



COUNCIL WORKSHOP

March 1, 2016

GUADALUPE & LBJ – DOWNTOWN MOBILITY



Recap

Workshop on October 14, 2015

Presented 6 Alternatives

Downtown/City wide surveys
Additional 2-way alternative
Divert traffic to reduce impact

Public Input

**New
Alternative
"Option F"**

**Intersection
Operations**

Interim Option

**Quiet Zone
Changes**

Next Steps

GUADALUPE & LBJ – DOWNTOWN MOBILITY

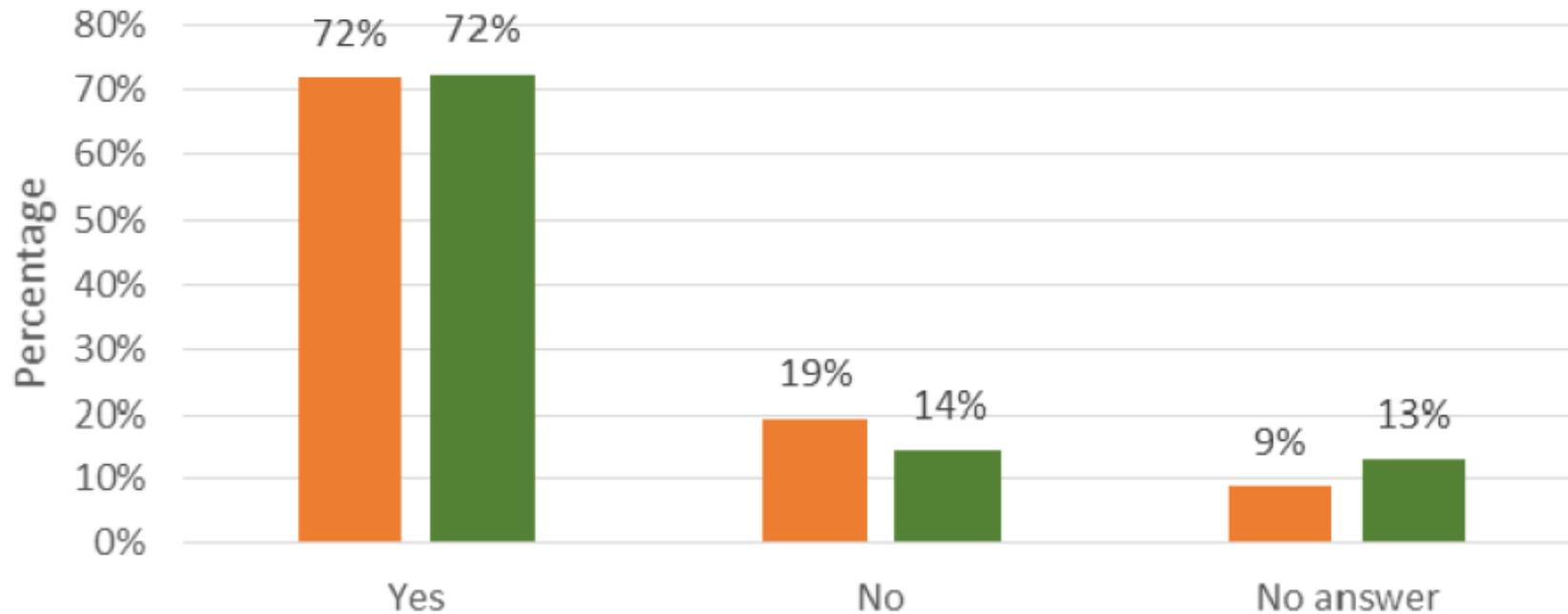
Public Input

- Downtown Master Plan
- Vision San Marcos
- Council Directed Surveys: Parking & 1-way/2-way
 - On-line survey:
 - Dec 9, 2015 – Feb 1, 2016
 - 1292 responses
 - Face to Face Business/Owner
 - Dec 2015 & Feb 2016
 - 56 responses

