Fredericksburg Corridor Overview

SA TOMORROW multimodal transportation plan

Context

Fredericksburg Road is located in the northwest part of San Antonio, extending from downtown out to IH 10. The Fredericksburg corridor has been evaluated as part of several other studies in recent years as it provides a key connection between the Central Business District and the South Texas Medical Center and also produces some of VIA's highest ridership numbers.

Fredericksburg is home to the VIA PRIMO line, a bus rapid transit service that runs from the Central Business District to the South Texas Medical Center.

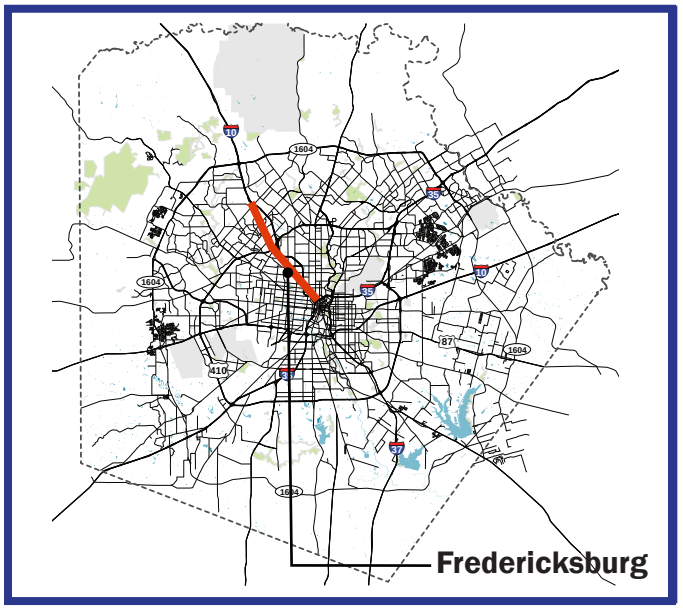
Several areas along the corridor have a distinct style and land uses. The USAA Corporate Campus is located at the north end of the corridor and is a major traffic generator. The art deco portion of the corridor found between Hildebrand and IH 10 has a particularly tight right-of-way and is also located within a historic district.

Between the Deco District and Medical Center area the right-of-way is wide and from Hildebrand to Loop 410 a wide, paved shoulder is present.

The corridor has high pedestrian activity due to adjacent land use types. Sidewalks need to be improved by filling gaps and broken segments,particularly between Hildebrand and Loop 410. The pedestrian activity and heavy transit use make this corridor one of San Antonio's most heavily utilized, which reinforces the need for improved pedestrian accommodations.

There are no designated bike lanes on Fredericksburg Road.

Inside IH 10 in the Uptown District several at-grade crossing contribute to vehicular congestion and create a barrier for many pedestrians.



Fredericksburg Sheet Set Key — *8.8 Miles*

SA TOMORROW multimodal transportation plan

Fredericksburg Observations, Challenges and Stakeholder Input

Vision

Fredericksburg will continue to operate as a secondary arterial providing motorists and pedestrians access to downtown and the medical center. The corridor has the potential to increase the use of the PRIMO system and pedestrian/bicycle activity on or near the corridor.

Many properties inside Loop 410 are vacant or underutilized and provide a redevelopment opportunity. Redeveloping parcels could support increasted density and a mix of residential and commercial land uses that could leverage the existing PRIMO transit service.

VIA envisions that increased ridership makes the Fredericksburg Road corridor an excellent candidate for rail service. An investment in high capacity transit could further propel this corridor towards dense mixed use development that would be well positioned

Policy & Guidance

Access Control – Control the movements of turning vehicles by implementing medians and mid-block pedestrian crossings. Encourage shared access driveways as parcels redevelop.

Land Use Planning – Encourage redevelopment south of Loop 410 for pedestrian friendly and business oriented development.

Zoning – Guide redevelopment to be consistent with multimodal corridor plans, consider a form based code overlay.

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

Vision Zero – Focus on pedestrian safety in this corridor, choosing improvements that enhance safety and support transit over those that increase vehicle throughput.


Mid-block signalized Ped Crossing

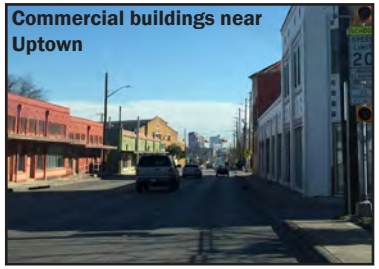

Historic District


Narrow ROW approaching downtown


PRIMO stop with pedestrians

PRIMO Transit Stop


South corridor street condition


Commercial buildings near Uptown


Wide pavement Medical Center area


VIA bus stop near Laddie Place


PRIMO stop near Laddie Place

Issues

Roadway – Existing ROW limits future facility expansion; in the northwest part of the corridor, wide ROW and far setbacks for buildings do not create a pedestrian/bicycle friendly walking environment for shopping or commuting.; urban form restricts ROW widening to add pedestrian amenities south of Hildebrand.

Transit – Pedestrian access to transit stops is challenging in some areas due to sidewalk conditions. PRIMO operates in mixed flow traffic which, at peak times, impact performance.

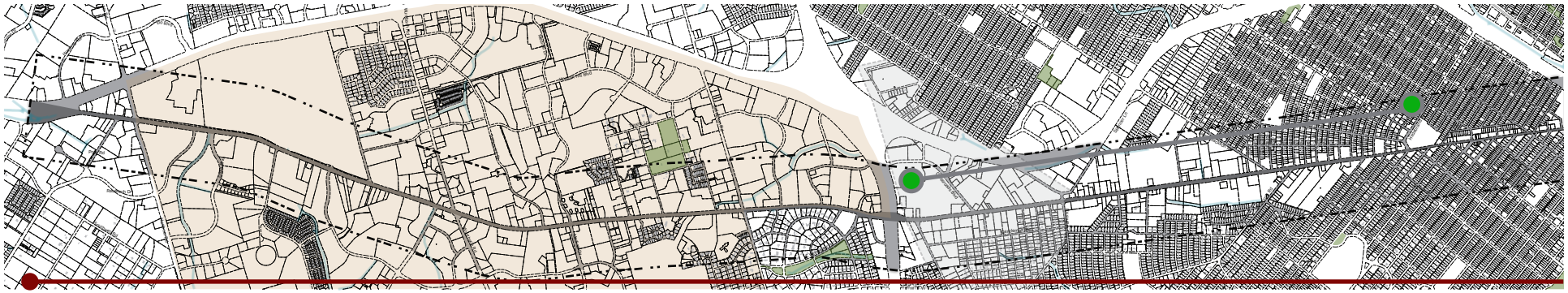
Bicycles – No dedicated bicycle facilities currently exist.

