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## MEMORANDUM

**DATE:** April 8, 2021  
**TO:** Maggie Bergeron  
**CC:** Julie Fulgham, Jay Keen  
**FROM:** Jim Harvey, Peter Barrilleaux  
**RE:** Victoria TMP Online Tool & Survey Summary Memorandum

### Introduction

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As part of the Victoria Thoroughfare Master Plan (TMP) process, a public input survey was conducted to collect feedback from the community. The purpose of the survey was to better understand the public's use and perception of the transportation network in the City of Victoria, which would then be used to inform the recommendations provided in the TMP.

The survey was conducted using an online tool that consisted of two elements: (1) a questionnaire asked respondents multiple choice and free response questions about their travel habits and feedback on the Victoria transportation network; and, (2) an interactive map tool which allowed participants to leave geographically referenced comments highlighting transportation network deficiencies throughout the city.

The survey was available from January 8 until March 15, 2021. It was publicized by the City of Victoria on their Facebook page (**Figure 1**) and website<sup>1</sup> (**Figure 2**). The opportunity to participate was also shared during the online TMP Open House sessions held in March 2021. A total of 152 participants completed the survey questionnaire, and 85 comments were left on the comment map tool.

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<sup>1</sup> <https://www.victoriatx.gov/753/Thoroughfare-Master-Plan>

Figure 1: City of Victoria, Texas Facebook Posts



**City of Victoria, Texas - Government**

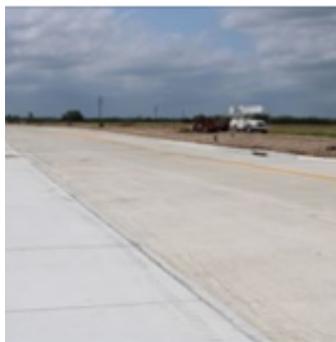
January 25 · 🌐

The Thoroughfare Master Plan (TMP) needs YOUR input! 🚗 🚙

The plan determines how our transportation network will be developed as the City of Victoria grows. They can't make plans without knowing what's important to you!

Click > <https://bit.ly/2MlfbG2> to take the survey now!

Read more about the TMP here: <https://bit.ly/2YezFCY>



VICTORIATX.ORG

**Victoria, TX**

City asks for input about roadways, transportation



**City of Victoria, Texas - Government**

March 12 at 6:15 AM · 🌐

Today is the LAST day to take the Thoroughfare Master Plan survey!

Want your voice to be heard? We need you to take the survey!

The TMP survey is all about the development of our transportation infrastructure and how we can improve connectivity and accommodate growth in Victoria.

Please take a couple of minutes to complete it today.

Link to survey >

<https://atginc.maps.arcgis.com/apps/MapSeries/index.html...>



Figure 2: City of Victoria TMP Webpage



Figure 3 shows the homepage of the survey tool where participants could read about the TMP process and access the questionnaire and comment map.

Figure 3: Online Survey Tool Homepage



## Results

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The following sections discuss the results from both sections of the Victoria TMP public survey.

### Survey Questionnaire Results

The survey asked participants questions aimed at understanding how they currently use the transportation network in Victoria and what factors influence their travel decisions. This information provided insight as to what improvements or changes members of the community most want to see.

**Figure 4** displays a graphic representation of key survey results.

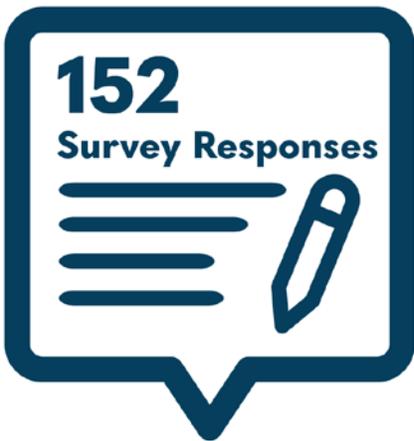
To provide context to their responses, participants were asked to share where they live, work, and/or attend school. To protect privacy, these questions directed participants to write in the intersection closest to the location of their home, job, or school. The responses to these questions were mapped and are shown in **Figure 5** through **Figure 7**.

138 respondents answered this question with an intersection near their home, which concentrated along John Stockbauer Dr at Airline Rd, N Ben Jordan St, and Salem Rd, as well as at Glasgow and Navarro St, Sam Houston Dr and Airline Rd, and along the northern section of Navarro St.