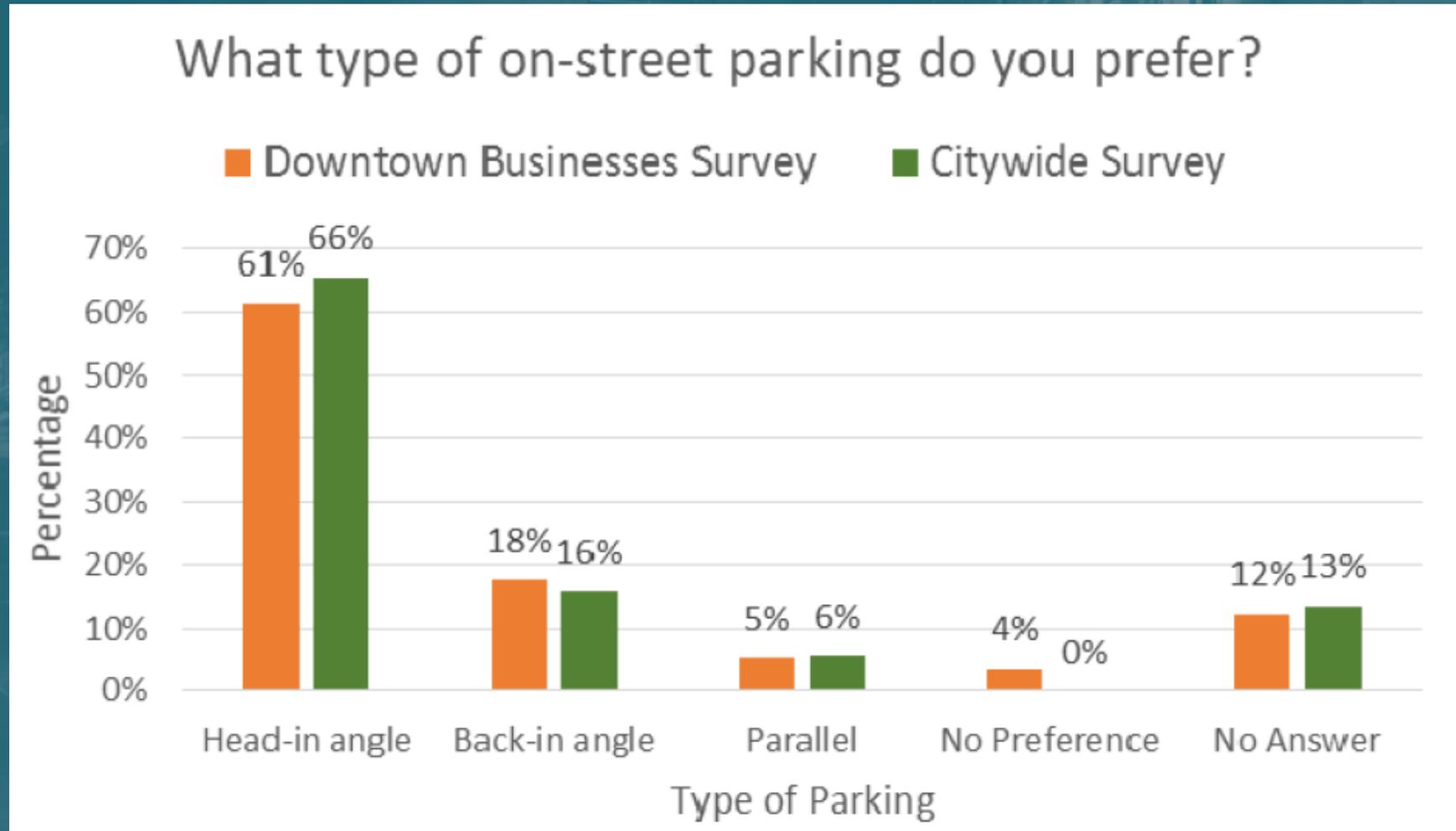
Downtown Business vs. Citywide Survey Comparison

Have you used back-in angle parking in downtown San Marcos?

