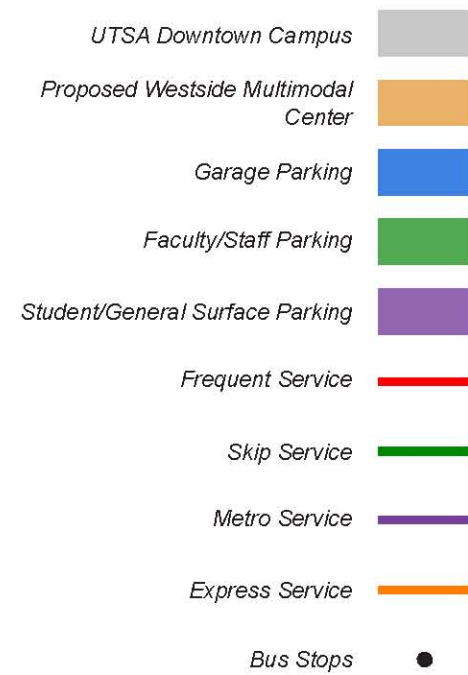


CIRCULATION AND PARKING

FIGURE 3
Regional Plan of the Downtown Campus
Parking Locations, Parking Counts,
and Transit Routes



The Downtown Campus is located on the western edge of downtown San Antonio. The Central Academic Block is bordered by South Pecos Street and I-10/I-35 to the east, Buena Vista Street to the north, South Frio Street to the west, and West Durango Boulevard to the south.

EXISTING ROADWAYS

South Pecos Street is a one-way, southbound roadway with four lanes. Buena Vista Street is a three-lane one-way facility operating in the eastbound direction. West Durango Boulevard and South Frio Street are two-way, five-lane facilities each with a two-way, center left-turn lane. The intersections of these roadways at the four corners of the block are signalized with pedestrian phasing and painted crosswalks along all four approaches. The Monterey Block to the west is bordered by Buena Vista Street to the north, South Frio Street to the east, railroad tracks to the west, and City of San Antonio–owned property to the south. All of the roadways surrounding campus are publicly owned, and driveways accessing parking or building service areas are the only roadways within the campus blocks.

