TRANSPORTATION, CIRCULATION, AND PARKING

FIGURE 1
Regional Map

VIA Routes serving UTSA Campuses
Existing City of San Antonio Leon Creek Greenway
City of San Antonio's Proposed Extension of Leon Creek Greenway
VIA's Proposed Bus Rapid Transit Line from new Westside Multimodal Center to the UT Health Science Center
Existing Railroads
UTSA Campuses
City of San Antonio Central Business District

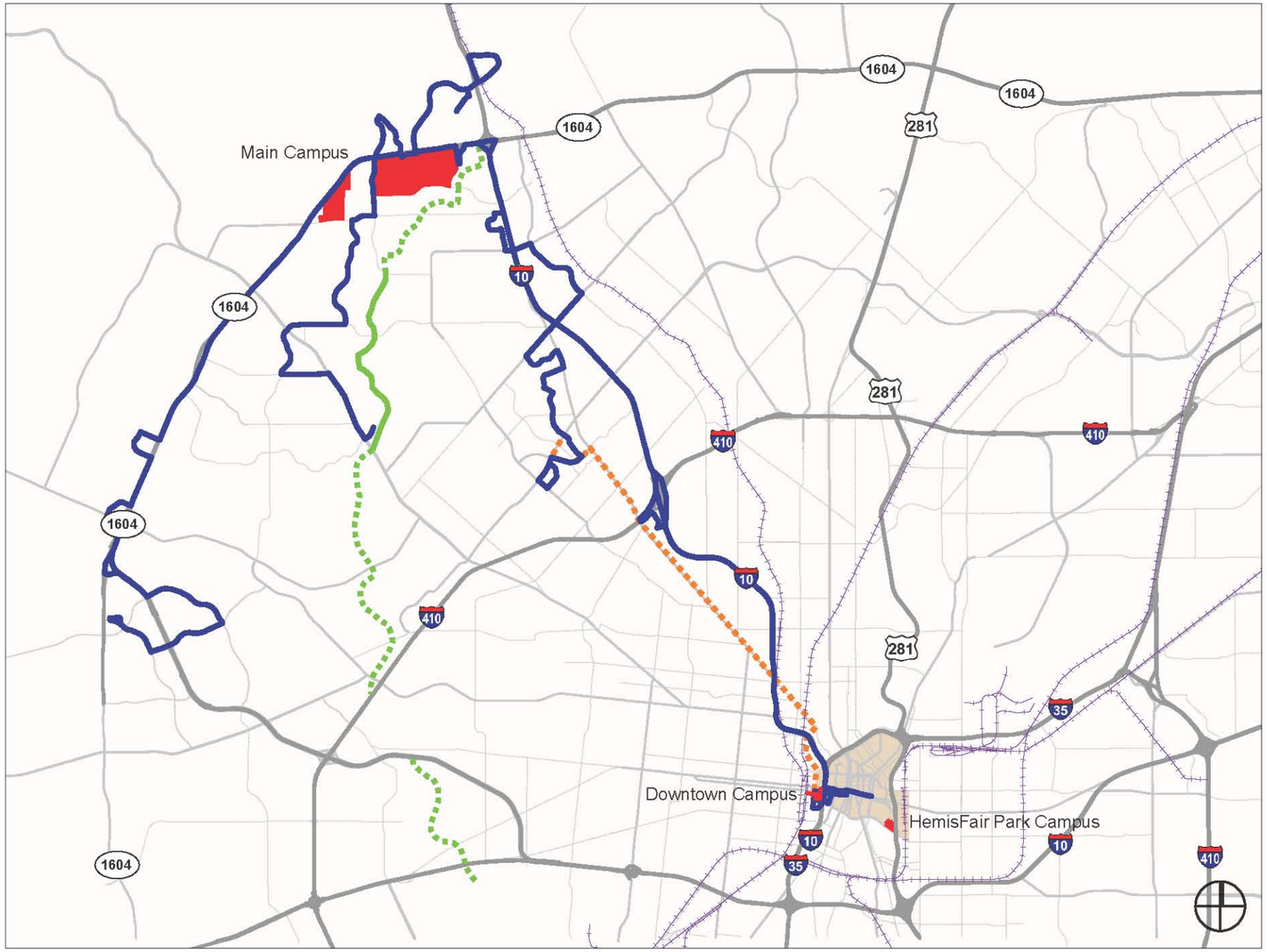
EXISTING REGIONAL CIRCULATION

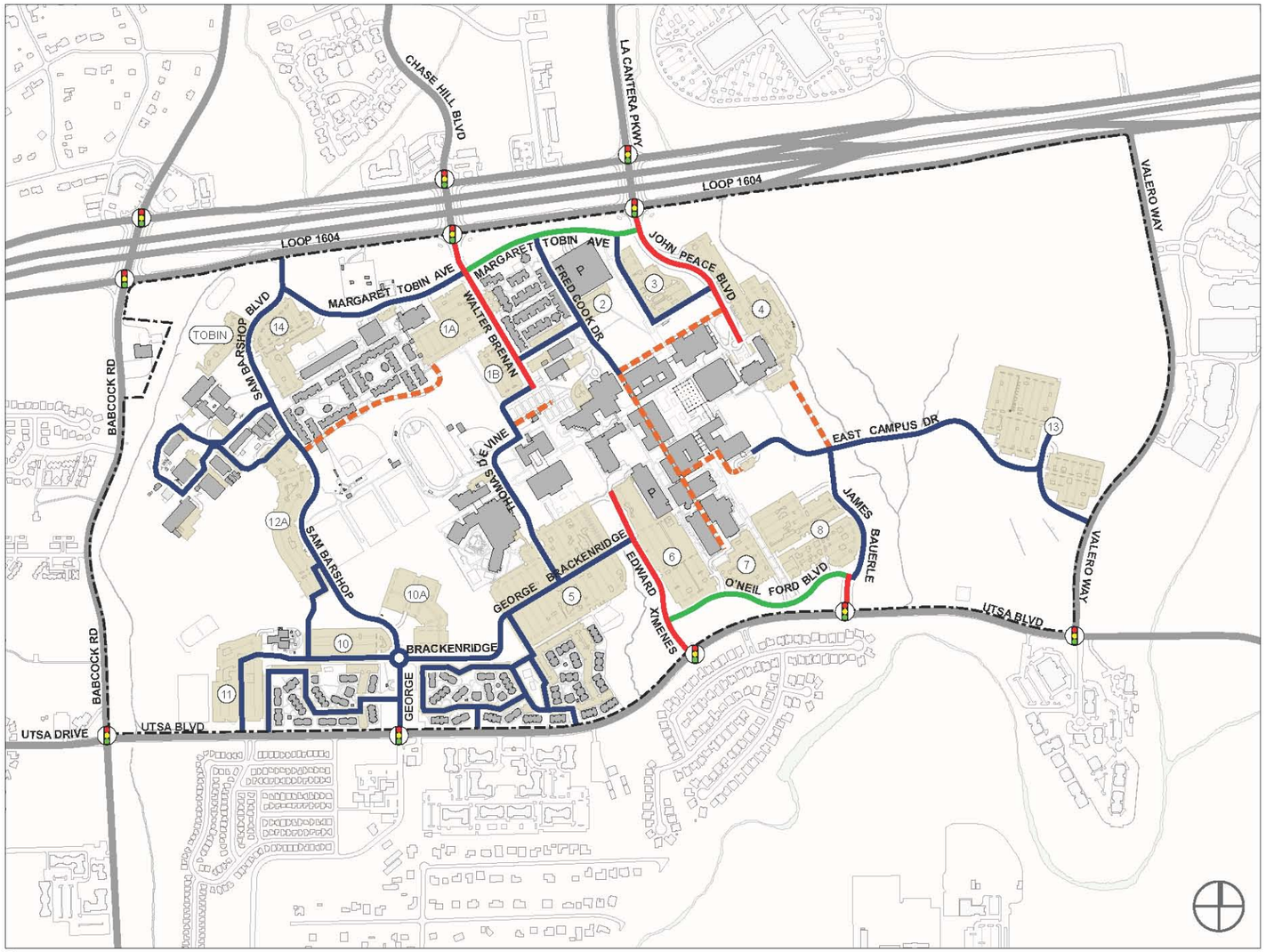
The Main Campus is located on the edge of the city, alongside the outer loop freeway (Loop 1604) which provides primary vehicular access. Loop 1604 connects with I-10 east of the campus. I-10 is the main link from the campus to downtown and to inner areas of the city. There are additional access points from the smaller arterials on the south and east edges of the campus (UTSA Boulevard and Valero Way). These arterials connect to the wider street network in this part of the city. Local transit routes connect the campus with several nearby neighborhoods. Express buses along I-10 connect to downtown and link with the city bus network. Long-distance bus and train service is available at the downtown Amtrak station.

EXISTING CIRCULATION CHALLENGES

The Main Campus's existing roadway network consists primarily of a system of two-lane roads. Roadways that are campus entrance points are typically multi-lane facilities for a short distance before ending or narrowing to two-lane facilities. Many roadways connect to surface lots rather than other roadways, resulting in a discontinuous circulation system. Few roadways provide on-street parking, adjacent sidewalks, or wide outside lanes for bicycles.

The discontinuity of the campus's street network presents the biggest challenge to campus circulation, contributing to driver confusion—particularly for visitors, emergency vehicles, and delivery vehicles—and a lack of identity for some areas of campus. Lack of a continuous loop road also makes transit routes inefficient because destinations cannot be linked easily. Another challenge is that many campus routes do not have adjacent, well-defined roadway characteristics such as curbs and gutters. This results in pedestrian conflicts all along roadways, rather than at designated crosswalks.





EXISTING CIRCULATION AND PARKING

The Main Campus is bordered by Loop 1604 to the north, Babcock Road to the west, UTSA Boulevard to the south, and Valero Way to the east. Primary entrance points are Walter Brenan Avenue, John Peace Boulevard, and Sam Barshop Boulevard from the north, and James Bauerle and Edward Ximenes Avenue from the south. Of these, Sam Barshop Boulevard, with its connection to George Brackenridge, provides the only direct north–south connection through campus. Walter Brenan Avenue leads through the center of campus and connects to Thomas Devine Drive, which eventually ends in surface Lot 5 in the southern part of campus. John Peace Boulevard enters the campus across from La Cantera Parkway and extends south to the Main Building and surface Lots 3 and 4. There are two primary east–west connections through campus. Margaret Tobin Avenue provides access between the three north–south routes at the northern edge of campus, while a series of campus roadways—George Brackenridge, Edward Ximenes Avenue, and O'Neil Ford Boulevard—allow east–west movement in the southern part of campus.

The public campus street system typically leads drivers to large surface parking lots, from which they must walk to their actual destinations. The campus has several limited-access service roads which provide direct delivery and maintenance access to buildings. These service roads vary in their structure, from dirt paths to gated tunnels.

There are over 10,000 parking spaces on the Main Campus, located in two parking decks and in numerous surface lots distributed across campus. In general, there is a sufficient number of spaces for the overall parking demand. There is high demand, however, in those parking areas closest to the academic core; surface lots in the northeast and southeast quadrants fill up quickly during peak class times while ample parking remains in the western quadrant.

