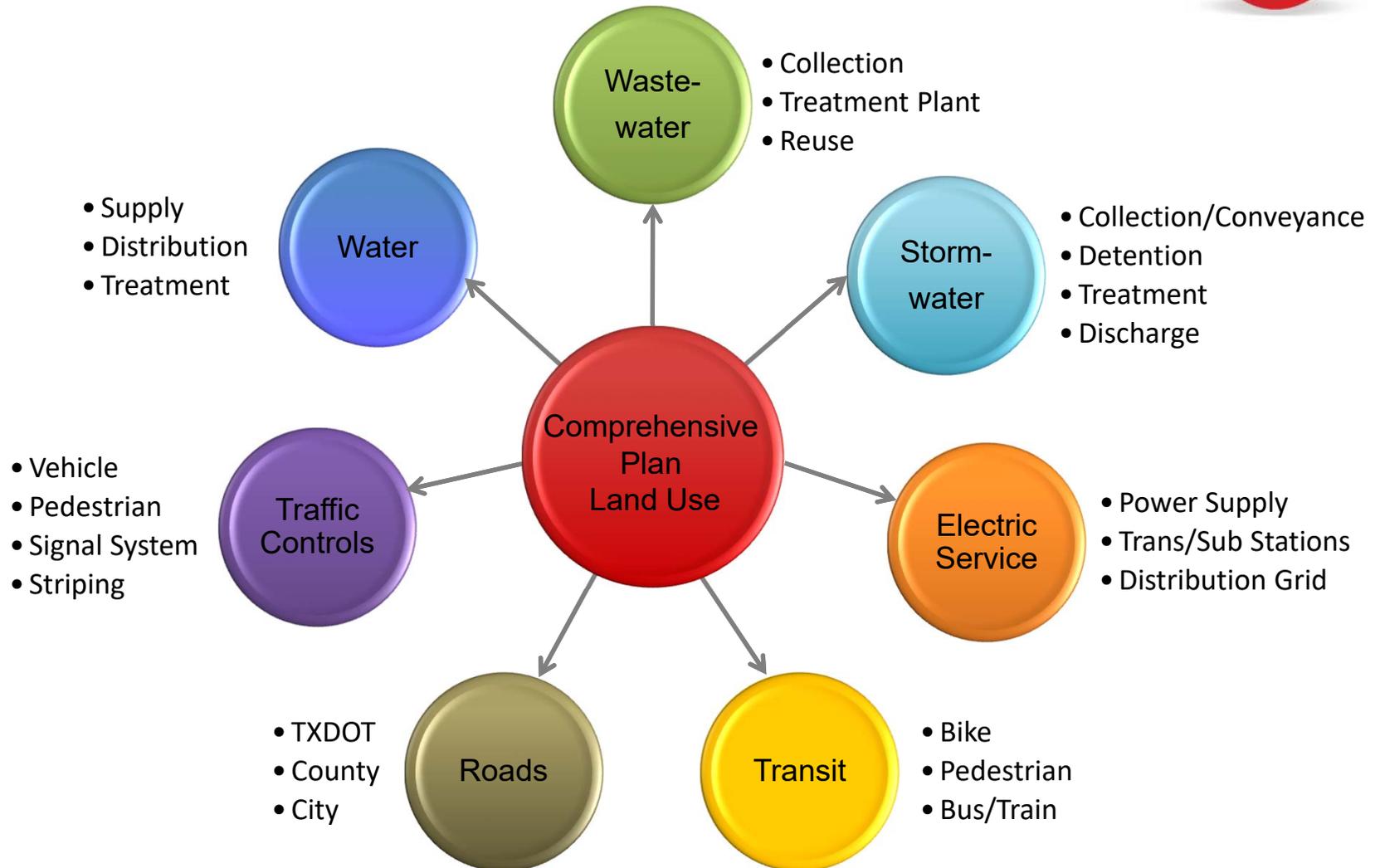




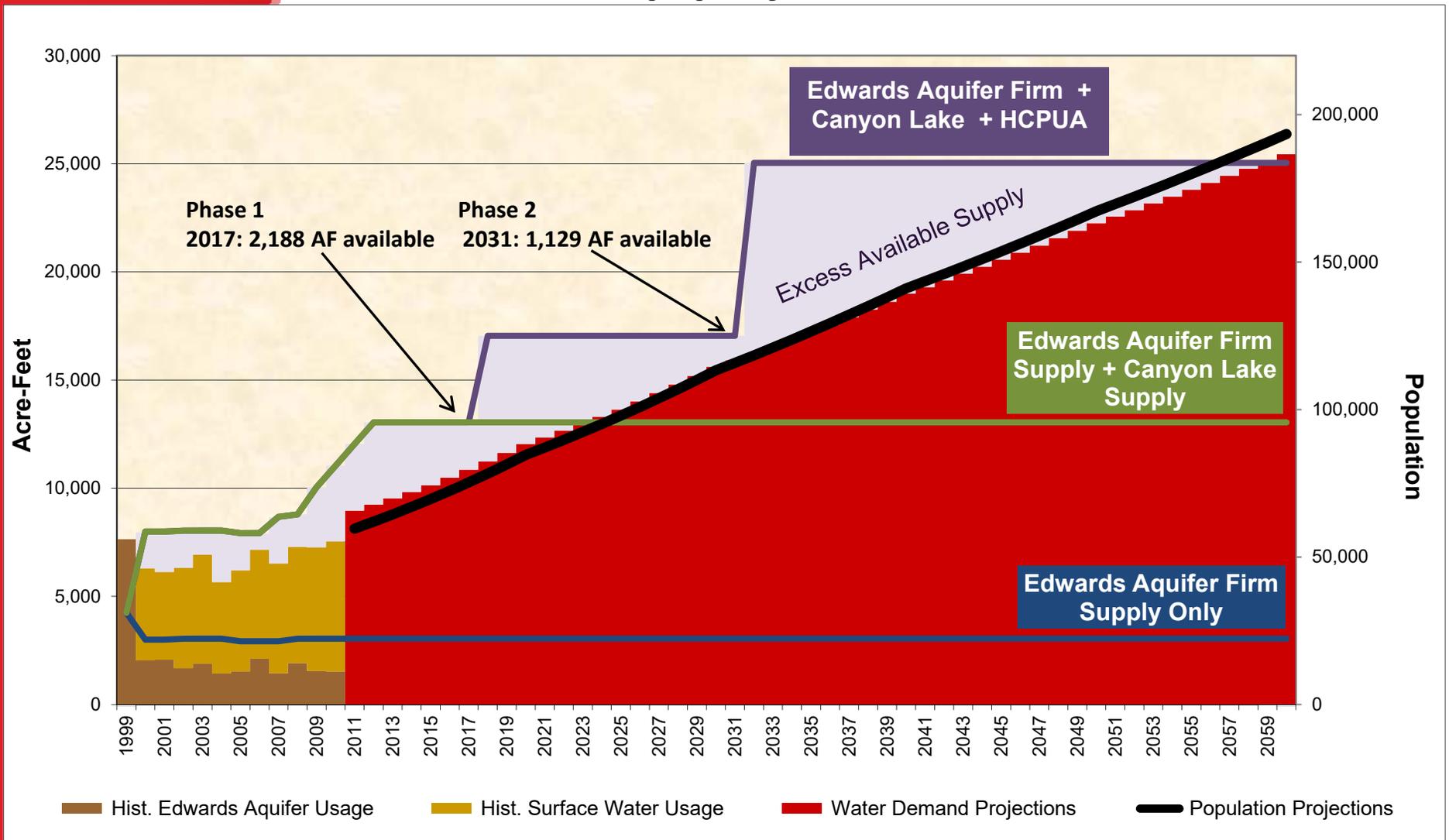
Comprehensive Planning & Infrastructure Interdependence

