San Marcos Transportation Master Plan

prepared for

THE CITY OF SAN MARCOS

City of San Marcos, Texas

prepared by

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Chapter 6
Bicycle and Pedestrian Element

There are a wide range of facility improvements that can enhance the safety and attraction of bicycle and pedestrian transportation in San Marcos. Improvements can be simple and involve minimal design consideration (such as changing drainage grate inlets) or they can involve a detailed design (such as constructing a hike and bike trail).

With proper planning and design, roadway improvements for motor vehicles can also enhance bicycle and pedestrian travel, and, in any event, should avoid causing adverse impacts on bicycling and walking. A community's overall goals for transportation improvements should, whenever possible, include the enhancement of bicycling and consider the needs for pedestrian movement.

COMMUNITY INVOLVEMENT

During the development of the Bicycle and Pedestrian element, input was sought from the local community. Those persons that were advocates for bicycle and pedestrian mobility and safety in San Marcos were asked to serve as a member of the Bicycle and Pedestrian Advisory Committee (BPAC). In addition to the advocates, this committee consisted of representatives from various departments of the city including Planning, Engineering and Parks. Meetings were held with the BPAC at strategic points in the plan development process.

In addition, members of the BPAC and other interested bicycle and pedestrian advocates were invited to participate in two facilities planning and design workshops, one each for bicycling and pedestrian facilities. These workshops were conducted to familiarize city staff with pedestrian and bicyclist attributes and needs, as well at to examine access passageways to significant designations. The half-day Bicycle Workshop consisted of classroom instruction on bicycle planning and design followed by an on-bicycle tour of one of four potential off-street and on-street corridors, followed by a debriefing session to discuss reactions to the corridors and potential alternatives and treatments. The half-day Pedestrian Workshop was conducted in much the same way, with participants walking one of three sidewalk or trail routes. Some extremely detailed observations were made during these workshops which will be beneficial for future facility development endeavors by the City.

The Bicycle and Pedestrian elements were discussed at meetings with the general public in conjunction with presentations on the entire Transportation Plan. The Bicycle and Pedestrian elements were also presented to the open meetings of the Transportation Advisory Committee.

GOALS

Goals and objectives for the City's bicycle and pedestrian efforts were developed using input provided by the BPAC.

Goal #1 - Promote Bicycle and Pedestrian Travel by Texas State University community.
Objectives:

1.1 Provide safe access from off campus housing.
1.2 Provide safe access from on campus to the community.
1.3 Facilitate multi-modal bike/pedestrian/bus usage and to/from parking lots.
1.4 Provide for on-campus bike circulation and parking.

Goal #2 - Develop a Master Plan of Pedestrian Facilities.
Objectives:

2.1 Make sidewalks continuous within any corridor segment.
2.2 Connect residential areas to neighborhood services and key destinations for pedestrians.
2.3 Connect residential areas to other neighborhoods and parks/green spaces.
2.4 Cross (eliminate) barriers safely
2.5 Pedestrian connectivity within commercial areas.
2.6 Develop safe routes to schools within school service areas.
2.7 Plan for public facilities with pedestrian access in mind (especially schools/transit stops)

Goal #3 – Improve Bicycle Safety and Mobility in San Marcos.
Objectives:

3.1 Adopt a master plan of bicycle facilities.
3.2 Address general public attitudes toward bicyclist on roadways through education.
3.3 Provide safe facilities for bikes.
3.4 Promote proper bicycling practices through engineering/education/enforcement.
3.5 Provide continuity of bike facilities.
3.6 Connect neighborhood to neighborhood safely.
3.7 Connect to parks/green space corridors.
3.8 Provide bike parking at all public facilities.
3.9 Provide safer routes to school.
3.10 Coordinate dual usage of recreational facilities for mobility and access.
3.11 Coordinate with neighboring jurisdictional CAMPO for providing bike facilities.
3.12 Encourage commute bicycling to major employment centers.

These objectives fall into three work areas:

- Advance planning
- Design of safe facilities
- Funding and implementation

SYSTEM DEVELOPMENT CRITERIA

The factors to be considered in selecting the proper type and location of bicycle and pedestrian facilities were reflected in the goals and objectives developed for this plan. The system development criteria can be summarized into the following three categories:

1. **Increase Accessibility**
   a. Potential use can be maximized;
   b. Access points to and from the facility;
   c. Directness of route, minimize delay; and,
   d. Cross physical barriers to provide opportunities for bicycling and walking.

2. **Promote Safe Use of Bicycles**
   a. Minimize conflicts;
   b. Minimize potential for number and severity of accidents;
   c. Provide good quality pavement surface; and,
   d. Allow proper security of facility.

3. **Encourage Use of Bicycle and Pedestrian Modes of Transportation**
   a. Connect residential areas with major activity centers and recreational areas;
   b. Provide adequate coverage with proper facilities;
   c. Provide continuity of designated facilities; and,
   d. Provide connections to major transit facilities to promote intermodal travel.

Any one of these factors may be the dominant consideration depending on the prevailing situations such as location of activity centers, available street network and off-road corridors, and physical barriers.

SIGNIFICANT BICYCLE AND PEDESTRIAN ORIGINS AND DESTINATIONS

Bicycle and pedestrian activity should be accommodated within each residential subdivision, and between adjoining residential areas. There are particular activity centers within San Marcos that can be expected to attract significant bicycle and/or pedestrian activity.

Texas State University–San Marcos (Texas State) – With an anticipated enrollment of some 26,500 students, the University is the largest activity center in the region, and the one most likely to generate bicycle and pedestrian trips. The University central campus lies generally north of University Drive, south of Sessom, and east of Guadalupe and includes the park and adjacent

building along the San Marcos River south of Aquarena Springs. Significant student housing is located within two miles of campus along Aquarena Springs, LBJ and Post Road.

- **Residential Area North of Texas State** – North of Sessom Drive to Holland Street is a mixture of single and multifamily dwelling units while north of Holland Street is single family housing. All are within one mile of campus. Bike lanes and sidewalks are provided along Holland from Sessom to JFK.

- **Apartments along Aquarena Springs Corridor** – Apartments exist along Aquarena Springs Road and adjacent roadways from Post Road to IH 35 and have recently been constructed along essentially the entire length of Aquarena Springs from IH 35 to Uhland Road. The closest of the apartments, Bobcat Village, is approximately one-half mile from campus while the furthest apartment near Uhland Road is one and one-half miles from campus.

- **Apartments along Post Road Corridor**– North of Aquarena Springs, a string of apartments exists along Post Road within one and one-half mile of campus. The characteristics of these housing provisions indicate a relatively low income population, which would likely take advantage of walking and bicycling opportunities. The area is also likely to take advantage of the university transit service provided to this corridor.

- **Apartments along Hopkins Street** – A few apartments are located along Hopkins Street within one-quarter mile of IH 35 and between one mile and one and one-half mile from campus.

- **Other Apartments and Housing** – Other locations, such as the apartments near the medical center, may also attract students as may scattered rental houses. Many housing areas are either too distant from campus for a leisurely ride or walk, or lie along extremes of terrain that would be difficult to traverse except by automobile.

Currently, the University provides bus circulation service between significant housing areas and the central campus. Students should also be able to walk and bicycle between their nearby residence and the campus as well.

Downtown San Marcos – Immediately south of Texas State, across University Drive, is the San Marcos downtown area. The central core retail of San Marcos should be a very walkable place, and the central square has been improved with that in mind. But much beyond the central square, the sidewalk provisions become less adequate and then gradually non-existent. The Hopkins corridor southwest of downtown has good sidewalks along the north side of the street to the edge of the historical district near the intersection of RM 12 and FM 2439, and efforts have been made to complete a sidewalk along the south side of Hopkins to the intersection of RM 12

and FM 2439 and along the north side of Hopkins continuing west of the intersection of RM 12 and FM 2439. Some sidewalk also extends along one or both sides of San Antonio Street and Belvin Street for a distance westward away from downtown. The residential neighborhoods southeast of downtown do not have sidewalks connecting to downtown, in part due to the railroad corridor which lies between them and downtown.

Library and Recreation Center and City Hall – Wide sidewalks or paths have been provided in front of these city facilities, but connections are not made southwest across the San Marcos River to downtown or northeast across the railroad tracks to retail and apartment areas.

City Park South of Hopkins along San Marcos River – This regional park along a riverbank greenway provides recreational opportunities including a playground, baseball fields and an extensive hiking trail and accesses the east side of downtown. The existing trail consists of portions of gravel and portions of concrete trail, several side trail connections with stairs, some very steep sections and a discontinuity at the at-grade railroad crossing. The trail lacks a good connection to downtown. A nearby signalized intersection at CM Allen and Hopkins lacks pedestrian crossing signals and crosswalks for safe access to downtown.

Retail/Restaurants along Aquarena Springs – Between Post Road and IH 35, numerous restaurants and other retail stores along the Aquarena Springs corridor serve the nearby concentration of multi-family housing.

University Athletic Complex – Bounded by Aquarena Springs, Bobcat Road and the railroad, the athletic complex contains the university's football stadium and baseball diamonds the host evening and weekend events predominantly in the Spring and Fall.

Retail/Restaurants along Hopkins and Thorpe – Between the railroad west of IH 35 and River Road east of IH 35, numerous restaurants and other retail stores along Hopkins and Thorpe serve the nearby concentration of single and multi-family housing.

Safe Routes to School – Some school service areas have received sidewalks for their students to walk or bicycle to school, with needed pedestrian crossing signals provided at signalized intersections. However, there is not an established program for Safe Routes to School.

Recreational Bicycling Corridors – There are certain roadway corridors that are anticipated to be utilized by advanced bicyclists looking for exercise or recreational rides. These corridors include: Ranch Road 12 to the north, Post Road to the east, and Hopkins Road to the west.

EXISTING AND PROPOSED FACILITIES

Very few facilities have been designated for bicycling in San Marcos.

- There is an existing bike lane provided along Holland Street, between LBJ and Academy.
- The shoulders of Hopkins west of Wonder World Road and the shoulders along Wonder World Road north of IH 35 are designated for use by bicyclists.
- A wide sidewalk along Leah Road in front of an apartment complex one-quarter mile west of Wonder World Road has been designated as a shared use facility.

Sidewalks are required to be built as part of new development ordinances. However, older parts of the city have scattered or no sidewalks.

- Sidewalks are provided very well around the central square in Downtown, thanks to recent enhancements, though some of the handicap ramps are positioned improperly pointed at the center of the intersection. Pedestrian crossing signals are also provided on the square and to some extent a block or two beyond the square.
- Sidewalk provisions are generally provided though to minimal design standards and typically without curb ramps between downtown and the Texas State campus.
- Sidewalks are provided on either one side or the other for the most part along San Antonio, Hopkins and Belvin from Downtown to RM 12.
- Sidewalks have been extended recently along the north side of Hopkins from RM 12 westward to near the current city limit, with a one-quarter mile gap west of Bishop Street.
- A subdivision has placed sidewalks along one side of Stagecoach Road for the nearly one mile length through the subdivision, providing pedestrian access to the local elementary school along Stagecoach.
- Sidewalks existing along at least one side of Cheatham from Guadalupe to Hopkins, with a few missing segments.
- Wide sidewalks, or paths, have been provided along both sides of Hopkins in front of the City Library, Recreation Center and City Hall between Riverside and Bobcat Road, but not crossing the San Marcos River to directly access Downtown or across the railroad tracks to access the retail and residential developments along western Hopkins.
- Sidewalks are provided along the west side of River Road from just north of Hopkins to Barbara and along Barbara from River Road to Bugg. However there are no sidewalks along Bugg to connect to the retail development along Hopkins.
- Sidewalks are provided along Thorpe from Hopkins to Aquarena Springs. However, there is not a sidewalk connection from Thorpe to Cheatham.
- There are sidewalks along Uhland, Post and some local streets targeting safe routes to the elementary school on Post, but there are no further sidewalks along Post to connect the apartments along post to the retail along Aquarena Springs or for connection to the university campus or athletic complex.

- There are intermittent sidewalks along Aquarena Springs, mostly focused on getting sports attendees from remote lots to the football stadium, and along the front of campus buildings from Bobcat Road to Sessom. Some of the terminal points of the sidewalks at intersections point the curb ramp diagonally into Aquarena Springs, requiring avoidance maneuvers and gaps in Aquarena Springs traffic for continuation along the edge of the roadway.
- Intermittent sidewalk is provided, mostly in front of new development, along LBJ north of the university campus.
- Sidewalks are provided along Holland Street from LBJ to Academy.
- Sidewalks are provided along Broadway leading to the High School and along Peter Garza Street leading to the Middle School.
- Sidewalks are provided along Wonder World Road and Leah near the Medical Center.

These existing facilities form an incomplete network that will become more significant as gaps are completed, connections are made, and barriers are crossed to form functional network of facilities.

TARGET CORRIDORS AND FACILITIES

The natural and man-made corridors available in San Marcos for providing bicycle and pedestrian mobility include:

- **San Marcos River Corridor** – Beginning south of Aquarena Springs Drive, the corridor can support trails along its banks. Between Aqarena Springs and Hopkins, Texas State has developed a series of walkways and bridge crossings to establish a park along both banks for enjoyment of its students. Trails under Hopkins and under the railroad have been roughly prepared and do not provide adequate with or grades and require traversing of stairs in some locations. Through the City Park, a trail is provided that is discontinuous at the at-grade railroad crossing and has various loops and other discontinuities. The river crosses under IH 35, at which point the banks of the river are steep and concrete slope paved, but a service road U-turn is provided at the same bridge crossing of the river.
- **Aquarena Springs Drive (Loop 82) and Post Road** – Combined, these two corridors, inclusive of the area between them to Uhland Road, comprise the majority of apartment housing used by Texas State students. A pending project is proposed to reconstruct the intersection of Aquarena Springs and Post Road to create a grade separated crossing of Aquarena Springs over the railroad. This effort to reconstruct the roadway will allow the creation of a more bicycle and pedestrian friendly corridor.
- **Hopkins Road Corridor** – Hopkins Road is the east-west spine through the heart of San Marcos and contains much of the non-university points of interest in the city. It has the beginnings of a continuous sidewalk system in place. Its parallel roadways southwest of Downtown - San Antonio, MLK, and Belvin - carry less traffic than Hopkins and, being access ways into the center of San Marcos, should accommodate bicycle and pedestrian traffic. Northeast of Downtown, the pedestrian way is circuitous to cross the San Marcos

River, provided with wide sidewalks in front of the City Hall, Library and Recreation Center, discontinuous at the railroad tracks, intermittent to IH 35, discontinuous at IH 35 and intermittent east of IH 35 to River Road. Numerous bicycle and pedestrian trips can be much better served by addressing the discontinuities in the network of facilities.

