



Sessom/Academy Traffic Calming Initiative

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Purpose of Presentation

Provide Council an update on the Sessom/Academy Traffic Calming Initiative and seek Council direction on final striping to be used.

Location Map



Project Background



- **2018** - City Council approved the Transportation Master Plan (TMP) with the following goals:
 - Create a multimodal transportation network to improve accessibility and mobility for all modes, minimize congestion, and reduce pollution
 - Create a safe environment for bicycles
- **2021** - Planning and Zoning Commission submitted TMP amendments to the City Council to consider a lane reduction with buffered bike lanes in conjunction with the Sessom & Academy Improvements project
- **2022** - City Council approved a traffic calming project on January 4, 2022
 - Install painted, buffered bike lanes on Sessom Dr & Academy St
 - Analyze the impacts and feasibility of permanent protected bike lanes
 - Bring recommendation back ±6 months after installation & public input



Public Outreach & Timeline

- **Joint Public Meeting:** Discussed this project and the Craddock Bike Lane Improvements project.
 - November 30, 2021 at Westover Baptist Church
 - November 29, 2022 at Crockett Elementary
- **Construction Completed:** Spring 2024
- **Study Period:** Spring/Summer 2024
- **Public Input:**
 - **Public Meeting:** December 11, 2024 at Crockett Elementary.
 - **Virtual Open House:** December 9th - 20th, 2024



<https://experience.arcgis.com/experience/31dc268ca8bc483a9ad8e18cb79e635e/>

Traffic Calming Tasks Implemented



- **Implemented traffic calming:**

- Added street lighting
- Removed 2 travel lanes
- Added buffered bike lanes
- Added traffic signal at Academy/Sessom
- Soften the curve at Academy/Sessom

- **Buffered bike lane as a traffic-calming tool was chosen because it:**

- Aligns with the goals of the TMP
- Separates pedestrians, cyclists and vehicles
- Provides additional buffer between pedestrians and vehicles
- Easy to revert to the original cross-section in the future should traffic volumes warrant the need for additional capacity



Before and After Cross-Section



Current Striping
(With Traffic Calming Measure)



Previous Striping
(No Traffic Calming Measure)

Objectives of the Study

- Provide the public an opportunity to experience revised striping
- Compare before & after data
 - Traffic counts
 - Turning movement counts
 - Pedestrian and bicycle counts
 - Traffic speed
- Analyze and identify improved safety and comfortability for cyclists, pedestrians, and vehicles.