■ Downtown Businesses Survey ■ Citywide Survey

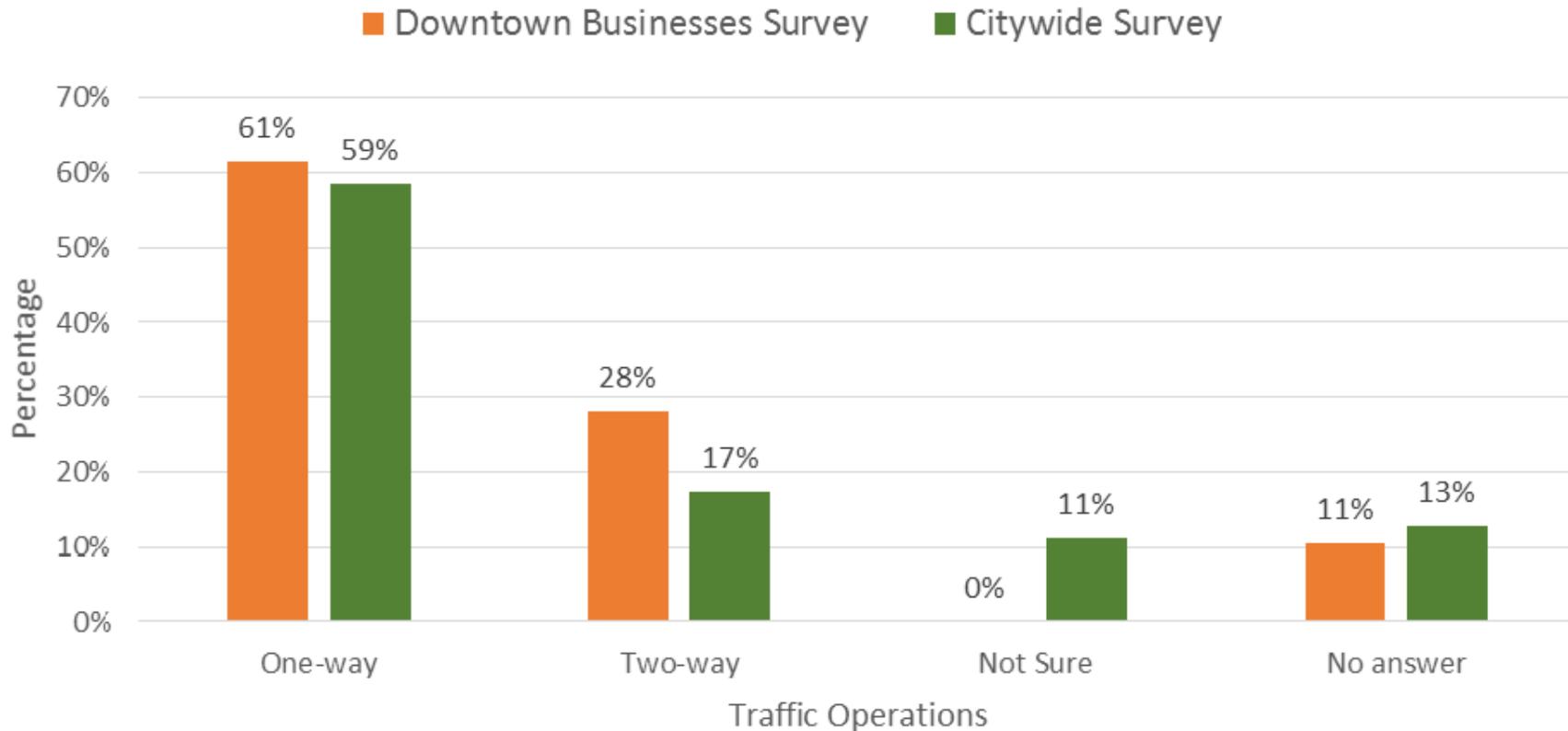


Downtown Business vs. Citywide Survey Comparison



Downtown Business vs. Citywide Survey Comparison

Which traffic operations configuration do you prefer on Guadalupe/LBJ?



Public Input

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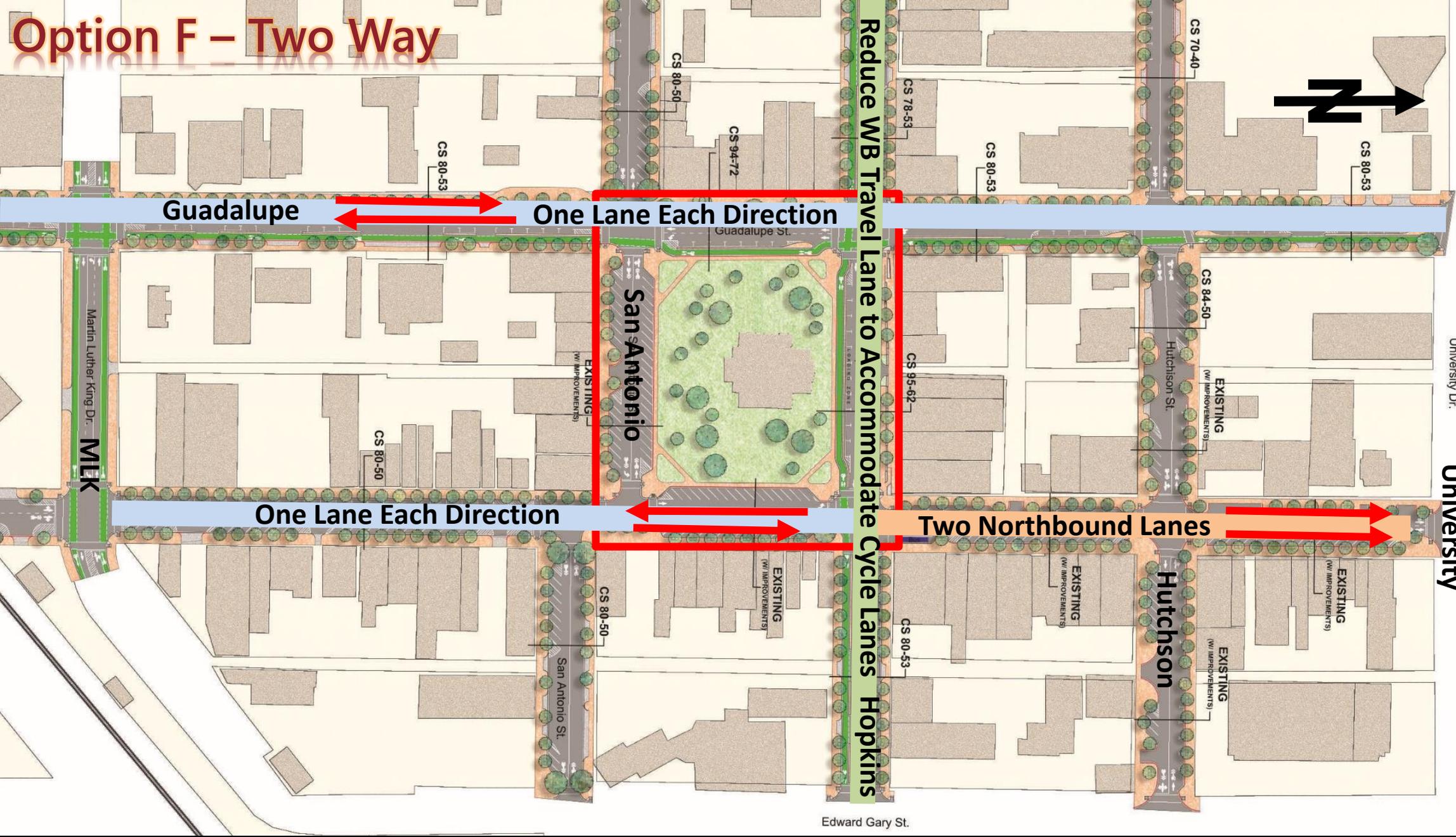
Next Steps

GUADALUPE & LBJ – DOWNTOWN MOBILITY

Alternate F Changes

- 2-way Guadalupe (Grove to University) with turn bays
- 2-way LBJ (Grove to Hopkins) with turn bays
- Maintain LBJ 1-way Hopkins to University
- Change University to 3-lane with parking
- Ultimate cross section with reconstruction
- Interim cross section w/o reconstruction

