PERRIN BEITEL ROAD

SA TOMORROW
multimodal transportation plan

Perrin Beitel Road Corridor Overview

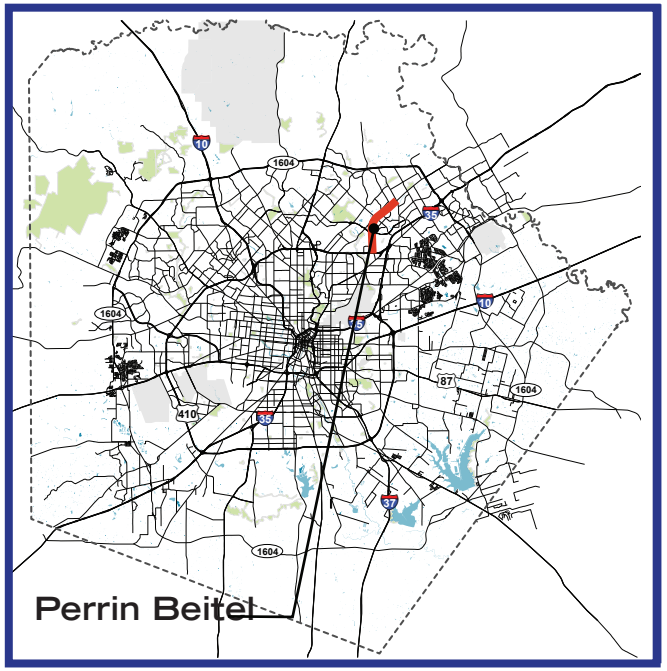
CONTEXT

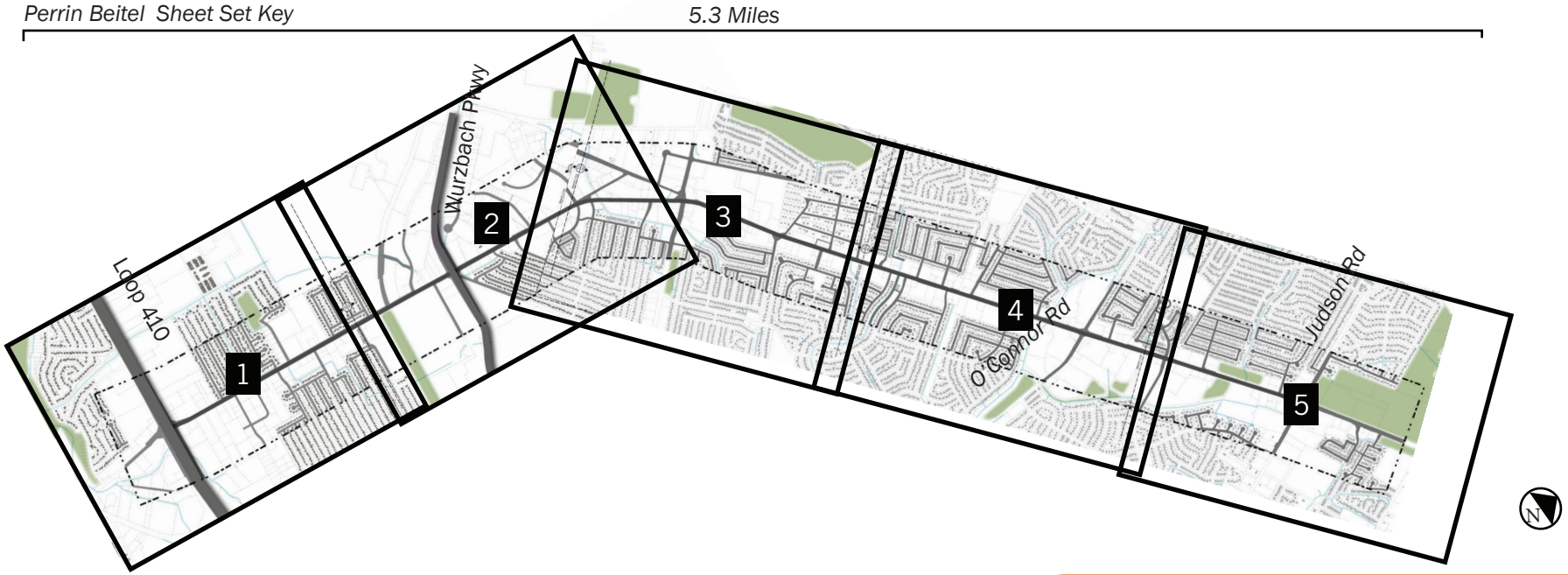
The Perrin Beitel corridor connects Regional Centers (Rolling Oaks and NE I-35 and I-410) along Loop 410 and Loop 1604. It is also an extension of the Austin Highway/Broadway corridors which connects to Downtown. North of Thousand Oaks, the street name changes from Perrin Beitel to Nacogdoches.

