



COUNCIL PRESENTATION

May 15, 2018

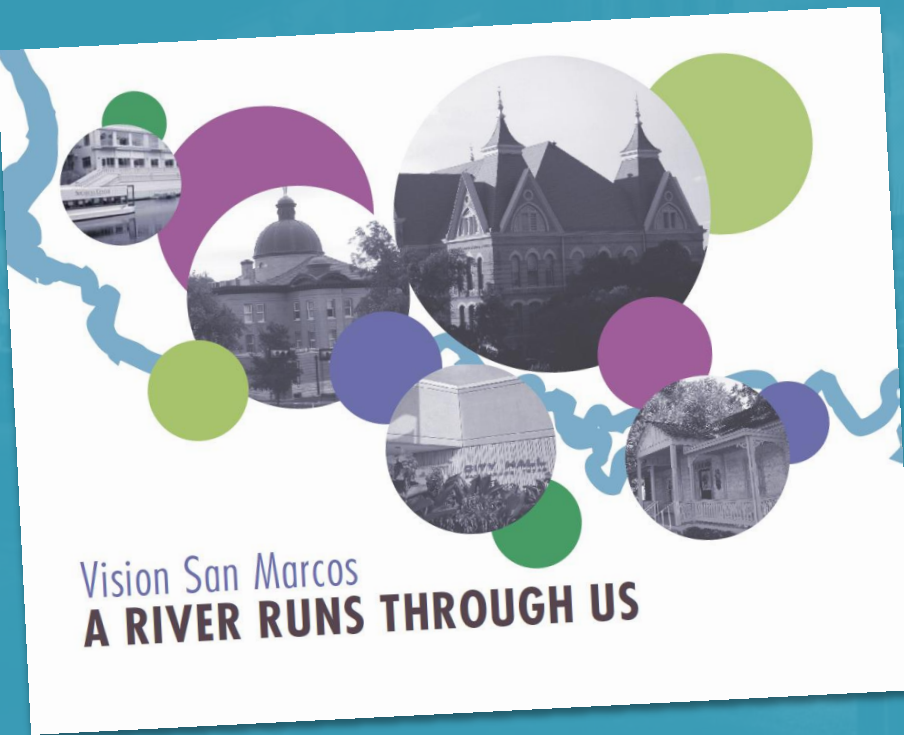
City of San Marcos

www.sanmarcostx.gov/transportation

Transportation Master Plan Update



Supports goals and objectives in the Comprehensive Plan: Vision San Marcos



A safe, well-coordinated transportation system implemented in an environmentally sensitive manner.

A multimodal transportation network to improve accessibility and mobility, minimize congestion and reduce pollution.

Transportation Master Plan Goals



Implement cross-sections that preserve character and encourage economic development.

Build a safe, efficient multimodal system that accesses key land uses.

Expand bicycle lanes and trails.

Build a connected, safe, and accessible pedestrian network.

Plan for transit to serve downtown and intensity zones.

Expand the greenways system.

Maximize efficiency through best practices.