Pedestrian – Often utility poles, lack of roadway separation, limited tree cover and abundant signage make for an uncomfortable pedestrian environment where sidewalks exist

Land Use – Multiple jurisdictions (Balcones Heights, City of San Aontio, and TxDOT) complicate roadway maintenance and operations as well as zoning and land use planning.

Fredericksburg Long Term Multimodal Options

SA TOMORROW multimodal transportation plan



Strategies

Option 1: Bus Rapid Transit in Mixed Flow. Reconfigure cross section to provide center median.

Option 2: Reconfigure cross section and provide infrastructure for a center running light-rail service.

Focus on access management and pedestrian safety improvements.

Strategies

Option 1: Reconfigure to exchange perpendicular on-street parking for parallel on-street parking.

Option 2: Remove perpendicular on-street parking and create a pedestrian amenity zone.

Option 1: Potential parallel alternate route for rail in limited Right-of-Way segment.

Option 2: Potential to accommodate rail in mixed flow traffic.

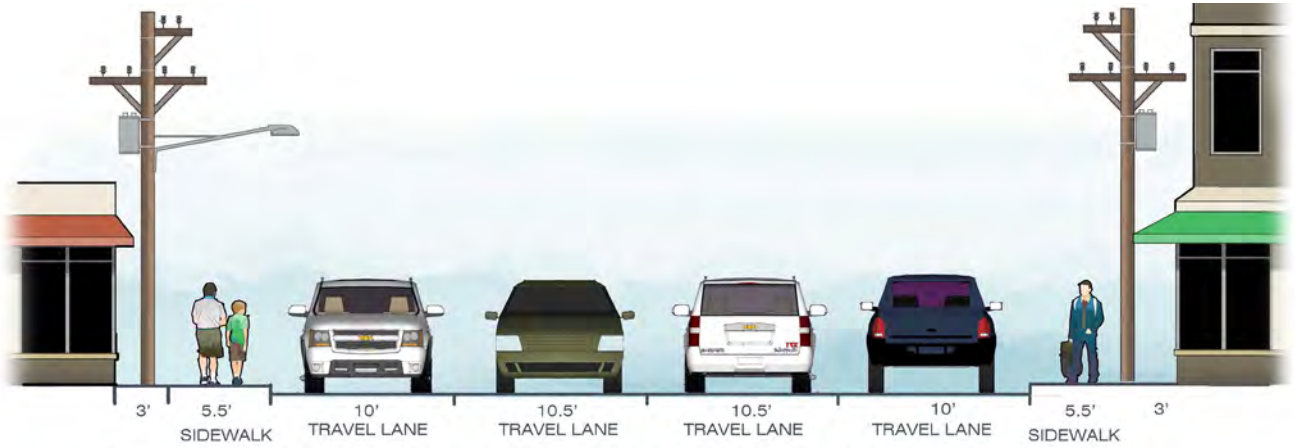
Option 1: Reconfigure to accommodate on-street parking and sidewalk improvements.

Option 2: Incorporate buffered bike lanes and widen sidewalk.

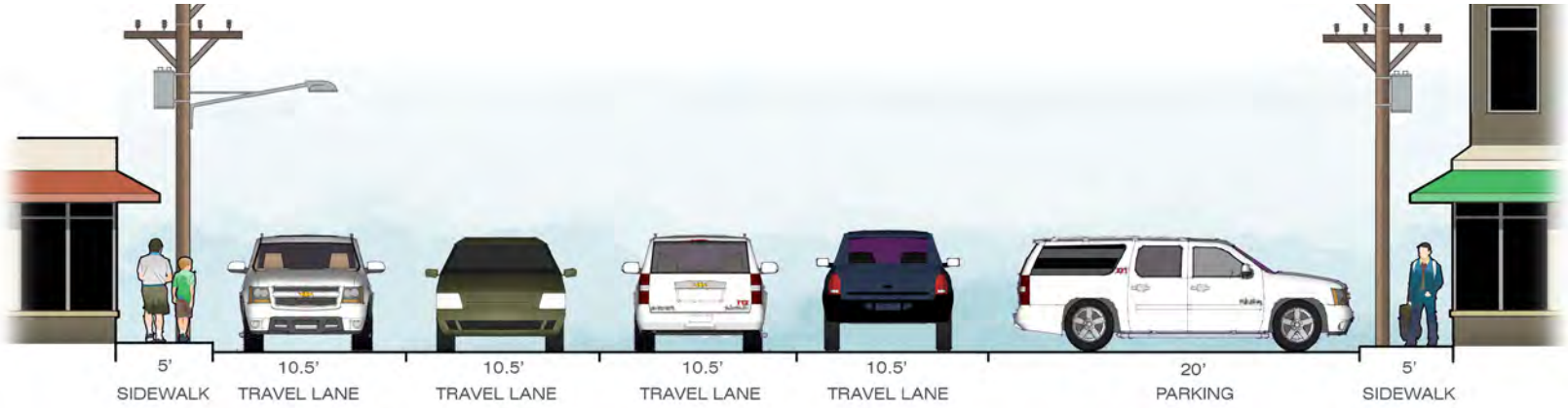
SA TOMORROW multimodal transportation plan

