

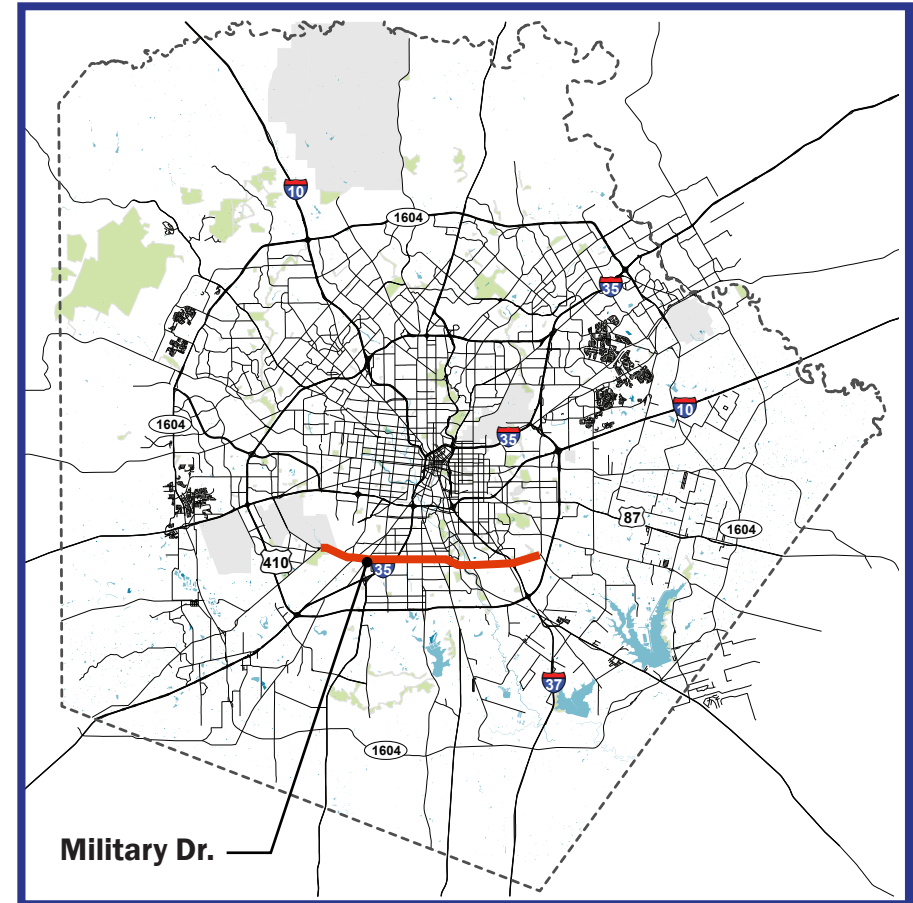
**Context**

SW and SE Military Drive is a major arterial connecting regional centers at Port San Antonio and Brooks City Base. The arterial runs through south San Antonio and connects to US 90 and Interstate 37 on the east side. SW Military Drive is typically a seven lane road, but a raised median has been installed from Zarzamora to Curtis and from the San Antonio River to Interstate 37.

While not currently over-congested, traffic volumes will increase since the road serves as the primary east-west arterial in south San Antonio and provides connections to Interstates 35 and 37. SW Military also has high pedestrian volumes and high transit ridership. However, between 2012 to 2014, there were 32 crashes involving pedestrians on the corridor, three of them fatal. There are currently no bicycle facilities on SW Military, but cyclists use the nearby trails along the San Antonio River and a connection would provide safer access. There were nine bicycle crashes on the corridor over a three year period, one

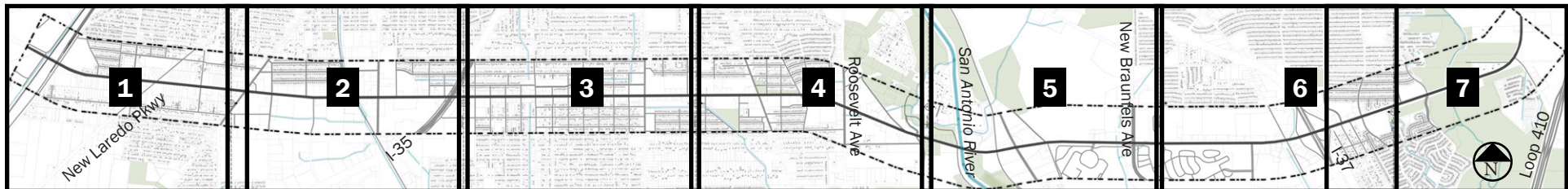
of them fatal. VIA has designated the corridor as a future Primo transit route. VIA has also identified New Braunfels Ave and the Rockport Subdivision rail line as potential high capacity transit services that would intersect with the corridor.

Land uses along SW Military are commercial; ranging from small retail stores to superstores and a major shopping center, Southpark Mall. Areas around SW Military are primarily residential. SE Military Drive crosses the San Antonio River and provides access to the Mission Reach of the San Antonio River Walk. Roosevelt Avenue connects to Mission San Jose, approximately a quarter mile north of SW Military. The Missions were designated a World Heritage Site and are a popular destination, along with the Mission Reach, for bicyclists.



*Military Dr Sheet Set Key*

10.3 Miles





## Vision

The **SW and SE Military** corridor is envisioned as a multimodal corridor, better serving the already high transit ridership and pedestrian volumes as well as bicyclists through better facilities, services, and more compatible land uses.

## Future

- VIA Transit identified on SW Military.
- 2040 Volumes--Daily volumes on SW Military will increase by 90% reaching 45,000 vehicles per day by the year 2040.
- Lone Star Rail is planned to intersect with the corridor at the Rockport Subdivision Railroad alignment.
- Future level of service (LOS)--SW Military will operate at LOS F at all major intersections in 2040.
- Growth Rate--the annual growth rate along SW Military is projected to be about 3% based on data in the Alamo Area MPO model.
- S.W. Military Drive between Hwy. 90 and Old Pearsall Road will undergo a road diet makeover, making it compatible for multimodal transportation, including pedestrian walkways and bike lanes, with extensive median landscaping and other beautification work.
- A new Southside connection to the Howard W. Peak Greenway Trails is planned. The cycle track and sidewalks along S.W. Military Drive will connect the northern trail head of the Leon Creek Greenway Trail to the southern trail head at Pearsall Park.

## Policy & Guidance

**Access Control**– Strategically close driveways to improve pedestrian paths reduce conflict and minimize driveways adjacent to intersections. Extend the median concept throughout the corridor.

**Zoning** – Create an overlay that guides development compatible with the plans for high capacity transit. Consider station area plans for locations near future high capacity transit stations in order to encourage density and transit use.

North-Corridor Street Condition



Attached Sidewalk



VIA Bus Stop on Military Dr



Planted Median



Pedestrian Bridge Entrance



Pedestrian Bridge over Military Dr

## Issues

**Roadway** –The corridor has high traffic volumes which are expected to increase in the future. The projected traffic volumes will create congestion throughout the corridor, and the current land uses emphasize vehicle use. Some intersections have experienced a large number of crashes such as Interstate 35, Interstate 37, Roosevelt, and Goliad.

**Transit** – The corridor has high ridership but few amenities such as wide sidewalks that can complement transit service. Corridor land uses are oriented towards vehicles, with large parking lots fronting SW Military

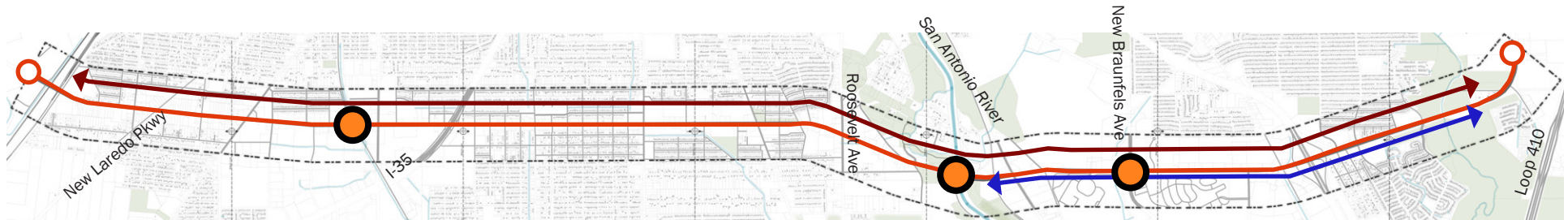
**Bicycles** –No bicycle facilities exist on SW Military. If bicycles are accommodated, it should be done as a separated facility because of high vehicular speeds and volumes. A grid network of residential streets surrounds the corridor west of the San Antonio River, but there are currently no marked bicycle routes. East of the river, bicycle options are limited for routes parallel to the corridor.

**Pedestrian** – The corridor had 32 crashes involving pedestrians over a three year period, including three fatalities. High speeds, high traffic volumes, and wide crossing distances create potential hazards for pedestrians.


**Land Use** – Commercial land uses are not pedestrian or transit friendly. A transition to more dense, mixed use developments would better complement the future improved transit corridor. The southern section is a mix of small commercial and residential parcels. As redevelopment occurs, denser development could help introduce a main street concept, that would be compatible with the adjacent neighborhoods.




Future Option 1: Curb Running BRT + Parallel Bike Route




Strategies

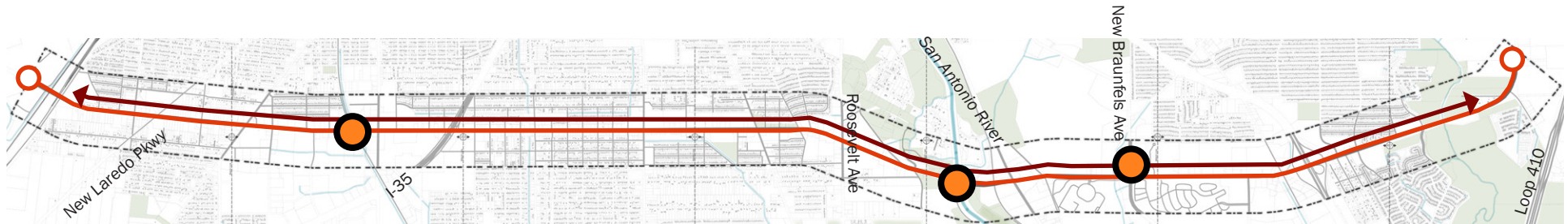
 Curb running BRT for the length of the corridor.

 Identify parallel routes for bikes.


 East of the river, the wider ROW may also accommodate bike facilities on the corridor.


 Prioritize redevelopment at potential multimodal nodes such as S New Braunfels Ave, the Rockport RR crossing, and the San Antonio River.


Future Option 2: Mixed Flow BRT + Buffered Cycle Track



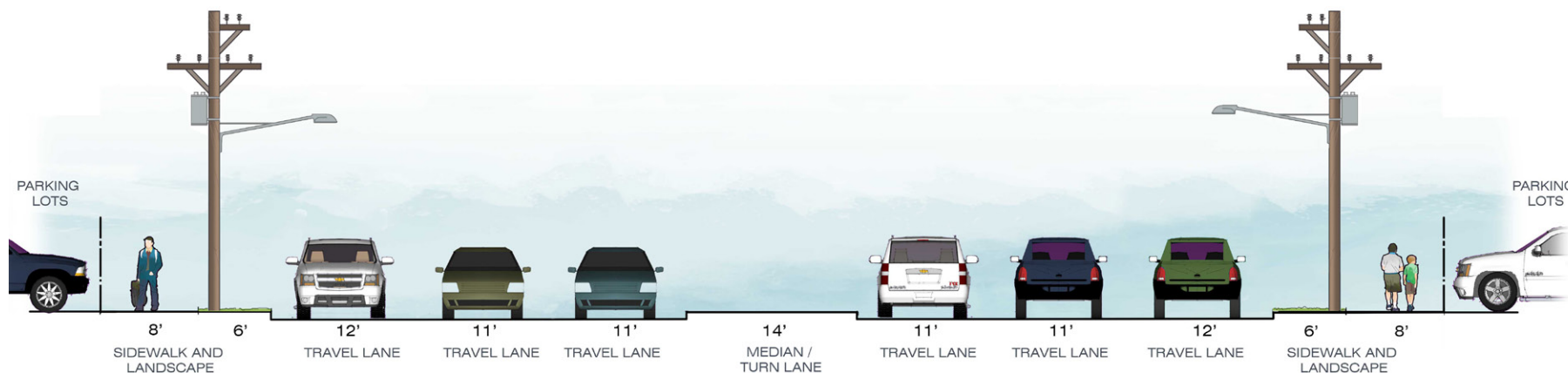
Strategies

 Mixed flow BRT for the length of the corridor.

