

WETMORE ROAD

Wetmore Rd Corridor Overview

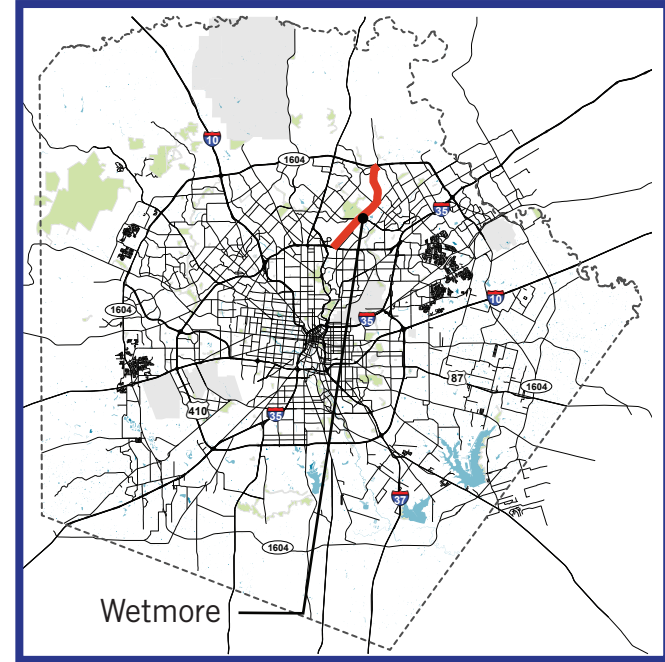
CONTEXT

Wetmore is a north-south arterial that travels through the regional center around the airport and also provides connections to regional centers north of Loop 1604. North of Stahl road, the corridor continues as Bulverde Road. Wetmore also provides access to McAllister Park and the Salado Creek trail system.

From its southern terminus at Loop 410 to Stahl Road, Wetmore's alignment is parallel and adjacent to the UPRR track. South of Wurzbach Parkway, the corridor also runs along the eastern edge of San Antonio International Airport. Because of the proximity to the rail line and airport, land uses are primarily industrial. The airport also creates a barrier by restricting connections to the west. North of

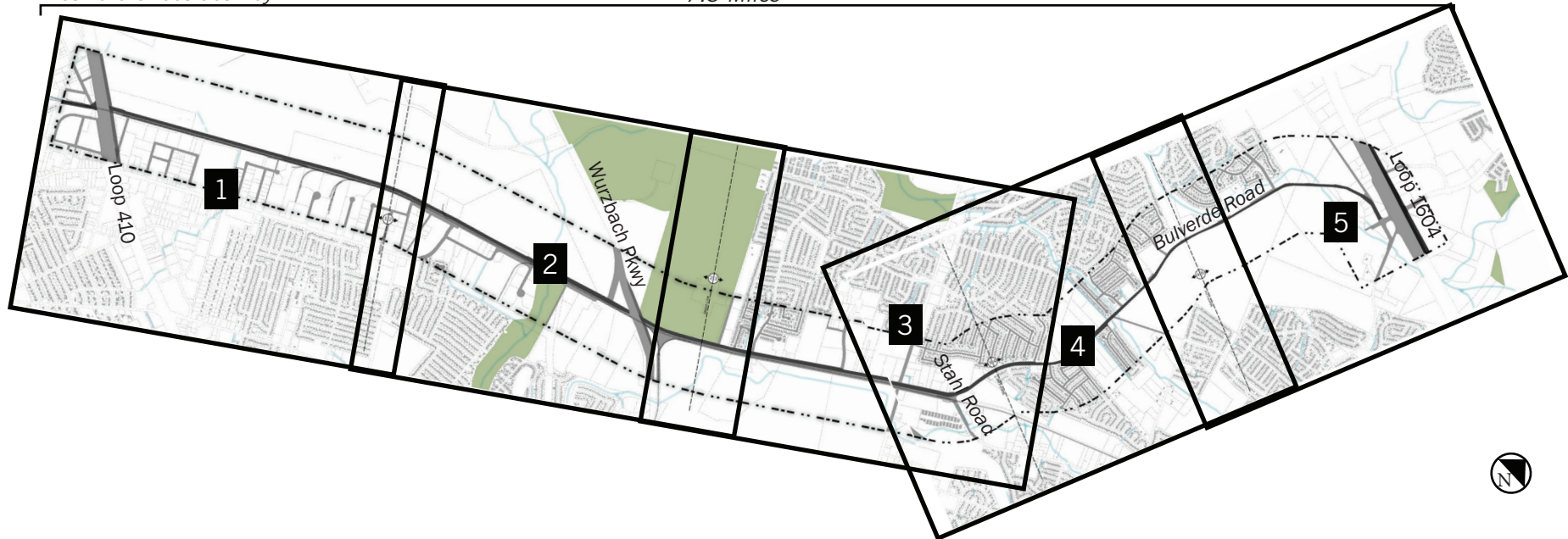
Wurzbach Parkway, the adjacent land uses are primarily residential with some commercial parcels.

Wetmore is identified as having bike facilities in the Bike Master Plan, but there are currently no accommodations for bikes. The rail line is also identified as a potential alignment for the Lone Star Rail. There are no continuous sidewalks along the corridor.



Wetmore Sheet Set Key

7.3 Miles



Observations, Challenges & Vision

Vision

Utilize the street and rail right of way to provide bike facilities that connect McAllister Park and the Salado Creek Greenway trail system. Leverage the Lonestar Rail station near the airport to spur redevelopment of the corridor to more transit and pedestrian oriented development.

Future

- **2040 Volumes** - The daily traffic volumes along Wetmore Road will increase by 40% from 2015 to 2040.
- **Growth Rate** - the annual growth rate along Wetmore Road 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 along Wetmore from Wurzbach Parkway to Loop 410 shows that all of the intersections will function at LOS F during both peak hours in year 2040 due to congestion in the corridor.

Policy & Guidance

Bike Path Along Rail – Work with UPRR to investigate potential options for using some of rail ROW for bike trail.

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.

Land Use–Develop a station area plan for the Lone Star Station area in order to encourage transit-friendly redevelopment. Consider uses that augment the extensive recreational amenities of the corridor.

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

Roadway –Wetmore has high traffic volumes and serves as a relief route to US 281. Many of the major intersections experience congestion during the peak periods. There are very limited connections south of Wurzbach Parkway due to the rail line and airport.

Transit – There are no bus routes along Wetmore, and the land uses and lack of sidewalk do not support transit use.

Bicycles –There are no bike facilities along Wetmore. However, the corridor is an ideal route for bikes due to connections to McAllister Park and the Salad Creek trail system. A potential path parallel to the rail line could also connect to Brackenridge Park.