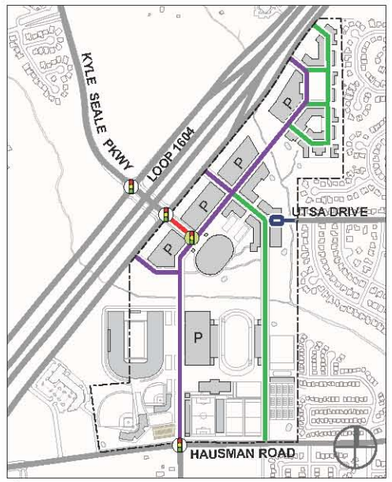
FIGURE 2
Existing Circulation and Parking, UTSA Central and East Campuses

- *Multi-Lane Roadway*
- *Service Roadway*
- *Two-Lane Roadway with On-Street Parking*
- *Two-Lane Roadway without On-Street Parking*
- *Surface Parking Lot*
- (#) *Parking Lot Designation*
- P *Parking Garage*
- *Existing Traffic Signal*

FIGURE 1
Circulation and Parking Plan, UTSA Park West

FIGURE 2
Circulation and Parking Plan, UTSA Central and East Campuses

Multi-Lane Roadway
Two-Lane Roadway with Bike Lanes
Service Roadway
Two-Lane Roadway with On-Street Parking
Two-Lane Roadway without On-Street Parking
One-Lane Roadway
Surface Parking Lot
Parking Lot Designation (#)
Parking Garage P
Existing Traffic Signal
Future Traffic Signal



1

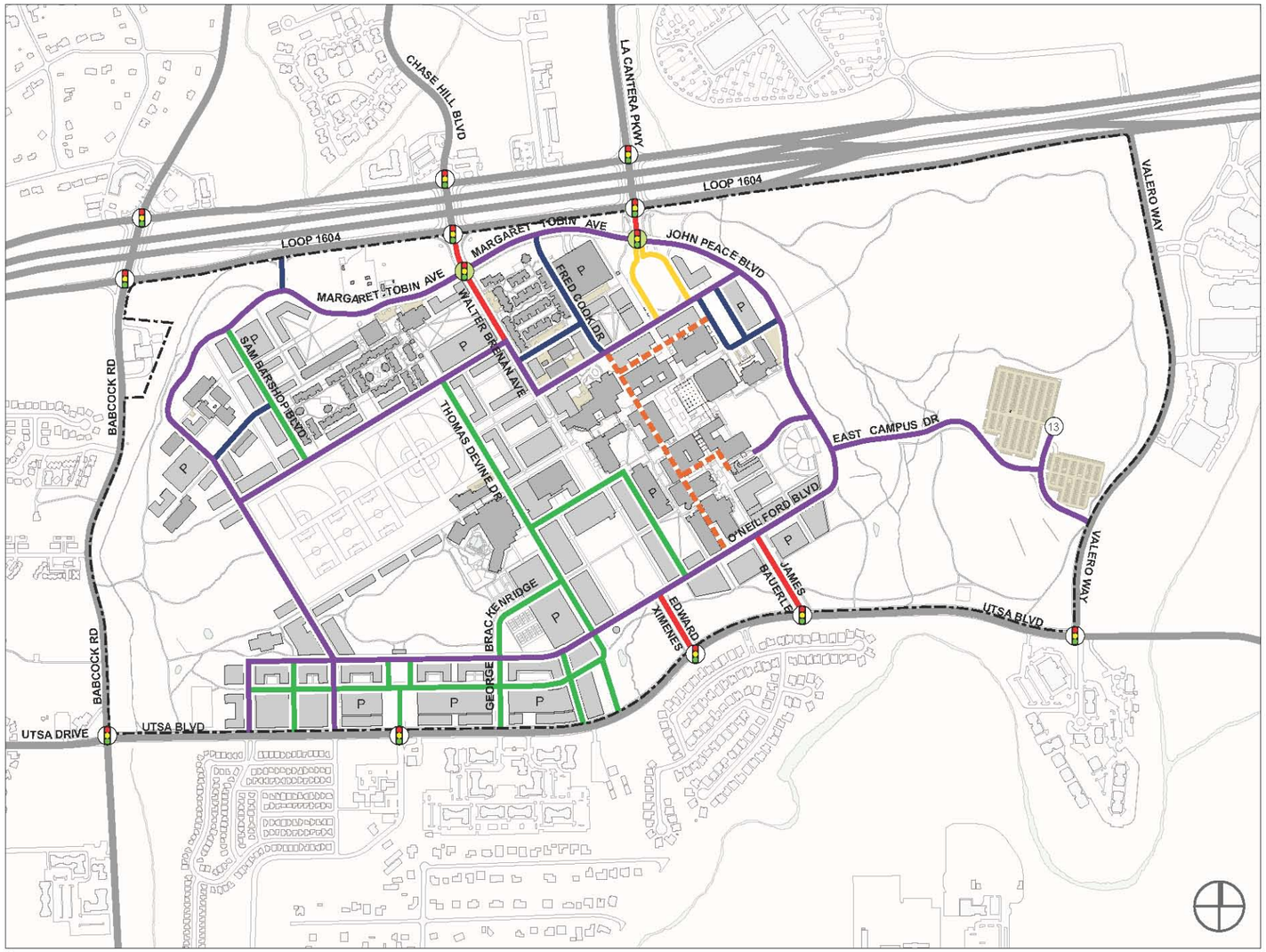
0 750 1,500 3,000 ft

LONG RANGE PLAN FOR CIRCULATION AND PARKING

The Long Range Plan clarifies the roadway network of the Main Campus and enhances its connectivity by emphasizing major entry points to campus, establishing a continuous route around the campus periphery, creating a network of secondary roadways within that loop, and establishing a hierarchy of street types to facilitate vehicular, pedestrian, and bicycle movement and safety. Many existing roadways are straightened or relocated, both to allow for new building construction and to establish a more gridlike circulation pattern (see pages 96–97 for locations of new and reused streets).

New roadways on the east and west sides of campus connect to the existing Margaret Tobin Avenue and to the straightened and extended O'Neil Ford Avenue, completing an outer campus loop. A new east–west roadway north of the recreational playfields—currently a service drive—connects via Walter Brenan Avenue to a new east–west roadway, establishing a secondary inner campus loop. Major entry points to campus—Walter Brenan Avenue, John Peace Boulevard, Edward Ximenes Avenue, and James Bauerle—connect directly to this new campus loop system. Within the loop, narrow, lower-speed roadways create north–south connections that allow limited vehicular access to the campus core.

As the campus develops, surface parking will be relocated into structured parking and parallel on-street parking, to provide room for long-term growth needs and to create more public open space in the Central Campus. New parking garages will be distributed around campus adjacent to the campus loop. Within the campus core, small pockets of surface parking will remain to provide handicapped, service, short-term, and visitor parking.



2

0 500 1,000 2,000 ft

Two-Lane Street with no On-Street Parking

3

Two-Lane Street with Bicycle Paths

4

Two-Lane Street with On-Street Parking

5

Multi-Lane Street with Bicycle Paths

6

TYPICAL STREET TYPES

FIGURE 3

Two-Lane Street with no On-Street Parking: A basic, two-lane cross-section, as illustrated in Figure 3, will be used for some minor roadways on the campus. With only two travel lanes and no bike lanes or on-street parking, this type of street is proposed in areas where on-street parking is not needed or where space limitations do not allow for parking lanes. These streets will have low speed limits (20 mph) to discourage cut-through traffic on major campus throughways.

FIGURE 4

Two-Lane Street with Bicycle Paths: The dominant street type that will make up the UTSA infrastructure is a two-lane street with bike lanes, as illustrated in Figure 4. This street is proposed for the transit routes around campus as well as for creating an accessible bicycle network throughout campus, helping to promote cycling as a primary mode of transportation. Carts may also use these streets for short distances and may travel within the bicycle lanes. This type of facility will likely have speed limits between 25 mph and 35 mph.

FIGURE 5

Two-Lane Street with On-Street Parking: A two-lane street with on-street parking, as illustrated in Figure 5, is proposed in areas that are heavily traveled by pedestrians and display a need for on-street parking. These streets will have low speed limits (20 mph) to discourage cut-through traffic on major campus throughways. The low speed and lack of bike lanes will result in bicyclists and carts mixing with vehicular traffic on these roads.