 Buffered cycle tracks for the length of the corridor.

 Prioritize redevelopment at potential multimodal nodes such as S New Braunfels Ave, the Rockport RR crossing, and the San Antonio River.





## EXISTING SECTION: MILITARY DR: QUINTANA TO IH 37

### Existing Cross Section

As a six lane divided section, SW Military will operate at LOS F at all major intersections in 2040. Reducing the number of lanes will further increase congestion, however, with the projected 2040 volumes, SW Military will be congested under any configuration. As the primary east-west arterial in south San Antonio, reliable travel modes along the corridor could improve overall mobility as well as spur land use changes.

The removal of a travel lane on SW Military will increase congestion on what will already be a congested corridor in 2040. A traffic analysis in Synchro shows that an approximately ten percent reduction in traffic volumes will be required for levels of delay in 2040 on SW Military with four lanes to be that of the six lane roadway with the 2040 projected volumes.

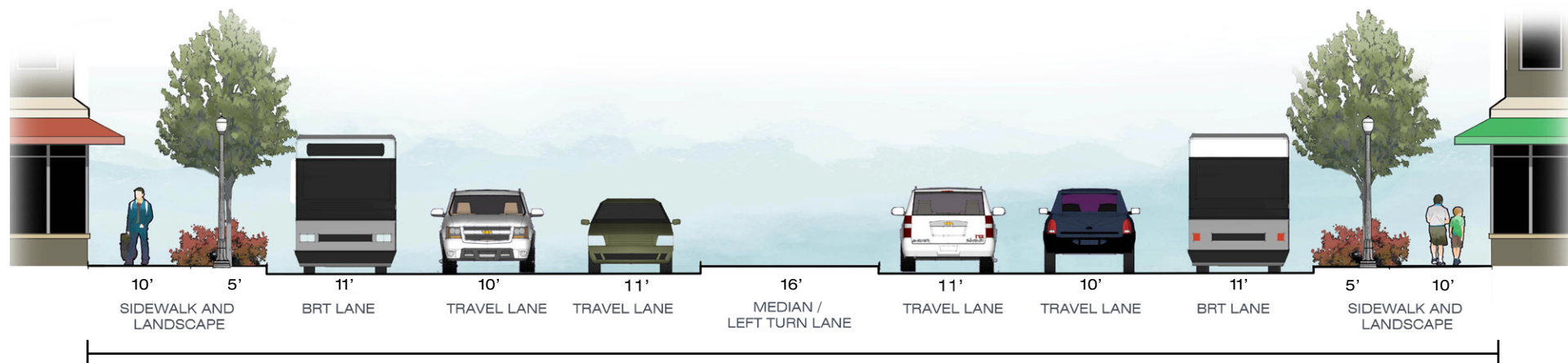
The 2040 projected peak hour volumes, for the peak direction of travel are approximately 2,000 vehicles per hour. For vehicle delays with future options to be similar to delays with the existing geometry in 2040, approximately 200 persons per hour will need to shift from vehicles to other modes. BRT service at ten minute headways can have a capacity of approximately 600 passengers per hour.



## Multimodal Opportunities

The SE/SW Military corridor is a major arterial connecting to other high-volume facilities such as IH 37, IH 35 and US Highway 90. Connections are also provided to key destinations such as Mission Reach along the San Antonio River. The corridor also provides important access to economic generators including the Port San Antonio and Brooks City Base. These connections and destinations make this corridor a candidate for multimodal options. Transit service is already offered along the corridor by VIA and the high ridership shows it is well used. The roadway currently carries 40,000 to 60,000 vehicles per day with the highest volumes located near IH 35. Both corridor concepts result in the removal of a lane, increasing congestion. However, they also provide an alternative travel option with the ability to carry more people.

### Future Option 1: Curb Running BRT + Parallel Bike Route



#### MILITARY DR: QUINTANA TO IH 37

**Description:** This option provides BRT service in a dedicated lane. As a curb running BRT, right-turns will still be allowed in the transit lane. By removing the bus from the general purpose lane, it will not experience the congestion along the roadway, and rapid, reliable transit service is possible. The BRT lane could also be designated a HOV lane to incentivize car pooling. A dedicated, premium transit service also has the potential to create transit oriented development along the corridor. Dense, mixed use developments can create communities not reliant upon cars. The BRT service can also connect to proposed BRT service on Zarzamora and New Braunfels and help create a city-wide network of premium transit. Providing a dedicated transit lane will not leave room within the right-of-way for bike facilities along the corridor. However, a good grid network of residential streets surrounding the corridor can provide a bike route.

#### Opportunities:

- Existing high transit ridership provides a good foundation to build upon with a high capacity mode with more frequent service.
- A dedicated lane for BRT vehicles only will provide faster travel times for transit patrons and prevent BRT vehicles from operating in congested conditions. It will also encourage a mode shift.
- There is a good street network grid that will allow access to/from the corridor for bicyclists and pedestrians, creating strong connections to the adjacent neighborhoods.
- Key economic generators, and major attractions along the corridor will support a multimodal transportation solution.

#### Challenges:

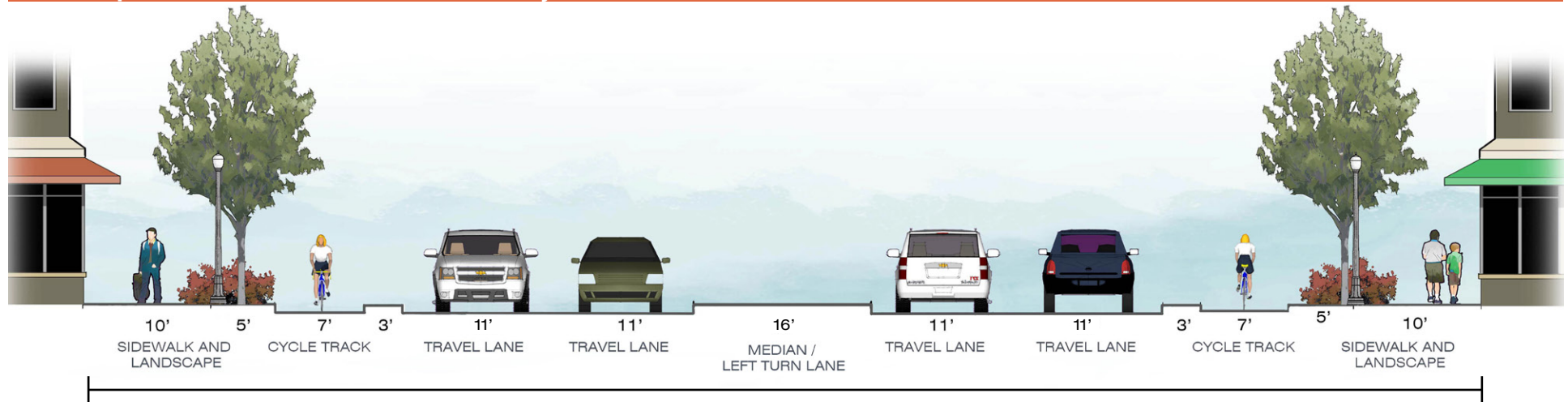
- Locations with high frequencies of crashes demonstrate a need for safety improvements along the corridor and at key locations.
- Closely spaced and numerous driveways create pedestrian, bicycle and vehicle conflicts and contribute to the frequency of angle and left-turn crashes.
- High existing volumes and very high projected volumes will create significant congestion and poor or failing LOS at intersections.



## Multimodal Opportunities

Placeholder for blurb about multimodal opportunities on Military Dr.

### Future Option 2: Mixed Flow BRT + Buffered Cycle Track



### MILITARY DR: QUINTANA TO IH 37

#### Description:

This option accommodates bikes on SW Military with a separated cycle track, providing safe accommodation for bikes along the corridor. This cycle track can provide a connection to trails along the San Antonio River as well as direct access to businesses along the corridor. Sidewalks behind the cycle tracks further separate pedestrians from traffic. At transit stations, the cycle track can transition behind the stations to allow direct boarding. Transit will be mixed flow. While high frequency service can be provided, it will operate in the congested travel lanes and not be as rapid or reliable as service in a dedicated lane.






#### Opportunities:

- Existing high transit ridership provides a good foundation to build upon with a high capacity mode with more frequent service.
- There is a good street network grid that will allow access to/from the corridor for bicyclists and pedestrians, creating strong connections to the adjacent neighborhoods.
- Key economic generators, and major attractions along the corridor will support a multimodal transportation solution.
- Barrier separated bike facility will appeal to greater population of bicyclists who are not comfortable riding in traffic or without a separation. Providing connectivity to the Mission Reach will appeal to families.

#### Challenges:

- Locations with high frequencies of crashes demonstrate a need for safety improvements along the corridor and at key locations.
- Closely spaced and numerous driveways create pedestrian, bicycle and vehicle conflicts and contribute to the frequency of angle and left-turn crashes.
- High existing volumes and very high projected volumes will create significant congestion and poor or failing LOS at intersections.
- Transit will be mixed with the general traffic flow and will be subject to the same level of congestion increasing travel times for transit patrons.



					<b>Recommendations</b>	<b>Benefits</b>
					Bury overhead utilities	Relocating utilities below grade will improve the pedestrian environment and help the corridor achieve ADA compliant facilities.
					Reduce driveway density	Consolidating driveways will concentrate turning movements to appropriate areas. This will reduce the number of conflict points between cyclists, pedestrians, and vehicles.
					Identify and designate parallel bike routes	If a dedicated bike route is not appropriate for Military, consider an adjacent route that can serve as a viable alternative. The careful creation of a direct route will be essential to promoting bicycle movements within this suburban-context corridor.
					Establish high capacity transit on the corridor	Establishing high capacity transit facilities on Military will help to direct future growth to appropriate locations on the corridor, allowing for the avoidance of future vehicular congestion.
					Improve pedestrian facilities and identify opportunities for mid-block crossings to shorten distances to crossings.	Military Drive is suburban in form; with long block faces and a discontinuous street network, offering limited alternative routes for transit modes. The addition of mid-block crossings can help to make pedestrian travel safe and accessible.
					Install medians throughout corridor	The instillation of medians will help to direct vehicular turning movements to specific locations and provide refuge for pedestrians crossing the roadway.
					Prioritize redevelopment at potential multimodal nodes such as S New Braunfels Ave, the Rockport RR crossing, and the San Antonio River	Combining transit with new development allows growth to be directed to locations that are positioned to take full advantage of mobility options. The availability of multiple transportation options can help to alleviate vehicular pressure on streets.