Pedestrian – There are some isolated sections of sidewalk north of Stahl Road, but sidewalks along the corridor are virtually non-existent. The current land uses, especially in the south, do not encourage pedestrian activity.

Land Use –In the southern portion of the corridor, the airport and rail line limit the potential for redevelopment. A catalyst such as Lone Star rail would likely be required to see any land use changes. Lone Star rail is currently showing two locations, one on each side of Loop 410 at the southern terminus of the corridor.

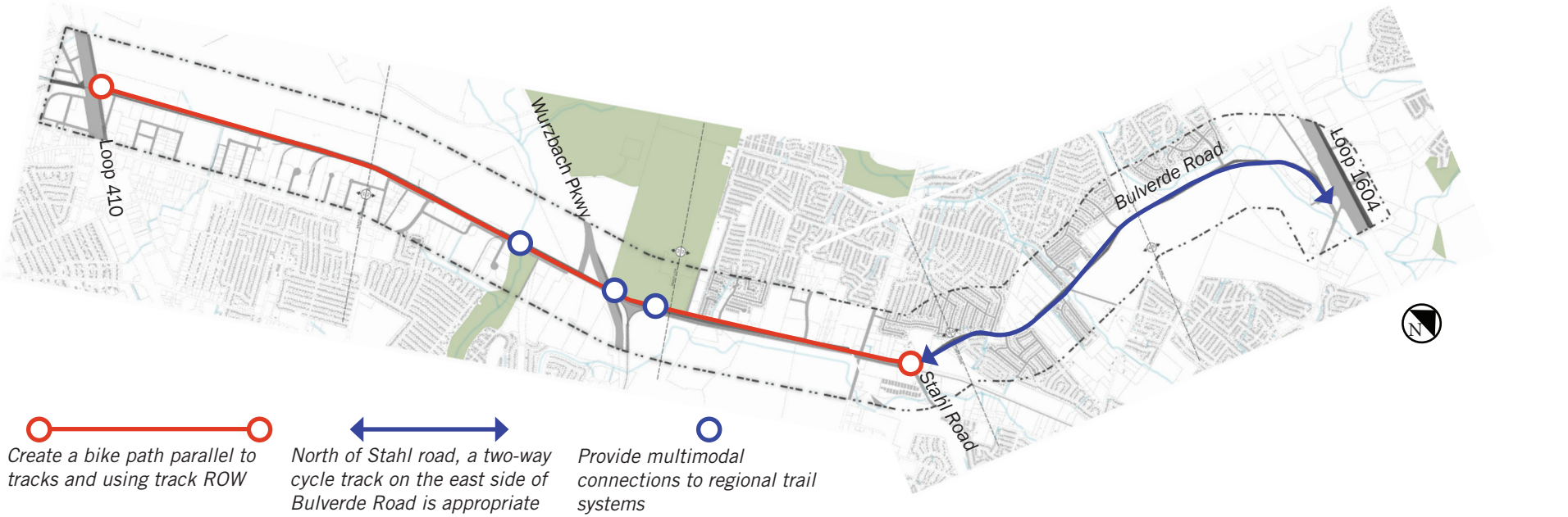
Aviation Safety –SA Tomorrow emphasizes the critical need to protect, preserve and ensure safe existence of the Runway Protection Zone (RPZ), along Wetmore Road and wherever it exists, and limitation of places of public/private assembly. The RPZ exists for safety reasons. The Federal Aviation Administration (FAA) imposes, inspects and governs this and countless other aviation related safety requirements. We urge advance and close communication, coordination and collaboration with the FAA, through the Aviation Department, for projects affecting Wetmore Road and RPZ areas.

