


**CITY OF SAN ANTONIO
CITY MANAGER'S OFFICE**

TO: 2017 Streets, Bridges & Sidewalks Community Bond Committee

FROM: Peter Zaroni, Deputy City Manager 

COPY: Sheryl Sculley, City Manager; Executive Leadership Team; Mike Frisbie, Transportation & Capital Improvements Director

DATE: October 21, 2016

SUBJECT: 2017 STREETS, BRIDGES & SIDEWALKS COMMUNITY BOND COMMITTEE
REQUESTED INFORMATION

This memo addresses requests for information from 2017 Community Bond Committee members and citizens during the Streets, Bridges & Sidewalks 2017 Community Bond Committee meeting held on October 11.

Streets, Sidewalks and Bridges

Project Request Form Ms. Bianca Maldonado (District 7) wanted to know if a project request form would be provided to the Committee as has been done in previous City initiatives. TCI has developed a form and it is now available for use during this 2017 Bond process. This form can be filled out by Committee members or individuals outlining an issue and the form is then provided to TCI for follow-up. Attachment A is a copy of the Project Request form.

Funding Allocations Mr. Clayton Perry (District 10) requested a bar chart to illustrate how funds for streets are allocated by each City Council District. Mike Frisbie will be presenting at the Tuesday, October 25 Streets Community Committee meeting several charts on rough proportionality between Council Districts that will address this request.

Project Historical Data. Mr. Ed Garza (District 7) asked for historical data to better understand which street projects had linkages to earlier City Bond Projects. Attachment B is a chart listing current staff recommended projects and related prior capital program work (if any).

Pedestrian Mobility Fund. Co-Chair Mr. Heard requested that the staff provide a breakout list of the projects that are included in the recommended list for pedestrian mobility fund. Mike Frisbie responded during the meeting that the specific projects are not identified until detailed studies are done utilizing sidewalk gap data as well as information on where sidewalks may be substandard. Priorities are set, for example, to issues near schools or bus stops. Once listings are developed, they are coordinated with the respective City Council Office and the locations and construction timing priorities determined.

Citizens to be Heard Requests

Rosanna Patterson, resident of District 5, spoke in efforts to improve Griggs Avenue. She mentioned 322 Griggs and made reference to drainage issues as well as the lack of curbs and sidewalks. To improve the localized flooding and street conditions, a section of Griggs Avenue from Fig Street to north of Efron Avenue would need to be fully reconstructed with curbs, sidewalks, and driveway approaches. The estimated cost of this is \$2.4 million. This project was not in the City staff recommended project list.

Ester Martinez, District 1 resident living in the 1400 block of West French Place, requested consideration of curbs and sidewalks in her neighborhood. The installation of curbs and sidewalks for this 1400 block of West French Place can potentially be resolved via the proposed District 1 Pedestrian Mobility Project (\$10 million) which is in the City staff recommended project list.

Lauro DeLeon, a District 6 resident, wants the committee to consider repairing 34th Street from Castroville to Enrique Barrera parkway primarily to support the elderly who are not able to maneuver on the sidewalks due to light poles blocking the sidewalks. A full roadway reconstruction of that section of 34th Street would cost approximately \$9 million. This project was not in the City staff recommended project list. If an expensive capital program to reconstruct the roadway is not desired, the actual sidewalk and light pole issues can potentially be resolved via the District 6 Pedestrian Mobility Project (\$5 million) which is in the City staff recommended project list.

Cynthia Spielman, President of Beacon Hill Neighborhood Association, spoke on the need of improvements on Fredericksburg Road. She mentioned changing sections of roadway in the Woodlawn and Cincinnati areas to a two-lane roadway with angled parking. Reconstruction of this section of Fredericksburg Road would require an \$8 million project which was not included in the City staff recommended project list.

Emilia Devno, a District 2 resident, urged the committee to improve the railroad tracks in the area of Castle Cross (Rittiman) to improve elderly and children mobility. This project is one of the staff recommended projects, named Rittiman /Gibbs Sprawl Overpass.