Fredericksburg Road Long Term Multimodal Options: Existing Cross Sections

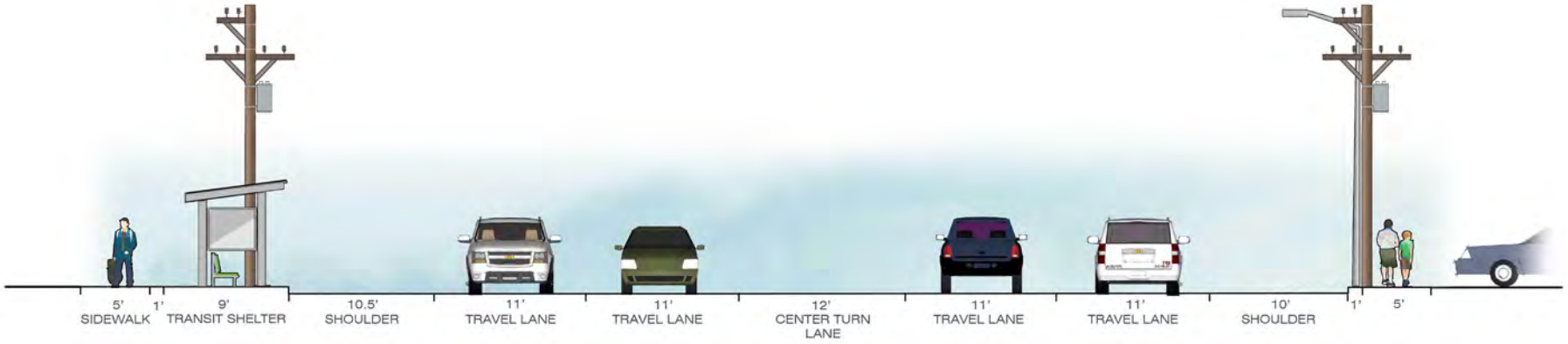
Cross Section: San Pedro to IH 10



Cross Section: IH 10 to Hildebrand



Cross Section: Hildebrand to Loop 410



San Pedro to IH 10 Future Option 1: Bike lane

Description: The existing cross section in the Uptown Historic District is a four-lane undivided facility with sidewalks that are narrow in many locations. The existing cross-section from Flores Road to IH 10 has 58 feet of right-of-way. A mix of commercial and multi-family parcels are adjacent to the roadway. VIA buses operate on Fredericksburg Road.

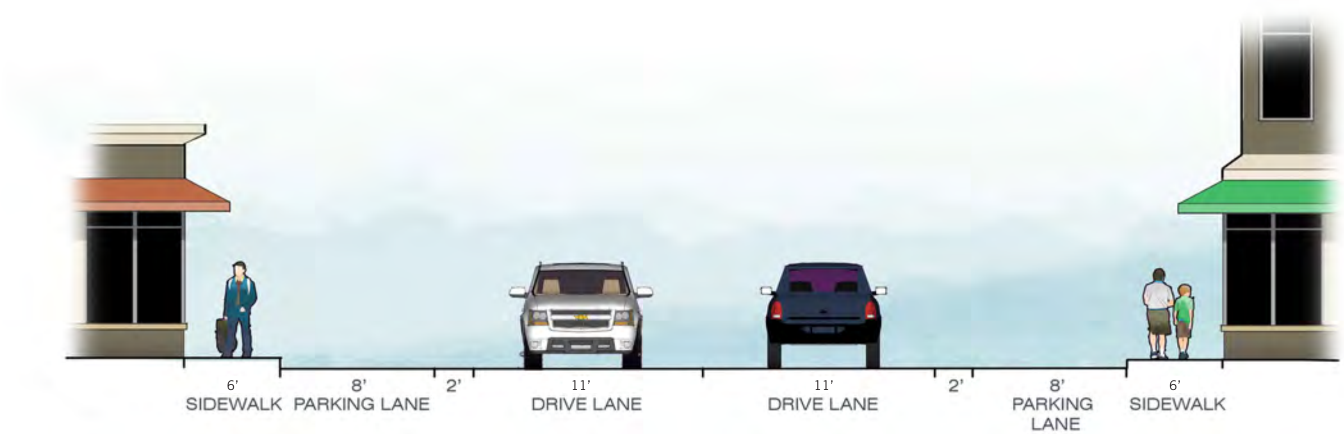
Option 1: Reconfigure the existing right-of-way to provide two vehicular travel lanes and on-street parking. On-street parking would facilitate revitalization of the historic commercial corridor. At key intersections turn lanes could be provided and parking omitted and the reconfiguration of the corridor also allows for sidewalk widening to support improved pedestrian mobility.

Option 2: An alternative to on-street parking would be the implementation of a buffered bike lane. This option would also provide a buffer between traffic and pedestrians and allow for sidewalk widening to support improved pedestrian mobility.

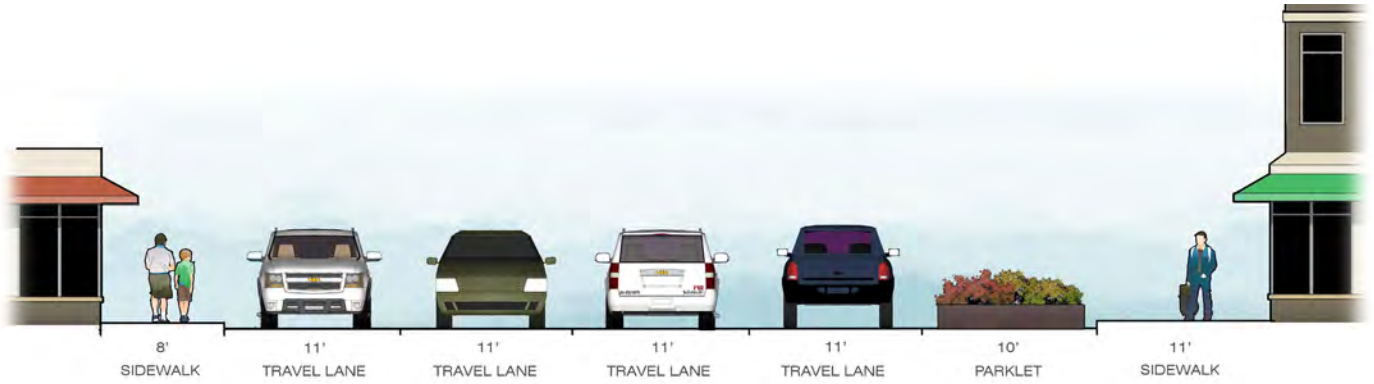
Opportunities:
- On-street parking option supports local businesses and simultaneously provides a buffer for pedestrians.
- Incorporating bicycle lanes improves safety and mobility while creating a buffer for pedestrians.