Long Term Multimodal Options

Future Option 1: Multimodal Improvements + Transit Oriented

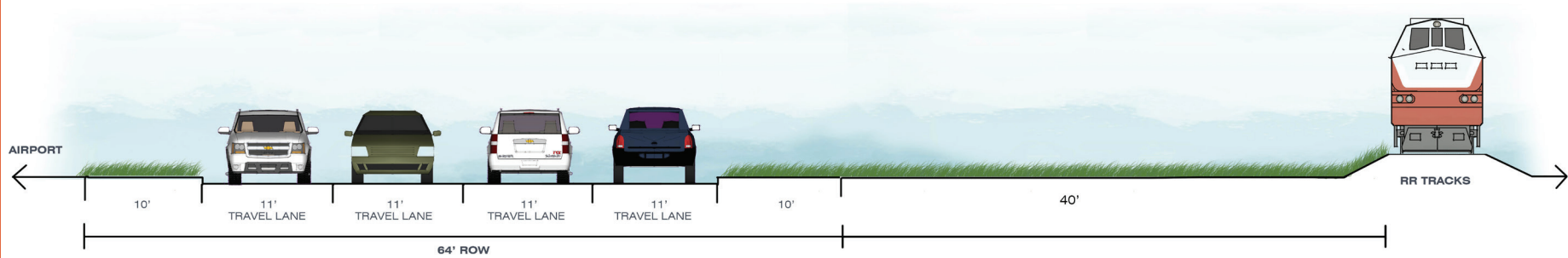


Future Option 2: Cycle Track + Recreational Opportunities



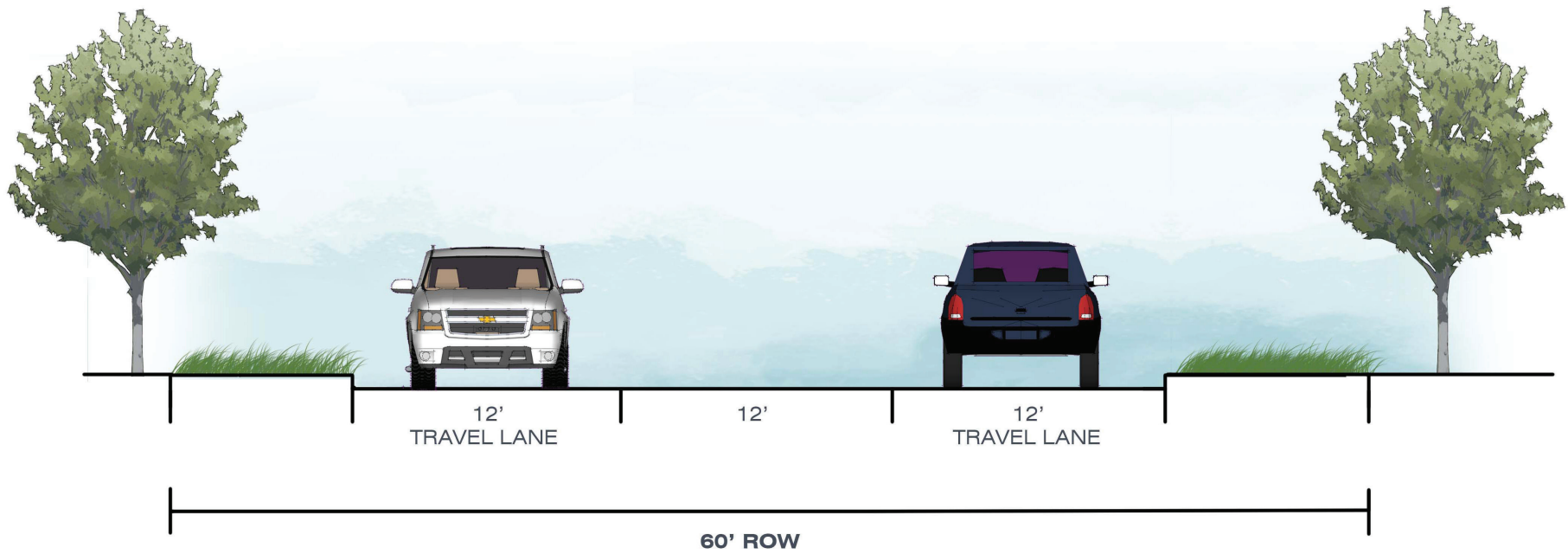
Long Term Multimodal Options: Existing Cross Sections

64' ROW - Loop 410 - Stahl



SECTION : WETMORE : LOOP 410 - STAHL (EXISTING)

Long Term Multimodal Options: Existing Cross Sections



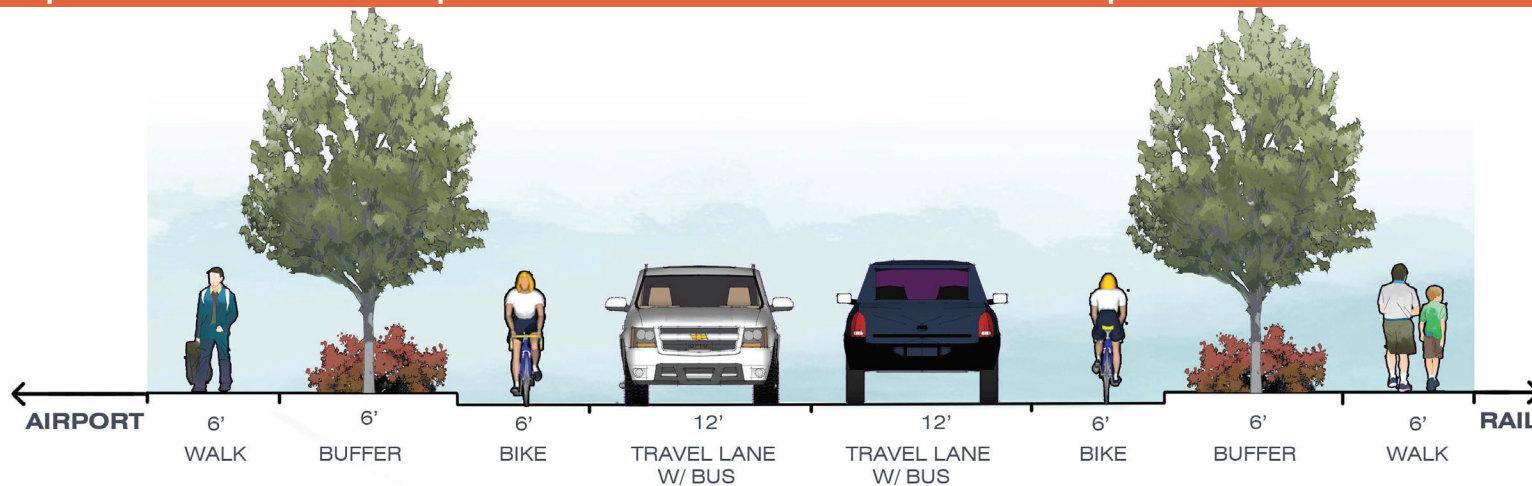
SECTION : WETMORE : STAHL TO LOOP 1604 (EXISTING)

60' ROW - Stahl to Loop 1604

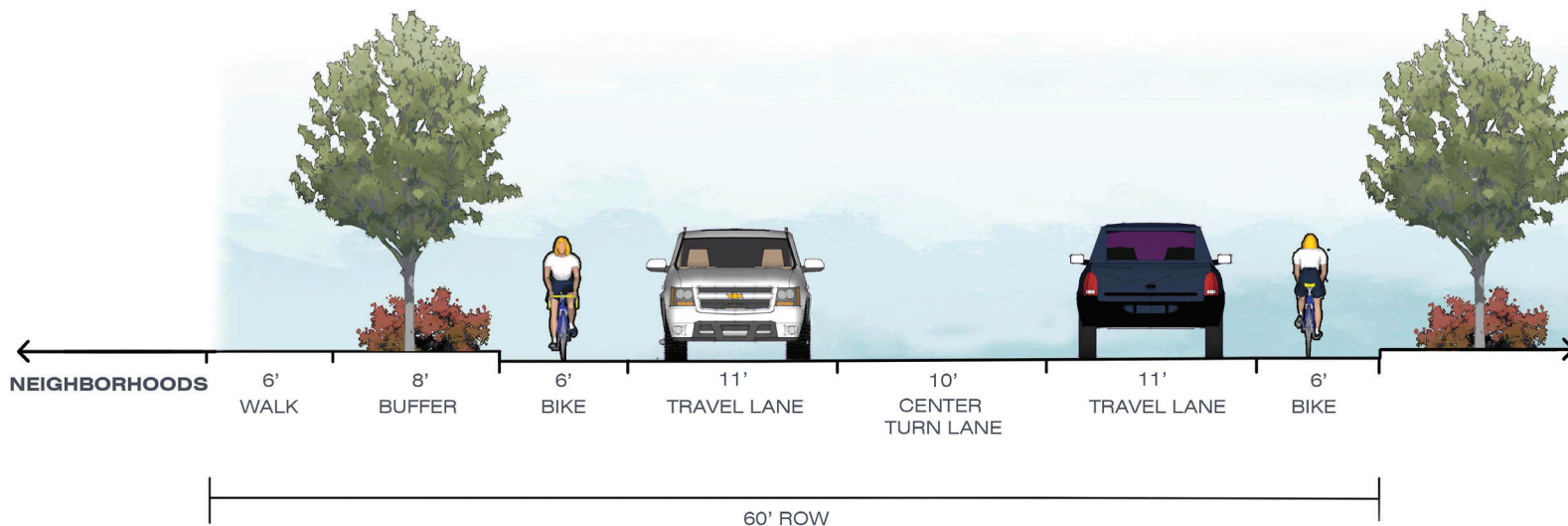
Multimodal Opportunities

Wetmore provides connections to bike attractions such as the Salado Creek trail system and McAllister Park. While there is limited right of way to accommodate bikes on Wetmore, part of the adjacent rail could be utilized to implement a cycle track. This would require agreements with the railroad and new design standards for safely accommodating a bike path along a rail line. Use of the rail right of way could potentially create a bike path that directly connects McAllister Park and Brackenridge Park. If the rail line is eventually repurposed for passenger rail, it may facilitate the implementation of the bike path. Implementation will face many hurdles, but the concept merits consideration due to its ability to greatly enhance bicycle connectivity