Public Services

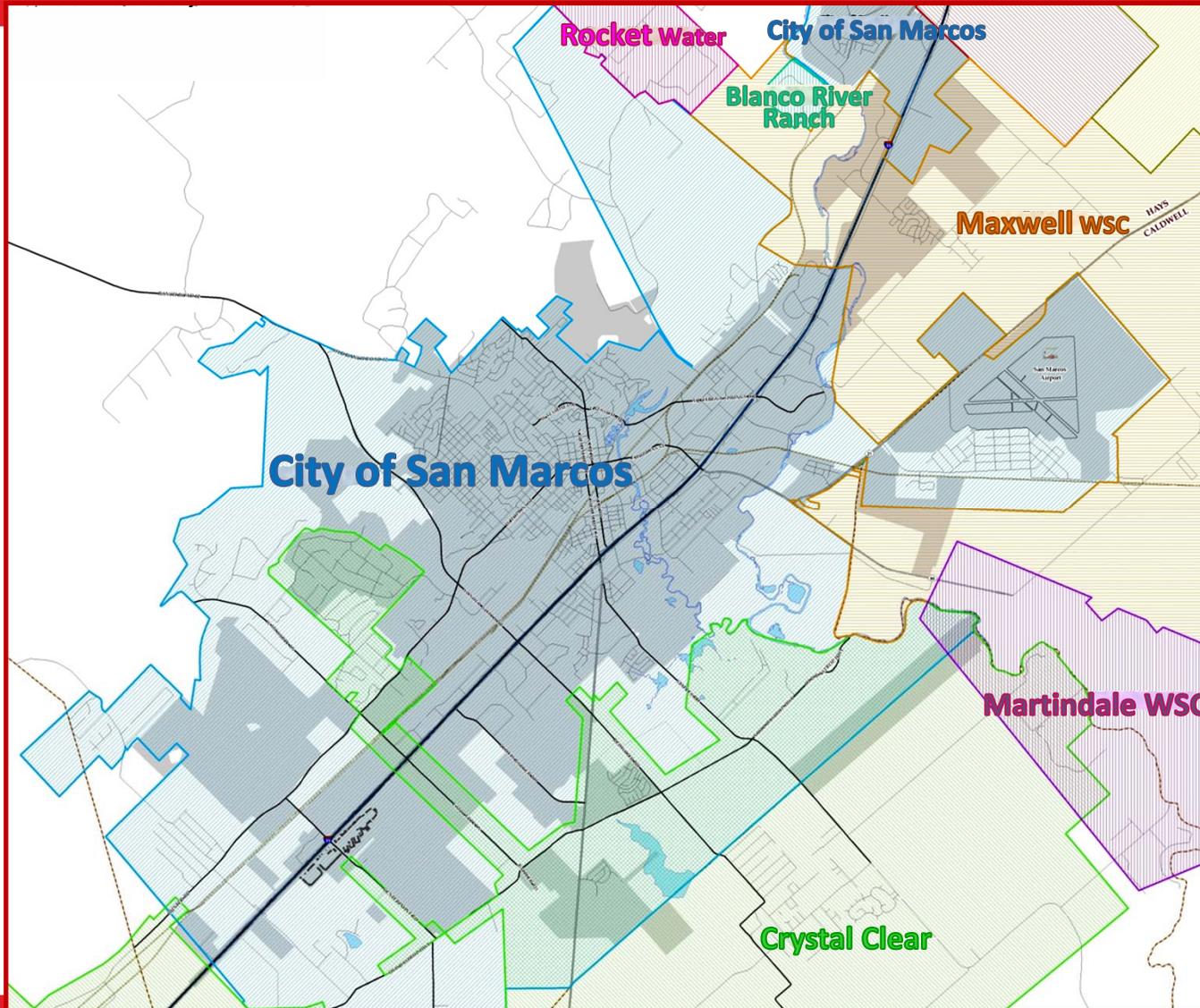
Infrastructure Elements



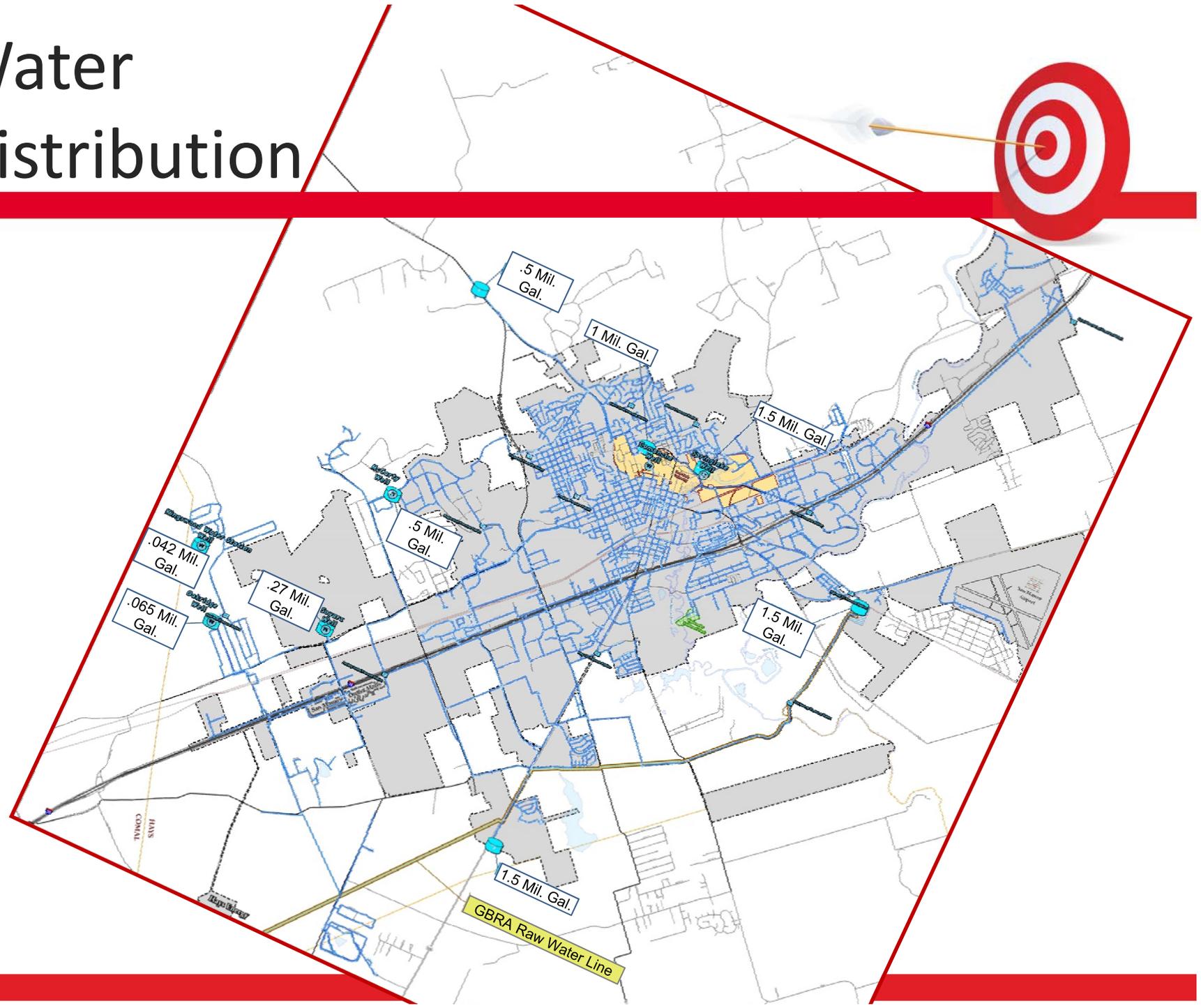
City of San Marcos Water Supply vs Demand