Community Engagement



Rhythm of the Street

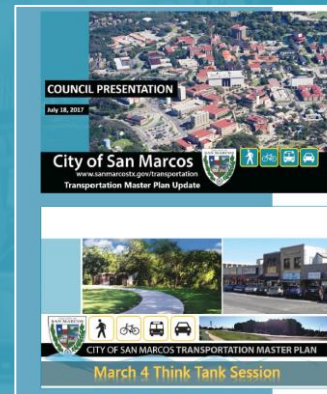
July 26, 2014



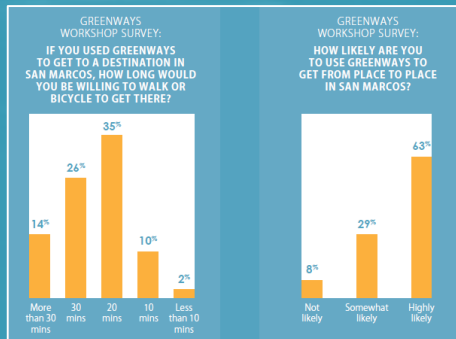
TMP Open House Nov. 9, 2016



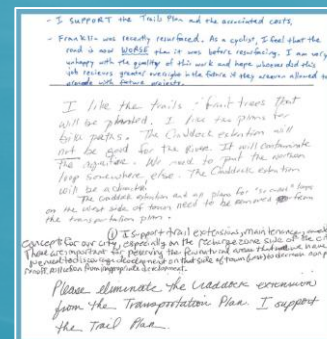
Code SMTX Workshops August 2015



Multiple Council Briefings



Greenways Workshop August 3, 2016



TMP Open House October 18, 2017



Complete Streets Cross Sections

Landscaped
medians

Tighter travel lanes

Street trees

Curbside parking along
residential streets

Low-impact
drainage facilities

Road diet for
neighborhood streets

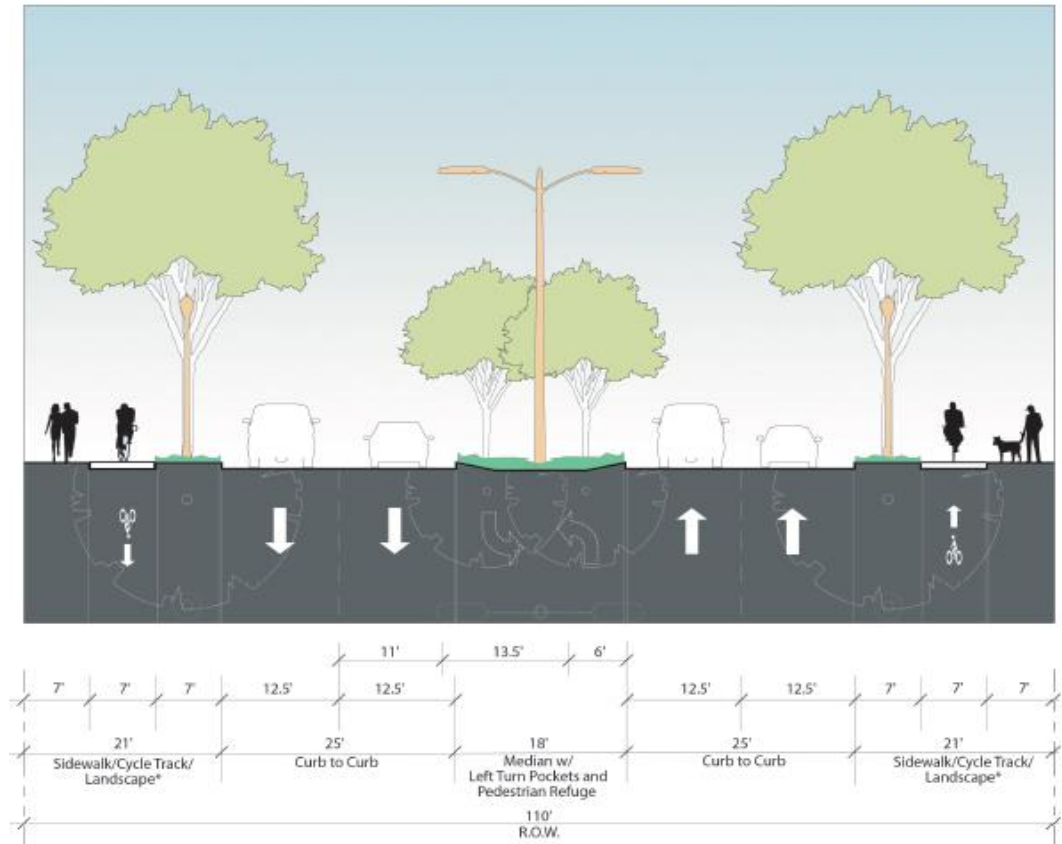
Pervious
pavement options

Multi-modal
accommodation



Boulevard

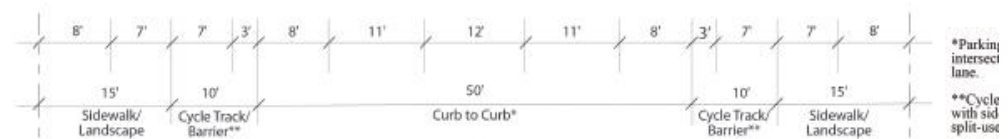
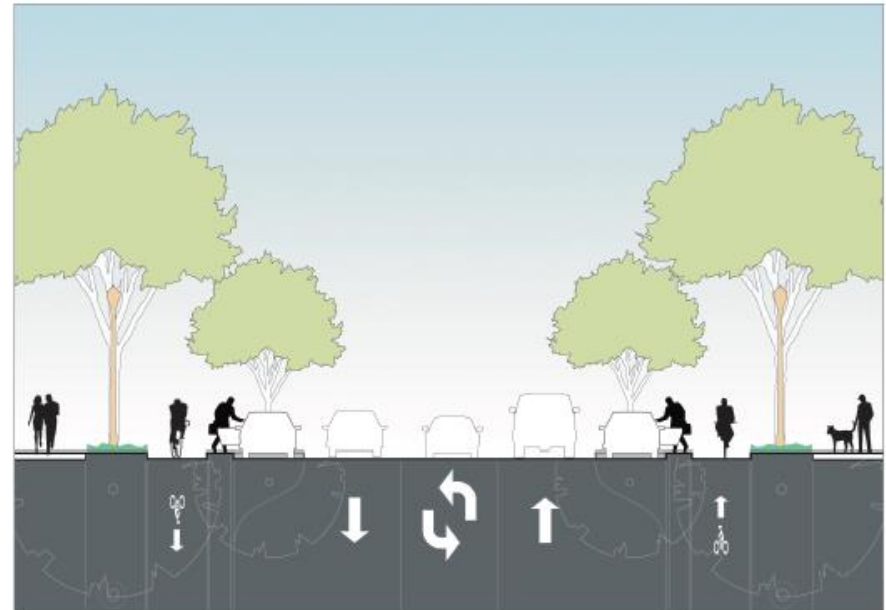
Boulevards are multi-lane divided roads with landscaped medians. They provide sidewalks and protected or off-street bicycle facilities.