Transit  
Improvements



Pedestrian  
Improvements



Bicycle  
Improvements



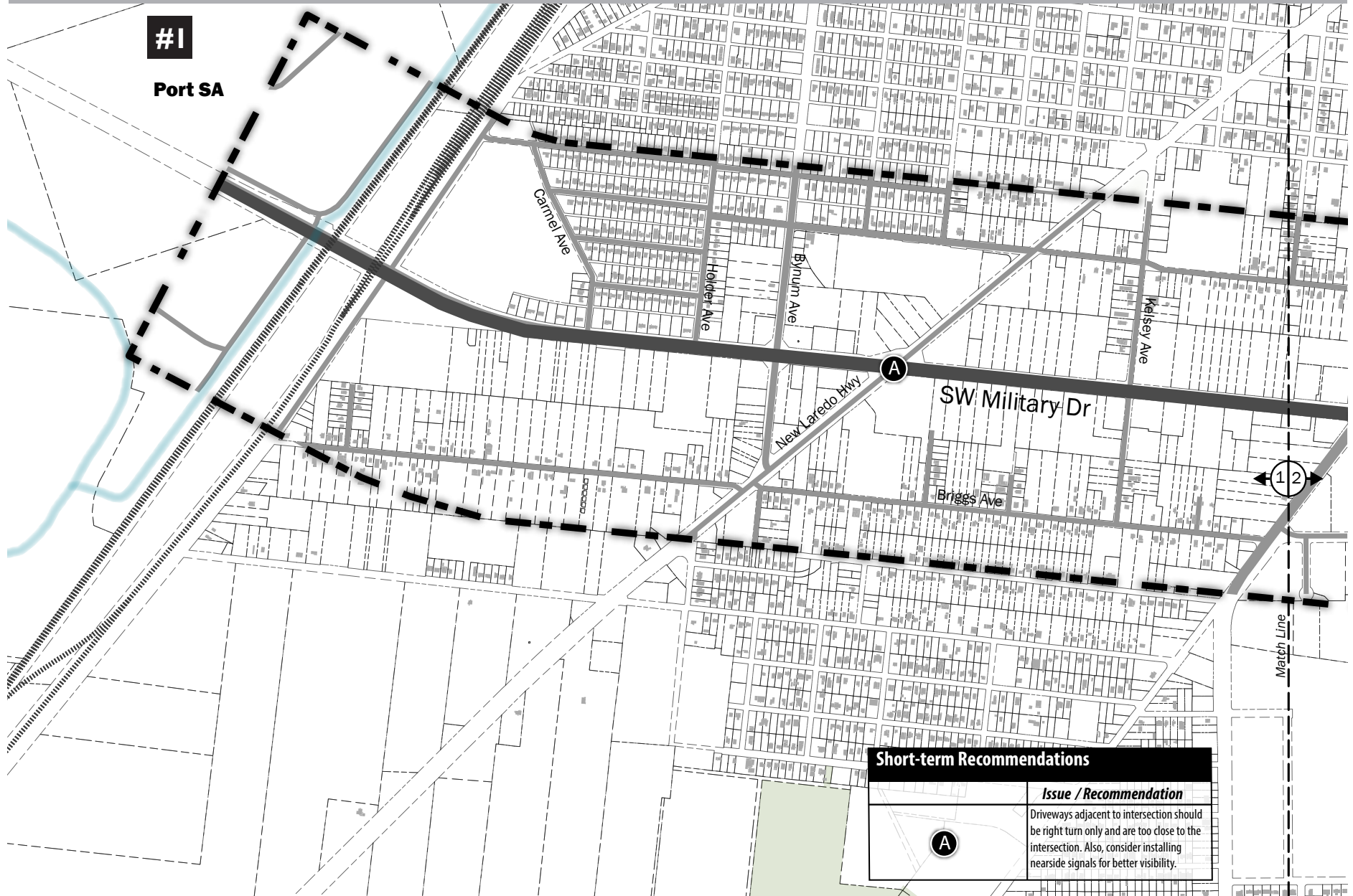
Vehicular  
Improvements



Land Use  
Improvements



# SUBURBAN STREET GRID



SW Military Dr Corridor Analysis: Sheet 1 Short Term Recommendations

**DRAFT IN-PROGRESS** 04.12.2016

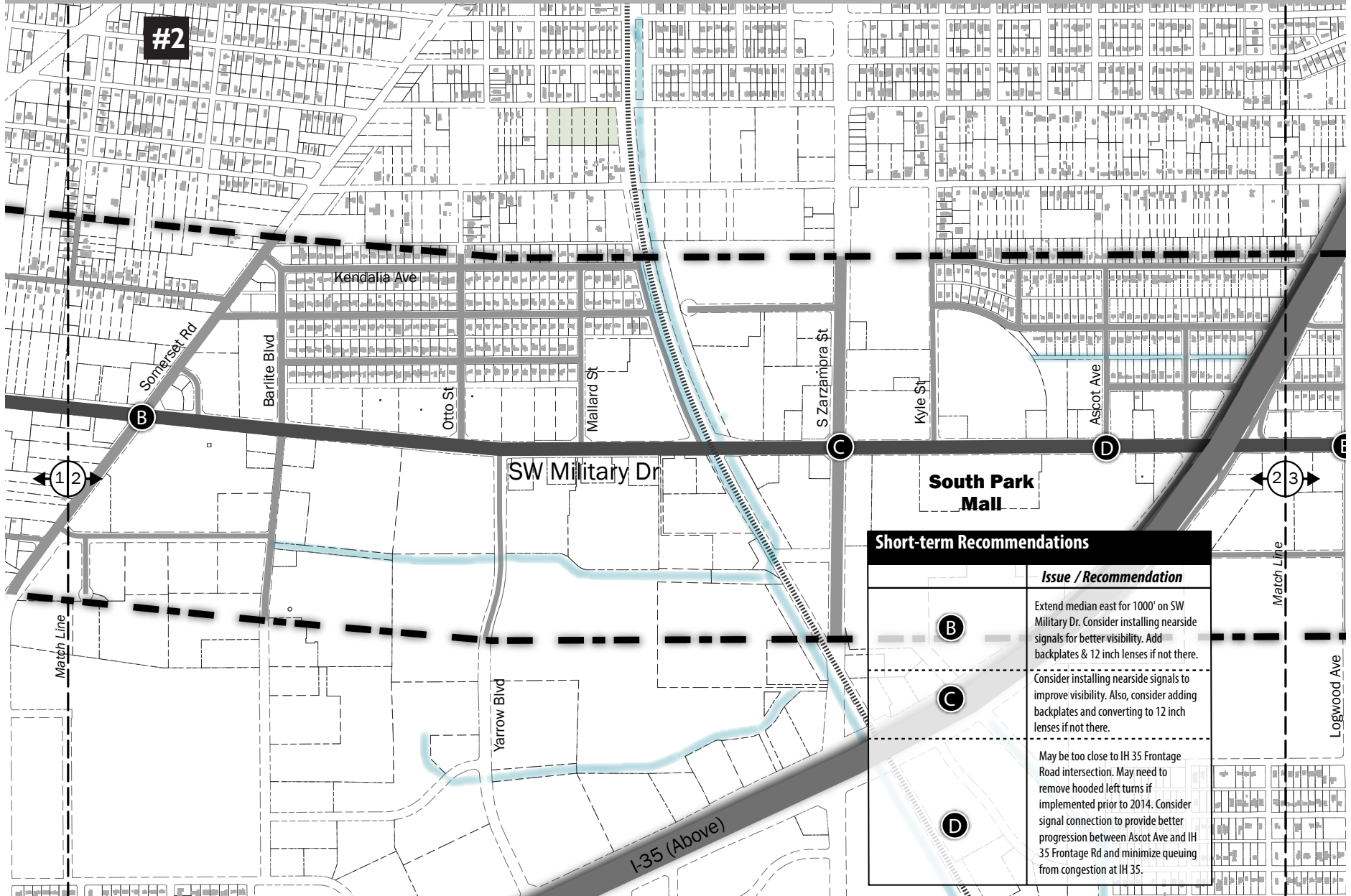
Open Space  
Study Area

SA TOMORROW

0' 100' 200'



# SUBURBAN



Short-term Recommendations	
	Issue / Recommendation
B	Extend median east for 1000' on SW Military Dr. Consider installing nearside signals for better visibility. Add backplates & 12 inch lenses if not there.
C	Consider installing nearside signals to improve visibility. Also, consider adding backplates and converting to 12 inch lenses if not there.
D	May be too close to IH 35 Frontage Road intersection. May need to remove hooded left turns if implemented prior to 2014. Consider signal connection to provide better progression between Ascot Ave and IH 35 Frontage Rd and minimize queuing from congestion at IH 35.

SW Military Dr Corridor Analysis: Sheet 2 Short Term Recommendations

Open Space  
 Study Area

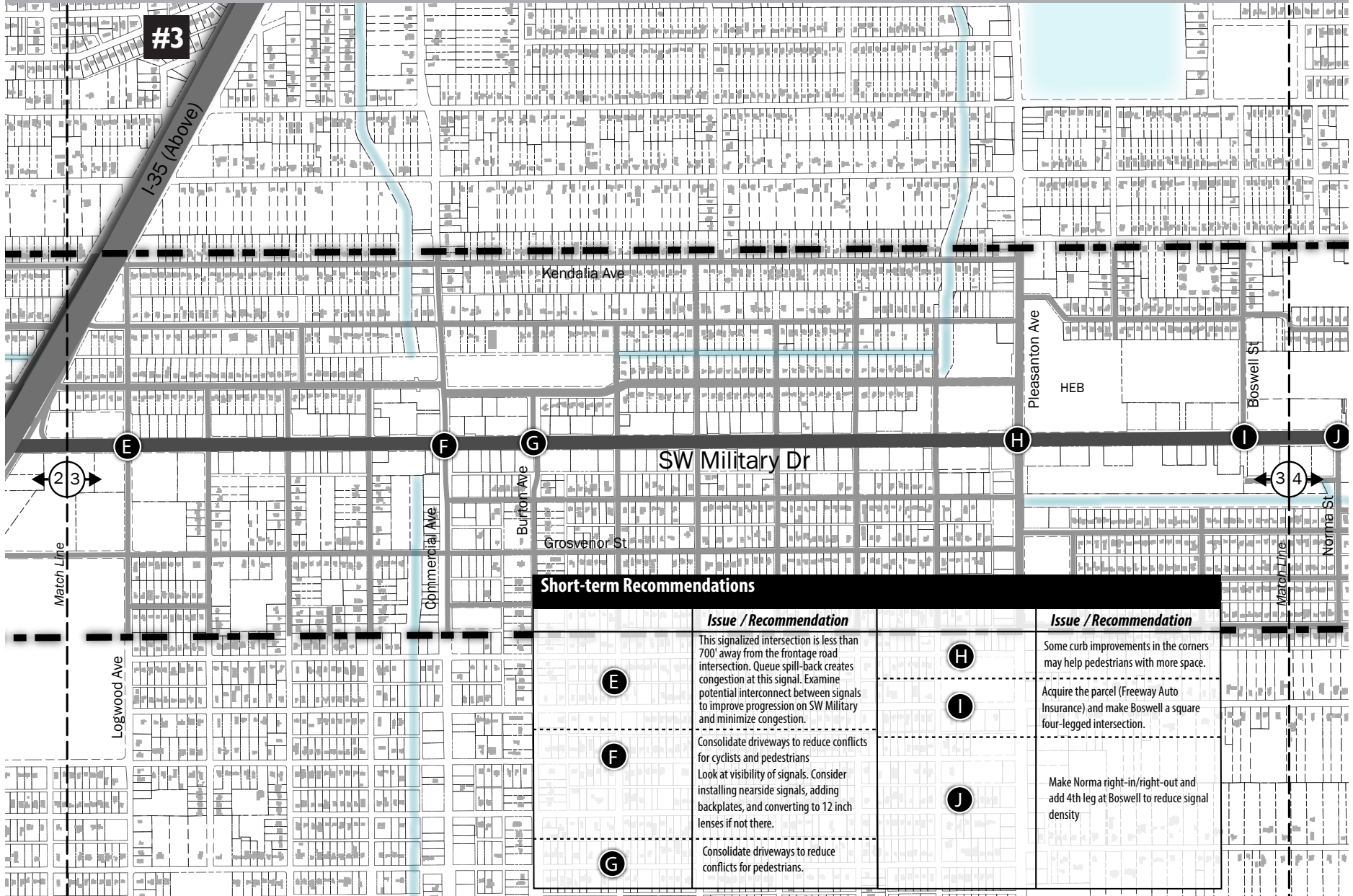
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SA TOMORROW

