

ENRIQUE BARRERA PARKWAY

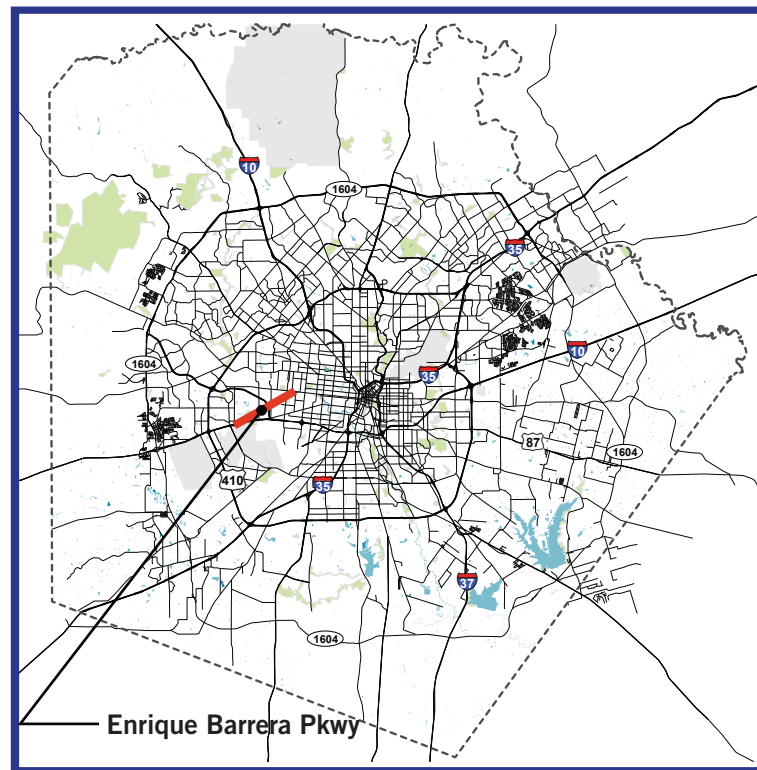
Enrique Barrera Corridor Overview

CONTEXT

This corridor is relatively undeveloped, has underused rights-of-way and provides a direct link into the San Antonio downtown from Lackland AFB and the Kel-Lac transit center. The existing roadway is a four lane undivided roadway with unstructured and mostly uncontrolled property access. The segment under evaluation is a four-mile section that is primarily a business corridor (though employment density is low) with residential uses set back from the roadway and accessed from cross-streets and the local street network. The corridor boasts a wide right-of-way (generally over 100 feet) and much of the westernmost segment runs through vacant or minimally used properties. Current levels of service are good but will become more congested in the future as growth is accommodated. The diagonal configuration of the highway across the underlying street grid creates awkward crossings. Many of the intersections will need to be modified to avoid future conflicts as traffic volumes grow. There have been a number of fatal crashes in the corridor and all improvements should help improve corridor safety.

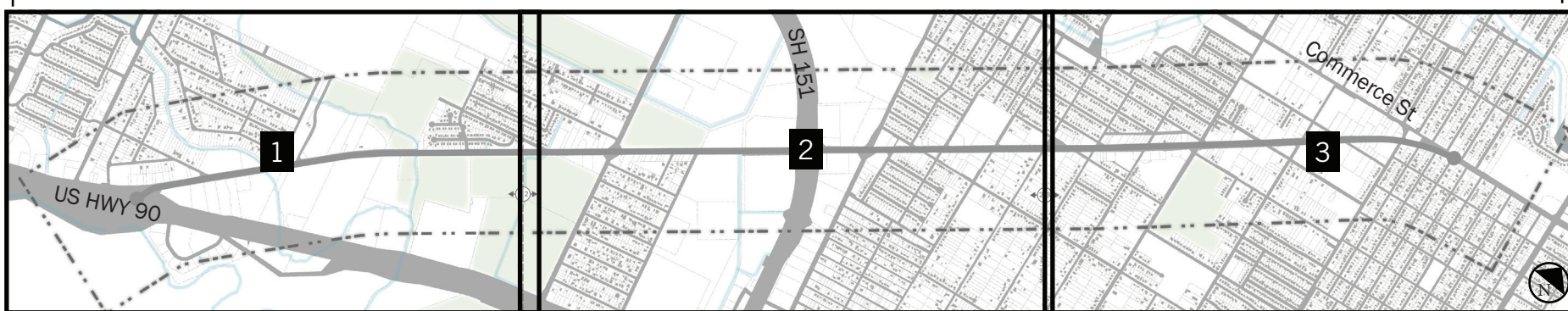
Just east of the corridor, along Commerce and Buena Vista Streets. Routes 75 and 76 carry high ridership today and are forecast to continue to do so. As a result, Barrera Parkway is identified as a potential high capacity corridor by VIA. An extension to the park-and-ride and even to Lackland AFB, along with supporting land uses, would allow future residents and businesses to grow within the envelope of a high capacity service with the alternative to driving built into the context of their location.

