



Legislation Text

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**File #:** ID#18-313, **Version:** 1

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**AGENDA CAPTION:**

Receive an update on CAMPO Regional Arterials Study and Craddock Extension and provide additional information as requested.

**Meeting date:** May 29, 2018

**Department:** Engineering & CIP

**Amount & Source of Funding**

**Funds Required:** NA

**Account Number:** NA

**Funds Available:** NA

**Account Name:** NA

**Fiscal Note:**

**Prior Council Action:** [Click or tap here to enter text.](#)

**City Council Strategic Initiative:** [Please select from the dropdown menu below]

Choose an item.

Choose an item.

Choose an item.

**Comprehensive Plan Element (s):** [Please select the Plan element(s) and Goal # from dropdown menu below]

Economic Development - Choose an item.

Environment & Resource Protection - Choose an item.

Land Use - High Density Mixed Use Dev. & Infrastructure in the Activity Nodes & Intensity Zones (supporting walkability and integrated transit corridors)

Neighborhoods & Housing - Choose an item.

Parks, Public Spaces & Facilities - Choose an item.

Transportation - Multimodal transportation network to improve accessibility and mobility, minimize congestion and reduce pollution

Not Applicable

**Master Plan:** *[Please select the corresponding Master Plan from the dropdown menu below (if applicable)]*

Transportation Master Plan

**Background Information:**

On Tuesday, May 15, 2018, City staff presented Transportation Master Plan update during the regular Council Meeting. City Council directed staff to provide an update on the CAMPO Regional Arterials Study and how it will impact the inclusion/removal of proposed Craddock Extension; to provide more information on the impacts of excluding/including Craddock Extension from Thoroughfare Plan before it can be adopted. In addition, City Council instructed staff to provide Craddock Extension survey comments as well as rationale for incorporating downtown bike infrastructure.

Staff met on May 22<sup>nd</sup> with Ashby Johnson, Executive Director, and Kelly Porter, Regional Planning Manager, on the question of removing the Craddock Extension from the City's Thoroughfare Plan. Their recommendation was to not remove the connection at this point and allow the Regional Arterials Plan to provide better information on the regional demand and constraints of the current and proposed roadway network. Their concerns regarding removal at this time were increased congestion in the City core/downtown and safety/evacuation alternatives through the loss of future connectivity options.

The Regional Arterial Plan is just completing its existing conditions analysis and there has been good public survey input from the 78666 area code. As of May 22<sup>nd</sup> there had been a total of 147 survey responses from participants that either live or commute to the San Marcos area zip code. Ninety-four (94) of those respondents indicated they lived in the 78666 zip code. The schedule for completion of the Plan is Spring 2019 with a draft plan complete late this year.

Hays County is also scheduled to begin an update to their Thoroughfare Plan to coordinate with the Regional Arterials Study. A coordinated plan looking at both the Craddock Extension and Centerpoint Loop would provide both entities an understanding of impacts to both City and County residents.

Regarding incorporating bike infrastructure downtown, the primary factor was based on the downtown modeling we did as part of this project. The downtown modeling and parking study identified E2 as a preferred scenario. These bicycle facilities were selected to provide a primary north/south and east/west connection with protected bike facilities and adjacent roadways that complement those routes. The selection included a review of traffic operations, parking, and ROW. That scenario showed the following recommendations:

- Hopkins - protected bicycle facilities
- Guadalupe - protected bicycle facilities

- LBJ -sharrows
- Hutchinson - sharrows
- San Antonio - sharrows
- MLK - buffered bike lanes
- CM Allen Pkwy buffered bike lanes aligned with the construction project
- Comanche - Rohit and Will identified the need for buffered bike lanes from downtown through campus
- Cheatham - Rohit and Will identified the need for buffered bike lanes

Hopkins St - east of downtown - Shared Use Path was recommended based on the required cross-section selection and the fact that the roadway travels through several City parks on the way to intensity zones.

Attached are the comments received from the TMP meeting and on-line survey held in October 2017.

**Council Committee, Board/Commission Action:**

NA

**Alternatives:**

NA

**Recommendation:**

NA