



# TMP-21-01

# Thoroughfare Plan Amendments

Hold a public hearing and consider amendments to Appendix A - Thoroughfare Plan and Appendix G - Bicycle Plan of the Transportation Master Plan to modify various roadway alignments and bicycle facility classifications.



# Thoroughfare Plan Amendment Process

- October 19th: City Council Update Item
- October 20th: Neighborhood Commission Update Item
- October 26th: Planning & Zoning Commission Update Item
- November 9th: Planning & Zoning Commission Public Hearing
- December 7th: City Council Public Hearing (no action)
- **December 15th: City Council Public Hearing & First Reading**
- January 4, 2022: City Council Ordinance (2nd Reading)



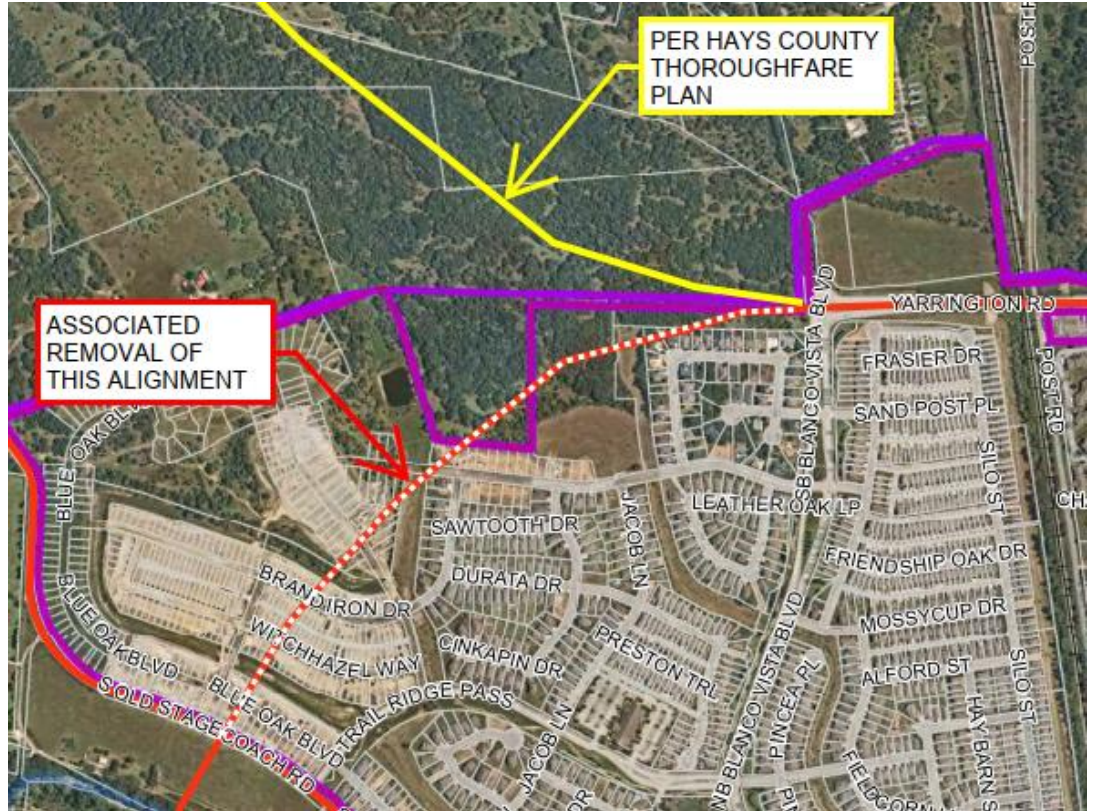
# Road Alignment #1 - Yarrington Road (west)

## Proposal:

Change alignment of Yarrington Road west of Post Road and remove the previously proposed alignment.

## Justification:

Blanco Vista is built out and this change aligns the San Marcos Transportation Master Plan with the Hays County Plan.





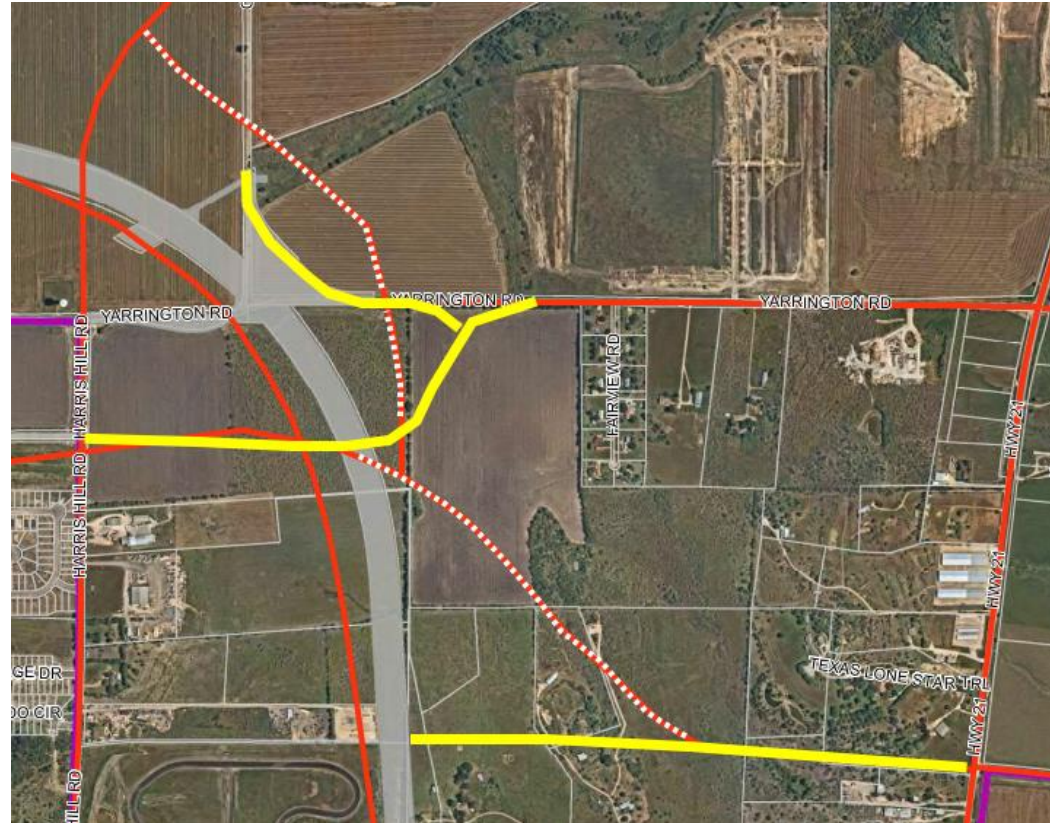
# Road Alignment #2 - Yarrington Road (east)

## Proposal:

Change alignment of Yarrington Road & Opportunity Boulevard near FM 110 and remove the previously proposed alignments. Add William Pettus extension from HWY 21 to FM 110

## Justification:

Changes address future FM 110 alignment and coordination with Hays and Caldwell County staff.





