



**Code SMTX Think Tank Meeting**  
**Wednesday, March 4, 2015**  
**6:30 pm**  
**The Meadows Center for Water and the Environment**  
**W. Laurel St/ San Marcos Springs Dr.**

**AGENDA**

1. **Call to Order**
2. **Roll Call**
3. **30 Minute Citizen Comment Period.** The Think Tank welcomes citizen comments. Anyone wishing to speak must sign in with the secretary before the meeting and observe a three-minute time limit.
4. **Approval of Minutes from February 4, 2015**
5. **Presentation and Discussion of the Transportation Master Plan**
6. **Discussion of Recommendation Format to P&Z / City Council**
7. **Draft Code Update**
8. **Open Items**
  - a. **Council Interim Workshop Update**
  - b. **Outreach Process**
  - c. **University Meeting**
  - d. **Employment Centers**
  - e. **Economic Modeling**
  - f. **Regulating Plan Process**
9. **Questions from the Press and Public.**
10. **Adjourn.**



- 1 • Draft will be received from Consultants at the end of January
- 2 • Staff review and comment (3 – 4 weeks)
- 3 • Comments addressed by consultant (3 – 4 weeks)
- 4 • Draft will be available to the public and Think Tank last week in March

5  
6 Tom Wassenich requested that the Think Tank receive a draft of the code in advance of the  
7 public.

8  
9 Vice Chair Sophia Nelson requested that the Think Tank be included in workshops with the  
10 Planning and Zoning Commission and City Council to discuss and provide feedback on the draft  
11 code as a Technical Review Committee.

12  
13 Patrick Rose recommended that the Think Tank produce a document outlining major points or  
14 key areas within the draft code that can be presented to City Council.

15  
16 The Think Tank is in consensus to provide a recommendation or statement to the City Council  
17 regarding the draft code.

18  
19 **Presentation and Discussion on proposed Economic Modeling**

20  
21 Jason King with Dover Kohl provided a presentation and summary of the findings within the  
22 Economic Report.

23  
24 Chair Carson requested to keep the Presentation and Discussion on proposed Economic  
25 Modeling on the agenda for the next meeting.

26  
27 The Think Tank expressed the importance of a site specific economic analysis of the new code.  
28 Chair Carson expressed that if a site specific analysis of the new code was not part of the current  
29 scope of the contract, then it could become a potential recommendation to City Council.

30  
31 **Presentation and Discussion and proposed Regulating Plans**

32  
33 Jason King with Dover Kohl provided a presentation and summary of the draft report on the  
34 regulating plans.

35  
36 The Think Tank discussed the importance of the Regulating Plan being implementable on the  
37 individual lot level basis.

38  
39 **Discussion and possible action on Neighborhood Study Recommendation to Council**

40  
41 Abby Gillfillan provided a presentation of the draft recommendation and neighborhood planning  
42 process.

43  
44 Chair Carson recommended providing a chevron track for the Master Plans into the presentation  
45 graphic.

46

1 The Think Tank provided consensus to use the word plan in place of the word brand.  
2  
3 Chair Carson recommended including a statement about outreach in the recommendation to  
4 Council. The Think Tank agreed on consensus.  
5  
6 Chair Carson requested to amend the Council recommendation to add an oversight strategy for  
7 neighborhood plan implementation.  
8  
9 The Think Tank agreed on consensus to direct staff to take the recommendation forward to City  
10 Council in the form of a resolution.

11  
12 **Next Steps:**  
13 **Three Day Environmental Workshop March 3 - 5**

14  
15 Abby Gillfillan provided a brief update regarding the upcoming three-day environmental  
16 workshop that will include a consultant from Dover Kohl.  
17  
18 Abby Gillfillan will send out a preliminary calendar to the Think Tank. She requested that the  
19 Think Tank provide any contacts.  
20

21 **Outreach Process**

22  
23 Chair Carson discussed the Think Tank’s role in the outreach efforts for the code process.  
24  
25 Abby Gillfillan stated that it is important to focus on void areas of the City for outreach.  
26

27 **University Meeting**

28  
29 The Think Tank suggested a meeting with Texas State University to be scheduled in February  
30 and that the contents of the meeting be discussed at the February Think Tank meeting.  
31  
32 Vice Chair Nelson suggested to reach out to Nancy Nusbaum with Texas State University and  
33 other high level administrators.  
34  
35 Betsy Robertson suggested that the Think Tank familiarize themselves with the University  
36 Master Plan. Abby Gillfillan will send out a link.  
37

38 **Employment Centers**

39  
40 Chair Carson discussed that employment centers will require additional focus throughout the  
41 code rewrite process.  
42

43 **Adjourn**

44  
45 **THERE BEING NO FURTHER BUSINESS, THE MEETING ADJOURNED AT 7:33**  
46 **P.M.**

1  
2  
3 \_\_\_\_\_  
4 John David Carson, Chair

\_\_\_\_\_

5  
6 \_\_\_\_\_  
7 Sean DuPont

\_\_\_\_\_

8  
9 \_\_\_\_\_  
10 Chris Wood

\_\_\_\_\_

11  
12 \_\_\_\_\_  
13 David Singleton

\_\_\_\_\_

14  
15 \_\_\_\_\_  
16 Tom Wassenich

17 **ATTEST:**  
18  
19 \_\_\_\_\_  
20 Andrea Villalobos, Planning Technician

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_



# CITY OF SAN MARCOS TRANSPORTATION MASTER PLAN

## March 4 Think Tank Session



# Transportation Goals

## TRANSPORTATION

### VISION STATEMENT

We envision San Marcos to have a connected network of efficient, safe and convenient multimodal transportation options while protecting the environment.