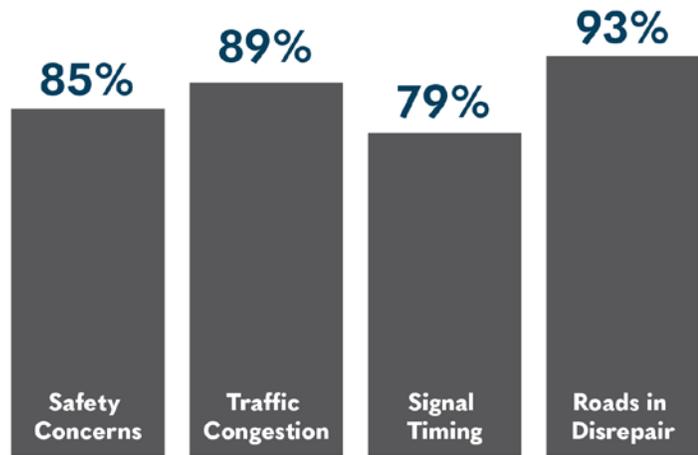
100 participants provided an intersection near their place of employment. These were highly concentrated in the Downtown Victoria area. Other areas of high employment were found near the University of Houston – Victoria (UHV) and around the commercial areas at Sam Houston Dr and E Mockingbird Ln and Guy Grant Rd and Navarro St.

8 participants reported that they attended school. Responses included intersections near UHV, Victoria West High School, and Victoria East High School.

Figure 4: Infographic Summarizing Key Survey Results



### Factors Impacting Community Travel Decisions in Victoria



Percent of respondents indicating these factors are "Very Important" and "Somewhat Important"

### TOP COMMUNITY PRIORITIES



Maintenance & Repairs



Improve Network Connectivity



Improve Pedestrian Facilities



Increase Route Options



### Lead to Avoiding These Roads



Navarro Street  
Airline Road  
Crestwood Drive  
Ben Jordan Street  
North Street