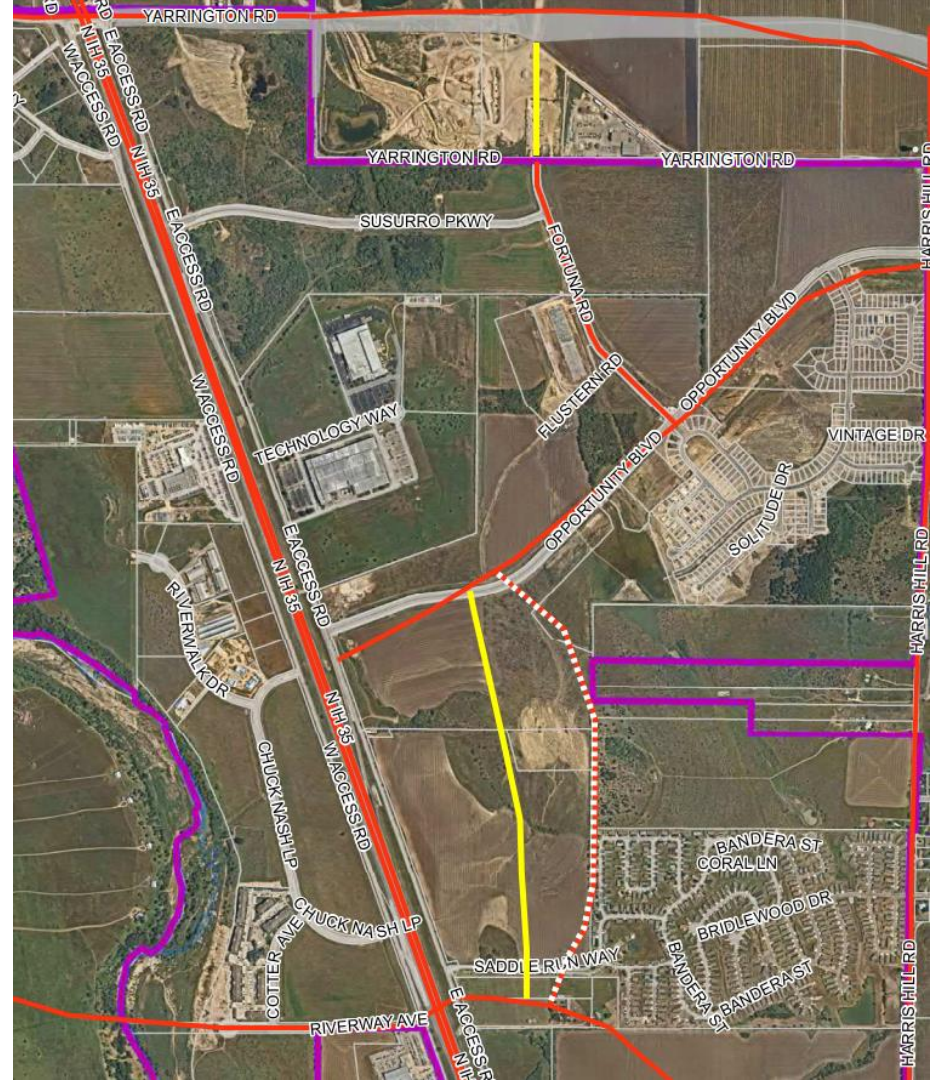
# Road Alignment #3 Whisper North

## Proposal:

Alignment with current development at Whisper North and provide additional connectivity north of Yarrington Road.

## Justification:

General clean up and connectivity improvements.





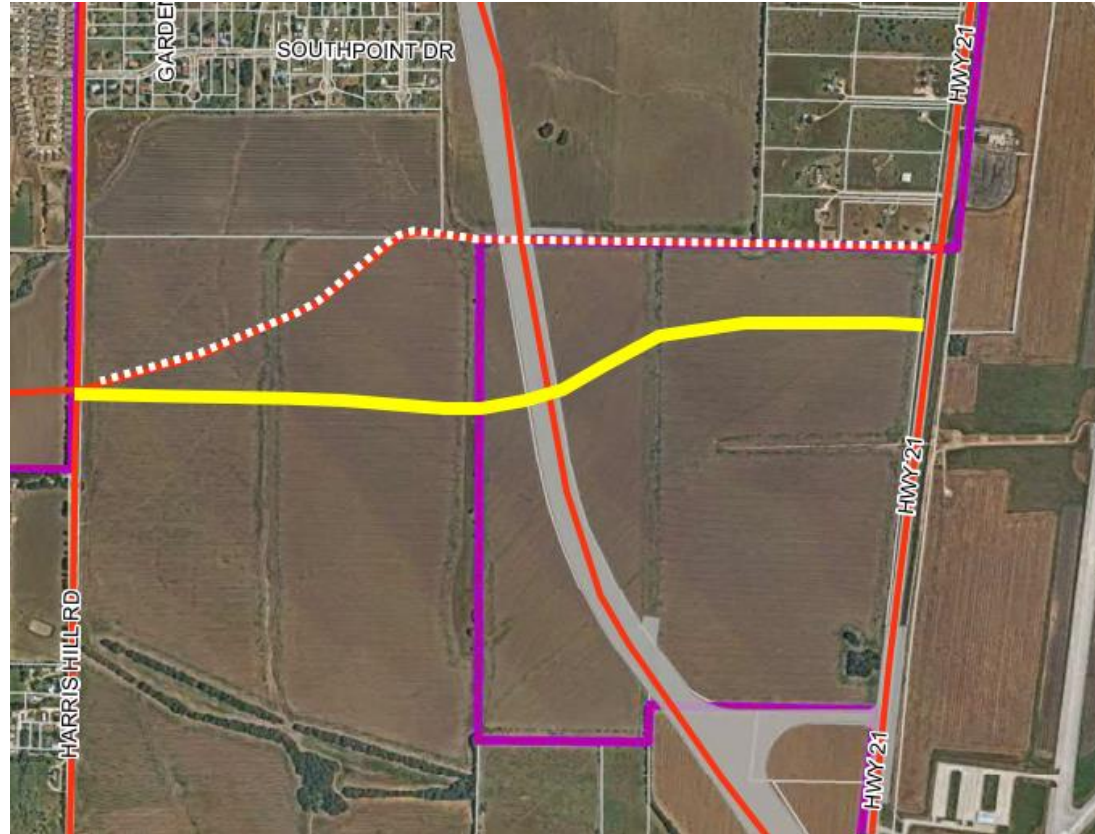
# Road Alignment #4 – Whisper South

## Proposal:

Alignment with current development at Whisper South and adjustment around City property adjacent to the airport.

## Justification:

General clean up.





# Road Alignment #5 – SH 80 South

## Proposal:

Removal of redundant road.