- **Guadalupe/LBJ/CM Allen** – Pedestrian connections into Downtown and adjoining recreational, retail and employment opportunities would be beneficial to neighborhoods south of Downtown. These three streets each need the provision or completion of intermittent sidewalks, particularly at the crossing of the railroads.
- **Greenspace Corridors** – A Greenspace Committee has identified various corridors for retention of green space and a potential connection of linear green space in San Marcos. One such corridor is along the Purgatory Creek, which extends from the San Marcos River near City Park westward between Hopkins and IH 35 then crossing Hopkins and bending parallel and east of the Wonder World Drive extension. Other corridors include the Blanco River and Cottonwood Creek.

MOBILITY CONSTRAINTS

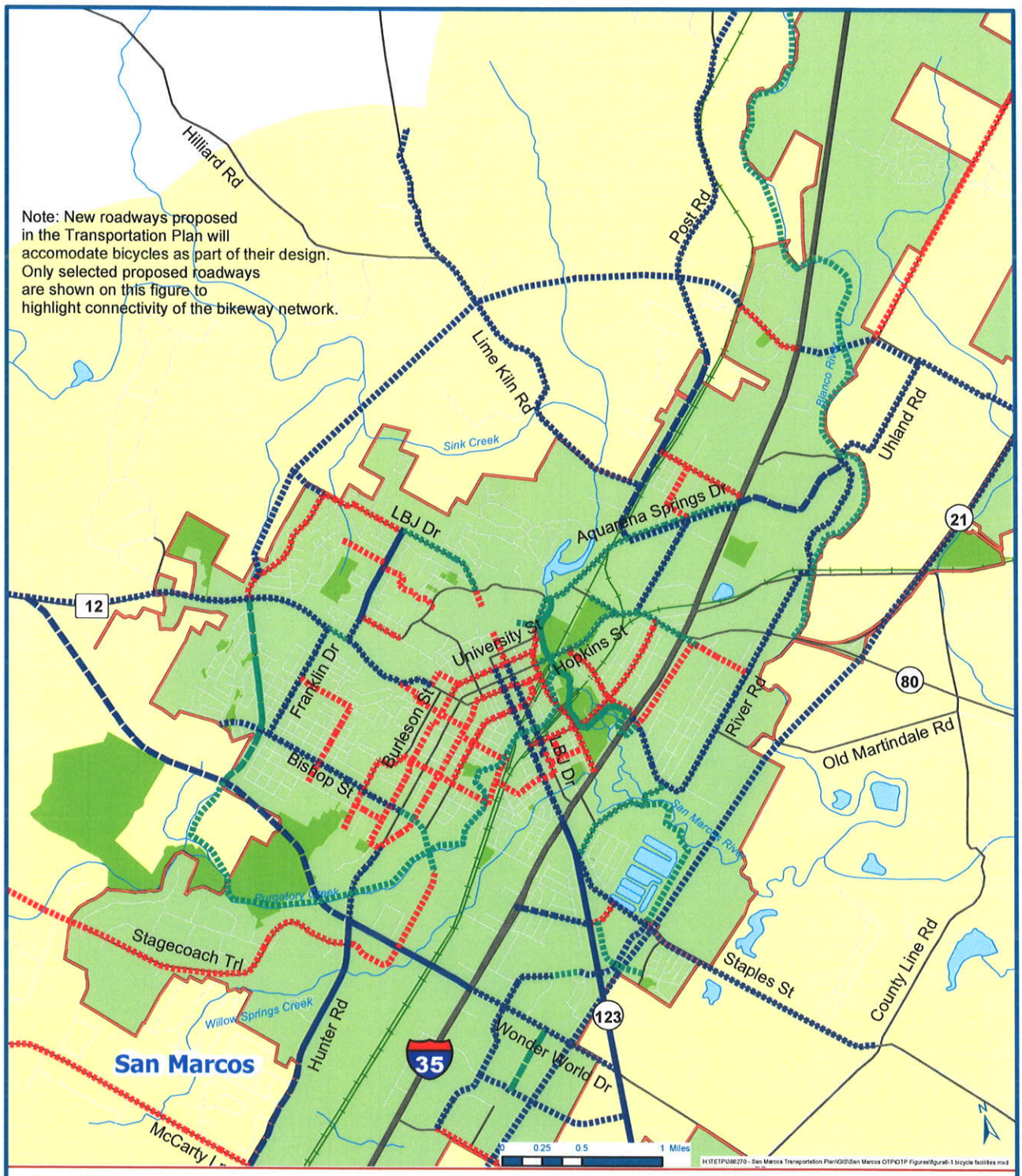
Constraints to the mobility of bicyclists and pedestrians are both natural and manmade. These constraints for barriers to the ability to traverse between origins and destinations on the opposite sides of the barrier. Often, the available accessible route is less desirable or inconvenient for pedestrian or bicyclists. In San Marcos, these barriers include:

- **San Marcos River** – The cost of building bridges results in few river crossings which focuses traffic at these locations. Older bridge designs provided only for automobiles.
- **IH 35** – The limited access and grade separated nature of the freeway results in few freeway crossings which focuses traffic at these locations, which even under current design applications often provide only for automobiles.
- **Railroads** – Railroads also restrict the number of crossings that are provided, though more local street crossing are often available in older parts of the city. Quite often, sidewalks along a street are discontinued at the railroad crossing.
- **Major Arterial Roadways** – Busy and higher speed arterials often discourage bicyclists from using the street for conveyance. These arterials are also intended to move traffic effectively, discouraging interruptions from traffic signals, focusing cross street traffic to few locations and resulting in long walking distances for pedestrians desiring to cross the street.

Crossing these barriers is one of the goals of the bicycle and pedestrian plan.

FACILITIES NETWORK DEVELOPMENT

The network of proposed bikeways is shown on the map in **Figure 6-1** and the pedestrian facilities plan in **Figure 6-2**. A detailed summary of the existing and proposed bikeways and sidewalks is included in **Appendix C**.



San Marcos Transportation Master Plan

Wilbur Smith Associates

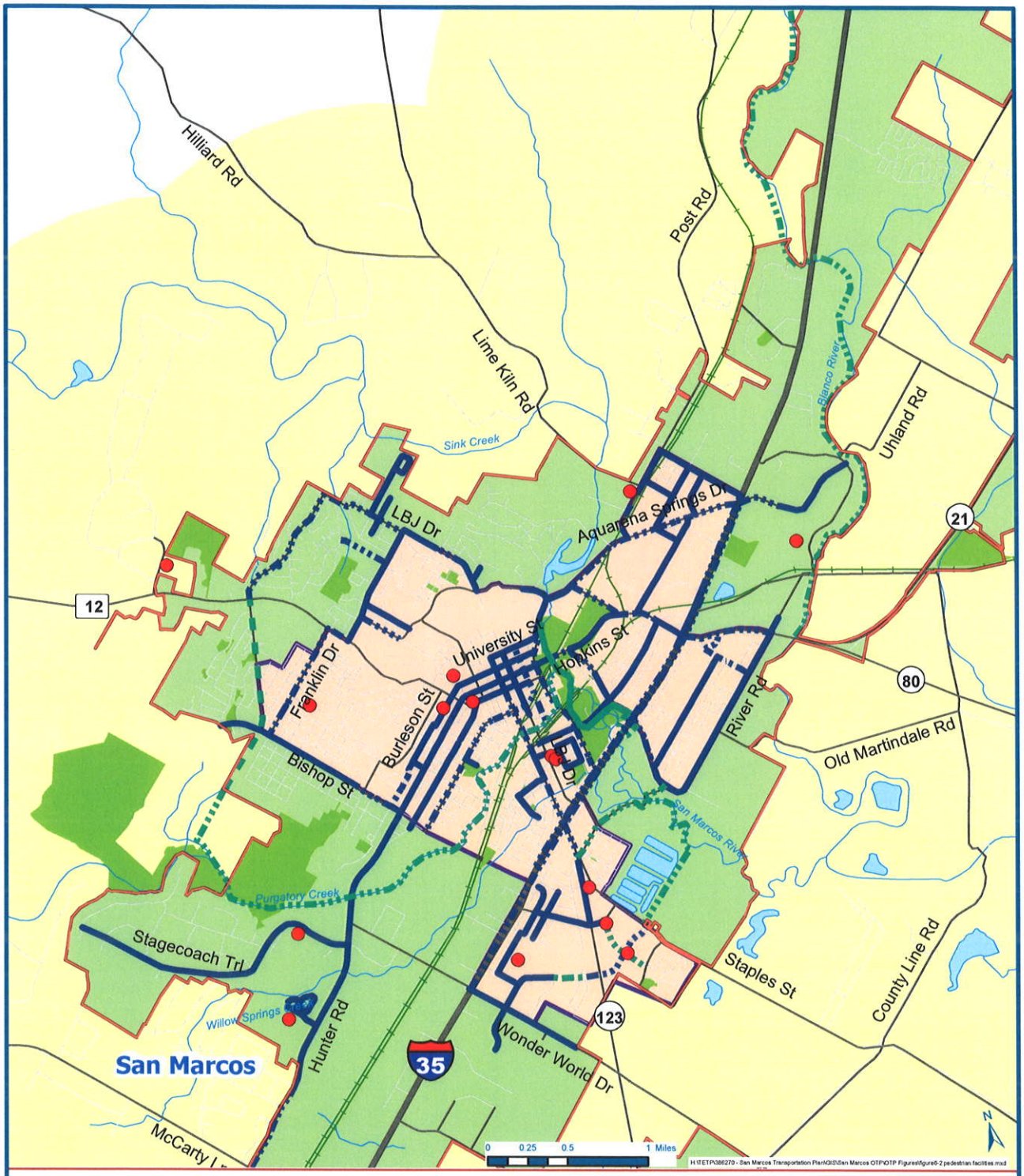
Map Key

	Existing	Committed	Proposed
Local Roads			
Railroads			
San Marcos Parks			
San Marcos City Limits			
San Marcos ETJ			
			Shoulder Or Lane
			Trail
			Route

Map Date: March 5, 2004

Figure 6-1
Bicycle Facilities

San Marcos Transportation Master Plan
San Marcos, TX



San Marcos Transportation Master Plan

Wilbur Smith Associates

Map Key

- Local Schools
- Local Roads
- Railroads
- San Marcos Parks
- San Marcos City Limits
- San Marcos ETJ

	Existing	Committed	Proposed
Sidewalk			
Multi-Purpose Path			

Sidewalk District

Map Date: March 5, 2004

Figure 6-2
Pedestrian Facilities

San Marcos Transportation Master Plan
San Marcos, TX

Multipurpose Paths

This type of facility provides a path of travel, separated from the roadway, which is for combined bicycle and pedestrian use. Many of the paths that have been proposed along waterways or greenway linkages can be expected to function as multiple-use facilities (hike & bike trails) by cyclists, pedestrians and skaters. High speed cycling should be discouraged along the more heavily utilized sections during peak hours of usage.

An important opportunity for trail development by the City of San Marcos is along the San Marcos River. Existing trails are provided along the river from Aquarena Springs to near IH 35. There are some gaps in the trail, including one at the railroad crossing, and some of the trail is not traversable by bicycle and some it is not accessible by persons with mobility impairments. In addition to upgrading the trail to meet current standards and make it continuous, the trail would be extended to continue under IH 35, connecting the residential areas east of IH 35 with the regional park and central city services and significant shopping and employment destinations.

A second green space trail corridor would run along Purgatory Creek from City Park to the proposed new regional park west of the Wonder World Drive extension. This greenbelt contains a shallow creek that runs through the neighborhoods south of Downtown, connects to crossing bike routes, and connects to neighborhoods and a regional park to the southwest. A crossing of Hopkins/Hunter will need to be created, either by bringing the trail to a control point or, preferably, by raising the roadway to allow the trail to cross under it.

A third green space trail corridor would run along Blanco River from Dudley Johnson Park (locally known as Five Mile Dam) to a new park near the intersection of River Road at US 80. This route would have undercrossings of the Union Pacific Railroad and IH 35, pass near the end of Aquarena Springs with its bike lanes and sidewalks, and connect to the River Road bike lanes and sidewalks at a park trailhead.

Another multi-purpose path would be along Aquarena Springs to encourage more pedestrian and bicycling trips to the university and downtown. The development of these bicycle and pedestrian facilities would be coordinated with the pending reconstruction of Aquarena Springs Drive as part of development of the railroad overpass.

Several other connector trails are also included to access local and regional destinations. **Table 6-1** contains a summary of the recommended network of multipurpose paths. The priority for development is indicated as either Short Term (S), Intermediate Term (M), or Long Term (L).

Table 6-1
Recommended Network of Multipurpose Paths
San Marcos Transportation Master Plan
San Marcos, Texas

Location	Length	Priority
Along Aquarena Springs from IH 35 to University Drive	2.1	S
Along San Marcos River from Aquarena Springs to River Road, including an under crossing of IH 35	4.8	S
Along RM 12 from Franklin to Holland	0.1	S
Along the Blanco River from SH 80 to IH 35		S
Along Purgatory Creek, from CM Allen to the regional park west of the Wonder World Drive extension, with neighborhood connectors	5.2	M
Connector from the high school along Broadway to DeZavala to Crystal River and south to Cape Road	0.6	M
Connector from Mockingbird to Leah near the Medical Center	0.2	M
Along Blanco River from IH 35 to Dudley Johnson Park		M
Along Blanco River from Dudley Johnson Park to new park at US 80	7.9	L
Along San Marcos River east of Cape Road to the extension of SH 21 and then along the edge of the fish hatchery to Staples Road	4.2	L
Along Craddock Road from RM 12 to the regional park west of the Wonder World Drive extension	1.1	L
Convert Cape Road to one-way with two-way trail, River Road to SH 123	0.7	L

Note: Priority – S=Short Term, M=Intermediate Term, L=Long Term

On-Roadway Bicycle Facilities

On-road facilities follow pathways that have been established to accommodate existing travel demand. As such, an on-road bikeway network of appropriate bikeway types, utilizing to the greatest extent the existing system of local streets to connect neighborhood to adjacent destinations and other neighborhoods and crossing significant barriers, has the potential to serve large numbers of users economically.

A mixture of types of on-road bikeways has been included in the bikeway system network, occasionally utilizing off-road links to provide continuity along a corridor. Where it was possible to establish a bikeway along a corridor as a simple bike route using a series of neighborhood or secondary arterial streets, this was the preferred alignment. However, a large number of the proposed on-road bikeways consist of allowing additional space for bicyclists at the right edge of the roadway on arterial streets. This improvement can take the form of a wide curb lane, which is preferred by the more experienced cyclists under most conditions, or can consist of a dedicated lane adjacent to the right edge of the roadway, which is preferred by less experienced cyclists in order to allow them to ride confidently on busier roadways. According to

the manual, "Selecting Highway Design Treatments to Accommodate Bicycles", developed for FHWA in 1994, a bike lane or shoulder should generally be provided to accommodate the basic or less confident bicyclists on roadways with speed limits greater than 30 miles per hour or that experience traffic levels greater than 10,000 vehicles per day.

A summary of the recommended network of on-street bikeways is presented in **Table 6-2**. The priority for development is indicated as either Short Term (S), Intermediate Term (M), or Long Term (L).