Figure 5: Survey Participant Residence Heat Map

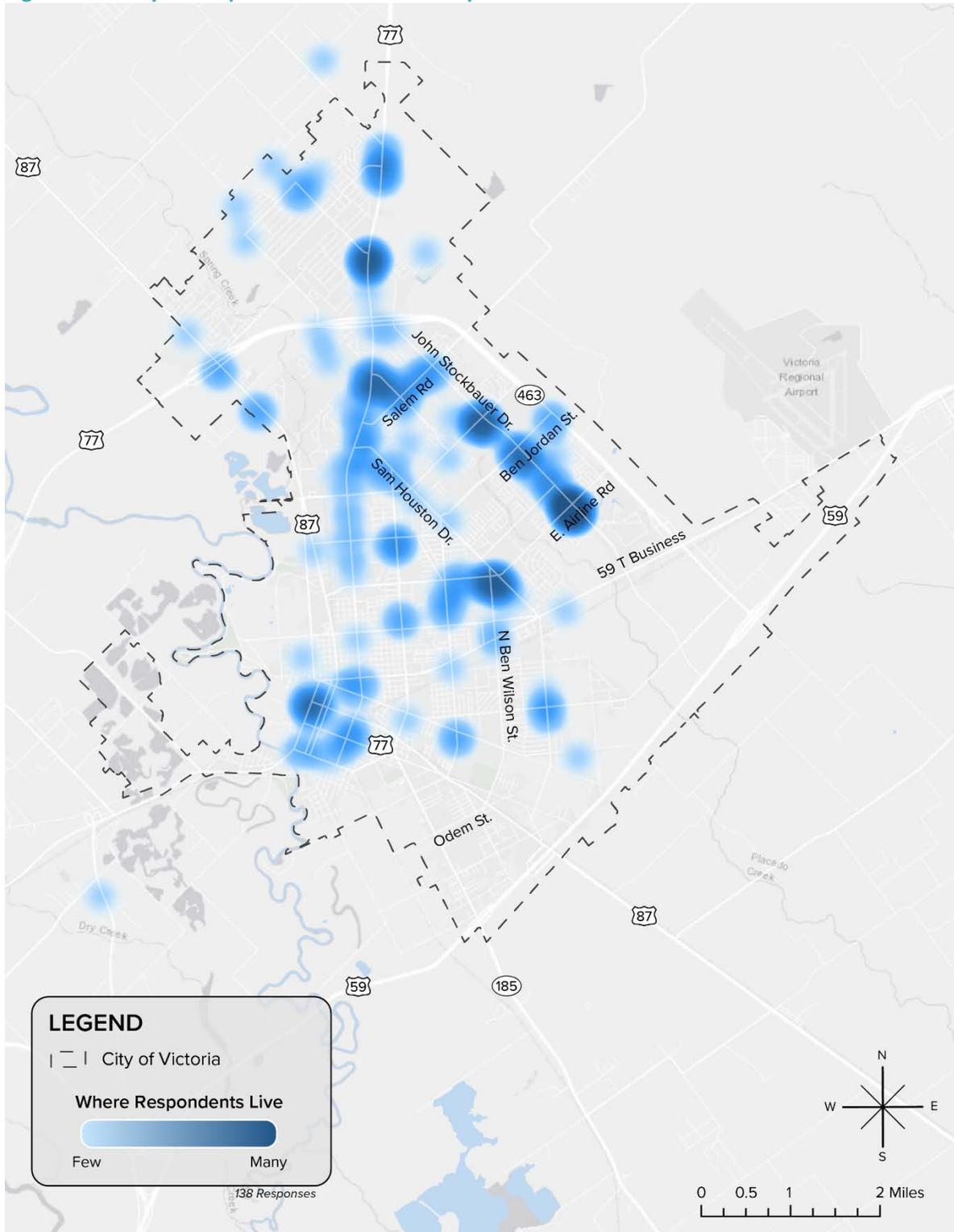


Figure 6: Survey