Challenges:
- Close interaction between modes.
- Limited Right-of-Way.
- Overhead utility relocation.

San Pedro to IH 10 Future Option 1: On-Street Parking



Deco District Future Option 1: Pedestrian Amenity



Description: In the Historic Deco District a variety of on-street parking exists. In front of several commercial areas head in parking is located adjacent to the roadway as shown in the example cross section. The sidewalks are narrow in many locations and VIA Primo operates in this segment of Fredericksburg Road.

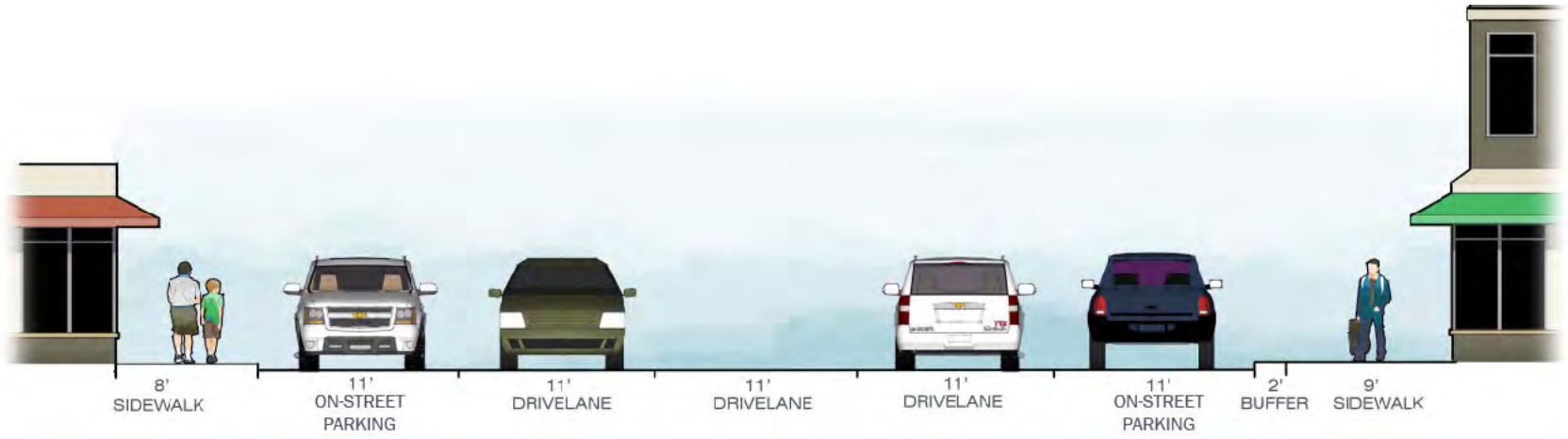
Option 1: Remove perpendicular on-street parking and replace with a pedestrian amenity zone and wider sidewalks to support the vitality that pedestrians bring to a corridor.

Option 2: Remove perpendicular on-street parking and replace with parallel on street parking.

Opportunities:
- Parklet option creates a buffer for pedestrians.
- On-street parking option still creates a pedestrian buffer while providing additional support for local businesses.
- Provide comfortable spaces for pedestrians and a more walkable environment.

Challenges:
- Lane reduction complicate transit operations, especially the potential for rail.

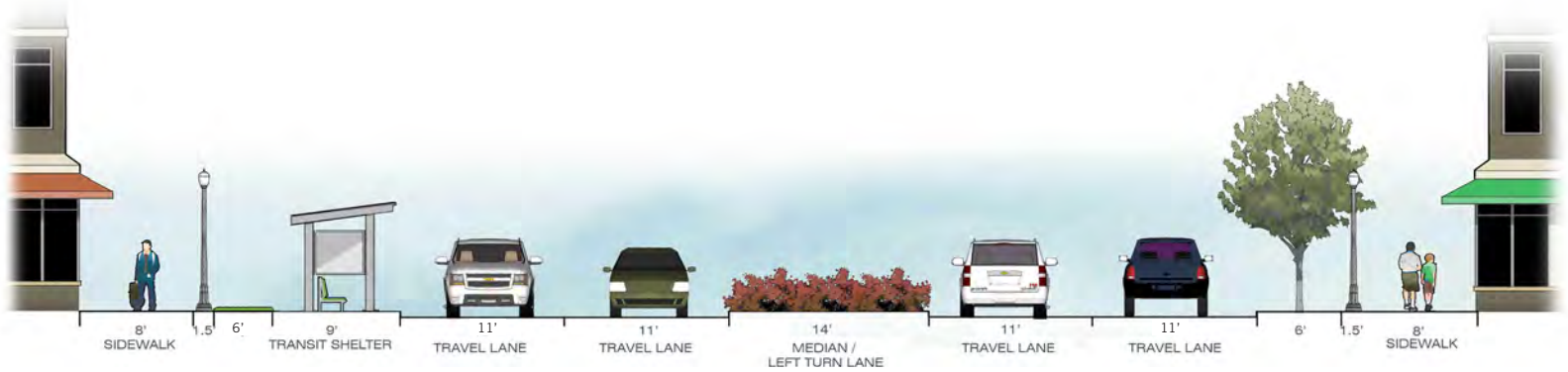
Deco District Future Option 2: On-Street Parking



Fredericksburg Long Term Multimodal Options: Future Cross Sections

SA TOMORROW multimodal transportation plan

Wide Shoulder Future Option 1: Median



Description: The existing cross-section from Hildebrand to Loop 410, is a four lane undivided roadway with a center two-way left-turn lane and 10 foot shoulders. The land uses adjacent to the roadway are commercial parcels and there are numerous local and express route transit stops along the corridor. VIA Primo operates on Fredericksburg, connecting the Medical Center to downtown.

Option 1: Remove the center two-way left-turn lane and wide shoulders incorporate a planted median, street trees and wider pedestrian facilities. Transit would continue to operate in mixed flow and the reduced pavement width and improved pedestrian accommodations are intended to encourage redevelopment in an urban fashion, bringing building facades closer to the roadway and creating a more pedestrian friendly scale.

Option 2: Reconfigure the right-of-way to accommodate center running light-rail. The reduced pavement width and improved pedestrian accommodations are intended to encourage redevelopment in an urban fashion, bringing building facades closer to the roadway and creating a more pedestrian friendly scale.