### Goal 1

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



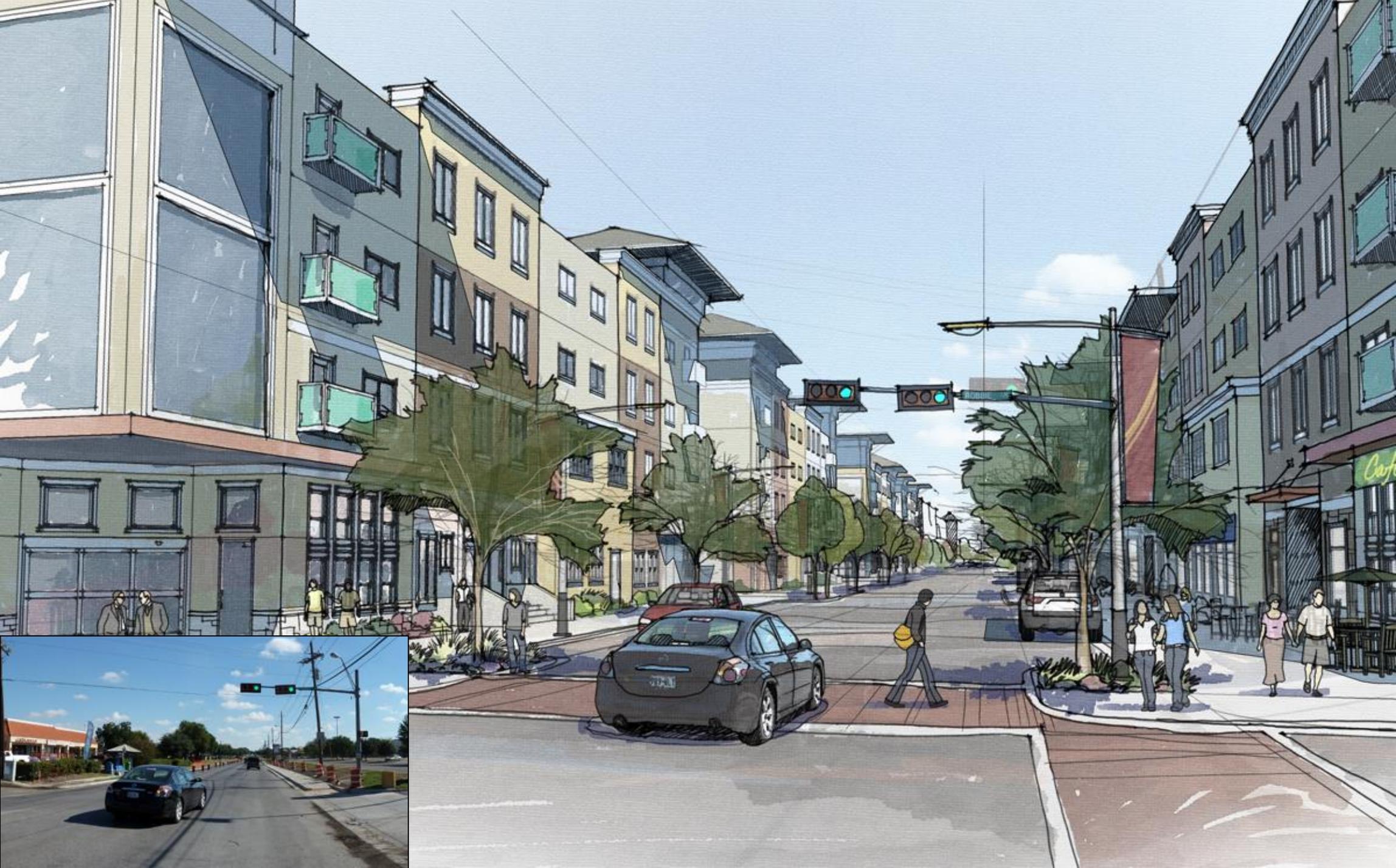
### Goal 2

**A multi-modal transportation network to improve accessibility and mobility, minimize congestion and reduce pollution.**



C.









# Our Team



HDR  
Engineering,  
Inc.  


McCann  
Adams Studio  


Prime  
Strategies, Inc.  


GRAM  
Traffic  
  
GRAM  
Traffic Counting, Inc.  
Field Data Collection

Gap  
Strategies  




# Study Scope

**Project  
Management**

**Public  
Involvement**

**Conditions  
Assessment**

**Future  
Conditions**

**Funding**

**Plan  
Development**



# rhythm OF THE STREET

Revitalizing our public spaces.

TRANSPORTATION



STATION

TRANSFORMATION



ION!



SAN MARCOS ATHLETIC CLUB

STAMPED RECORDS

RHINO GRAPHIC

TROY'S BARBER SHOP

rhythm  
OF THE  STREET



rhythm  
OF THE  STREET



rhythm  
OF THE  STREET





# Key Dates for Code SMTX

## KEY DATES

Informational poster with text and graphics.