Along the corridor, land uses are primarily commercial with some multi- and single family residential developments and institutional users adjacent to the roadway. The surrounding land uses are primarily residential but also some commercial and industrial. The road itself is a five lane section that carries a large amount of traffic and is congested at some of the major intersections such as Thousand Oaks. The corridor is sometimes utilized as a relief route when there are incidents on Interstate 35, further adding through traffic to the road.

There are many closed businesses and vacant properties along the corridor. Economic revitalization of the Perrin Beitel corridor should be a key component of any improvements strategy.

The City of San Antonio Department of Community Planning and Development completed a Northeast Corridor Revitalization Plan in June 2014 for the Perrin Beitel and Nacogdoches corridors. The focus of the plan is on activating vacant and underutilized properties, and improving through the appearance of the area through the investment of public and private funds. The plan called for the designation of a Tax Increment Reinvestment Zone (TIRZ) to fund infrastructure improvements. There may be an opportunity to utilize the TIRZ funds for some or all of the recommendations identified along the corridor.





Observations, Challenges & Vision

Vision

Perrin Beitel will become a multimodal corridor that can help support new development to revitalize the area. By providing more accommodations for pedestrians, bikes, and transit, the corridor can transition from being viewed as a through commuter route to a destination that can attract new businesses.

Future

- 2040 Volumes – Daily volumes on Perrin Beitel/Nacogdoches will increase by 35% from 2015 to 2040. The highest volumes will occur near Loop 410 and Wurzbach Parkway where Perrin Beitel will carry about 45,000 vehicles per day.
- Growth Rate – the annual growth rate along Perrin Beitel is projected to be about 1.5% per year based on data in the Alamo Area MPO model.
- Future LOS – The results of the traffic analysis performed from Thousand Oaks to Loop 410 shows that the intersections at Loop 410, Wurzbach Parkway and Thousand Oaks will function at LOS F during both peak hours in year 2040.

Policy & Guidance

Access Control – Strategically close driveways to improve pedestrian paths and minimize driveways adjacent to intersections. Consider the installation of a raised median.

Speed Limits – As the corridor transitions away from being a commuter route, a lower speed limit may be more compatible with the new multimodal corridor.

Bury Utilities – Overhead utilities should be placed underground to improve the appearance of the corridor and to remove pedestrian barriers.

Thousand Oaks Dr and Perrin Beitel Rd

Perrin Oaks Plaza

General Mail Facility, Post Office Dr

Woodstone at Dreamwood Residents


Clear Spring Dr & Perrin Beitel Rd

Semmes Library

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

Transit – VIA's Vision 2040 Plan has identified this corridor as a candidate for Rapid Transit service (BRT or LRT) into downtown as projected future ridership is high.

Land Use – Develop an overlay plan that directs development to under utilized parcels.

Roadway – Perrin Beitel has high traffic volumes, and congestion is expected to increase in the future. There have been six fatal crashes from 2012 to 2014. The freeway interchanges at Loop 410 and Wurzbach Parkway have high crash frequencies. Driveways located adjacent to signalized intersections create operational and safety issues.

Bicycles –There are no bicycle facilities on Perrin Beitel, and few options for parallel routes. The Salado Creek trail near the corridor's southern terminus and Comanche Lookout Park in north are popular bike destinations.

Pedestrian – There are continuous 4-5' sidewalks along the corridor, but some areas have missing or substandard curb ramps. There were pedestrian fatalities in 2012 and 2013. New developments such as a senior center near Thousand Oaks and Perrin Beitel increases the need for safe pedestrian facilities.

Land Use – Land uses are primarily small commercial business with large parking lotswith several vacant parcels. Current land uses are not supportive of transit and are vehicle-dependent.

Long Term Multimodal Options

Future Option 1: BRT + Multimodal Improvements

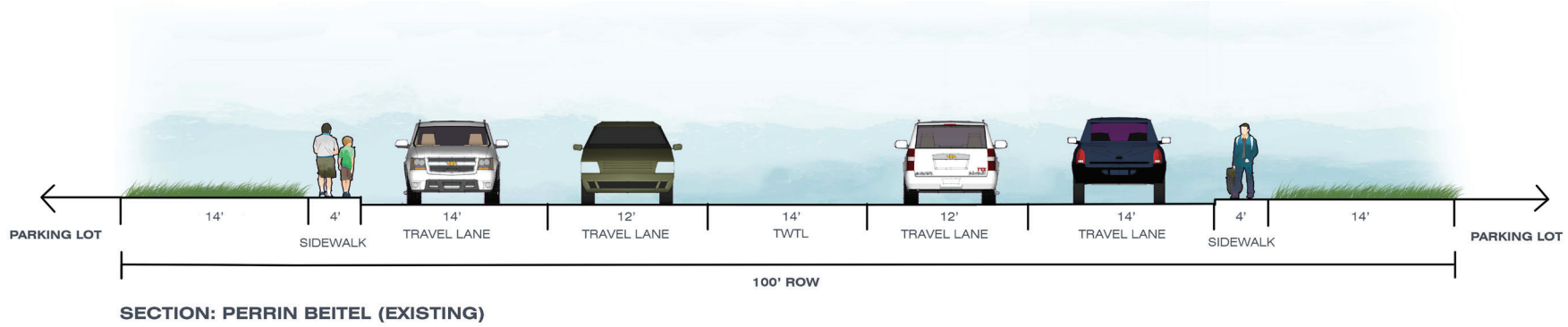
Strategies

- Widen sidewalks
- Add raised cycle track
- *Add dedicated BRT or Flex lane to allow vehicular traffic in off-peak periods (May require additional ROW in some locations) between Loop 410 and Wurzbach Pkwy.*
- *Install raised median with left-turn lanes and openings at selected locations.*