## Justification:

Current alignment is not desirable at the intersection of SH 21 and SH 80. Future development block perimeter requirements will dictate future road alignments





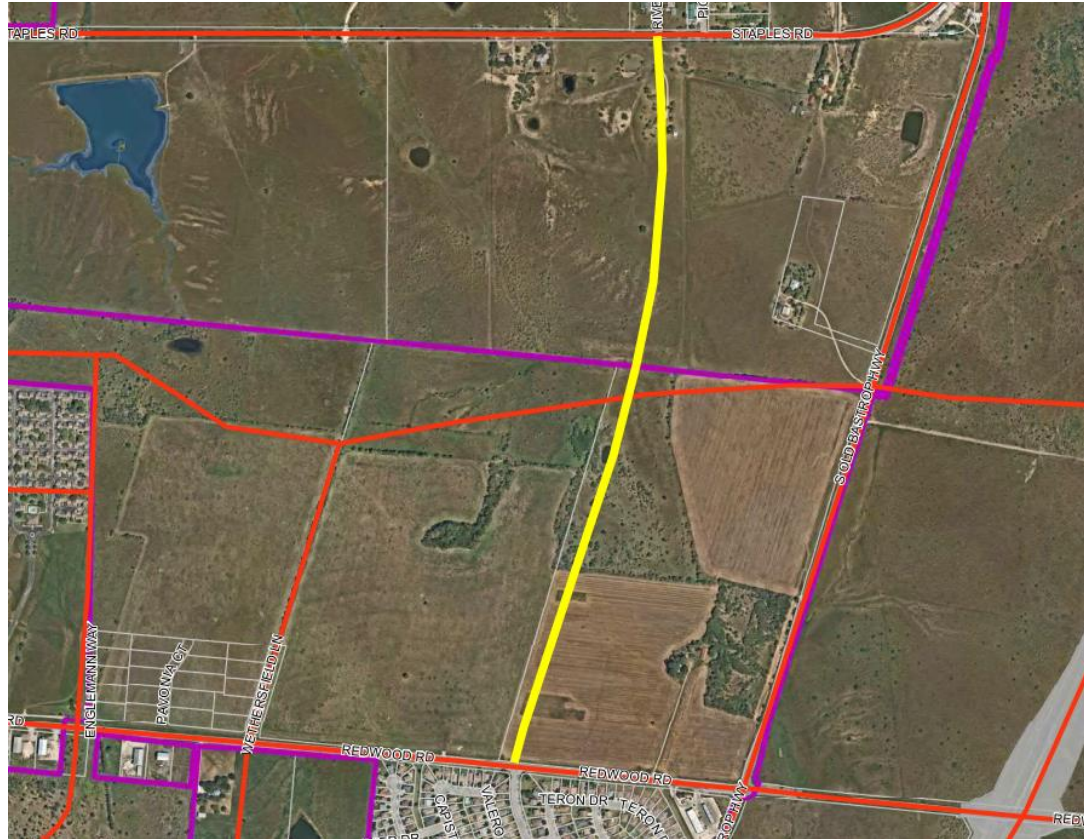
# Road Alignment #6 – Cottonwood Parkway

## Proposal:

Addition of Cottonwood Parkway extension.

## Justification:

Roadway was on previous Thoroughfare Plan, staff is unsure why this was removed.







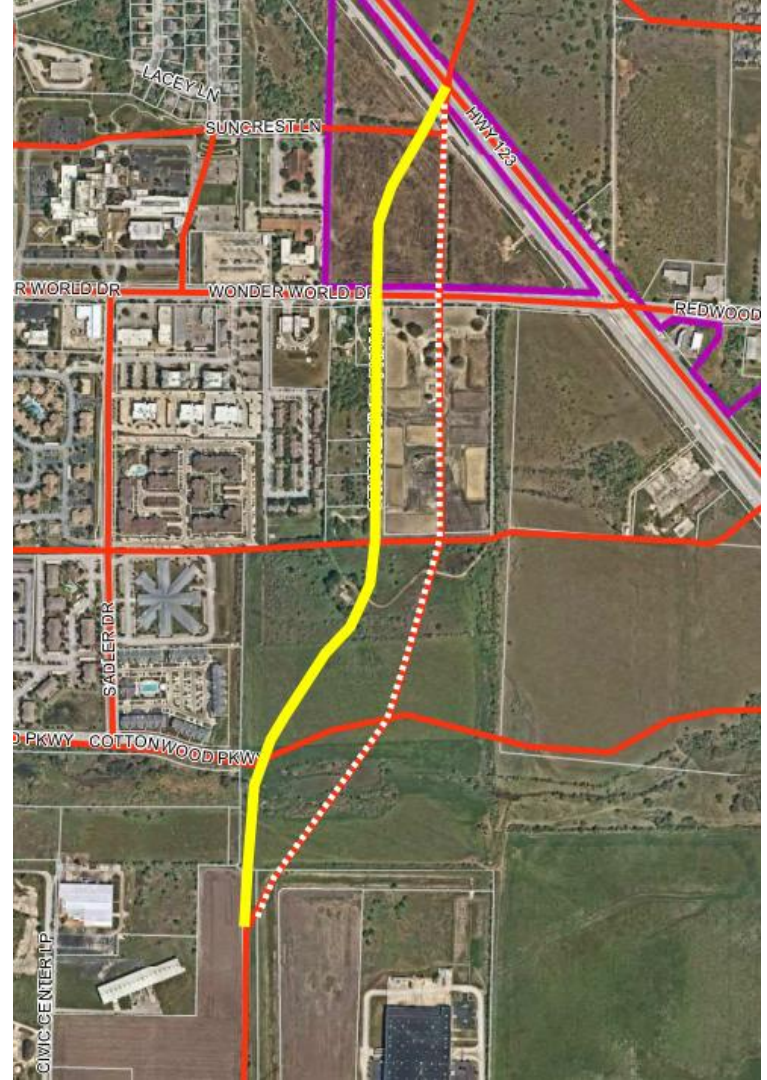
# Road Alignment #7 – North / South Connector

## Proposal:

Alignment with current  
development on Wonderworld.

## Justification:

General clean up.





# Road Alignment #8 – East Village

## Proposal:

Removal of smaller roads planned in the 2013 Comprehensive Plan.

## Justification:

Floodplain conflicts.  
Future development block perimeter requirements will dictate future road alignments.