## KEY DATES

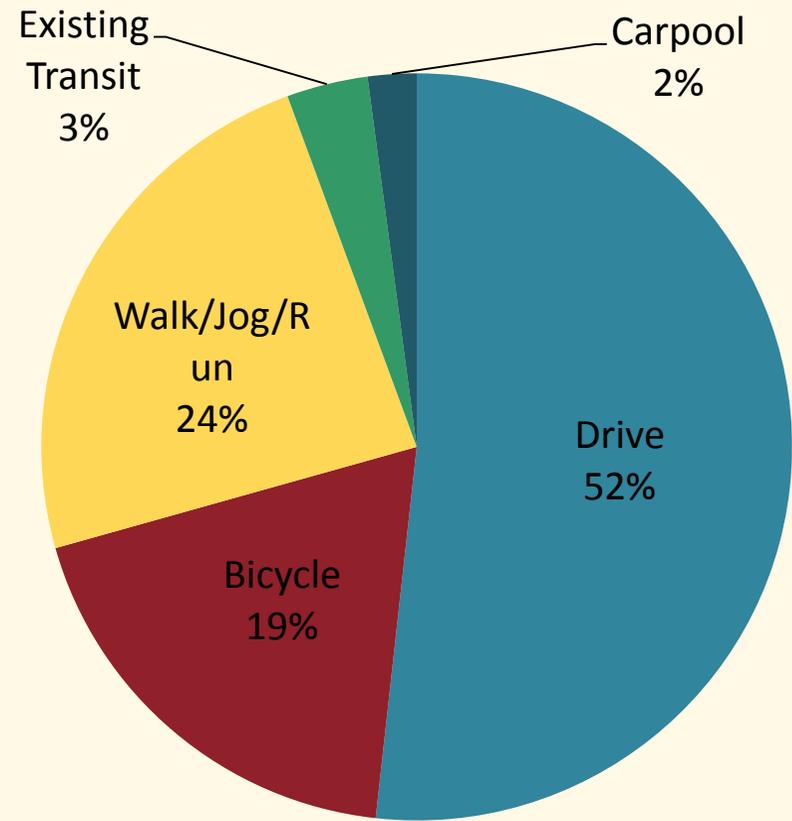
Informational poster with text and graphics.