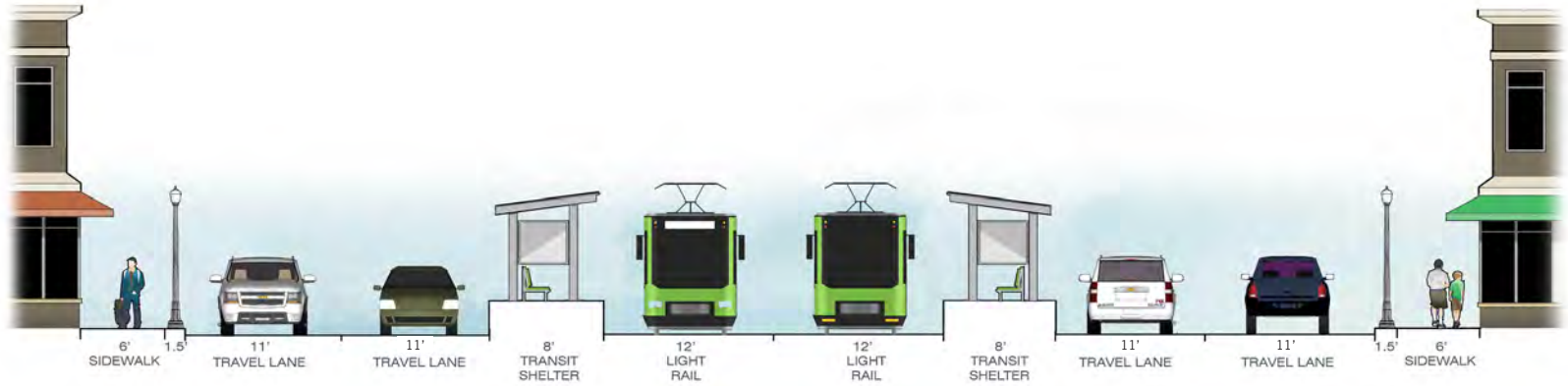
Opportunities:

- Provides an aesthetically pleasing transit environment safe for pedestrians.
- Access management and pedestrian refuge islands improve pedestrian safety.
- Configuration encourages redevelopment on a more urban, pedestrian friendly scale.
- Rail option could support and encourage redevelopment of an increased density.

Challenges:

- Requires significant infrastructure investment.

Wide Shoulder Future Option 2: Light Rail



Fredericksburg Today

Fredericksburg with light-rail option

This rendering shows what Fredericksburg could look like within the limits of the existing right-of-way if a light-rail system were installed. This mode of transportation promotes pedestrian friendly realms with development fronting the street instead of massive parking lots in front.

Fredericksburg Short-term Corridor Recommendations

SA TOMORROW multimodal transportation plan

Short - Term Multimodal Options

Transit	Pedestrian	Bicycle	Vehicular	Land Use	Recommendations	Benefits
	■				Clearly restrict pedestrian crossing on the south leg of the intersection of Fredericksburg and Vance Jackson.	Clarifying the restriction and clearly designating alternative paths will reduce the risk of pedestrian related incidents.
			■		Modify the signal and lane assignment at Fredericksburg and Prue Road by no longer restricting left-turns from Prue Rd onto Fred Rd.	The completion of Research Blvd has removed the need for the restriction of left-turns from Prue road onto Fredericksburg Rd. Modifying this signal will aid queue management on Fredericksburg.
			■		Modify the signal at Fredericksburg and Huebner to place the Northbound right-turn under signalized control.	This will facilitate queue management between the Fredericksburg and the IH 10 interchange signals.
	■				Install midblock pedestrian crossings with refuge islands and RRFBs periodically throughout the corridor near VIA's highest ridership stops.	Mid-block pedestrian islands provide pedestrians a safer transition from one side of the road to the other, and the RRPB promotes pedestrian visability.
	■				Sidewalk improvements - fill gaps, broken segments from Balcones Heights to Hildebrand.	Continuous sidewalks will provide access to commercial and residential developments as well as allow commuters with disabilities to access transit stops.
			■		Restripe Fredericksburg Road.	Striping is not always clear to motorists. Restriping will clarify lane assignments and transitions.

