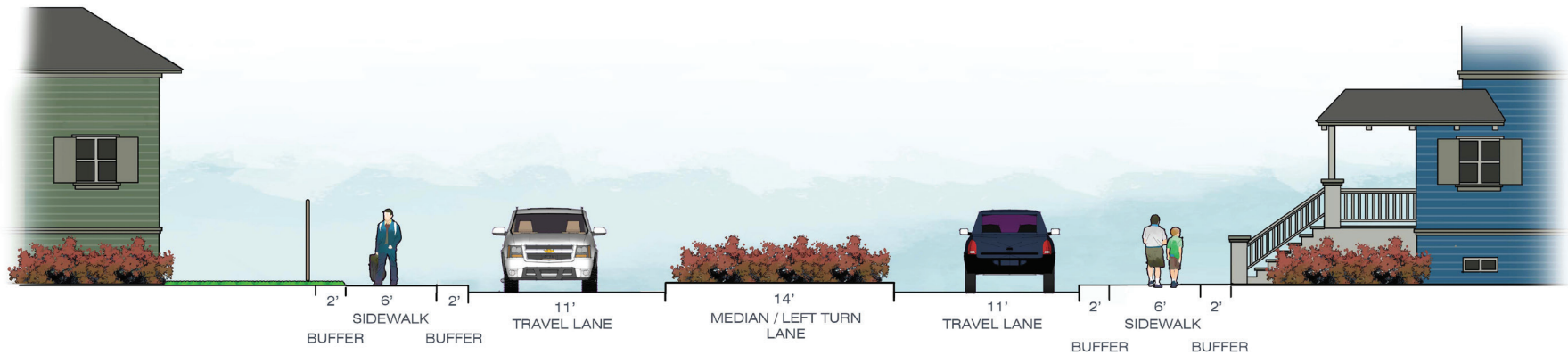
- Access management and pedestrian refuge islands improve pedestrian safety.

**Challenges:**

- Varying right-of-way widths.

## Babcock Road Long Term Multimodal Options: Future Cross Sections

### Loop Raleigh Place to Fredericksburg Road Option 1: Two-Way Turn Lane



#### Description:

The existing cross-section from Raleigh Place to Fredericksburg Road, is a four lane, undivided roadway. Homes front the street, with narrow sidewalks which typically have utilities in the pedestrian realm.

The recommended cross-section modification from four lanes to a two lane roadway with a center two way left-turn lane would provide a consistent cross-section along Babcock inside Loop 410.

#### Opportunities:

- Pedestrian refuge islands improve pedestrian safety.

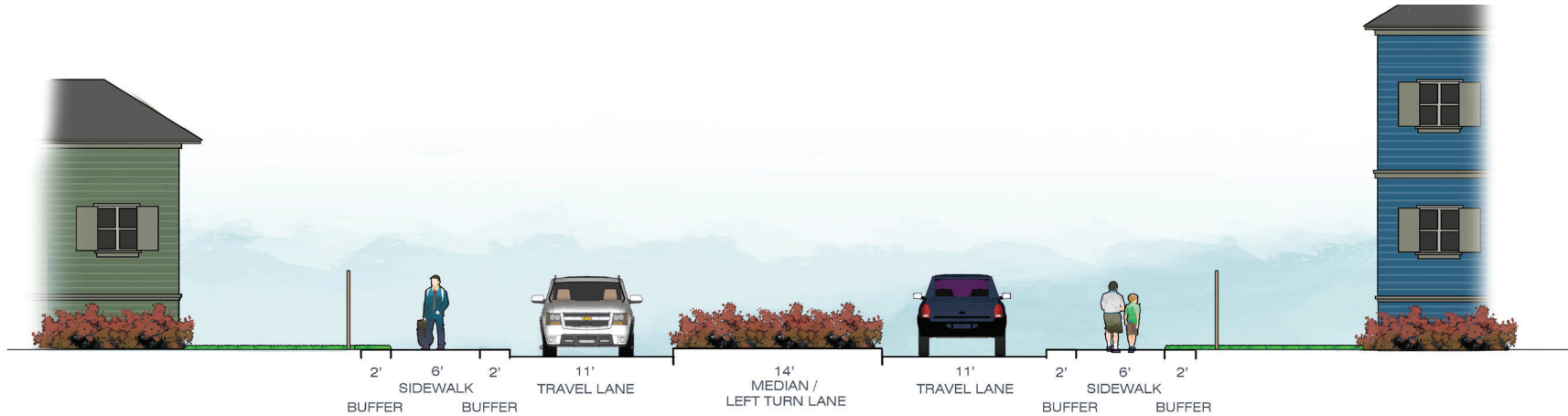
#### Challenges:

- Varying right-of-way widths.