**rhythm**  
OF THE  **STREET**

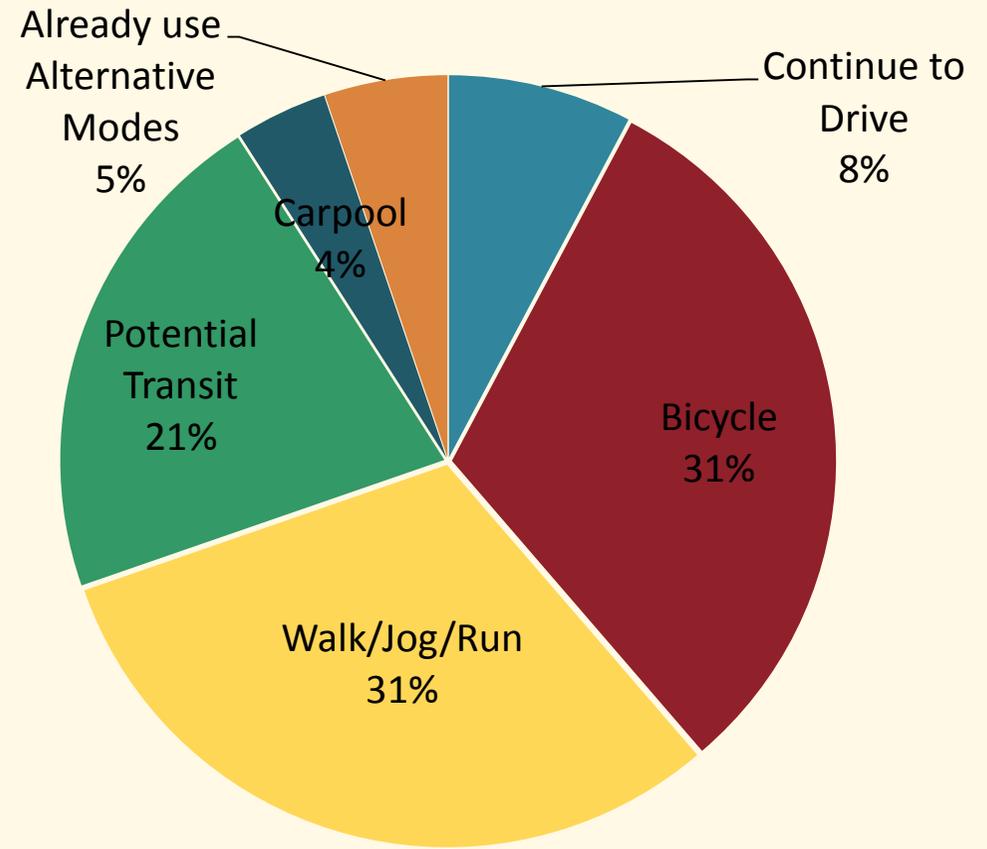


# Summary of Public Comments

## How do you get around town?



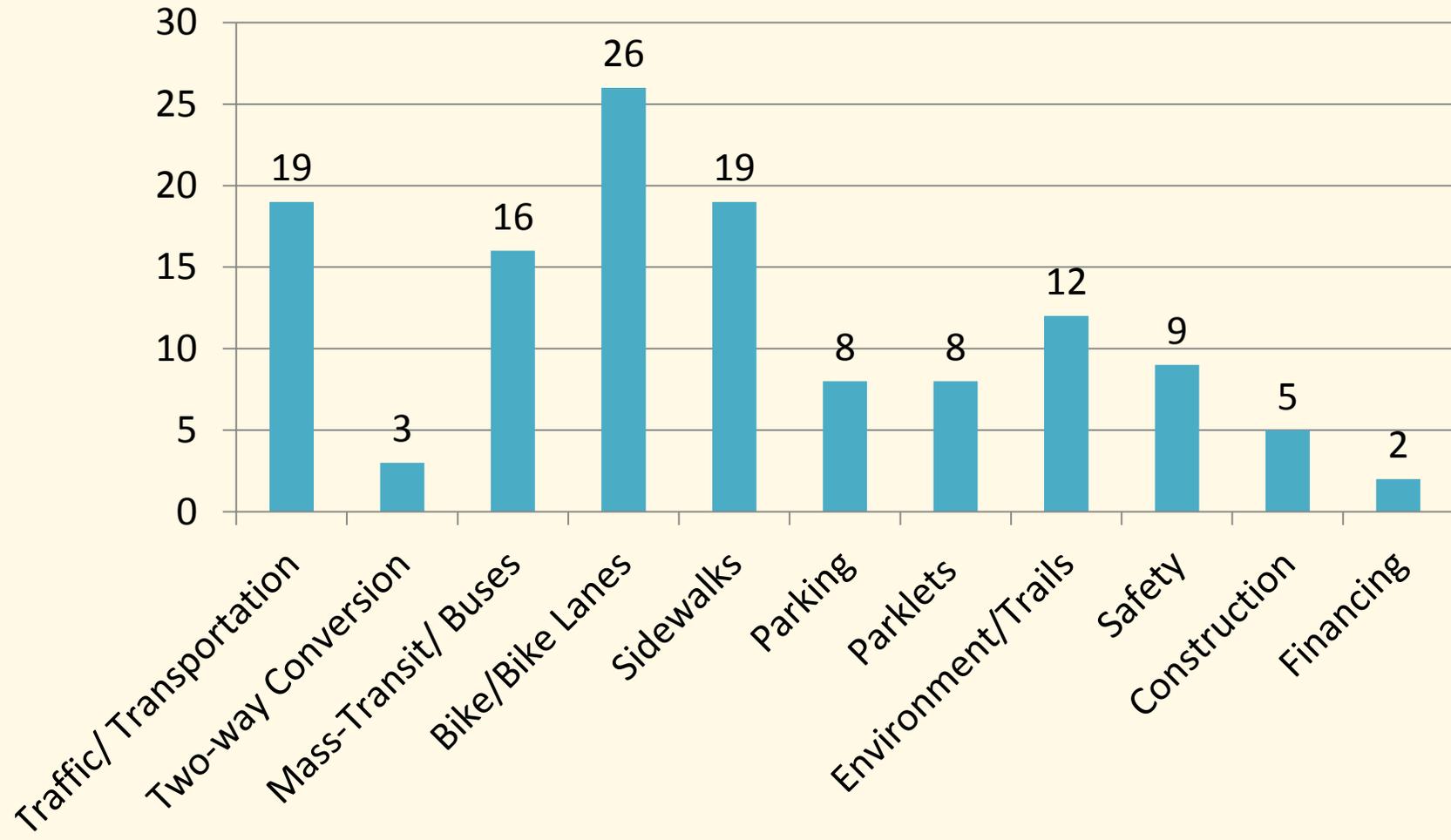
## What alternatives would you consider?





# Summary of Public Comments

We heard from you...





# Summary of Public Comments

## Autos

- Two-way conversions will increase congestion and create safety issues
- Potential new traffic patterns are confusing
- Need to consider the presence of students
- Downtown deliveries are a concern
- Too many traffic lights
- More progressive traffic planning

## Bikes

- Shared auto/bike lanes are scary for cyclist
- Buffers between autos and bikes are a good idea
- Cycle tracks would be most beneficial on the heavier traveled roadways

## Pedestrians

- Shade trees make the City more walkable.
- There should be sidewalks in all neighborhoods.
- Wider sidewalks
- Driver awareness of pedestrians at signals is a problem
- Trails should be accessible

## Transit

- Keep the citizens informed of transit projects
- Buses should be available to the public
- Need more transit options
- Public transit should be attractive
- Streetcars on thoroughfares

# Concerns heard at Rhythm of the Streets



# Review of Plans & Policies

*Identify any inconsistencies with the Comprehensive Plan Vision:*

1. San Marcos Transportation Master Plan (2004)
2. San Marcos Transportation Design Manual (2004)
3. San Marcos Downtown Master Plan (2008)
4. San Marcos Five-Year Transit Plan (2014)
5. Downtown Parking Initiative (2012)
6. Texas State University Campus Master Plans (2012-2017)
7. ITE Context Sensitive Design Manual (2010)
8. Agreements with TxDOT
9. San Marcos Land Development Code

**Vision for a multi-modal system.**



# Review of Plans & Policies

*Inconsistencies identified in these plans:*

1. San Marcos Transportation Master Plan (2004)
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9. San Marcos Land Development Code

**Vision for a multi-modal system.**



# Recommendations

## 1

### San Marcos Transportation Master Plan (2004)

- Revise street cross sections to accommodate pedestrian and bike facilities, incorporating best practices outlined in the ITE's Context Sensitive Design Manual.
- Update the Thoroughfare Map to support the Comprehensive Plan's Preferred Scenario and Activity Centers.
- Re-evaluate some of the recommended roadway alignments west of I-35 in consideration of the Comprehensive Plan's environmental policies.