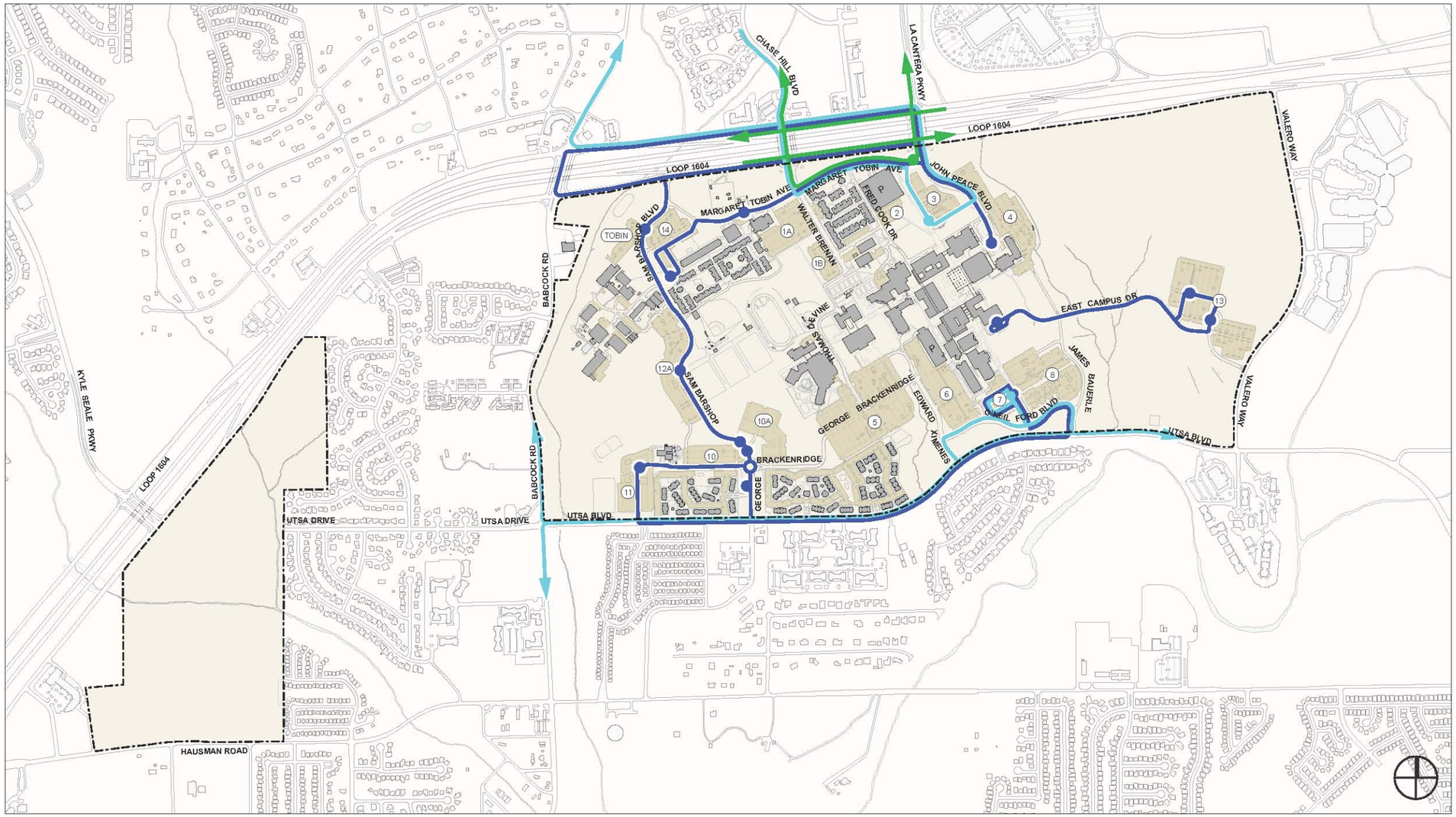
FIGURE 6

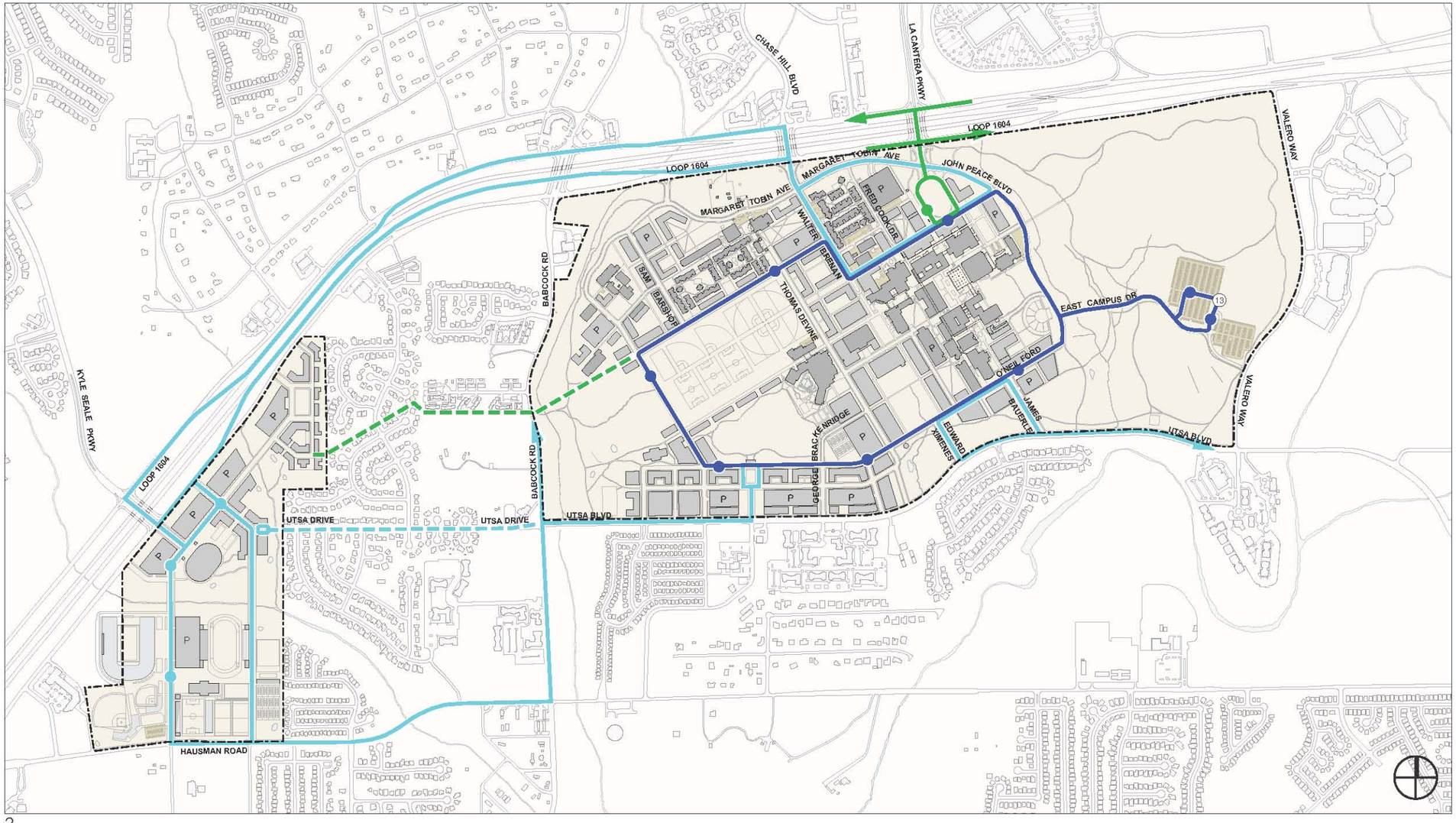
Multi-Lane Street with Bicycle Paths: Multi-lane streets will support four travel lanes with bike lanes in both directions, divided by a landscaped median, as illustrated in Figure 6. These streets will mainly be at campus entryways from surrounding roadways (UTSA Boulevard and Loop 1604). Additional widening for exclusive turn lanes at intersections may also be incorporated on campus as needed. All streets will have sidewalks and planting strips on both sides of the roadway to improve pedestrian accommodations.

EXISTING TRANSIT

UTSA operates both on-campus and off-campus shuttle routes. There are four on-campus routes that carry approximately 8,000 passengers per day. These routes generally connect residential and/or parking areas of campus to the academic core areas. There are three off-campus routes that provide service between campus and residential areas to the north, southwest, and southeast of campus. The north route carries approximately 1,200 passengers per day whereas the southwest and southeast routes carry between 700 and 1,000 passengers per day. These routes operate from approximately 7:00 A.M. to 9:55 P.M. Monday through Thursday and 7:00 A.M. to 5:55 P.M. on Fridays while school is in session. A weekend shuttle also provides service to the shopping areas north of campus. Each of these routes is operated by the University and is available to all students and employees.

The campus is also served by the metropolitan regional transit authority, VIA. VIA currently has four routes servicing the Main Campus. Two routes (93 and 94) provide express service between the UTSA Main and Downtown Campus areas. UTSA students and employees can ride these routes without payment by showing their UTSA ID card. Route 605 runs from Main Campus to areas west of campus along Babcock Road, Hausman Road, and Bandera Road. Route 603 connects the Main Campus to other major employment centers along I-10 such as the Medical Center and USAA.





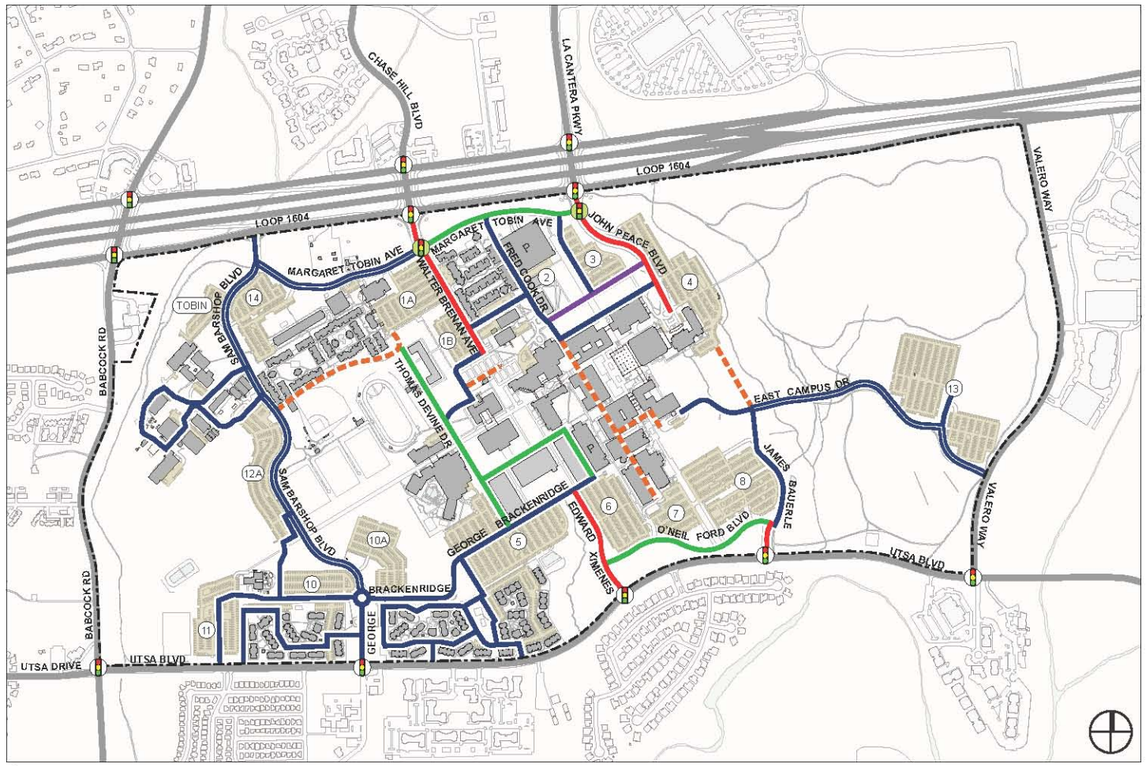
FUTURE TRANSIT

The future transit scheme replaces the existing system, which is disjointed and inefficient, with one that provides a shorter, continuous loop while still providing access to all parts of the campus. The inner loop will run shuttles both clockwise and counterclockwise, using Main Campus roadways. These particular campus roadways are fairly direct and buses will not be impeded by on-street parking or significant numbers of turns and stops. As a result of the road's design and shortened path, the arrival rate and travel times for passengers traveling around the campus will be greatly improved. The off-campus transit links will provide transportation from the Main Campus outward to destinations further than the reach of the inner loop. The VIA routes will continue to access the northeast corner of campus. Riders from VIA drop-off or off-campus locations will be able to transfer onto the campus loop to access other areas of campus as well.

FIGURE 1
Existing Transit Services, UTSA Main Campus

FIGURE 2
Future Transit Services, UTSA Main Campus

- *UTSA On-Campus Routes*
- *UTSA Off-Campus Routes*
- *Alternate UTSA Off-Campus Route*
- *VIA Routes*
- *Proposed Leon Creek Greenway Connection*
- *Bus Stops*
- *Surface Parking Lot*
- *Parking Lot Designation*
- *Parking Garage*



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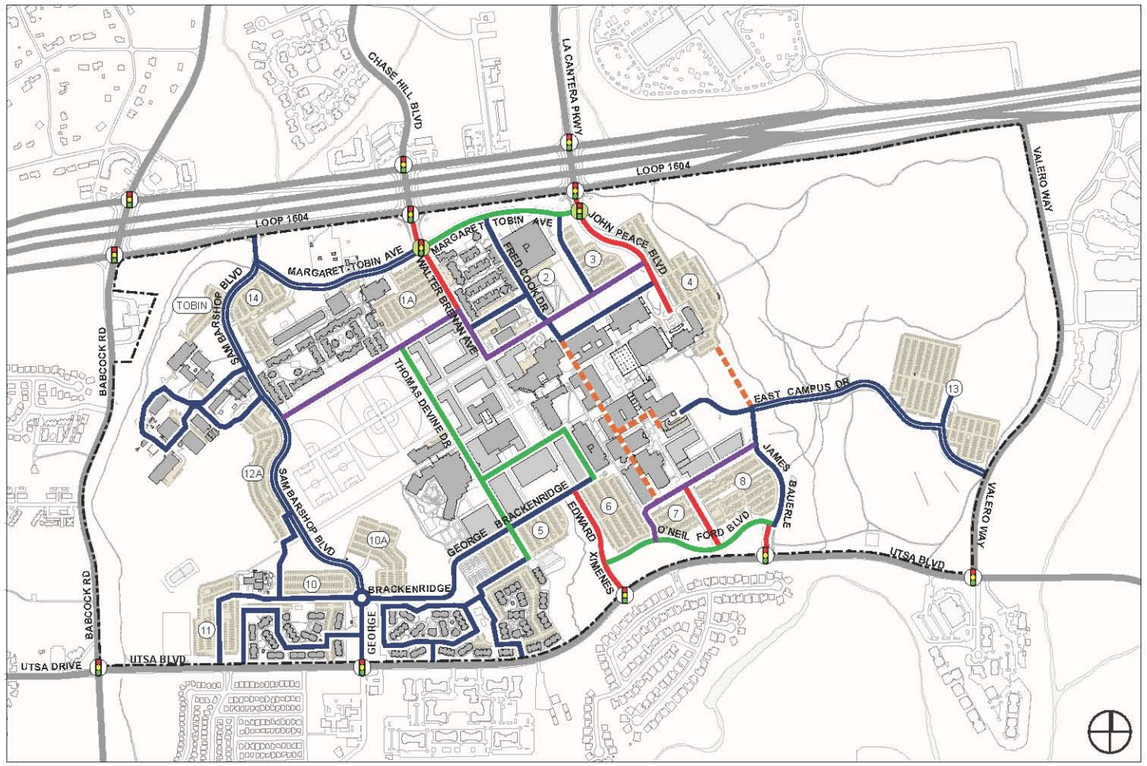