0' 100' 200'



# SUBURBAN



SW Military Dr Corridor Analysis: Sheet 3 Short Term Recommendations

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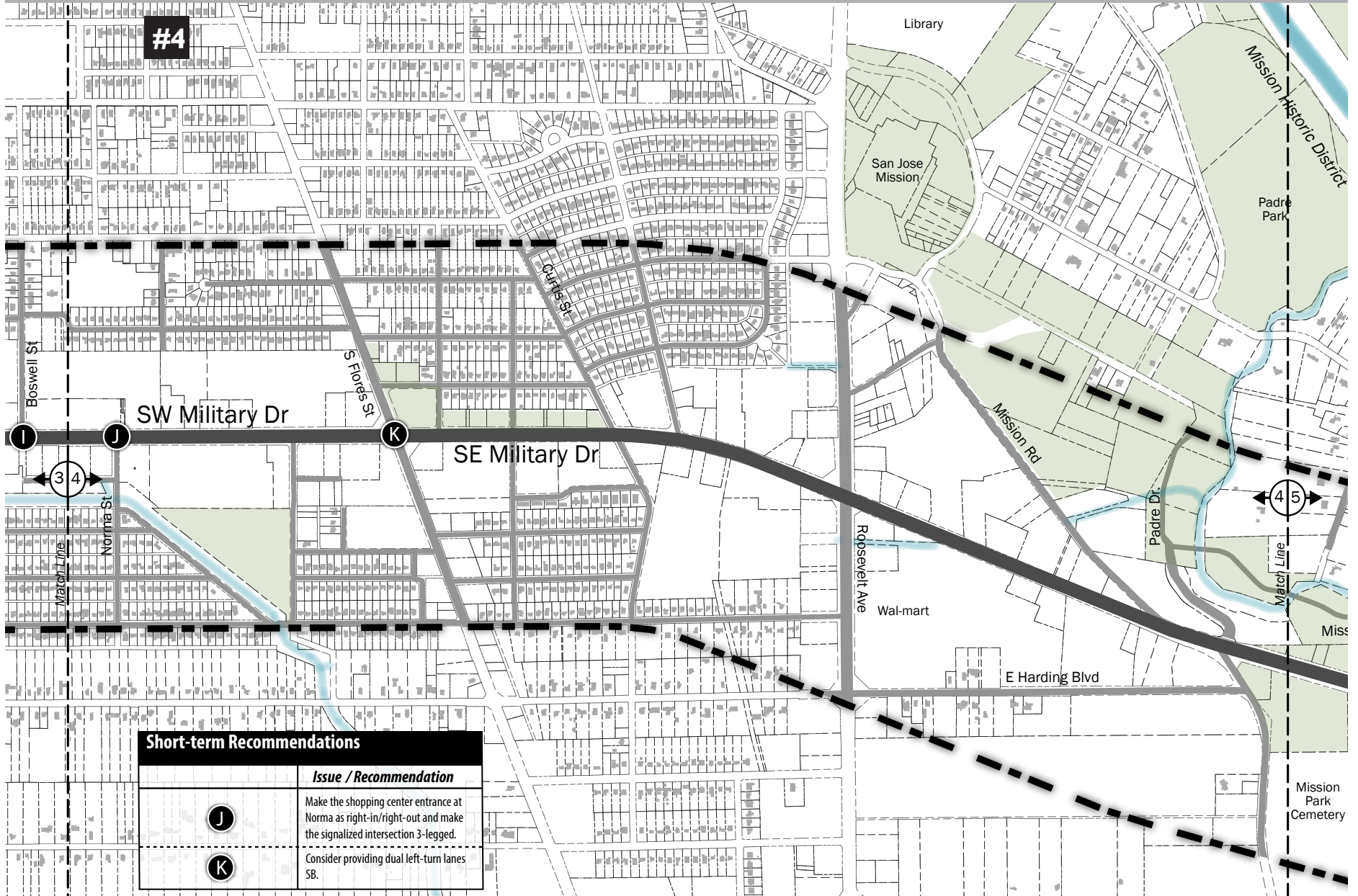
Open Space  
Study Area

SA TOMORROW

0' 100' 200'



# SUBURBAN



SE Military Dr Corridor Analysis: Sheet 4 Short Term Recommendations

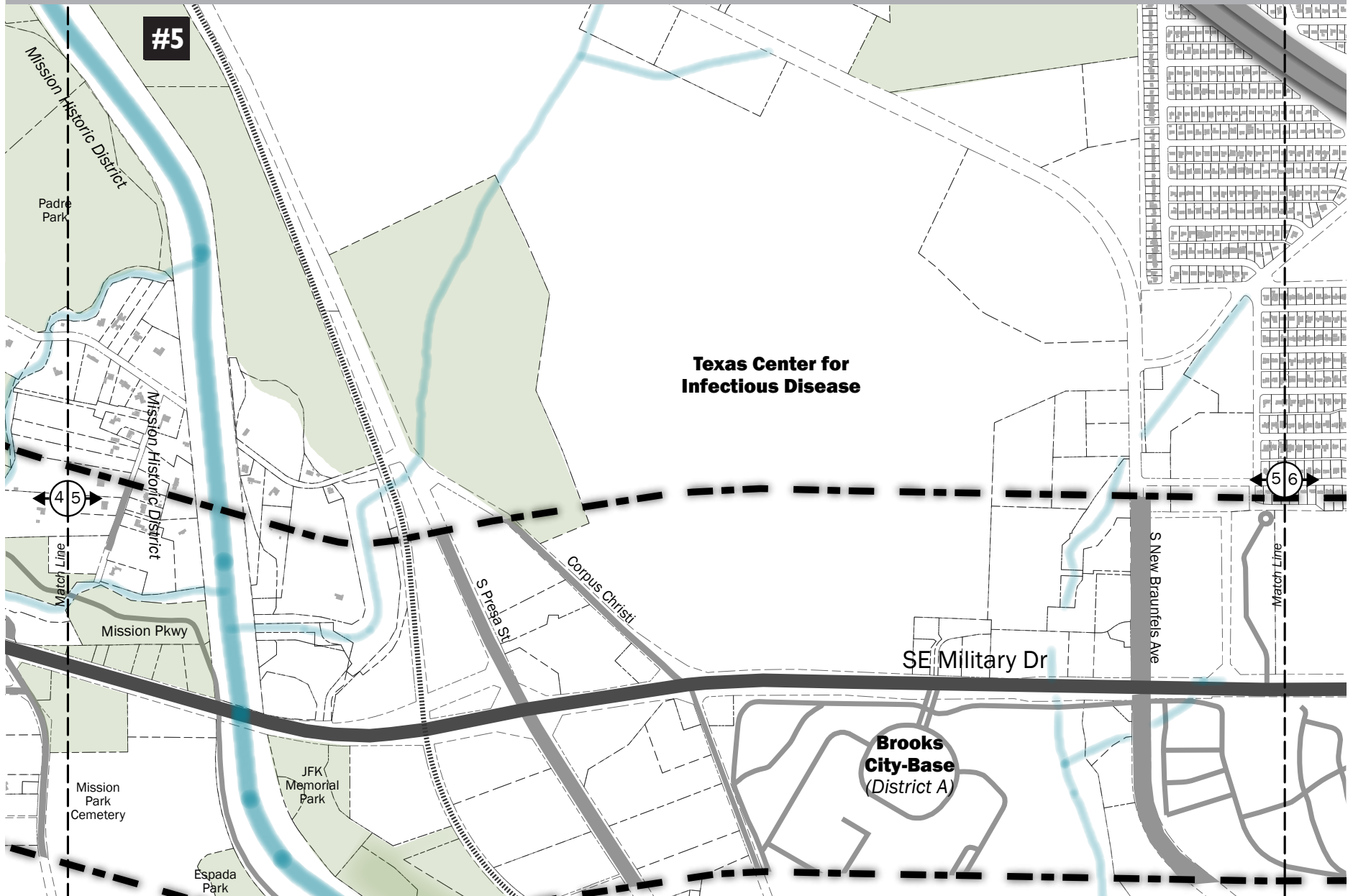
**DRAFT IN-PROGRESS** 04.12.2016

Open Space  
Study Area

SA TOMORROW

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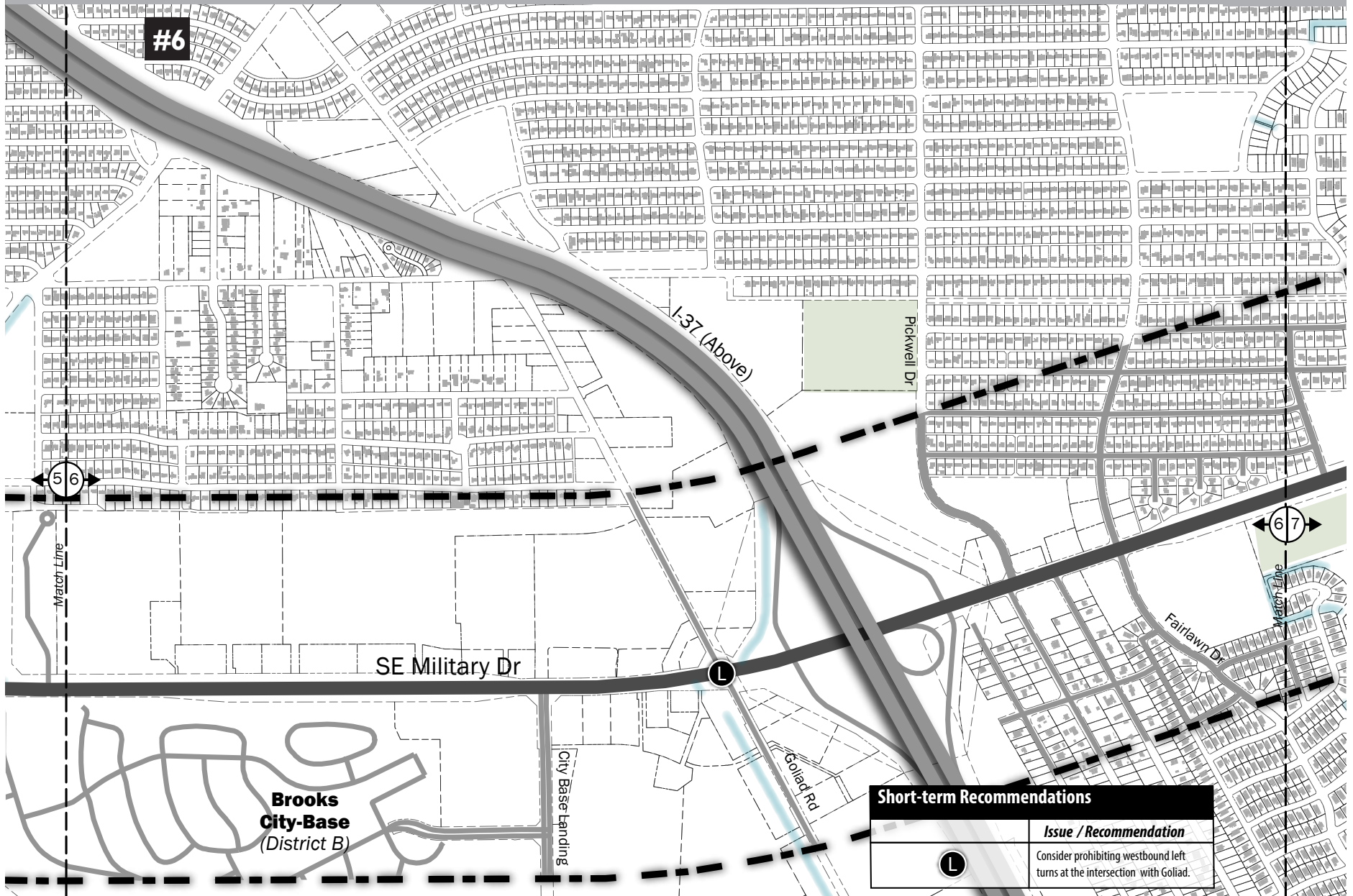
SE Military Dr Corridor Analysis: Sheet 5 Short Term Recommendations