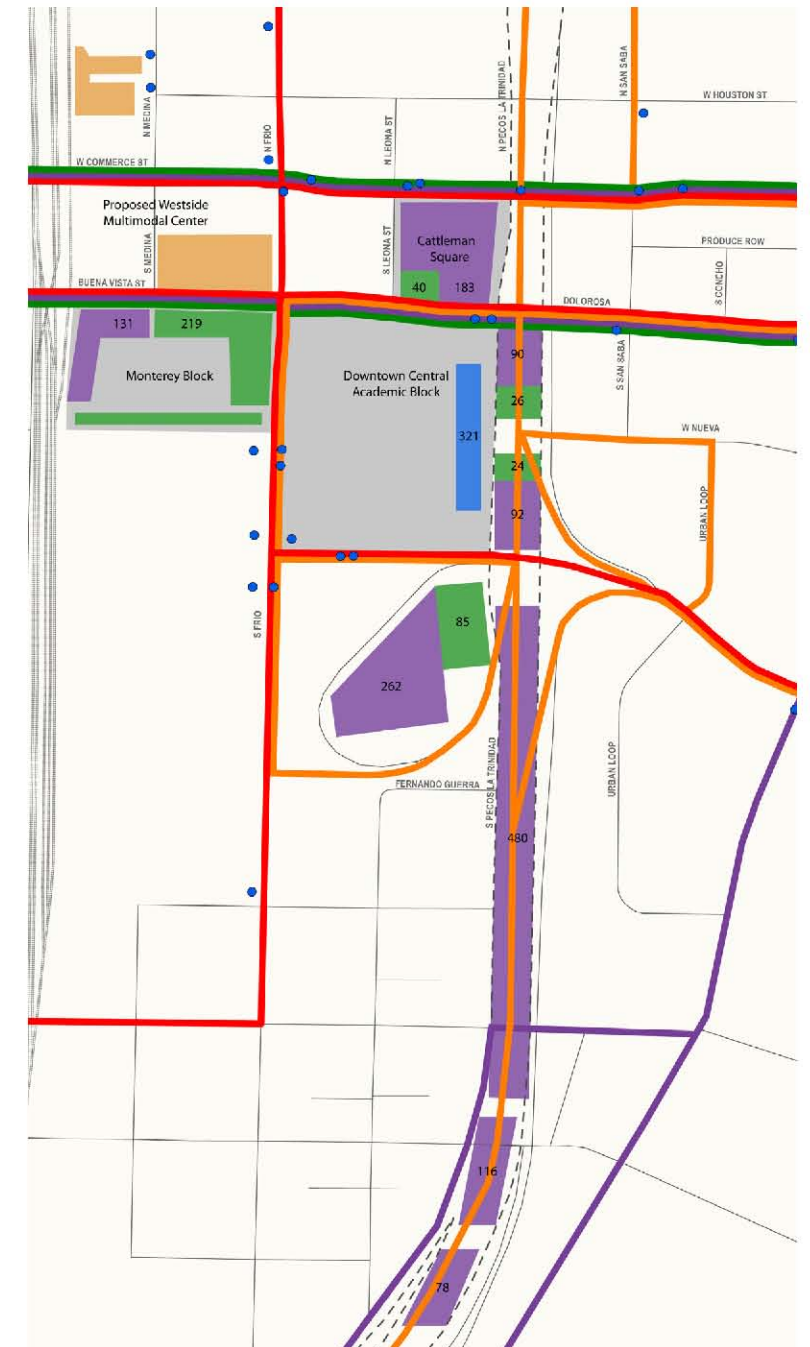
The primary transportation concern raised by University staff is safety for students, faculty, and staff crossing the various busy roadways surrounding campus. The busiest pedestrian crossing movements are across South Frio Street between the Monterey Block and the Central Academic Block, across South Pecos Street between the parking lots and the Central Academic Block, and across Buena Vista Street between Central Academic Block and Cattleman Square Block. Although signals with pedestrian phasing are present at all major intersections, pedestrians tend to take additional risk by crossing at unsignalized, midblock locations between the various campus destinations.