The short term improvements proposed for the roadway will benefit transit. The longer term proposed transit improvements include a dedicated BRT/LRT route as well as connecting and improving the pedestrian and bicycle facilities. The available right-of-way will accommodate these features without substantially impacting the existing travel way.



Enrique Barrera Parkway Sheet Set Key

4.2 Miles



Enrique Barrera Pkwy Observations, Challenges & Vision

Vision

Enrique Barrera Parkway will be a corridor that fosters land uses compatible with multimodal travel options, including high capacity services, and which builds on opportunities to link military and downtown activity areas at either end with growth throughout the corridor.

Future

- VIA shows Enrique Barrera as a potential high capacity corridor with Primo Plus service.
- Traffic volumes grow substantially but are still within the ability of the corridor to handle making introduction of an alternative transportation option an attractive possibility.
- Land uses in the future will be expected to support the modal configuration of the corridor, including high capacity transit such as Primo Plus
- Bicycle and pedestrian facilities will extend throughout the corridor and provide access to local activities and to the public transportation system.

Policy & Guidance

Access Control– Undefined or unstructured access points will need to be organized to reduce roadway friction as traffic in the area grows and allow a safe operating environment for cars, pedestrians, transit riders and bicycle users.

Land Use Planning – Support zoning and investment and encourage redevelopment of underused parcels to create an attractive multimodal environment within the corridor that can help manage anticipated growth in the region.

Transit – Build provisions for future rapid transit guideway into corridor now when roadway improvements are made. Initial phase of service could be a dedicated BRT that can grow into light rail when the need arises.



Pedestrians Crossing Enrique Barrera Pkwy



Bus Stop at Westfield



Mid-Corridor Street Condition



Levi Strauss Trail Head



Rural Area



Enrique Barrera Pkwy Commercial Area



Sidewalk at SH 151



Sidewalk Condition

Policy & Guidance Continued

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.

Issues

General – The effect of any major changes to access on existing businesses are a possible short-term challenge that will benefit existing and future uses by creating a complete street and improving traffic flow.

Roadway – As the city grows, safety issues and congestion associated with Enrique Barrera Parkway can be remedied with a plan to manage the corridor operation and develop a comprehensive plan for modifying and expanding its configuration to handle anticipated demands. Adoption of a complete street approach would also help organize the roadway appearance and operation.

Transit – VIA has identified Enrique Barrera Parkway as a potential LRT route. The success of high capacity transit service will depend upon compatible land use decisions within the corridor.