Long Term Multimodal Options: Existing Cross Section

100' - 120' ROW

This section of Perrin Beitel has 2 travel lanes in each direction with a continuous two-way center turn lane the entire length. The posted speed is 45 mph and the volumes are about 25,000 to 30,000 vehicles per day (2015). The right-of-way (ROW) width varies from a minimum 100 feet to 120 feet. Numerous commercial businesses line both sides of the street creating closely spaced driveways. There are numerous bus stops located along both sides of the street and VIA has two main bus routes that service the area – Route 14 and Route 642.



SECTION: PERRIN BEITEL (EXISTING)

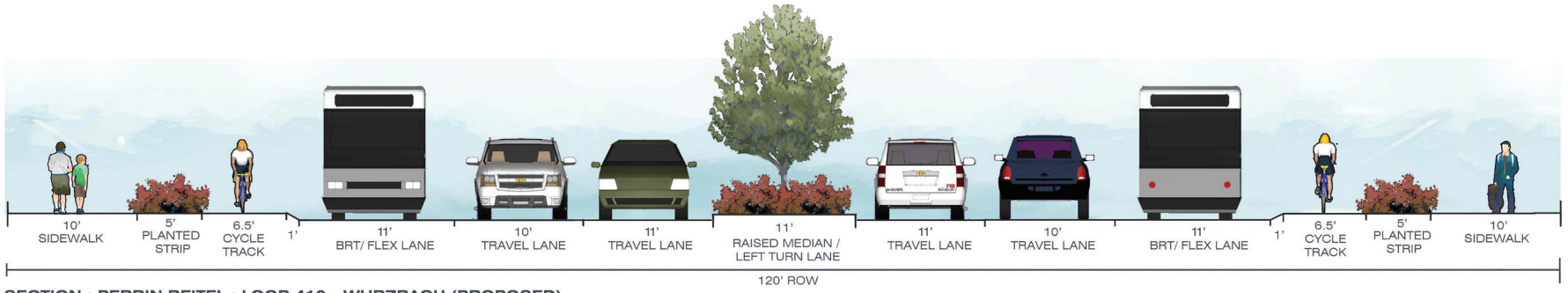
Multimodal Opportunities

Improving transit operations and providing safe paths for bikes and pedestrians can help revitalize the corridor and support local retail. However, Perrin Beitel is also an important mobility corridor, connecting large neighborhoods in northeast San Antonio to Loop 410, Loop 1604 and Wurzbach Parkway. With high existing traffic volumes, and increased congestion by 2040, it was determined that reducing the number of travel lanes to accommodate other modes would not be feasible. The ROW varies from 100 feet to 120 feet along the corridor allowing for multimodal improvements without reducing lanes. Replacing the center turn lane with a raised median where possible will improve access management, provide pedestrian refuge, and provide branding opportunities for the corridor. A wide, 10 foot sidewalk separated from the travel lanes and cycle track provides a safer pedestrian environment and will support denser, mixed use development along the corridor.

While this concept provides enhanced facilities for pedestrians, bikes, and transit, it also precludes the construction of additional travel lanes in the future. The intersections at Loop 410, Wurzbach Parkway, and Thousand Oaks will all function at LOS F in 2040. However, the traffic analysis shows that even a 6 lane section will be congested in 2040, and six lanes will not allow pedestrian and bike facilities that can support denser developments that are not as dependent on vehicles. As with many corridors in San Antonio, there are tradeoffs between maximizing vehicular capacity and providing alternate travel options and land use patterns that reduce dependence on vehicles.