Four-lane Boulevard with No Parking and One-way Cycle Track (BV 110-50)

Avenue

Avenues are multi-lane undivided roads with three or more lanes. They have protected bicycle and pedestrian facilities and roadside trees spaced at regular intervals.

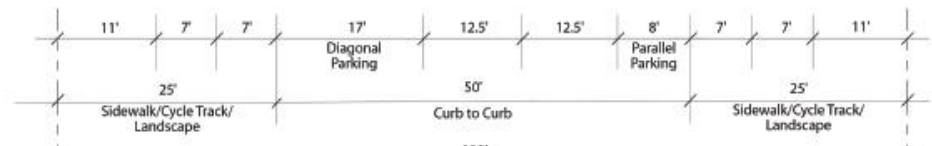
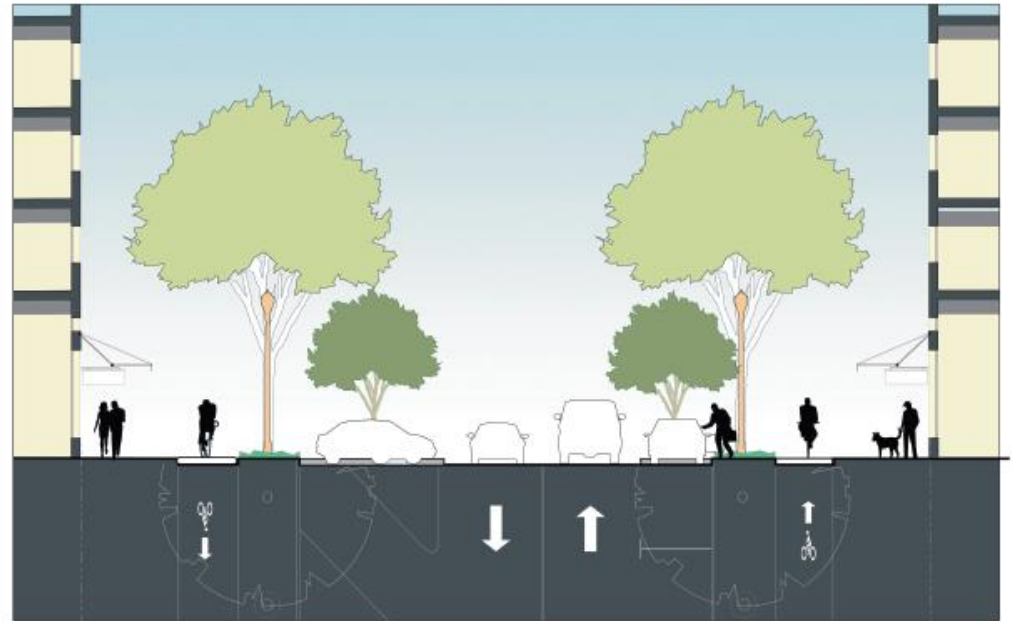


Three Lane Avenue with One-way Cycle Tracks and On-street Parking (AV 100-50)



Commercial Street

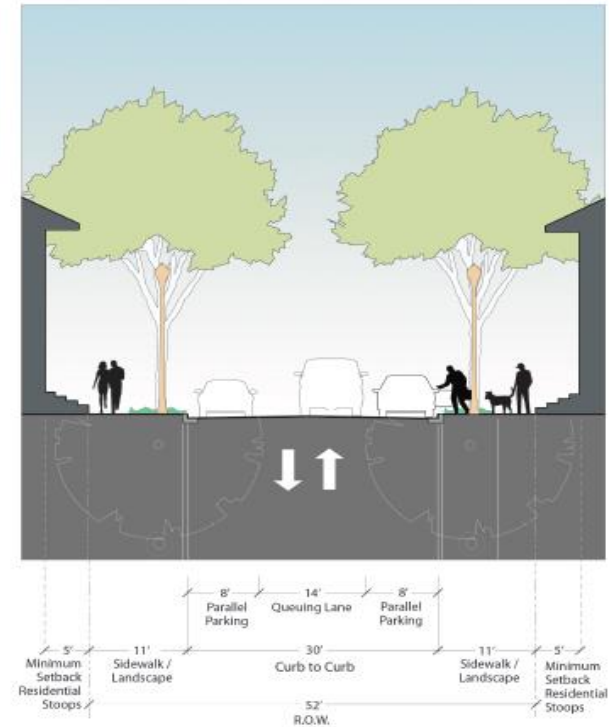
Commercial streets front commercial uses. They are characterized by wide sidewalks and on-street parking.