Option F – Two Way



GUADALUPE & LBJ – DOWNTOWN MOBILITY

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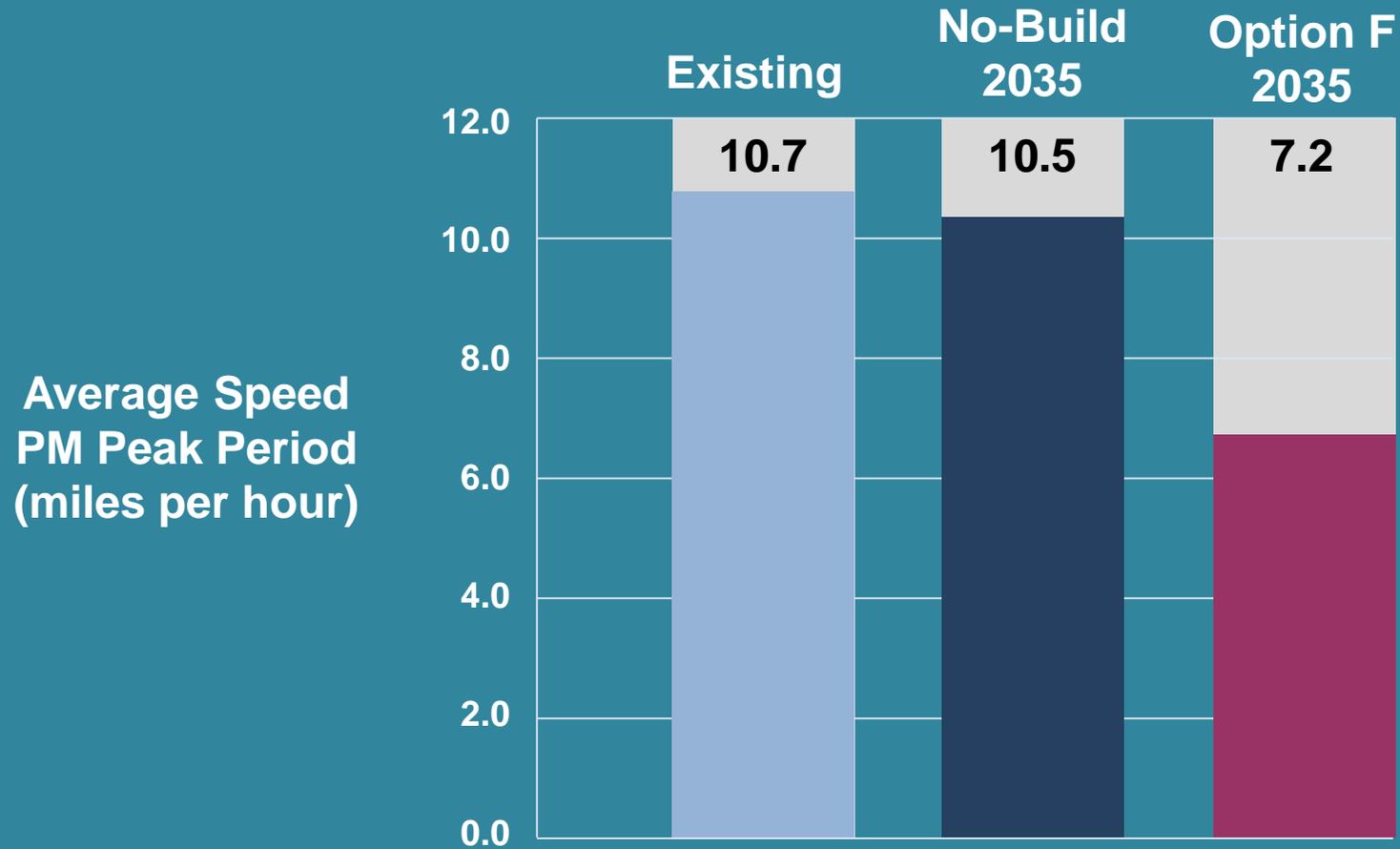
**Quiet Zone
Changes**