COSM & Neighboring Water CCN's



Water Distribution



COSM

Water Treatment

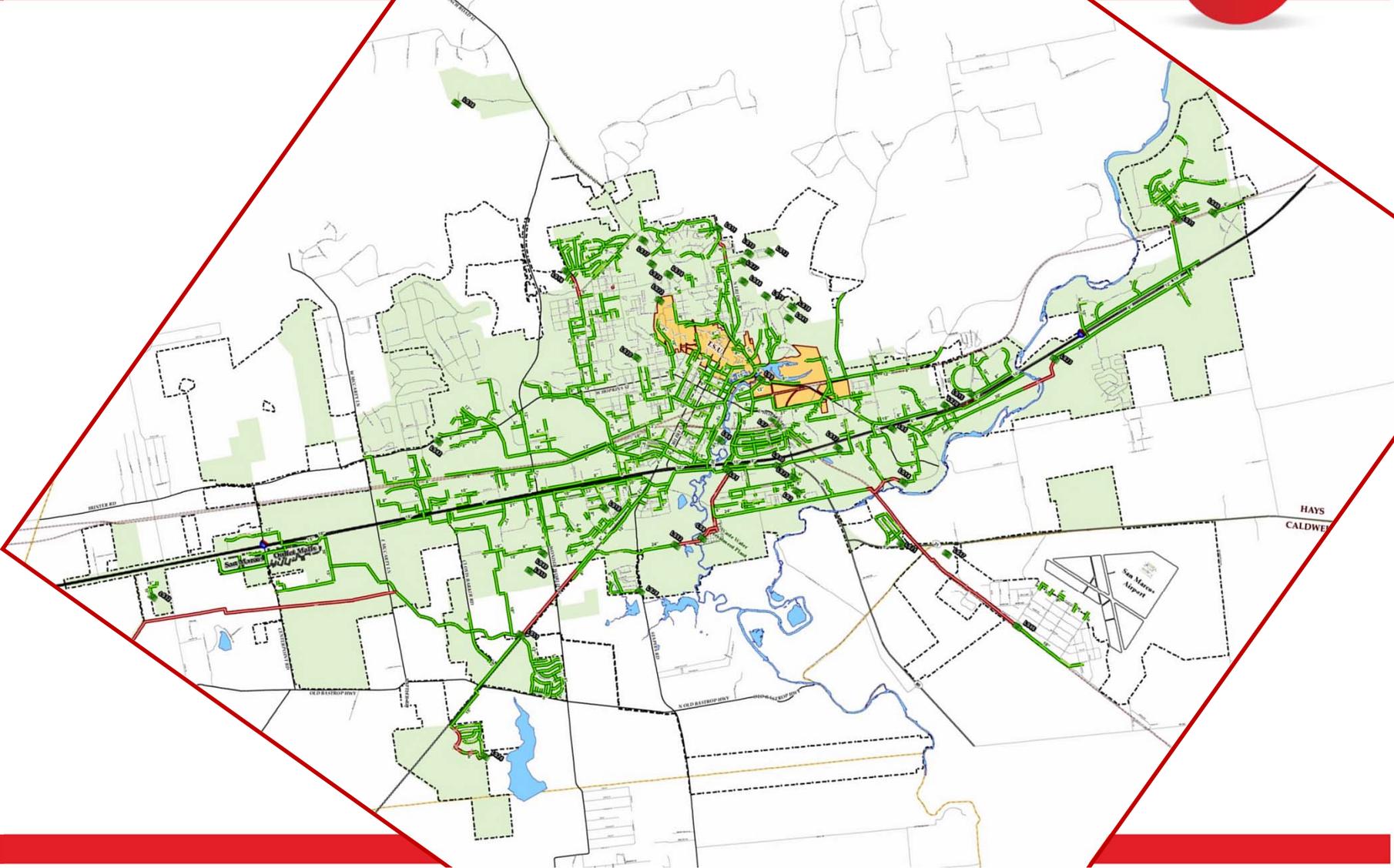


- Regional Surface Water Treatment Plant
 - conventional treatment process of coagulant addition, clarification, filtration, disinfection
 - 21 MGD total treatment capacity, 9 MGD for COSM
- Ground Water Treatment (4.85 MGD)
 - 2 wells (Oakridge) are considered GUI * and treated as surface water with filtration and disinfection
 - 7 wells only require disinfection