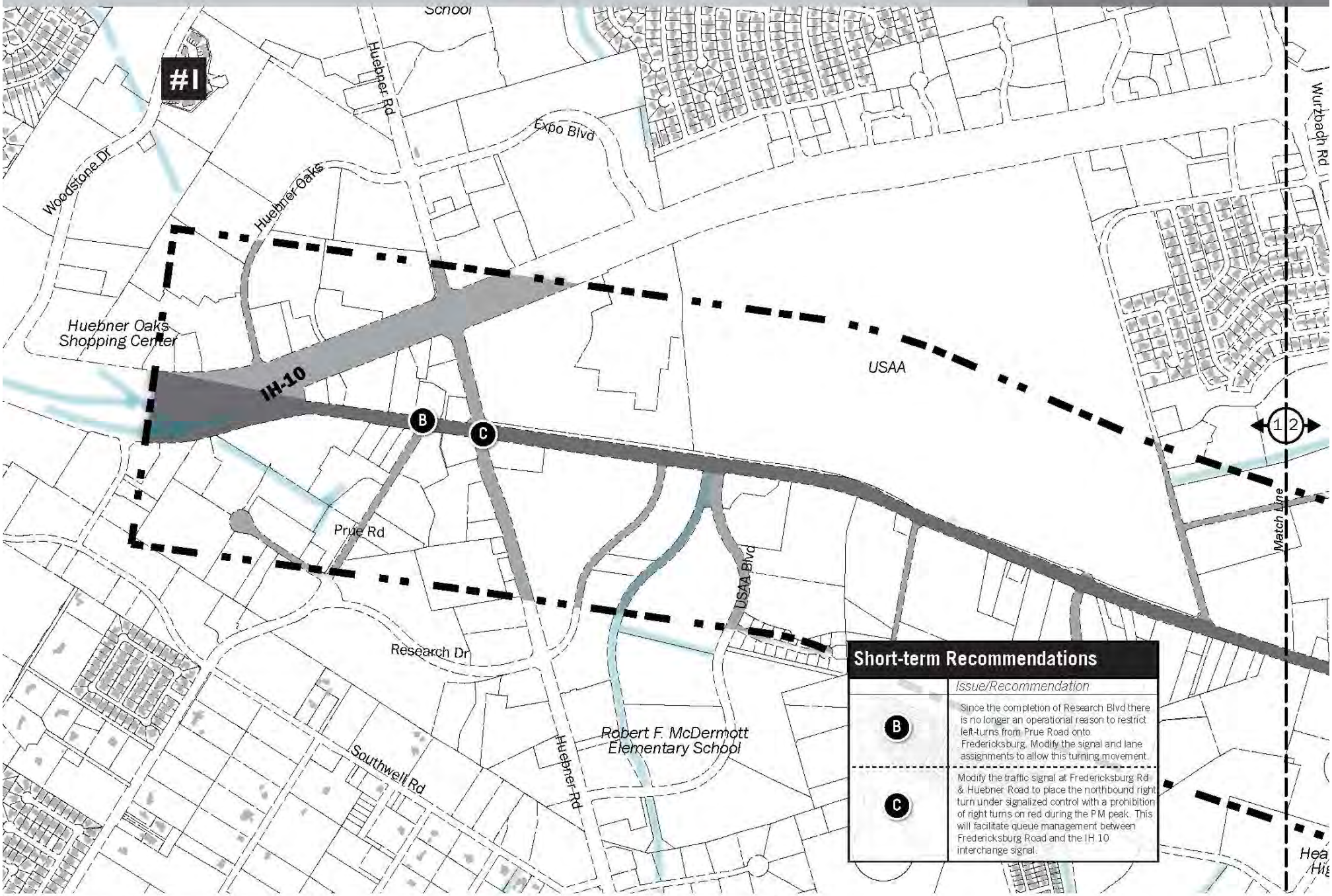
Transit Improvements

Pedestrian Improvements

Bicycle Improvements

Vehicular Improvements

Land Use Improvements



Short-term Recommendations

	Issue/Recommendation
B	Since the completion of Research Blvd there is no longer an operational reason to restrict left-turns from Prue Road onto Fredericksburg. Modify the signal and lane assignments to allow this turning movement.
C	Modify the traffic signal at Fredericksburg Rd & Huebner Road to place the northbound right turn under signalized control with a prohibition of right turns on red during the PM peak. This will facilitate queue management between Fredericksburg Road and the IH 10 interchange signal.

Fredericksburg Rd Corridor Analysis: Sheet 1 Short Term Recommendations

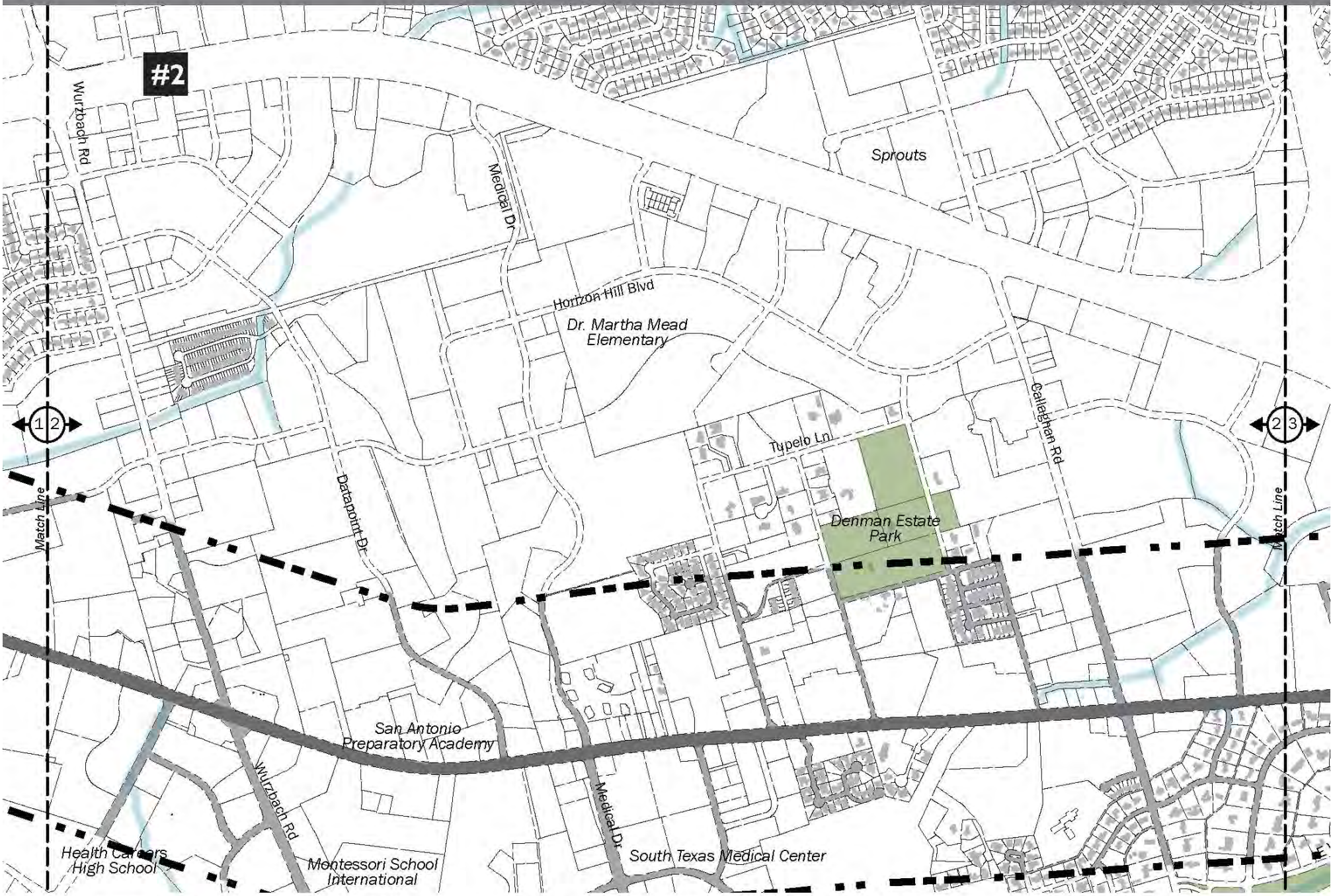
12.05.2015

Open Space

Study Area

0' 400' 800'