Next Steps

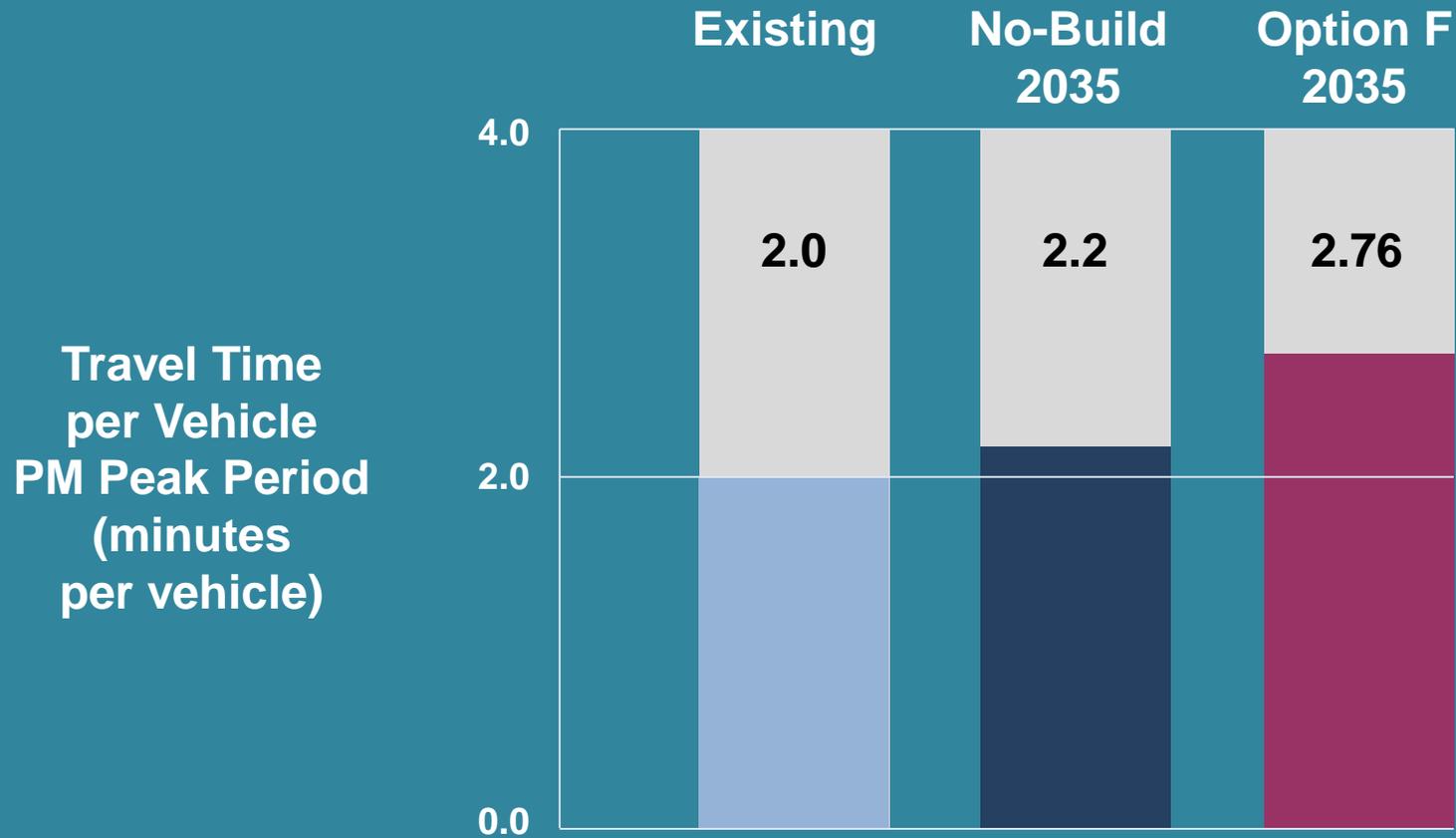
Analysis Assumptions

- 2035 PM Peak Conditions
- 15% Ped, Bike Conversion
- 20% Through Traffic Diversion from Hopkins Street To:
 - Future Craddock Extension
 - Enhanced Wonder World Interchange
 - CM Allen Parkway