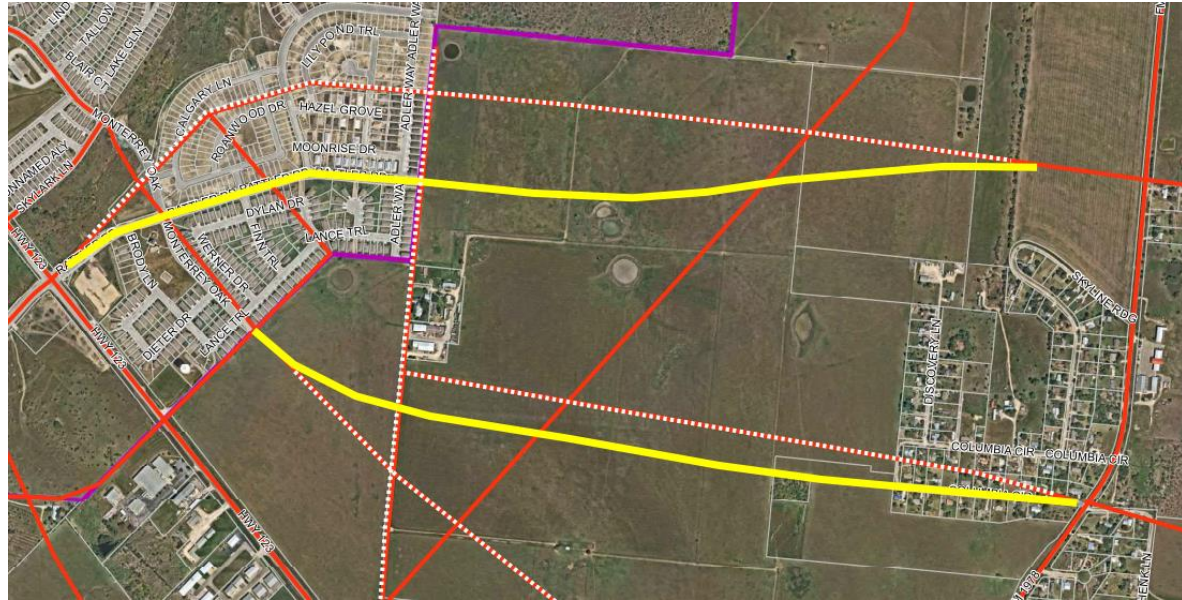
# Road Alignment #9 – Rattler Road

## Proposal:

Alignment with current development in Cottonwood Creek and removal of redundant roads.

## Justification:

Future development block perimeter requirements will dictate future road alignments





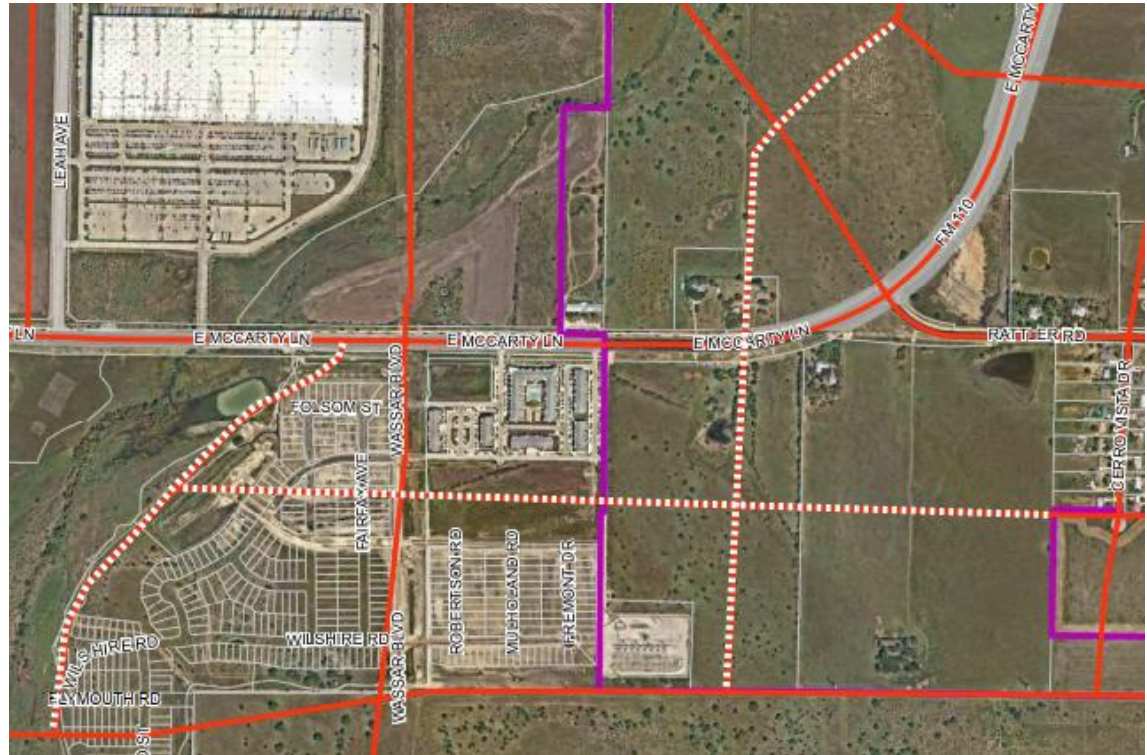
# Road Alignment #10 – E. McCarty Lane Area

## Proposal:

Removal of redundant roads.

## Justification:

McCarty Commons is mostly built and future development block perimeter requirements will dictate future road alignments





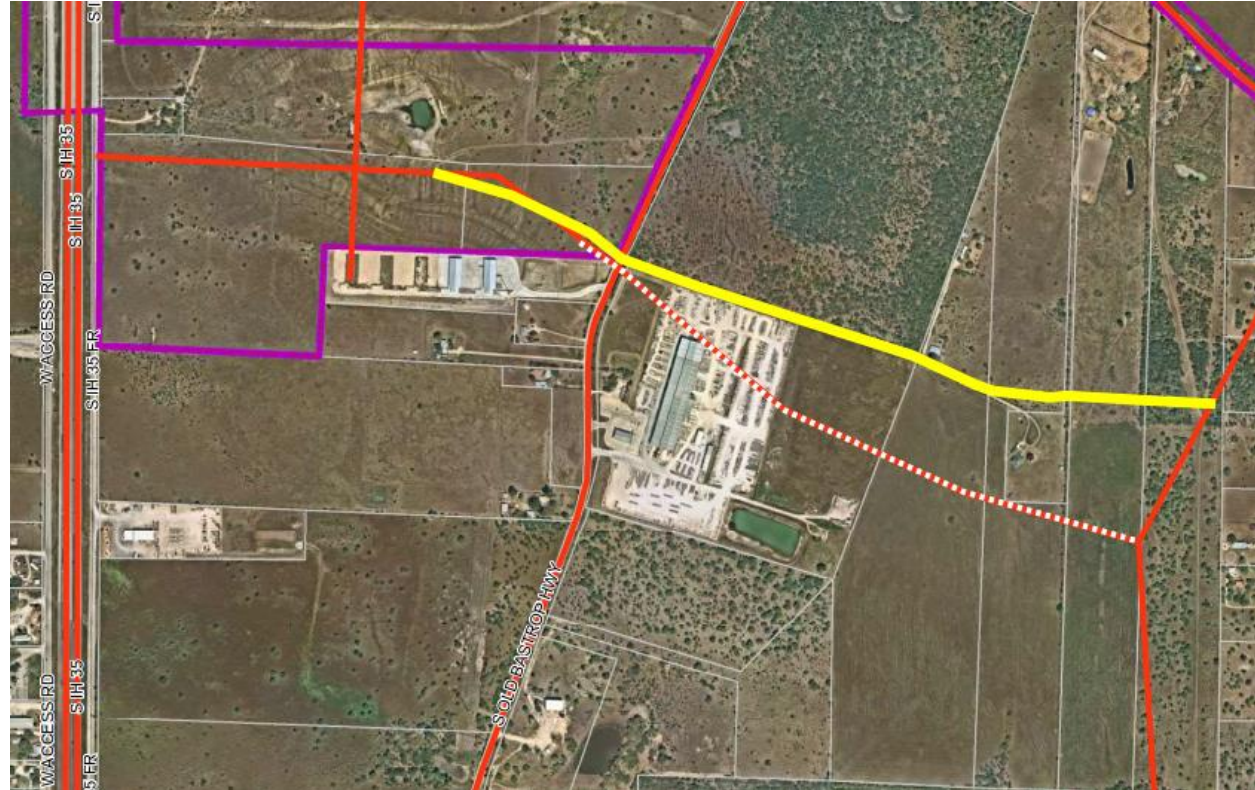
# Road Alignment #11 – South San Marcos

## Proposal:

Alignment with current development along Old Bastrop Highway.