Sidewalks and Pedestrian Districts

Sidewalks should be developed in conjunction with all future development in accordance with the established ordinances of the City of San Marcos. Many areas have been developed in the past without the provision of sidewalks. There are areas of residential and commercial concentration in San Marcos that could have the propensity for people to walk to nearby destinations. These areas are shown in Figure 6-2 as Pedestrian Districts.

A Pedestrian District identifies areas with predisposition for walking, based upon geographic, socioeconomic and development conditions. Specific criteria for identifying the Pedestrian District include:

- Presence of a public school within a residential area;
- Presence of Transit Station, such as rail station, bus transfer station or park & ride lot;
- Demographics – lower income persons tend to walk more than higher income; and,
- Type of Land Use – easy places to walk are within short walking distance, street grid facilitates walking, commercial and retail development near residential

The Pedestrian District would typically include an area within ½ mile of such facilities or areas possessing the desired attributes. A Pedestrian District will be a target area for funding of pedestrian facilities.

Projects include sidewalks and trails that focus on connectivity, convenience and function. Key focus areas for pedestrian facilities are indicated in **Table 6-3**. The priority for development is indicated as either Short Term (S), Intermediate Term (M), or Long Term (L).

Table 6-2
Recommended On-Street Bikeway Network
San Marcos Transportation Master Plan

Location	Status			Facility Type			Length (miles)	Priority
	E	C	P	R	L	S		
Hunter from ETJ to McCarty		x			x		4.0	S
Hunter from McCarty to Wonder World	x				x		1.0	-
Hunter/Hopkins from Wonder World to Dixon			x		x		0.6	M
McCarty from Paso del Robles to Hunter			x	x			2.0	S
McCarty from Hunter to SH 121 Extension			x			x	1.6	L
SH 121 Extension from McCarty to Harris Hill			x			x	6.5	L
SH 123 from ETJ to IH 35	x					x	5.9	-
Staples Road from County Line Rd to SH 123			x			x	2.4	L
Clovis Barker from Leah to SH 123			x	x			1.6	L
Cottonwood from Leah to SH 123			x	x			1.0	L
Wonder World Drive from RM 12 to Hunter		x				x	3.0	S
Wonder World Drive from Hunter to IH 35	x					x	0.9	-
Wonder World Drive from IH 35 to SH 123			x			x	1.2	M
Stagecoach from Craddock Ext'n to Purgatory trail			x	x			3.9	M
Gravel Road from Blanco to Stagecoach			x	x			1.0	M
Leah from Clovis Barker to Medical Drive			x		x		1.2	M
DeZavala from Mockingbird to Staples			x		x		0.5	M
Broadway from IH 35 to Staples			x	x	x		0.4	M
Guadalupe from Hopkins to IH 35			x		x		1.2	M
LBJ from Alabama to Hopkins			x		x		0.8	M
CM Allen from IH 35 to University			x	x			0.9	S
Cheatham from Guadalupe to Hopkins			x	x			1.2	S
Riverside from Hopkins to IH 35			x	x			0.6	S
River Road from IH 35 to SH 80 (3 Lane + BLs)			x		x		1.6	S
River Road from SH 80 to Uhland			x			x	1.2	M
Aquarena Springs from IH 35 to Uhland			x		x		1.0	S
Uhland from IH 35 to Harris Hill			x			x	1.8	M
River Ridge from Post Road to IH 35			x		x		1.5	M
Harris Hill from SH 21 to IH 35			x			x	1.6	M
Harris Hill/Yarrington from River Ridge to Post Rd			x	x			3.6	S
Old Stagecoach from ETJ to Post			x			x	2.0	L
Post from Old Stagecoach to Booth			x			x	2.7	M
Post from Booth to Aquarena Springs		x			x		1.3	S
Lime Kiln from Post to Outer Loop			x			x	3.2	L
Holland from LBJ to RM 12	x		x		x		0.8	S
RM 12 from Blanco/Lindsey to ETJ			x			x	4.0	M
Bishop from Craddock to Hopkins			x		x		2.1	M
Bishop from Hopkins to Purgatory Creek Trail			x	x			0.3	M
Franklin from Bishop to RM 12			x		x		1.0	M
San Antonio, MLK, Belvin			x	x			5.0	S
Patton, Armstrong, Blanco, Mitchell			x	x			3.0	S

E=existing, C=committed, P=proposed, R=bike route, L=bike lane, S=shoulder lane Note: Priority – S=Short Term, M=Intermediate Term, L=Long Term

Table 6-3
Key Areas for Sidewalk Development
San Marcos Transportation Master Plan
San Marcos, Texas

Location	Length	Priority
Along Guadalupe Street from Downtown, connecting to the Multimodal Transit Station, passing through the IH 35 interchange, and connecting to the existing sidewalks east of IH 35.	1.3	S
Along LBJ, McKie and CM Allen from Cheatham to Downtown.	2.1	S
Completion of the sidewalks along both sides of the street on San Antonio, Hopkins, and Belvin west of Downtown to Bishop.	5.0	S
Completion of the sidewalks along Cheatham from Guadalupe to Hopkins.	0.6	S
Completion of the sidewalks along Riverside from Hopkins to Cheatham	0.4	S
Along Hopkins northeast of Downtown, including proper ramps and clearances from LBJ to CM Allen, pedestrian crossing improvements at CM Allen, wide sidewalks from CM Allen to Riverside connecting to the existing walkways in front of the civic facilities, wide sidewalks continuing across the railroad tracks connecting to sidewalks near Thorpe and Cheatham and completing sidewalks through IH 35 onward to Riverside Drive.	0.9	S
Along both sides of Aquarena Springs from Bobcat Road to and though IH 35, continuing on to Uhland.	2.7	S
Improvements and completion of sidewalks on both sides of all streets between Downtown and the Texas State campus.	2.0	M
Safe routes to school for all schools according to an evaluation of each school service area.	10.0	S

Note: Priority – S=Short Term, M=Intermediate Term, L=Long Term

Bicycle and Pedestrian Network Development

The comprehensive network of bicycle and pedestrian facilities should be implemented in stages, simply due to fiscal, physical and other constraints. In order to achieve an orderly implementation of the plan, a prioritization of projects is needed. Levels and resources of funding will change during the implementation period and therefore, the prioritization plan must be flexible. The prioritization program allows sidewalks, bike routes, bike lanes and multi-use trails to be evaluated based on a set of criteria that is open to review and clearly understandable. A list of bicycle prioritization criteria is provided as a guide. A check list or ranking system,

with weighted values if necessary, may be applied to most effectively determine each project's priority.

The National Bicycling and Walking Study, developed by the Federal Highway Administration, recommended the following action plan for state and local governments to work towards creating a bicycling and walking compatible environments in their communities.

Action Item 1: Organize a bicyclist/pedestrian program
Action Item 2: Plan and construct needed facilities
Action Item 3: Promote bicycling and walking
Action Item 4: Educate bicyclists, pedestrians, and the public
Action Item 5: Enforce laws and regulations.

Following this basic framework, a plan for implementation of the San Marcos Bicycle/Pedestrian Plan in described in the following paragraphs. Draft policy statements are also presented as a model for possible future establishment of written public policy on bicycle and pedestrian accommodations.

Organize a Bicycle/Pedestrian Program

The City of San Marcos has formally established the Bicycle and Pedestrian Advisory Committee and designated participating agencies and groups to be on the committee. The committee should be formally established as a standing advisory committee by ordinance. The committee should meet regularly (e.g. quarterly) to follow-up on overseeing the implementation and further refinement of the Plan.

Bicycle/Pedestrian Program Coordination

CARTS (Capital Area Regional Transportation Study) and City staff are responsible for planning and implementing projects that impact walking and bicycling in the community. Within these departments, the role of bicycle/pedestrian program coordination should be assigned to one or more persons. The following responsibilities, as a minimum, should be addressed by designated persons with authority to take action on these matters:

- Review subdivision plats and street improvement plans for potential and required accommodations of bicyclists and pedestrians;
- Administration of bicycle parking equipment permits and requests;
- Oversee installation of bicycle sensitive traffic loop detectors and pedestrian push-button traffic signal actuators;
- Request funding from City, State, County, and Regional sources;
- Direct street and trail maintenance requests to proper department;
- Review Hike & Bike trail locations and designs;
- Record and analyze bicycle traffic counts;
- Record and analyze accidents involving pedestrians and bicyclists;

- Develop Public Service Announcements and distribute safety and promotional literature;
- Work with CARTS to provide appropriate bicycle and pedestrian connections from bike routes and trails to CARTS stations, and to examine the potential for bicycle-on-bus programs; and,
- Review design and location of extensive utility projects for potential of incorporating bike trail in design.

Educate Planners, Police Officers, Designers, and Local Representatives

An important element in the institutionalization of non-motorized transportation is a growing infrastructure of supportive professionals within government agencies, including the engineers and planners who conceive and implement much of the city's infrastructure. Coordination between transportation offices and a broad spectrum of public agencies will help to ensure that the needs of bicyclists and pedestrians are addressed, not only during project development, but in project improvements and maintenance as well.

Plan and Construct Needed Facilities

The San Marcos urbanized area, in compliance with Federal and State regulations, has a long range transportation plan that incorporates a bicycle and pedestrian element. This Bicycle and Pedestrian Plan is a further refinement of that element. Just as the city planning and engineering staff and local elected officials look to the long range plan for guidance on the development of the roadway network, so too should the Bicycle and Pedestrian Plan be referenced and assessed for needed facilities.

Obviously, not all of the proposed pedestrian and bicycle network can be developed immediately. Some of the on-street bicycle facilities will be developed in conjunction with the development of new facilities and the upgrading of existing facilities. Other bicycle and pedestrian facilities will have to be developed over time as funding becomes available. For the provision of bicycle and pedestrian facilities within existing roadway corridors and for paths on separate rights-of-way, needs must be prioritized and projects scheduled according to funding availability.

OTHER SUPPORTING BICYCLE FACILITIES AND PROGRAMS

Bicycle Parking

Bicycle parking racks should be provided, by ordinance, at all public buildings that are potential cyclist destinations. Specifically, bike parking racks should be provided at the library, the recreation center, city hall, the park & recreation department office on CM Allen at Hopkins, and at various strategic points on the Texas State campus.

Bicycle parking racks should be encouraged, potentially by ordinance, at privately owned facilities which are potential bicyclist destinations. These include shopping centers near densely populated areas and in the Downtown area on the square.

There are two basic types of bicycle parking equipment: bicycle racks, the basic form of bicycle parking provision, and bicycle lockers which provide a higher degree of bicycle protection often for rent or lease.

- Bicycle racks may be provided where parking needs are short term and some provisions are made for security or surveillance. The design of bicycle racks most useful for cyclists are such that the bicycle frame and wheels can be secured to the rack structure. Many types of bicycle racks are currently available, ranging from the basic wheel-engaging school yard type, to the more functional U-shapes or ribbon rails, to the "bike traps" with moveable segments to lock the bike in place. Prices of bike racks can range from $20 per space to over $200 per space.

- Bicycle lockers would be desirable for all-day parking if the location is remote from the destination or where the desired level of security is higher than provided by bike racks. Bicycle lockers are a physical enclosure for the bicycle, typically in individual compartments. They require a paved structure for mounting and require more physical space than a fully occupied bike rack of the same capacity. Costs of a locker installation can range from $200 to over $500 per space, depending on the quantities and type of facility.

Bicycles and Transit

The ability to link trips made by bicycle with bus trips provides significant expansion of the service area for bus routes and also increases the utility of bicycles as a travel mode. The Capital Area Regional Transportation System (CARTS) and the university's student bus service should improve their bus fleets and bus stop facilities to accommodate bicycles. Bike racks or lockers at bus stops and bike carriers on buses will enable cyclists to combine trips by bus and bicycle, increasing the range of service area and promoting the use of both modes independently and collectively. The purchase and installation of a bike rack on a bus costs less than $1,000 each.

Bicycle Education and Promotional Programs

Two important audiences must be addressed in public education campaigns – the bicyclists and the motorists. It is important that bicyclists are educated about how to use the facilities, what equipment they should have to operate safely, and how to interact with motorists and pedestrians. Likewise, the general public needs to be educated about how to share the roads with bicycles safely.

Land Use Patterns and Zoning

Local land use patterns are fundamental to the number of trips that can easily be made by walking or bicycling. Sprawling land use patterns produce lengthy trips and thus increased

dependence on motorized transportation. On the other hand, clustered patterns tend to promote shorter trip lengths that more readily enable waling and bicycling. Mixed land uses allow for the creation of self-sufficient neighborhood communities and shorter trip lengths to access needed goods and services.

City planning officials and staff should review the assumptions of land use plans and zoning ordinances and compare them to non-motorized travel needs identified in user surveys. Zoning requirements should be reviewed to ensure that they are bicycle and pedestrian-friendly. For example, a requirement for bicycle parking (in addition to requirements for off-street motor vehicle parking) may be added by ordinance. The City of Dallas has a representative bicycle parking ordinance that could be adapted for use in San Marcos.

Urban Development and Design

Street layout is important in the encouragement of safe bicycling and walking. Urban design guidelines can greatly improve the environment for safe and efficient bicycling and walking. In addition to State and national guidelines, many local agencies have adopted their own design standards. Most US cities are laid out in grids or modified grids. In comparison to less conventional designs, such as the radial system, a grid system maximizes direct access for bicycles. Street alignments shown in new subdivision plats should be reviewed to ensure they will accommodate cyclists and pedestrians as well as motor vehicles.

IMPLEMENTATION

The numerous projects that comprise the development of the bicycle facility network and the network of sidewalks in the pedestrian district consist of some immediate needs to satisfy either safety or high connectivity of demand, some joint development opportunities, some needed improvements, and some long range projects. The next essential step after completion of the overall plan of desired facilities and programs is the prioritization of the more immediate needs of bicyclists and pedestrians and the identification of sources of funding for implementation.

Prioritization

Annually, funding will need to be sought and budgeted towards the implementation of the prioritized set of bicycle and pedestrian projects. A process for determination of how projects receive funding each year should be established. Recommended criteria for determining implementation priorities include the following considerations:

- Connectivity of Demand - Provides a connection between significant bicycle activity center (e.g. neighborhoods, town centers, public facilities, transit facilities, parks, other trails, commercial developments).
- Public Support/Commitment - Includes general public and political support for the individual project.

- Cost Effectiveness - Can the project be accomplished in conjunction with another planned improvement project that is currently funded? Does the project improve overall road safety, etc. for the least cost?
- Funding Commitments - Has a commitment been made to fund the construction and ongoing maintenance for the facility?
- Right-of-Way - Is sufficient existing right-of-way available or unencumbered so that the project may proceed immediately?
- Network Development - Does this particular segment of bikeway connect other bikeways and provide an important linkage to facilitate regional bicycle travel?
- Cross Barriers - Does this particular project eliminate a potential barrier to bicycle travel or is there an existing barrier which would make completion of this bicycle facility difficult?
- Reduce Accidents - Is there data that indicates bicycle facility development along or within this corridor will improve bicyclist safety?