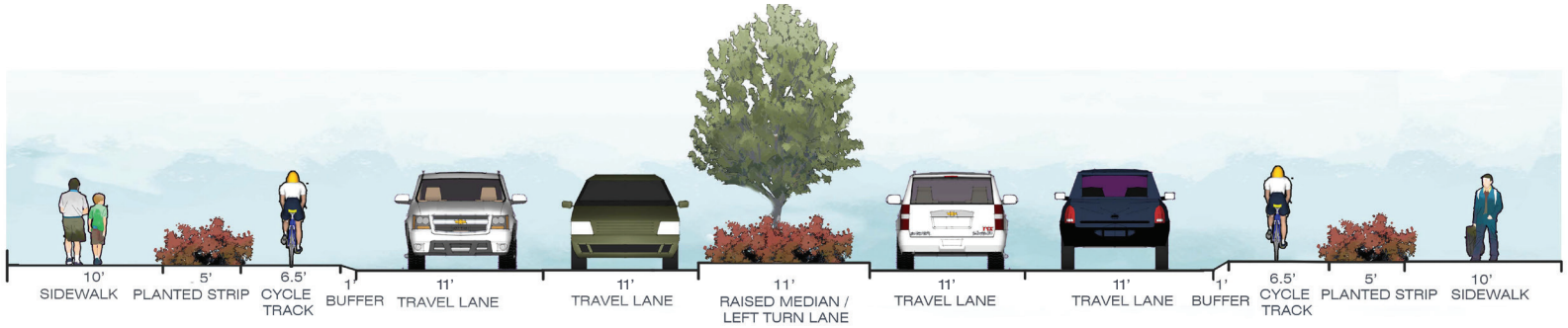
Long Term Multimodal Options

Future Option 1: Loop 410 - Wurzbach at 120' Right-Of-Way



SECTION : PERRIN BEITEL : LOOP 410 - WURZBACH (PROPOSED)

Future Option 2: Wurzbach - Judson at 100' Right-Of-Way



SECTION : PERRIN BEITEL : WURZBACH - JUDSON (PROPOSED)

Description:

The proposed cross section from Judson Road to Wurzbach Parkway has about 100 feet ROW. A raised cycle track and sidewalk can be provided while still maintaining four travel lanes. The cycle track will connect to the adjacent neighborhoods and to the Salado Creek Trail approximately one mile west of Perrin Beitel. Establishing a bike connection between Perrin Beitel and the trail can transform the cycle track from a local bike facility to an important part of a connected, city-wide bike system.

North of Loop 410 the ROW is 120 feet. Dedicated transit lanes can be accommodated in this wider section of Perrin Beitel, but it only extends for a short distance. If 120 feet of ROW can be acquired north to Wurzbach Parkway, dedicated BRT lanes could be constructed between Loop 410 and Wurzbach Parkway. If there are small sections where the right of way cannot be acquired, reducing sidewalk and buffer widths will allow the dedicated bus lane to continue through short lengths of 100 to 110 foot right of way. The BRT lane could be a flex lane where general purpose traffic is able to use the lane outside of peak periods or it can be an HOV lane to encourage carpooling. North of Wurzbach Parkway, the BRT service can continue in mixed flow.

Opportunities:

- VIA has identified this corridor as a candidate for Rapid Transit service with dedicated ROW. If light rail or Primo are implemented, higher density development could be encouraged.
- Connections to transit, the Salado Creek Trail, and Comanche Lookout Park are indicative of demand for bicycle facilities and make Perrin Beitel a good candidate for a physically separated design.
- The Northeast Corridor Initiative has developed a plan to revitalize the corridor and set up a TIRZ for funding. The TIRZ could be a source of funding the for the proposed long term options along this corridor.

Challenges:

- High traffic volumes make repurposing lanes infeasible.

VIA has identified this corridor as a candidate for Rapid Transit service with dedicated ROW.