Future Option 1 : Multimodal Improvements + Transit Oriented Development



SECTION : WETMORE : LOOP 410 - STAHL (OPTION 1)



SECTION: WETMORE : STAHL TO 1604 (OPTION 1)

Long Term Multimodal Options

Future Option 1: Multimodal Improvements + Transit Oriented Development

Description:

Wetmore's proximity to the UPRR rail line currently limits options for development on the corridor, but if the rail line is re-purposed from freight to passenger rail, it could become a catalyst for high density, mixed use developments supportive of multiple modes of transportation. Option 1 relies on the presence of commuter rail, such as Lone Star, with connections to the airport, to spur redevelopment and create a transformation of the appearance, use and character of the surrounding area. Given the current land uses and character of the road, it is unlikely that there will be any redevelopment of the corridor that will be compatible with other modes besides automobiles and trucks.

By themselves, constructing sidewalks and pedestrian paths or adding bus routes will probably not be a sufficient driver to spur land use changes. However, commuter rail such as Lone Star Rail with a station located near the corridor could become the catalyst. The shift away from an automobile-centric corridor with commercial land and industrial uses to one that is more rail and transit oriented would need to be identified and planned before Option 1 becomes feasible. This concept can serve as a template for other corridors where rapid transit or rail becomes a catalyst for redevelopment on a primarily commercial or industrial corridor.

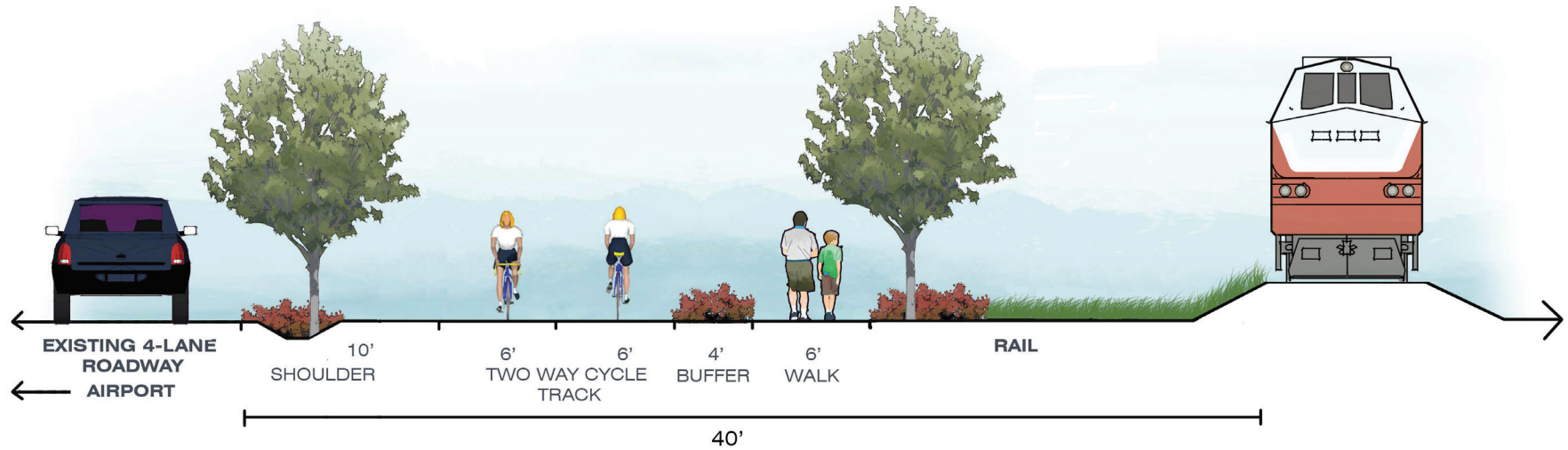
Opportunities:

- Wetmore Road is uniquely sandwiched between an existing rail line on one side and the San Antonio International Airport on the other. The rail line is being proposed for use by Lone Star Rail and a station would be located near the airport. Improvements to Wetmore could support access to the airport, access to Lone Star Rail and redevelopment around the station.
- Wetmore provides connections to nearby attractive recreational sites (Salado Creek Trail system and McAllister Park).
- Surrounding land uses are related to the airport and consist mostly of industrial and warehouse. These types of uses may provide an opportunity for redevelopment if Wetmore Road is transformed as a multimodal corridor.

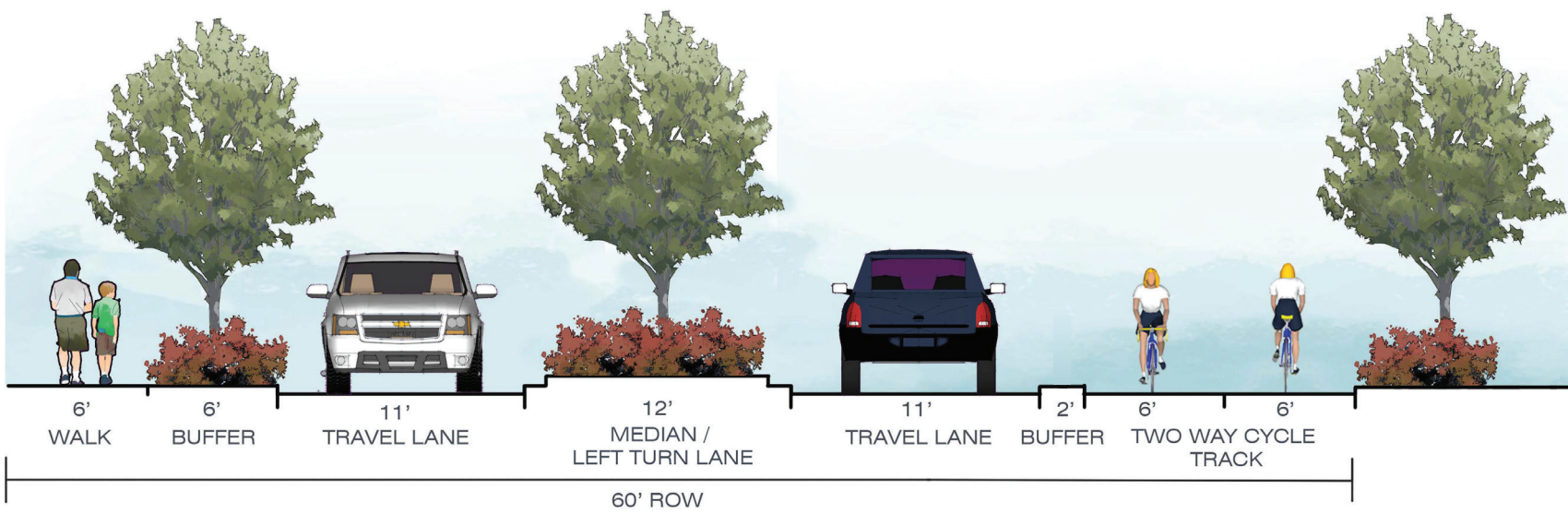
Challenges:

- The proposed walkways, south of Stahl Road, would not be needed unless the area undergoes redevelopment which greatly relies on the presence of Lone Star Rail and the proposed station.
- Wetmore Road currently serves as a relief route for US Highway 281. Reducing the road from 4 lanes to 2 lanes will result in increased congestion but will provide space for bike facilities.
- Future expansion plans for the airport may include using Wetmore Road for access and/or the ROW for airport expansion.

Future Option 2: Cycle Track + Recreational Opportunities



SECTION: WETMORE : LOOP 410 - STAHL (OPTION 2)



SECTION : WETMORE : STAHL - LOOP 1604 (OPTION 2)

Long Term Multimodal Options

Future Option 2: Cycle Track + Recreational Opportunities

Description:

With or without passenger rail service on the rail line, Wetmore provides connections to bike attractions such as the Salado Creek trail system and McAllister Park. While there is limited right of way to accommodate bikes on Wetmore, Option 2 proposes to use part of the adjacent rail ROW incorporate a cycle track and walkway. This would require agreements with the railroad and the ability to meet design standards for safely accommodating a multi-use facility along a rail line.

Use of the rail ROW could potentially create a bike path that directly connects McAllister Park to Brackenridge Park, just north of downtown. If the rail line is eventually repurposed for passenger rail, it may facilitate the implementation of the bike path. The bike facility will continue north as a cycle track along the east side of Bulverde Road. Option 2 does not propose to change the number of lanes on Wetmore Road, but suggests a landscaped median be installed along the portion between Stahl Road and Loop 1604 (including Bulverde Road). The median would be converted to a left turn lane where needed.

Challenges:

- Future expansion plans for the airport may include using Wetmore Road for access and/or the ROW for airport expansion.
- Introducing pedestrian and bicycle facilities within the rail ROW could be challenging to meet safety guidelines and design standards recognized and applied by UPRR.

Opportunities:

- Wetmore Road is uniquely sandwiched between an existing rail line on one side and the San Antonio International Airport on the other. As a result, there are no driveways along either side of Wetmore Road in this section which is conducive for bicyclists and pedestrians.
- Wetmore provides connections to nearby attractive recreational sites (Salado Creek Trail system and McAllister Park).
- Use of the rail ROW for a bike facility could result in extending the facility further south along the ROW to connect with Brackenridge Park, just north of downtown.






Long Term Multimodal Options

Future Option 2: Wetmore Road Visualization

Before**After**

Description: Option 2 shows a reuse of the existing rail ROW to create a two way bike facility and a pedestrian walkway with landscaping and a buffer separating both from the traffic lanes on Wetmore Road. This proposed improvement would take advantage of the proximity of the Salado Creek Trail system and McAllister Park and would provide connections to both. It could eventually lead to the extension of the bike facility south along the rail ROW to Brackenridge Park, north of downtown. Bike and pedestrian facilities located in rail ROW have the added benefit of mostly uninterrupted flow.

Corridor Recommendations

					Recommendations	Benefits
					Create cycle Track parallel to rail line	Creating a “bike highway” will assist in alleviating future vehicular congestion and allow people to connect to regional bike facilities founds along the corridor.
					Install continuous sidewalk north of Wurzbach Parkway	Improved sidewalks will make pedestrian travel safe and accessible, it will also improve access and encourage the use of future mobility investments along the corridor.
					Create pedestrian path on the East side of the road between 410 and Wurzbach Pkwy	Development of a dedicated pedestrian path in conjunction with a cycle track will encourage multiple modes of travel and serve as a recreation amenity for area residents.
					Improve pedestrian facilities by completing the sidewalk network from residential neighborhoods to Wetmore	Providing connections from surrounding neighborhoods to Wetmore will provide more options for mobility for area residents.
					Explore new street connections to Wetmore from surrounding neighborhoods near the future Lone Star Stations to encourage redevelopment.	Providing a finer-grain street network around and to the future transit station will encourage transit adjacent development at these future multimodal centers.