* TCEQ may classify Springlake Wells as GUI



Wastewater CCN & Mains



COSM

Wastewater Treatment Plant

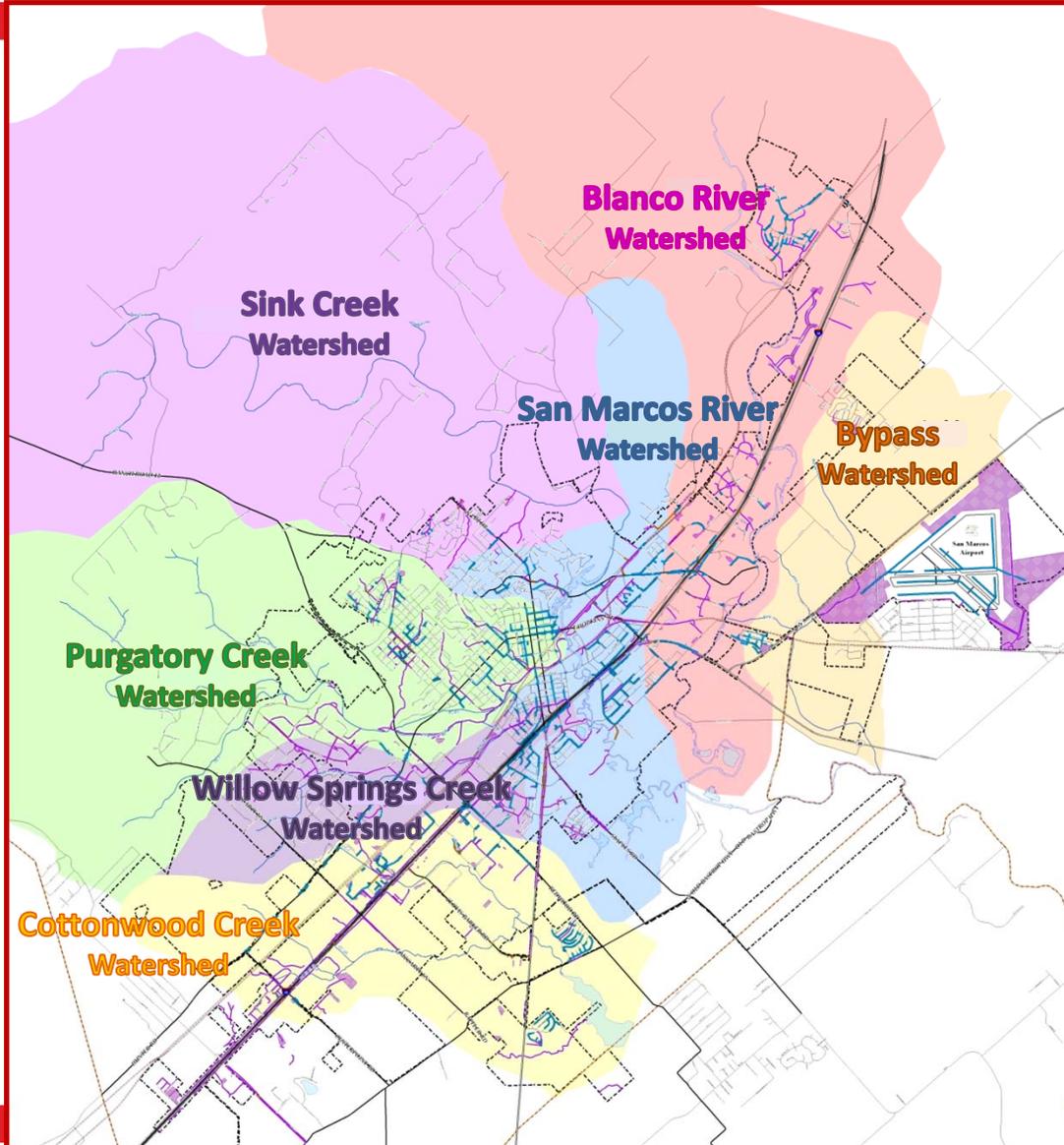


- Stringent discharge limits
- Treatment process includes phosphorus removal, primary clarification, aeration, secondary clarification, filtration, UV disinfection, re-aeration
- Treatment design capacity of 9 MGD; 2-hour wet weather treatment capacity of 31 MGD
- Reuse water pumping system