Participant Employment Heat Map

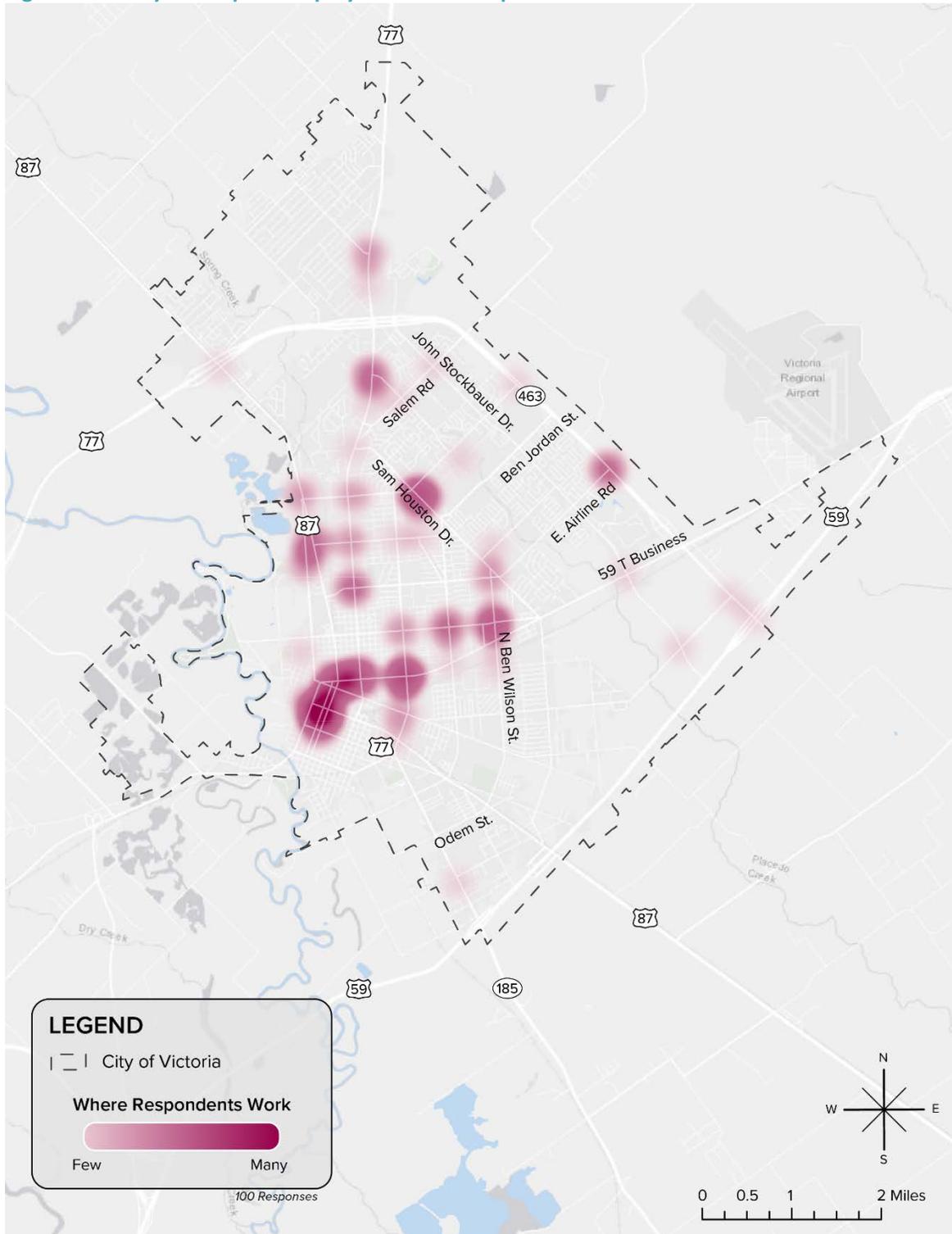
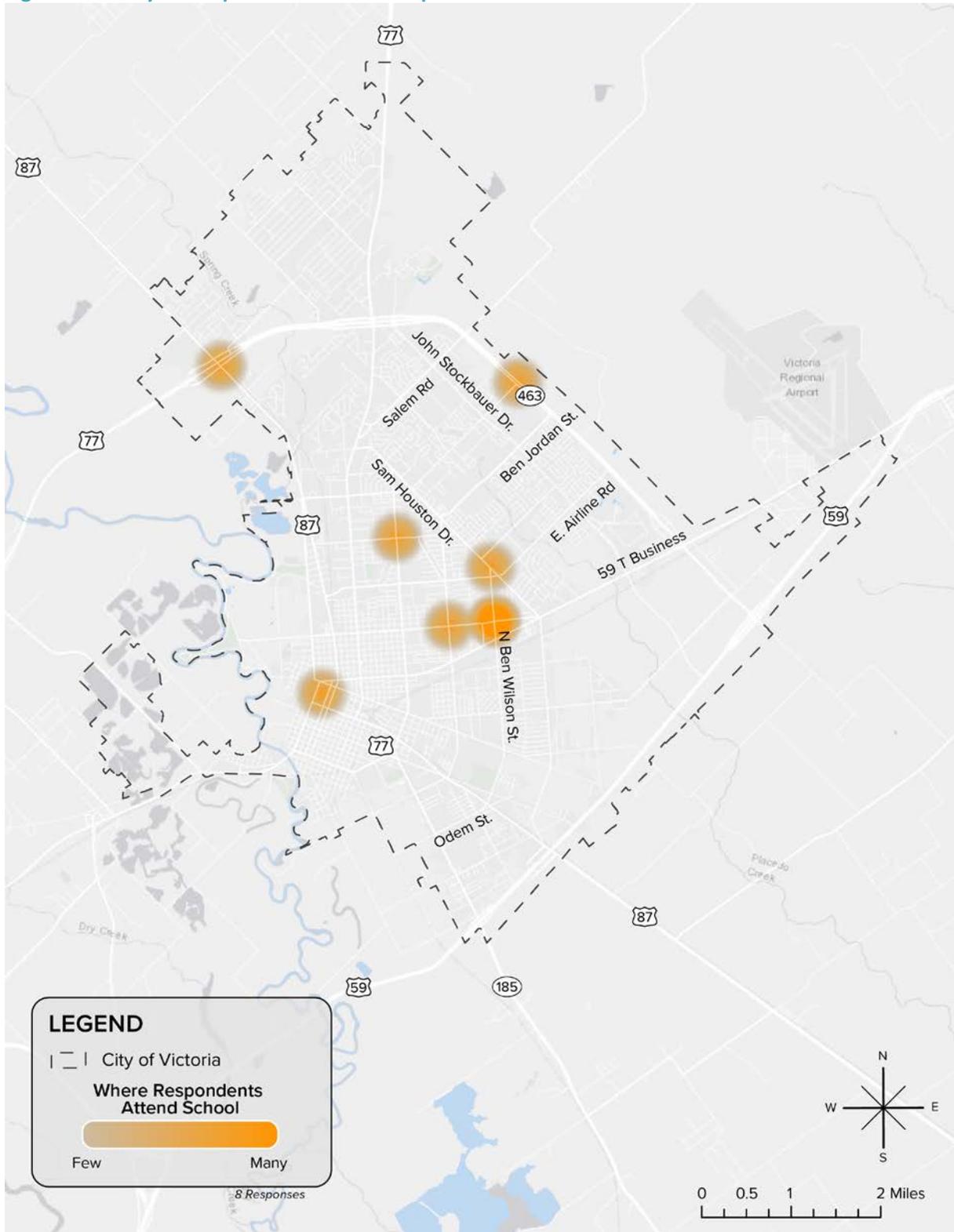