## Babcock Road Long Term Multimodal Options: Future Cross Sections

### Hillcrest Road to Raleigh Place Option 1: Two-Way Turn Lane



**Description:**

The existing cross-section from Hillcrest Road to Raleigh Place, is a two lane undivided roadway with 56 feet of right-of-way. In several locations there are turn lanes which lead to some driver confusion regarding the lane drops.

The recommended cross-section modification from four lanes to a two lane roadway with a center two way left-turn lane would provide a consistent cross-section along Babcock inside Loop 410.

**Opportunities:**






- Access management and pedestrian refuge islands improve pedestrian safety.

**Challenges:**

- Varying right-of-way widths.

## Babcock Road Short-term Corridor Recommendations

### Short - Term Multimodal Options

					<b>Recommendations</b>	<b>Benefits</b>
					Add a dedicated bike lane on Spring Time/Horn Blvd, and on Abe Lincoln beginning at Horn.	Implementing a bike network will increase accessibility to activity centers found along the corridor and provide a safer route by utilizing lower volume/speed facilities.
					Refuge islands for pedestrians need to be placed throughout the corridor with 1/4 mile spacing.	A refuge island will increase pedestrian safety when crossing the corridor and decrease pedestrian related incidents.
					Establish a consistent cross-section inside Loop 410 either striping to provide two lanes with a two-way left-turn lane or widening the roadway to a consistent 4 lanes.	A consistent cross-section will create better driving conditions and reduce driver confusion associated with intermittent lane drops.
					Construct a pedestrian refuge island and install a RRFB between Medical Drive and Merton Minter.	A refuge island will increase pedestrian safety when crossing the corridor and decrease pedestrian related incidents. The RRFB promotes pedestrian visibility.
					Close the median break at Southpoint and extend the left-turn lanes northbound and southbound at the Loop 410 interchange.	This will provide access management benefits and increase vehicular progression in the corridor.
					Re-stripe Babcock from Raleigh PI to Fredericksburg to a two lane facility with a two-way left-turn lane.	This improvement will create a consistent cross-section.
					Extend VIA PRIMO route to north of Huebner.	Additional bus routes and transit stop locations will improve accessibility for users traveling to and from the Medical Center and UTSA.
					Provide bicycle facilities on Babcock or an adjacent/nearby corridor.	Determining the appropriate facility to place on Babcock or a parallel facility will provide access to transit services and other activity centers throughout the corridor.
					Provide continuous sidewalks along the corridor on both sides of the street north of Huebner.	Continuous sidewalks will provide pedestrian access to business and promote development in vacant areas.