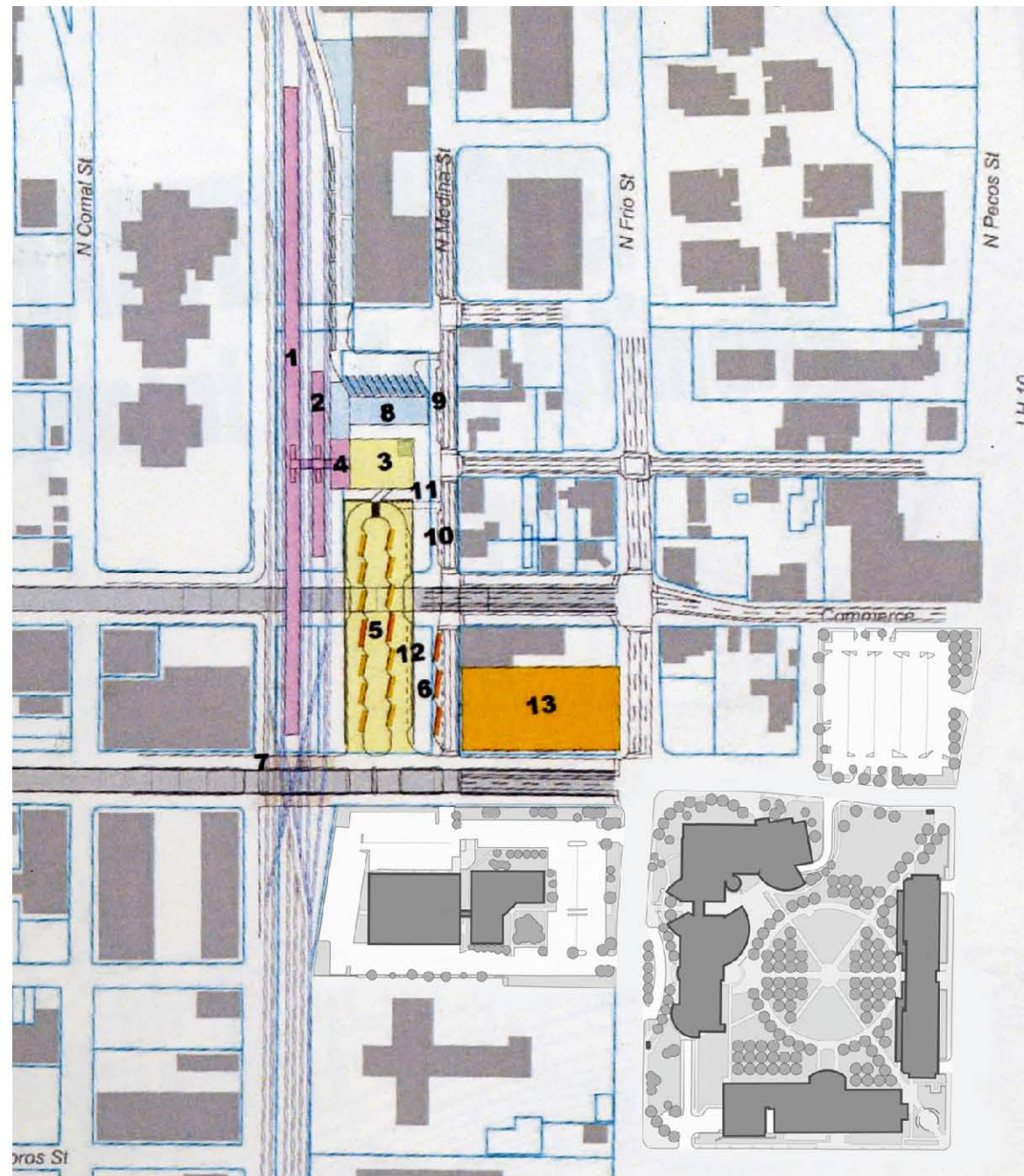
PARKING

Due to the absence of on-campus housing or many residential areas in the immediate vicinity, students and a significant number of employees drive or take transit to this campus. A considerable number of students may also work full-time and drive to the Downtown Campus to take evening classes.

The campus has a sufficient supply of parking on campus and in the immediate area, and individuals have noted the ease of finding parking close to the campus buildings. Each of the three University blocks has some parking on site, and there is additional University parking off-campus within the I 10/I-37 right-of-way.

Specifically, the Monterey Block contains 350 surface parking spaces, the Cattleman Square lot has 223 surface spaces, and the Central Academic Block has 321 parking garage spaces. The Monterey and Cattleman Blocks have surface parking for employees (both “A” and “B” permits) and students, as well as some special parking such as disabled or visitor parking. The parking garage requires a garage permit which is considerably more expensive than the other employee or student permits. Approximately 232 spaces are located across South Pecos Street under the elevated I-10/I-35 freeway. This parking is surrounded by a fence which forces pedestrians toward the entrance where they will cross South Pecos Street at a signal rather than at midblock points. Another 347 spaces are provided within the southbound I-10 loop to Durango Boulevard, and another 674 spaces are located further south in lots under I-10.





PUBLIC TRANSPORTATION

The campus is well served by regional bus service. VIA routes 93 and 94 are express routes that provide service between the Downtown Campus and the Main Campus. A considerable number of routes also stop at a bus shelter on the Central Academic Block along Buena Vista Street. Most of these routes such as 66, 70, 75, and 76 travel through downtown San Antonio east of campus and loop back to destinations to the west such as Port San Antonio and Our Lady of the Lake University. The VIA Streetcar also stops at campus and circulates around other downtown destinations such as the Institute of Texan Cultures, Riverwalk, and City Hall. Through an agreement between VIA and the University, employees and students currently may ride routes 93 and 94 without paying a fare.