Diane Rath, on behalf of Fort Sam ISD, requested \$2 million to improve access to Rittiman Road for the school located on Joint Base San Antonio. Staff had previously received the request and prepared a scope and cost estimate. Scope would involve constructing a two-lane roadway from Winans to Rittiman at an estimated cost of \$2 million. This project was not in the City staff recommended project list.

Lynda Cortez, a District 3 resident living in the Brooks City Base area, described her neighborhood to be in dire need of sidewalks, curbs and signage. The streets in question are Sligo, Esma and San Juan, from Siluria Street to the Loop 410 Access Road. These streets have no curbs or sidewalks, have poor pavement conditions, and experience localized flooding. The eastern portion of these streets have been identified in the 2017 staff recommended project named Esma Area Drainage Improvements, at a cost of \$9.166 million. This project will include drainage improvements and full roadway reconstruction, to include sidewalks and driveways, from Loop 410 Access Road to Palos Street. To include the eastern side of the roads, an additional \$10 million must be funded. This would include the reconstruction of the

existing roads to include curbs, sidewalks, driveway approaches and improvements to the drainage channel and culverts to contain a 100 year flood event.

Elena Gonzales, a District 5 resident, requested the city to consider replacing the sidewalks on Leroux Street. Leroux Street from 26th St. to 25th St. does not have curbs or sidewalks. This allows water to pond along the edge of the road. This project can be considered and funded through the proposed District 5 Pedestrian Mobility Project (\$10 million).

Todd Mermin, a District 2 Government Hill resident, requested sidewalks on Carson Street from Austin Street to New Braunfels. Sidewalks along Carson St. from Austin St. to New Braunfels are deteriorated and do not meet ADA in some sections. This project can be considered and funded through the District 2 Pedestrian Mobility Project (\$6 million).

Raul Saucedo, a District 2 Government Hill resident, requested sidewalks on Carson Street from Austin Street to New Braunfels. Sidewalks along Carson St. from Austin St. to New Braunfels are deteriorated and do not meet ADA in some sections. This project can be considered and funded through the District 2 Pedestrian Mobility Project (\$6 million).

Ms. Michelle Casillas (District 1) requested information on the range of costs for sidewalks. Sidewalk installation costs are dependent on many factors to include presence of driveways, the need for ADA ramps, and ground conditions that may require retaining walls to also be constructed. Cost can range up to approximately \$76 per linear foot of a four-foot wide sidewalk. This equates to approximately \$400,000 per mile.

Ms. Marilyn Jowdy (District 9) asked the magnitude of congestion of street projects, and perhaps rank them or compare rush hour versus normal hours. Traffic congestion is one of the many elements taken into consideration during project evaluation. Each of the staff recommended Streets, Sidewalks and Bridge projects were rated based upon the eleven approved Guiding Principles that align with the SA Tomorrow goals such as Transportation & Connectivity, Community Health & Wellness, Public Facilities & Community Safety and Strategic Development. These goals in combination with guiding principles were used to help analyze transportation priorities and community needs to provide residents sustainable, safe, convenient, efficient and inclusive of all modes of transportation options. A list of the Guiding Principles has been included in each of the committee members' informational binders. For ease of reference, a copy has been included as Attachment C.

ATTACHMENTS:

Attachment (A) – Project Request Form

Attachment (B) – Staff Recommended Projects & Historical Bond Project Information

Attachment (C) – 2017 Bond Program Staff Recommended Guiding Principles

ATTACHMENT A

**2017-2022 Bond Program
Project Request Form**

Date: _____

Name: _____

Phone Number: _____

Address: _____

Email: _____

Project Council District Location:

1- 2- 3- 4- 5- 6- 7- 8- 9- 10-

Infrastructure Category:

Streets, Bridges & Sidewalks- Drainage- Parks- Facilities- Neighborhood Impr.