Transit Improvements



Pedestrian Improvements



Bicycle Improvements



Vehicular Improvements

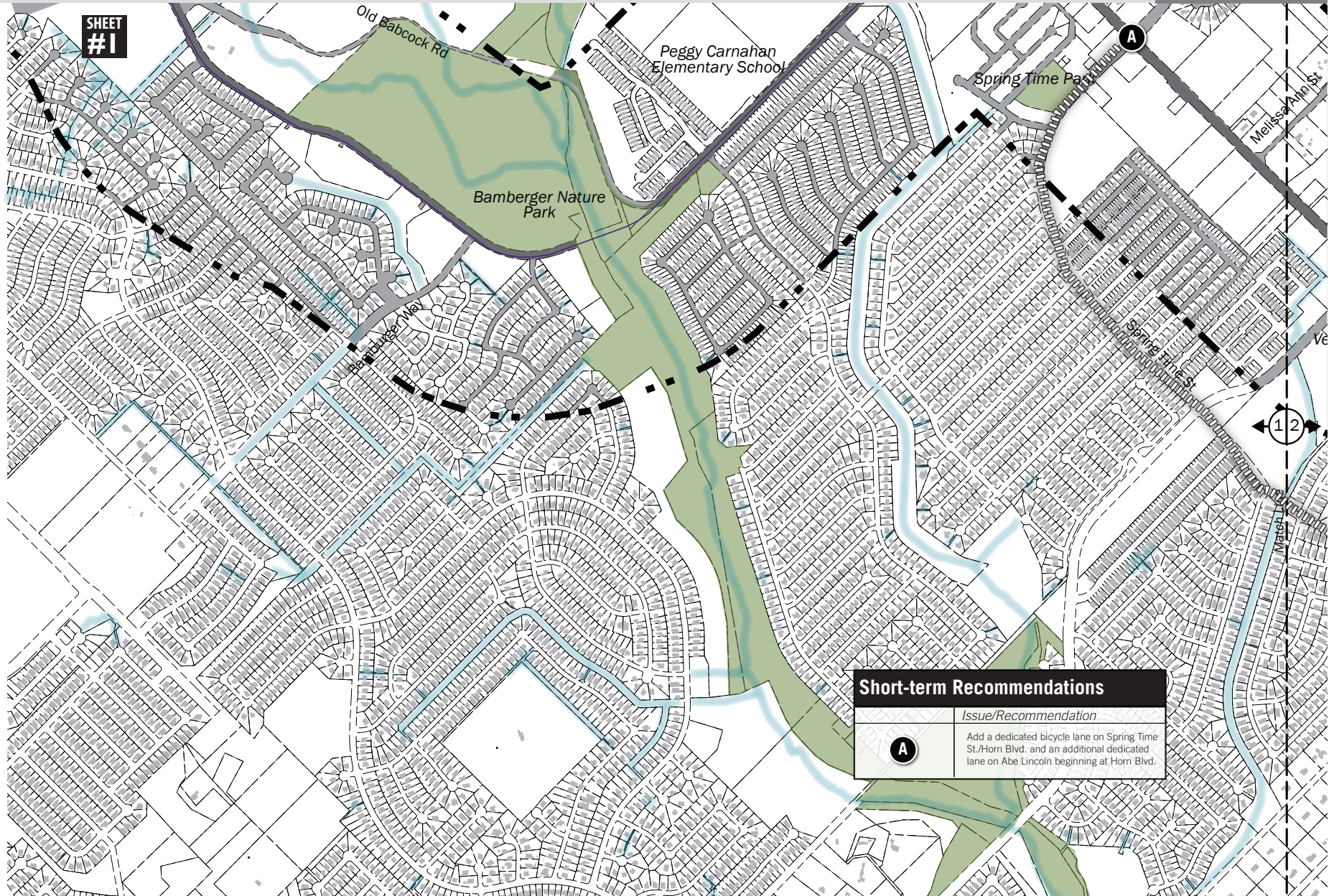


Land Use Improvements



SUBURBAN

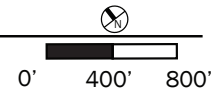
SHEET #1



Short-term Recommendations	
	Issue/Recommendation
A	Add a dedicated bicycle lane on Spring Time St./Horn Blvd. and an additional dedicated lane on Abe Lincoln beginning at Horn Blvd.