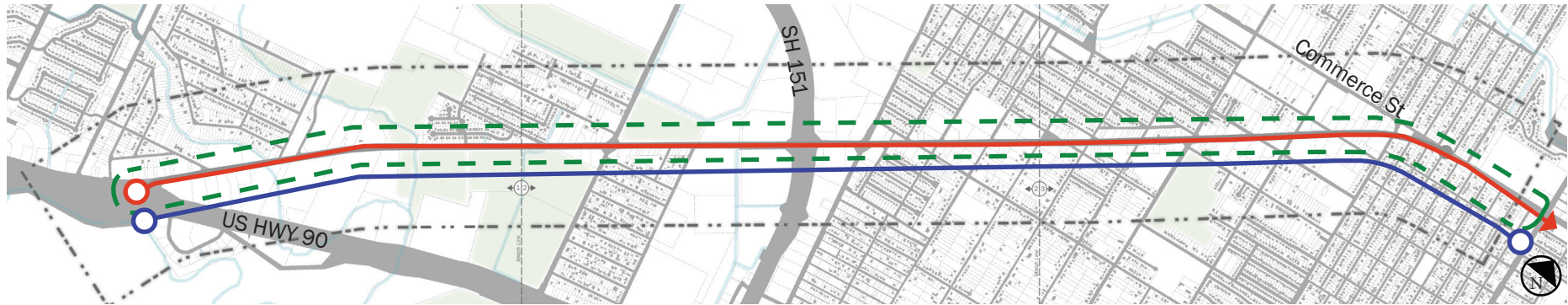
Pedestrians – Sidewalks along Enrique Barrera Parkway are intermittent and located mostly in front of newer developments. There are lengthy stretches without a safe pedestrian path.

Bicycle – There are no bike lanes or paths to protect cyclists from traffic and conditions discourage bicycle use. However, there is sufficient right-of-way to accommodate effective commuter and recreational bicycle use as part of the multimodal plan for the corridor.

Land Use - Almost all land uses adjacent to Enrique Barrera Parkway Corridor are commercial. Though some of the uses are relatively new, much of the corridor could benefit from redevelopment that would foster more efficient transportation operations on the corridor.

Long Term Multimodal Options

Future Option 1: Light Rail Transit



Strategies



Improve neighborhood connections to the corridor via multiple modes



Develop a complementary land use plan for the corridor that can attract and support growth in the region that can complement on transit and other modes.



Develop a comprehensive LRT cross-section with the guideway located in the center of the street and two traffic lanes on either side. A comfortable pedestrian and cycling environment within the right-of-way will assist in improving the transit functionality of the corridor and provide another option for travelers.



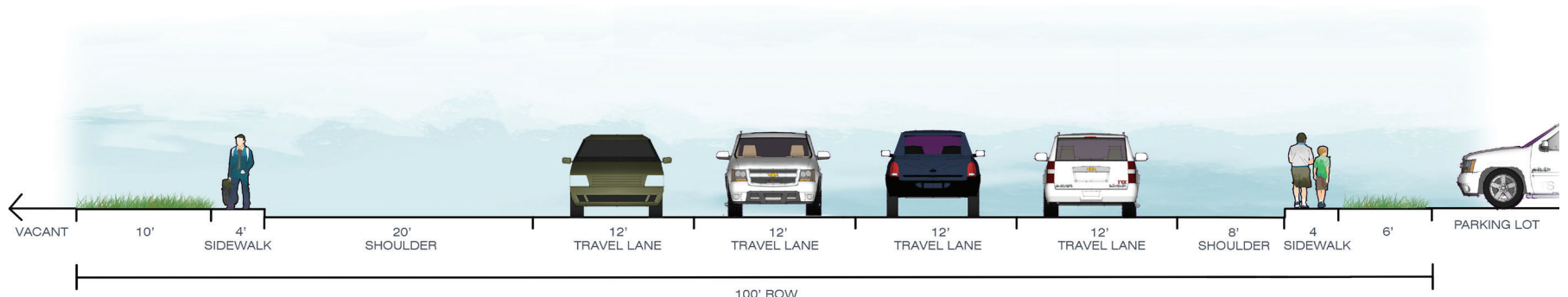
Introduce high capacity service between downtown and Lackland AFB (or Kel-Lac Transit Center at a minimum)



Install bicycle path or track in the facility as part of local circulation plan and to foster complementary mobility options to transit.