2

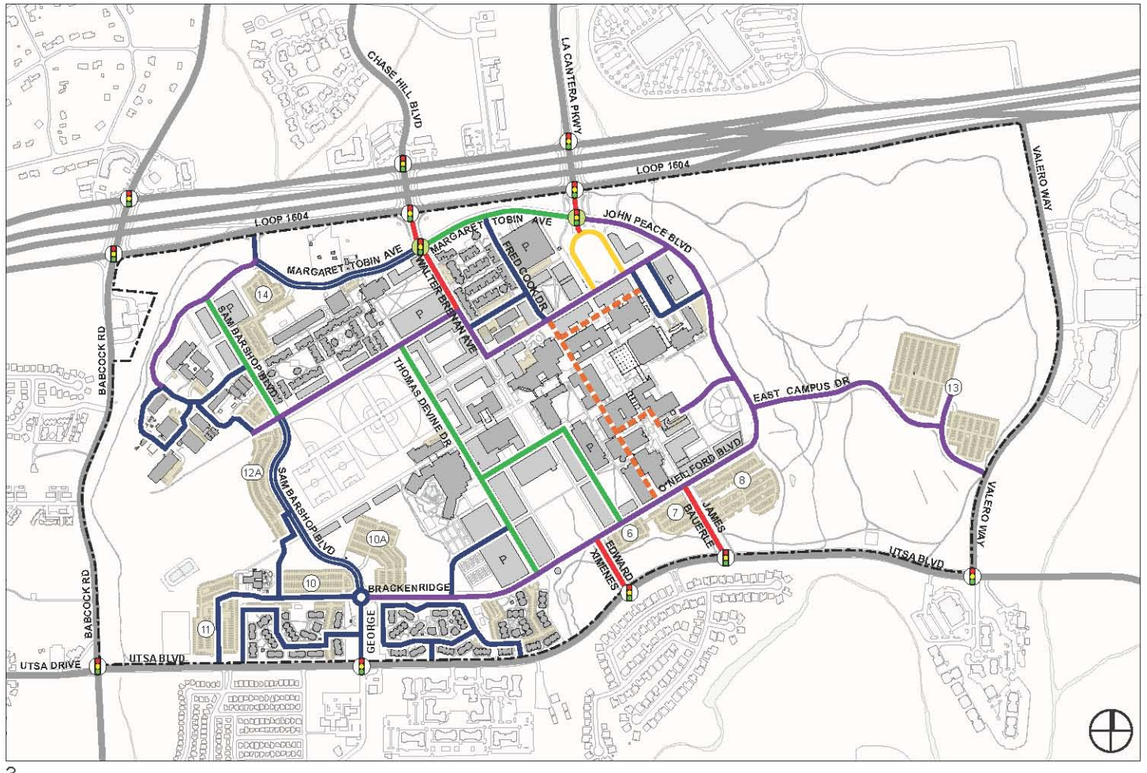
VEHICULAR CIRCULATION AND PARKING—PHASES

FIGURE 1

Phase 1 Circulation and Parking: Phase 1 begins to establish a more rectilinear circulation network in the core of campus by realigning and extending existing campus roadways. The northern portions of surface Lots 5 and 6 are replaced with three new academic buildings, with new access roads constructed to the north and east. These new roadways form a continuous loop around these buildings and provide direct, defined access to the existing South Garage. Edward Ximenes Avenue is terminated at its George Brackenridge intersection to allow for the partial construction of the new Central Quadrangle. A new north–south roadway is constructed as a northern extension of Thomas Devine Drive, providing access to a new residential building and connecting to the existing service drive south of Chaparral Village. A new east–west roadway extends west from Lot 3, connecting John Peace Boulevard to Fred Cook Drive.

FIGURE 2

Phase 2 Circulation and Parking: Phase 2 further enhances connectivity within and around campus. The existing service drive north of the recreational playfields is upgraded to a public campus roadway and extended eastward to connect to Walter Brenan Avenue, while the Phase 1 east–west roadway south of Lot 3 is extended westward to Walter Brenan Avenue. This new connection allows the existing circuitous portion of Thomas Devine Drive to be removed and replaced with additional residential buildings. Many surface lots are all or partially eliminated. Two additional levels will be added to the North Garage to offset the loss of surface parking. At this time all but the eastern portion of a campus transit loop—to be completed in Phase 3—will be in place. By using the existing service road and parking aisles east of the Main Building, however, transit vehicles may complete the loop in the interim. It is likely that UTSA Boulevard will be converted to a multi-lane facility at this time as part of a TxDOT project.



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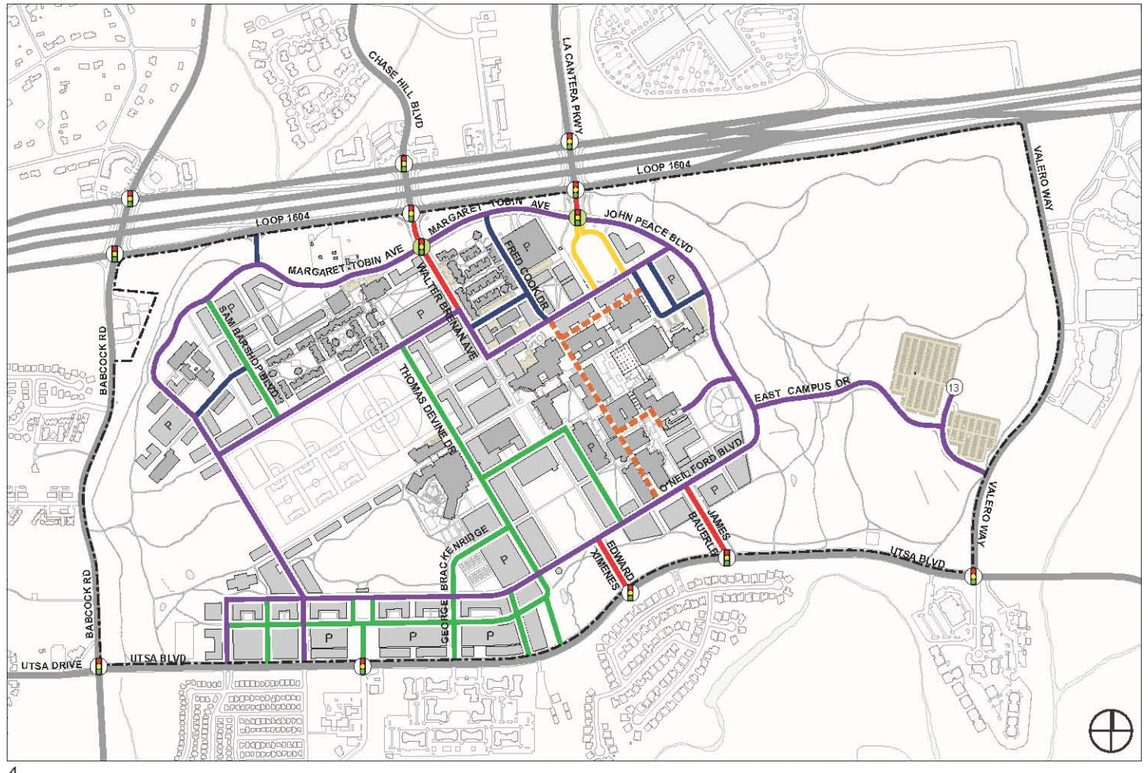


4

0 1,000 ft

FIGURE 3

Phase 3 Circulation and Parking: Phase 3 completes the transit loop around campus by extending John Peace Boulevard southward to intersect with the relocated O'Neil Ford Boulevard. O'Neil Ford Boulevard becomes the primary east–west roadway in the southern portion of campus, and simplifies the southern portion of the campus loop. Edward Ximenes Avenue and James Bauerle, the primary campus entrances from UTSA Boulevard, are both straightened, with James Bauerle relocated to align with the South Paseo. A new drop-off is created at the John Peace Boulevard campus entrance from Loop 1604. Many surface lots are entirely or partially eliminated—primarily in Lots 1A, 1B, 3, 4, 5, 6, 8, and the Tobin Lot. These spaces will be relocated to four new parking garages: two serving residential areas in the Margaret Tobin Area, one at the new John Peace Boulevard entrance, and one adjacent to the Central Quadrangle.

FIGURE 4

Phase 4 Circulation and Parking: With the completion of Phase 4, a more rectilinear, connected circulation network is in place. The western portion of the transit loop, Sam Barshop Boulevard, shifts westward to allow for the completion of the campus's recreational playfields. A network of two-lane roadways serves the new Collegetown area. Additional parking garages—located in West Campus, at the James Bauerle entrance, and in Collegetown—replace most of the campus's remaining large surface lots.

- *Multi-Lane Roadway*
- *Two-Lane Roadway with Bike Lanes*
- *Service Roadway*
- *Two-Lane Roadway with On-Street Parking*
- *Two-Lane Roadway without On-Street Parking*
- *Two-Lane Roadway with On-Street Parking on One Side*
- *One-Lane Roadway*
- *Surface Parking Lot*
- *Parking Lot Designation*
- *Parking Garage*
- *Existing Traffic Signal*
- *Future Traffic Signal*

UTSA PARK WEST

Existing Roadways and Circulation

UTSA Park West is a 125-acre tract of land approximately one-half mile west of the Central Campus. It is bordered by Loop 1604 to the northwest, Hausman Road to the south, and residential neighborhoods to the east.

The Loop 1604 interchange with Kyle Seale Parkway is located at the approximate midpoint of the site's western border. A lower section of Kyle Seale Parkway currently terminates at the approximate midpoint of the site's southern border. Kyle Seale Parkway is a multi-lane median-divided roadway west of the campus and a newly constructed two-lane undivided roadway south of the campus.

The City of San Antonio classifies Kyle Seale Parkway as a secondary arterial and shows these two roadways connecting through the University property in the City's Major Thoroughfare Plan. The endpoints of Kyle Seale Parkway against the University property are signalized at both locations and will eventually serve as the primary points of access into UTSA Park West.