**DRAFT IN-PROGRESS** 04.12.2016

- Open Space
- Study Area



# SUBURBAN



SE Military Dr Corridor Analysis: Sheet 6 Short Term Recommendations

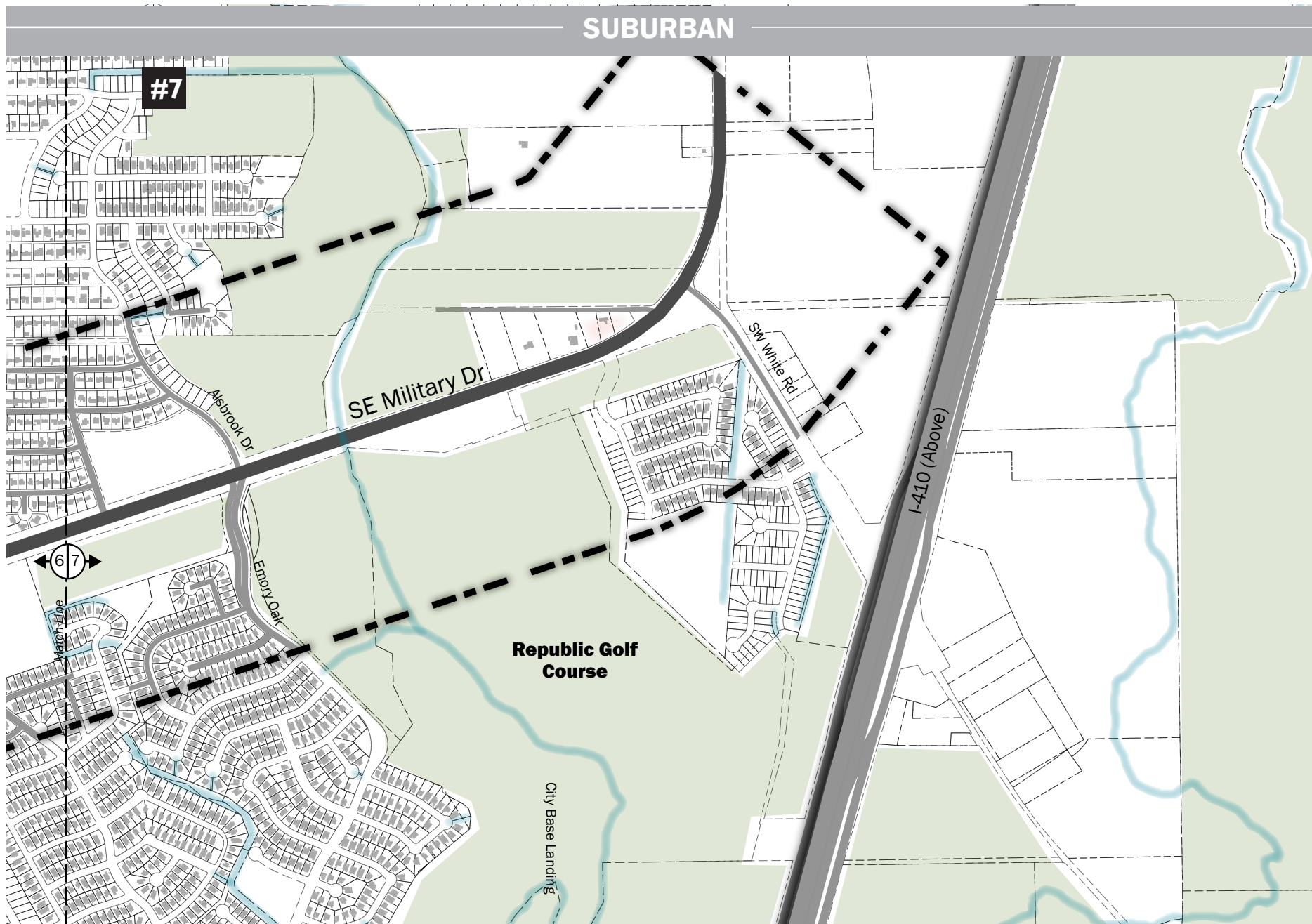
**DRAFT IN-PROGRESS** 04.12.2016

Open Space  
Study Area

SA TOMORROW

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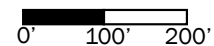




SE Military Dr Corridor Analysis: Sheet 7 Short Term Recommendations

**DRAFT IN-PROGRESS** 04.12.2016

- Open Space
- Study Area





## Context

The New Braunfels Corridor connects two major non-residential activity centers. Fort Sam Houston at the north end is one of the major employers in the region. Brooks City Base at the south end is a growing employment, medical, retail and residential center that will shape a major portion of the southeast part of the city. In between the two major centers, New Braunfels is largely residential with established neighborhoods and neighborhood-scale commercial development. Topography is hilly with the road following the contours of the land. Intersecting east-west streets, such as Houston and Commerce provide convenient access to downtown.

Most of the corridor is very narrow. Growing demand will overload its already strained capacity unless actions are taken to widen the road or provide alternative capacity enhancements. Actions could include improved transit services or restructured traffic control practices. Widening the road will have a major effect on adjacent

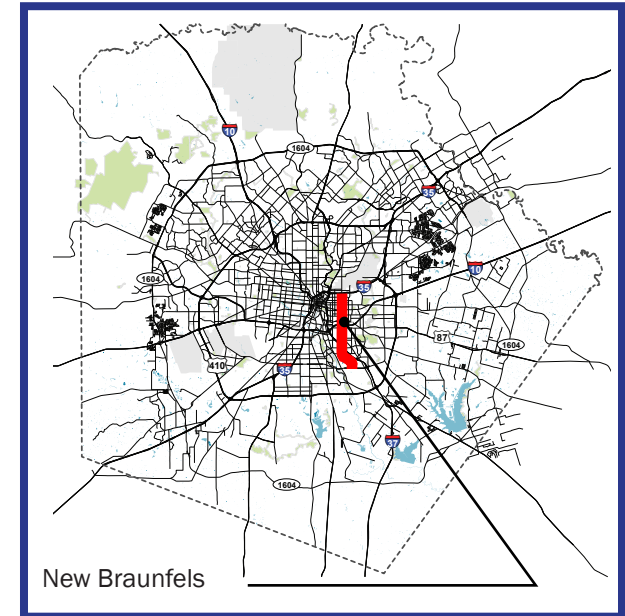
properties, in some sections this cannot be accomplished without impacts to historic and cultural resources. Streamlining traffic flow through access management and signal operation improvements can be effective, but will have a noticeable impact on properties. These improvements include the consolidation of driveways, the realignment of offset intersections and the closing of left turns into driveways during peak times. These measures will serve to expedite commuter traffic within the corridor. However, the road has a number of residential and school driveways that take access directly from New Braunfels, presenting challenges to an access management approach. Modifications will require considerations of both residential access needs and the improvement of corridor performance.

Most of the New Braunfels Corridor has closely-spaced intersections of cross-streets that demand an ongoing safety focus. Narrow four-lane sections where travel lanes are immediately adjacent to sidewalks make main street traffic difficult to see from approaching cross-streets. Improving visibility is essential

to improving safety on the facility.

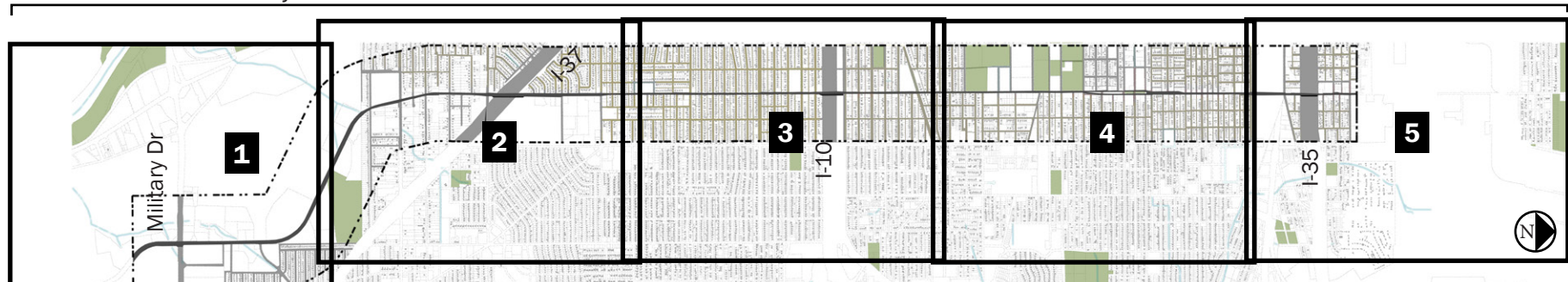
Many sidewalks are discontinuous and too narrow to accommodate pedestrians comfortably. Sidewalks should be widened to a minimum of 4 feet and free of obstructions in order to comply with ADA standards. These measures will also impact a number of adjacent properties. Reducing the number of lanes to accommodate multimodal facilities will exacerbate traffic congestion.

Bicycle use on New Braunfels is not advisable under current conditions. The corridor is hilly, narrow and lacks designated bicycle facilities. High traffic volumes also discourage bicycle use during peak periods. An active transportation network that offers users a choice of travel options must be developed to support mobility in the New Braunfels corridor. While the preferred practice is to locate the complementary network within the main corridor facility (i.e., New Braunfels), this is not a desirable option unless the roadway is widened. If not on New Braunfels, future facilities should be located within close proximity to the corridor to serve the same travel market.



*New Braunfels Sheet Set Key*

6.4 Miles





## Vision

**New Braunfels** will maintain a neighborhood focus and protect the connections it has to employment centers in the north and south and downtown. A multimodal configuration of the roadway will be introduced over time as opportunities present themselves to expand choices for travel in the corridor.

## Future

- **2040 Volumes** – Daily volumes on New Braunfels will double by year 2040 with the heaviest projected volumes (49,000 to 55,000 vehicles per day) located near SE Military and Southcross Blvd.
- **Growth Rate** – the annual growth rate along New Braunfels Avenue is projected to be about 2% per year based on data in the Alamo Area MPO model.
- **Future LOS** – The results of the traffic analysis performed from Southcross to SE Military shows that the intersection at Pecan Valley Drive will function at a LOS F in year 2040 during both peak hours and the intersection at SE Military will function at a LOS E during the PM peak hour. Today both intersections operate at LOS D or better.

## Policy & Guidance

**Dynamic Access Management** – Control left turn movements during peak periods where improved intersection treatments are not viable.

**Land Use Planning** – Encourage redevelopment of underused land uses to create an attractive multimodal system within the corridor that can help manage anticipated growth in the region. The City should explore the establishment of a longterm plan to acquire ROW along the corridor as redevelopment occurs for the purpose of widening sidewalks.