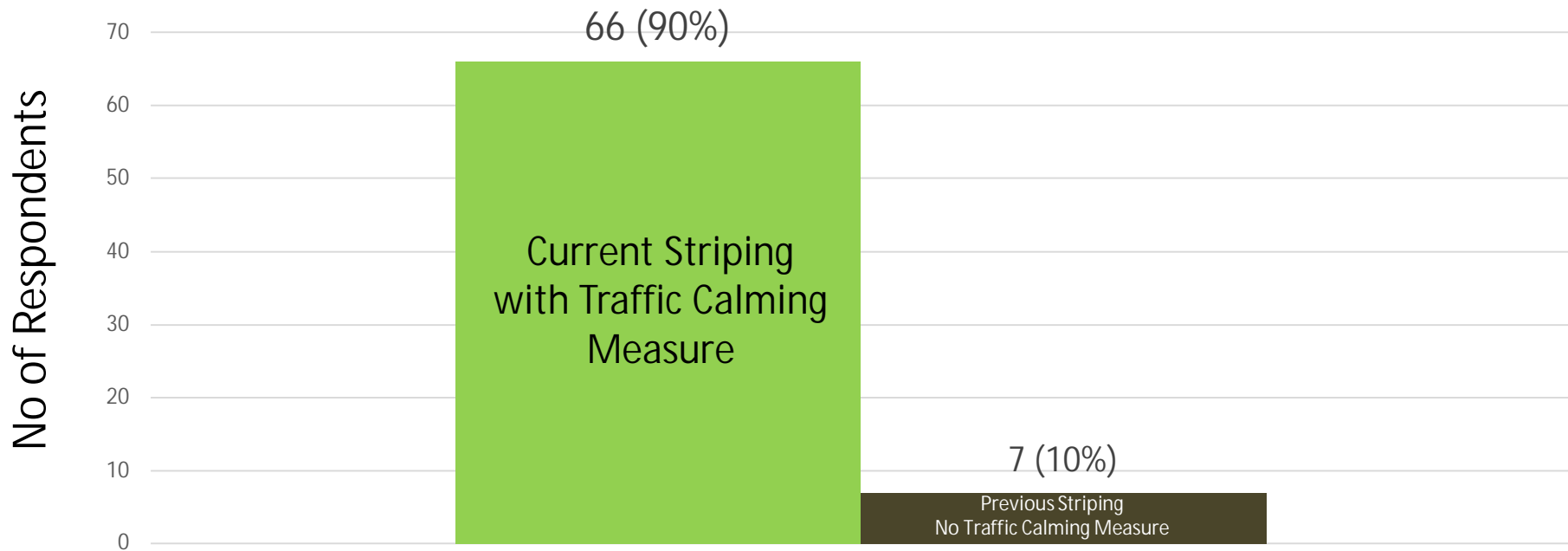
Results of the Study



Criteria	Results*
Level of Service	Remains unchanged or slightly improved
Lane reduction	Does not cause congestion
Speed	Reduced by approximately 5 MPH (along Academy)
	Increased by approximately 1 MPH (along Sessom)
Bike Volume	Slight increase
Crashes	Slight reduction, but really needs more time
Comfort of road users (Per public feedback)	Drivers: Feel Safer
	Cyclist: Feel Safer, but want vertical delineator added
	Pedestrians: Feel Safer

*See Packet for Data Used

Survey Results



Survey Results



Absolutely we should keep the bike lanes! They are a great asset to our community, and we should embrace any improvement that makes it easier to get around by bike. This also makes it safer for cars and pedestrians!

I'm in favor of the previous striping because cyclists do not wear reflective clothing or even a blinker on the front and back of their bikes at sunset/night. I understand sharing the road, but we all have to do our part for safety, which they do not. It would be best for that section of Sessom and the cyclists to stick to riding on the sidewalks.

Comments

I ride my bike every day along Sessom and feel so much safer. I also appreciate having a single lane as a driver—no worries someone will pass me aggressively. Please keep the current striping and add protection to the bike lane.

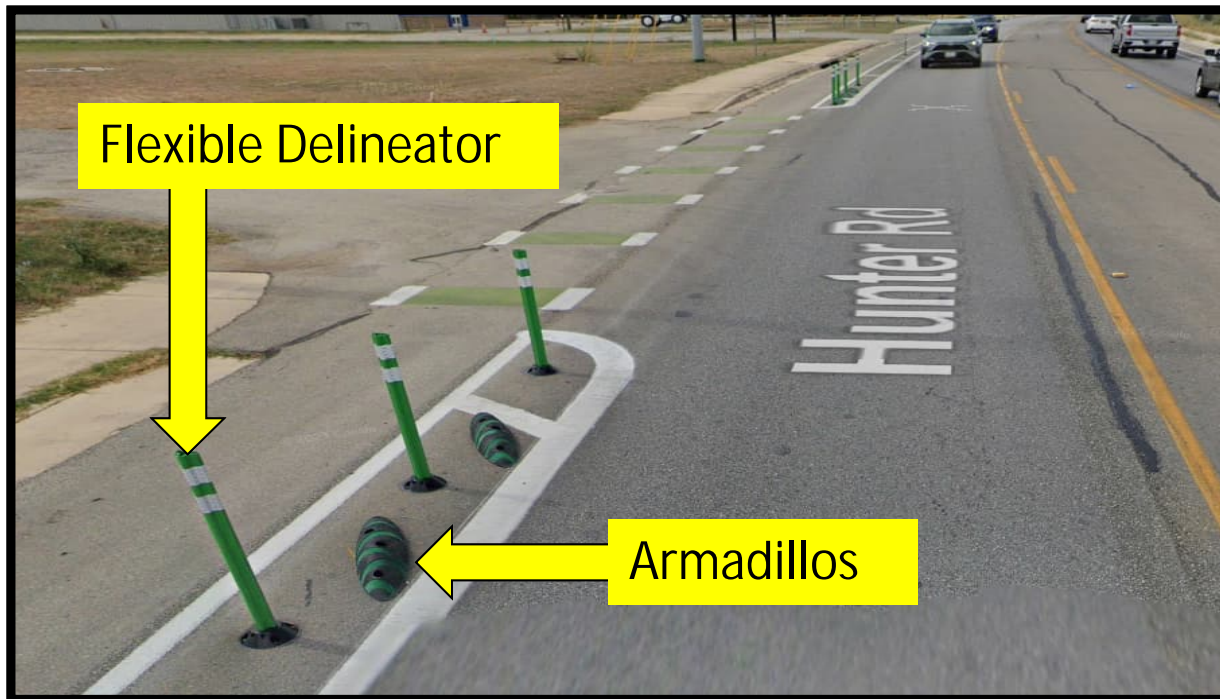
Vehicle speeds have been much slower and safer since restriping, and this is especially important in this area of campus with high pedestrian traffic. As a biker I appreciate the buffered design over some other painted bike lanes in town, as it encourages passing cars to give me more room.