Two-Lane Commercial Street with Diagonal and Parallel Parking and One-way Cycle Tracks (CS 100-50)

Residential Street

Residential streets are two lane roads serving residential neighborhoods. They are places where people can enjoy their community.

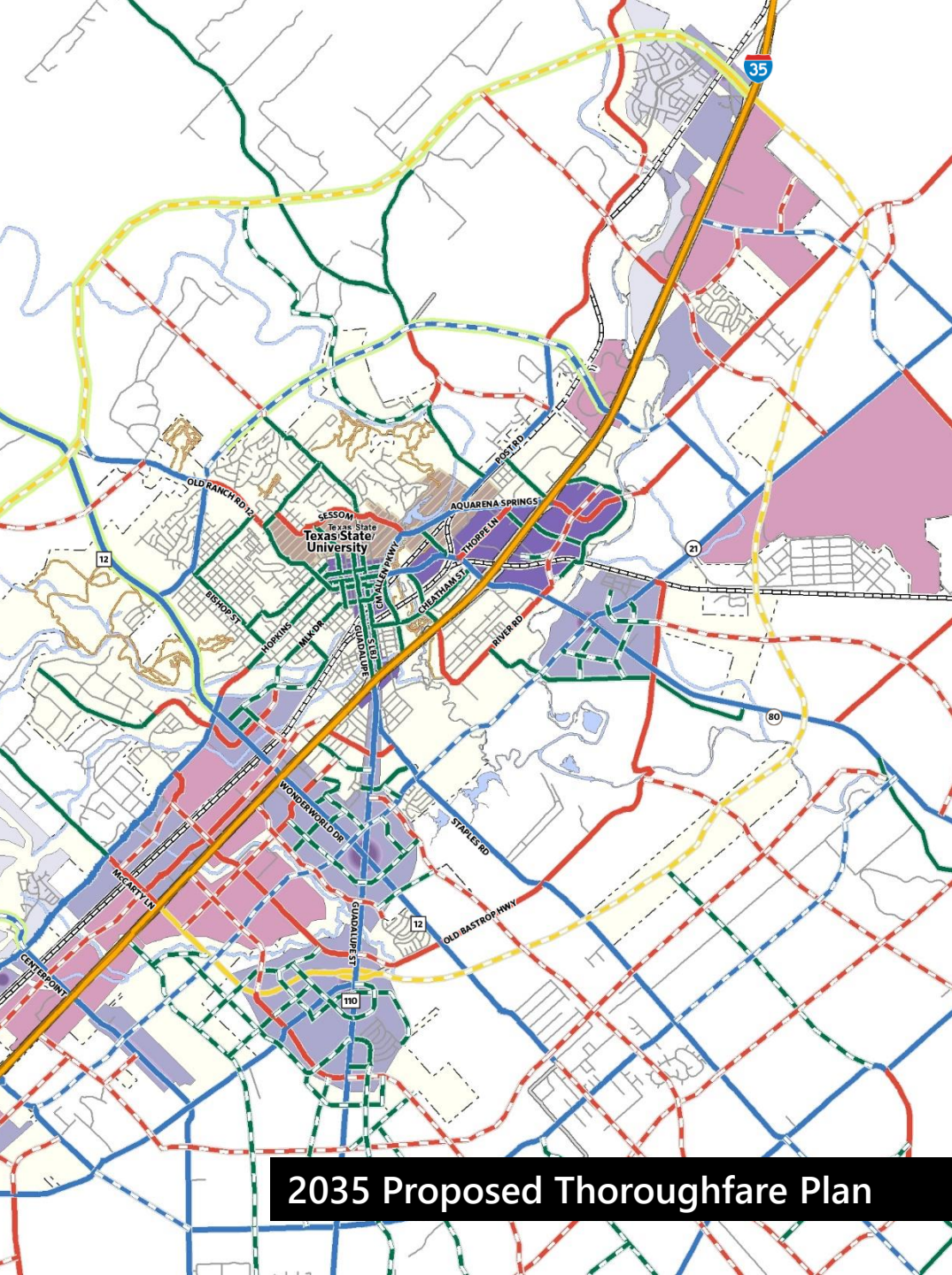


Two-Lane Residential Queuing (RS 52-30A)