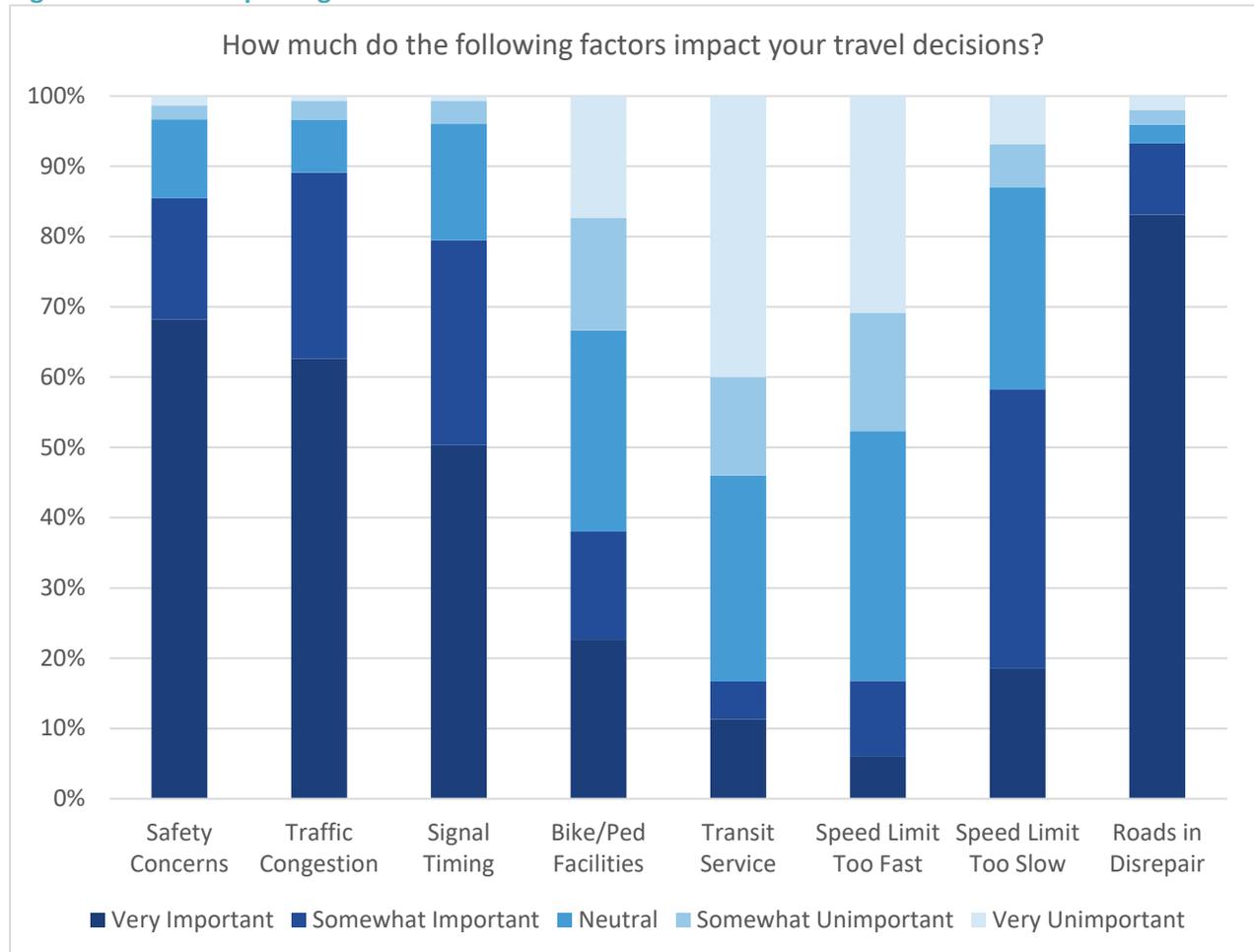
Figure 7: Survey Participant School Heat Map



### Travel Decisions

The survey asked participants to consider factors that influence where they travel and how they get there. Respondents were asked to choose how impactful different aspects of the thoroughfare network are on choices such as which roads they take, what time of day they travel, and what mode they use. The results are shown in **Figure 8**.

**Figure 8: Factors Impacting Travel Decisions**



Survey participants indicated that roadway condition is the most influential on their travel behavior, with 93% saying this factor is “Very Important” or “Somewhat Important.” Traffic congestion and safety are also ranked highly, with 89% and 85% of respondents saying these factors were important, respectively. The least impactful factors were the availability of transit service and concern that roadway speed limits are too fast, each with only 17% of participants finding these important.

As a follow up question, respondents were asked which roads the factors above cause them to avoid using. The most frequently mentioned roads are shown in **Table 1**.