Note: A summary of all comments can be found in packet or on-line

sanmarcostx.gov

Vertical Delineators

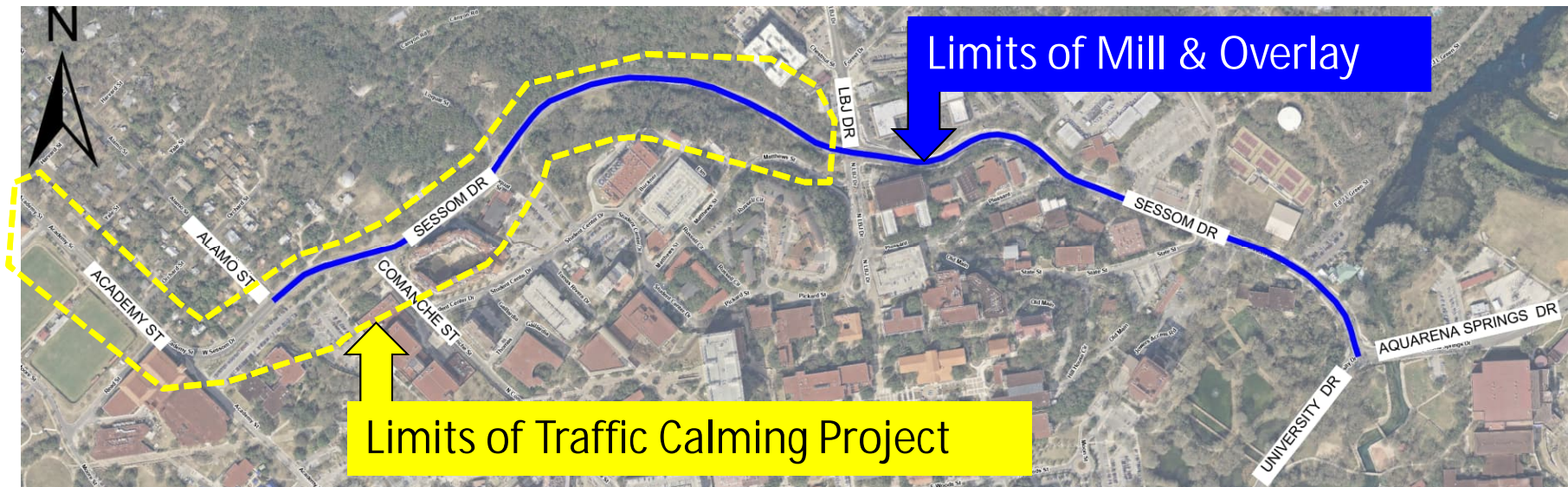
- Feedback from study indicates vertical delineator are desired.
- If buffered bike lanes will remain, City will install vertical delineators, as shown below





Sessom Dr Mill & Overlay

- City was awarded a grant through TxDOT's Highway Safety Improvement Program (HSIP) for mill & overlay **to improve traction**
 - Sessom Dr From Alamo St to Loop 82 (Aquarena Springs Dr)
 - Construction timeline is Spring/Summer 2025
 - Final striping option must be provided before construction





Next steps

- **Receive direction on striping**
- **Spring/Summer 2025 – Mill & Overlay Sessom and re-stripe per Council direction**
- **Fall 2025**
 - If we revert back to previous striping, contractor will re-stripe Holland to Alamo Street
 - If we keep current striping, contractor will install vertical delineator from Holland to N.LBJ

Direction From Council



- How do you want staff to proceed with final striping?



Current Striping
(With Traffic Calming Measure)
Staff Recommendation

OR



Previous Striping
(No Traffic Calming Measure)

Questions