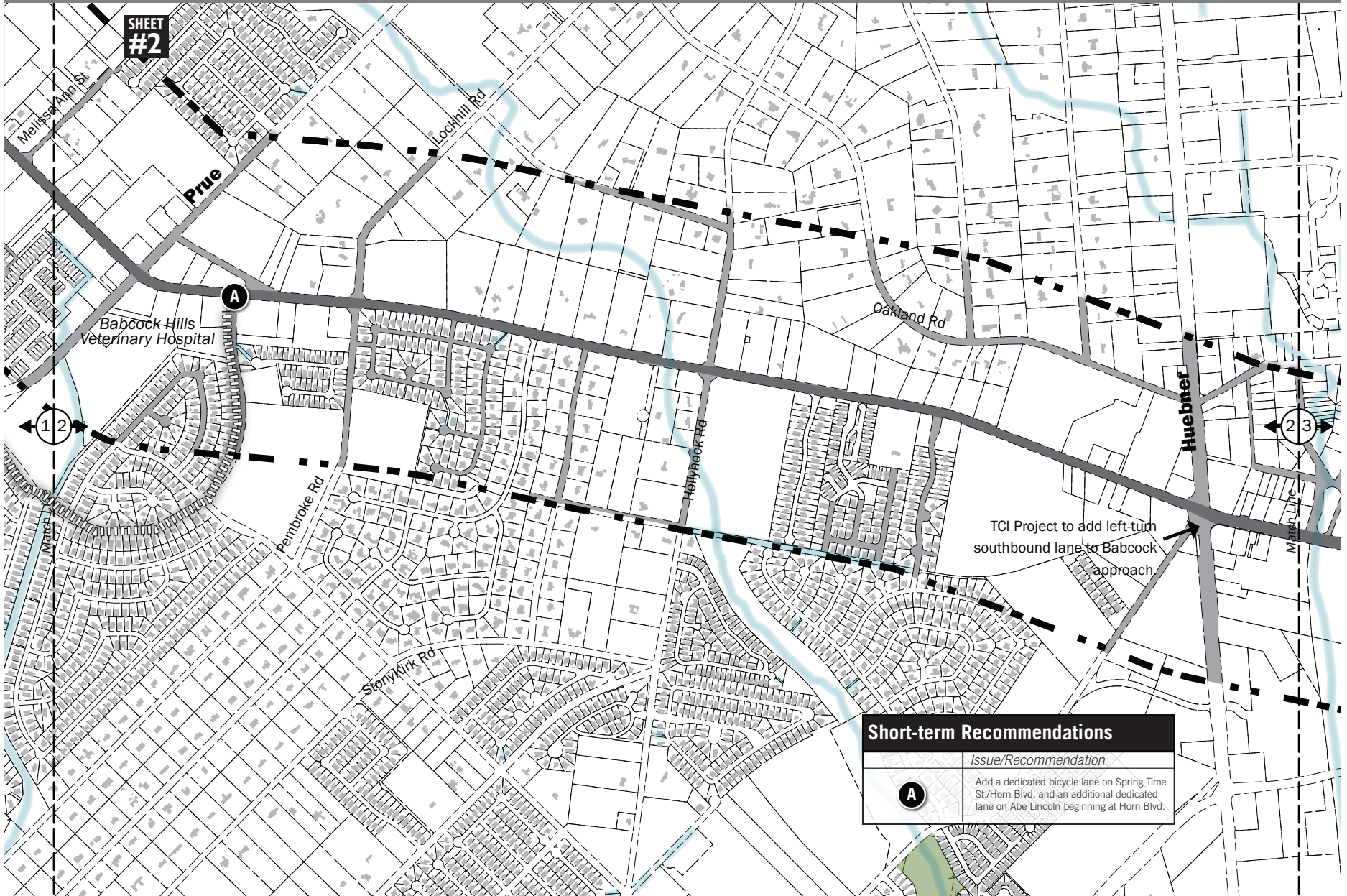
Babcock Rd Corridor Analysis: Sheet 1 Short Term Recommendations

- Open Space
- Study Area





URBAN / SUBURBAN TRANSITION



Short-term Recommendations	
<i>Issue/Recommendation</i>	
A	Add a dedicated bicycle lane on Spring Time St/Horn Blvd. and an additional dedicated lane on Abe Lincoln beginning at Horn Blvd.