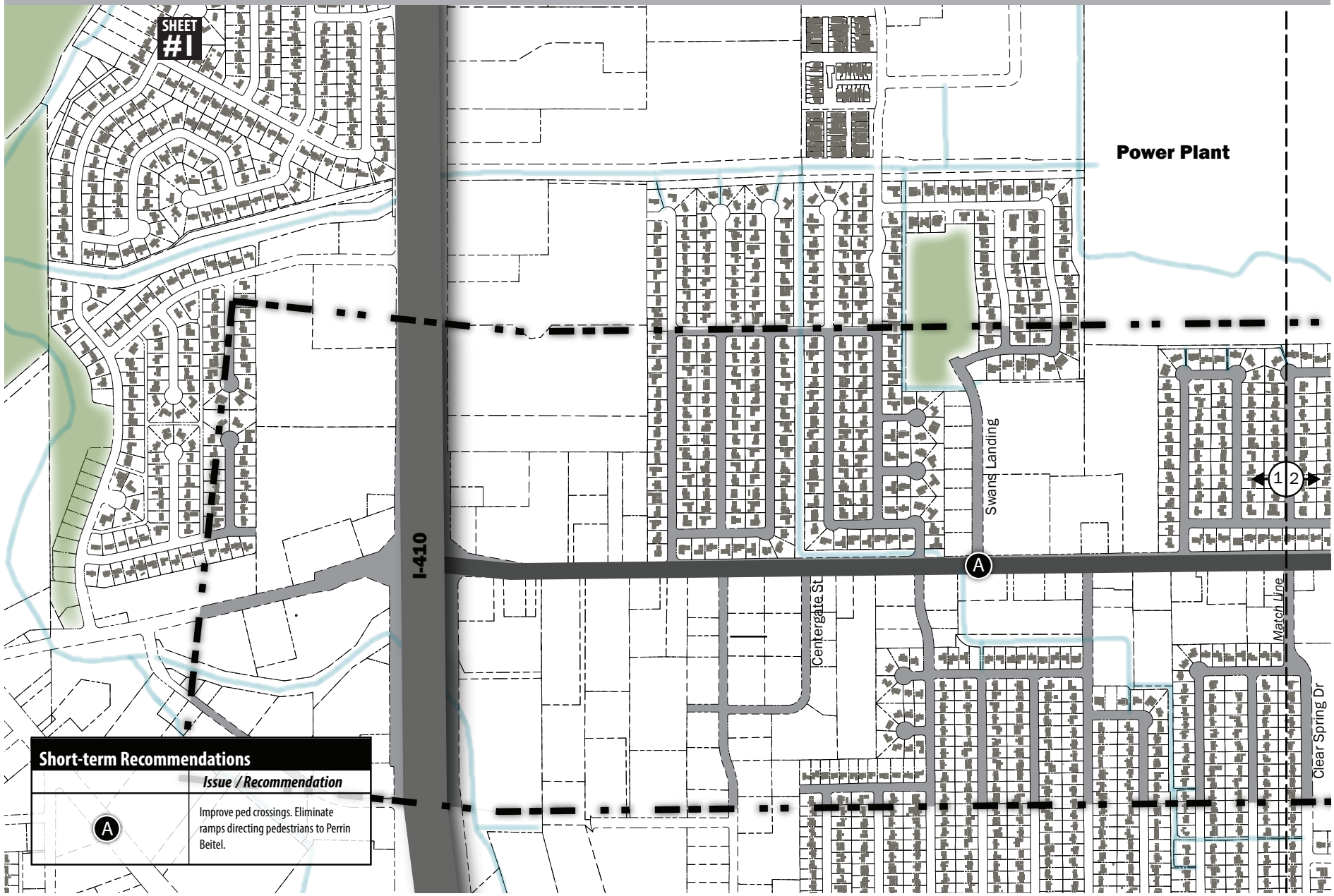
- There are no bike facilities on Perrin Beitel and the adjacent road network does not have the grid pattern for use of an alternate parallel facility.
- The Northeast Corridor Initiative has developed a plan to revitalize the corridor and set up a TIRZ for funding. Coordination with this group, stakeholders, the City and VIA is needed for a successful transition to a multimodal corridor.

Corridor Recommendations

					Recommendations	Benefits
	■		■		Bury overhead utilities	Relocating utilities below grade will improve the appearance of the corridor, 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.
		■			Create raised cycle track along Perrin Beitel	A future bike facility is planned on Perrin Beitel. High traffic volumes and even higher future volumes will require a bicycle facility that is separated and protected from vehicular traffic. This will increase safety and encourage alternative transportation use on the roadway.
■			■	■	Implement BRT Service	Establishing rapid transit service on Perrin Beitel will improve capacity by moving more people and will encourage development that is compatible with the adjacent neighborhoods and supports transit.
■	■				Improve pedestrian facilities by completing the sidewalk network	The addition of improved sidewalks will not only make pedestrian travel safe and accessible, it will also improve access and encourage the use of future transit investments.

Transit Improvements | Pedestrian Improvements | Bicycle Improvements | Vehicular Improvements | Land Use Improvements

SUBURBAN



Short-term Recommendations	
	Issue / Recommendation
A	Improve ped crossings. Eliminate ramps directing pedestrians to Perrin Beitel.