Name of Recommended Project: _____

Project Description (Include Location):

Requested Dollar Amount (if known): _____

Project No. (City Use Only): _____

ATTACHMENT B

**2017-2022 STAFF RECOMMENDED
PROJECTS - HISTORICAL DATA**

Project Name	Council District(s)	Past Project Details	1999 Bond	2007 Bond	2012 Bond
Public Art	CW				X
Alamo Area Streets	1	Alamo Street (Market to Cesar Chavez) bond savings		X	
Broadway (Houston Street to Hildebrand)	1, 2	Broadway Corridor Phase IIIA (Carnahan to Davis Road) Catalpa Pershing Bridge Modifications		X	
Camaron (Houston to Fox Tech) Pedestrian Improvements	1				
Commerce Street (Santa Rosa to Frio)	1	Commerce Corridor (Frio to Santa Rosa)			X
Commerce Street (St. Mary's to Santa Rosa)	1	Downtown Streets - Commerce (St. Mary's to Santa Rosa)			X
District 1 Pedestrian Mobility	1	District 1 Pedestrian Mobility & Street Improvements			X
Flores / Fredericksburg (Five Points) Intersection Improvement	1				
Hemisfair Internal Streets Phase II	1	Hemisfair Park Area Streets Redevelopment			X
Main and Soledad (Pecan to Navarro)	1	Downtown Streets Reconstruction - Main and Soledad (Commerce to Pecan)			X
San Saba (Dolorosa to West Martin)	1	Downtown Streets - Commerce (Santa Rosa to Frio)			X
Santa Rosa (Cesar Chavez to Houston)	1	Downtown Streets - Commerce (Santa Rosa to Frio)			X
South Alamo (Market to Cesar Chavez)	1	Alamo Street (Market to Cesar Chavez) bond savings		X	
St. Mary's Street Improvements (Mistletoe to Josephine)	1				
District 2 Pedestrian Mobility	2				
Lamar (Austin to New Braunfels)	2	Cherry Street (Dawson Street to Milam Street)			X
New Braunfels Phase I (Houston to Bureson)	2				
Rittiman / Gibbs Sprawl Overpass	2				
Applewhite Intersection Improvement south of Watson Road	3	None			
Brooks City Base (Research Plaza to South Presa) "Stinson Corridor"	3	Multiple funding agreements for road and drainage improvements			
Brooks City Base - Inner Circle (Louis Bauer to Research Plaza)	3	Multiple funding agreements for road and drainage improvements			
Brooks City Base (South New Braunfels Road to Lyster Road to Aviation Landing)	3	2007- Goliad Drainage (SE Military to Loop 410) Multiple funding agreements for road and drainage		X	
District 3 Pedestrian Mobility	3				
Goliad (Fair Avenue to East Southcross)	3	1999- Goliad (Utopia to Military) 2007- Goliad (Pecan Valley to Utopia)		X	
Mission Road (San Antonio River to SE Military Drive) (World Heritage)	3	Espada Road (Loop 410 to East Ashley Road)			X
Roosevelt Avenue (Highway 90 to Loop 410) (World Heritage)	3				
South Presa (S.E. Military to Southcross) (World Heritage)	3				
Southcross (IH 37 to IH 35) (World Heritage)	3	Southcross Blvd (S. New Braunfels to S. Presa) Rip Rap 69 Phase 2C Part 4	X		
World Heritage Trail Signage and Wayfinding	3	Mission Trails Wayfinding Package 5	X		
Bynum Road (W. Gerald to SW Military)	4				
District 4 Pedestrian Mobility	4	2007-District 4 Area Pedestrian Mobility and Traffic Calming Initiatives		X	X
Zarzamora / Applewhite Intersection	4				