## Justification:

General clean up.





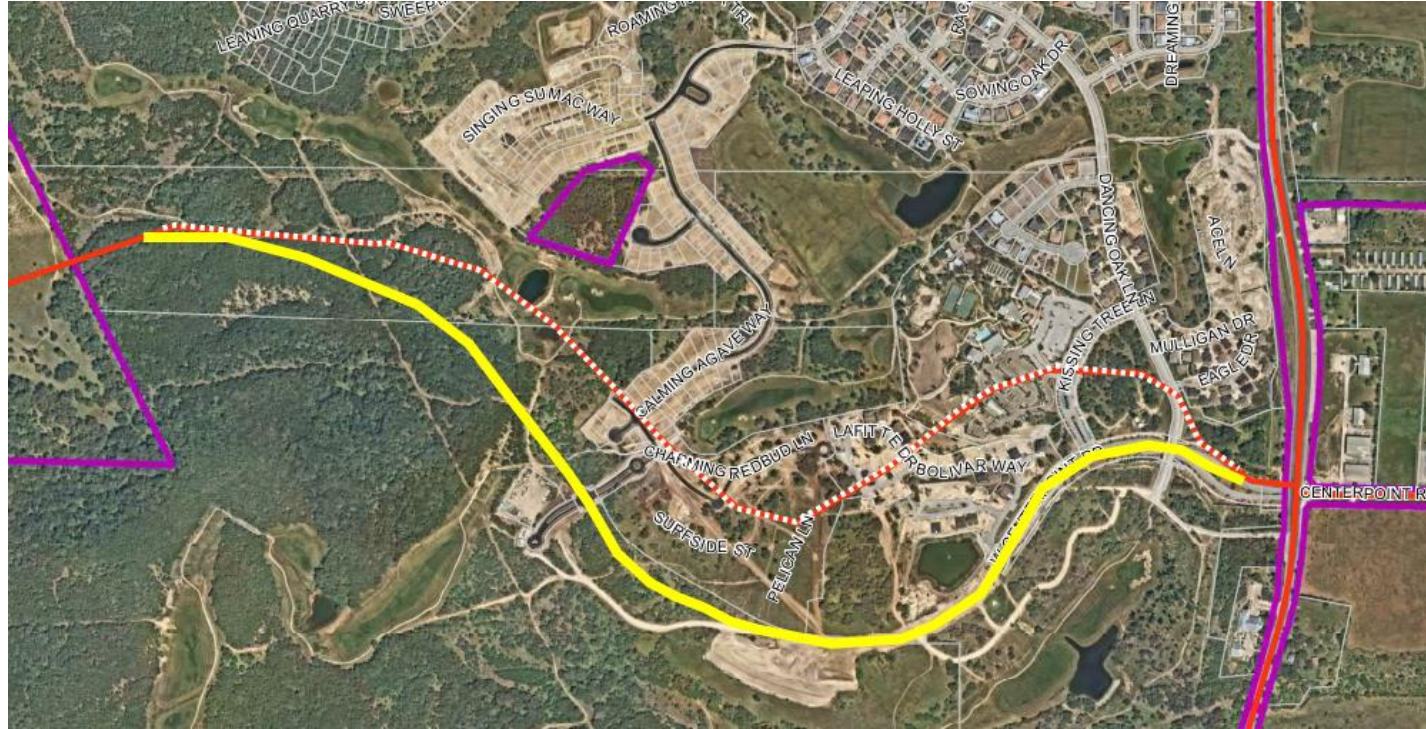
# Road Alignment #12 – Centerpoint Road

## Proposal:

Alignment with current development at Kissing Tree.

## Justification:

General clean up.





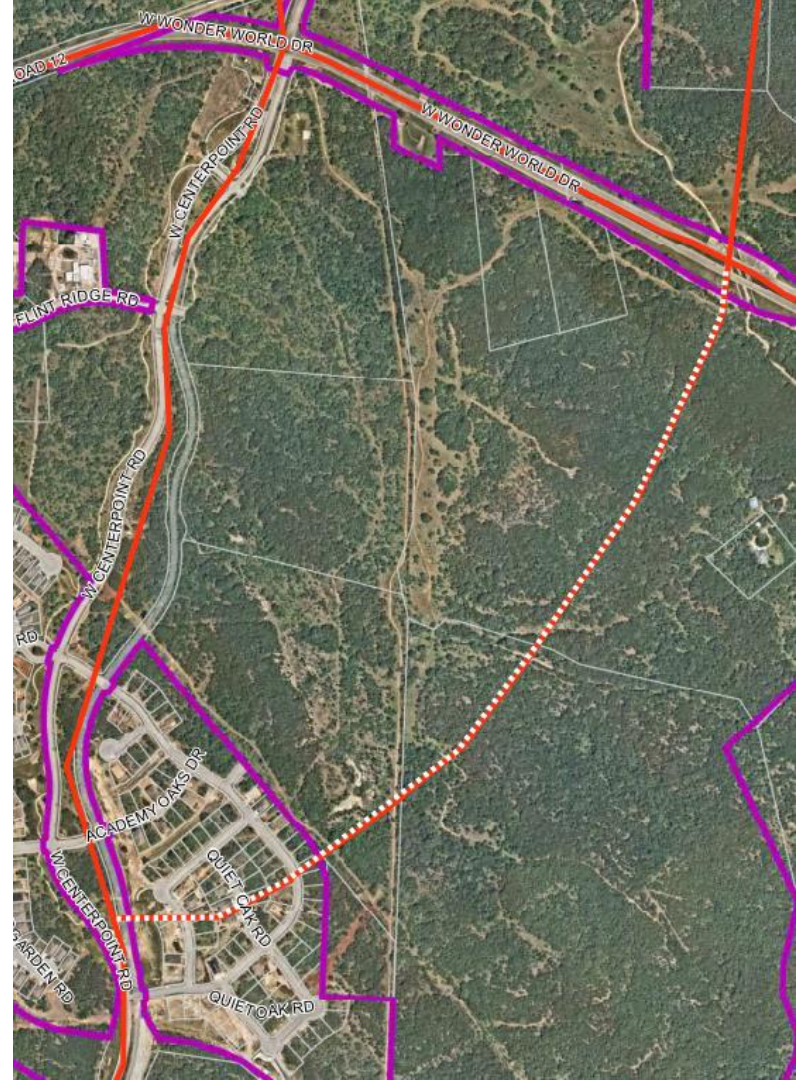
# Road Alignment #13 – La Cima Area

## Proposal:

Remove road through parkland near La Cima.

## Justification:

La Cima Development Agreement will dictate the need for future roadways in this area.





# Bicycle Facility Classification Changes

## **Proposal:**

Staff has worked closely with local bicycle advocacy groups in order to propose improvements to the system.