VIA has future projects planned that may further enhance transit service near campus. The blocks immediately north of the Monterey Block are expected to become the Westside Multimodal Center. It will serve as the terminal for connections to bus rapid transit (BRT), numerous bus lines that converge downtown, the anticipated Austin–San Antonio commuter rail, intercity bus service, and taxi services.

A planned BRT line is expected to provide service between this multimodal center and The University of Texas Health Science Center at San Antonio by 2012, with the next logical phase extending north toward the Main Campus. Encouraging the use of transit as well as other alternative modes of travel to the Downtown Campus has the benefit of reducing fuel consumption and emissions, as well as reducing parking and traffic demand for this campus.

FIGURE 2
 Plan of Proposed Westside Multimodal Center
 from Westside Multimodal Center Site Feasibility
 Study Final Report, August 2007

- 1 Amtrak Platform—1400 ft
- 2 ASAICRD Platform—400 ft
- 3 VIA, Greyhound, Rental Car, and Rail Program Area
- 4 Supplemental Program Area
- 5 VIA Platform—14 berths
- 6 On-street Bays for BRT
- 7 Buena Vista Street remains a through street at grade
- 8 Greyhound—10 berths
- 9 Greyhound Curbside Drop-Off Parking and Rental Car Shuttle Van Space
- 10 Curbside Drop-Off for Rental Car Shuttle Vans
- 11 Emergency access to Medina
- 12 Layover and Maintenance Area
- 13 Parking Garage



FIGURE 1 TRANSPORTATION RECOMMENDATIONS

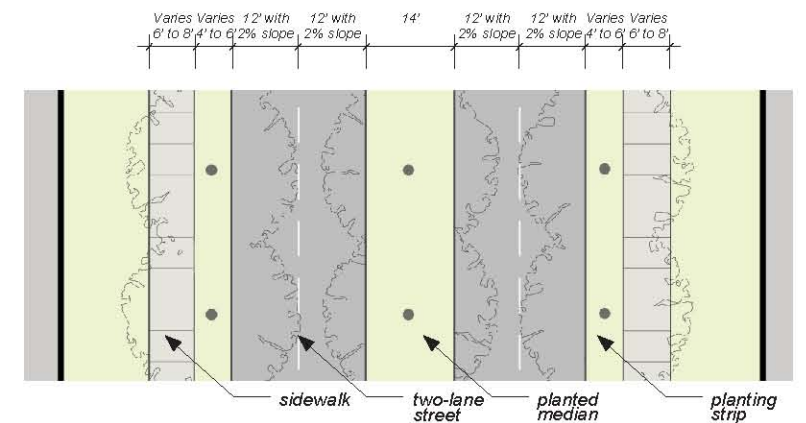
*Downtown Campus,
Proposed South Frio Street Section*

A central goal of the Long Range Plan is to encourage a more cohesive, walkable campus, particularly in conjunction with the redevelopment of the Monterey Block and long-term acquisition and redevelopment of the City of San Antonio Service Facility land. The additional on-campus amenities, housing, outdoor plazas, and academic buildings on the Monterey Block will further increase the number of students and faculty/staff crossing South Frio Street. Although closing the roadway altogether or reducing the number of through lanes would improve pedestrian safety and reduce potential conflicts, it is not feasible since Frio Street is an important regional arterial and the only two-way north-south facility between the railroad tracks and I-10. Similarly, reducing the number of lanes along Buena Vista Street between the Central Academic Block and Cattleman Square is not practical given the high traffic volumes and regional mobility interests.

Enhancements to improve pedestrian safety are recommended, however, on these surrounding roadways. Specifically, the following transportation improvements are recommended:

- Enhance roadways surrounding campus, particularly South Frio Street and Buena Vista Street, by adding landscaped planted buffers between the street curbs and sidewalks. In addition to improving the area's aesthetics, well-planned streetscaping provides a visual cue to drivers that they are traveling within a university area and may need to slow down and be cautious of any pedestrian activity. The greater separation between the roadway and sidewalk also provides more comfort to the pedestrians walking alongside the roadway.