Identify/Coordinate Funding Sources

The City of San Marcos should work with CAMPO and the Texas Department of Transportation (TxDOT) to discuss funding opportunities. Bicycle facility projects and non-construction programs may be funded under a variety or multiple of funding sources, both at a Federal/State level and on the local level, as shown in **Tables 6-4** and **6-5**. (*Note: At publication time, the new federal transportation funding bill had not been authorized by Congress; In the interim, Congress has extended TEA-21 on a month by month basis).* Bicycle and pedestrian projects are eligible to compete with other highway/motorized projects under the state's Surface Transportation Program, if that is the current priority of the community. It is imperative that the eligibility, selection criteria, and timelines of each of these funding sources be fully understood in order to make advantageous use of their availability.

The City and CAMPO should work in coordination with TxDOT to achieve the implementation of planned bicycle and pedestrian facilities along State Highways, Farm-to-Market Roads, and other state maintained roadways.

The Bicycle/Pedestrian Program should be established with a dedicated local source of funding to be supplemented as needed to take advantage of matching fund opportunities. A baseline level of expenditures should be budgeted annually for needed improvement, and the expenditures guided by the BPAC.

Construct and Improve Facilities

Usable facilities must be in place in order for bicycling and walking to be promoted as a viable transportation option. On-road bicyclist facilities and sidewalks for pedestrians form the bulk of the circulation system for bicyclists and pedestrians.

Table 6-4
TEA-21 Funding Sources for Bicycle and Pedestrian Projects
San Marcos Transportation Master Plan
San Marcos, Texas

1. National Highway System (NHS) Funds may be used to construct bicycle transportation facilities and pedestrian walkways on land adjacent to any highway on the National Highway System (other than the Interstate System).

2. Surface Transportation Program (STP) Funds may be used for either the construction of bicycle transportation facilities and pedestrian walkways, or nonconstruction projects (such as brochures, public service announcements, and route maps) related to safe bicycle use. Ten percent of STP funds are used for "Transportation Enhancements," which include the provision of facilities for bicyclists and pedestrians.

3. Congestion Mitigation and Air Quality Improvement (CMAQ) Programs Funds may be used for either the construction of bicycle transportation facilities and pedestrian walkways, or non-construction projects (such as brochures, public service announcements and route maps) related to safe bicycle use. CAMPO is preparing for administering CMAQ funds should the metropolitan area be designated as nonattainment for ozone.

4. Federal Lands Highway Funds may be used to construct pedestrian walkways and bicycle transportation facilities in conjunction with roads, highways, and parkways at the discretion of the department charged with the administration of such funds.

5. Scenic Byways Program Funds may be used to construct facilities along scenic highways for the use of pedestrians and bicyclists.

6. National Recreational Trails Fund monies may be used for a variety of recreational trails programs to benefit bicyclists, pedestrians, and other non-motorized and motorized users. Projects must be consistent with a Statewide Comprehensive Outdoor Recreation Plan required by the Land and Water Conservation Fund Act.

7. The Highway Safety Program is a source of funding for safety education and training and bicyclist safety remain priority areas for highway safety program funding. The priority status of safety programs for pedestrians and bicyclists expedites the approval process for these safety efforts.

8. Federal Transit Administration continues to allow transit funds to be used for bicycle and pedestrian access to transit facilities, to provide shelters and parking facilities for bicycles in or around transit facilities, or to install racks or other equipment for transporting bicycles on transit vehicles.

Table 6-5
Potential Sources of Local Funds for Bicycle and Pedestrian Facilities and Programs
San Marcos Transportation Master Plan
San Marcos, Texas

1. Capital Improvement Program - These are the predominant sources of local funds. The capital improvement program budget could be utilized as a source of matching funds for grants or there could be an annual itemized budget for bicycle facilities whether matched or not.

2. Bond Program – Bicycle and pedestrian facilities could be earmarked as part of a long term bond program. This is a common aspect of many bond programs in Texas, including Austin and Dallas.

3. Mitigation Measures - Developers may be charged to pay for mitigating negative project impacts. Communities within non-attainment areas, such as Arlington, Texas, have initiated Transportation Impact guidelines and fees. When projects do not meet guidelines and require fees, the funds may be used for such projects as bicycle facilities.

4. Developer Dedications - These measures require the developer within certain zones or districts to construct bicycling and walking facilities as a condition for enabling the project to proceed. For example, a restaurant owner in Eugene, Oregon, was required to make improvements to a river front trail before developing a new location.

5. Restorations - Some local agencies require that developers restore rights-of-way for non-motorized users.

6. Public agency land and funds – Flood control districts, irrigation districts, parklands and pubic utility fee strips and easements have been utilized to develop hike & bike paths and joint use maintenance drives.

7. Parks and Recreation Department Funds - In Houston, the Parks and Recreation Department is responsible for trail maintenance.

8. Donations (from the public and corporate sectors) - Special funds can be created to receive public and corporate donations for area bicycle and pedestrian programs.

9. Fund-raising rides and events – Local advocacy groups can conduct events, such as a Volksmarch or a Bicycle Tour, to raise funds for purposes they want to promote. Examples of uses of these funds include funding the position of Bicycle/Pedestrian Coordinator, bicycle or pedestrian network maps, city-wide safety and promotion programs, special studies, or even small projects.

As the initial phase of facility development, it would be most prudent to focus local resources on implementing the lower cost measures to accommodate bicyclists and pedestrians. Lower-cost measures for bicyclists include the signing of bike routes, designating shoulder lanes, and striping bike lanes, with specific attention to intersection treatments. Lower-cost pedestrian measures include sidewalk repairs, completing missing segments of sidewalks, and removal of sidewalk obstructions due to vegetation and street "furniture" (relocating newspaper stands, sign posts, etc). Matching funds should be sought to aid in the development of higher cost improvements, such as hike and bike trails, extensive sidewalk construction or reconstruction, and street modifications and traffic signals to accommodate bicyclists and pedestrians.

In addition to safety concerns, lack of adequate bicycle parking is often cited as a common reason why people do not bicycle. Any bicycle trip requires some sort of parking at its destination. Secure parking is particularly important for commuters leaving their bicycles for long periods of time and for those destinations which lie in high-crime areas. An increasing number of cities now require bicycle parking facilities in new developments. Apartment complexes, college dormitories and activity centers, or other high density settings need to address the issue of where to store bicycles while at home.

The City of San Marcos should take the lead to provide adequate bicycle parking at all public-access facilities. The university should follow suit with provision of bike racks at strategic locations on campus. Bicycle parking provisions should be encouraged, but not required initially, at work places and commercial development in the urbanized area.

Promote Bicycle/Transit Joint Use

The San Marcos Urban System should undertake studies and planning to implement service and facility improvements for intermodal trips using bicycles and transit. Bike racks at selected transit stops and transfer terminals will provide secure parking for cyclists who ride their bikes to and from bus routes. Bike racks on buses will enable cyclists to use bicycles at both ends of their transit trips.

Promote Bicycling and Walking

A coordinated approach of public information and awareness programs to promote bicycling and walking yields the best results. Such an approach may include events like bicycle-or walk-to-work days to encourage bicycling or walking trips to work and lead to more frequent use of these modes.

Magazines and other publications, advertisements and the news media, the involvement of trade organizations and other clubs, employer incentives offered to their employees to bike to and from work (reimbursement, parking, "flextime"), and the publication of maps are other promotional methods. Holding conferences, bicycle rallies, and "bike to work" days are a good way to bring together many elements of the bicycling and pedestrian community, give information, and strengthen group identity and a common mode of operation.

Prepare and Disseminate Public Information on Bicycle/Pedestrian Routes and Programs

As implementation of the hike and bike route network proceeds, prepare a San Marcos Bicycle and Pedestrian Guide showing bike routes and facilities. Widely distribute copies of the guide to residents and visitors.

Educate Bicyclists, Pedestrians, and the Public

Closely tied to promoting bicycling and walking, education for all road users helps ensure safe travel habits. Bicyclist/pedestrian programs typically maintain a variety of pamphlets, videos, brochures, and other resources pertaining to safe practices for individuals or groups. Dissemination of safety and educational materials may take many forms, drawing upon available resources:

- TxDOT maintains the full-time position of Bicycle and Pedestrian Coordinator, with similar part-time positions in each of its Districts. Information, materials, and technical assistance is available through TxDOT, including a motorist/bicyclist information pamphlet, "Don't Be a Bubbasaurus/Beastasaurus;"
- Working through the City Parks and Recreation Department's Summer Education Program, bike rodeos may be conducted and educational materials distributed to area youths. Other resources for these events include the City Police Department and local businesses such as Wal-Mart, who have conducted these activities in the past;
- Parent-Teacher Associations may serve as avenues for disseminating information on safety for pedestrian and bicycle activities to parents of school-age children.
- Working with the San Marcos Consolidated Independent School District and State Department of Education, the program may identify materials for distribution through the San Marcos schools to ensure that children receive age-appropriate instruction in bicyclist and pedestrian safety education. One excellent program is being developed by the Texas Bicycle Coalition.
- The State Division of Motor Vehicles can institute education programs for motorists on safely interacting with bicyclists and pedestrians.

Enforce Laws and Regulations

Effective enforcement entails the citing of pedestrian and bicyclist violations, as well as infractions of motor vehicle operators. Enhancing the safety of bicycling and walking will have the most success if enforcement, engineering, education, and encouragement efforts are coordinated.

States can take steps to encourage bicyclist and pedestrian enforcement at the local level, as well as examine vehicle codes which may include regulations or provisions that actually discourage bicycling and walking, such as not providing sidewalks for pedestrians. However, much of what can be done with regard to enforcement and regulation of bicyclist and pedestrian actions occurs

at the local level. Areas with a high likelihood of infractions and motor vehicle crashes involving bicyclists and pedestrians, such as central business districts and schools, should be targeted for high enforcement, perhaps by using police patrol on bicycles. In many cases, revisions of local traffic rules or consideration of new laws is needed to promote and encourage safer bicycling and walking. Proper education of law enforcement officers is necessary to assure that safe riding and walking practices are enforced in a consistent manner.

Policy Statements

To formalize the establishment of a bicycle and pedestrian program for the City of San Marcos, it may be desirable to have public comment and City Commission adoption of certain policies that will guide the city development of bicycle and pedestrian facilities and programs.

Sidewalks - In the urbanized area of San Marcos, pedestrian travel is and should be further encouraged as an integral part of the transportation system. It can be said that the presence of pedestrians along the streets is a life sign of the community. The quality and continuity of sidewalks play a significant role in encouraging pedestrian activity. Sidewalks have been ignored or even discarded over the years in the interest of reducing developer costs, and as school busing of pupils gradually replaces walking as a means of travel to neighborhood schools.

The following proposed policy statements and potential programs represent actions toward promoting a pedestrian-friendly atmosphere in San Marcos.

Policy Statement #1: Sidewalks

Sidewalks represent the most basic transportation facilities and should, in effect, be present along all urban streets, with the exception of very low volume residential streets where people can be expected to walk in the street and in rural areas where walking distances are too far to be practical.

Needed Action Items:

1. Inventory existing sidewalks along all arterial and collector streets, noting widths and condition. Identify high accident locations.
2. Develop an annual budgeted program of sidewalk construction and repair. Establish criteria to prioritize improvements such as level of existing and potential usage, connectivity, and safety concerns.
3. Update sidewalk design standards for San Marcos. The recommended urban sidewalk should be 5 feet in continuous width with a minimum of 3 feet of buffer between the edge of the sidewalk and the face of the roadway curb. ADA requirements state that pedestrian ways should experience grades of less than 1:12 and cross slopes of less than 1:50. Sight distances should be given due consideration. Surfaces should be firm, stable and slip resistant. Parallel surface irregularities should be no greater than 1/2 inch wide. At least 3 feet of the

walkway should be clear of obstructions. Street furniture and pole locations should be placed so that pedestrian movement is not impeded or complicated. At intersections, the maximum distance for crossing a street should be no more than 48 feet. For longer crossing distances, separated turn lanes, refuge islands, and medians should be used to reduce street crossing distance, especially at complex intersections. Sight distances for oncoming and turning traffic should provide an adequate view for motorists, bicyclists and pedestrians alike. Auxiliary left turn lanes should be minimized in heavily congested areas where a high volume of pedestrian traffic exists. Use of free right turns should be minimized where significant pedestrian activity is anticipated.

4. Pedestrian facilities should be maintained to ensure the safety and functionality of pedestrian flow. Periodic refurbishing and debris removal will help keep original design concepts intact. The degree of maintenance provided has a direct impact facility service life, effectiveness, level of use, liability and community image. Poor facility maintenance coveys a feeling of lack of security and fear for personal safety, often resulting in decreased facility usage with a possible increase in pedestrian accidents elsewhere due to the use of alternative, less safe routes.

5. In the interest of providing safe and alternative modes of transportation for bicyclists and pedestrians, and to encourage the construction of continuous sidewalk throughout the City, the following subsection is proposed to be added to the San Marcos City Code.

   Section 110.084 (c) Sidewalks required to be continuous.

   (1) Where an undeveloped lot of not more than <u>500</u> feet of street frontage is located between two developed lots, and where the sidewalk on either side of the undeveloped lot has a length longer than <u>200</u> feet, and where the continuity of the sidewalk is desired by the City for connecting pedestrians to activity centers, then City may notify the property owner identified on the current tax roll that the owner shall be responsible for construction of the sidewalk within the ensuing two (2) years, or in lieu of the construction of the sidewalk, the property owner shall place into an interest bearing escrow account within a period of two years the amount equal to the cost of constructing said sidewalk. The City shall then use such funds to construct the sidewalk within a period of 5 years. If the sidewalk is not constructed within 5 years, the funds shall be returned to the property owner of record with interest.

Bicycle Facilities - The following proposed policy statements and potential programs represent actions toward promoting a pedestrian-friendly atmosphere in San Marcos.

Policy Statement #2: Bicycle Facilities

The bicycle, as a low-cost and non-polluting form of personal transportation, shall be encouraged as an acceptable mode for utilization and recreational trip purposes.

Needed Action Items:

1. Bicycles are recognized as vehicles and should be accommodated on all roadways:
   a. All roadway improvement projects shall be reviewed for the ability to accommodate average bicyclists; non accommodation should be by exception.
   b. Develop an annual budgeted program of spot improvements for bicyclist safety on existing roadways.
   c. Develop an annual budgeted program of designated bikeway network expansion.
   d. Review the City's street cleaning and maintenance program, and modify as necessary to better accommodate bicyclists.
2. Hike and bike trails may serve both functional and recreational purposes:
   a. Be opportunistic in securing rights-of-way for corridors to develop trails that access desirable destinations or which make needed connections to other bikeways or across barriers.
   b. Develop a planned sequence of development of the trail system as opportunities arise. As much as possible, leverage the budgeted bikeway funding with outside funding sources for trail development.
3. Bicycle storage is essential to encourage and give order to the increased use of the bicycle to make trips:
   a. Bicycle parking racks should be conveniently provided at all public buildings.
   b. Investigate ways to integrate bicycling and transit (e.g. allow bikes in bus, bike racks on front of bus, bike racks at bus stations, etc.).
   c. Private developments should be encouraged to provide bicycle parking (e.g. reduced auto parking space requirements).
4. A bicycle safety education program should be initiated and should be closely coordinated with a follow-up enforcement program.
5. Bicycling encouragement programs should be initiated.
   a. These may consist of bike-to-work days, local recognition of National Bicycle Week in May each year, and special bicycling events (tours, races, rodeos).
   b. Employers should be encouraged to accommodate the bicyclist-employee trips to and from work. Accommodations may include: modified work schedules, bike storage at work, lockers and even showers at work.
   c. A map of bicycle routes in the city should be developed and distributed to inform bicyclists of desirable or improved facilities that form a network to accommodate trips throughout the city.