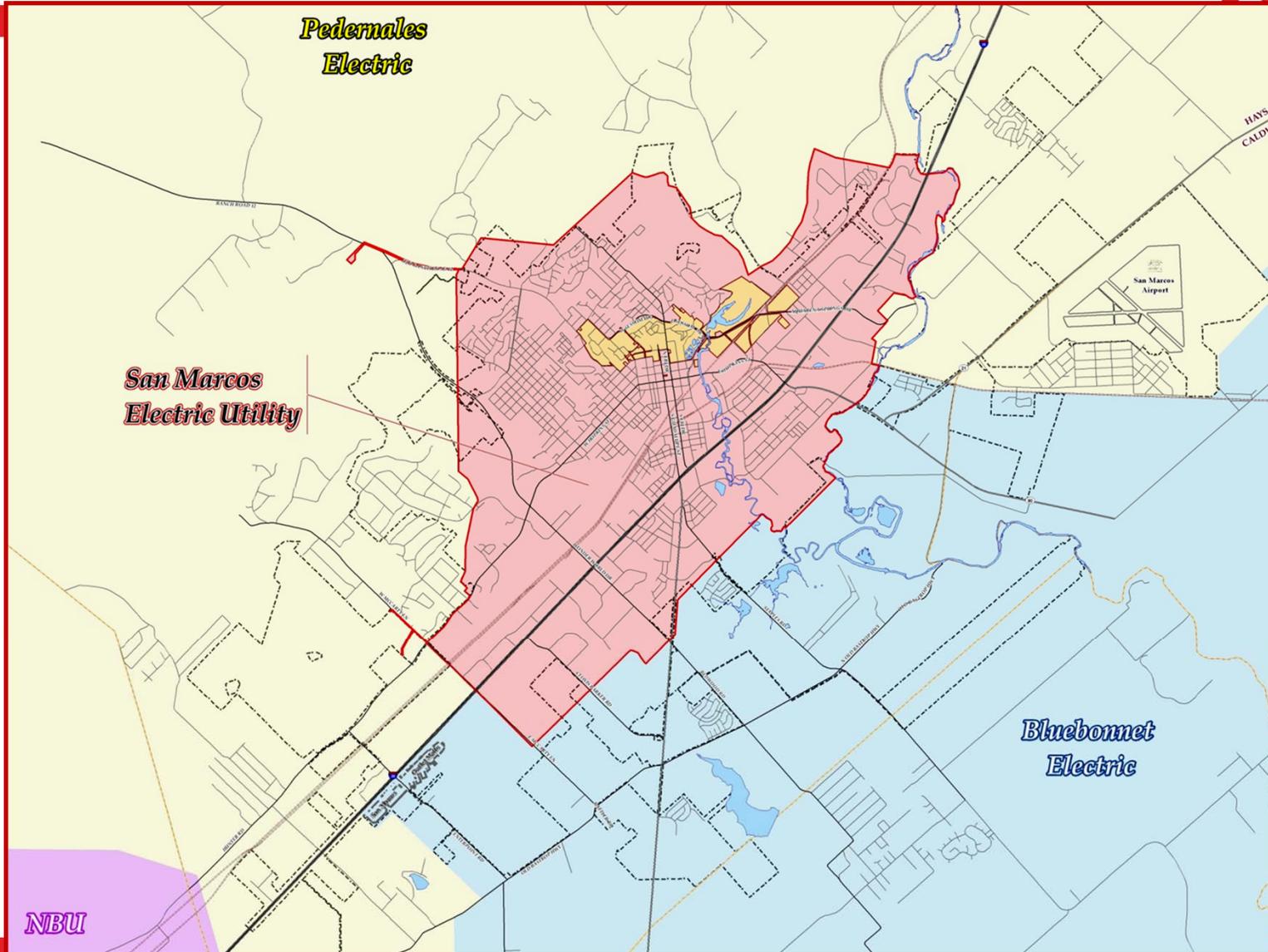
Transportation

Watershed & Drainage



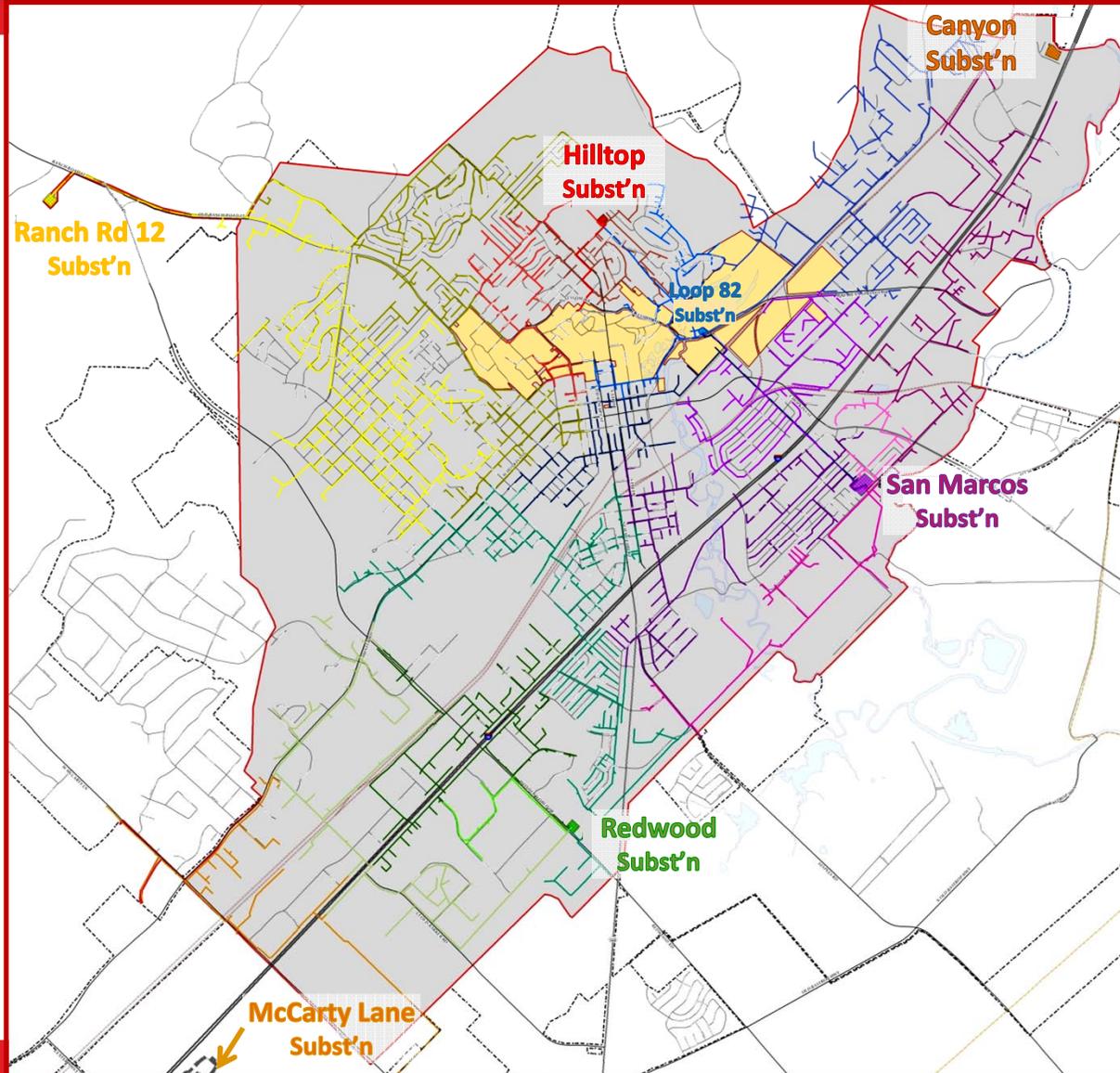
SMEU

Service Area

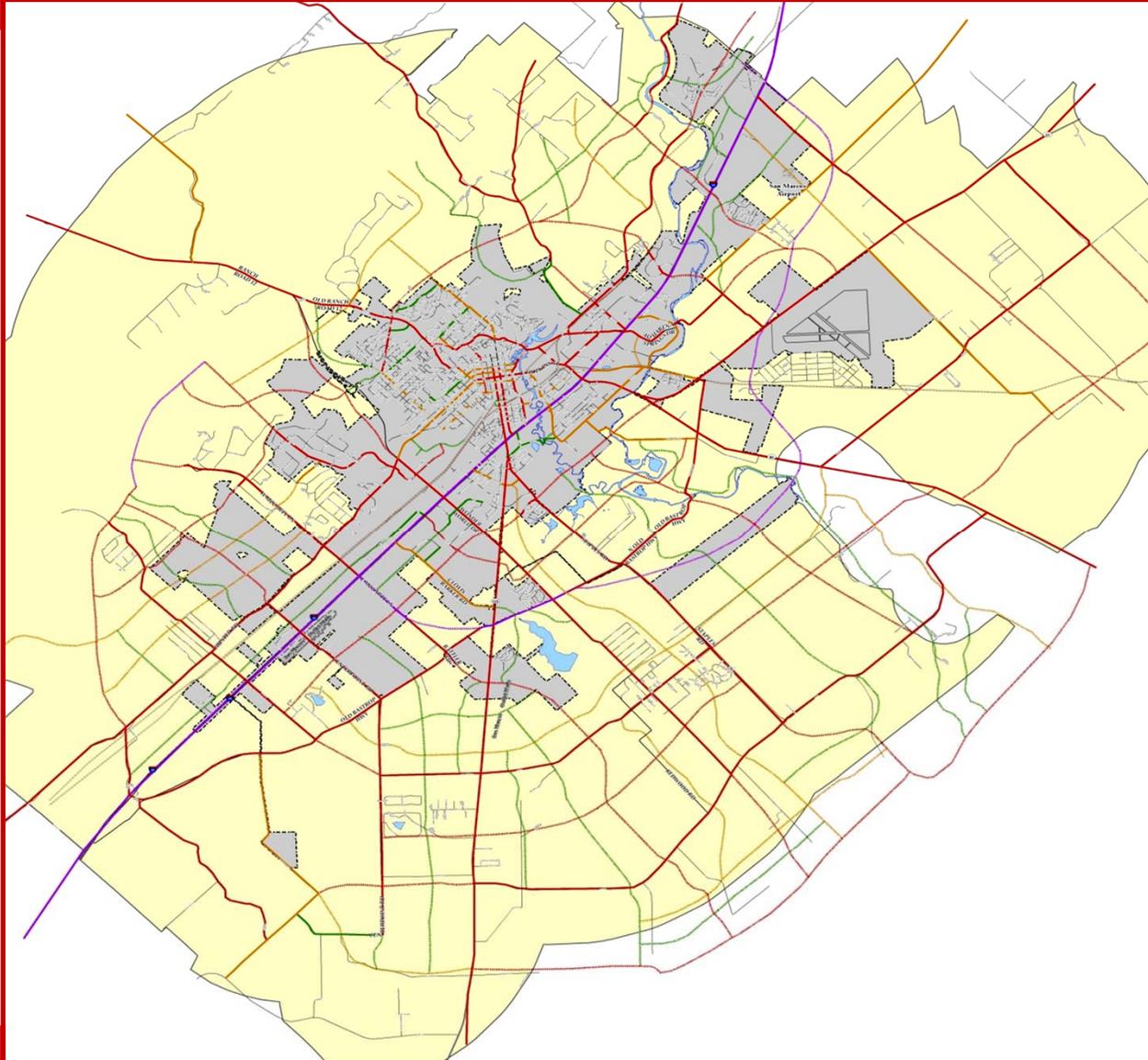


SMEU

Electric Substations & Feeders



Transportation Master Plan





City of San Marcos
Public Services Department
Water / Wastewater Division
630 E. Hopkins St.
San Marcos, TX 78666