Babcock Rd Corridor Analysis: Sheet 2 Short Term Recommendations

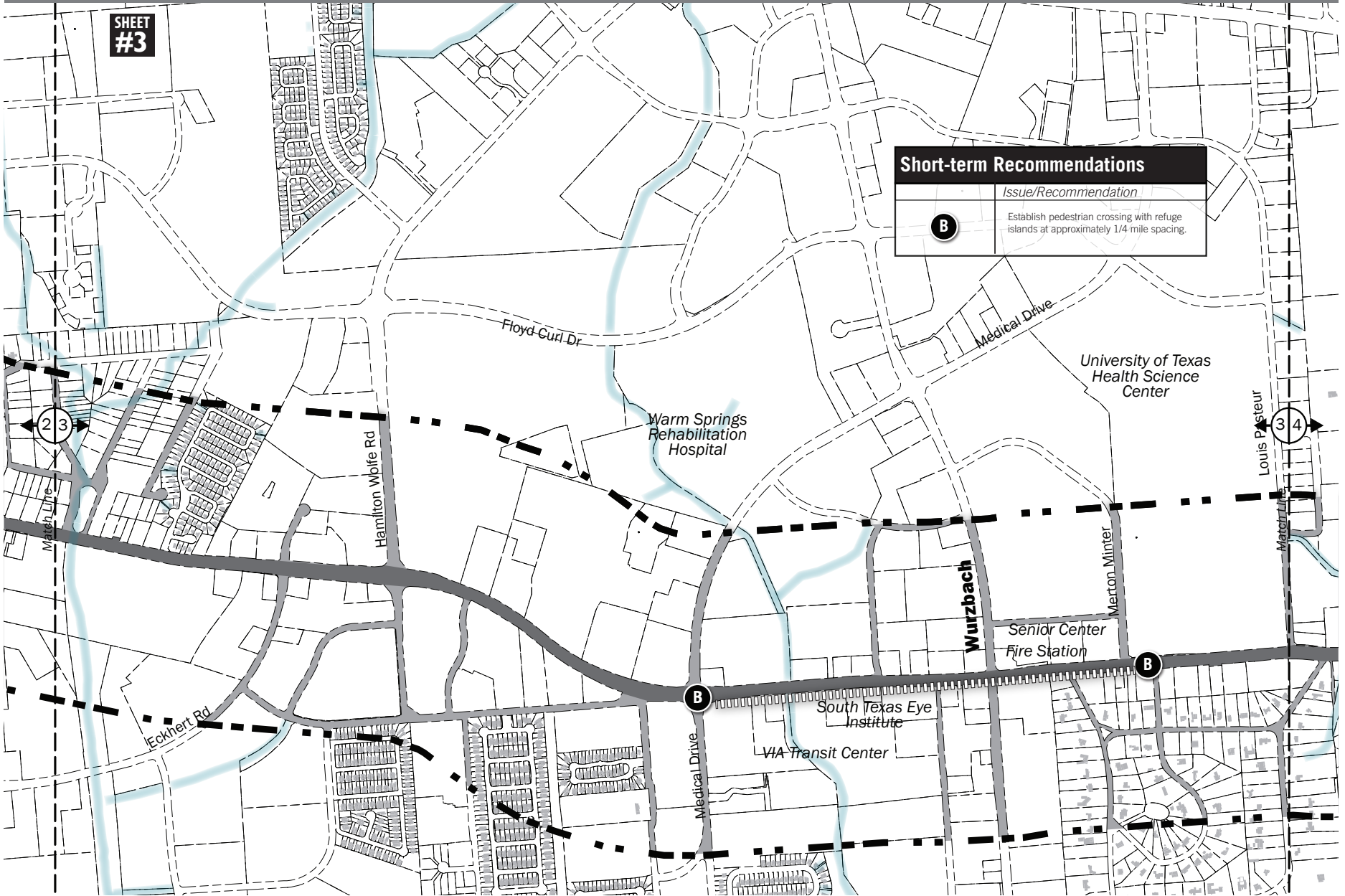
Open Space  
 Study Area



# URBAN / SUBURBAN TRANSITION

SHEET #3

Short-term Recommendations	
	Issue/Recommendation
B	Establish pedestrian crossing with refuge islands at approximately 1/4 mile spacing.