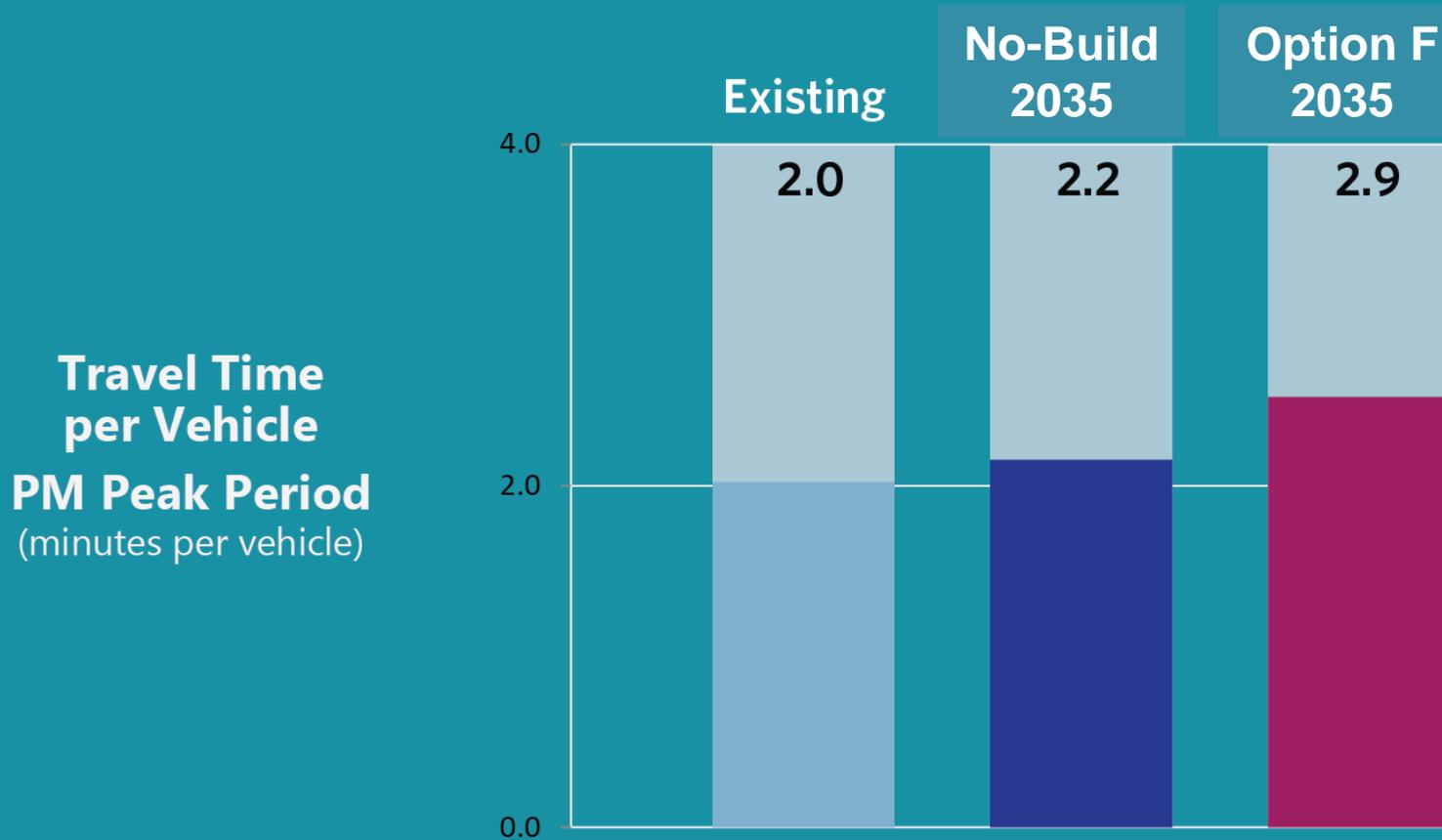
Traffic Impact - Speed



Traffic Impact – Travel Time



Traffic Impact - Travel Time



GUADALUPE & LBJ TWO – WAY CONVERSION

Existing vs 2035 Intersection Operation

Intersection	Existing	No Build	Option F
Comanche St. and Hopkins St.(SH 80)	B	D	E
Guadalupe St. and University Dr.	B	C	C
Guadalupe St. and Hutchinson St.	C	D	E
Guadalupe St. and Hopkins St. (SH 80)	D	D	E
Guadalupe St. and San Antonio St.	C	C	C
Guadalupe St. and Martin Luther King Dr.	A	B	C
Guadalupe St. and Roosevelt Street	A	B	A
LBJ Dr. and University Dr.	B	C	D
LBJ Dr. and Hutchinson St.	C	B	B
LBJ Dr. and Hopkins St. (SH 80)	B	C	D
LBJ Dr. and San Antonio St.	C	D	D
LBJ Dr. and Cheatham St.	B	B	B
Edward Gary St. and University Dr.	C	C	C
Edward Gary St and Hopkins St. (SH 80)	B	C	F
CM Allen Pkwy. and University Dr.	C	B	C

Public Input

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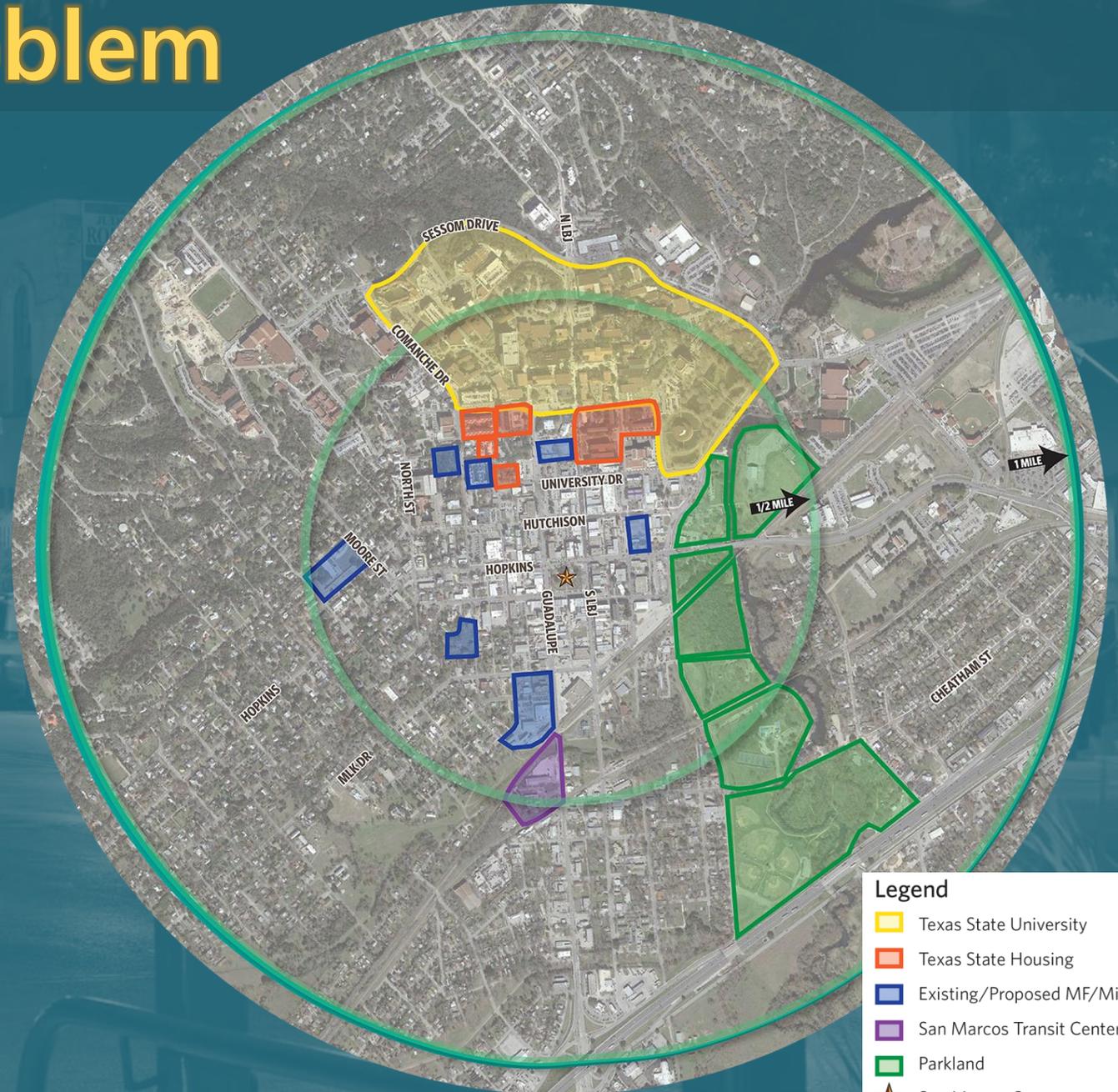
Interim Option