Thoroughfare Plan

- Utilize as a guideline to establish right-of-way needs for future and enhanced roadways
- Establish final alignments and cross sections during the preliminary engineering process
- Maintain flexibility for successful implementation of all major roadways



2035 Proposed Thoroughfare Plan

Thoroughfare Plan

Enhanced Facility

- Boulevard
- Avenue
- Parkway
- Street

Proposed Facility

- - - Boulevard
- - - Avenue
- - - Parkway
- - - Street

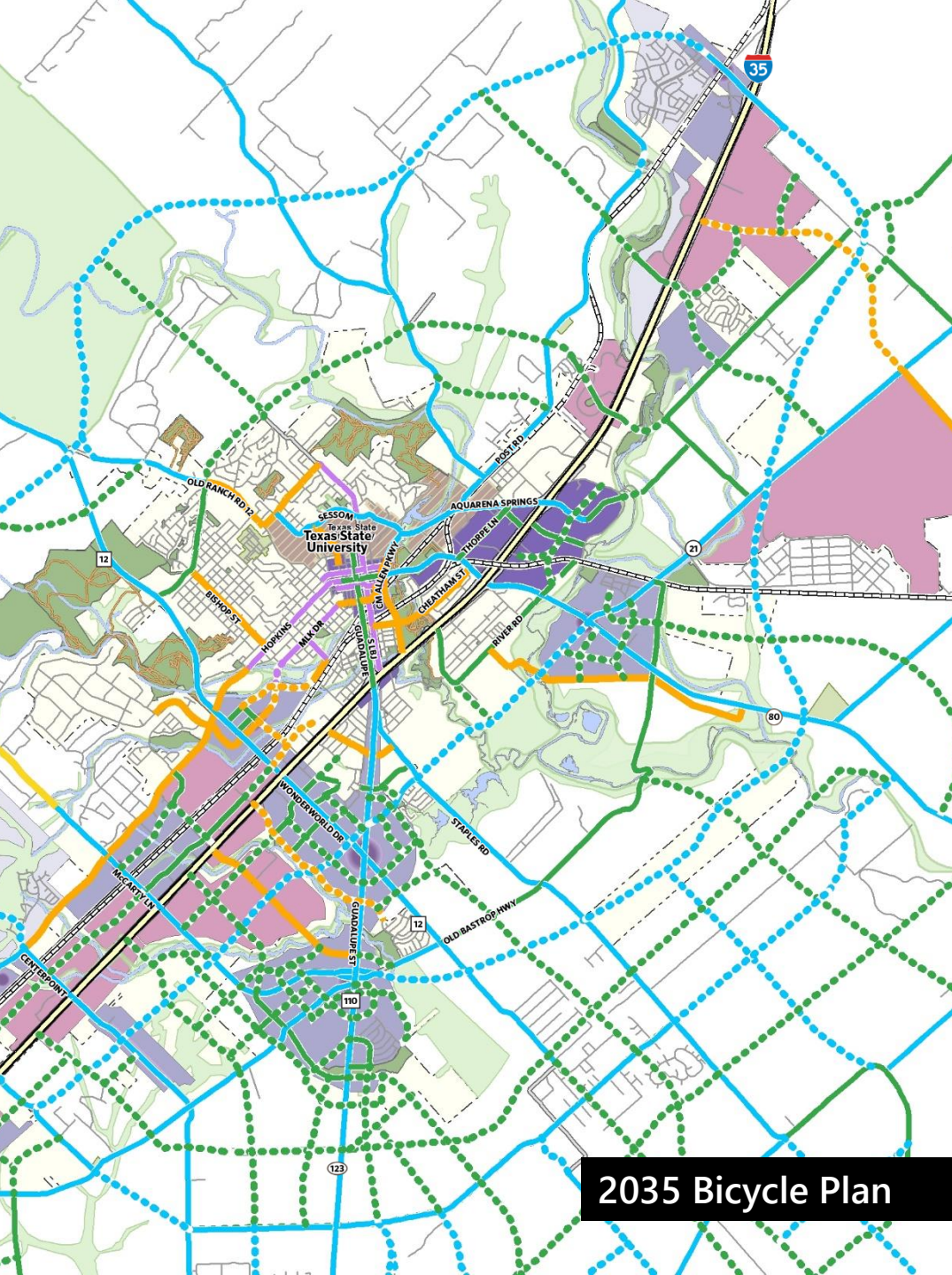
— Conservation Corridor

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Bicycle Plan

- Complete gaps in the network
- Phase and construct protected bike lanes along high volume streets
- Incorporate complete street strategies to facilitate the development of new bicycle facilities
- Bicycle Friendly Community designation



2035 Bicycle Plan

Enhanced Facility

- Protected Bike Lanes
- Buffered Bike Lanes
- Shared Use Path
- Sharrows
- Wide Shoulders