Long Term Multimodal Options: Existing Cross Sections

Existing Typical Section



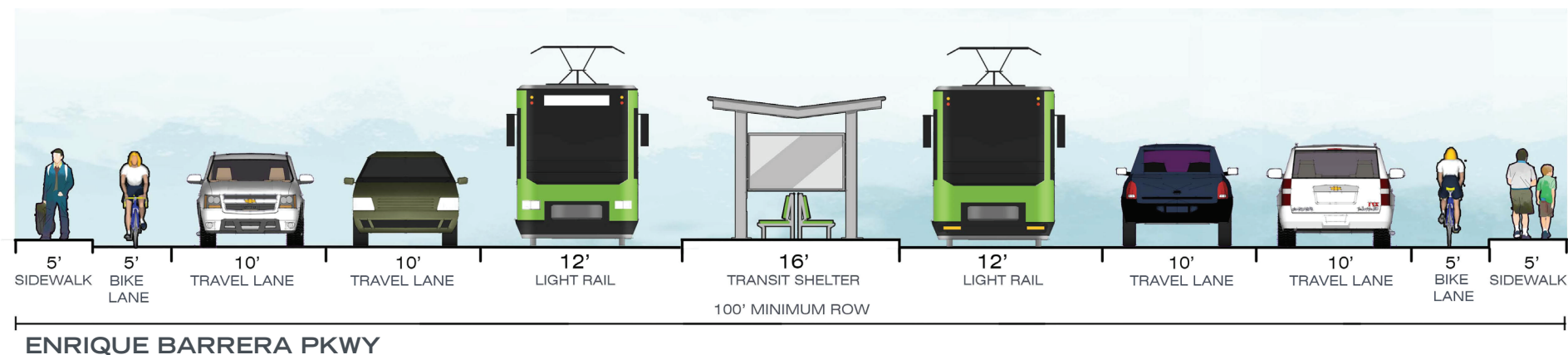
EXISTING SECTION: ENRIQUE BARRERA PKWY

Long Term Multimodal Options

Multimodal Opportunities

Since VIA has identified Enrique Barrera as a potential high capacity Primo Plus corridor, introduce high capacity service between downtown and Lackland AFB (or Kel-Lac Transit Center at least).

Future Option 1: Light Rail Transit



Description:

Enrique Barrera Parkway (Old Highway 90) is a holdover from a regional radial roadway system before the north-south, east-west grid was built in the region. As such, it offers both opportunities and challenges. It provides a kind of “shortcut” option that links Lackland AFB and downtown San Antonio and because of its location in the region is not yet overwhelmed by traffic. It also forces some awkward intersection configurations that complicate traffic management. As the region gains population and jobs, congestion will grow and it is reasonable to plan for that change with the best possible combination of transportation and land use policies to encourage a broad range of mobility opportunities. These will help manage congestion and create a viable multi modal system built on effective land use planning that reduces demand for travel and offers a choice in how to travel.






Opportunities:

- Directional high capacity corridor (dedicated curbside BRT or LRT) east of 22nd on Commerce and Buena Vista to the West Side Transit Center to reduce impact on neighborhoods along the narrow streets and encourage ridership with higher level of service.
- Make provisions for center-running BRT west of 22nd Street and possible transition to LRT in the future (VIA Plan). ROW can accommodate more generous cross-section with four vehicle lanes, bike lanes, sidewalks in addition to BRT/ LRT.
- Include bicycle path or track in corridor cross-section as part of local circulation plan and to foster good complement to transit.
- Improve neighborhood connections to the street via multiple modes.
- This is one of the closest things to a “blank canvass” for urban systems planning in the San Antonio area. Making supporting land use decisions that will encourage multi modal travel choices will help maintain a functional and effective corridor as the region grows

Challenges:

- A major challenge is the relationship of Enrique Barrera Parkway to the underlying roadway grid. The diagonal configuration creates issues that make the corridor less efficient and more prone to conflicts.
- Managing access to businesses will require establishing guidelines that will constrain present practices in the corridor.