**Table 1: Roads Commonly Avoided**

Roadway	Comments	Roadway	Comments
Navarro St	61	John Stockbauer Dr	11
Airline Rd	46	Laurent St	11
Crestwood Dr	34	Main St	10
Ben Jordan St	16	Red River St	9
North St	15	Rio Grande St	8
Guy Grant Rd	14	Sam Houston Dr	8
Dairy Rd	13	Mockingbird Ln	5
Ben Wilson St	13	Moody St	4
Vine St	13	Glasgow St	2

### Network Improvements

The survey asked community members what they would most like to see improved about the transportation network. Survey respondents ranked options from 1 to 8, 1 being the most important and 8 as the least important. The results are shown in order of importance in Table 2. Options with asterisks (\*) represent tied rankings. Infrastructure maintenance and repairs was ranked most important by most respondents, with 94 people ranking it first.

**Table 2: Community Ranked Network Improvements**

Rank	Transportation Network Improvement
1	Improved infrastructure maintenance and repairs
2	Improved road network connectivity
3*	Improved pedestrian facilities (e.g., sidewalks, crosswalks)
4*	Increase in the number of available route options to my destinations
5	Roads that more directly serve the destinations I visit
6	Increase in the number of lanes on existing roads
7	More opportunities to use modes other than driving such as walking, biking, or transit
8	Increased bicycle facilities (e.g., bicycle lanes, trails, bicycle racks)