Transit Improvements



Pedestrian Improvements



Bicycle Improvements



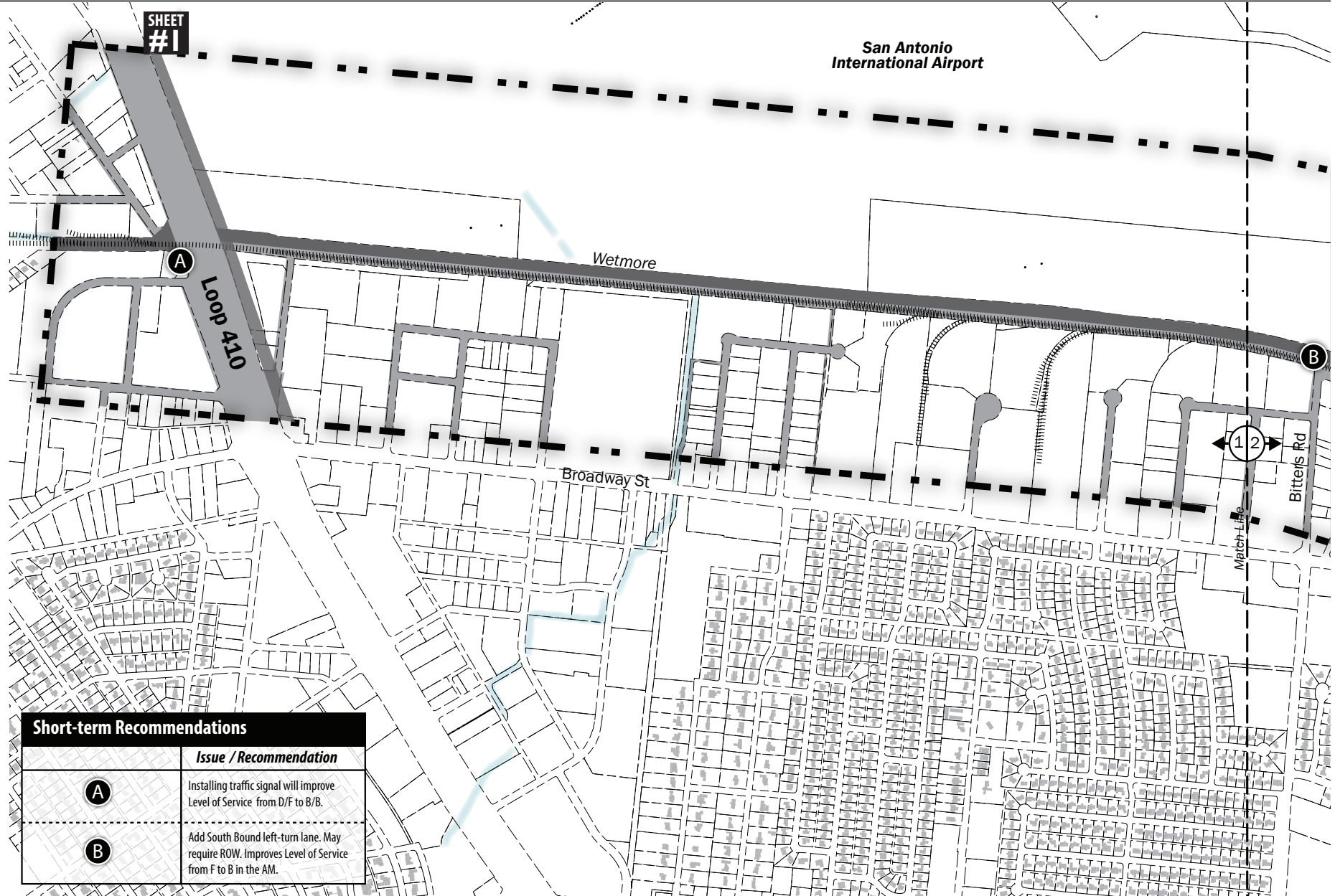
Vehicular Improvements



Land Use Improvements

SUBURBAN

San Antonio International Airport



SHEET #1

A

Loop 410

Wetmore

Broadway St

B

Match-Line

12

Bitters Rd

Short-term Recommendations

	<i>Issue / Recommendation</i>
A	Installing traffic signal will improve Level of Service from D/F to B/B.
B	Add South Bound left-turn lane. May require ROW. Improves Level of Service from F to B in the AM.

Wetmore Corridor Analysis: Sheet 1 Short Term Recommendations

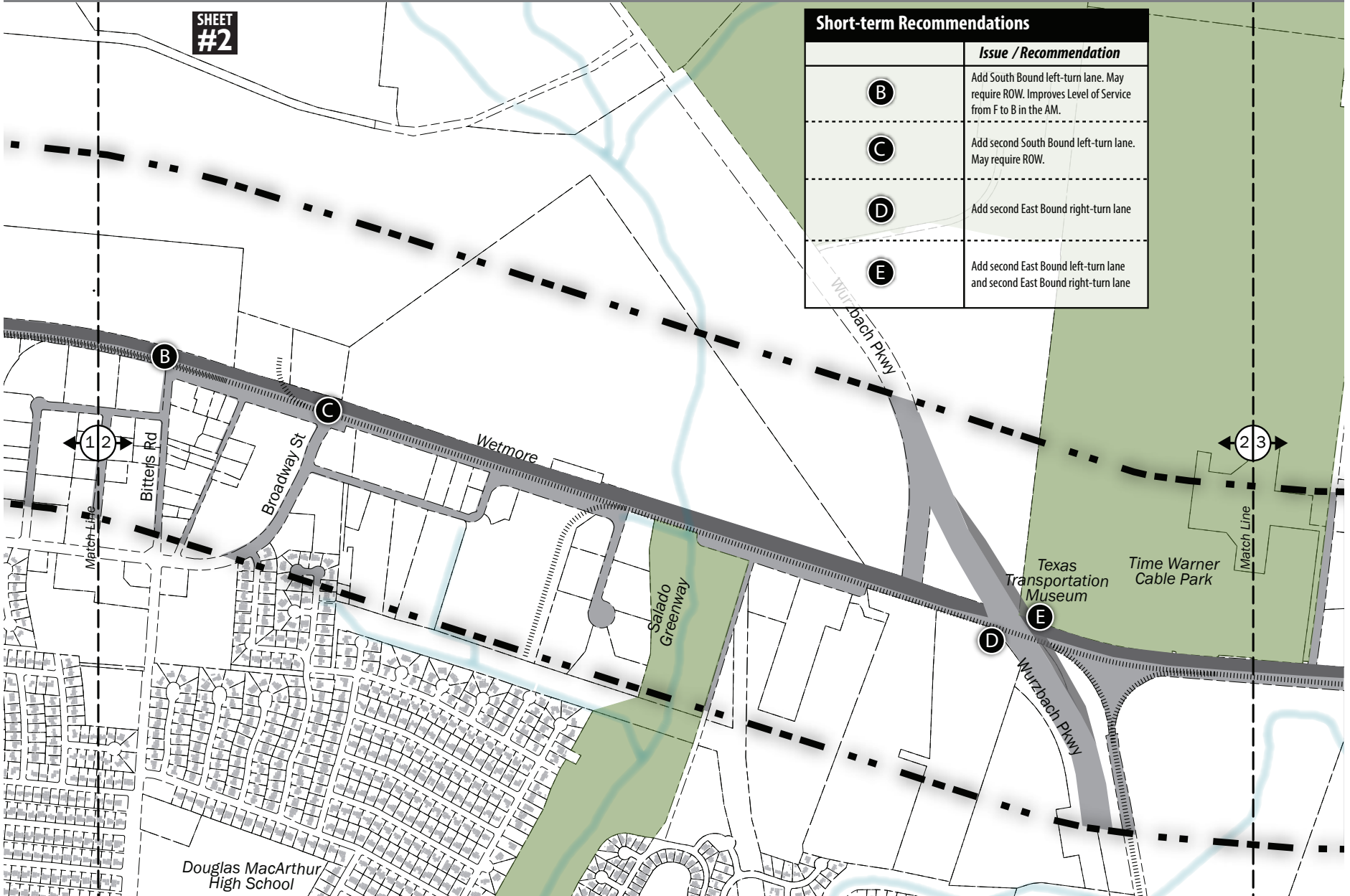
Open Space
Study Area

0' 400' 800'