- Signals and striping changes
- Enhance bike safety
- Maximize parking
- 6 intersections @ \$125K - \$350K/int.
- Striping & signage @ \$300,000
- Signal/Stripe Budget ~ \$1M - \$2.4M

A First Mile Problem

**14% of trips
are less than
one mile**

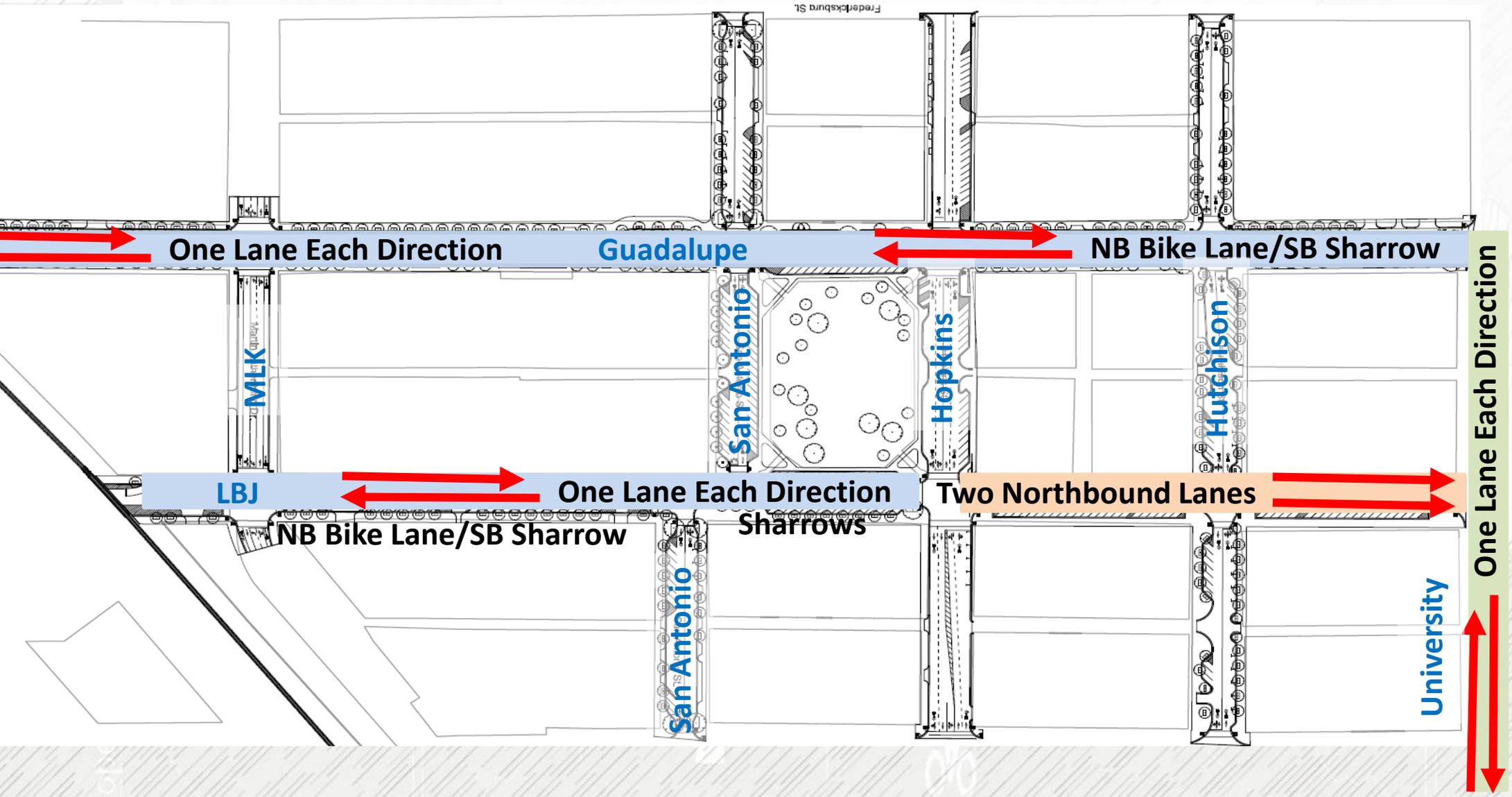
**80% are
less than
five**



Legend

- Yellow square: Texas State University
- Orange square: Texas State Housing
- Blue square: Existing/Proposed MF/Mixed Use
- Purple square: San Marcos Transit Center
- Green square: Parkland
- Star: San Marcos Square