Perrin Beitel Rd Corridor Analysis: Sheet 1 Short Term Recommendations

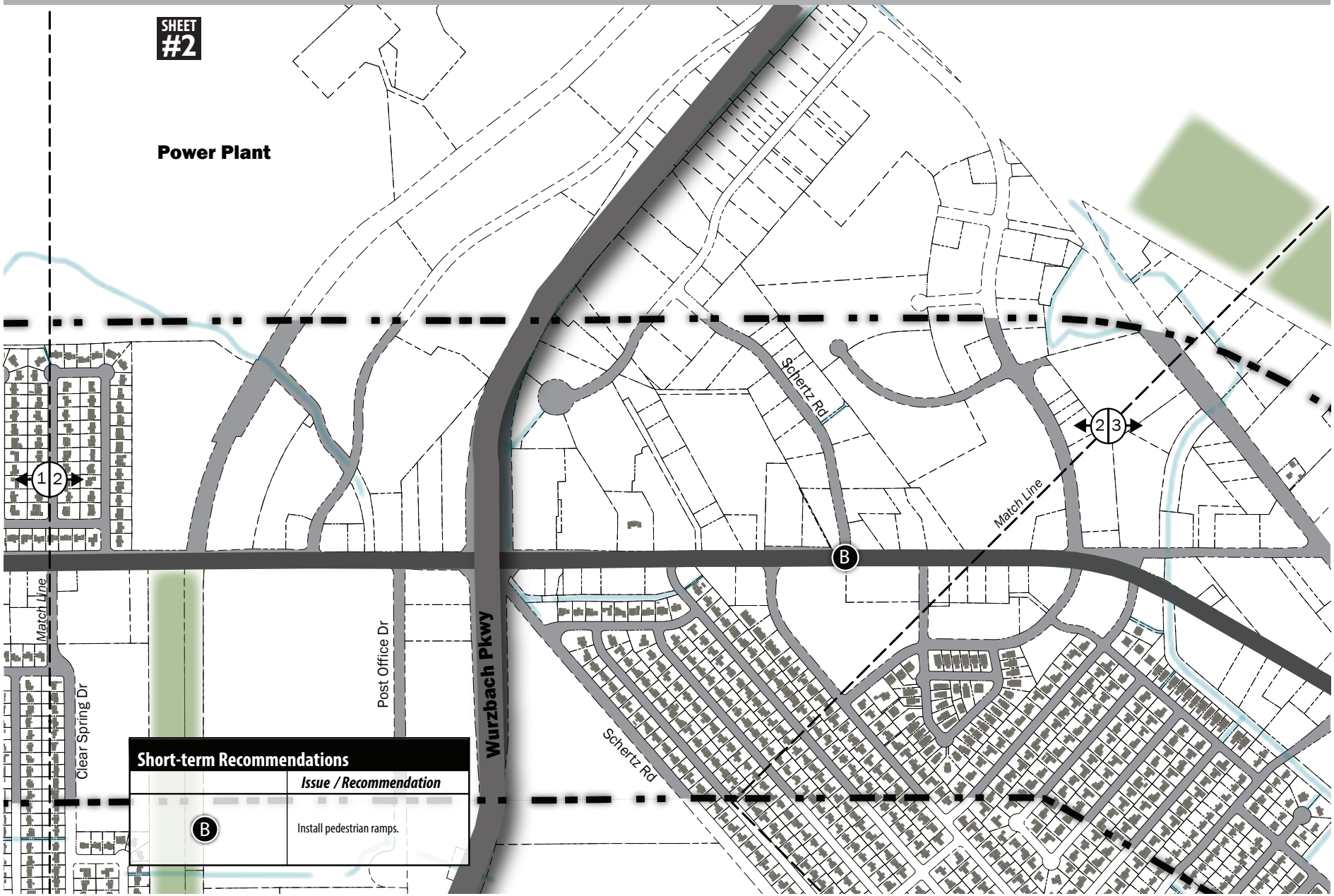
Open Space

Study Area

SATOMORROW

0’ 400’

SUBURBAN



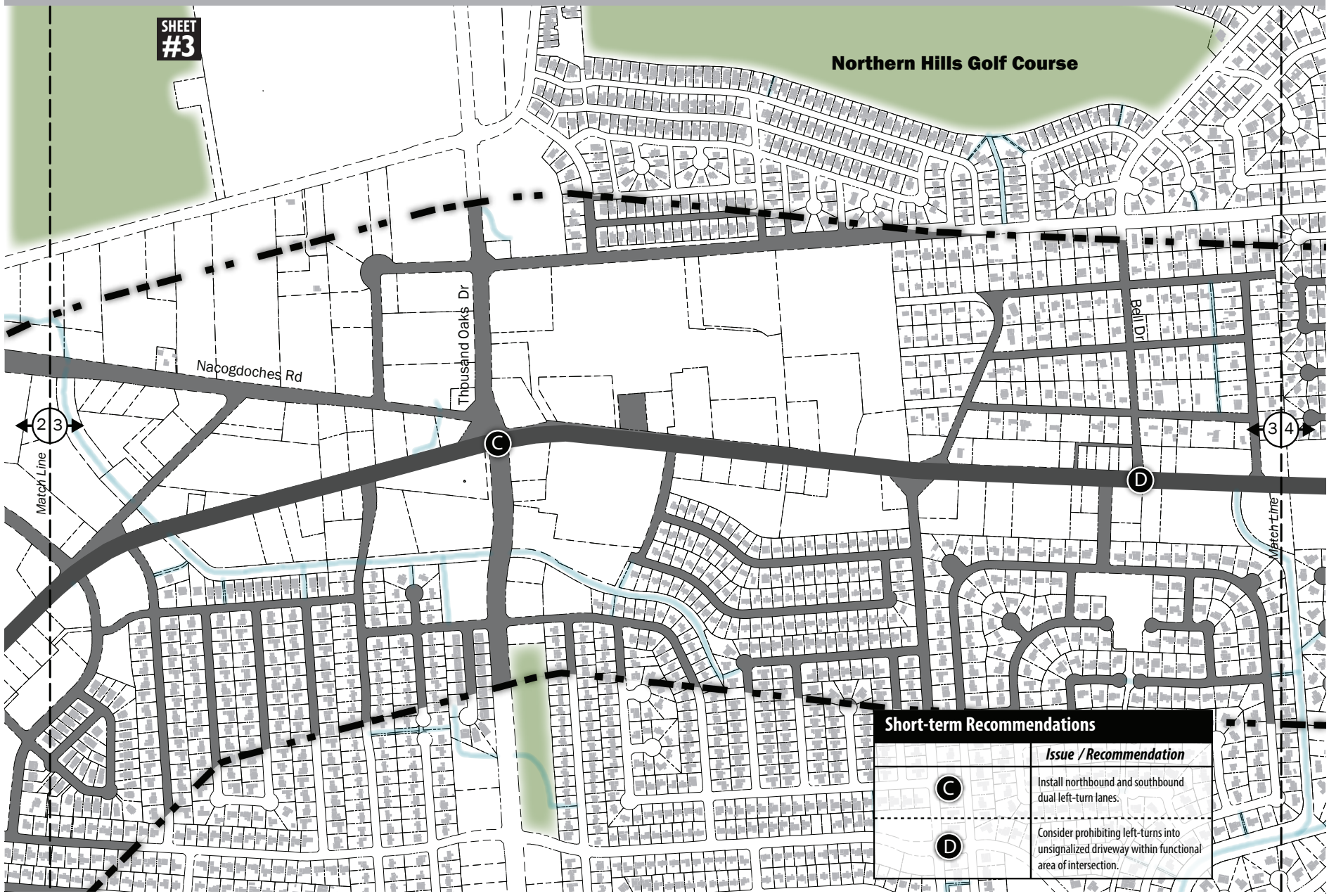
Perrin Beitel Rd Corridor Analysis: Sheet 2 Short Term Recommendations