URBAN / SUBURBAN TRANSITION



Fredericksburg Rd Corridor Analysis: Sheet 2 Short Term Recommendations

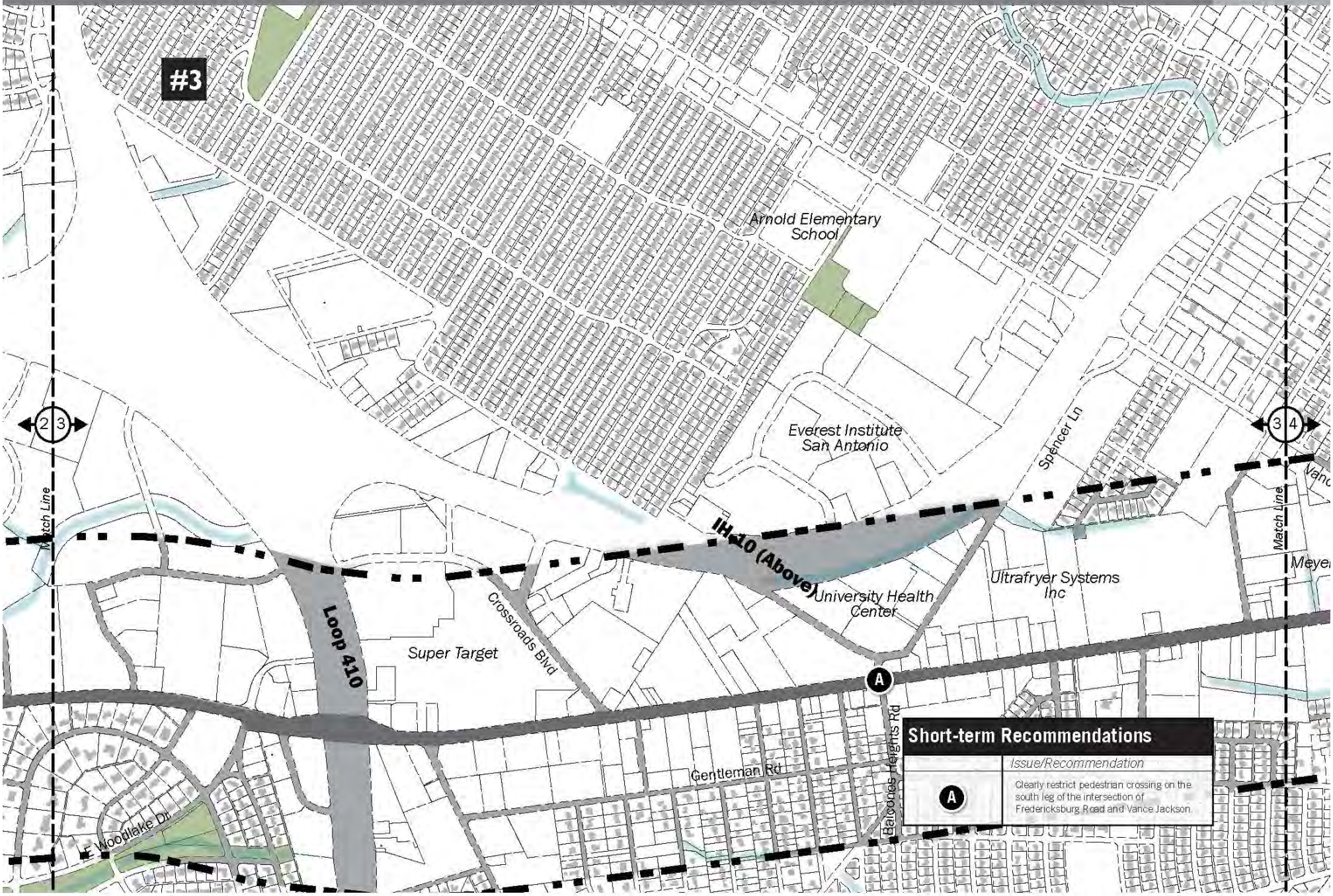
12.05.2015

Open Space

Study Area

0' 400' 800'