# Recommendations

## 2

### San Marcos Transportation Design Manual (2004)

- Functional Roadway Classifications should be revised to reflect specific context, as opposed to projected trip counts and land uses
- Roadway dimensions should be recalibrated:
  - Spacing of cross streets reduced downward from 1,000 feet
  - Minimum lane widths of 12' reduced depending on context
  - Gutter pan included as part of the functioning roadway
  - Avoid pedestrian crossings greater than 40' in length
- Street standards should provide for a street tree zone at the curb edge
- Rain gardens as option to provide drainage and water quality function.
- Protected bike lanes along high volume streets (>5,000 vpd and >35 mph)



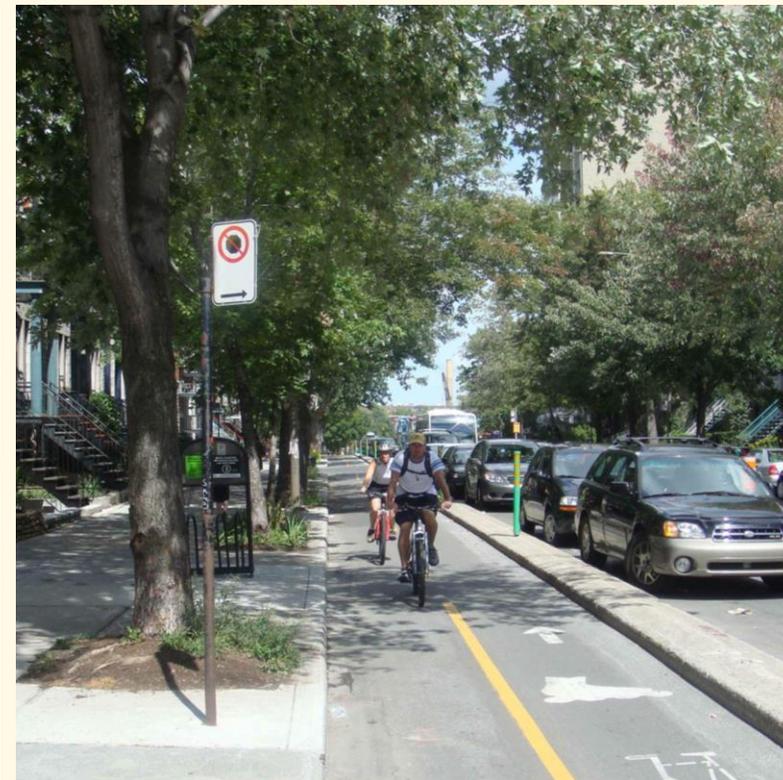
# Recommendations



Curbside Trees



Rain Gardens



Protected Bike Lanes

**RECOMMENDED STREET TREATMENTS**



# Recommendations

## 3

### San Marcos Downtown Master Plan (2008)

- Increase sidewalk widths to a minimum of 12 feet from building face
- Develop 2-way cross sections for LBJ and Guadalupe Streets





# Recommendations

## 4

### San Marcos Land Development Code

- Develop context-sensitive multi-modal connections between Activity Centers
- Achieve transit-supportive densities along targeted corridors
- Review policies related to:
  - Minimum block lengths (600 feet) that discourage compact development
  - “Discouragement of Traffic Through Residential Streets” as they may prevent some logical street network planning
  - Minimum curb cut widths across sidewalks; develop maximums
  - Minimum building setbacks to promote more pedestrian-friendly streets
  - Lot sizes to promote “missing-middle” housing supportive of transit