Option F – Interim Lane Striping



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Interim Option - Parking

- No change to existing curb lines
- Parallel & angle parking on LBJ & Guadalupe (Square remains angle)
- Parallel parking on University
- Need to consider existing lot access
- Potential of 130 additional spaces

Public Input

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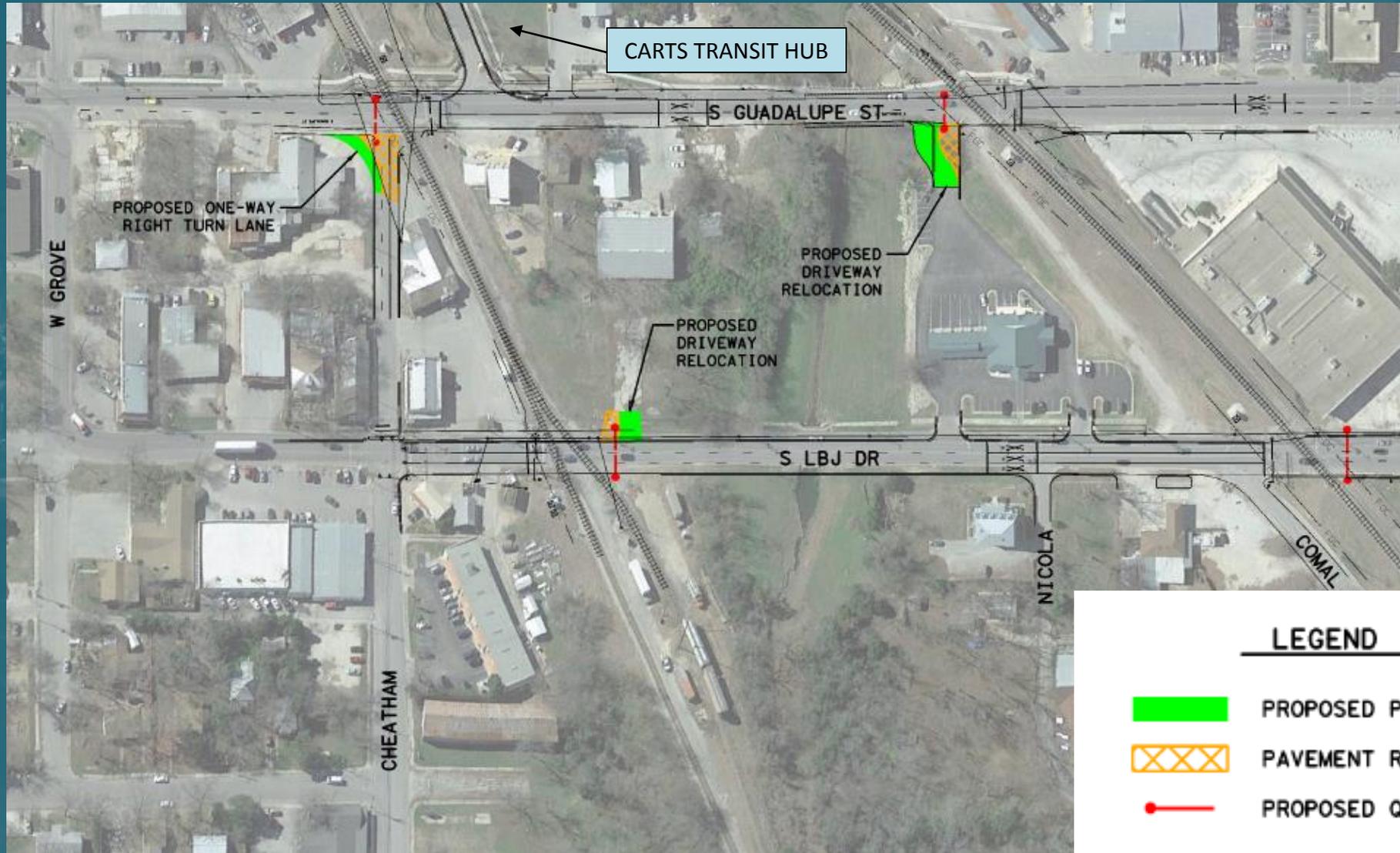
**Intersection
Operations**

Interim Option

**Quiet Zone
*Changes***

Next Steps

Quiet Zone Changes



Quiet Zones Changes

- 4 new Quad gates - \$800,000 each
- Cheatham/Guadalupe modification.
 - No exit from Cheatham to Guadalupe
 - ROW acquisition
- 2 Driveway relocations
- QZ Budget ~\$3.4M



Quiet Zones Changes



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Next Steps

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- **TxDOT Take Back Program**
 - Can be multi year program
 - TxDOT Improvement project prior to turn back
 - Deferred maintenance costs spent on other TxDOT roads in City
- **UPRR Quiet Zone update process**
- **Begin signal/stripping design**

Next Steps

- Revise Current CIP

CIP Projects	Funding	Year
LBJ/Guadalupe Improvement Design Funded	\$200K	2016
Downtown Reconstruction Phase II Design	\$1.3M	2017
LBJ/Guadalupe Improvements Construction	\$2.0M	2018
LBJ/Guadalupe Interim Imp	\$5.0M*	2018

* TxDOT Take Back Program & potential revisions to Quad gates could reduce



Questions ?