SUBURBAN

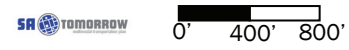
SHEET #2

Short-term Recommendations	
	Issue / Recommendation
B	Add South Bound left-turn lane. May require ROW. Improves Level of Service from F to B in the AM.
C	Add second South Bound left-turn lane. May require ROW.
D	Add second East Bound right-turn lane
E	Add second East Bound left-turn lane and second East Bound right-turn lane



Wetmore Corridor Analysis: Sheet 2 Short Term Recommendations

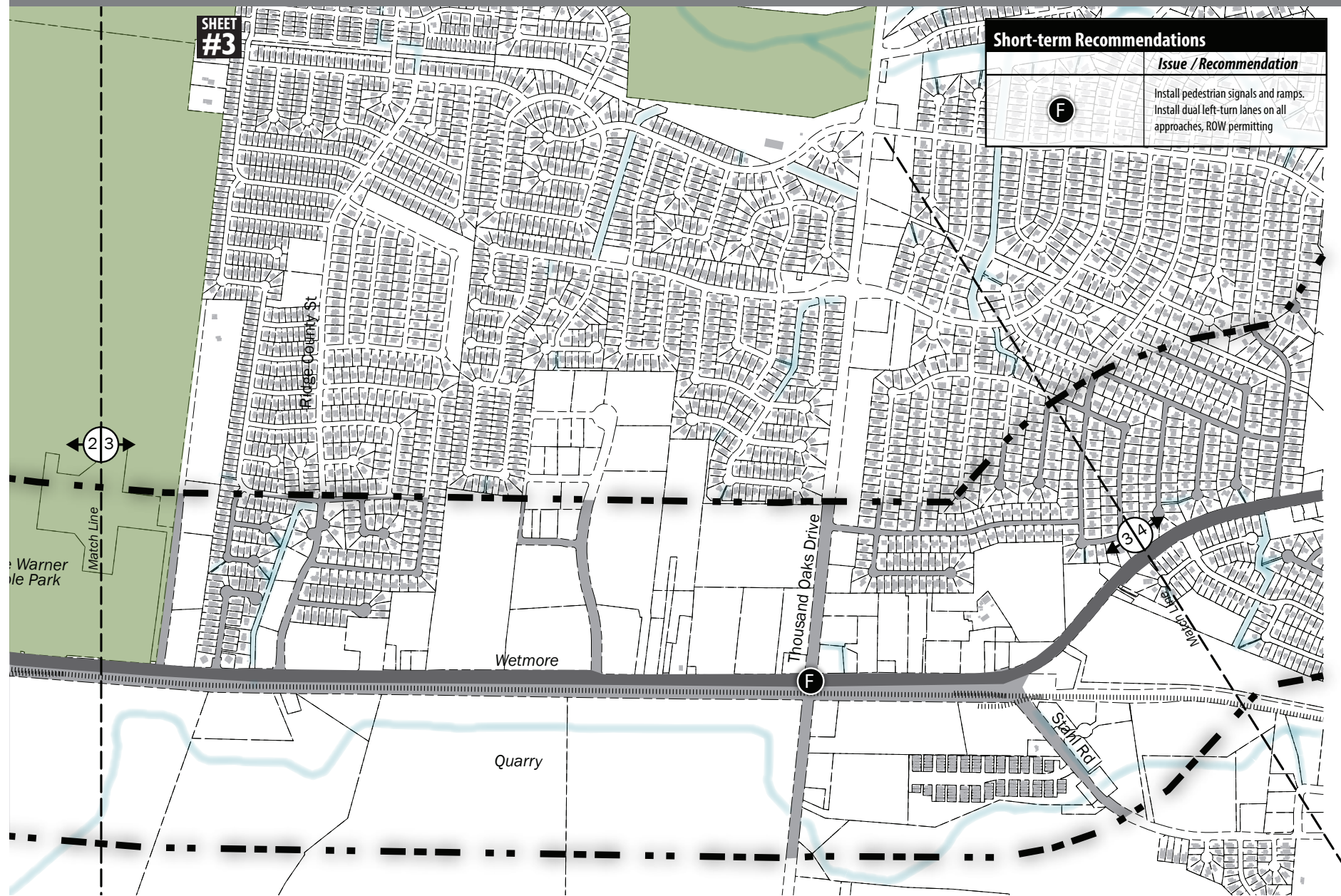
Open Space
Study Area



SUBURBAN

SHEET #3

Short-term Recommendations	
Issue / Recommendation	
F	Install pedestrian signals and ramps. Install dual left-turn lanes on all approaches, ROW permitting