**Zoning** – Create an overlay district to guide development and redevelopment opportunities consistent with multimodal corridor plans.

## Issues

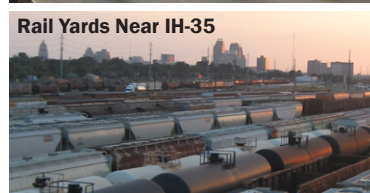
**Roadway** – Because of the narrow right-of-way (ROW), the undivided four-lane sections of the road require confining through movements to a single lane at intersections to accommodate left turns. Broader use of a three-lane configuration may be worth evaluating if conditions allow it, though bus movements could influence its viability.

**Transit** – High capacity transit will be limited to mixed flow operation unless major decisions are taken to modify the use of the roadway cross-section to include other modes as a priority.

**Bicycles** – The lack of bicycle facilities along the corridor is an impediment to multimodal options. Bike facilities may need to be located on parallel streets, but they must be integrated into the corridor context to establish a complementary toehold for multimodal options. In addition, bike and pedestrian infrastructure under Interstate 10 needs to be improved.

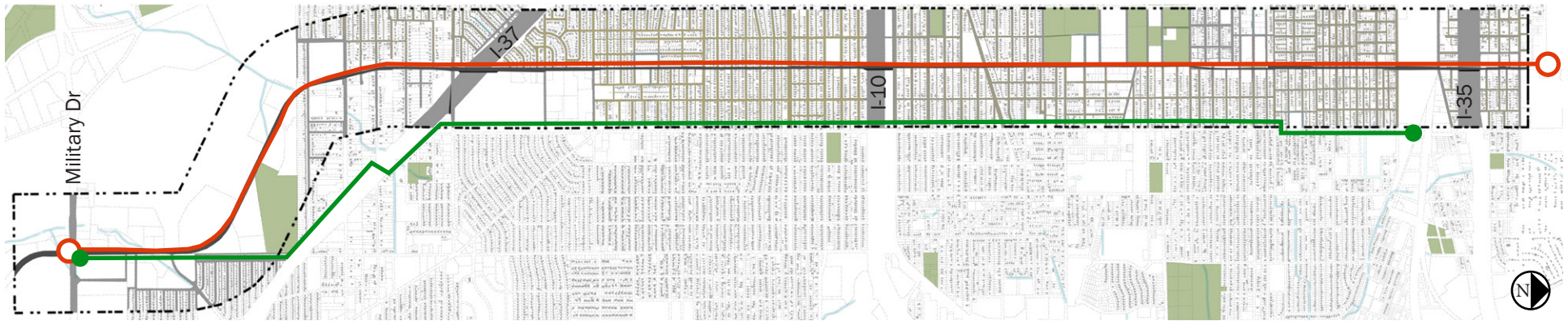
**Pedestrian** – As in other corridors, the narrow ROW in some portions of the corridor allow for only very narrow sidewalks. Because many of these are not ADA compliant, they will need to be corrected over time. The pedestrian network is a key component of the overall multimodal treatment of the corridor. As mentioned above, bike and pedestrian infrastructure under Interstate 10 needs to be improved.

**Land Use** – Most of the neighborhoods along New Braunfels have a well-defined history and identity. As traffic volumes grow over time, parcels fronting the roadway may seek to modify their use designations to something more compatible with a major transportation corridor. This could benefit redevelopment interests and prevent neighborhood decline by inviting new commercial uses, this is also an opportunity to enhance multimodal access along the corridor.





**Future Option 1: Mixed Flow Bus Rapid Transit**



**Strategies**

Implement mixed flow BRT service between Fort Sam Houston and City Base employment centers connecting to east-west transit services.

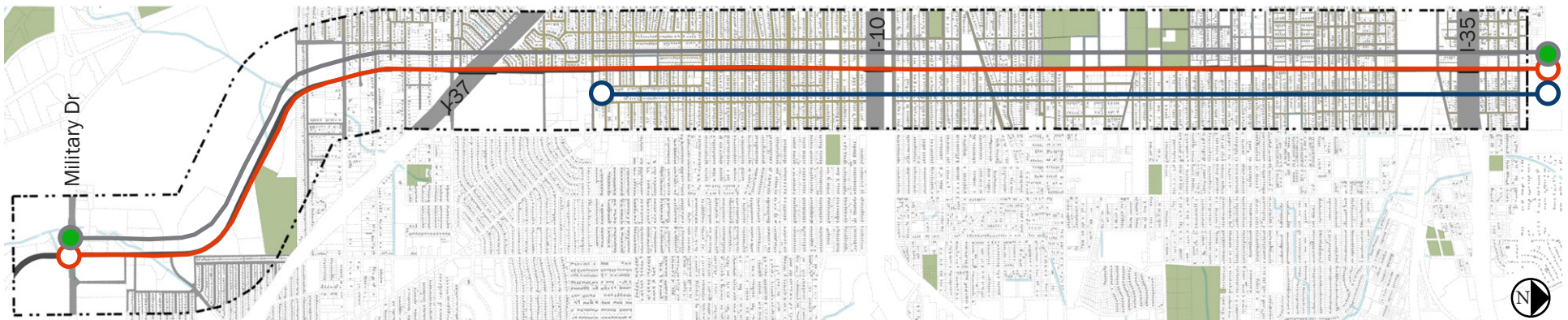
Widen or modify intersections wherever beneficial for placement of BRT stations and to improve traffic operations and transit services within the corridor and at key transfer points.

Enhance local transit service by reducing headways, adding TSP to corridor operation and ensure good transfer opportunities at Houston and Commerce for downtown access.

Place bicycle facility along Gevers as a parallel route with easy access to transit service on New Braunfels.

Strengthen the linkage between the bike system and venues/activities locally and to the transit network for longer trips.

**Future Option 2: Dedicated Bus Rapid Transit + Exclusive Transit Corridor**



**Strategies**

Modify corridor to accommodate dedicated center-running BRT.

Place bike lanes and wide sidewalks within street to complement transit service.

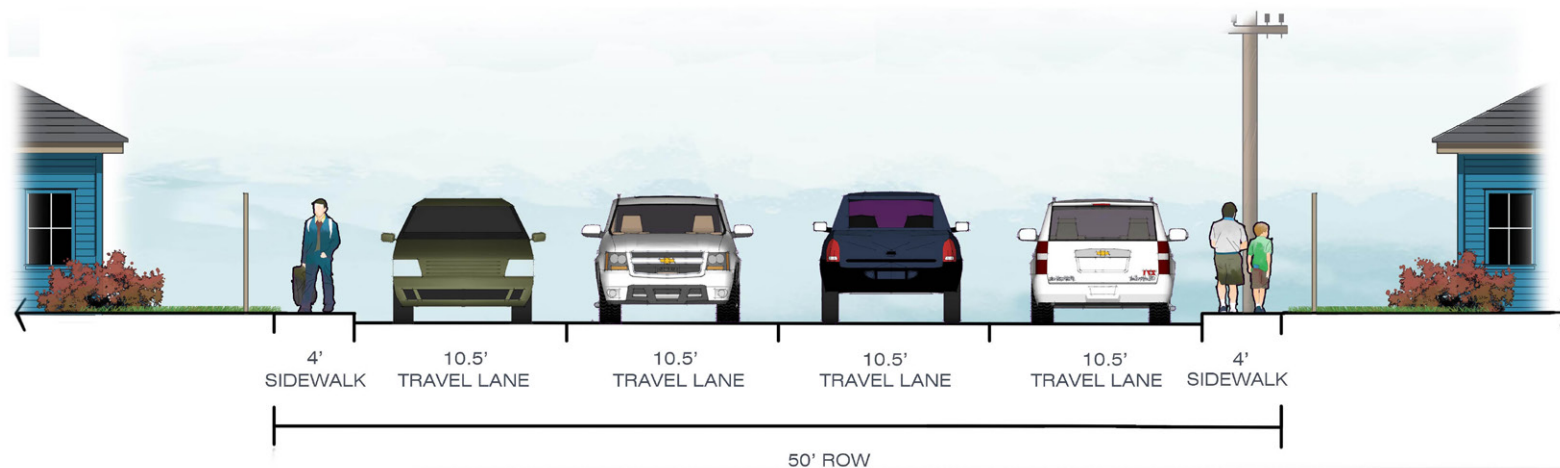
Use pedestrian and street enhancements connecting the neighborhood and the corridor to help strengthen and celebrate its cultural character.

Strengthen pedestrian and bike connections to community uses and amenities.

Eliminate cars from New Braunfels north of Fair Avenue as part of BRT introduction.

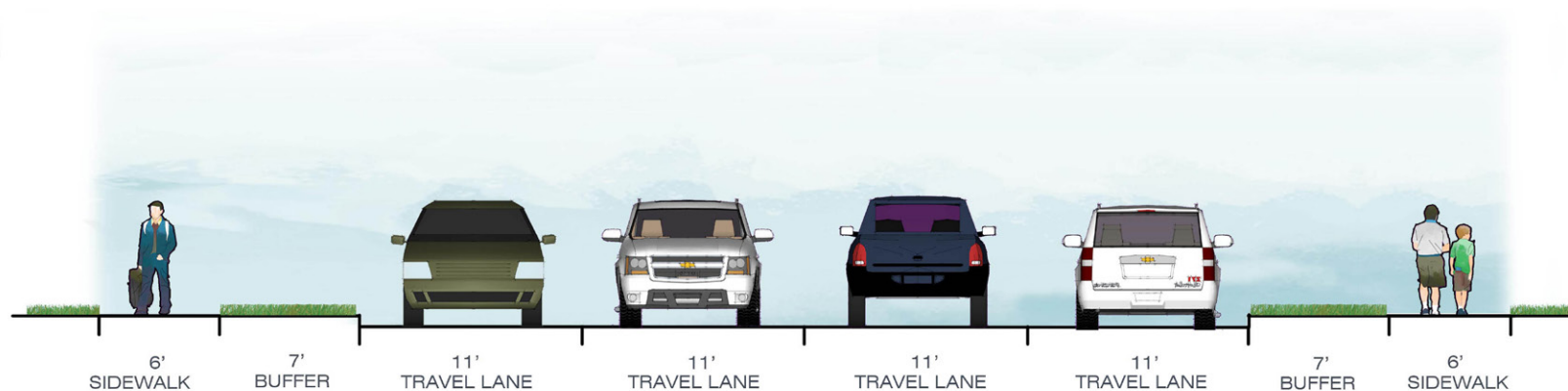


50' Cross Section: I-35 to Hot Wells Blvd



SECTION: NEW BRAUNFELS: I-35 TO HOT WELLS

70' Cross Section: Hot Wells Blvd to Military Dr



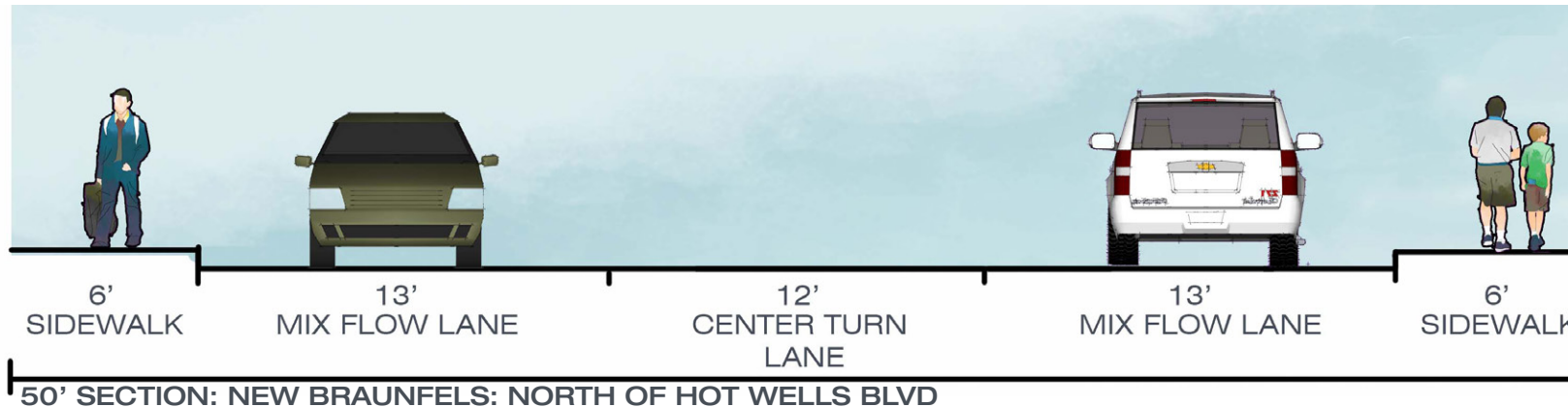
SECTION: NEW BRAUNFELS: HOT WELLS TO MILITARY



## Multimodal Opportunities

New Braunfels connects Fort Sam Houston with Brooks City Base and is midway between downtown and the AT&T Center. The connection between employment, education, retail and entertainment districts with extensive residential development make it a key north-south corridor in San Antonio. As a result, it is also a very heavily used transit corridor. VIA Route 20 already carries high ridership and, as the region grows, can be expected to carry a lot more.