Open Space
Study Area

SA TOMORROW

0' 400'

SUBURBAN



Perrin Beitel Rd Corridor Analysis: Sheet 3 Short Term Recommendations

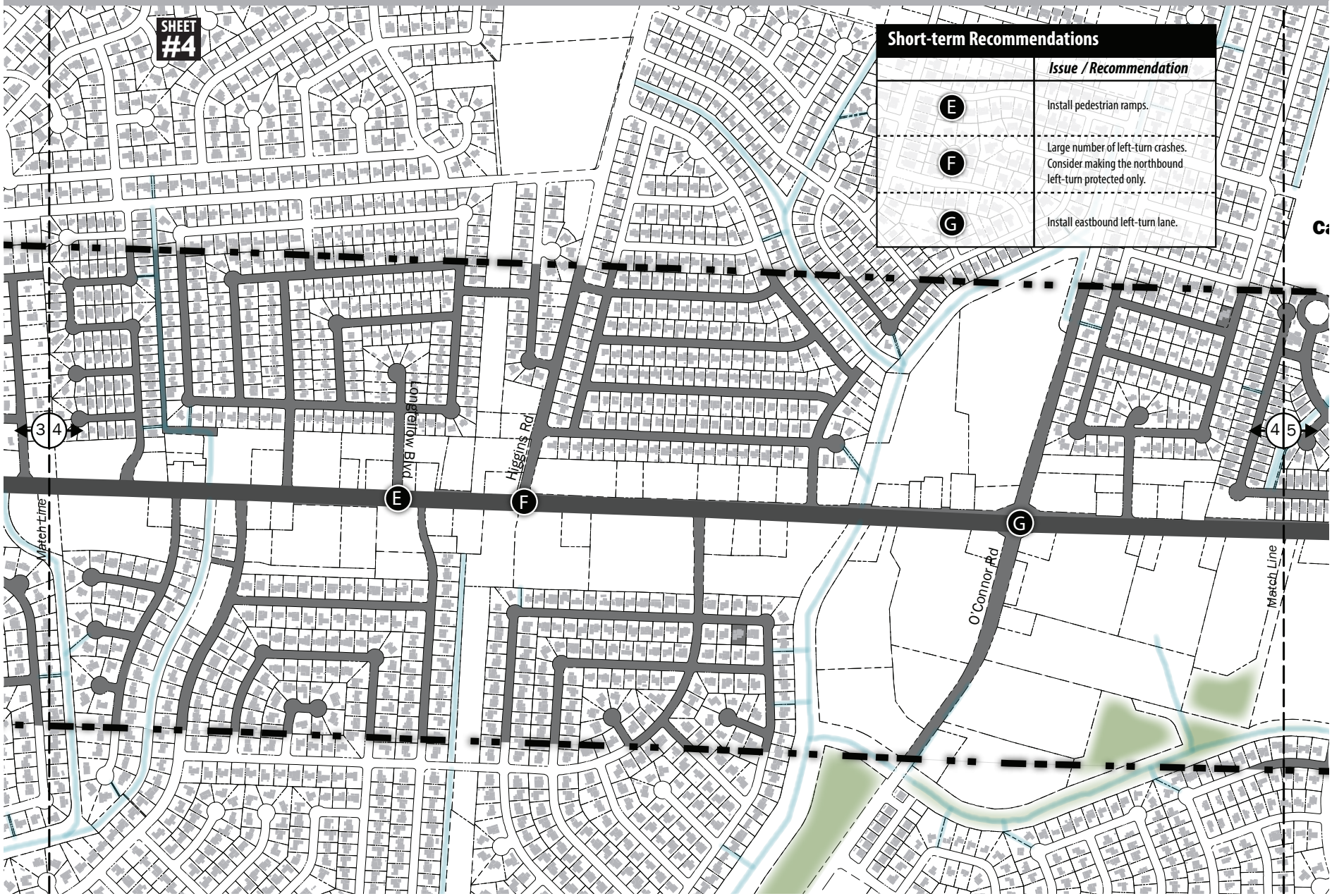
Open Space

Study Area

SA TOMORROW

0' 400'