URBAN /SUBURBAN TRANSITION



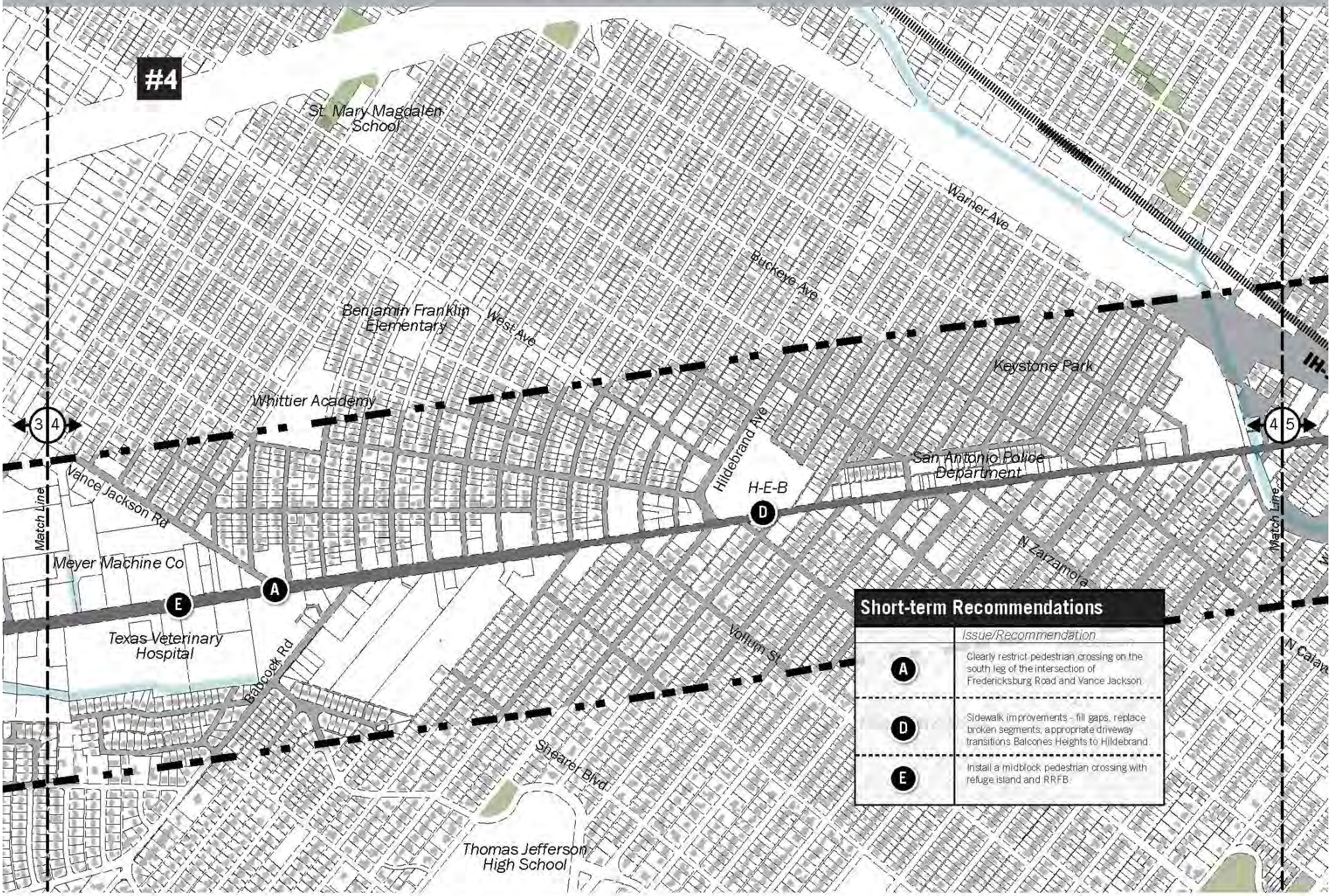
Fredericksburg Rd Corridor Analysis: Sheet 3 Short Term Recommendations

12.05.2015

Open Space

Study Area

0' 400' 800'



Fredericksburg Rd Corridor Analysis: Sheet 4 Short Term Recommendations

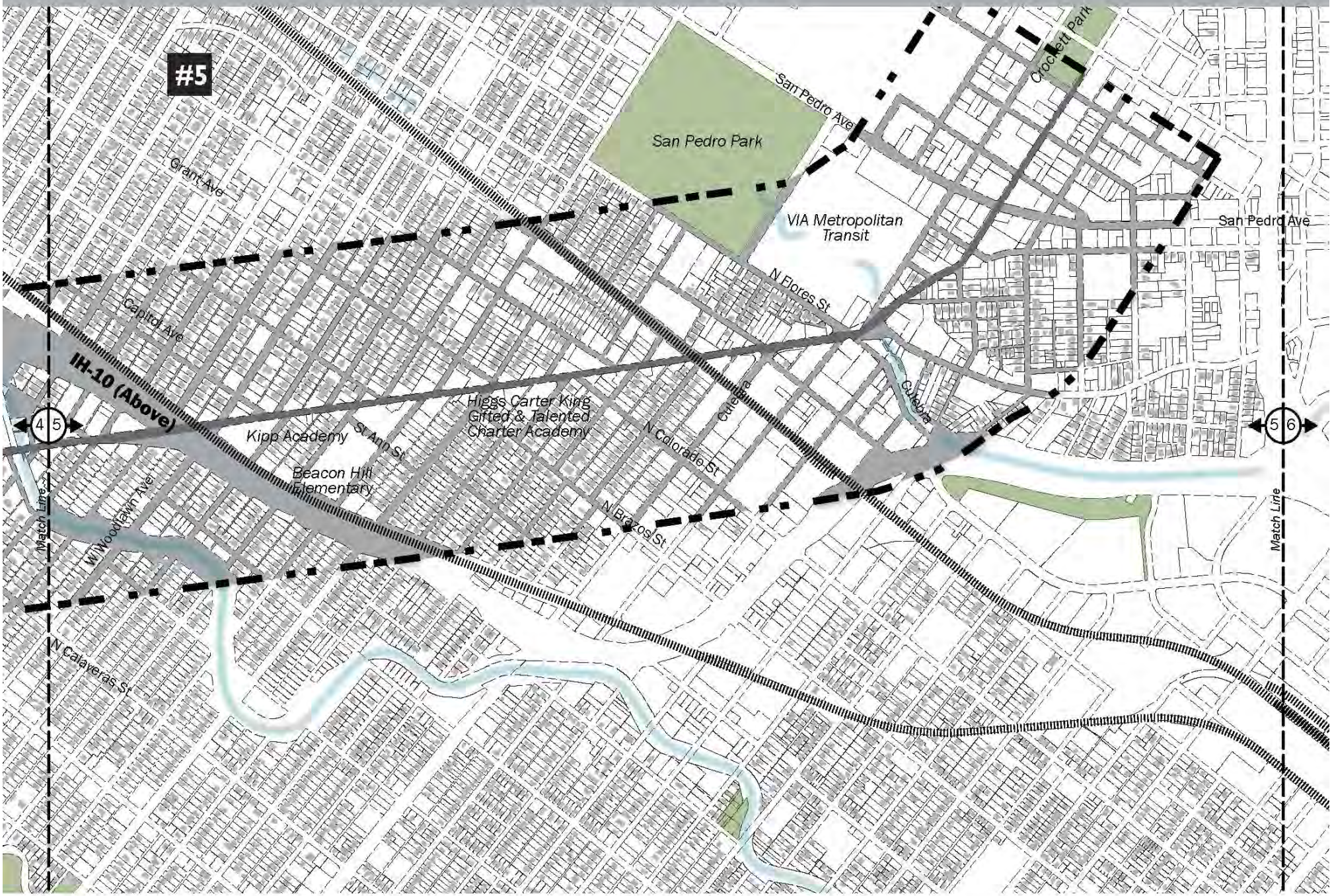
12.05.2015

Open Space

Study Area

0' 400' 800'

TRADITIONAL URBAN



Fredericksburg Rd Corridor Analysis: Sheet 5 Short Term Recommendations

12.05.2015

Open Space

Study Area

0' 400' 800'