# Roadways Types and Standards



**HIGHWAY:**  
*Freeways and parkways with limited access.*



**BOULEVARD:**  
*Multi-lane divided roads or multi-way boulevards with slip roads.*



**AVENUE:**  
*Multi-lane undivided roads greater than three lanes.*



**COMMERCIAL STREET:**  
*Streets with fronting commercial uses and on-street parking.*



**STREET:**  
*Any two or three-lane street outside of commercial districts.*



**ROAD:**  
*A rural roadway or curbsless street with no separated sidewalk*



**REAR ALLEY/LANE:**  
*A narrow roadway providing access or service at rear of the property.*



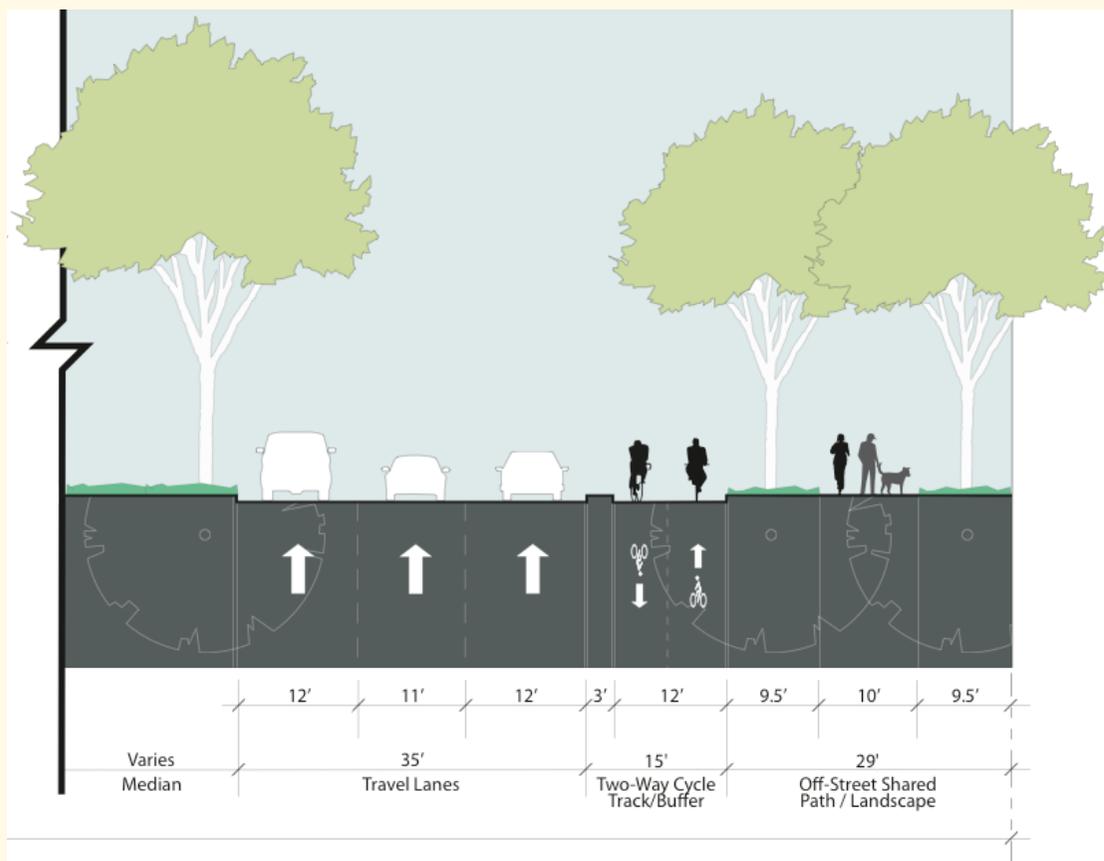
# Highway



Freeways and parkways with limited access



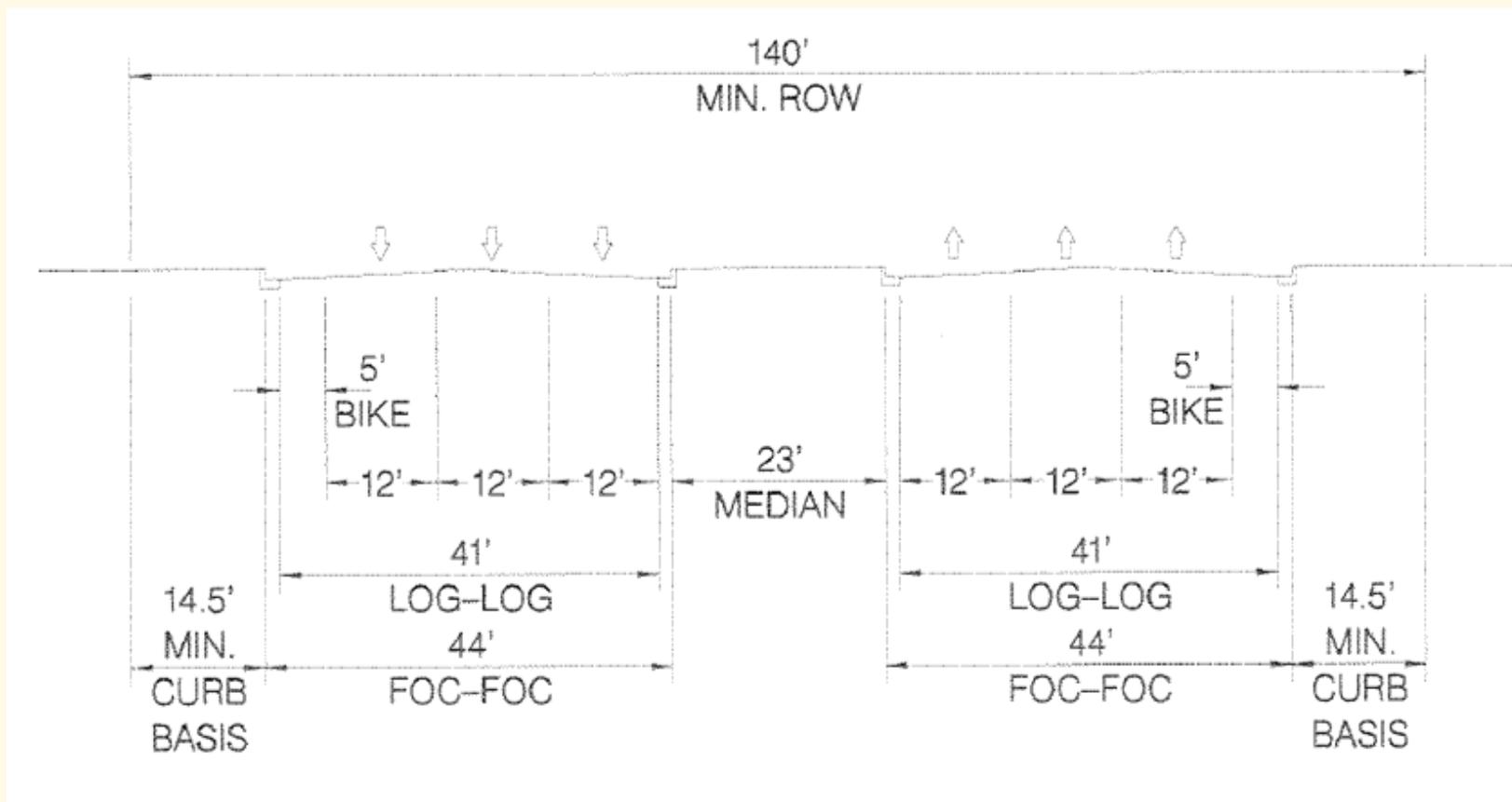
# Highway



## I-35 Frontage Road



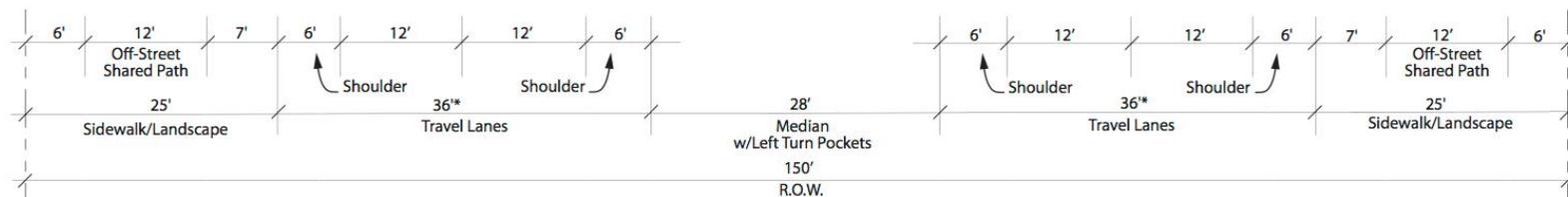
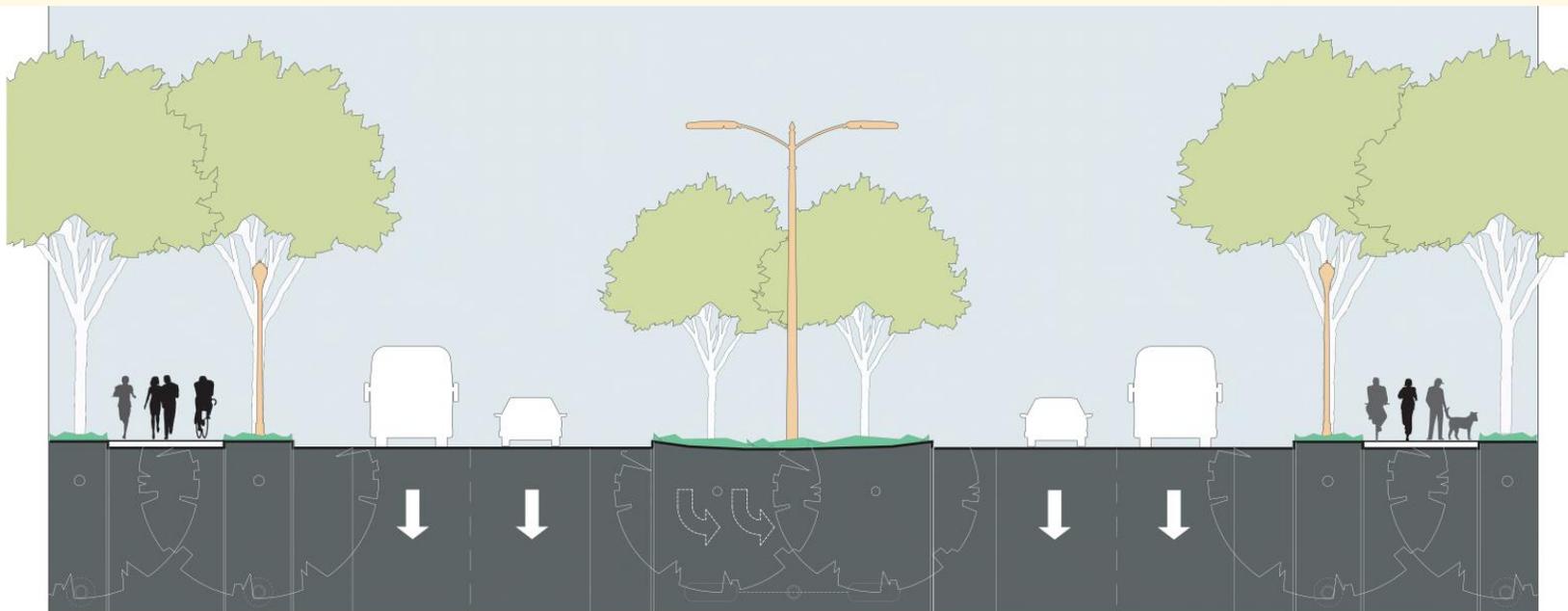
# Highway



Six-Lane Parkway (2004 Transportation Design Manual)