## **Justification:**

Changes are proposed to:

- 1) Increase safety
- 2) Increase connectivity
- 3) Work within existing right-of-way where acquisition is not feasible





# Bicycle Facility Types



**Protected Bicycle Lane:**

One or Two-Way

Separated from traffic with physical barrier



**Buffered Bicycle Lane:**

Typically One-Way

On street with painted striped buffer



**Shared Use Path:**

Off street path shared with pedestrians



**Sharrows:**

Designated lanes within the road allowing bicycles and automobiles to share the traffic lanes



# Post Road Shared Use Path to Buffered Bike Lane

## Extents:

Aquarena Drive to curve near railroad tracks.

## Timing:

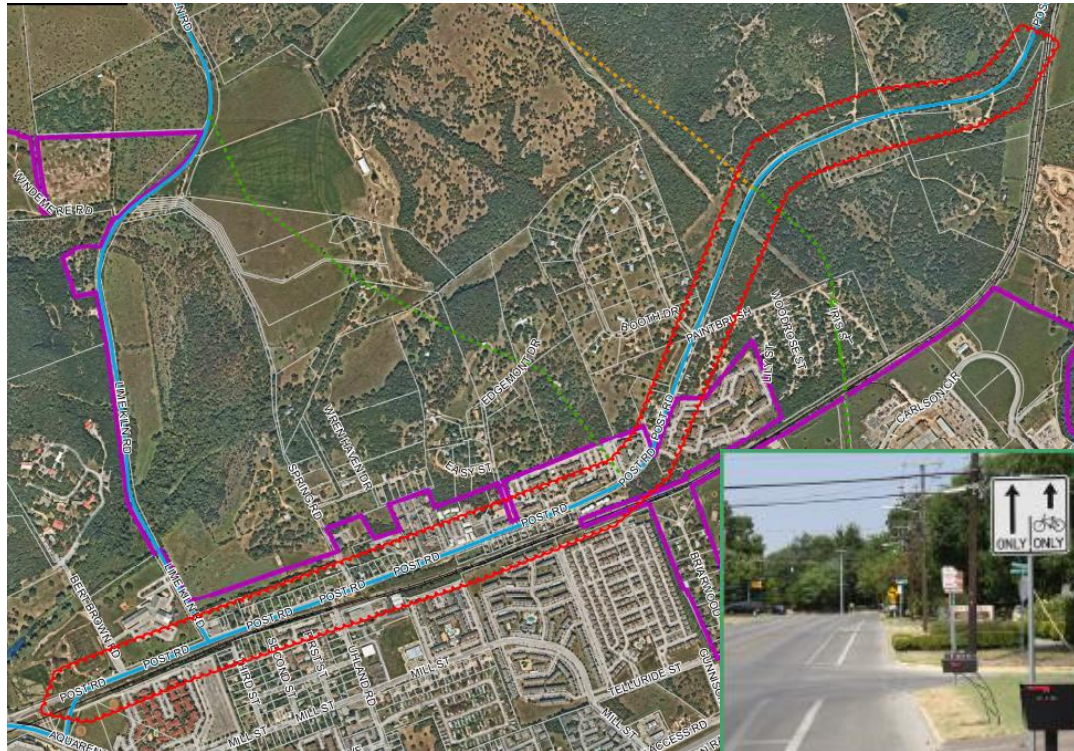
2022 slurry seal project

## Justification:

Right-of-way constraints

## P&Z Discussion

Extend limits to Old Stagecoach





# Old RR 12 Shared Use Path to Buffered Bike Lane

## Extents:

Craddock Avenue to near Wonder World Drive.

## Timing:

2021 slurry seal project

## Justification:

Right-of-way constraints

## P&Z Recommendation:

Protected Bike Lane





# Sessom Drive Shared Use Path to Buffered Bike Lane

## Extents:

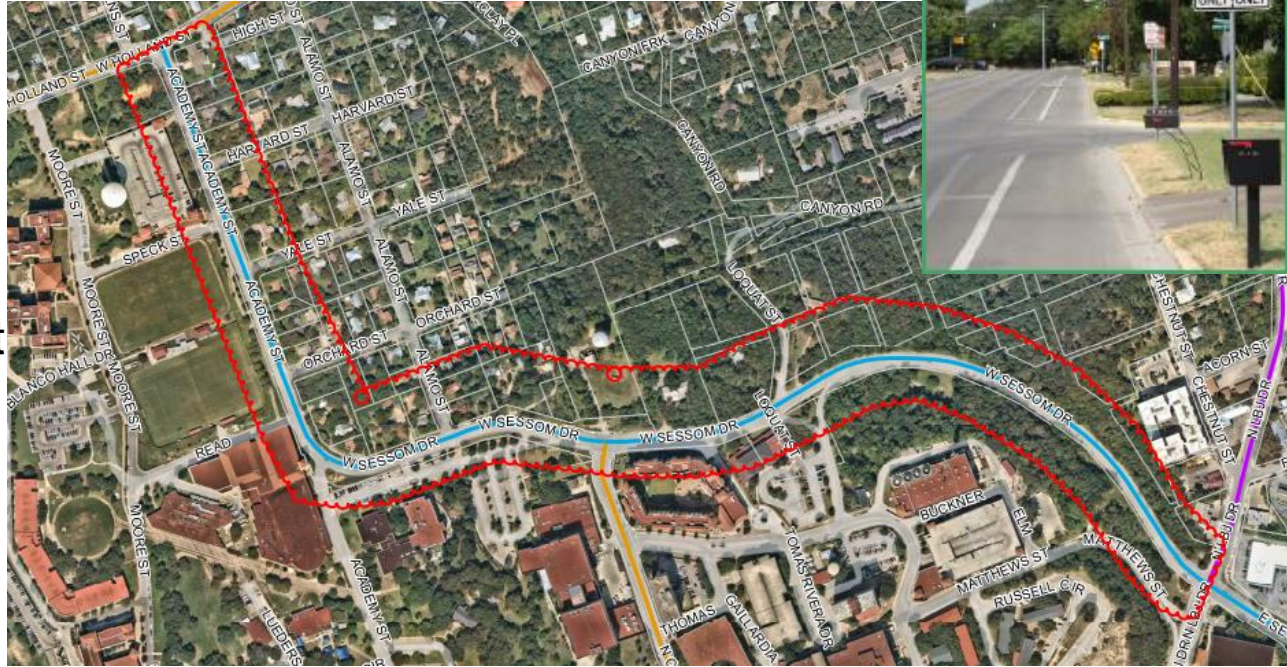
Holland Street to North LBJ Drive.

## Timing:

Underway: Sessom project

## Justification:

Right-of-way constraints  
CIP approved project  
currently underway





# Craddock Ave. Protected Bike Lane to Buffered Bike Lane

## Extents:

Wonder World Drive to Old Ranch Road 12.