Corridor Recommendations

    					Recommendations	Benefits
					Establish a corridor configuration within the ROW that will accommodate future light rail	Provides identity, a sense of place and physical definition for Enrique Barrera as well as providing reliable transit service.
					Reserve space for future high capacity transit. Service can initially be dedicated BRT that can ultimately accommodate LRT. The Transit Route should continue to Downtown along Commerce	Reserving space for future transit improvements will reinforce a future vision and allow for the corridor to be flexible and adaptable to future mobility strategies.
					Consolidate Driveways	Minimizing access points will improve the capacity and safety of the roadway. It will also provide more continuous pedestrian and bike facilities.
					Provide continuous sidewalk on both sides of the street	A continuous sidewalk will encourage pedestrian movements, encourage growth-accommodating future land uses and add to the visual appeal of the corridor.
					Improve bus stops to include seating and shelter	Functional and attractive transit stops encourage people to use transit while also reducing vehicular volumes. Reduction in volumes creates space for the incorporation of multimodal modes.
					Provide a bicycle track or lane on the corridor	Bike facilities allow for safe bicycle movements and encourages alternative transportation modes.
					Provide safe crossing at intersections	Define safe pedestrian crossings to minimize jaywalking, increase pedestrian safety and encourage walking.
					Simplify Intersections	Where possible, reduce the excessive skew between Barrera Parkway and cross-streets and eliminate the most complex intersections to maintain a high level of traffic flow in the corridor.
					Improve neighborhood connections to the corridor via multiple modes	Improving connections to the corridor from surrounding neighborhoods will encourage multimodal travel, benefit local business and provide mobility options for local residents
					Develop a land use plan for the corridor	A strategic and complementary land use plan along the corridor could propel the ridership forecast to even higher levels by offering an effective alternative to automobile travel.
					Provide ADA compliant sidewalks	Ensure sidewalks meet or exceed standards for ADA in order to foster a good walking environment for all users.