Future Roadways and Circulation

The extension of Kyle Seale Parkway into UTSA Park West will serve as a core roadway and the main entryway into the site from the south and northwest. Another north–south roadway will travel on the eastern edge of the site between Hausman Road and the Loop 1604 frontage roadway. It provides access to destinations on the eastern edge of campus such as the tennis complex and football practice fields, and connects to the parking areas located north of the arena. Additional connections to the northbound frontage roadway of Loop 1604 will be added as the northern portion of the site is developed.

Although UTSA Park West will entertain evening and weekend special events drawing traffic from the region, there will be a regular demand for travel to and from the Central Campus. As illustrated on page 89, there are two primary paths between the campuses. The Loop 1604 frontage system provides one connection. This link, particularly in the easterly direction, provides quick and direct travel to the northern portions of the Central Campus. For southern access to the Central Campus, use of the local road system, specifically UTSA Boulevard, Babcock Road, and Hausman Road, is most efficient. These are all busy two-lane facilities that are unfriendly to pedestrians and bicyclists due to their lack of sidewalks and bicycle lanes.

UTSA Drive, a wide two-lane residential street, provides the most direct connection between campuses and is anticipated to be the preferred choice for students walking or biking between the campuses. Due to the residential nature of the street, this roadway should not be the main entryway into the site; limited vehicular access, however, should be considered here. This includes access for service and emergency vehicles as well as buses. A gate should be placed at the entryway into the site to enforce this limited access. In the long term, a greenway between the neighborhoods could provide a secondary pedestrian and bicycle connection between the sites.

Regular transit service will be necessary between the sites. In the initial phases the shuttle route will follow UTSA Boulevard, Babcock Road, and Hausman Road. It could possibly be a continuation of the Southwest Apartment Shuttle Route, which already travels along Babcock Road. In later phases, a northern shuttle route may be needed along Loop 1604, and the southern shuttle route may shift to UTSA Boulevard/Drive, reducing the travel distance considerably. The internal street network will be implemented as follows.

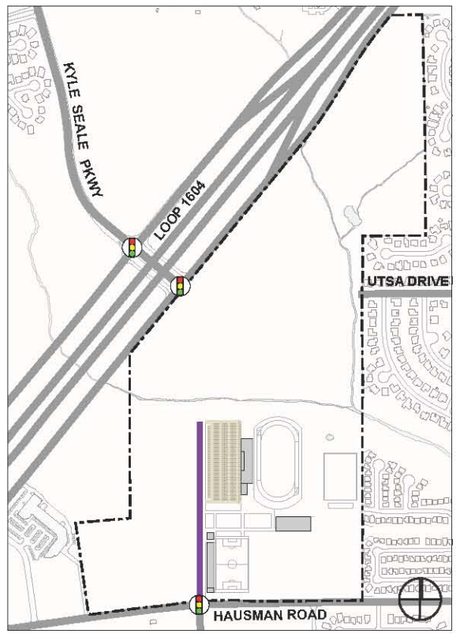
Phase 1 Circulation and Parking: Phase 1 of UTSA Park West includes a soccer stadium, track stadium, and temporary team facility, and will require parking to service these facilities along with an access road. A 500-space surface parking lot will be constructed adjacent to the track stadium, accessed via a new roadway extending northward from Hausman Road at its intersection with Kyle Seale Parkway. This roadway will initially be a two-lane facility with bicycle lanes. As the athletic complex expands, this roadway may be upgraded to a three-lane facility to accommodate a two-way left-turn lane. This turn lane could be used for left turns into additional parking areas and could be used as a second inbound or outbound lane during special events.

Transit service to UTSA Park West during the first three phases—while development remains to the south of Huesta Creek—will be made via the Hausman Road driveway. A single, centrally located bus stop should adequately serve the site.

Phase 2 Circulation and Parking: Phase 2 includes the addition of football practice fields and will not require any additional vehicular facilities.

Phase 3 Circulation and Parking: The third phase includes a softball and baseball complex in the southwest corner and a tennis complex. At this time another 500-space surface lot will be constructed alongside the existing lot, to the west of the access road. A small second surface lot, with approximately 80 spaces, will be constructed north of the softball field.

Phase 4 Circulation and Parking: Phase 4 represents the full buildout of the athletic complex at UTSA Park West, and includes a football stadium and convocation center/arena. At this time the existing access road will be extended north, bridging across Huesta Creek. Kyle Seale Parkway will extend across Loop 1604 into UTSA Park West and form a t-intersection with the extended north–south road. This short segment of Kyle Seale Parkway is expected to require two inbound and two outbound lanes. A second north–south roadway will be constructed to the east, adjacent to the tennis complex. This new roadway will bridge across Huesta Creek, extend north of the arena, and connect to the western north–south road, forming a loop around the arena. The loop roadway itself will be a two-lane facility; however, a continuous center left-turn lane will be needed to accommodate left turns as well as provide an extra ingress or egress lane during special events.



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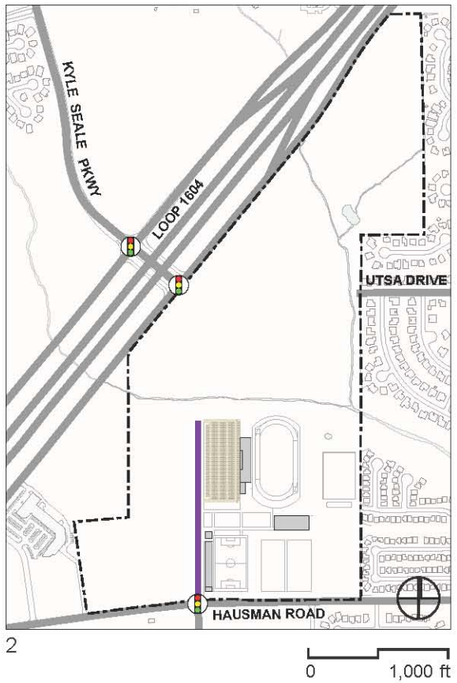
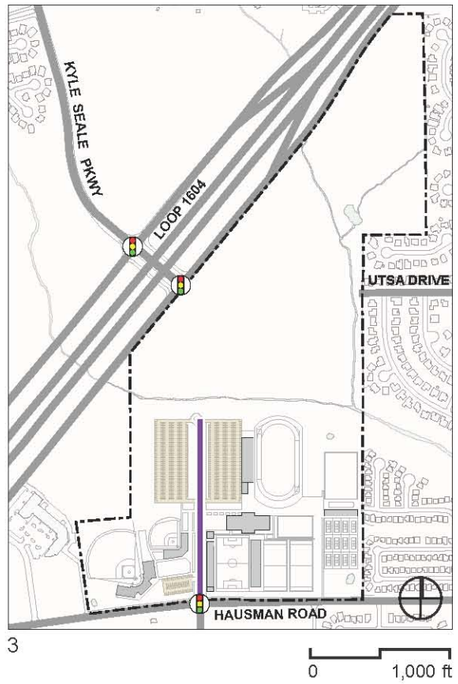
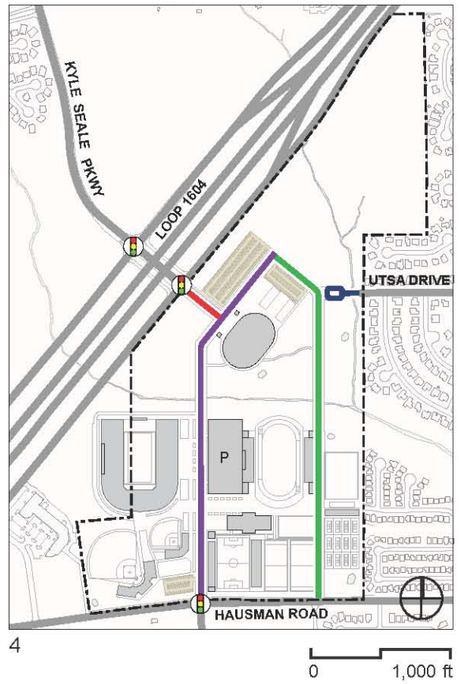






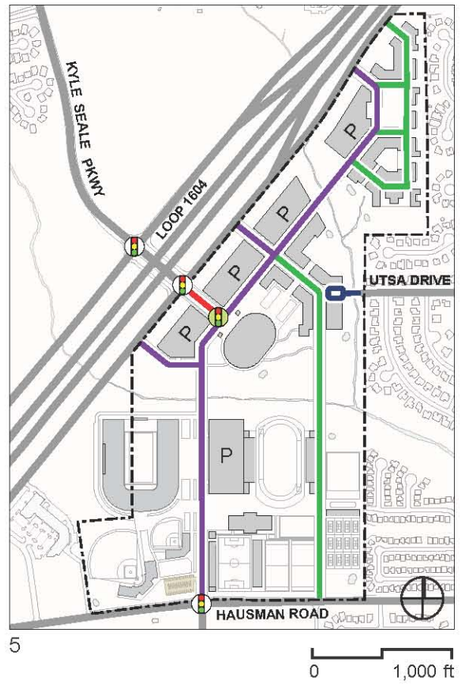


FIGURE 1
UTSA Park West
Vehicular Circulation and Parking, Phase 1

FIGURE 2
UTSA Park West
Vehicular Circulation and Parking, Phase 2

FIGURE 3
UTSA Park West
Vehicular Circulation and Parking, Phase 3

FIGURE 4
UTSA Park West
Vehicular Circulation and Parking, Phase 4

FIGURE 5
UTSA Park West
Vehicular Circulation and Parking, Phase 5

Multi-Lane Roadway
Two-Lane Roadway with Bike Lanes
Two-Lane Roadway with On-Street Parking
Two-Lane Roadway without On-Street Parking
Surface Parking Lot
P *Parking Garage*
Existing Traffic Signal
Future Traffic Signal

To serve increased demand associated with the new stadium and arena, at this time a second access point will be required for the campus transit system. A turn-around for transit vehicles will be constructed at the end of UTSA Drive, allowing for a pedestrian connection from this point into the athletic complex but prohibiting vehicular through access. A gated connection may be provided in this location to allow for limited vehicular access for service and emergency vehicles.

A parking garage, containing approximately 2,000 spaces, will be constructed on the site of the eastern surface lot, to offset the parking loss associated with the construction of the football stadium and to provide additional capacity to serve the new Phase 4 facilities. This garage will also contain a thermal plant for the complex. Two smaller surface lots will be constructed adjacent to the arena, providing a total of about 450 additional spaces. On-street parking will also be provided on the new eastern north–south roadway.

Phase 5 Circulation and Parking: The final phase of construction at UTSA Park West develops the northern portion of the property as a mixed-use neighborhood. Although there is no currently prescribed program for this development, potential uses include a mixture of housing, retail, hospitality, and research. All streets in this neighborhood should be low-speed, with pedestrian accommodations. They should be designed to minimize pedestrian conflicts and discourage through traffic in the UTSA Park West site.

Four additional parking garages are located in the northern portion of the Park West site to serve the new development as well as the athletics complex. These garages will be accessed by a series of roadways perpendicular to Loop 1604. Special events will attract spectators from the region, and providing direct access to the freeway will be essential.

A northern campus transit route would use Loop 1604 primarily at this time, whereas a southern transit route may use either Hausman Road or the drop-off at UTSA Drive. These routes could provide exclusive campus-to-campus service or be an extension of the existing off-campus apartment shuttle system, which has stops at the apartment complexes and residential areas between the campuses.