Appendix C
Bicycle and Pedestrian Facility Inventories

Table C-1
Existing and Proposed Bicycle Facilities

PRE FIX	NAME	SUFFIX	SUFFIX	FACILITY_TYPE	SOURCE	ROLE	SIDE WALK	LENGTH	LNS	PV
	Mill	St		Potential Bike Route	Sector 7 Plan	Local	Yes	112	2	G
W	San Antonio	St		Potential Bike Route		Regional	Yes	151	2	G
	Riverside	Dr		Potential Bike Route		Local	No	298	0	
N	Mitchell	St		Potential Bike Route		Local	No	133	0	
	Uhland	Rd		Potential Bike Route	Sector 7 Plan	Local	Yes	447	2	G
	Cheatham	St		Potential Bike Route		Local	Yes	77	4	G
	Belvin	St		Potential Bike Route		Regional	No	62	0	
W	MLK	Dr		Potential Bike Route		Local	No	186	0	
	Cheatham	St		Potential Bike Route		Local	Yes	175	4	G
	Craddock	Ave		Potential Bike Route		Local	No	235	0	
	Cheatham	St		Potential Bike Route		Local	Yes	123	4	G
S	LBJ	Dr		Potential Bike Lanes		TxDOT	No	301	0	
	Mill	St		Potential Bike Route	Sector 7 Plan	Local	Yes	113	2	G
E	Holland	St		Bike Lanes	Existing	Local	No	45	0	
	Prospect	St		Potential Bike Route	Sector 2 Plan	Local	No	140	0	
N	Bishop	St		Potential Bike Lanes	Sector 2 Plan	Local	Yes	185	2	F
	Cheatham	St		Potential Bike Route		Local	No	124	0	
S	Guadalupe	St		Potential Bike Lanes		TxDOT	No	186	0	
	Clovis Barker	Rd		Potential Bike Route	Sector 5 Plan	Local	No	1966	0	
W	MLK	Dr		Potential Bike Route		Local	No	85	0	
	CM Allen	Pkwy		Potential Bike Route		Regional	Yes	98	4	G
	Craddock	Ave	Ext	Planned Bike Path	CIP	Local	No	653	0	
	Wonder World	Dr	Ext	Planned Shoulders	Engr	TxDOT	No	2813	0	
	Wonder World	Dr	Ext	Planned Shoulders	Engr	TxDOT	No	1934	0	
N	LBJ	Dr		Potential Bike Trail		Local	No	134	0	
W	San Antonio	St		Potential Bike Route		Regional	Yes	125	2	G
N	Mitchell	St		Potential Bike Route		Local	No	169	0	
W	Grove	St		Potential Bike Lanes		TxDOT	Yes	122	3	G
	McKie	St		Potential Bike Route		Local	No	98	0	
	Prospect	St		Potential Bike Route	Sector 2 Plan	Local	No	89	0	
	Mill	St		Potential Bike Route	Sector 7 Plan	Local	Yes	112	2	G
	River	Rd		Potential Bike Lanes or Route		Regional	Yes	247	2	G
	Belvin	St		Potential Bike Route		Regional	No	109	0	
	Craddock	Ave		Planned Bike Path	CIP	Local	No	282	0	
	McKie	St		Potential Bike Route		Local	No	65	0	
N	LBJ	Dr		Potential Bike Trail		Local	No	92	0	
S	LBJ	Dr		Potential Bike Lanes		TxDOT	No	119	0	
S	Guadalupe	St		Potential Bike Lanes		TxDOT	Yes	116	2	F
	Prospect	St		Potential Bike Route	Sector 2 Plan	Local	No	111	0	
	River	Rd		Potential Bike Lanes or Route		Regional	Yes	256	2	G
W	San Antonio	St		Potential Bike Route		Regional	Yes	124	2	G
	Mill	St		Potential Bike Route	Sector 7 Plan	Local	Yes	107	2	G
W	Holland	St		Bike Lanes	Existing	Local	No	203	0	
	Prospect	St		Potential Bike Route	Sector 2 Plan	Local	No	73	0	

PRE FIX	NAME	SUFFIX	SUFFIX	FACILITY_TYPE	SOURCE	ROLE	SIDE WALK	LENGTH	LNS	PV
W	MLK	Dr		Potential Bike Route		Local	No	196	0	
S	Mitchell	St		Potential Bike Route		Local	No	149	0	
	CM Allen	Pkwy		Potential Bike Route		Regional	Yes	137	4	G
	Lee	St		Potential Bike Route		Local	No	77	0	G
	Lee	St		Potential Bike Route		Local	No	170	0	
	McKie	St		Potential Bike Route		Local	No	74	0	
	Belvin	St		Potential Bike Route		Regional	No	205	0	
	Lee	St		Potential Bike Route		Local	No	129	0	
S	Mitchell	St		Potential Bike Route		Local	No	93	0	
	River	Rd		Potential Bike Lanes or Route		Regional	Yes	118	2	G
W	Holland	St		Bike Lanes	Existing	Local	No	86	0	
	Academy	St		Potential Bike Route		Regional	No	96	0	
	Academy	St		Potential Bike Route		Regional	No	111	0	
N	LBJ	Dr		Potential Bike Trail		Local	No	134	0	
	Academy	St		Potential Bike Route		Regional	No	113	0	
	Academy	St		Potential Bike Route		Regional	No	132	0	
S	Guadalupe	St		Potential Bike Lanes		TxDOT	Yes	121	2	F
	Prospect	St		Potential Bike Route	Sector 2 Plan	Local	No	129	0	
	Aquarena Springs	Dr		Potential Trail	Sector 7 Plan	TxDOT	Yes	99	5	G
W	San Antonio	St		Potential Bike Route		Regional	Yes	154	2	G
	CM Allen	Pkwy		Potential Bike Route		Regional	Yes	94	4	G
	Craddock	Ave		Planned Bike Path	CIP	Local	No	216	0	
	Craddock	Ave		Planned Bike Path	CIP	Local	No	175	0	
	Blanco	St		Potential Bike Route		Regional	No	89	0	
	Burleson	St		Potential Bike Route		Local	No	114	0	
	Burleson	St		Potential Bike Route		Local	No	176	0	
	River	Rd		Potential Bike Lanes or Route		Regional	Yes	888	2	G
S	Mitchell	St		Potential Bike Route		Local	No	92	0	
N	Bishop	St		Potential Bike Lanes		Local	Yes	113	2	F
S	LBJ	Dr		Potential Bike Route		Local	No	117	0	
	Belvin	St		Potential Bike Route		Regional	No	165	0	
S	Mitchell	St		Potential Bike Route		Local	No	88	0	
S	Guadalupe	St		Potential Bike Lanes		TxDOT	Yes	118	2	F
	Roosevelt	St		Potential Bike Route		Local	No	71	2	F
	Aquarena Springs	Dr		Potential Trail	Sector 7 Plan	TxDOT	Yes	454	5	G
	Hunter	Rd		Existing Shoulders	Existing	TxDOT	Yes	195	5	E
	Aquarena Springs	Dr		Potential Trail	Sector 7 Plan	TxDOT	Yes	92	5	G
	CM Allen	Pkwy		Potential Bike Route		Regional	Yes	171	4	G
	Eastwood	St		Potential Bike Route	Sector 7 Plan	Local	No	230	0	
	Hunter	Rd		Existing Shoulders	Existing	TxDOT	Yes	504	5	E
	Aquarena Springs	Dr		Planned Bike Lanes		Regional	No	972	0	
	Aquarena Springs	Dr		Potential Trail	Sector 7 Plan	TxDOT	Yes	119	5	G
W	Holland	St		Bike Lanes	Existing	Local	No	126	0	
	Aquarena	Dr		Potential Trail	Sector 7 Plan	TxDOT	Yes	107	5	G

PRE FIX	NAME	SUFFIX	SUFFIX	FACILITY_TYPE	SOURCE	ROLE	SIDE WALK	LENGTH	LNS	PV
	Springs									
	Roosevelt	St		Potential Bike Route		Local	No	125	2	F
S	Guadalupe	St		Potential Bike Lanes		TxDOT	Yes	241	2	F
W	San Antonio	St		Potential Bike Route		Regional	Yes	220	2	G
	Aquarena Springs	Dr		Potential Trail	Sector 7 Plan	TxDOT	No	303	0	
S	Guadalupe	St		Potential Bike Lanes		TxDOT	Yes	57	2	F
N	LBJ	Dr		Potential Bike Trail		Local	No	144	0	
N	LBJ	Dr		Potential Bike Route		Local	No	94	0	
W	San Antonio	St		Potential Bike Route		Regional	Yes	39	2	
	Roosevelt	St		Potential Bike Route		Local	No	124	2	F
	Thorpe	Ln		Potential Bike Lanes	Sector 7 Plan	Local	No	105	0	
	River	Rd		Potential Bike Lanes or Route		Regional	Yes	406	2	G
	Gravel	St		Potential Bike Route		Local	No	235	0	
S	Mitchell	St		Potential Bike Route		Local	No	156	0	
	Belvin	St		Potential Bike Route		Regional	No	266	0	
	River	Rd		Potential Bike Lanes or Route		Regional	Yes	274	2	G
W	Holland	St		Bike Lanes	Existing	Local	No	139	0	
W	San Antonio	St		Potential Bike Route		Regional	Yes	64	2	G
	Ranch Road 12			Potential Shoulders	Wonder World Drive Land Use Plan	Regional	No	1307	0	
	Ranch Road 12			Potential Shoulders	Sector 2 Plan	Regional	Yes	319	2	G
S	Guadalupe	St		Potential Bike Lanes		TxDOT	Yes	166	2	F
	Ranch Road 12			Potential Shoulders	Sector 2 Plan	Regional	Yes	474	2	G
N	LBJ	Dr		Potential Bike Trail		Local	No	111	0	
	Ranch Road 12			Potential Shoulders	Sector 2 Plan	Regional	Yes	169	2	G
	Ranch Road 12			Potential Shoulders	Sector 2 Plan	Regional	No	422	0	
	Ranch Road 12			Potential Shoulders	Sector 2 Plan	Regional	No	453	0	
	Ranch Road 12			Potential Trail	Sector 2 Plan	Regional	No	138	0	
	Ranch Road 12			Potential Trail	Sector 2 Plan	Regional	No	101	0	
	Ranch Road 12			Potential Shoulders or Lanes	Sector 2 Plan	Regional	Yes	69	2	G
W	San Antonio	St		Potential Bike Route		Regional	No	115	0	
	Ranch Road 12			Potential Shoulders or Lanes	Sector 2 Plan	Regional	Yes	193	2	G
	Ranch Road 12			Potential Shoulders or Lanes	Sector 2 Plan	Regional	Yes	433	2	G
	Thorpe	Ln		Potential Bike Lanes	Sector 7 Plan	Local	Yes	153	4	G
N	Bishop	St		Potential Bike Lanes		Local	No	158	0	
	Leah	St		Potential Bike Trail	Sector 5 Plan	Local	No	289	0	
	Craddock	Ave		Planned Bike Path	CIP	Local	No	113	0	
N	Mitchell	St		Potential Bike Route		Local	No	102	0	
	Franklin	St		Potential Bike Lanes or Route	Sector 2 Plan	Local	No	109	0	
	Love	St		Potential Bike Route		Local	No	120	0	
W	San Antonio	St		Potential Bike Route		Regional	No	228	0	
	Hunter	Rd		Potential Bike Lanes		TxDOT	Yes	280	2	G
	Dixon	St		Potential Bike Route		Regional	No	111	0	

PRE FIX	NAME	SUFFIX	SUFFIX	FACILITY_TYPE	SOURCE	ROLE	SIDE WALK	LENGTH	LNS	PV
	River	Rd		Potential Bike Lanes or Route		Regional	No	1095	0	
N	Bishop	St		Potential Bike Lanes	Sector 2 Plan	Local	Yes	109	2	F
W	Holland	St		Potential Bike Lanes		Regional	Yes	270	2	G
	Perkins	St		Potential Bike Route		Local	No	345	0	
	Post	Rd		Planned Bike Lanes	CIP	Regional	No	758	0	
	Post	Rd		Planned Bike Lanes	CIP	Regional	Yes	478	2	F
	Post	Rd		Planned Bike Lanes	CIP	Regional	No	284	0	
	Post	Rd		Planned Bike Lanes	CIP	Regional	No	300	0	
	Franklin	St		Potential Bike Lanes or Route	Sector 2 Plan	Local	No	294	0	
	Patton	St		Potential Bike Route		Local	No	105	0	
	Patton	St		Potential Bike Route		Local	No	151	0	
	River	Rd		Potential Bike Lanes or Route		Regional	Yes	117	2	G
	Craddock	Ave		Planned Bike Path	CIP	Local	No	126	0	
	De Zavala	Dr		Potential Bike Route		Local	Yes	349	0	
	Stagecoach	Trl		Potential Bike Route		Local	Yes	771	4	E
S	Stagecoach	Trl		Potential Bike Route		Local	No	669	0	
	University	Dr		Potential Bike Route		TxDOT	Yes	96	5	G
	Wonder World	Dr		Existing Shoulders	Existing & Planned	TxDOT	No	373	0	
	Wonder World	Dr		Existing Shoulders	Existing & Planned	TxDOT	No	430	0	
	Wonder World	Dr		Potential Bike Lanes	Sector 5 Plan	TxDOT	Yes	411	5	G
	Wonder World	Dr		Potential Bike Lanes	Sector 5 Plan	TxDOT	Yes	234	5	G
	Wonder World	Dr		Potential Bike Lanes	Sector 5 Plan	TxDOT	Yes	242	5	G
	Sadler	Dr		Planned Bike Path	Developer	Local	No	94	0	
	Wonder World	Dr		Potential Bike Lanes	Sector 5 Plan	TxDOT	Yes	826	5	G
	Thorpe	Ln		Potential Bike Lanes	Sector 7 Plan	Local	Yes	500	4	G
	Franklin	St		Potential Bike Lanes or Route	Sector 2 Plan	Local	No	280	0	
	Hunter	Rd		Potential Bike Lanes		TxDOT	Yes	186	2	G
	Craddock	Ave		Planned Bike Path	CIP	Local	No	128	0	
	Lime Kiln	Rd		Potential Bike Lanes	Sector 7 Plan	Local	No	988	0	
	River	Rd		Potential Bike Lanes or Route		Regional	Yes	272	4	G
	Franklin	St		Potential Bike Lanes or Route	Sector 2 Plan	Local	No	94	0	
	Perkins	St		Potential Bike Route		Local	No	121	0	
	Thorpe	Ln		Potential Bike Lanes	Sector 7 Plan	Local	Yes	337	4	G
	Franklin	St		Potential Bike Lanes or Route	Sector 2 Plan	Local	No	104	0	
	Hunter	Rd		Planned Shoulders		TxDOT	No	74	0	
	Hunter	Rd		Planned Shoulders		TxDOT	No	176	0	
	Hunter	Rd		Planned Shoulders		TxDOT	No	190	0	
	Hunter	Rd		Planned Shoulders		TxDOT	No	329	0	
	Hunter	Rd		Planned Shoulders		TxDOT	No	1356	0	
E	Hopkins	St		Potential Trail		TxDOT	Yes	214	4	G
	Hunter	Rd		Planned Shoulders		TxDOT	No	1861	0	
E	Hopkins	St		Potential Trail		TxDOT	Yes	600	4	G
	Hunter	Rd		Planned Shoulders		TxDOT	Yes	511	5	E