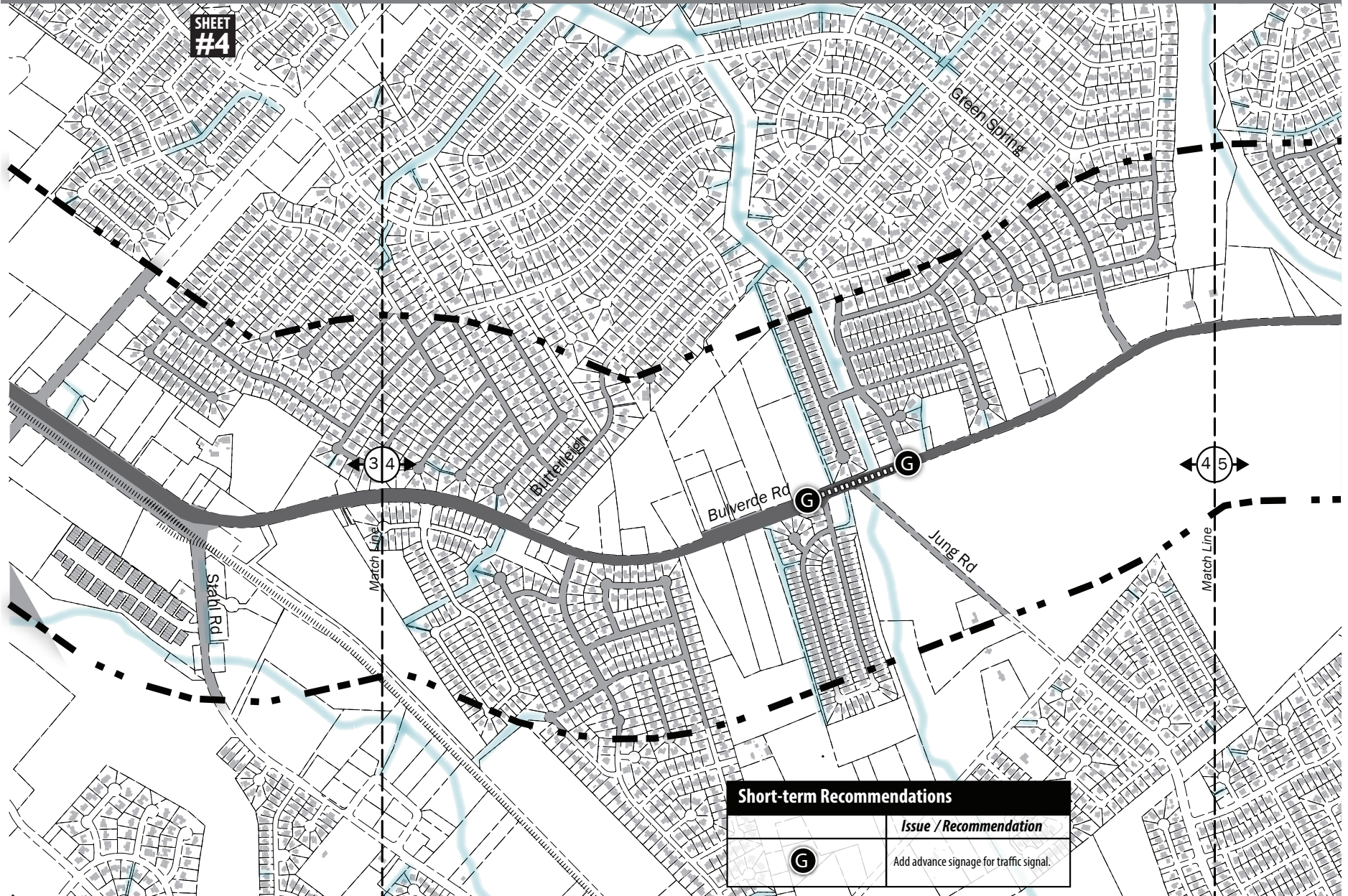
Wetmore Corridor Analysis: Sheet 3 Short Term Recommendations

Open Space
Study Area



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SUBURBAN



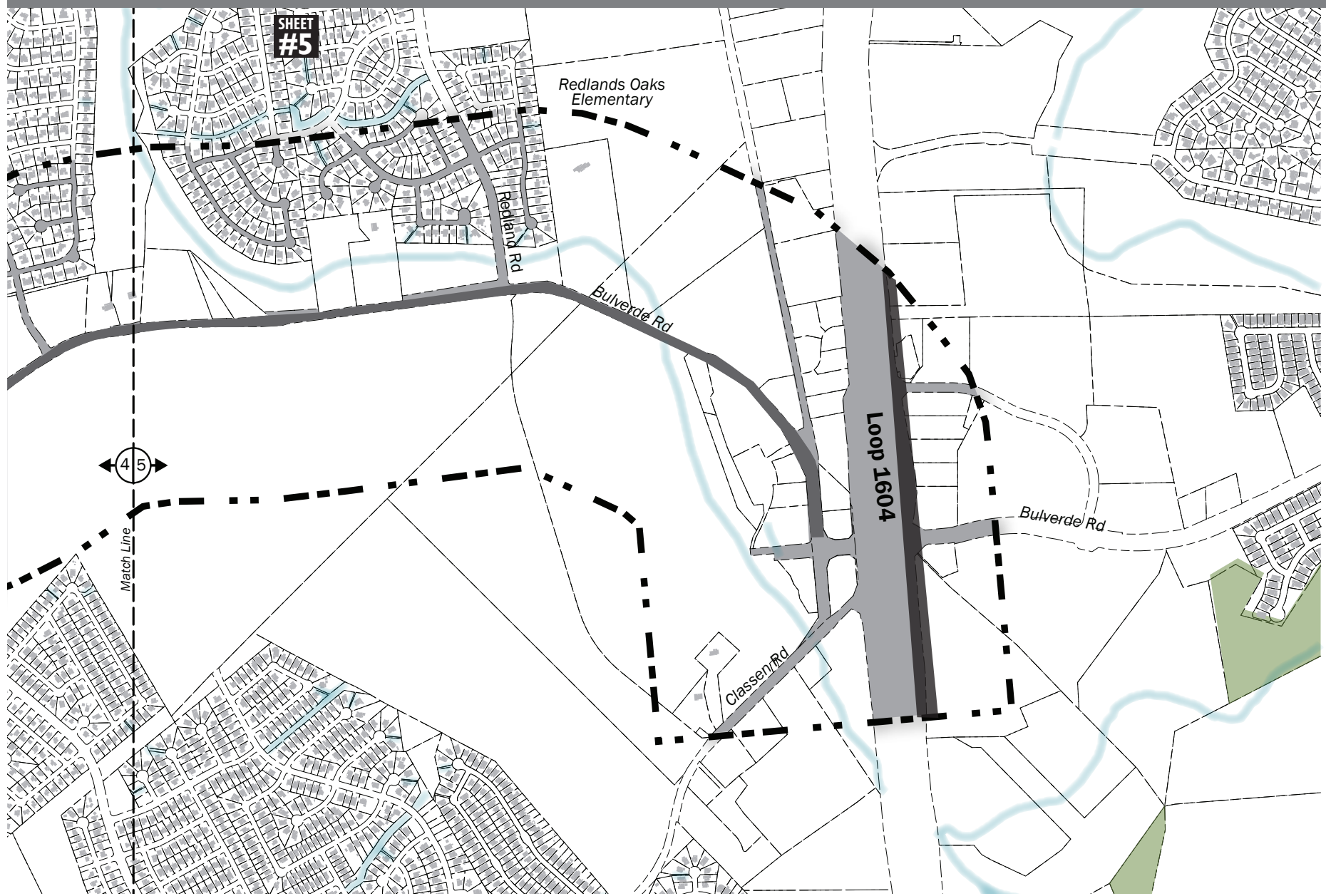
Wetmore Corridor Analysis: Sheet 4 Short Term Recommendations

■ Open Space
 ■ Study Area



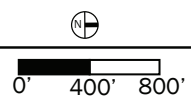
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SUBURBAN



Wetmore Corridor Analysis: Sheet 5 Short Term Recommendations

- Open Space
- Study Area



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