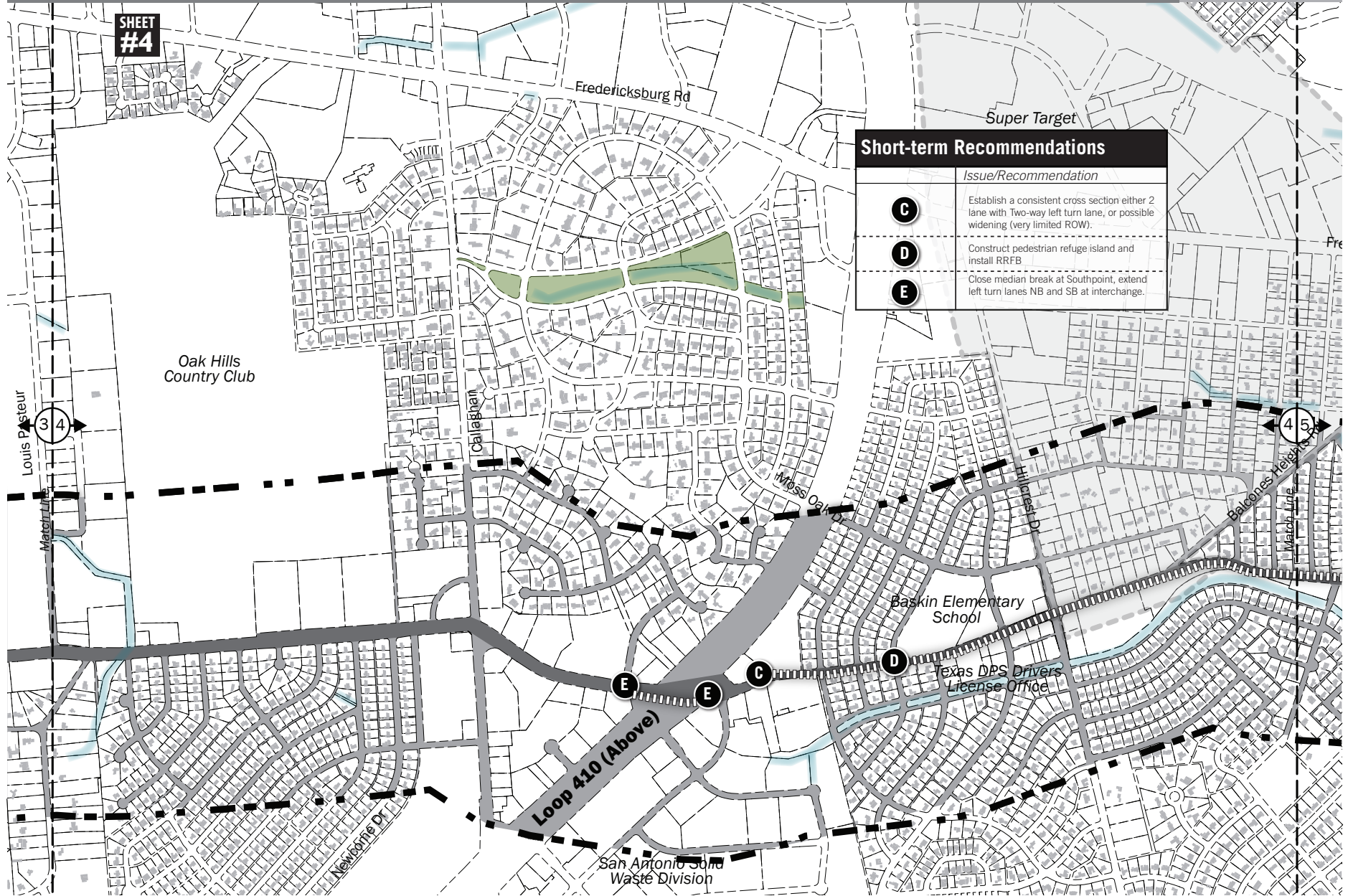
Babcock Rd Corridor Analysis: Sheet 3 Short Term Recommendations

■ Open Space  
 Study Area





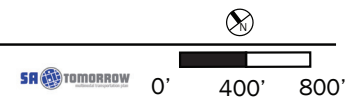
URBAN / SUBURBAN TRANSITION



Short-term Recommendations	
	Issue/Recommendation
<b>C</b>	Establish a consistent cross section either 2 lane with Two-way left turn lane, or possible widening (very limited ROW).
<b>D</b>	Construct pedestrian refuge island and install RRFB
<b>E</b>	Close median break at Southpoint, extend left turn lanes NB and SB at interchange.