PRE FIX	NAME	SUFFIX	SUFFIX	FACILITY_TYPE	SOURCE	ROLE	SIDE WALK	LENGTH	LNS	PV
	Craddock	Ave		Planned Bike Path	CIP	Local	No	153	0	
	Hunter	Rd		Potential Bike Lanes		TxDOT	Yes	373	2	G
	River	Rd		Potential Bike Lanes or Route		Regional	Yes	781	4	G
	Franklin	St		Potential Bike Lanes or Route	Sector 2 Plan	Local	Yes	105	2	G
	Stagecoach	Trl		Potential Bike Route		Local	Yes	96	4	E
E	Hopkins	St		Potential Trail		TxDOT	Yes	219	4	G
	Stagecoach	Trl		Potential Bike Route		Local	Yes	150	4	E
N	CM Allen	Pkwy		Potential Bike Route		TxDOT	Yes	148	4	G
E	Hutchison	St		Potential Bike Route		TxDOT	No	174	0	
	Franklin	St		Potential Bike Lanes or Route	Sector 2 Plan	Local	No	112	0	
E	Hutchison	St		Potential Bike Route		TxDOT	No	128	0	
E	Hutchison	St		Potential Bike Route		TxDOT	No	129	0	
	Perkins	St		Potential Bike Route		Local	No	115	0	
W	Hutchison	St		Potential Bike Route		Regional	No	120	0	
	Cheatham	St		Potential Bike Route		Local	Yes	99	2	G
W	Hutchison	St		Potential Bike Route		Regional	No	109	0	
	Blanco	St		Potential Bike Route		Regional	No	113	0	
	Franklin	St		Potential Bike Lanes or Route	Sector 2 Plan	Local	No	128	0	
W	Hutchison	St		Potential Bike Route		Regional	No	168	0	
E	Hopkins	St		Potential Trail		TxDOT	Yes	382	4	G
	Post	Rd		Potential Bike Lanes		Regional	No	3294	0	
N	CM Allen	Pkwy		Potential Bike Route		Regional	Yes	140	4	G
	Hunter	Rd		Existing Shoulders	Existing	TxDOT	Yes	231	5	E
	Yarrington	Rd		Potential Bike Route		Regional	No	3382	0	
	Harris Hill	Rd		Potential Bike Route		Regional	No	4443	0	
	Riverside	Dr		Potential Bike Route		Local	No	130	0	
N	LBJ	Dr		Potential Bike Lanes		TxDOT	Yes	129	3	G
	Prospect	St		Potential Bike Route	Sector 2 Plan	Local	No	111	0	
N	Guadalupe	St		Potential Bike Lanes		TxDOT	No	126	0	
	Blanco	St		Potential Bike Route		Regional	No	68	0	
	Uhland	Rd		Potential Bike Lanes		Regional	No	1436	0	
N	Bishop	St		Potential Bike Lanes	Sector 2 Plan	Local	Yes	121	2	F
	Hazelton	St		Potential Bike Route	Sector 2 Plan	Local	No	197	0	
W	Hutchison	St		Potential Bike Route		Regional	No	139	0	
	Hunter	Rd		Existing Shoulders	Existing	TxDOT	Yes	238	5	E
	Broadway	St		Potential Bike Lanes or Route	Sector 5 Plan	Local	No	120	0	
	Cheatham	St		Potential Bike Route		Local	Yes	205	2	G
N	LBJ	Dr		Potential Bike Lanes		TxDOT	Yes	127	3	G
E	San Antonio	St		Potential Bike Route		Regional	No	128	0	
	Broadway	St		Potential Bike Lanes or Route	Sector 5 Plan	Local	Yes	97	0	
	Hazelton	St		Potential Bike Route	Sector 2 Plan	Local	No	103	0	
	Blanco	St		Potential Bike Route		Regional	No	116	0	
	Broadway	St		Potential Bike Lanes or Route	Sector 5 Plan	Local	Yes	106	4	G

PRE FIX	NAME	SUFFIX	SUFFIX	FACILITY_TYPE	SOURCE	ROLE	SIDE WALK	LENGTH	LNS	PV
E	San Antonio	St		Potential Bike Route		Regional	Yes	126	2	G
N	Guadalupe	St		Potential Bike Lanes		TxDOT	No	101	0	
	Hunter	Rd		Existing Shoulders	Existing	TxDOT	Yes	301	5	E
E	San Antonio	St		Potential Bike Route		Regional	Yes	130	2	G
	Broadway	St		Potential Bike Lanes or Route	Sector 5 Plan	Local	Yes	99	4	G
W	San Antonio	St		Potential Bike Route		Regional	Yes	120	2	G
W	San Antonio	St		Potential Bike Route		Regional	Yes	83	2	G
N	Bishop	St		Potential Bike Lanes	Sector 2 Plan	Local	Yes	109	2	F
	Hazelton	St		Potential Bike Route	Sector 2 Plan	Local	No	106	0	
W	Hutchison	St		Potential Bike Route		Regional	No	206	0	
	Blanco	St		Potential Bike Route		Regional	No	118	0	
	Riverside	Dr		Potential Bike Route		Local	No	231	0	
	Broadway	St		Potential Bike Lanes or Route	Sector 5 Plan	Local	Yes	236	4	G
S	Edward Gary	St		Potential Bike Route		Local	No	284	0	
	Broadway	St		Potential Bike Lanes or Route	Sector 5 Plan	Local	Yes	130	4	G
N	CM Allen	Pkwy		Potential Bike Route		Regional	Yes	128	4	G
	Riverside	Dr		Potential Bike Route		Local	No	158	0	
	Cheatham	St		Potential Bike Route		Local	Yes	259	2	G
	Hazelton	St		Potential Bike Route	Sector 2 Plan	Local	No	107	0	
N	Bishop	St		Potential Bike Lanes	Sector 2 Plan	Local	Yes	128	2	F
W	San Antonio	St		Potential Bike Route		Regional	Yes	149	2	G
	CM Allen	Pkwy		Potential Bike Route		Regional	No	203	0	
W	Hutchison	St		Potential Bike Route		Regional	No	131	0	
	Leah	Ave		Potential Bike Lanes	Sector 5 Plan	Local	No	131	0	
	Hazelton	St		Potential Bike Route	Sector 2 Plan	Local	No	130	0	
	Leah	Ave		Potential Bike Lanes	Sector 5 Plan	Local	No	64	0	
	Leah	Ave		Potential Bike Lanes		Local	Yes	382	2	G
	Wonder World	Dr		Existing Shoulders	Existing & Planned	TxDOT	No	243	0	
S	LBJ	Dr		Potential Bike Lanes		TxDOT	Yes	203	3	G
	Leah	Ave		Potential Bike Lanes		Local	Yes	268	2	G
	De Zavala	Dr		Potential Bike Lanes	Sector 5 Plan	Local	No	715	0	
W	San Antonio	St		Potential Bike Route		Regional	Yes	135	2	G
	Wonder World	Dr		Existing Shoulders	Existing & Planned	TxDOT	No	210	0	
E	MLK	Dr		Potential Bike Route		Local	No	127	0	
S	Guadalupe	St		Potential Bike Lanes		TxDOT	No	230	0	
	Leah	Ave		Potential Bike Lanes		Local	Yes	209	3	E
N	Bishop	St		Potential Bike Lanes	Sector 2 Plan	Local	Yes	110	2	F
N	LBJ	Dr		Potential Bike Route		Local	No	181	0	
N	LBJ	Dr		Potential Bike Route		Local	No	99	0	
	Wonder World	Dr		Existing Shoulders	Existing & Planned	TxDOT	No	107	0	
W	MLK	Dr		Potential Bike Route		Local	No	120	0	
	River	Rd		Potential Bike Lanes or Route		Regional	Yes	458	2	G
W	MLK	Dr		Potential Bike Route		Local	No	109	0	

PRE FIX	NAME	SUFFIX	SUFFIX	FACILITY_TYPE	SOURCE	ROLE	SIDE WALK	LENGTH	LNS	PV
	Belvin	St		Potential Bike Route		Regional	No	152	0	
	Craddock	Ave		Potential Bike Route		Local	No	345	0	
N	LBJ	Dr		Potential Bike Route		Local	No	274	0	
W	MLK	Dr		Potential Bike Route		Local	No	102	0	
N	LBJ	Dr		Potential Bike Route		Local	No	130	0	
	CM Allen	Pkwy		Potential Bike Route		Regional	No	418	0	
	Cheatham	St		Potential Bike Route		Local	Yes	257	2	G
S	LBJ	Dr		Potential Bike Lanes		TxDOT	Yes	100	3	G
W	MLK	Dr		Potential Bike Route		Local	No	103	0	
N	Bishop	St		Potential Bike Lanes	Sector 2 Plan	Local	Yes	111	2	F
	Craddock	Ave		Potential Bike Route		Local	No	391	0	
	Hazelton	St		Potential Bike Route	Sector 2 Plan	Local	No	116	0	
	Uhland	Rd		Potential Bike Route	Sector 7 Plan	Local	Yes	99	2	G
	Cheatham	St		Potential Bike Route		Local	Yes	109	2	G
	Craddock	Ave		Potential Bike Route		Local	No	380	0	
	Riverside	Dr		Potential Bike Route		Local	No	141	0	
W	San Antonio	St		Potential Bike Route		Regional	Yes	133	2	G
N	LBJ	Dr		Potential Bike Route		Local	No	123	0	
	Belvin	St		Potential Bike Route		Regional	No	154	0	
	Hazelton	St		Potential Bike Route	Sector 2 Plan	Local	No	104	0	
N	Bishop	St		Potential Bike Lanes	Sector 2 Plan	Local	Yes	112	2	F
	Uhland	Rd		Potential Bike Route	Sector 7 Plan	Local	Yes	110	2	G
E	Holland	St		Bike Lanes	Existing	Local	No	80	0	
S	Guadalupe	St		Potential Bike Lanes		TxDOT	No	215	0	
W	MLK	Dr		Potential Bike Route		Local	No	107	0	
	Belvin	St		Potential Bike Route		Regional	No	123	0	
	Uhland	Rd		Potential Bike Route	Sector 7 Plan	Local	Yes	111	2	G
W	San Antonio	St		Potential Bike Route		Regional	Yes	149	2	G
	Cheatham	St		Potential Bike Route		Local	Yes	449	4	G
N	Bishop	St		Potential Bike Lanes	Sector 2 Plan	Local	Yes	112	2	F
N	LBJ	Dr		Potential Bike Trail		Local	No	374	0	
	Clovis Barker	Rd		Potential Bike Route	Sector 5 Plan	Local	No	382	0	
E	Holland	St		Bike Lanes	Existing	Local	No	188	0	
	Prospect	St		Potential Bike Route	Sector 2 Plan	Local	No	124	0	
	Uhland	Rd		Potential Bike Route	Sector 7 Plan	Local	Yes	160	2	G
	Hunter	Rd		Planned Shoulders		TxDOT	Yes	725	5	E
S	LBJ	Dr		Potential Bike Route		Local	No	119	0	
N	Bishop	St		Potential Bike Lanes	Sector 2 Plan	Local	Yes	98	2	F
N	Bishop	St		Potential Bike Lanes	Sector 2 Plan	Local	Yes	247	2	G
N	Bishop	St		Potential Bike Lanes	Sector 2 Plan	Local	Yes	149	2	G
N	Bishop	St		Potential Bike Lanes	Sector 2 Plan	Local	Yes	22	2	G
	Craddock	Ave		Planned Bike Path	CIP	Local	No	133	0	
	Belvin	St		Potential Bike Route		Regional	No	128	0	
W	San Antonio	St		Potential Bike Route		Regional	Yes	110	2	G
E	Holland	St		Bike Lanes	Existing	Local	No	99	0	
	Leah	Ave		Potential Bike Lanes		Local	Yes	561	3	E
				Potential Bike Lanes		Local	No	386	0	

PRE FIX	NAME	SUFFIX	SUFFIX	FACILITY_TYPE	SOURCE	ROLE	SIDE WALK	LENGTH	LNS	PV
				Potential Trail		Local	No	1775	0	
	Cottonwood	Pkwy		Potential Bike Path or Lanes	Sector 5 Plan	Local	No	347	0	
	Cottonwood	Pkwy		Potential Bike Path or Lanes	Sector 5 Plan	Local	No	230	0	
	Cottonwood	Pkwy		Potential Bike Path or Lanes	Sector 5 Plan	Local	No	409	0	
	Cottonwood	Pkwy		Potential Bike Path or Lanes	Sector 5 Plan	Local	No	611	0	
	Sadler	Dr		Planned Bike Path	Developer	Local	No	622	0	
	Aquarena Springs	Dr		Planned Bike Lanes		Regional	No	359	0	
	Civic Center	Lp		Potential Bike Lanes		Local	No	337	0	
	River Ridge	Pkwy	Ext	Potential Bike Lanes		Regional	No	2575	0	
	Ranch Road 12			Potential Shoulders	TxDOT	TxDOT	No	2306	0	
	Old Stagecoach	Rd		Potential Bike Lanes		Regional	No	3745	0	
	Hunter	Rd		Planned Shoulders		TxDOT	No	1227	0	
	Rogers	St		Potential Bike Route		Regional	No	61	0	
	Scott	St		Potential Bike Route		Regional	No	28	0	
	Post	Rd		Planned Bike Lanes		Regional	No	281	0	
W	Hopkins	St						123	2	G
	Elm Hill	Ct						162	2	G
	Barbara	Dr						174	2	G
	Patton	St						72	2	G
W	Hopkins	St						122	2	G
N	Bishop	St		Potential Bike Lanes				104	2	F
	Barbara	Dr						162	2	G
	Barbara	Dr						71	2	G
N	Bishop	St		Potential Bike Lanes				209	2	F
	Barbara	Dr						105	2	G
	Clearview	Cir						188	2	G
W	Hopkins	St						375	2	G
	Barbara	Dr						202	2	G
	West	Ave						438	2	G
	Foxtail	Run						270	4	E
	Hwy 123			Existing Shoulders				430	4	G
	Hwy 123			Existing Shoulders				255	4	G
	Hwy 123			Existing Shoulders				386	4	G
	Hwy 123			Existing Shoulders				503	4	G
	Hwy 123			Existing Shoulders				237	4	G
	IH35							197	3	G
	IH35							199	3	G
	IH35							298	3	G
	IH35							321	3	G
	IH35							114	3	G
	IH35							121	3	G
	IH35							296	3	G
	IH35							138	3	G
	IH35							188	3	G