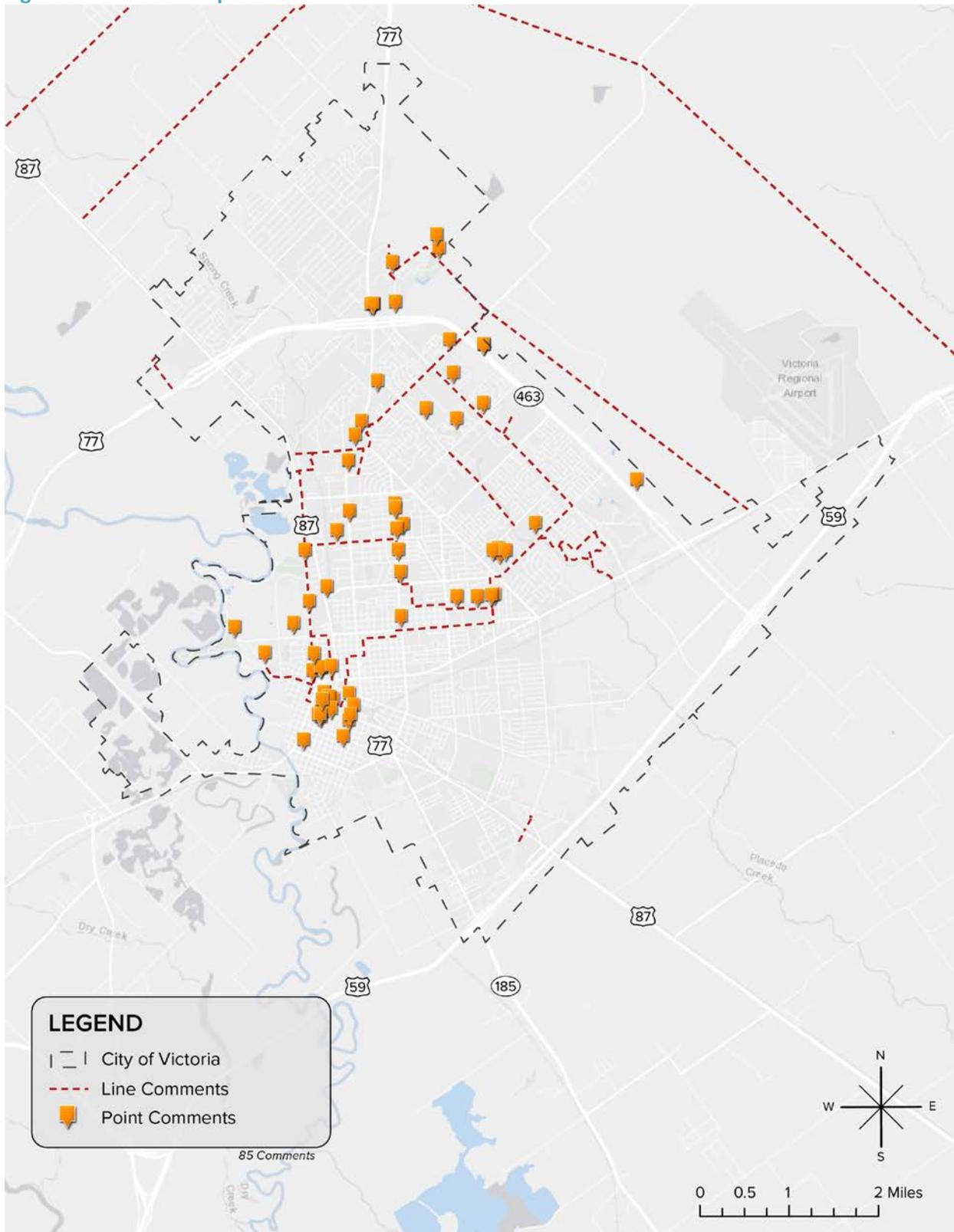
### Comment Map Results

The second component of the online survey tool was an interactive map that allowed participants to view a map of the Victoria metropolitan area boundary (MAB) and leave written comments tied to a geographic location.

Comments could be drawn on the map as either points or lines depending on the type of feedback the participants wanted to provide. Most point comments concerned specific intersections, pointing out locations in the city experiencing high levels of congestion, deteriorating road conditions, areas with access or connectivity issues, and important points of interest. Line comments indicated corridors where participants want to see existing alignments extended, improved, or proposed locations of new alignments.

The comment map is shown in **Figure 8** below. A total of 61 point-comments and 24 line-comments were added to the map. These comments are summarized by topic in **Table 2** and **Table 3**. The remaining 28 point-comments indicated locations of key destinations and points of interest in Victoria, including shopping, entertainment and recreational venues, parks, and sports facilities.

Figure 9: Comment Map Results



**Table 3: Summary of Point Comments**

Category	Comment	Location
Alignment Suggestion	I think extending Victoria Mall Drive to East Larkspur would be a great improvement as well as adding a center stripe and lanes	E Larkspur and North Cross Dr
Bike/Pedestrian Facilities	Lone Tree Trail connects to existing Hike & Bike Trail here	E Airline Rd and Deer Chase
	Proposed Pedestrian Mall Area for Ben Wilson (Bike infrastructure could be added)	UHV Campus
	Access to Riverside Park	Vine St and McCright Dr
	Access to Existing Hike & Bike Paths	N Vine St, Athey Nature Area
	Access to Existing Hike & Bike Paths; Riverside Park	W Red River and Smith St
	Connect to Downtown Bike Route or back to Riverside via Vine and Red River	W Stayton and N Vine St
	Add bicycle lanes for cross town access	E Crestwood Dr and Retama St
	Crosstown bicycle route	N Laurent St and E Polk Ave
	Crosstown and VC Bicycle Route	N Laurent St and E Red River St
Create a walking/biking/running path from Deleon to Riverside Park	W Forrest St and N Bridge St	
Infrastructure Improvement	Repair the potholes properly and add sidewalks to this stretch of roadway	Guy Grant Rd from Mockingbird Ln to 1315
Network Connectivity/Efficiency	New Signal here opens up area East of Navarro for better bike access	Morning Glory Dr and 77
	This 5-way stop does not allow for a good flow of traffic.	W North St/59/Moody
	Moody Street 5-way Stop - could be converted to a 3-way stop of 3-way signalized intersection by making N Moody Street one-way north from the intersection. East Bound North Street could be converted to a one way only east from the intersection	W North St/59/Moody
	Add right turn lane - Southbound US 87 at US Bus 59 signal	N Bridge St and 59
	Speed study on Main Street - 45 mph seems closer to the 85% speed from Rio Grande to Red River and beyond.	W Hiller St and 87

	Comment	Location
	John Stockbauer Speed Study - 45 mph seem to be the 85% speed from Mockingbird to the Loop	N John Stockbauer Dr
	Laurent Speed study 35 mph seem to be 85% speed from Airline to Polk	N Laurent and E Anaqua Ave
	Get rid of school zone for private school	N Laurent St and E Mesquite Ln
	Get rid of school zone for private school	N Laurent St and E Polk Ave
	Get rid of school zone for private school	N Vine St and W San Antonio St
	Speed Study on Navarro - Airline to Mockingbird after the completion of the median	Navarro St and E Polk Ave
	With the addition of the median to Navarro Street, the parking lot of HEB Plus has become hard to navigate especially for those that need to head South on Navarro	Navarro St and Whispering Creek Dr
	Access to Loop 463 without having to go through a stop light at Mockingbird. Especially with the traffic problems at school time.	Loop 463
	Access to Loop 463 From Business 59 before Airline would help alleviate congestion at Airline and the Loop 463 Feeder	Loop 463
	Safety	Vehicles traveling on Navarro Street between the lights at Juan Linn and Goodwin often accelerate above the speed limit causing SAFETY concerns for residents. The white line designating a SAFETY lane needs to be restriped for SAFETY of the residents.
SAFETY CONCERN - A Four-Way Stop Sign at Constitution and Navarro would put an end to high-speed racing on Navarro between Juan Linn and Goodwin		N Navarro St and E Constitution St
Consider a four way stop at Navarro and E Convent to stop high acceleration and speeding on Navarro between Water Street and Juan Linn. This could also reduce the number of accidents at Juan Linn and Navarro		S Navarro St and E Convent St
Signal Timing	Signal here often won't see a bicycle	77 and E Magruder Dr
	This light skips the southbound traffic pretty frequently, especially in the evening hours.	N John Stockbauer Dr and E Mockingbird Ln
	North Bound Left Turn Light is Green for 2nd (Go Straight or turn) lane when 1st turn (only) lane is red.	77 and NE Zac Lentz Pkwy
	The Stop Light appears to give priority to Victoria Mall Dr. rather than Zac Lentz Parkway. Cars Back up on Zack Lentz While long after cars have gone on Victoria Mall Dr.	Victoria Mall Dr and NE Zac Lentz Pkwy