## Timing:

2022 mill & overlay project

## Justification

Alignment with currently funded project

## P&Z Discussion

Keep protected bike lane as long term solution





# Thorpe Lane Protected Bike Lane to Shared Use Path

## Extents:

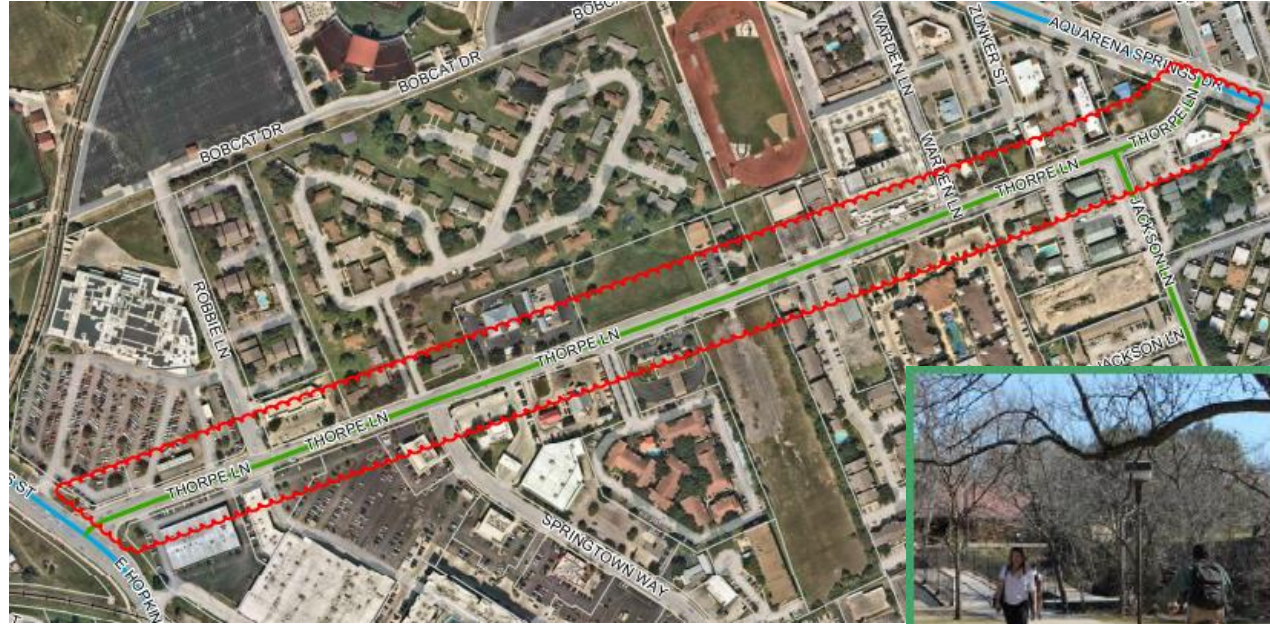
E. Hopkins Street to  
Aquarena Springs Drive

## Timing:

2022 mill & overlay project  
to install temporary  
Sharrows

## Justification:

Right-of-way constraints to  
be resolved with future CIP  
project





# Hutchison Street Buffered Bike Lane to Sharrows

## Extents:

Scott Street to N. Comanche Street

## Timing:

2023 mill & overlay project

## Justification:

- Right-of-way constraints
- Multiple driveway conflicts



HUTCHISON STREET  
CHANGE BIKE FROM BUFFERED  
TO SHARROWS



# Cheatham Street Buffered Bike Lane to Sharrows

## Extents:

Riverside to E. Hopkins Street

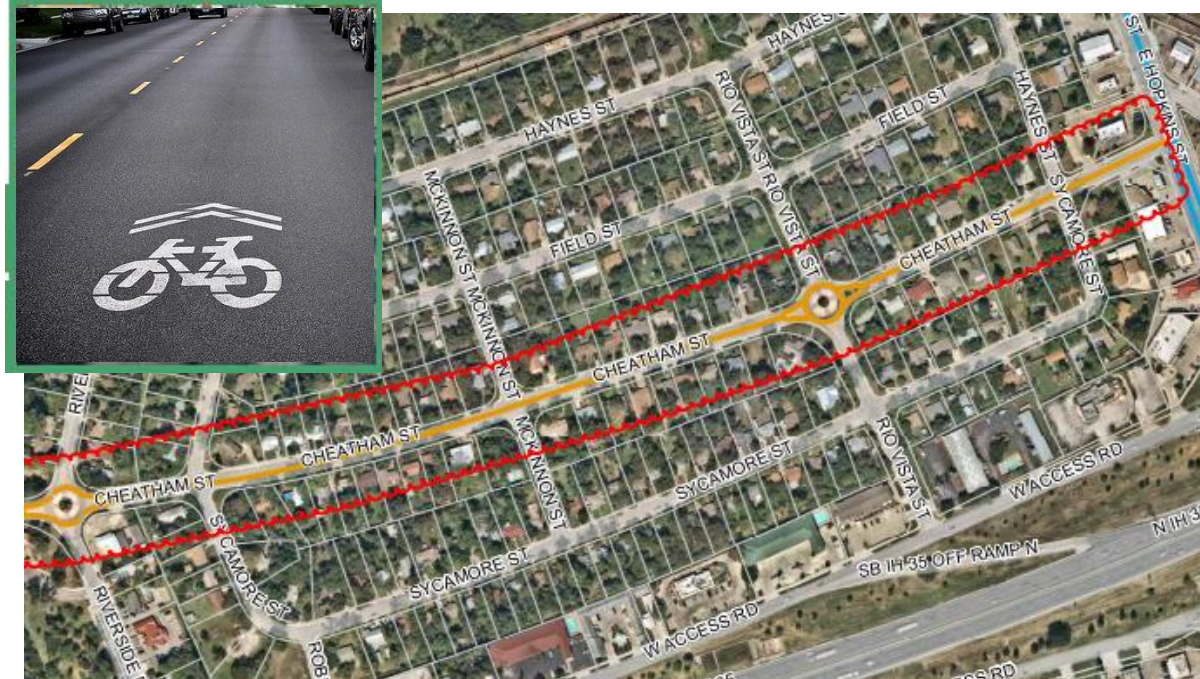
## Timing:

2021 mill & overlay project

## Justification:

Right-of-way constraints

Multiple driveway conflicts







# San Antonio St Buffered Bike Lane to Sharrows

## Extents:

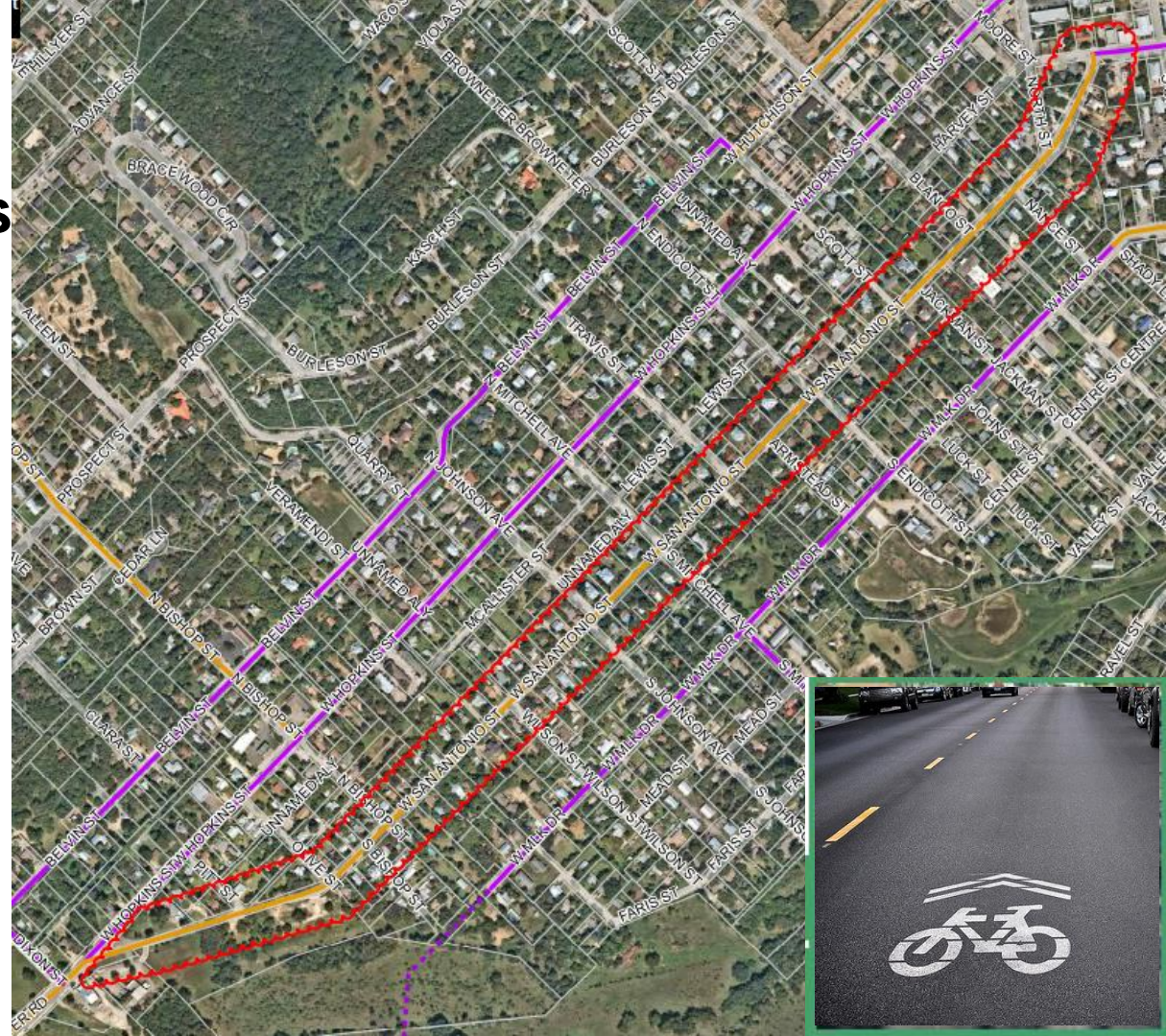
W. Hopkins Street to Moore  
Street

## Timing:

No Timeframe Established

## Justification:

Right-of-way constraints  
Multiple driveway conflicts





# Barnes Drive Protected Bike Lane to Sharrows

## Extents:

E. McCarty Lane to Chico Street

## Timing:

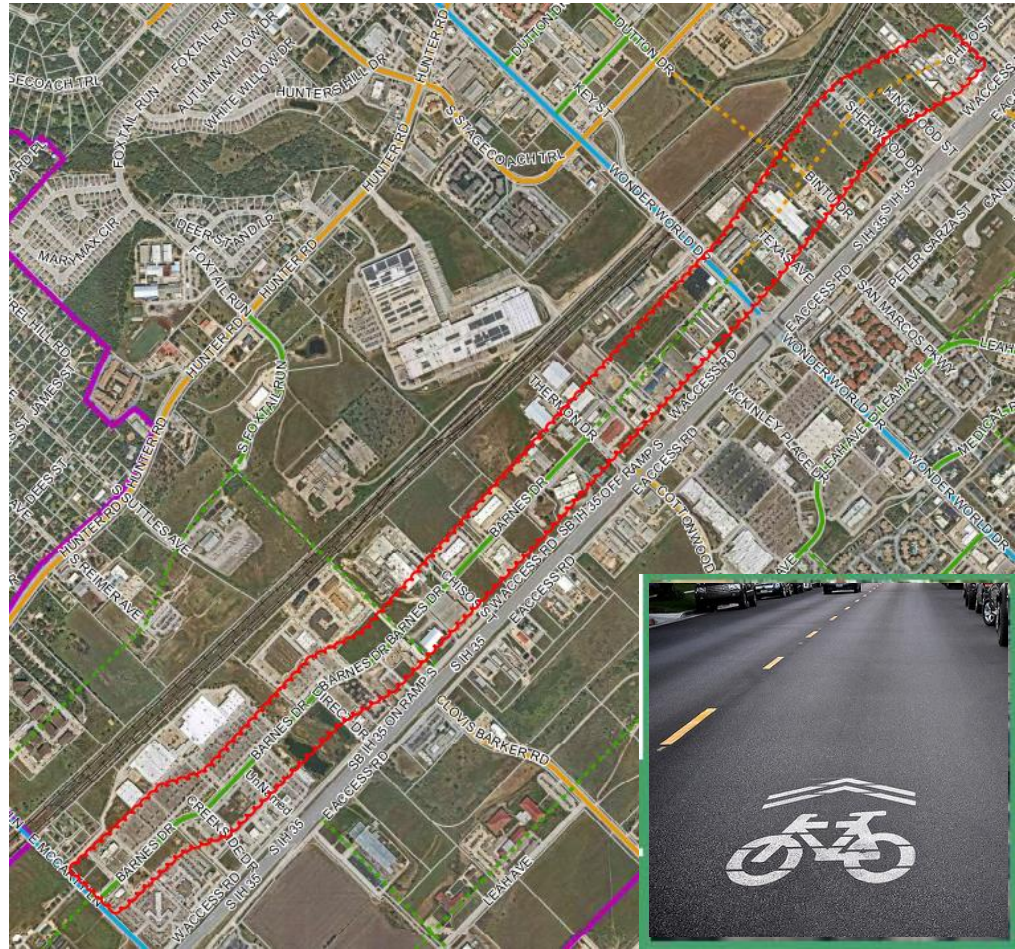
2021 mill & overlay project

## Justification:

Right-of-way constraints

## P&Z Recommendation:

Buffered Bike Lane





# Monterrey Oak Protected Bike Lane to Sharrow

## Extents:

HWY 123 to Skylark Lane

## Timing:

2023 mill & overlay project

## Justification:

Right-of-way constraints

## P&Z Recommendation:

Buffered Bike Lane





# Recommendation

At their regular meeting on November 9, 2021 the Planning and Zoning Commission recommended **approval** of the request with the following amendments:

1. Old Ranch Road 12 shall be a protected bike lane.
2. Barnes Drive shall be a buffered bike lane
3. Monterrey Oak shall be a buffered bike lane.

And with the following discussion:

4. Extend the limits of Post Road buffered bike lane to Old Stagecoach
5. Maintain the protected bike lane as a long term solution on Craddock Avenue

Staff recommends **approval** with the inclusion of 1, 4, and 5 above.