Transit Improvements



Pedestrian Improvements



Bicycle Improvements

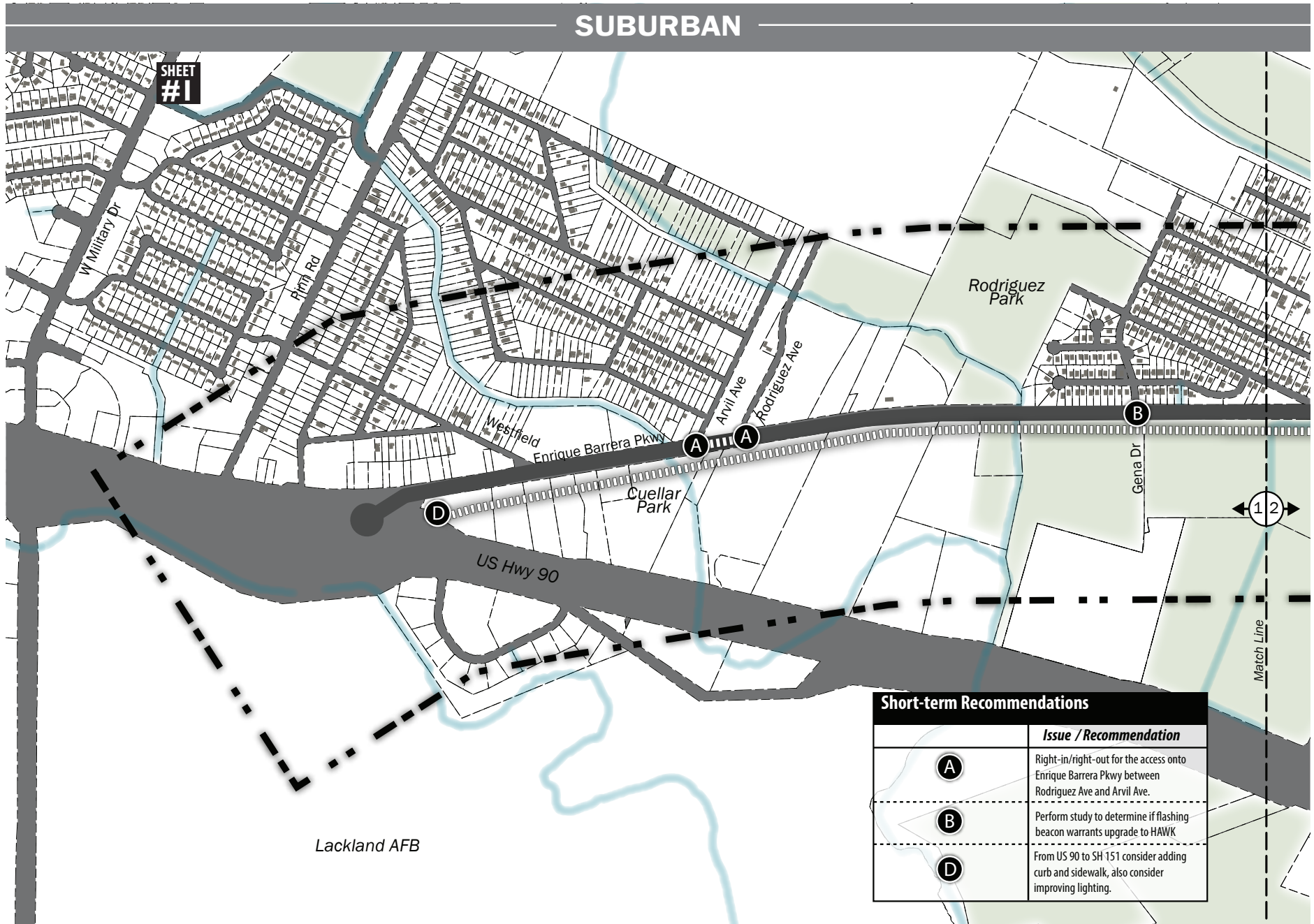


Vehicular Improvements



Land Use Improvements

SUBURBAN



Short-term Recommendations	
	Issue / Recommendation
A	Right-in/right-out for the access onto Enrique Barrera Pkwy between Rodriguez Ave and Arvil Ave.
B	Perform study to determine if flashing beacon warrants upgrade to HAWK
D	From US 90 to SH 151 consider adding curb and sidewalk, also consider improving lighting.