Proposed Facility

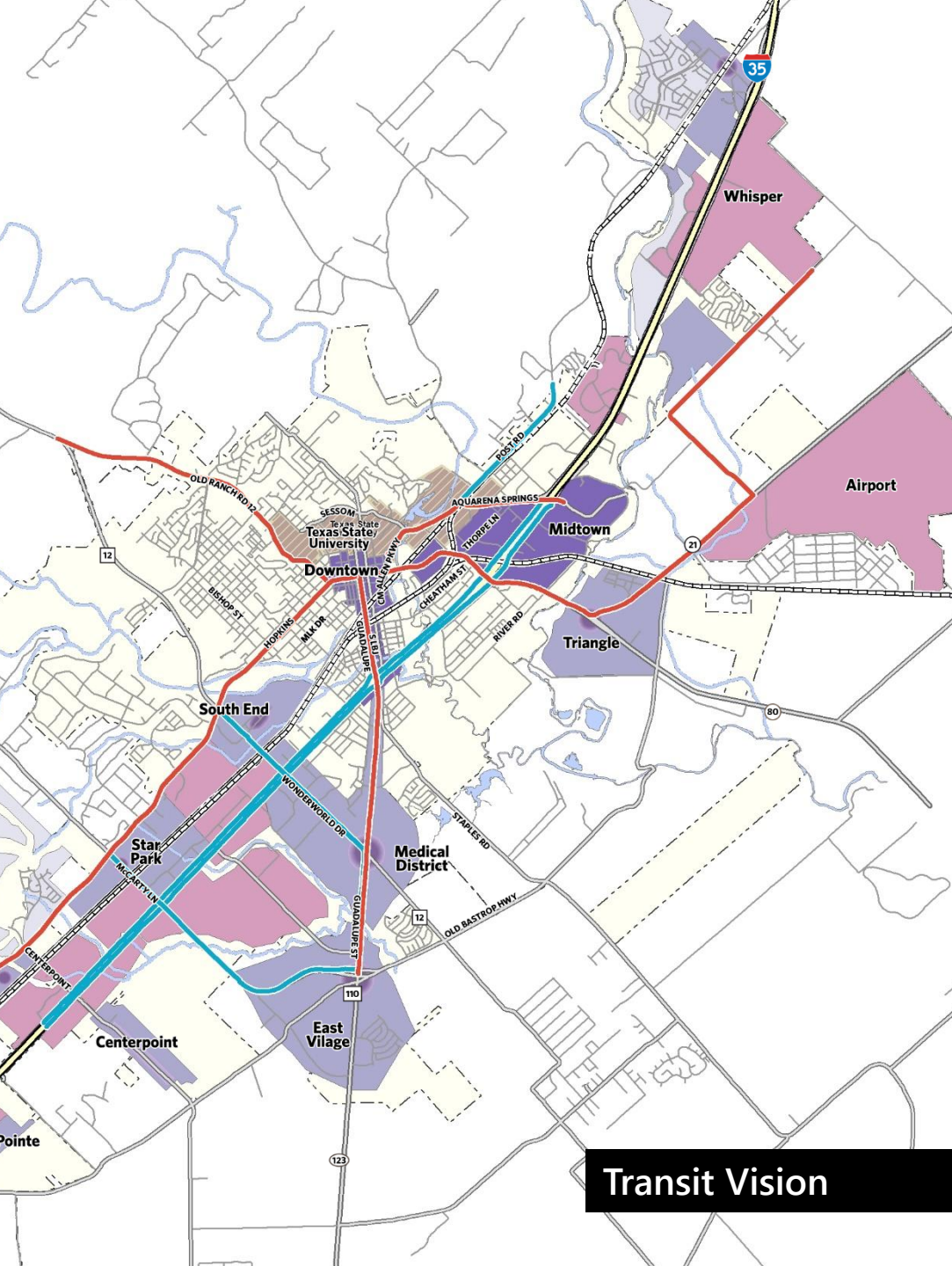
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Transit Vision

- Develop a transit system to connect activity centers
- Integrated seamless transit partnership between the City and Texas State
- Become Direct Recipient for transit funds