- Replace the current center left-turn lane with a raised median along South Frio Street within the University area. The left-turn lane is under-utilized now and will be unnecessary once parking is eliminated on the Monterey Block. The median will improve pedestrian safety and comfort by providing a refuge area between the two directions of travel, channelling the pedestrians to designated and predictable crossing locations. Short landscaping or fencing within the median may be used to further discourage crossing at unmarked midblock locations. The median also improves aesthetics, reduces vehicular conflicts, and matches the median sections that already exist along North Frio Street.
- Provide a pedestrian signal at the midblock crossing location along South Frio Street once the Monterey Block is redeveloped, if possible. Additional measures such as a flashing beacon, additional signage, high-visibility paint striping, and/or textured pavement may be considered in the interim phases at the crosswalk location to further warn drivers of pedestrian activity.
- Explore additional parking opportunities to replace displaced parking on Monterey and Cattleman Square Blocks in later phases of the Master Plan. Future transit improvements should curb the need for the addition of numerous parking spaces.
- A direct connection between the campus and the multimodal center should be made under the Buena Vista Street bridge along Medina Street, via a wide, accessible sidewalk.



Proposed South Frio Street: Four-Lane Street with Median

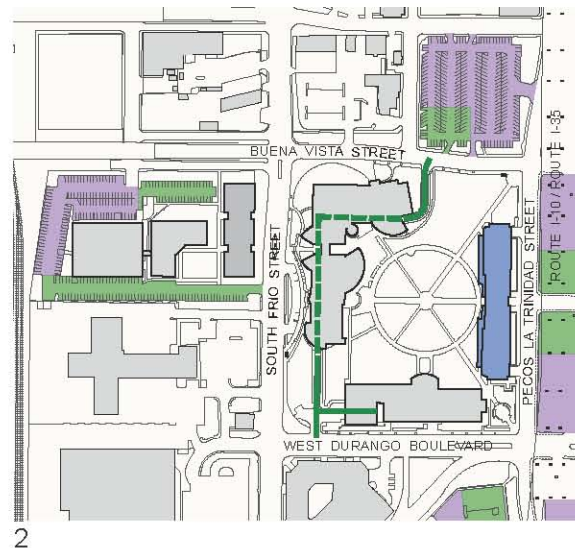


FIGURE 2
Plan of Proposed Downtown Campus Parking and Service Drives, Phase 1

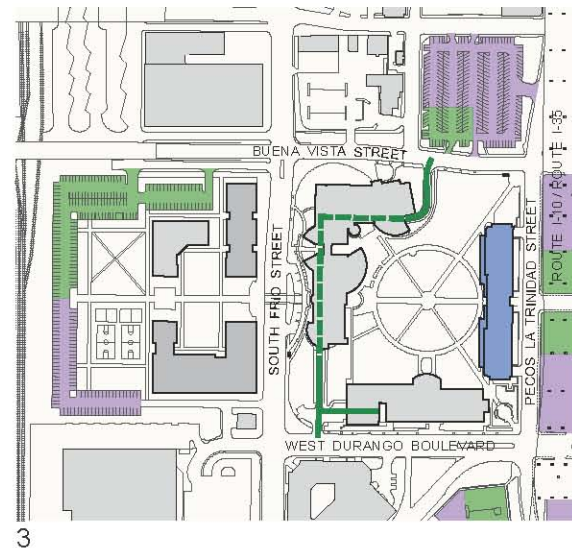


FIGURE 3
Plan of Proposed Downtown Campus Parking and Service Drives, Phase 2

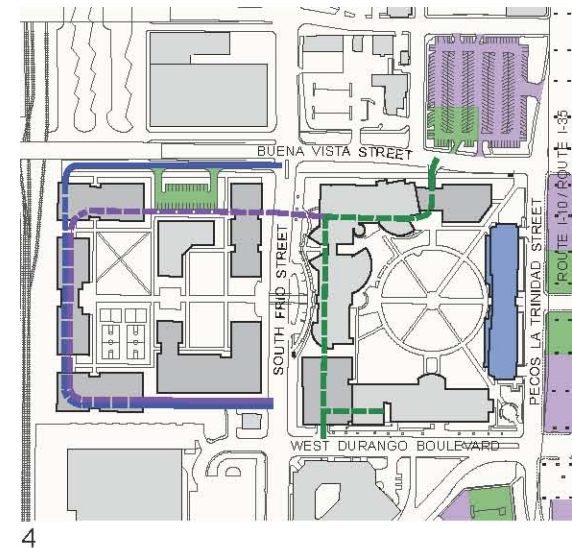


FIGURE 4
Plan of Proposed Downtown Campus Parking and Service Drives, Phase 3

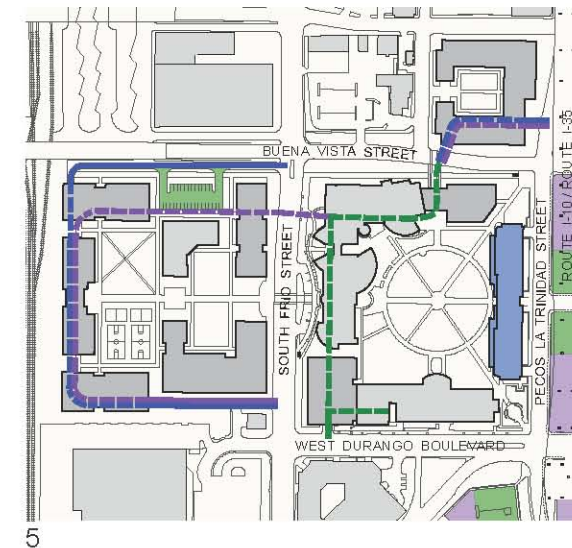


FIGURE 5
Plan of Proposed Downtown Campus Parking and Service Drives, Phase 4

VEHICULAR CIRCULATION AND PARKING—PHASES

Phase 1

Phase 1 includes the addition of a new building on the Monterey Block on the existing surface lot adjacent to South Frio Street. This new building will displace approximately 100 surface spaces. The northernmost driveway along South Frio Street that served that lot will also be removed as a result of the building construction.

Phase 2