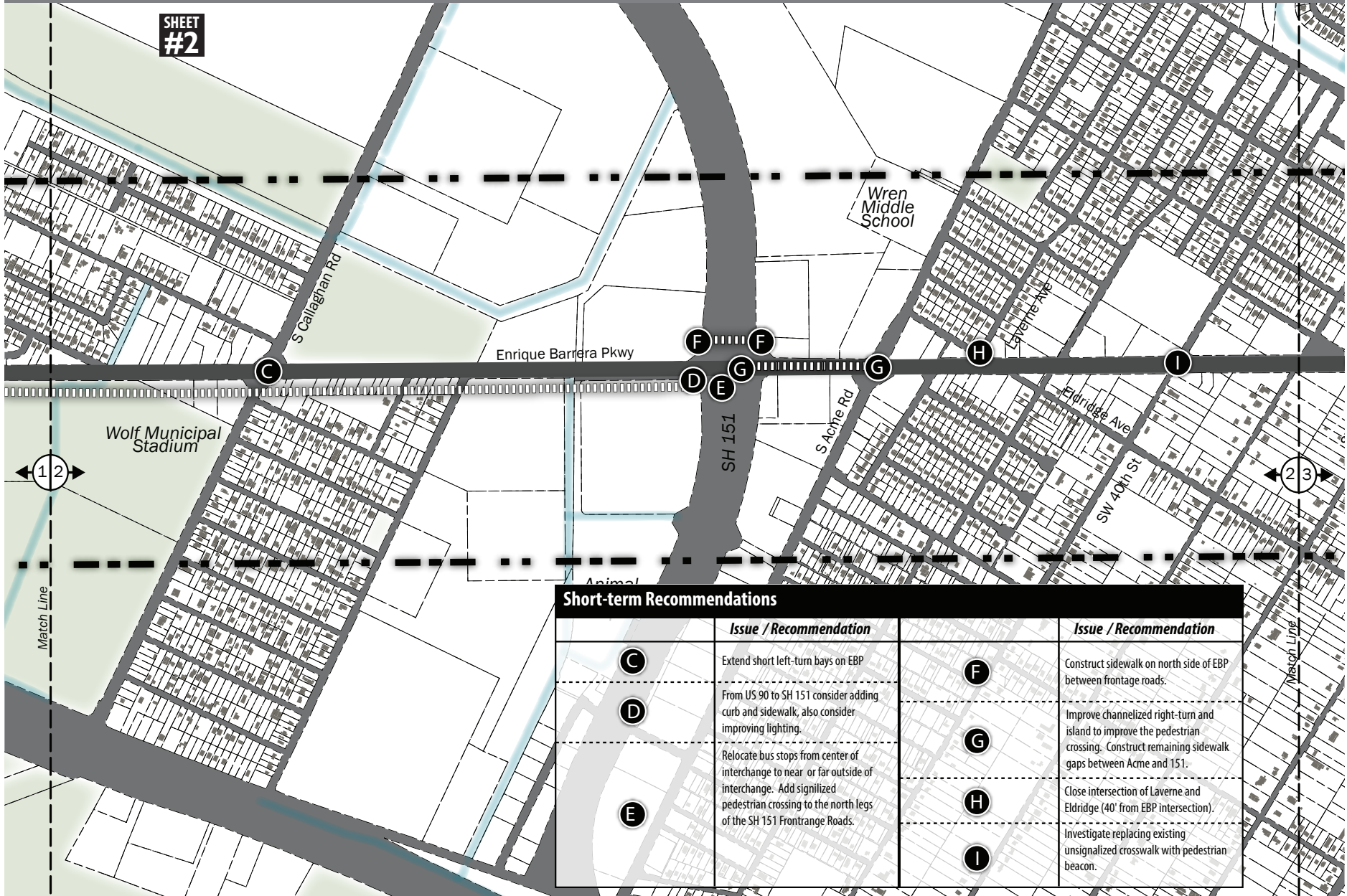
Enrique Barrera Pkwy: Sheet 1 Short Term Recommendations