PRE FIX	NAME	SUFFIX	SUFFIX	FACILITY_TYPE	SOURCE	ROLE	SIDE WALK	LENGTH	LNS	PV
	IH35							53	3	G
	IH35							59	3	G
	Alamo	St						156	2	G
	IH35							359	3	G
	IH35							98	3	G
	IH35							179	3	G
	IH35							405	2	F
	IH35							204	2	F
	IH35							606	2	F
	IH35							289	2	F
	IH35							1143	2	F
	IH35							1640	2	F
	Barbara	Dr						215	2	G
	Alamo	St						112	2	G
	Lago Vista	Dr						255	2	E
	Lockwood	Dr						116	2	G
	Alamo	St						113	2	G
	Benning	St						76	2	E
	Benning	St						80	2	E
	Stagecoach	Trl						306	4	E
	Stagecoach	Trl						193	4	E
	Alamo	St						117	2	G
	Stagecoach	Trl						429	4	E
	Patton	St						78	2	G
	Patton	St						156	2	G
	Foxtail	Run						82	4	E
	Stagecoach	Trl						255	4	E
	Missum	Pt						127	2	E
	Deer Stand	Lp						553	2	E
	University	Dr						124	4	G
	University	Dr						119	4	G
	University	Dr						132	4	E
	University	Dr						130	4	E
	Stagecoach	Trl						272	4	E
	Stagecoach	Trl						360	4	E
	Stagecoach	Trl		Potential Bike Route				253	4	E
E	Hopkins	St		Potential Trail				93	4	G
E	Hopkins	St		Potential Trail				210	4	G
E	Hopkins	St						130	4	G
E	Hopkins	St						127	4	G
E	Hopkins	St						128	4	G
W	Hopkins	St						120	4	G
W	Hopkins	St						110	4	G
W	Hopkins	St						167	4	G
	Lockwood	Dr						144	2	G
	Candlelight	Ln						297	2	G
W	Hopkins	St						61	4	G

PRE FIX	NAME	SUFFIX	SUFFIX	FACILITY_TYPE	SOURCE	ROLE	SIDE WALK	LENGTH	LNS	PV
	Candlelight	Ln						243	2	G
	Lockwood	Dr						271	2	G
	Peter Garza	St						467	2	G
W	Hopkins	St						209	2	G
	San Marcos	Pkwy						236	2	G
	Oak Ridge	Dr						487	2	G
	Ashley	Ct						66	2	E
W	Hopkins	St						131	2	G
	Clearview	Cir						191	2	G
	Hilltop	Dr						252	2	E
	Oak Ridge	Dr						521	2	G
	Overlook	Way						247	2	E
	Hilltop	Dr						88	2	E
	Lago Vista	Dr						177	2	E
	Elm Hill	Ct						243	2	G
	Mira Loma	Ln						267	2	E
	Lago Vista	Dr						128	2	E
	Barbara	Dr						142	2	G
	Hilltop	Dr						110	2	E
	Crystal	Cv						61	2	E
	Lago Vista	Dr						73	2	E
	Hilltop	Dr						221	2	E
W	Hopkins	St						151	2	G
	LBJ	Cv						31	0	
W	Hopkins	St						152	2	G
	Barbara	Dr						205	2	G
	Third	St						71	2	F
	Third	St						110	2	F
	Third	St						109	2	F
	Forest	Dr						228	2	G
	Moore	St		Potential Bike Route				183	2	G
	Moore	St		Potential Bike Route				70	2	G
	Moore	St		Potential Bike Route				70	2	G
	Moore	St						114	2	G
	Moore	St						117	2	G
	Stagecoach	Trl						8	0	E
	Lime Kiln	Rd		Potential Bike Lanes		Local	No	2325	0	
	Lime Kiln	Rd		Potential Shoulders or Lanes		Local	No	1446	0	
	Hilliard	Rd						2552	0	
	Moore	St						103	0	
	Moore	St						82	0	
				Potential Bike Route				115	0	
				Potential Bike Route				122	0	
				Potential Bike Route				183	0	
				Potential Bike Route				70	0	
				Potential Bike Route				142	0	

PRE FIX	NAME	SUFFIX	SUFFIX	FACILITY_TYPE	SOURCE	ROLE	SIDE WALK	LENGTH	LNS	PV
				Potential Bike Route				70	0	
	Linda	St		Potential Bike Route				194	0	
	Linda	St		Potential Bike Route				238	0	
	Bugg			Potential Bike Route				115	0	
	Bugg			Potential Bike Route				104	0	
	Bugg			Potential Bike Route				135	0	
	Bugg			Potential Bike Route				147	0	
	Bugg			Potential Bike Route				138	0	
	Linda	St		Potential Bike Route				537	0	
				Potential Trail				1635	0	
				Trail				1354	0	
				Potential Bike Route				101	0	
				Potential Bike Route				119	0	
				Potential Bike Route				123	0	
				Potential Bike Route				184	0	
				Potential Bike Route				507	0	
				Potential Bike Route				93	0	
				Potential Bike Route				104	0	
				Potential Bike Route				113	0	
				Potential Bike Route				201	0	
				Potential Bike Route				214	0	
				Potential Bike Route				36	0	
				Potential Bike Route				119	0	
				Potential Bike Route				119	0	
				Potential Bike Route				150	0	
				Potential Bike Route				302	0	
				Potential Bike Route				143	0	
				Potential Bike Lanes				104	0	
				Potential Bike Route				96	0	
				Potential Bike Lanes				209	0	
				Potential Bike Route				210	0	
	Hwy 123			Existing Shoulders				6255	0	
				Potential Trail				471	0	
	River Ridge	Pkwy		Potential Bike Route				746	0	
	Daisy	St		Potential Bike Route				396	0	
	Paintbrush			Potential Bike Route				365	0	
				Potential Trail				114	0	
	Blanco	St		Potential Bike Route				104	0	
	Blanco	St		Potential Bike Route				76	0	
	Blanco	St		Potential Bike Route				104	0	
E	McCarty	Ln		Potential Bike Lanes				540	0	
W	McCarty	Ln		Potential Bike Route				242	0	
W	McCarty	Ln		Potential Bike Route				107	0	
W	McCarty	Ln		Potential Bike Route				2970	0	
E	McCarty	Ln		Potential Bike Lanes				518	0	
W	McCarty	Ln		Potential Bike Route				398	0	
E	McCarty	Ln		Potential Bike Lanes				1503	0	

PRE FIX	NAME	SUFFIX	SUFFIX	FACILITY_TYPE	SOURCE	ROLE	SIDE WALK	LENGTH	LNS	PV
				Potential Trail				0	0	
				Trail				0	0	
				Potential Bike Lanes				0	0	
	Post	Rd		Potential Bike Lanes		Regional	No	958	0	
	Post	Rd		Potential Bike Route		Regional	No	1943	0	
				Potential Trail				0	0	
				Potential Trail				0	0	
	Highway 21	Hwy		Potential Shoulders				0	0	
				Potential Trail				0	0	
				Potential Trail				0	0	
				Potential Trail				0	0	
				Potential Bike Lanes				0	0	
	Bishop			Potential Trail		Local	No	734	0	
	Bishop			Potential Bike Path or Lanes		Local	No	855	0	
	Quail	Run		Potential Bike Route				0	0	
	Staples	Rd		Potential Bike Lanes				0	0	
				Potential Shoulders or Lanes				0	0	

LNS = Lanes
PV = Pavement Conditions

Table C-2
Existing and Proposed Pedestrian Facilities

PRE FIX	NAME	SUFFIX	STAGE	LENGTH	DIR	LNS	PV	COMMENTS
	Third	St	Existing Sidewalk	105	2	2	F	
	Third	St	Existing Sidewalk	110	2	2	F	
	Third	St	Existing Sidewalk	109	2	2	F	
	Alamo	St	Existing Sidewalk	156	2	2	G	
	Alamo	St	Existing Sidewalk	112	2	2	G	
	Alamo	St	Existing Sidewalk	113	2	2	G	
	Alamo	St	Existing Sidewalk	117	2	2	G	
	Aquarena Springs	Dr	Existing Sidewalk	99	2	5	G	
	Aquarena Springs	Dr	Existing Sidewalk	454	2	5	G	
	Aquarena Springs	Dr	Existing Sidewalk	92	2	5	G	
	Aquarena Springs	Dr	Existing Sidewalk	119	2	5	G	
	Aquarena Springs	Dr	Existing Sidewalk	107	2	5	G	
	Aquarena Springs	Dr	Existing Sidewalk	288	2	5	G	
	Ashley	Ct	Existing Sidewalk	66	2	2	E	New Residential Development
	Barbara	Dr	Existing Sidewalk	174	2	2	G	
	Barbara	Dr	Existing Sidewalk	162	2	2	G	
	Barbara	Dr	Existing Sidewalk	71	2	2	G	
	Barbara	Dr	Existing Sidewalk	105	2	2	G	
	Barbara	Dr	Existing Sidewalk	202	2	2	G	
	Barbara	Dr	Existing Sidewalk	215	2	2	G	
	Barbara	Dr	Existing Sidewalk	142	2	2	G	
	Barbara	Dr	Existing Sidewalk	205	2	2	G	
	Benning	Dr	Existing Sidewalk	76	2	2	E	New Residential Development
	Benning	Dr	Existing Sidewalk	80	2	2	E	New Residential Development
	Bishop	St	Proposed Sidewalk	185	2	2	F	Intermittent sidewalks
	Bishop	St	Proposed Sidewalk	104	2	2	F	Intermittent sidewalks
	Bishop	St	Proposed Sidewalk	209	2	2	F	Intermittent sidewalks
	Bishop	St	Existing Sidewalk	113	2	2	F	
	Bishop	St	Existing Sidewalk	109	2	2	F	
	Bishop	St	Existing Sidewalk	121	2	2	F	
	Bishop	St	Existing Sidewalk	109	2	2	F	
	Bishop	St	Existing Sidewalk	128	2	2	F	
	Bishop	St	Existing Sidewalk	110	2	2	F	
	Bishop	St	Existing Sidewalk	111	2	2	F	
	Bishop	St	Existing Sidewalk	112	2	2	F	
	Bishop	St	Proposed Sidewalk	112	2	2	F	Intermittent sidewalks
	Bishop	St	Existing Sidewalk	98	2	2	F	
	Bishop	St	Existing Sidewalk	247	2	2	G	New Subdivision
	Bishop	St	Existing Sidewalk	149	2	2	G	New Subdivision
	Bishop	St	Existing Sidewalk	22	2	2	G	New Subdivision
	Broadway		Existing Sidewalk	106	2	4	G	

PREFIX	NAME	SUFFIX	STAGE	LENGTH	DIR	LNS	PV	COMMENTS
	Broadway		Existing Sidewalk	99	2	4	G	
	Broadway		Existing Sidewalk	236	2	4	G	
	Broadway		Existing Sidewalk	130	2	4	G	
	C.M. Allen	Pkwy	Proposed Sidewalk	98	2	4	G	
	C.M. Allen	Pkwy	Proposed Sidewalk	137	2	4	G	
	C.M. Allen	Pkwy	Proposed Sidewalk	94	2	4	G	
	C.M. Allen	Pkwy	Proposed Sidewalk	171	2	4	G	
	C.M. Allen	Pkwy	Proposed Sidewalk	148	2	4	G	
	C.M. Allen	Pkwy	Proposed Sidewalk	140	2	4	G	
	C.M. Allen	Pkwy	Proposed Sidewalk	128	2	4	G	
	Candlelight	Ln	Existing Sidewalk	297	2	2	G	
	Candlelight	Ln	Existing Sidewalk	243	2	2	G	
	Cheatham	St	Existing Sidewalk	77	2	4	G	
	Cheatham	St	Existing Sidewalk	175	2	4	G	
	Cheatham	St	Existing Sidewalk	123	2	4	G	
	Cheatham	St	Existing Sidewalk	99	2	2	G	
	Cheatham	St	Existing Sidewalk	205	2	2	G	
	Cheatham	St	Existing Sidewalk	259	2	2	G	
	Cheatham	St	Existing Sidewalk	257	2	2	G	
	Cheatham	St	Existing Sidewalk	109	2	2	G	
	Cheatham	St	Existing Sidewalk	449	2	4	G	
	Clearview	Cir	Existing Sidewalk	188	2	2	G	
	Clearview	Cir	Existing Sidewalk	191	2	2	G	
	Crystal River	Pkwy	Existing Sidewalk	132	2	2	E	
	Crystal River	Pkwy	Existing Sidewalk	189	2	2	E	
	Crystal River	Pkwy	Existing Sidewalk	78	2	2	E	
	Crystal River	Pkwy	Existing Sidewalk	126	2	2	E	
	Crystal	Cv	Existing Sidewalk	61	2	2	E	
	Deer Stand	Loop	Existing Sidewalk	553	2	2	E	New Residential Development
	Elm Hill	Ct	Existing Sidewalk	162	2	2	G	New Residential Development
	Elm Hill	Ct	Existing Sidewalk	243	2	2	G	New Residential Development
	Forest	Ln	Existing Sidewalk	154	2	2	G	
	Foxtail	Run	Existing Sidewalk	270	2	4	E	
	Franklin	Dr	Existing Sidewalk	105	2	2	G	
	Grove	St	Existing Sidewalk	122	1	3	G	
	Guadalupe	St	Existing Sidewalk	116	2	2	F	
	Guadalupe	St	Existing Sidewalk	121	2	2	F	
	Guadalupe	St	Proposed Sidewalk	118	2	2	F	Intermittent sidewalks
	Guadalupe	St	Proposed Sidewalk	241	2	2	F	Intermittent sidewalks
	Guadalupe	St	Proposed Sidewalk	57	2	2	F	Intermittent sidewalks
	Guadalupe	St	Proposed Sidewalk	166	2	2	F	Intermittent sidewalks
	Hilltop	Cv	Existing Sidewalk	252	2	2	E	New residential development
	Hilltop	Cv	Existing Sidewalk	88	2	2	E	New residential development