**2017-2022 STAFF RECOMMENDED
PROJECTS - HISTORICAL DATA**

Project Name	Council District(s)	Past Project Details	1999 Bond	2007 Bond	2012 Bond
District 5 Pedestrian Mobility	5				
Lone Star Area Streets (World Heritage)	5				
Probandt - Alamo to Highway 90	5				
Roosevelt Corridor Improvements (IH10 to St. Mary's UPRR Crossing)	5				
West Commerce Corridor (Frio to Colorado)	5	2015 Budget Initiative - West Commerce (Frio to Colorado) funded studies and initial design			
Zarzamora overpass at UPRR / Frio Street	5	2007-Zarzamora Drainage 39 Phase 1		X	X
District 6 Pedestrian Mobility	6	District 4 Area Pedestrian Mobility and Traffic Calming Initiatives		X	
Enrique Barrera Parkway Corridor Phase 1	6	Old Highway 90 @ 36th Street			
Heath Road & Grissom Road Intersection	6				
Military Drive (Dead End to Potranco) and Ingram Connector (Dead End to Military)	6				
District 7 Pedestrian Mobility	7	District 4 Area Pedestrian Mobility and Traffic Calming Initiatives		X	
O.P. Schnabel Park Entrance Improvements	7				
Woodlawn Area Streets (Lake Blvd, Mary Louise Dr and Shadwell Dr)	7	1999 - Woodlawn Ave (Bandera to Maiden) 1999- Woodlawn (San Antonio to Lake)	X	X	X
DeZavala Corridor (IH 10 Frontage Road to Lockhill Selma)	8	DeZavala Phase I (Babcock to Cogburn)		X	
Medical Center Right Turn Lane on Louis Pasteur where it intersects Babcock	8	1999- Medical at Fredericksburg Project continuation in coordination with Medical Center	X	X	X
Medical Center Phase X - Ewing Halsell at Louis Pasteur Intersection	8	1999- Medical at Fredericksburg Continuation of nine previous phases of improvements in	X	X	X
Prue Road (Babcock Road To Laureate Drive)	8	1999 Bond- Prue Road Extension 1999 Bond- Prue Road (Laureate to Fredericksburg)	X	X	
Bitters Road Intersections and Sidewalks (Savannah Pass to Blanco Road)	9	None			
District 9 Pedestrian Mobility	9				
Evans Road Intersection and Corridor Improvements	9				
Hardberger Park	8, 9	Hardberger Park (Park Proposition)			X
Wurzbach Corridor Improvements	8, 9				
Hardy Oak and Huebner Road Extensions	9	Hardy Oak Blvd (Stone Oak to Knights Cross)			X
Jones Maltsberger / Burning Trail Intersection Improvement	9	None			
1604 / Bulverde Road Turn Arouns	10	2007- (Bulverde Road Loop 1604 to Marshall) 2012 - (Bulverde Road and Classen Road Realignment)		X	X
Bulverde Phase I (Butterleigh to north of Quiet Meadows)	10	2007- Bulverde Road (Loop 1604 to Marshall) 2012 - Bulverde Road and Classen Road Realignment			
Harry Wurzbach / Austin Highway connectors	10	MPO Project - Harry Wurzbach / Austin Highway			

ATTACHMENT C



Staff Recommended Guiding Principles

- 1 Support SA Tomorrow Growth Plan:** Bond projects will support identified needs or goals outlined within the City of San Antonio's SA Tomorrow growth plans.
- 2 Coordination with Other Agencies:** Bond projects will be coordinated with scheduled infrastructure improvements plans of other Agencies including San Antonio Water System (SAWS), San Antonio River Authority (SARA), CPS Energy, VIA Transit Authority, Bexar County, TxDOT and Federal Funding.
- 3 Increase Connectivity:** Bond projects will improve connectivity between existing neighborhoods, streets, sidewalks, bike facilities, drainage systems or other networks.
- 4 Leverage Funds:** Bond projects will leverage other Governmental Agency dollars for infrastructure improvements.
- 5 Project Continuation:** Bond projects will complete ongoing phased or designed infrastructure improvement projects.
- 6 Investment in Major Corridors:** Bond projects will support street infrastructure improvements that first focus on major streets; in a complimentary way, local streets are funded through the Infrastructure Management Program (IMP) and Annual Operating Budget.
- 7 Improve & Support Vision Zero:** Bond projects will support City's Vision Zero program to include sidewalks, crosswalks, walkways or bikeways.
- 8 Complete Streets:** Bond projects will take into account all forms of public use for streets and open areas.
- 9 Environmental Sustainability:** Projects will support environmental sustainability by promoting energy and water conservation, restoring natural resources and improving storm water and air quality, as applicable.
- 10 Operating & Maintenance Budget Impact:** Bond projects will take into account all operating and maintenance costs.
- 11 Rough Proportionality:** Bond projects will support rough proportionality throughout the City.