### Future Option 1: Mixed Flow Bus Rapid Transit



*\*The 50' cross section shows the narrowest ROW available on this section of the corridor and reflects a cross section that could be constructed without ROW acquisition. A detailed ROW survey will be needed to identify actual ROW.*

#### Description:

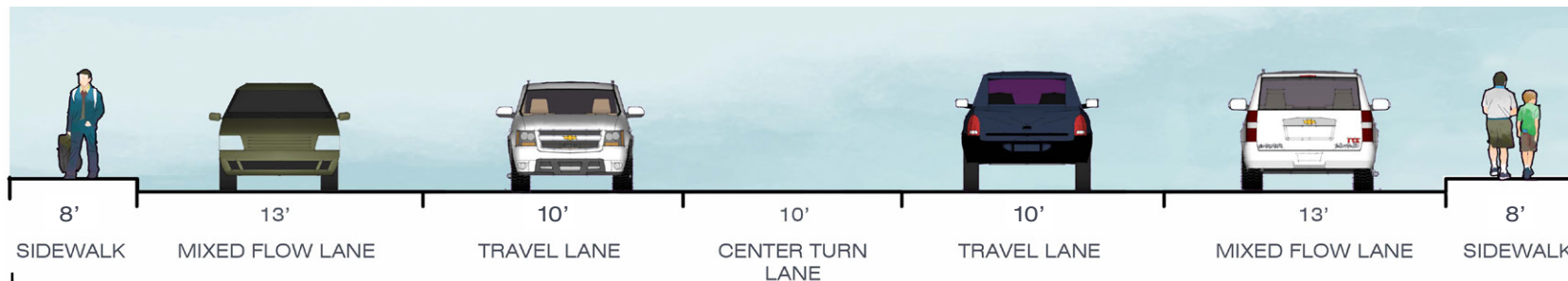
VIA has identified New Braunfels as a potential future Primo Plus corridor because of very high projected ridership. In the short or midterm, because the ROW of much of the corridor is very narrow, it is likely service will require buses, even Primo buses in limited stop operation, to travel in mixed flow. Service can be improved with an emphasis on enhanced stations and improved transit signal responsiveness. The cross-section for this type of service may be able to accommodate the BRT service with relatively minor changes to the existing configuration, but will require a substantial improvement to the bicycle and pedestrian elements in the corridor to effectively feed the enhanced bus services. These aspects of the corridor suggest a substantial review of the land use layout in the corridor to strengthen its transit support and allow more pedestrian-friendly development.

#### Opportunities:

- High transit ridership is a strong foundation upon which to implement high capacity service.
- The street network grid provides access to parallel streets that can enhance the multimodal options (i.e., bike and pedestrian) in the corridor.
- Residential and employment in the corridor are clearly linked and can encourage transit usage.

#### Challenges:

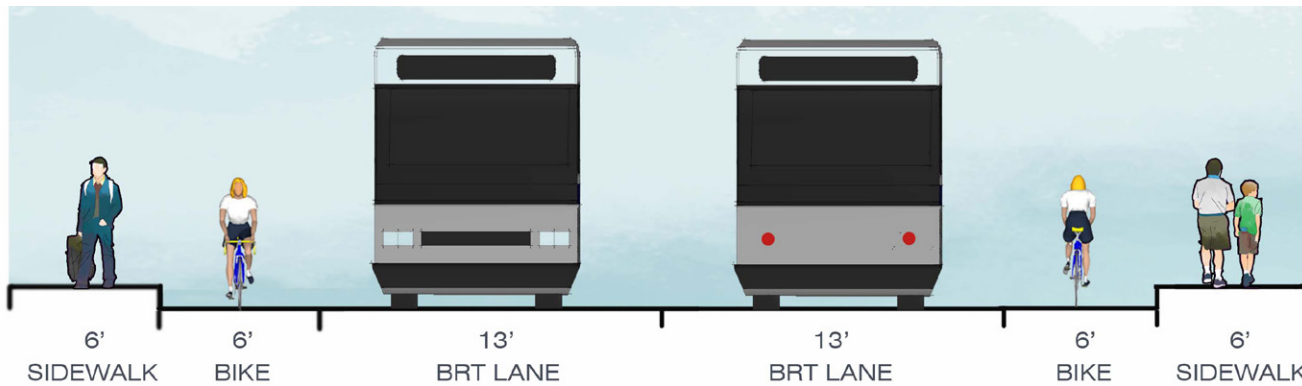
- Narrow ROW make changes to the roadway cross-section difficult or can have major impacts on adjacent properties.
- Some properties along the corridor include sensitive cultural or historic resources.
- In 2040, New Braunfels will reach or exceed capacity with higher traffic flows.



*\*The 70' cross section shows the narrowest ROW available on this section of the corridor and reflects a cross section that could be constructed without ROW acquisition. A comprehensive survey will be needed to identify actual ROW.*



## Future Option 2: Dedicated Bus Rapid Transit - Exclusive Transit Corridor



### 50' SECTION: NEW BRAUNFELS: NORTH OF HOT WELLS BLVD

#### Description:

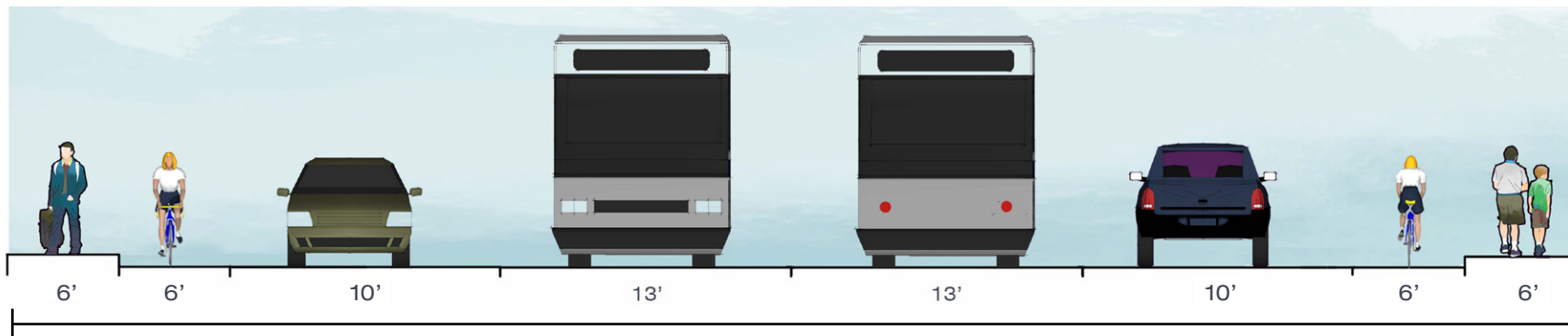
VIA's long term Vision 2040 plan identifies New Braunfels as a Primo Plus Corridor with dedicated BRT or LRT on the strength of its existing and forecast high ridership. The physical limitations within the corridor will require significant decisions regarding the best way to introduce such a high level service. Without widening, the cross-section of the roadway will need to be modified to remove two lanes of general purpose traffic to fit the guideway for BRT or LRT. A commitment to transit in the corridor would also place supporting bicycle and pedestrian improvements on the roadway to the possible exclusion of automobile traffic. These changes would clearly need to be introduced over time with a long term commitment from the City to build transit ridership as a primary basis for transportation as the region adds population.

#### Opportunities:

- High ridership on the route.
- High capacity transit service can significantly move more people through the corridor than single occupant vehicles.
- The ability to move more people will attract and encourage higher density development.






#### Challenges:

- Major changes to the roadway cross-section will require a major adjustment in the perception of the purpose of the corridor.
- Traffic displaced by introducing a transit-only concept will find another route to travel with concomitant implications.



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



					<b>Recommendations</b>	<b>Benefits</b>
					Relocate or bury overhead utilities.	Relocating utilities outside of the New Braunfels ROW or burying utilities along with a robust sidewalk network will improve the pedestrian environment.
					Add medians and dedicated left turn lanes.	The addition of medians and left turn lanes will help control turning movements. Reducing the number of modal conflicts points.
					Establish an access management program and consolidate driveways.	Eliminating and consolidating driveways will improve the performance of the roadway. A comprehensive approach for driveways consolidation should be developed as congestion levels grow.
					Provide continuous sidewalk on both sides of the street and update sidewalks and ramps to comply with ADA standards.	A continuous sidewalk provides access to businesses and transit for pedestrians and persons with disabilities. Sidewalks and associated amenities can help spur the redevelopment of vacant land. Facilities should be updated to ADA standards.
					Improve bus stops to include seating and shelter.	Improve bus stop locations, including seating and shelter will make transit more accessible to users. Visually attractive bus stops will help win transit advocates among land owners on the corridor.
					Introduce corridor-wide traffic signal coordination and add transit signal priority (TSP) when Primo service begins.	Accommodating transit through signal priority will aid in moving transit services within the corridor efficiently, increasing transit ridership.
					Improve sight distances at driveways and side streets.	Obstacles and vegetation near driveways prevent motorists from safely pulling out without entering the sidewalk, bike lane, or roadway first. Removing obstacles will improve safety for all users.
					Develop striping maintenance plan for New Braunfels.	Striping is not always clear to the motorist. Define a consistent striping plan for New Braunfels and maintain striping at good visibility levels.
					Prohibit left turn movements during peak periods.	At locations that cannot accommodate a protected left turn lane (and possibly a dedicated signal phase), prohibit left turns without impacting through movement capacity.
					Identify the best opportunity to locate a corridor-wide bicycle route.	Develop a bike route that can provide ready access to corridor destinations and transit services, in some cases this route maybe best located on streets parallel to the corridor.