SUBURBAN



Perrin Beitel Rd Corridor Analysis: Sheet 4 Short Term Recommendations

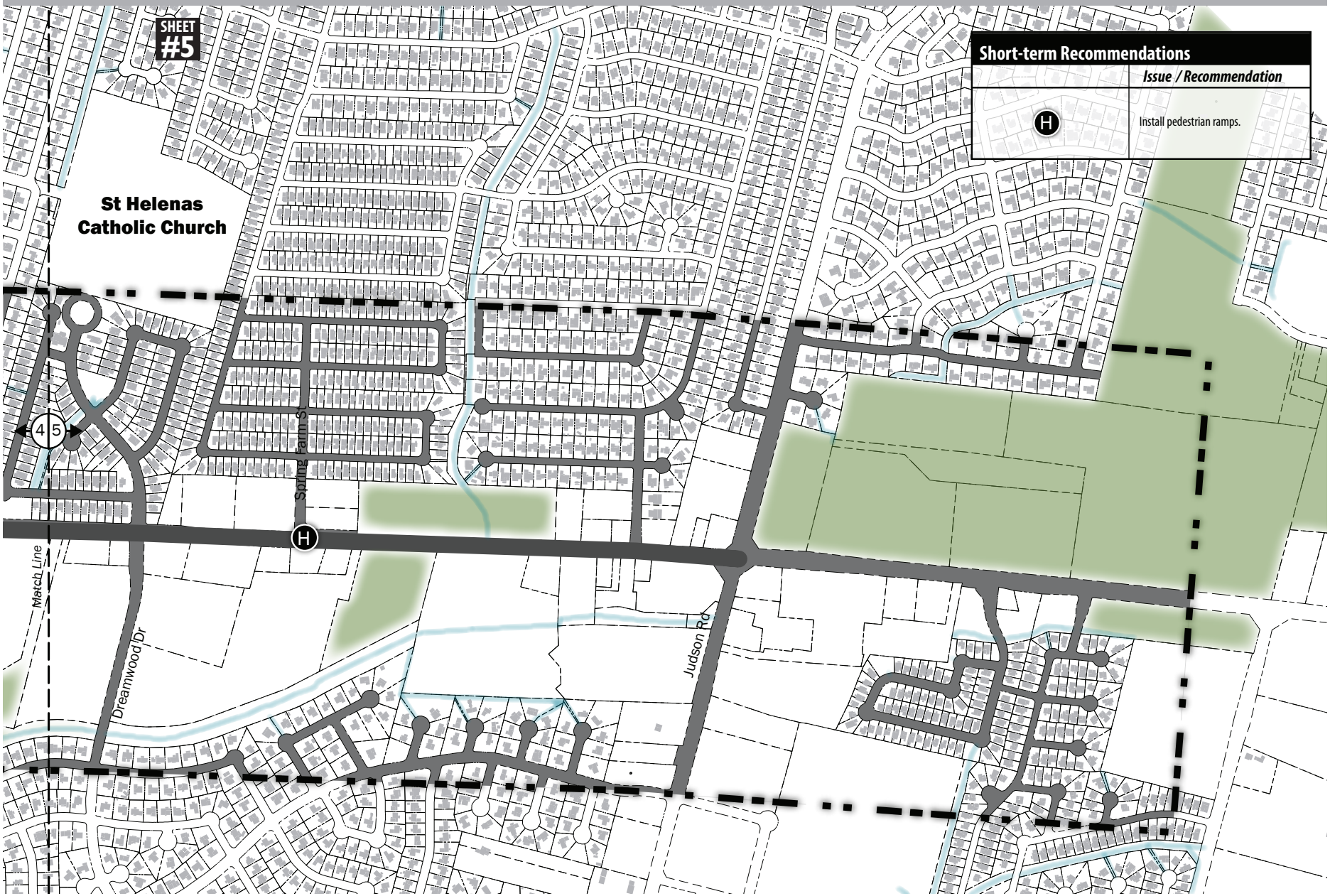
Open Space

Study Area

SA TOMORROW

0' 400'

SUBURBAN/RURAL



Perrin Beitel Rd Corridor Analysis: Sheet 5 Short Term Recommendations

Open Space

Study Area

SA TOMORROW

0’ 400’