FIGURE 1

Future Bicycle Circulation Plan, UTSA Central and East Campuses

Roadway with Bicycle Lanes

Roadway without Bicycle Lanes

Paseos

City-Planned Leon Creek Greenway

Proposed Leon Creek Greenway Connections

Residential Connections to Campus

Surface Parking Lot

Parking Lot Designation (#)

Parking Garage P

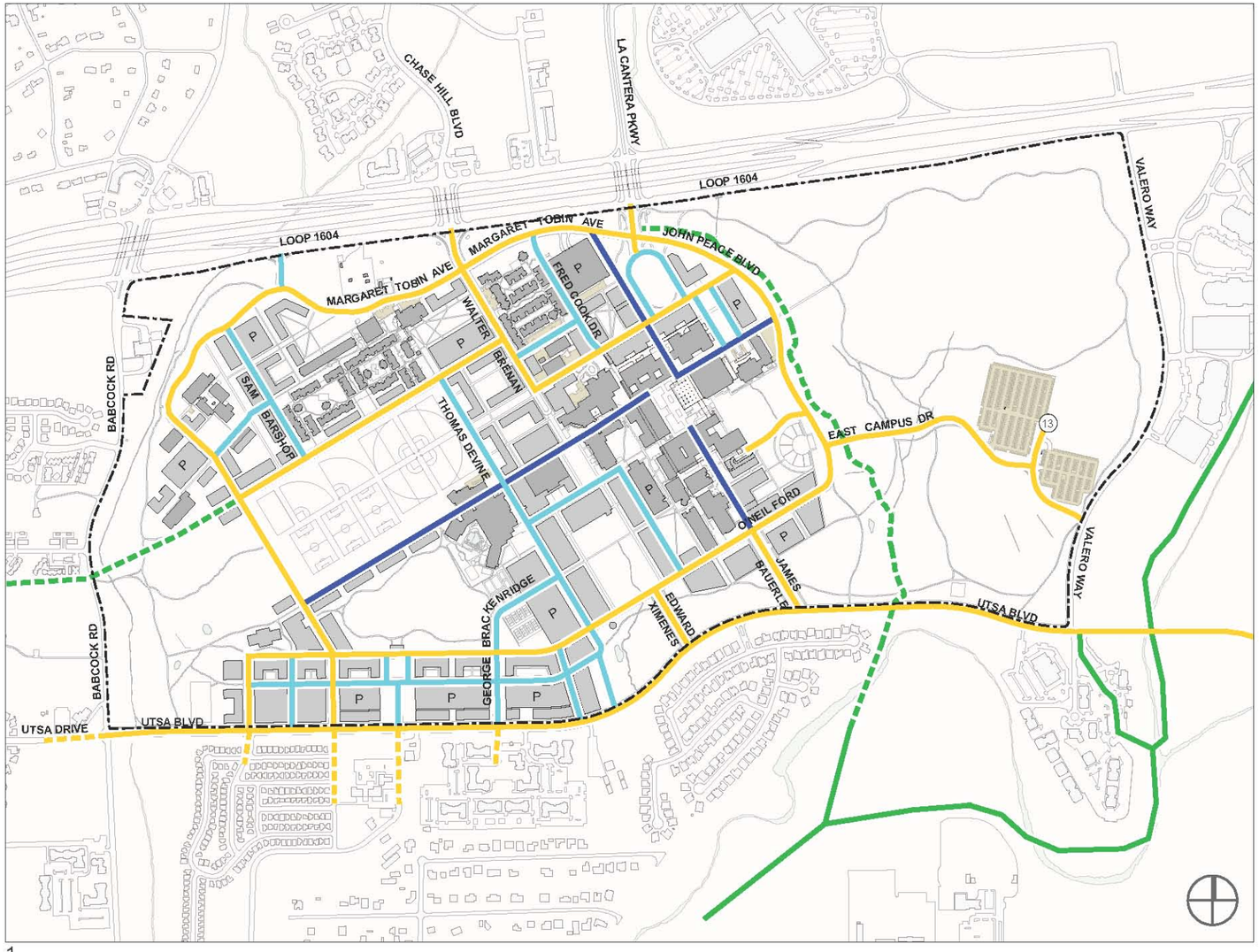
BICYCLE CIRCULATION

Bicycles are a popular transportation mode in college communities throughout the country, especially for students. They are an inexpensive and easy way to get to and around campus, avoiding traffic congestion and the hunt for parking. There is a diverse mix of riders, such as commuter bicyclists who generally prefer riding on the street, occasional riders who prefer riding on off-street bicycle paths or sidewalks, and recreational riders who look for areas to ride for exercise or pleasure.

While bicycle use on the Main Campus has grown in recent years, only a small percentage of students regularly use a bicycle, and there is not a significant number of students, faculty, or staff regularly commuting to campus using a bicycle. Distance, safety, and lack of bicycle accommodations are the primary deterrents to bicycle ridership at UTSA. UTSA Boulevard, Babcock Road, and the Loop 1604 frontage roads do not safely accommodate bicyclists due to their high speeds, traffic congestion, and lack of space. Most bicycle commuters to campus today tend to enter campus directly from the south, where they can simply cross UTSA Boulevard straight into campus, rather than travel alongside the roadway.

As the campus grows, however, there will be opportunities to improve bicycle connections to campus and incorporate bicycle accommodations into the design of the street network.

As illustrated in Figure 1, bicycle lanes, which delineate the right-of-way for bicyclists and motorists, are proposed along all of the primary roadways on campus. These lanes will enable bicyclists to enter campus safely and easily travel around campus along this street network. The minor campus streets will be low-speed, shared facilities where bicyclists would not have special markings, but would rather share the road with motorized vehicles. Bicyclists would also



be able to ride on portions of the Paseos or other designated sidewalks outside of the heaviest pedestrian activity areas. Similarly, University golf and utility cart-type vehicles may travel on campus streets as well as on designated sidewalks that are located away from heavy concentrations of pedestrians.

There are also off-site projects that are planned that will improve bicycle access to campus. TxDOT and the City are planning to widen UTSA Boulevard and include five-foot-wide bicycle lanes in each direction of travel. In addition, an off-street multi-use path will be constructed along a portion of its length. By providing these enhancements, bicyclists will have a more comfortable route to campus and would likely travel a greater distance along this route rather than just crossing at a single point. In addition, the City of San Antonio will begin construction in late 2009 on the Leon Creek Greenway, which is a ten-foot-wide paved multi-use path near campus.

The full route extends from the park-and-ride lot at the I-10 and Loop 1604 interchange east of campus, south to Loop 410, a distance of approximately 12 miles. Although not going through campus, it travels just south of UTSA Boulevard. The City is currently working on a connection between the Greenway and UTSA Boulevard. This spur will tentatively connect across from Valero Way. Once complete, it will be a safe trail for recreational riders, and will also provide an alternate connection between neighborhoods to the south of campus, allowing them to bypass Babcock Road. As shown in Figure 1, a bicycle-friendly recreation trail is proposed along the tributary of Leon Creek in East Campus. Additionally, a connection from residential areas west of campus is proposed, which will improve access from Babcock Road.

In addition to on- and off-street bicycle facilities, it is important to consider other amenities to encourage bicycle use on campus. In general, bicycle parking should be provided at every building entrance. Campus parking decks should have a designated and protected area for bicycle parking, providing longer-term storage options and allowing people who commute to campus by car to retrieve their bicycle and ride around campus.

Although there are over 70 bicycle racks on campus, there are currently no bicycle lockers on campus. Bicycle lockers would be appropriate at Laurel Village, Chaparral Village, and other housing areas. Bus shelters or lockers can also be included within new parking structures. The University's populace, including students, faculty, and staff, should be surveyed in order to determine the campus's need for bicycle lockers. Where practical, new buildings could incorporate shower and locker facilities, to allow bicyclists the option of cleaning up after traveling to work. Bicycle stations could be located on the campus to assist with minor maintenance and repairs.

The initial strategy in accomplishing these objectives is to start a bicycle advocacy group composed of interested students, faculty, and transportation department representatives. This focus group can assess current needs, as well as help promote bicycle use and educate the campus community. This can been done through special events and the creation of a campus bicycle map, which shows bicycle routes through campus, locations of bicycle amenities, rules of the road, safety tips, or other helpful information. This group could also seek sources of funding for bicycle projects through the University or through special state, local, or federal grants available to implement pedestrian and bicycle programs.

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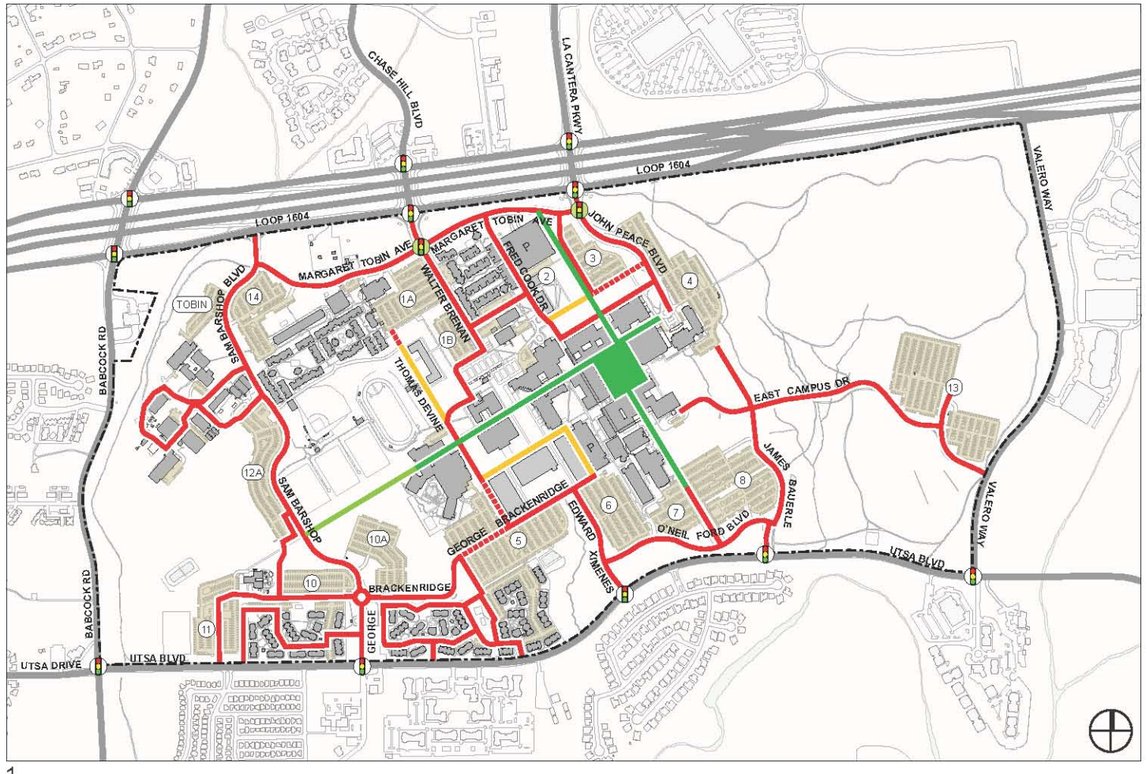
FIGURE 2
On-Street Bike Lane at the University of Wisconsin