Transit Vision

Transit Framework

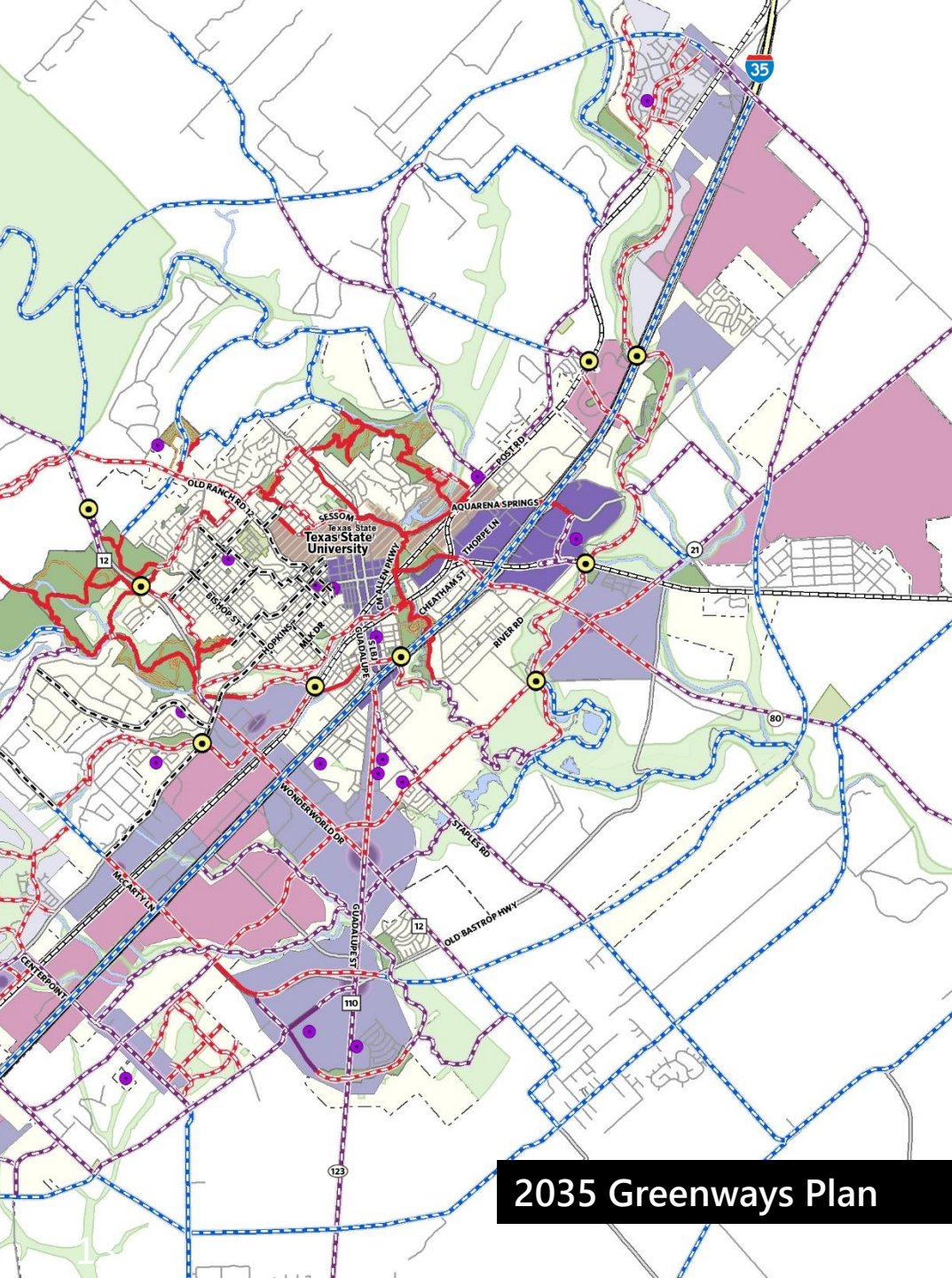
- Route
- Circulator

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Greenways Plan

- Build a minimum unobstructed width of 8'
- Provide easements for off-street greenways
- Utilize a variety of materials for greenways infrastructure construction



2035 Greenways Plan

Greenways Connectivity Priorities

- School
- Proposed Grade Separated Crossings
- == Enhanced Sidewalks

Enhanced Facility

- Short-Term (0-10 Years)
- Mid-Term (10-20 Years)
- Long-Term (20+ Years)

Proposed Facility

- Short-Term (0-10 Years)
- Mid-Term (10-20 Years)
- Long-Term (20+ Years)

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Best Practices



Travel Demand Management



Rideshare Programs



Way-Finding System Improvements

Access Management



Intelligent Transportation Systems



SHORT-TERM
\$550 M

MID-TERM
\$1.9 B

LONG-TERM
\$4.1 B

10 years

20+ years

Prioritization

Projects Considerations:

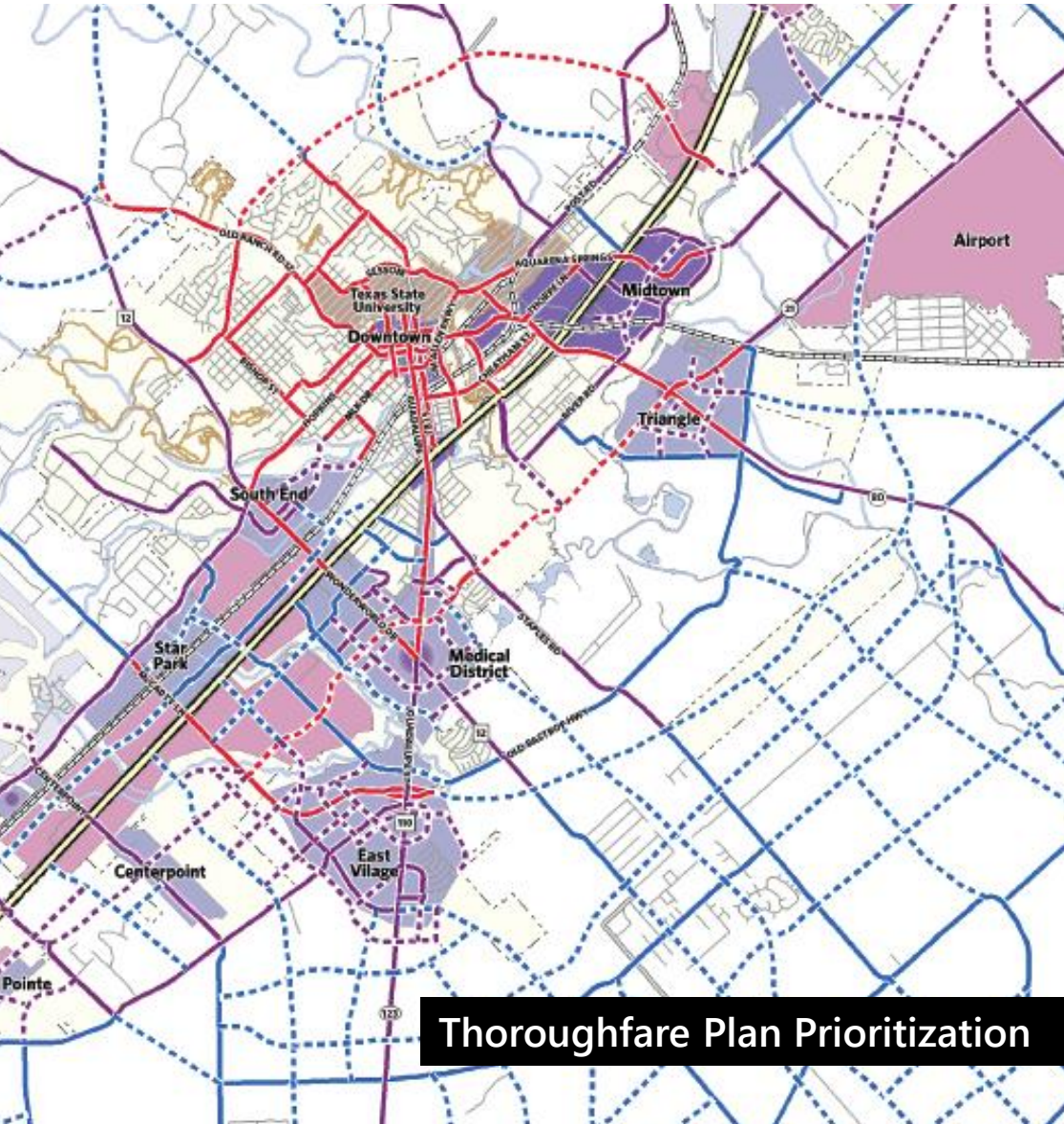
Safety and mobility

Connectivity

Environment

Construction costs and impacts

Adopted plans and policies



Thoroughfare Plan Priority Features

Enhanced Facility

- Long (20+ years)
- Medium (10-20 years)
- Short (0-10 years)

Proposed Facility

- Long (20+ years)
- Medium (10-20 years)
- Short (0-10 years)

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Next Steps

- Approval of the Transportation Master Plan
- Implement projects according to Transportation Plan prioritization & need
- Identify potential funding sources
- Obtain operation and maintenance responsibilities for TxDOT roadways



Thank you!



Funding Sources

Available to the City

- Property tax (general obligation bonds and certificates of obligation)
- Cost-participation with local and state partners (e.g., Hays County, Developers, TxDOT)
- Chapter 380/Chapter 381 Economic Development Agreements
- Tax Increment Reinvestment Zones (TIRZs) and Tax Increment Finance Districts (TIFs)
- Public-Private Partnerships
- Development Impact Fees
- Transportation Reinvestment Zone (TRZs)

Additional Potential Sources

- TxDOT funding programs
- State Infrastructure Bank (SIB) loans
- CAMPO funding programs
- Grant funding opportunities (e.g., TIGER, FASTLANE)
- TIFIA loan/credit program