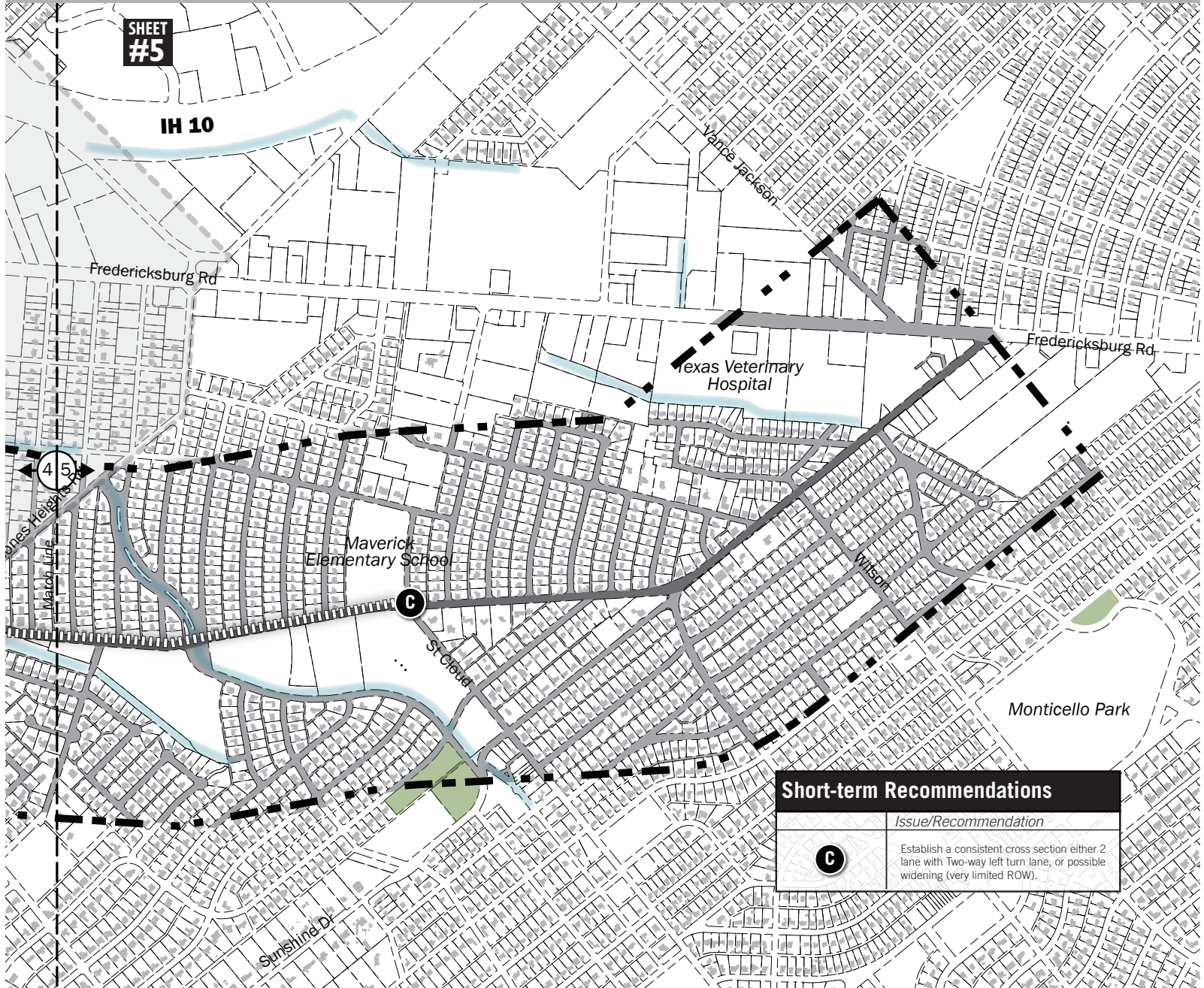
Babcock Rd Corridor Analysis: Sheet 4 Short Term Recommendations

■ Open Space  
 Study Area





# TRADITIONAL URBAN



Short-term Recommendations	
Issue/Recommendation	
<b>C</b>	Establish a consistent cross section either 2 lane with Two-way left turn lane, or possible widening (very limited ROW).

Babcock Rd Corridor Analysis: Sheet 5 Short Term Recommendations

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