Open Space
 Study Area



SUBURBAN

SHEET #2



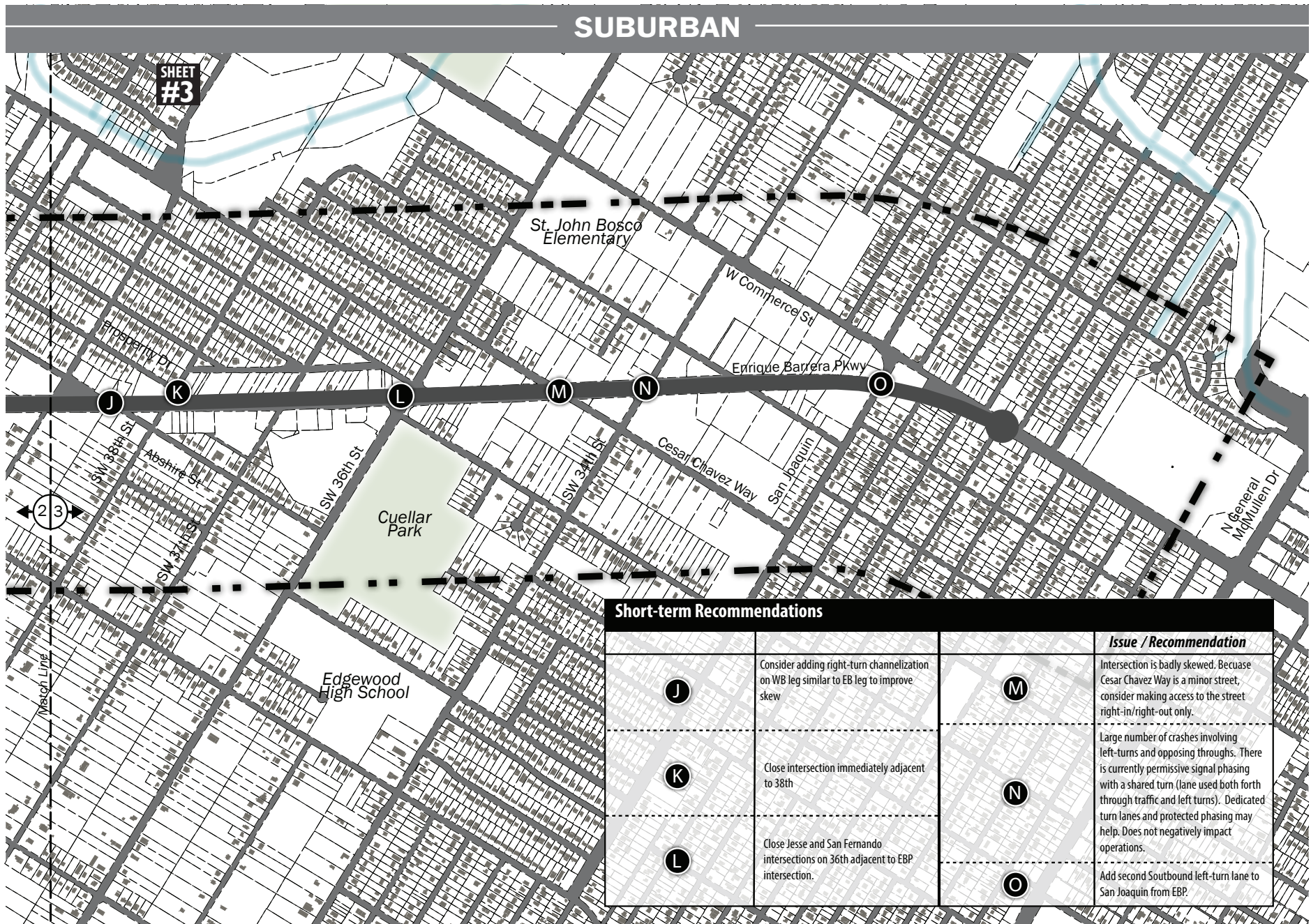
Short-term Recommendations			
	Issue / Recommendation		Issue / Recommendation
C	Extend short left-turn bays on EBP	F	Construct sidewalk on north side of EBP between frontage roads.
D	From US 90 to SH 151 consider adding curb and sidewalk, also consider improving lighting.	G	Improve channelized right-turn and island to improve the pedestrian crossing. Construct remaining sidewalk gaps between Acme and 151.
E	Relocate bus stops from center of interchange to near or far outside of interchange. Add signalized pedestrian crossing to the north legs of the SH 151 Frontrange Roads.	H	Close intersection of Laverne and Eldridge (40' from EBP intersection).
		I	Investigate replacing existing unsignalized crosswalk with pedestrian beacon.

Enrique Barrera Pkwy: Sheet 2 Short Term Recommendations

Open Space
Study Area



SUBURBAN



Short-term Recommendations

			Issue / Recommendation
J	Consider adding right-turn channelization on WB leg similar to EB leg to improve skew	M	Intersection is badly skewed. Because Cesar Chavez Way is a minor street, consider making access to the street right-in/right-out only.
K	Close intersection immediately adjacent to 38th	N	Large number of crashes involving left-turns and opposing throughs. There is currently permissive signal phasing with a shared turn (lane used both forth through traffic and left turns). Dedicated turn lanes and protected phasing may help. Does not negatively impact operations.
L	Close Jesse and San Fernando intersections on 36th adjacent to EBP intersection.	O	Add second Southbound left-turn lane to San Joaquin from EBP.

Enrique Barrera Pkwy: Sheet 3 Short Term Recommendations

Open Space
Study Area