This phase assumes the acquisition of the southern portion of the Monterey Block, which is currently owned by the City of San Antonio. The western portion of this newly acquired block would initially be used for both parking and outdoor recreation. Approximately 100 reconfigured surface parking spaces will be located in the southwestern portion of the block.

A new driveway will extend east from this parking area to South Frio Street along the southern perimeter of the site. This driveway will likely operate with right-in, right-out access only due to the proximity to the South Frio Street and West Durango Boulevard signal. Secondary access to this parking area will be via an interconnection to the existing surface parking area behind the Monterey Building. The current driveway and perpendicular parking (approximately 100 spaces) along the southside of the Monterey Building will become pedestrian plazas and other green space. With this development in place, there will be a pedestrian axis between the Central Academic and Monterey Blocks, and signalization of the midblock South Frio Street crosswalk should be made if possible.

Phase 3

Phase 3 completes the development on the Monterey Block. Three new buildings will be constructed along the western edge of campus, effectively closing off

and creating a large open quad between the three new buildings. This phase will displace over 200 surface parking spaces on the Monterey Block. The driveway along South Frio Street and the driveway along Buena Vista Street previously accessing the parking areas will remain open and will primarily be used for loading and services to the buildings and possibly a few parking spaces under the new buildings.

Development of the Central Academic Block will be completed as well. The Durango Building will be expanded in the southwest corner of the block and the Buena Vista Street building will be expanded to the east. The diagonal sidewalk entering this block from the northeast corner will remain open allowing direct passage for pedestrians entering the block from the parking areas under I-10 and on the Cattleman Square lot. If the University desires to continue the underground service access, options are indicated for potential routes.

Phase 4

This final phase develops the Cattleman Square Block. The new building will displace the 223 surface parking spaces on this block. Service access to the building will be provided off of Pecos La Trinidad Street. The preferred pedestrian access between this building and the Central Academic Block will be via the signalized Buena Vista Street and Pecos La Trinidad Street intersection.

Options for continuing underground service at the Cattleman Square Block are indicated.