FIGURE 3
Bike Racks at UTSA Main Campus



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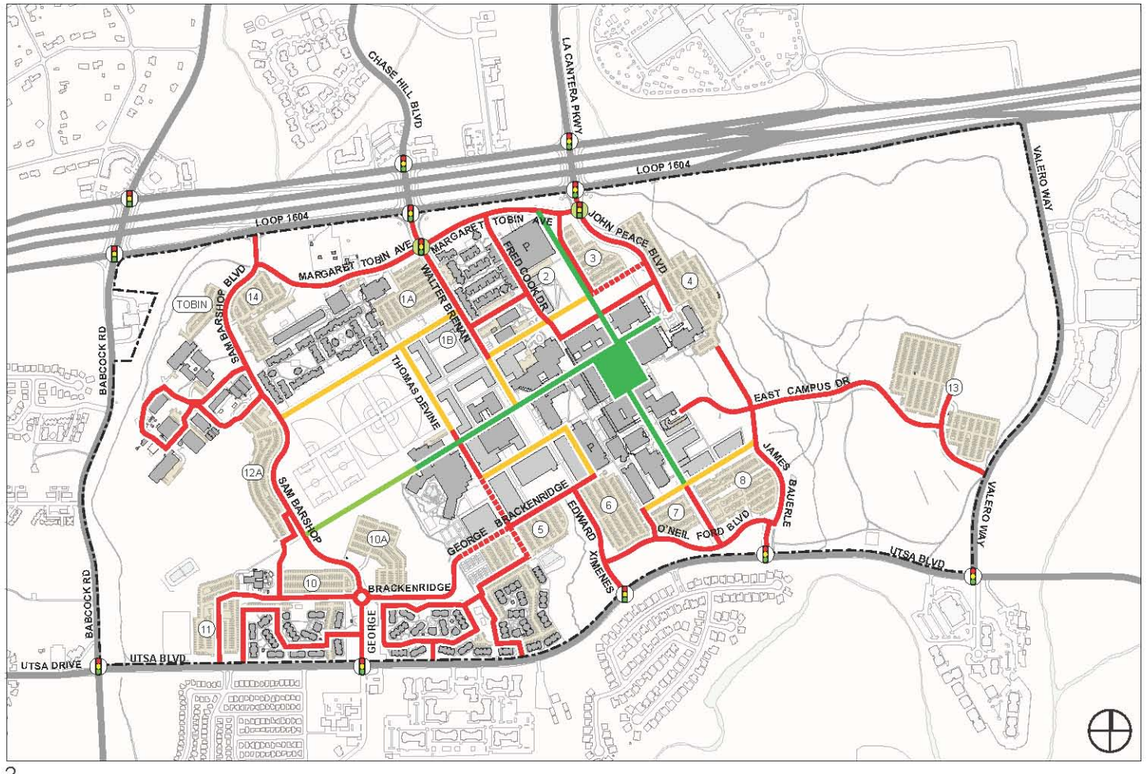

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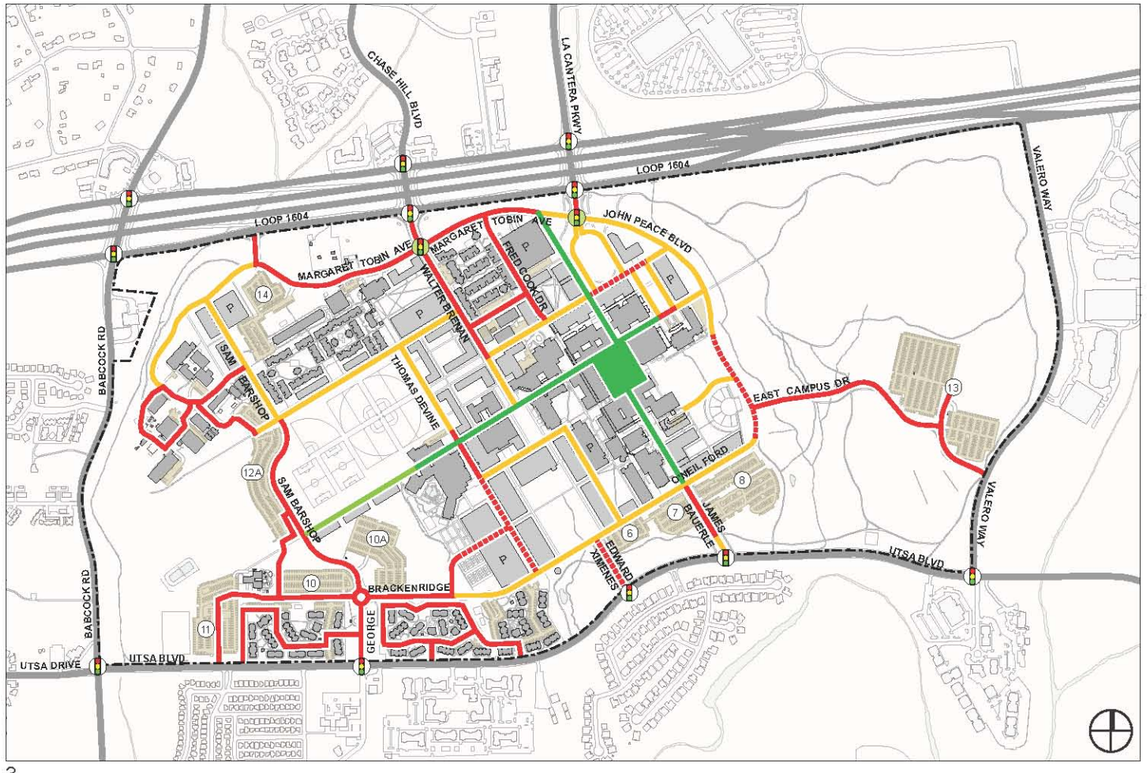
NEW AND REUSED STREETS

The Campus Master Plan aligns new campus buildings and roadways with the buildings in the campus's historic Academic Core. The existing Paseo system—the campus's network of major pedestrian streets—is maintained and extended as new development occurs. Existing campus vehicular roadways that align with the Paseo system are also maintained and reused, including the northern end of Walter Brenan Avenue, Fred Cook Drive, and portions of Thomas Devine Drive. These facilities parallel the North and South Paseos and maintain the grid established in the Academic Core.

The campus's outer transit loop, which is partially in place now, is maintained and enhanced in all quadrants of campus. It will provide efficient circulation around the edges of campus and minimize unnecessary travel through the center of campus.

All campus entryways will be maintained. The three existing connections to the Loop 1604 frontage system will continue to provide adequate access from the north. Additional turn lanes and signalization of the Margaret Tobin Avenue intersections will be incorporated into the plan when warranted. The three signalized points of access along UTSA Boulevard will continue to be the primary entryways from the south. East Campus Drive will continue to provide a link to surface Lot 13 in East Campus.



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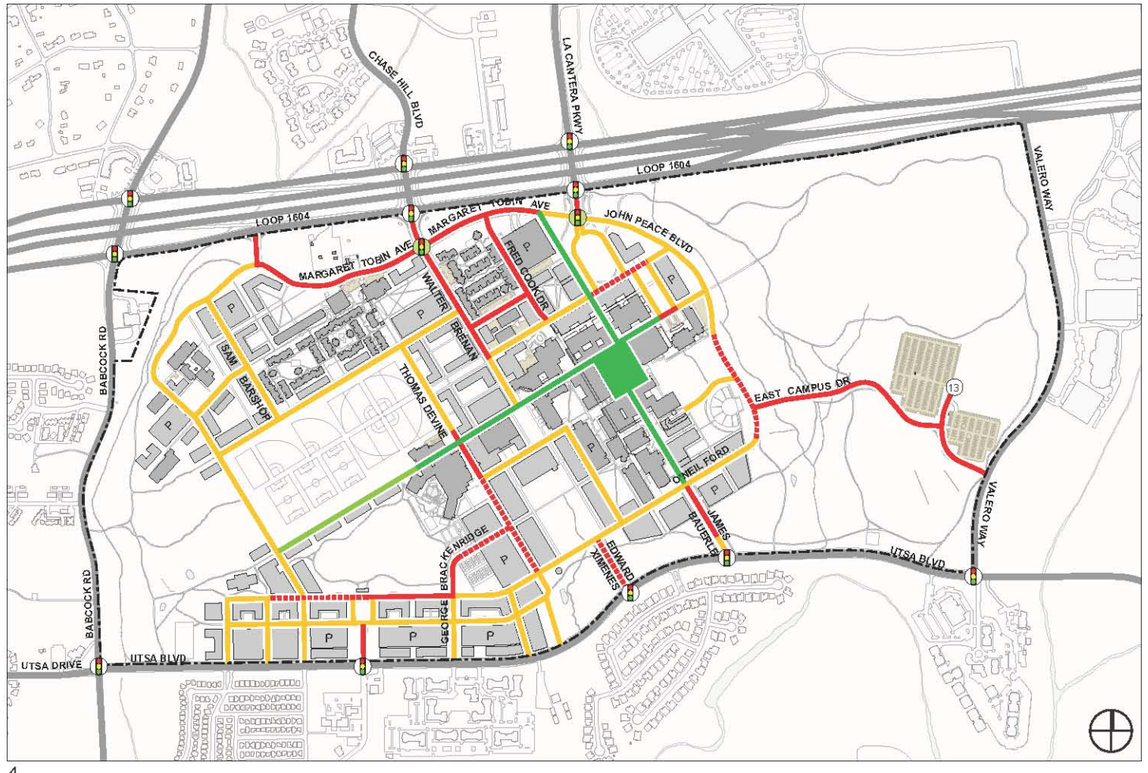

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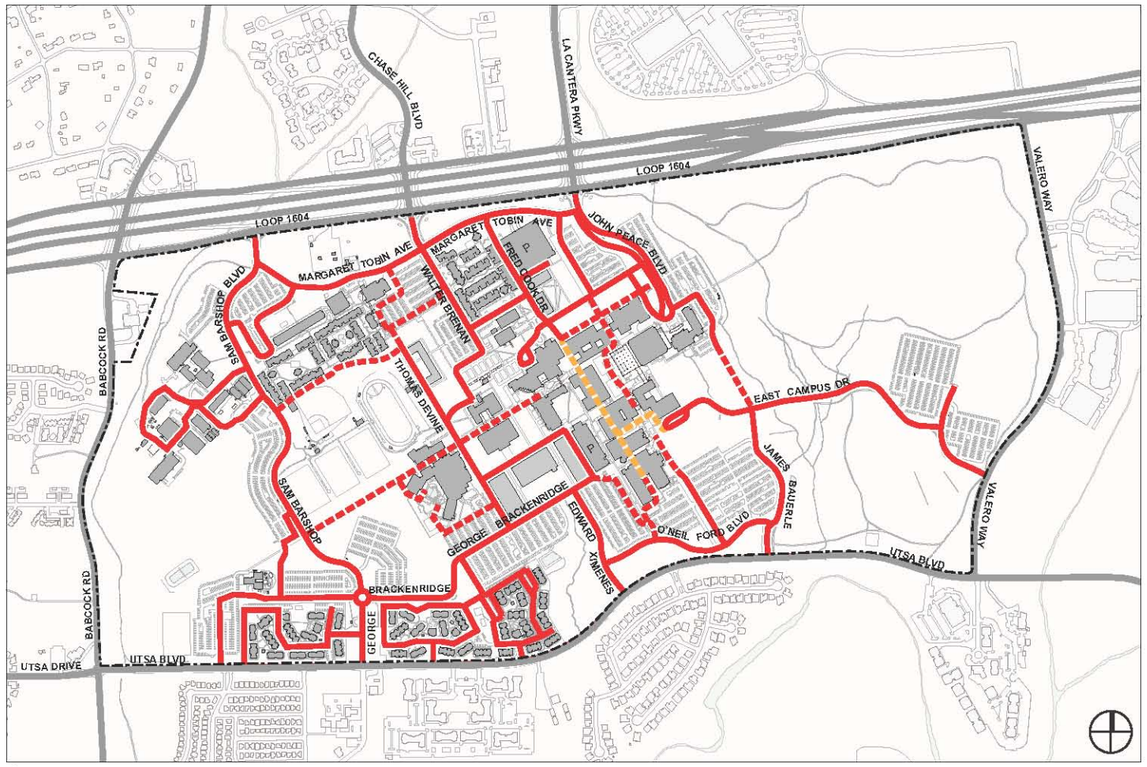
- *New Street*
- *Reused Street*
- *Reconstructed Street*
- *Existing Paseo*
- *New Paseo Extension*
- *Surface Parking Lot*
- *Parking Lot Designation*
- *P* *Parking Garage*
- *Existing Traffic Signal*
- *Future Traffic Signal*