Thoroughfare Plan

<ul style="list-style-type: none"> — Existing, Collector ⋯ Proposed, Collector — Existing, Freeway ⋯ Proposed, Freeway — Existing, Major Arterial ⋯ Proposed, Major Arterial — Existing, Minor Arterial ⋯ Proposed, Minor Arterial 	<ul style="list-style-type: none"> — Railroad — River City Limits ETJ
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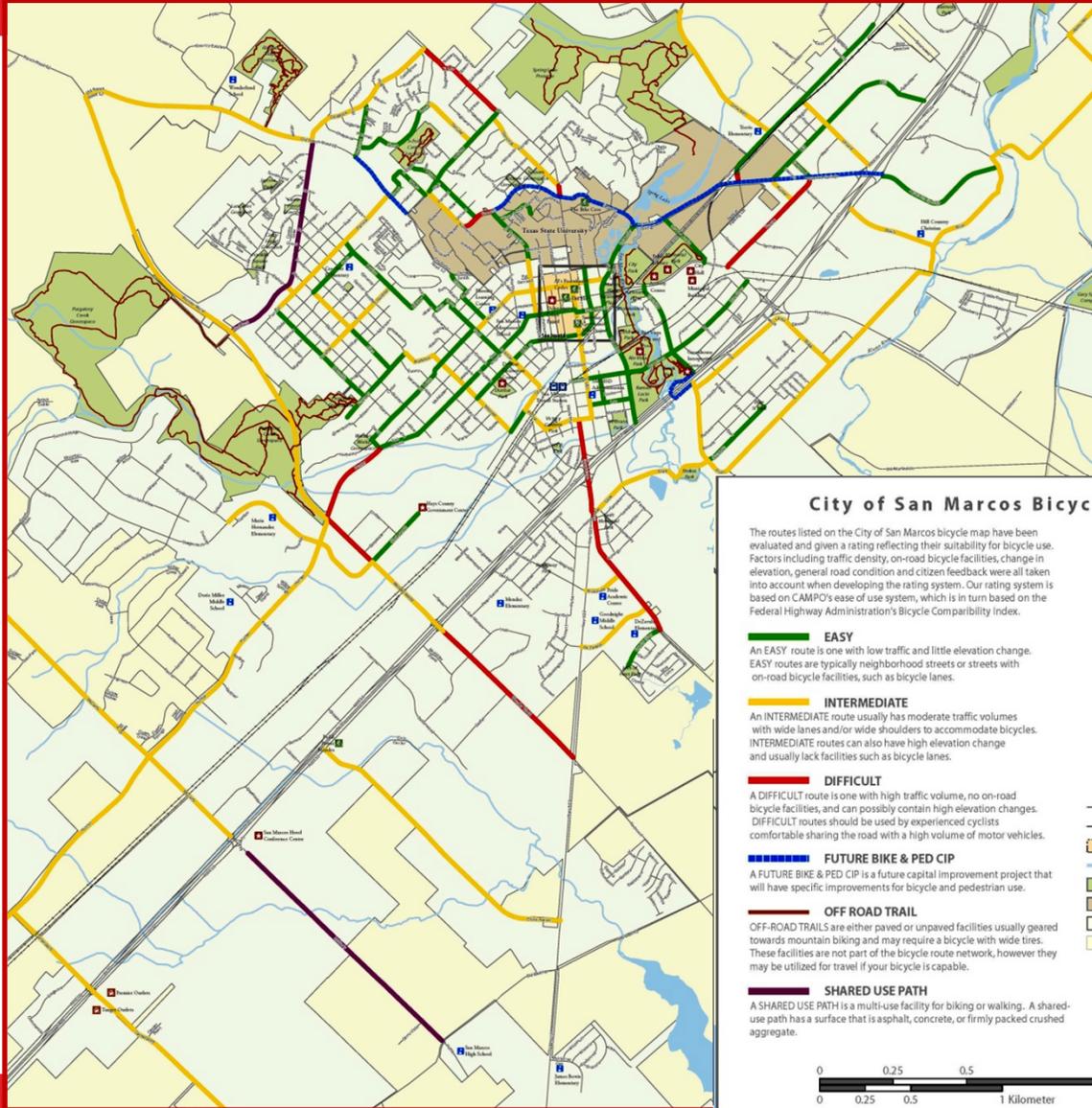
0 0.25 0.5 0.75 1 2 3 4
Miles

0 2,500 5,000 7,500 10,000 12,500 15,000 17,500 20,000
Feet

1 inch = 2,500 feet

Map Author: G. Diaz Map 21, 2012

Transportation Bike Transit



City of San Marcos Bicycle Routes

The routes listed on the City of San Marcos bicycle map have been evaluated and given a rating reflecting their suitability for bicycle use. Factors including traffic density, on-road bicycle facilities, change in elevation, general road condition and citizen feedback were all taken into account when developing the rating system. Our rating system is based on CAMPO's ease of use system, which is in turn based on the Federal Highway Administration's Bicycle Compatibility Index.

EASY
An EASY route is one with low traffic and little elevation change. EASY routes are typically neighborhood streets or streets with on-road bicycle facilities, such as bicycle lanes.

INTERMEDIATE
An INTERMEDIATE route usually has moderate traffic volumes with wide lanes and/or wide shoulders to accommodate bicycles. INTERMEDIATE routes can also have high elevation change and usually lack facilities such as bicycle lanes.

DIFFICULT
A DIFFICULT route is one with high traffic volume, no on-road bicycle facilities, and can possibly contain high elevation changes. DIFFICULT routes should be used by experienced cyclists comfortable sharing the road with a high volume of motor vehicles.

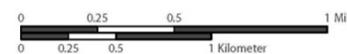
FUTURE BIKE & PED CIP
A FUTURE BIKE & PED CIP is a future capital improvement project that will have specific improvements for bicycle and pedestrian use.

OFF ROAD TRAIL
OFF-ROAD TRAILS are either paved or unpaved facilities usually geared towards mountain biking and may require a bicycle with wide tires. These facilities are not part of the bicycle route network, however they may be utilized for travel if your bicycle is capable.

SHARED USE PATH
A SHARED USE PATH is a multi-use facility for biking or walking. A shared-use path has a surface that is asphalt, concrete, or firmly packed crushed aggregate.



- City Facilities
- Schools
- Bicycle Shops & Co-Ops
- Railroad
- Street
- Central Business Area
- River/Creek
- Parks & Greenspace
- Texas State University
- City Limits
- County Boundary





Questions may be addressed during
Panel Discussion following.