PRE FIX	NAME	SUFFIX	STAGE	LENGTH	DIR	LNS	PV	COMMENTS
	Hilltop	Cv	Existing Sidewalk	110	2	2	E	New residential development
	Hilltop	Cv	Existing Sidewalk	221	2	2	E	New residential development
	Holland	St	Existing Sidewalk	270	2	2	G	bike lane on both sides of street
	Hopkins	St	Existing Sidewalk	123	2	2	G	
	Hopkins	St	Existing Sidewalk	122	2	2	G	
	Hopkins	St	Existing Sidewalk	375	2	2	G	
	Hopkins	St	Proposed Sidewalk	214	2	4	G	
	Hopkins	St	Existing Sidewalk	600	2	4	G	
	Hopkins	St	Proposed Sidewalk	219	2	4	G	
	Hopkins	St	Existing Sidewalk	93	2	4	G	
	Hopkins	St	Existing Sidewalk	210	2	4	G	
	Hopkins	St	Existing Sidewalk	317	2	4	G	
	Hopkins	St	Existing Sidewalk	127	2	4	G	
	Hopkins	St	Existing Sidewalk	128	2	4	G	
	Hopkins	St	Existing Sidewalk	120	2	4	G	
	Hopkins	St	Existing Sidewalk	110	2	4	G	
	Hopkins	St	Existing Sidewalk	167	2	4	G	
	Hopkins	St	Existing Sidewalk	61	2	4	G	
	Hopkins	St	Existing Sidewalk	209	2	2	G	On street parking
	Hopkins	St	Existing Sidewalk	131	2	2	G	
	Hopkins	St	Existing Sidewalk	151	2	2	G	
	Hopkins	St	Existing Sidewalk	152	2	2	G	
	Hunter	Rd	Existing Sidewalk	195	2	5	E	
	Hunter	Rd	Existing Sidewalk	504	2	5	E	
	Hunter	Rd	Existing Sidewalk	280	2	2	G	
	Hunter	Rd	Existing Sidewalk	186	2	2	G	
	Hunter	Rd	Existing Sidewalk	373	2	2	G	
	Hunter	Rd	Existing Sidewalk	231	2	5	E	
	Hunter	Rd	Existing Sidewalk	238	2	5	E	
	Hunter	Rd	Existing Sidewalk	301	2	5	E	
	Hunter	Rd	Existing Sidewalk	725	2	5	E	
			Existing Sidewalk	134		0		
			Existing Sidewalk	144		0		
			Existing Sidewalk	111		0		
	LBJ	Dr	Existing Sidewalk	123	1	3	G	
	LBJ	Dr	Existing Sidewalk	129	1	3	G	
	LBJ	Dr	Existing Sidewalk	127	1	3	G	
	LBJ	Dr	Existing Sidewalk	203	1	3	G	
	LBJ	Dr	Existing Sidewalk	100	1	3	G	
			Existing Sidewalk	31		0		
	Lago Vista		Existing Sidewalk	255	2	2	E	New residential development
	Lago Vista		Existing Sidewalk	177	2	2	E	New residential development
	Lago Vista		Existing Sidewalk	128	2	2	E	New residential

PRE FIX	NAME	SUFFIX	STAGE	LENGTH	DIR	LNS	PV	COMMENTS
								development
	Lago Vista		Existing Sidewalk	73	2	2	E	New residential development
	Leah	Ave	Existing Sidewalk	382	2	2	G	Marked bike route (no bike lane noted on pavement)
	Leah	Ave	Existing Sidewalk	268	2	2	G	Marked bike route (no bike lane noted on pavement)
	Leah	Ave	Existing Sidewalk	209	2	3	E	Bike lane on one side of street next to apartments
	Leah	Ave	Existing Sidewalk	135	2	3	E	Bike lane on one side of street next to apartments
	Leah	Ave	Existing Sidewalk	118	2	3	E	Bike lane on one side of street next to apartments
	Lockwood	Dr	Existing Sidewalk	116	2	2	G	Possible elementary school route
	Lockwood	Dr	Existing Sidewalk	144	2	2	G	Possible elementary school route
	Lockwood	Dr	Existing Sidewalk	271	2	2	G	Possible elementary school route
	Mill	St	Existing Sidewalk	112	2	2	G	Speed humps
	Mill	St	Existing Sidewalk	113	2	2	G	Speed humps
	Mill	St	Existing Sidewalk	112	2	2	G	Speed humps
	Mill	St	Existing Sidewalk	107	2	2	G	Speed humps
	Mill	St	Existing Sidewalk	98	2	2	G	Speed humps
	Mill	St	Existing Sidewalk	157	2	2	G	Speed humps
	Mira Loma	Ln	Existing Sidewalk	267	2	2	E	New residential development
	Foxtail	Run	Existing Sidewalk	82	2	4	E	
	Missum	Pt	Existing Sidewalk	127	2	2	E	New residential development
	Oak Ridge		Existing Sidewalk	487	2	2	G	New residential development
	Oak Ridge		Existing Sidewalk	521	2	2	G	New residential development
	Overlook	Way	Existing Sidewalk	247	2	2	E	New Residential Development
	Patton	Dr	Existing Sidewalk	72	2	2	G	
	Patton	Dr	Existing Sidewalk	78	2	2	G	
	Patton	Dr	Existing Sidewalk	156	2	2	G	
	Peter Garza	St	Existing Sidewalk	467	2	2	G	Adjacent to elementary school
	Post	Rd	Existing Sidewalk	403	2	2	F	
	River	Rd	Proposed Sidewalk	247	2	2	G	
	River	Rd	Existing Sidewalk	256	2	2	G	
	River	Rd	Existing Sidewalk	118	2	2	G	
	River	Rd	Existing Sidewalk	891	2	2	G	
	River	Rd	Existing Sidewalk	406	2	2	G	
	River	Rd	Proposed Sidewalk	274	2	2	G	
	River	Rd	Existing Sidewalk	118	2	2	G	
	River	Rd	Existing Sidewalk	174	2	4	G	

PRE FIX	NAME	SUFFIX	STAGE	LENGTH	DIR	LNS	PV	COMMENTS
	River	Rd	Existing Sidewalk	460	2	2	G	
	Roosevelt	St	Existing Sidewalk	71	2	2	F	
	Roosevelt	St	Existing Sidewalk	125	2	2	F	Close to Dunbar Park
	Roosevelt	St	Existing Sidewalk	124	2	2	F	
	San Antonio	St	Existing Sidewalk	151	2	2	G	
	San Antonio	St	Existing Sidewalk	125	2	2	G	
	San Antonio	St	Existing Sidewalk	110	2	2	G	
	San Antonio	St	Existing Sidewalk	124	2	2	G	
	San Antonio	St	Existing Sidewalk	154	2	2	G	
	San Antonio	St	Existing Sidewalk	220	2	2	G	
	San Antonio	St	Existing Sidewalk	39	2	2	G	
	San Antonio	St	Existing Sidewalk	64	2	2	G	
	San Antonio	St	Existing Sidewalk	126	2	2	G	
	San Antonio	St	Existing Sidewalk	130	2	2	G	
	San Antonio	St	Existing Sidewalk	120	2	2	G	
	San Antonio	St	Existing Sidewalk	83	2	2	G	
	San Antonio	St	Existing Sidewalk	149	2	2	G	
	San Antonio	St	Existing Sidewalk	135	2	2	G	
	San Antonio	St	Existing Sidewalk	133	2	2	G	
	San Antonio	St	Existing Sidewalk	149	2	2	G	
	San Marcos	Pkwy	Existing Sidewalk	236	2	2	G	
	Sessom	Dr	Existing Sidewalk	284	2	4	G	
	Stagecoach	Trl	Existing Sidewalk	306	2	4	E	
	Stagecoach	Trl	Existing Sidewalk	193	2	4	E	
	Stagecoach	Trl	Existing Sidewalk	429	2	4	E	
			Existing Sidewalk	8				
	Stagecoach	Trl	Existing Sidewalk	1001	2	4	E	
	Stagecoach	Trl	Existing Sidewalk	255	2	4	E	
	Stagecoach	Trl	Existing Sidewalk	272	2	4	E	
	Stagecoach	Trl	Existing Sidewalk	360	2	4	E	
	Stagecoach	Trl	Existing Sidewalk	253	2	4	E	
	State Highway 123		Proposed Sidewalk	430	2	4	G	Sidewalk ends at Broadway
	State Highway 123		Existing Sidewalk	255	2	4	G	Sidewalk ends at Broadway
	State Highway 123		Existing Sidewalk	386	2	4	G	Sidewalk ends at Broadway
	Thorpe	Ln	Existing Sidewalk	153	2	4	G	Walking paths evident
	Thorpe	Ln	Existing Sidewalk	500	2	4	G	Walking paths evident
	Thorpe	Ln	Existing Sidewalk	337	2	4	G	Walking paths evident
	University	Dr	Existing Sidewalk	395	2	5	G	
	University	Dr	Existing Sidewalk	124	2	4	G	
	University	Dr	Existing Sidewalk	119	2	4	G	
	University	Dr	Existing Sidewalk	132	2	4	E	
	University	Dr	Existing Sidewalk	130	2	4	E	
	Uhland	Rd	Existing Sidewalk	447	2	2	G	
	Uhland	Rd	Existing Sidewalk	99	2	2	G	

PRE FIX	NAME	SUFFIX	STAGE	LENGTH	DIR	LNS	PV	COMMENTS
	Uhland	Rd	Existing Sidewalk	110	2	2	G	
	Uhland	Rd	Existing Sidewalk	111	2	2	G	
	Uhland	Rd	Existing Sidewalk	160	2	2	G	
	Warden	Ln	Existing Sidewalk	249	2	2	G	
	West	Ave	Existing Sidewalk	438	2	2	G	
	Wonder World	Dr	Existing Sidewalk	411	2	5	G	
	Wonder World	Dr	Existing Sidewalk	234	2	5	G	
	Wonder World	Dr	Existing Sidewalk	242	2	5	G	
	Wonder World	Dr	Existing Sidewalk	611	2	5	G	
	MLK	Dr	Proposed Sidewalk	186				
	MLK	Dr	Proposed Sidewalk	85				
	MLK	Dr	Proposed Sidewalk	196				
	MLK	Dr	Proposed Sidewalk	134				
	MLK	Dr	Proposed Sidewalk	140				
	MLK	Dr	Proposed Sidewalk	229				
	MLK	Dr	Proposed Sidewalk	127				
	MLK	Dr	Proposed Sidewalk	120				
	MLK	Dr	Proposed Sidewalk	109				
	MLK	Dr	Proposed Sidewalk	102				
	MLK	Dr	Proposed Sidewalk	103				
	MLK	Dr	Proposed Sidewalk	107				
	Guadalupe	St	Proposed Sidewalk	186				
	Guadalupe	St	Existing Sidewalk	124				
	Guadalupe	St	Existing Sidewalk	126				
	Guadalupe	St	Existing Sidewalk	101				
	Guadalupe	St	Proposed Sidewalk	230				
	Guadalupe	St	Proposed Sidewalk	215				
			Existing Sidewalk	173				
			Existing Sidewalk	65				
			Existing Sidewalk	64				
			Existing Sidewalk	74				
			Existing Sidewalk	74				
			Existing Sidewalk	167				
			Existing Sidewalk	94				
			Existing Sidewalk	94				
	Porter	St	Proposed Sidewalk	204				
	Edward Gary	St	Proposed Sidewalk	123				
	Edward Gary	St	Proposed Sidewalk	128				
	Edward Gary	St	Proposed Sidewalk	128				
	Edward Gary	St	Proposed Sidewalk	284				
	Hopkins	St	Proposed Sidewalk	198				
	Cheatham	St	Proposed Sidewalk	124				
	Aquarena Springs	Dr	Proposed Sidewalk	351				
	C.M. Allen	Pkwy	Proposed Sidewalk	203				
	C.M. Allen	Pkwy	Proposed Sidewalk	418				
W	Hopkins	St	Proposed Sidewalk	103				
W	Hopkins	St	Proposed Sidewalk	104				

PREFIX	NAME	SUFFIX	STAGE	LENGTH	DIR	LNS	PV	COMMENTS
W	Hopkins	St	Proposed Sidewalk	201				
W	Hutchison	St	Proposed Sidewalk	62				
W	Hutchison	St	Proposed Sidewalk	109				
W	Hutchison	St	Proposed Sidewalk	205				
W	Hutchison	St	Proposed Sidewalk	128				
E	Hutchison	St	Existing Sidewalk	174				
E	Hutchison	St	Existing Sidewalk	128				
E	Hutchison	St	Existing Sidewalk	129				
W	Hutchison	St	Existing Sidewalk	120				
W	Hutchison	St	Existing Sidewalk	109				
W	Hutchison	St	Existing Sidewalk	168				
W	Hutchison	St	Existing Sidewalk	139				
W	Hutchison	St	Existing Sidewalk	206				
W	Hutchison	St	Existing Sidewalk	131				
W	Hutchison	St	Existing Sidewalk	152				
W	Hutchison	St	Existing Sidewalk	154				
W	Hutchison	St	Existing Sidewalk	123				
			Proposed Trail	471				
	Bugg	Ln	Proposed Sidewalk	115				
	Bugg	Ln	Proposed Sidewalk	104				
	Bugg	Ln	Proposed Sidewalk	135				
	Bugg	Ln	Proposed Sidewalk	147				
	Clarewood	Dr	Proposed Sidewalk	235				
			Existing Trail	1496				
	Bobcat	Dr	Proposed Sidewalk	197				
	Bobcat	Dr	Proposed Sidewalk	350				
	Aquarena Springs	Dr	Proposed Sidewalk	175				
	Aquarena Springs	Dr	Proposed Sidewalk	317				
	Aquarena Springs	Dr	Proposed Sidewalk	566				
	Riverside	Dr	Proposed Sidewalk	130				
	Riverside	Dr	Proposed Sidewalk	231				
	Riverside	Dr	Existing Sidewalk	158				
	Riverside	Dr	Existing Sidewalk	141				
	Hwy 80		Proposed Sidewalk	348				
	Hwy 80		Proposed Sidewalk	545				
			Existing Trail	606				
	LBJ	Dr	Existing Sidewalk	0				
	Endicott	St	Existing Sidewalk	0				
			Proposed Trail	0				
			Proposed Sidewalk	0				
	Franklin		Proposed Sidewalk	0				
	Franklin	Dr	Proposed Sidewalk	0				
	Holland	St	Existing Sidewalk	0				
	Academy	St	Proposed Sidewalk	0				
	Shulle	Dr	Proposed Sidewalk	0				
	LBJ	Dr	Proposed Sidewalk	0				
	Post	Rd	Committed	0				

PRE FIX	NAME	SUFFIX	STAGE	LENGTH	DIR	LNS	PV	COMMENTS
			Sidewalk					
	Aquarena Springs	Dr	Existing Sidewalk	361				
	Aquarena Springs	Dr	Proposed Sidewalk	611				
	Cape	Rd	Proposed Trail	0				
			Proposed Trail	0				
			Proposed Trail	0				
	De Zavala	Dr	Proposed Sidewalk	0				
			Proposed Trail	0				
			Committed Trail	2021				
	Craddock	Ave	Proposed Sidewalk	1008				

DIR = Direction
LNS = Lanes
PV = Pavement Conditions