FIGURE 1
New and Reused Streets, Phase 1

FIGURE 2
New and Reused Streets, Phase 2

FIGURE 3
New and Reused Streets, Phase 3

FIGURE 4
New and Reused Streets, Phase 4



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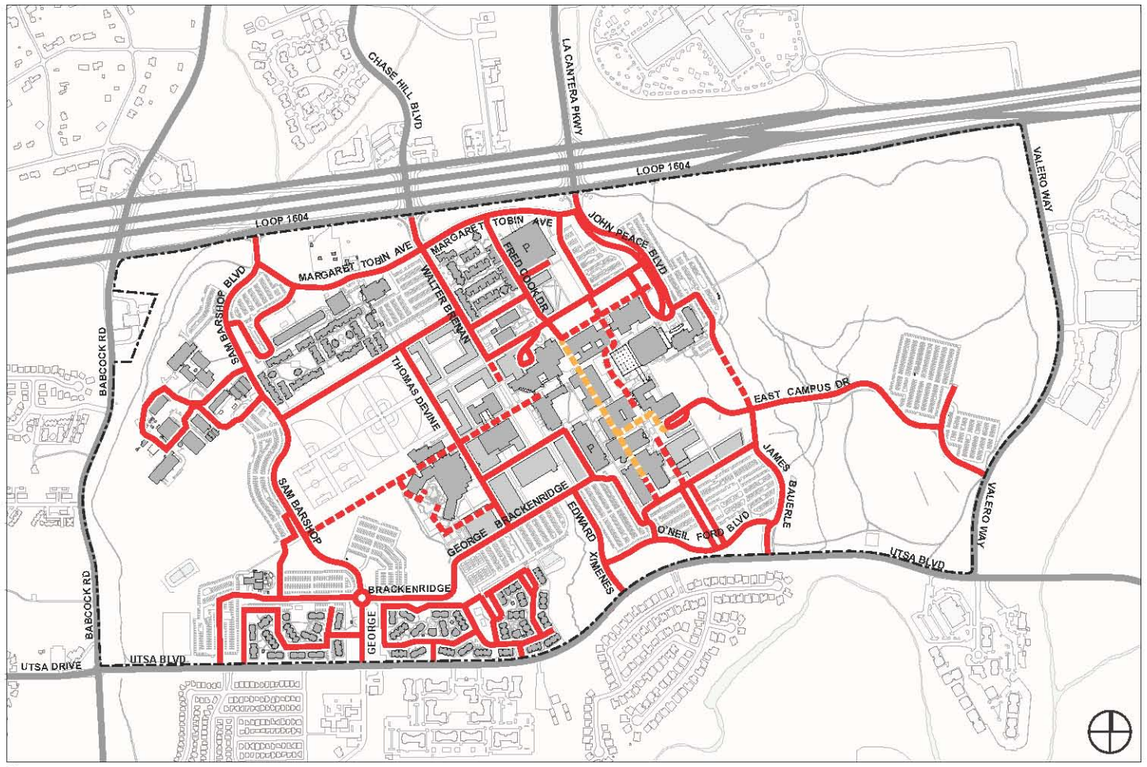


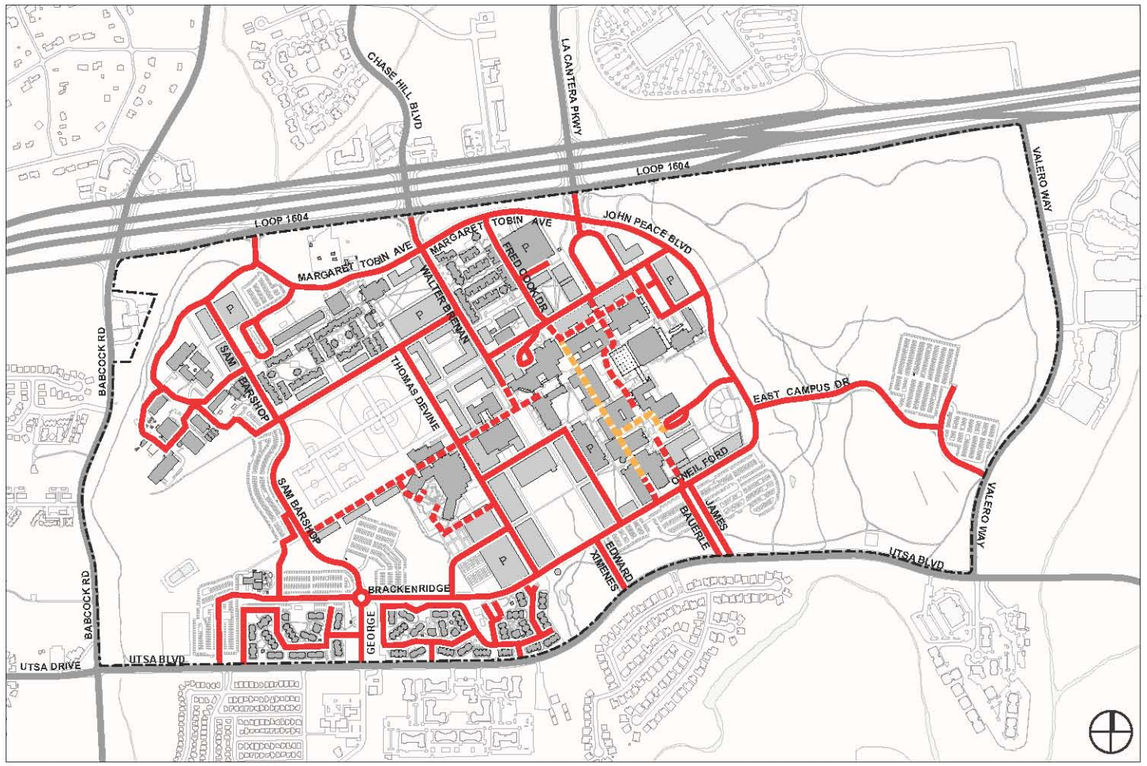
2

FIRE DEPARTMENT ACCESS ROADS AND SERVICE ROUTES

For campus buildings to function, appropriate service access must be provided. This may be in the form of external services such as deliveries and emergency response teams or internal services related to regular landscaping, building repairs, and maintenance. Creating a service vehicle plan is critical to establishing rules and guidelines for all service vehicles. The plan should designate appropriate routes to loading docks and service areas on campus for regular deliveries and possibly designate a central receiving area for larger loads, where they could be stored or reduced into smaller vehicle or cart loads before traveling to individual campus buildings.

Collaboration with the San Antonio Fire Department and other emergency agencies is necessary to ensure adequate access is provided to all buildings in the event of a fire or other emergency. Routes to service areas should be designed to accommodate the appropriate service vehicle, ranging from small carts to full-size fire trucks. All efforts should be made to minimize the use of service vehicles and carts through busy pedestrian areas, specifically avoiding class change times and other busy periods.

The plan should establish the amount of parking required for service vehicles, as different buildings require differing amounts of service parking. Service vehicles, along with disability and visitor spaces, should be given the highest parking priority. As far as is possible, service vehicle parking spaces or a loading zone should be located close to the service areas at all proposed buildings for regular building services.



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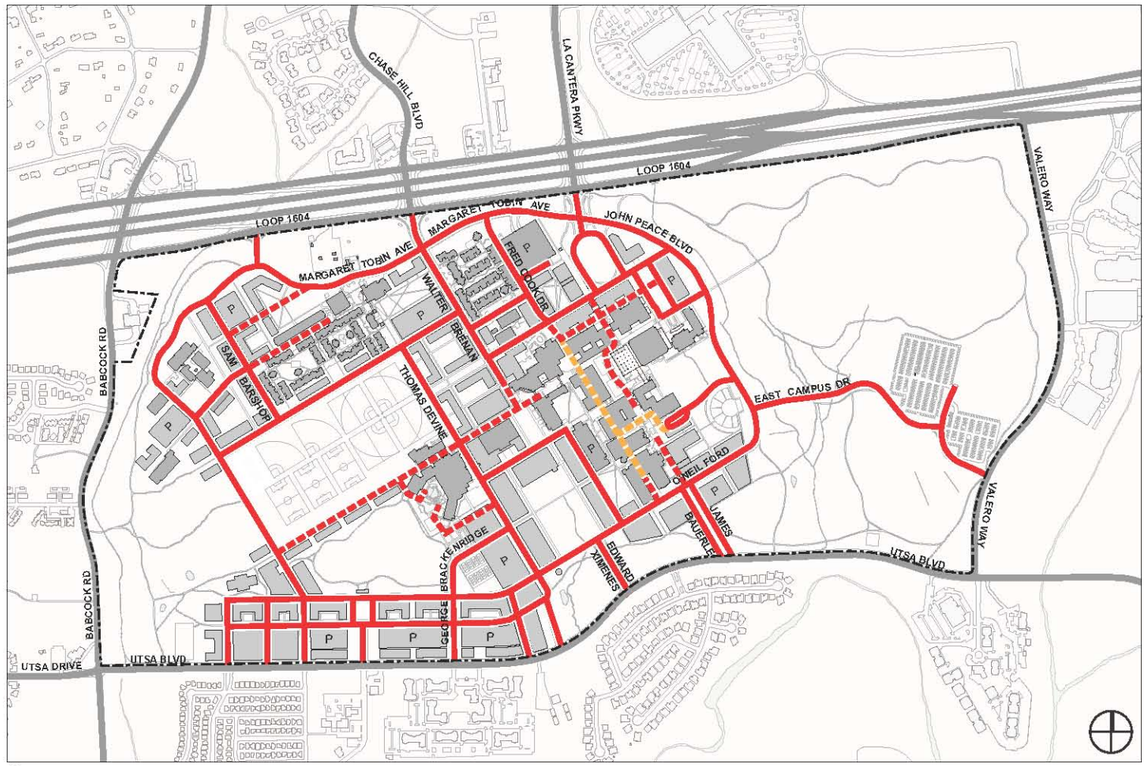

4

Fire Department Access Routes on Campus Streets

Fire Department Access Routes on Pedestrian Paths and Limited Access Campus Streets

Service Vehicle-only Access Routes on Limited Access Campus Streets

FIGURE 1
Fire and Service Routes, Phase 1

FIGURE 2
Fire and Service Routes, Phase 2

FIGURE 3
Fire and Service Routes, Phase 3

FIGURE 4
Fire and Service Routes, Phase 4