**Table 4: Summary of Line Comments**

Category	Comment	Location
Bike/Pedestrian Facilities	Northeast Bicycle Route	Victoria Mall to UHV Campus (via Stockbauer Dr, Airline Rd, and Ben Wilson St)
	Downtown/UHV-VC Bike Routes	Downtown to UHV Campus (via N Williams St, E Colorado St, E Sabine St, and E Red River St)
	Lone Tree Park Trail	E Airline Rd to US 59 (through Lone Tree Park)
	Lone Tree Park Trail	N John Stockbauer Dr to US 59 (through Lone Tree Park)
	Crosstown Bike Route	N Vine St to UHV Campus
	Riverside/Old Victoria Bike Route	Young Dr to N Vine St
Extend Existing Alignment	At a minimum Guy Grant should be extended to Ben Jordan. Wish list would continue Guy Grant to Miori Lane. Most homes along Seguin Street are in the floodplain and could be acquired for ROW out of the Lone Tree Creek.	E Mockingbird Ln to Miori Ln
	A parallel roadway to Loop 463 should be extended to US Bus 59 to open property for development and access.	Salem Rd to US 59
	Extended E Magruder straight to US 87	E Magruder Dr to US 87
	Extend Tropical Drive to intersect US 77 access road. this would create a loop to the middle school and high school. The que traffic would enter the site from US 77 on the south and exit at the signal on US 87. congestion will be off the main roads	W Tropical Dr to US 77
	connect North Cross Drive to Glasgow	North Cross Dr to Glasgow St
	Upgrade Parson Road to "outer loop"	US 87 to US 77
	Continue "outer loop" from US 77 to Us Bus 59	US 77 to US 59
	Delmar needs to continue to US 87 in a more direct use to enable Delmar to be a legitimate Collector Street	Port Lavaca Dr to Spiegelhauer Ln
New Alignment	Extend Wagner Way to connect straight to US 87	US 87 to N Vine St
	Construct "outer loop"	Parsons Rd to US 77
	Alternate "outer loop"	Levi Sloan Rd to US 77
	alternate "outer loop"	US 87 to Levi Sloan Rd
	new Pleasant Green intersection with US 87 could align with new intersection of Delmar	Port Lavaca Dr to Willie St

	Comment	Location
New Alignment	Spiegelhauer Lan need to intersect Delmar at 90-degree angle and improved to two-way traffic or cul-de-sac	Spiegelhauer Ln to S Delmar Dr
	Lone Tree Park Trail - John Stockbauer connector	N John Stockbauer to Lone Tree Park Trail
	With the addition of the Median, South Bound Navarro Traffic has to U-Turn at the new Traffic Light at Morning Glory to access any of the business on the East Side of Navarro. This could provide an alternate means of access.	Sam Houston Dr to Morning Glory Dr
	Require VISD to construct a driveway to John Stockbauer move congestion of pickup and drop off from Mockingbird	Victoria East High School to N John Stockbauer Dr
	Require to Mall upgrade parking lot to ROW standards and dedicate to City. connect to North Cross Drive	Victoria Mall Dr to E Larkspur

## Conclusion

The public survey is a significant part of the public involvement process for the Victoria TMP. Input from those who live and work in the city is essential to ensuring that the final plan serves the interests and goals of the community. The findings discussed above are being used alongside the feedback gathered as part of previous efforts, including stakeholder interviews and the virtual open house sessions, to complement the technical analysis conducted by the project team. This information provides a locally sensitive lens through which to view the development of the plan's recommendations.