Transit  
Improvements



Pedestrian  
Improvements



Bicycle  
Improvements



Vehicular  
Improvements

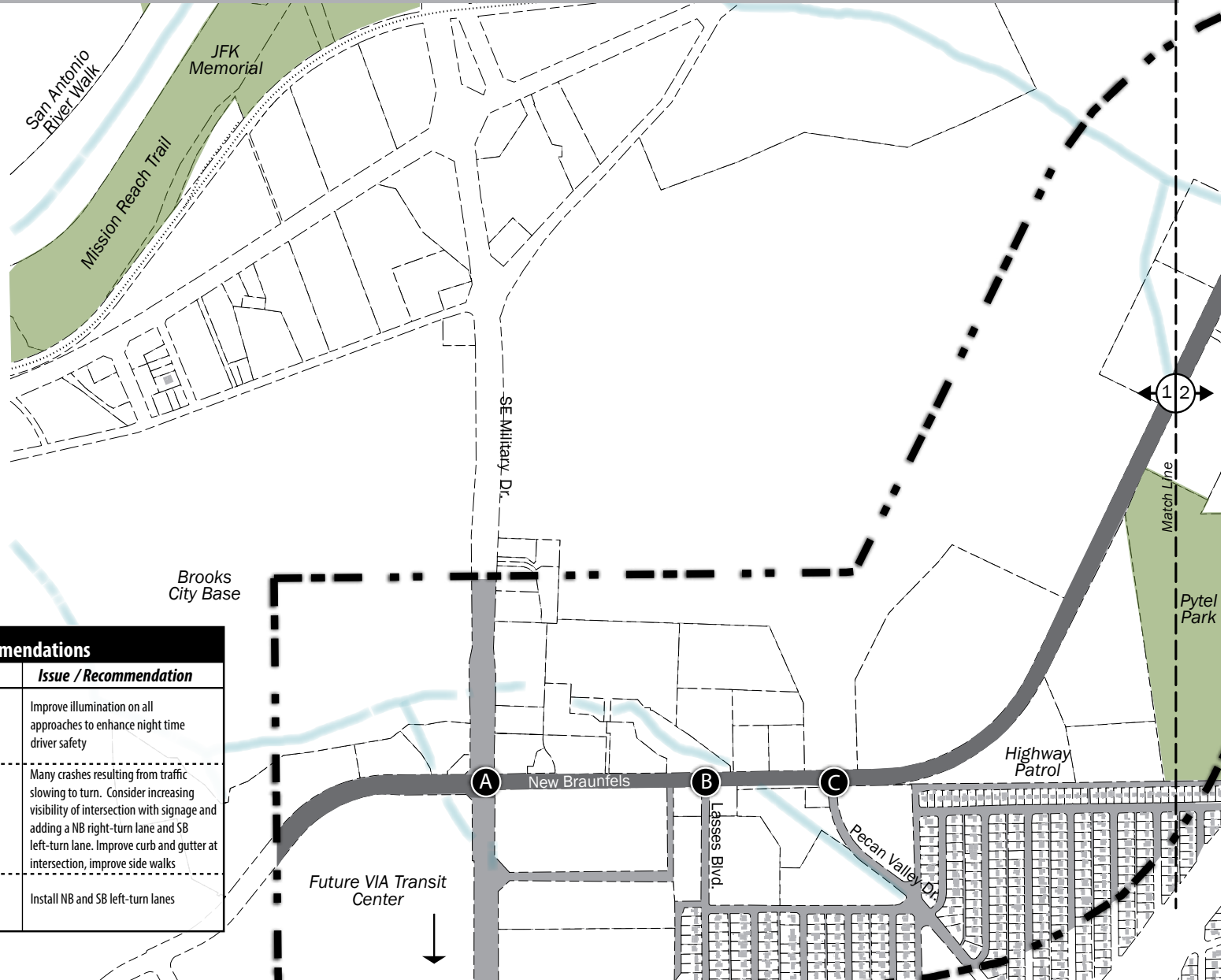


Land Use  
Improvements



#1

Short-term Recommendations	
	Issue / Recommendation
<b>A</b>	Improve illumination on all approaches to enhance night time driver safety
<b>B</b>	Many crashes resulting from traffic slowing to turn. Consider increasing visibility of intersection with signage and adding a NB right-turn lane and SB left-turn lane. Improve curb and gutter at intersection, improve side walks
<b>C</b>	Install NB and SB left-turn lanes



New Braunfels Corridor Analysis: Sheet 1 Short Term Recommendations **DRAFT IN-PROGRESS**

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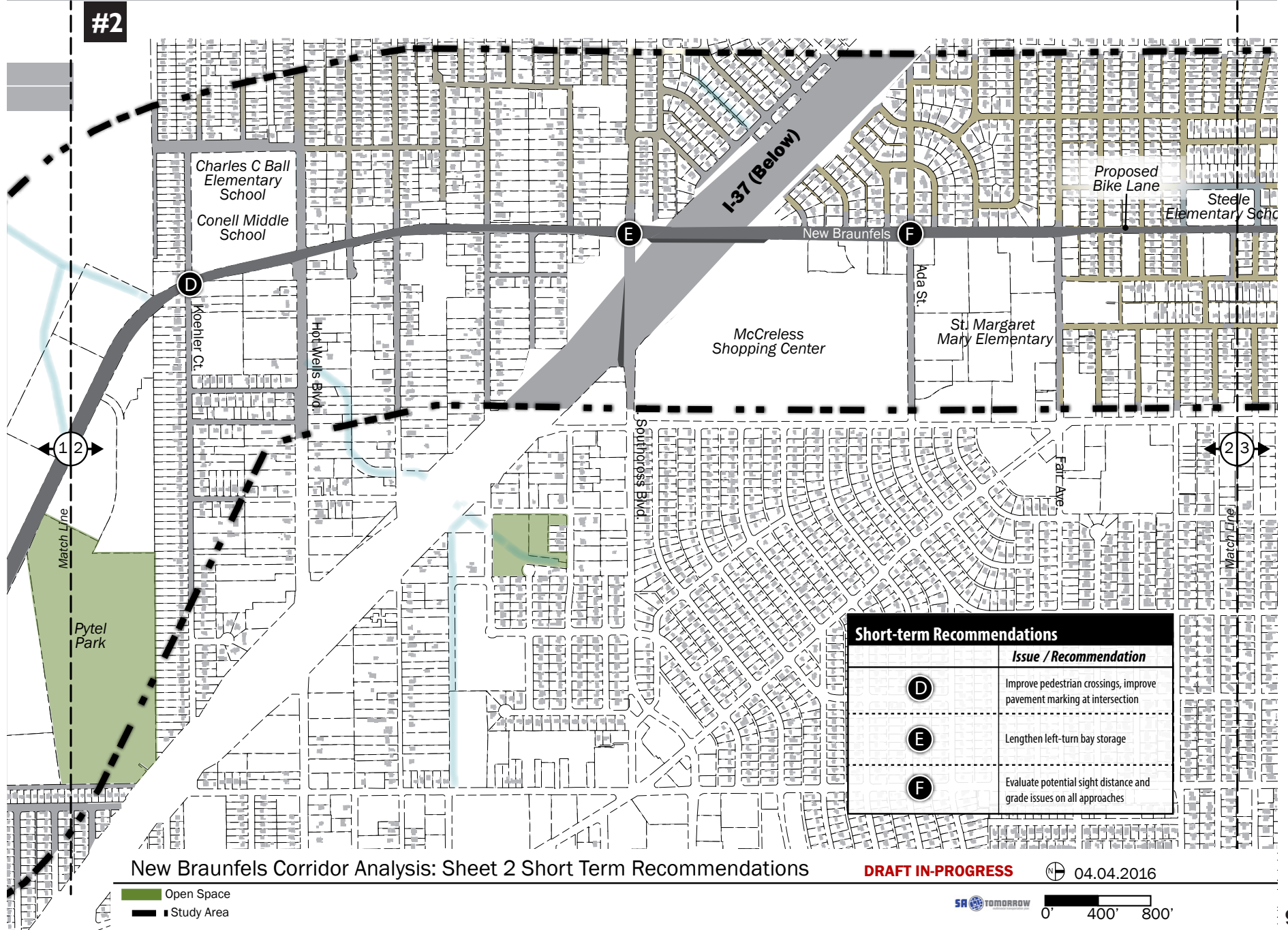
Open Space  
Study Area

SA **TOMORROW**

0' 400' 800'

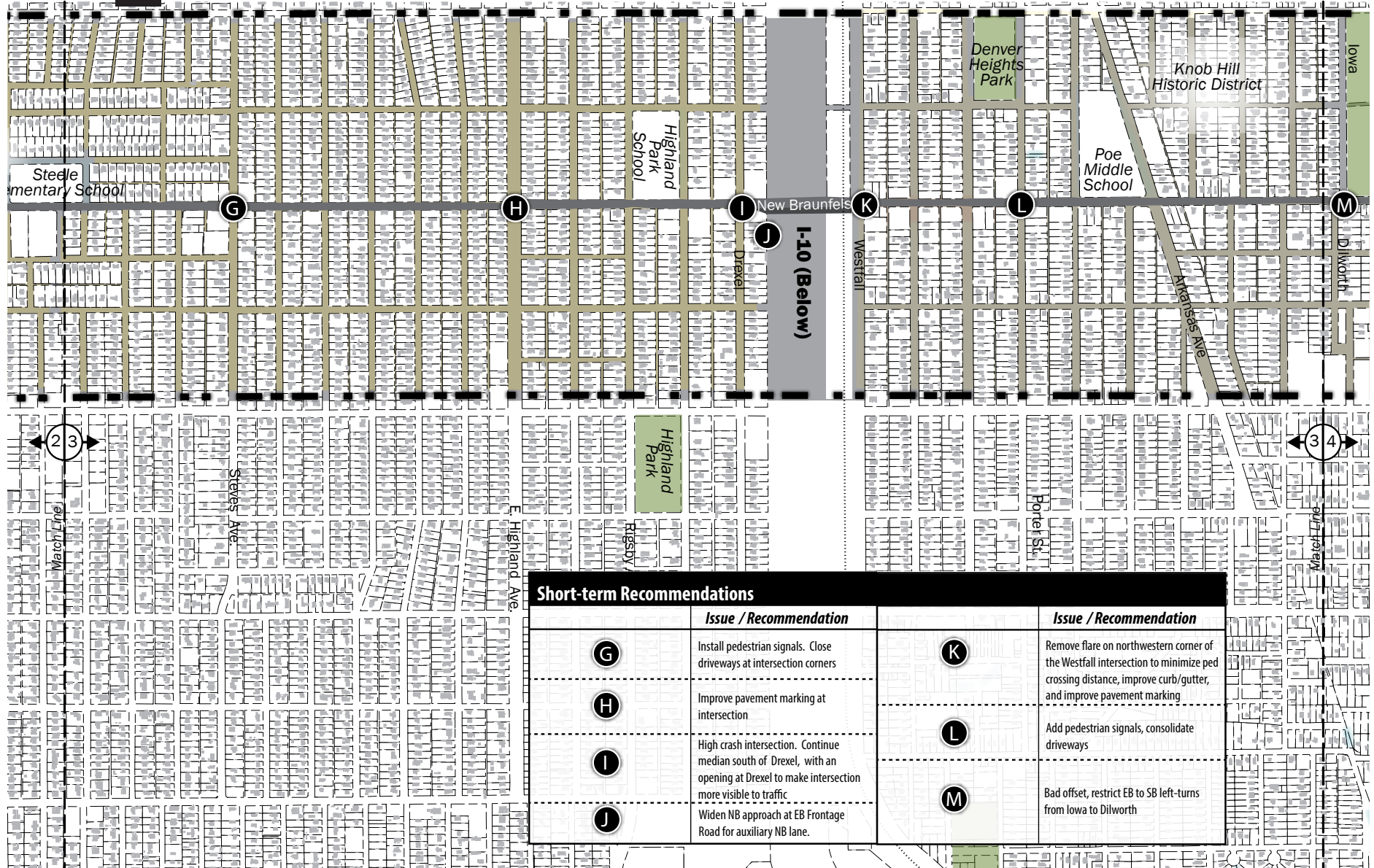


#2





#3



New Braunfels Corridor Analysis: Sheet 3 Short Term Recommendations

DRAFT IN-PROGRESS

04.04.2016

Open Space  
Study Area

SA TOMORROW

0' 400' 800'



#4

