



# City of San Antonio

## Agenda Memorandum

**File Number:**  
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**Agenda Item Number:** 3

**Agenda Date:** June 21, 2022

**In Control:** Transportation and Mobility Committee Meeting

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**DEPARTMENT:** Transportation Department

**DEPARTMENT HEAD:** Tomika Monterville

**COUNCIL DISTRICTS IMPACTED:** Citywide

**SUBJECT:**

Briefing on the Roadways Recommended for the City's Remaining Multi-Modal Corridor Studies Funded by the Alamo Area Metropolitan Planning Organization (AAMPO)/Texas Department of Transportation (TxDOT).

**SUMMARY:**

A briefing on the criteria used to select Harry Wurzbach Road, Marbach Road and West Avenue as the three (3) roadways recommended to the Transportation & Mobility Committee for multi-modal studies funded by AAMPO/TxDOT.

**BACKGROUND INFORMATION:**

In 2018, the Alamo Area Metropolitan Planning Organization (AAMPO) approved four, \$1 million, multi-modal transportation studies under corridor mobility planning as a Local Agency Manage project (LAM) project of the AAMPO 2019-2022 Transportation Improvement Program (TIP). Funded by the Texas Department of Transportation (TxDOT), the first corridor studied was

Culebra Rd from IH-10 to Loop 1604 (13 miles). The remaining three corridors were not selected at that time. The amended FY 2021-2024 TIP (amended in April 2022) included the extension of the schedule to complete the three remaining studies.

During the May 13, 2022, Transportation & Mobility Committee meeting, the Committee requested that the Transportation Department provide information on the criteria used to evaluate the three (3) recommended corridors: 1.) Harry Wurzbach Road 2.) Marbach Road; and 3.) West Avenue.

The Department Staff evaluated the roadways based on the following criteria:

**Transit Service**

- Does the proposed corridor have existing or planned transit service operating on the corridor?
- Does the corridor connect to other roadways that have transit service?

**Transit Ridership**

- Does the corridor have significant transit ridership and/or is planned for high-capacity transit service
- Major Activity Centers, & Traffic Generators (e.g. Educational institutions, employment, military and shopping centers, social services, etc.)
- Does the corridor connect to high-volume activity centers which generate high
- pedestrian, bicycle, transit or automobile trips?

**Traffic Volume**

- Does the corridor have high volumes of automobile traffic which impact the safety, congestion and trip reliability for all modes?
- Does the corridor have high volumes of pedestrian or bicycle traffic?
- Will corridor improvements help improve trip reliability?
- Will corridor improvements help increase the throughput of people?

**Safety**

- Is the corridor on the Vision Zero Severe High Injury Network (HIN)?
- Does the corridor have a high volume of multi-modal trips that increase potential conflicts between modes?
- Does the corridor have accessible sidewalks? Bicycle lanes?
- Does the corridor have pavement issues?

**Equity**

- Is the corridor adjacent to at least one census tract that has a high percentage of low-income or minority populations according to the City's Equity Atlas?
- SA Tomorrow Centers
- Is the corridor a part of any SA Tomorrow Regional or Neighborhood Center Plans?

**Bond Projects**

- Is the corridor a part of or in close proximity to current or planned Bond projects?

Harry Wurzbach Summary: Harry Wurzbach Road has significant transit ridership and is the gateway to Ft. Sam Houston, the resting place of many of our service men and women. This corridor has a lot of high-density residential units along the roadway and is also the nexus of several major arterials, which carry high volumes of transit patrons along Austin Highway and

W.White where VIA's 552 Skip Service route increased ridership by 16.4%. Since March 2021 to March 2022, VIA's transit ridership has increased by 30% on Harry Wurzbach. Additionally, Harry Wurzbach is a part of the Airport and Ft. Sam Houston SA Tomorrow Plans. The corridor carries over 84,589 average daily auto trips according to TxDOT 2020 data. All of the factors above make this corridor an ideal one for further study.

**Marbach Road Summary:** Marbach Road has significant transit ridership and serves the high-volume, traffic generating commercial center at Marbach Road & Loop 410. With a little more than 80,000 average daily auto trips, this corridor serves low-income and minority communities and is an identified Vision Zero High Injury Network (HIN). Currently, Marbach Road is also included for drainage improvements as part of the 2022 Bond program. All of these factors support Marbach Road as an ideal corridor to study.

**West Avenue Summary:** With almost 15,000 average riders each weekday on 10 VIA transit routes – including the X93 (I-10/UTSA Express) which has seen an increase in ridership by 140.5% between March 2021 and March 2022 -West Avenue also connects to several high ridership routes that operate on Basse Road, Hildebrand Avenue and W.W. White Roads. As a major cross-town roadway serving two VIA Primo Routes on Zarzamora and Fredericksburg Road, West Avenue carries approximately 63,000 daily auto trips. There are several census tracts which include low-income and minority residents and West Avenue has been identified as a Vision Zero High Injury Network (HIN) roadway as a result of a high number of crashes. Studying this corridor will advance safety and multi-modal trip reliability.

Based on the analysis above, Transportation Department staff recommend Harry Wurzbach Road, Marbach Road and West Avenue, for future multi-modal corridor studies. Upon guidance from the Transportation and Mobility Committee on the desired corridors for the AAMPO/TxDOT studies, the Department will recommend corridor limits for each roadway and advise AAMPO & TxDOT. Additionally, staff will prepare the scope of work for a High-Profile solicitation to award the study to the selected consultant(s).

#### **ISSUE:**

The Department is seeking authorization from the Committee for the selection of the three (3) corridors proposed for the AAMPO/TxDOT-funded, multi-modal corridor studies.

#### **FISCAL IMPACT:**

The grant has a required 20% local funding match for each study. These matching funds have been appropriated within the General Fund for Fiscal Years 2019, 2020, 2021 and 2022, for a total of \$820,000. The Culebra Corridor Grant award was \$880,000 with a \$220,000 matching requirement.

#### **ALTERNATIVES:**

Should the Committee identify other corridors as potential study corridors, the Department will have to re-evaluate the corridors recommended for the multi-modal corridors studies. Further

analysis will delay the solicitation process for the selection of a consultant(s) to complete the three (3), multi-modal corridor studies funded by AAMPO/TxDOT.

**RECOMMENDATION:**

Transportation Department staff recommend Harry Wurzbach Road, Marbach Road and West Avenue, for future multi-modal corridor studies funded by AAMPO/TxDOT.