# Highway



## Four-Lane Parkway with Off-Street Shared Paths (HW 150-72)

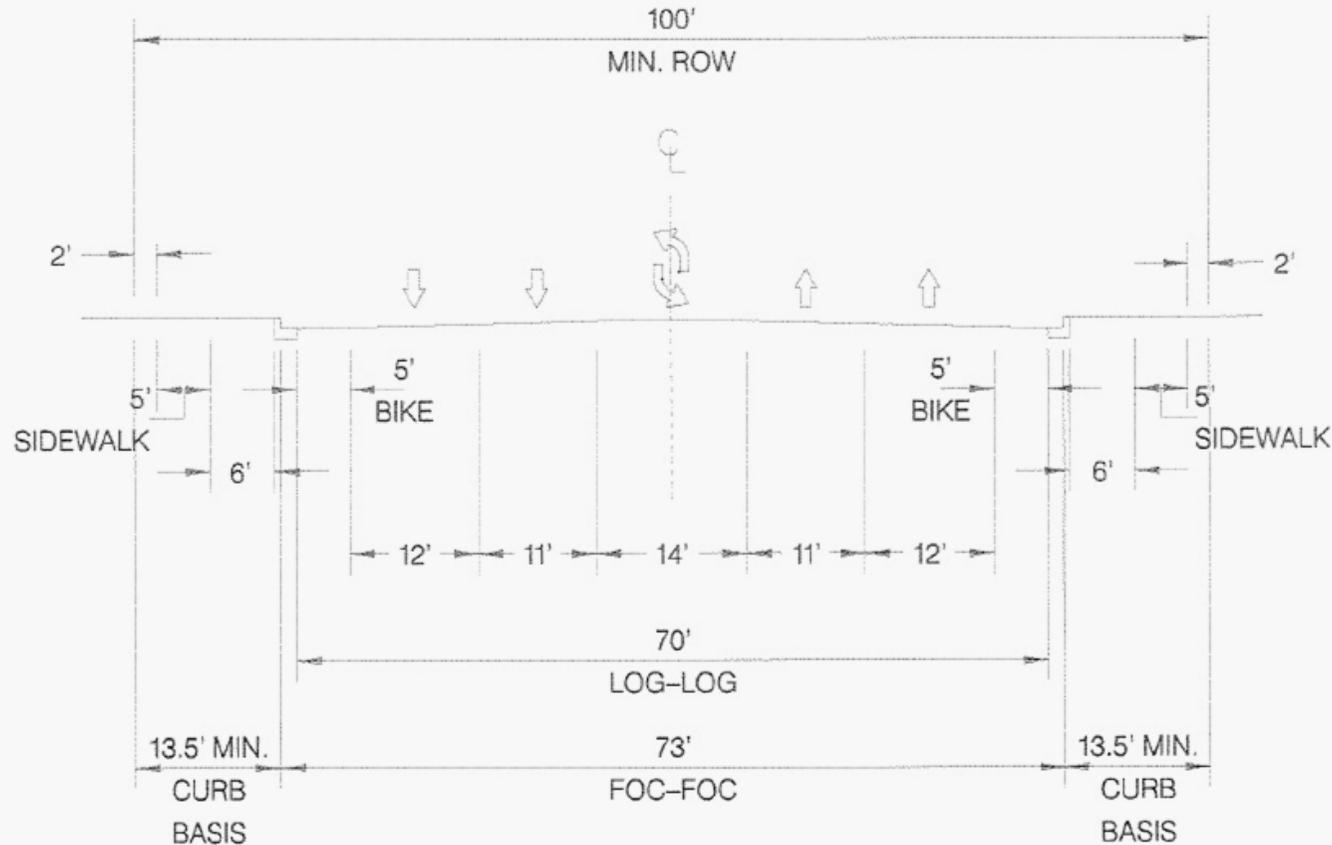


# Boulevard





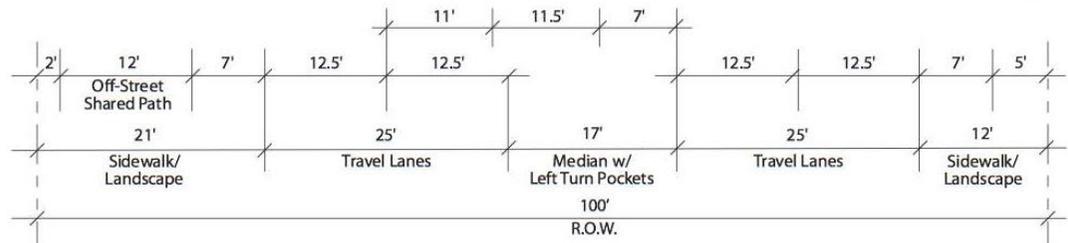
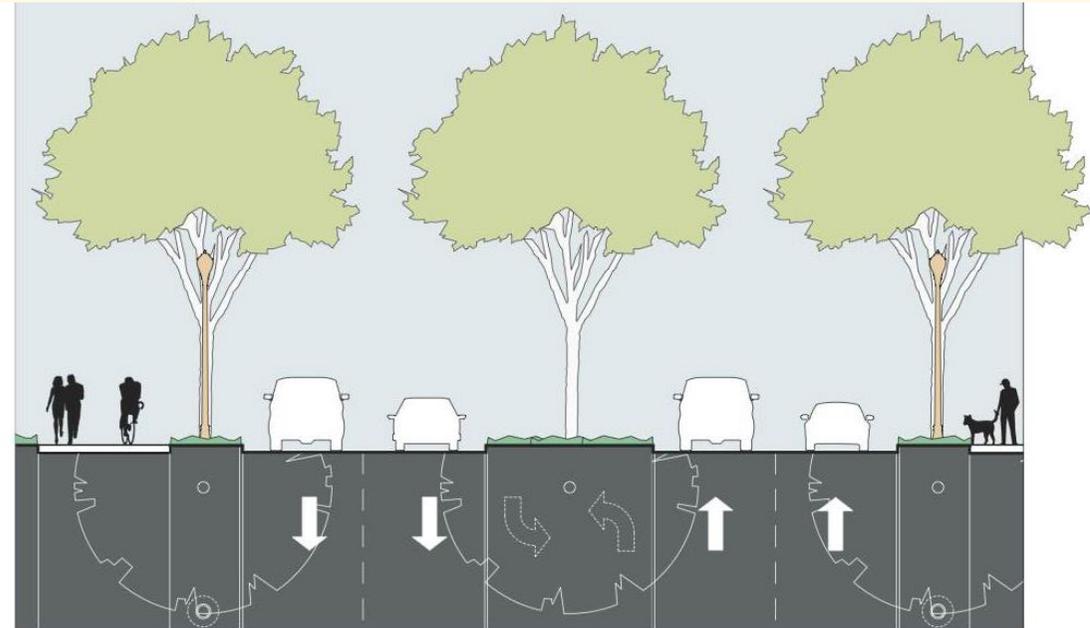
# Boulevard



Four-Lane Divided Major Arterial (2004 Transportation Design Manual)



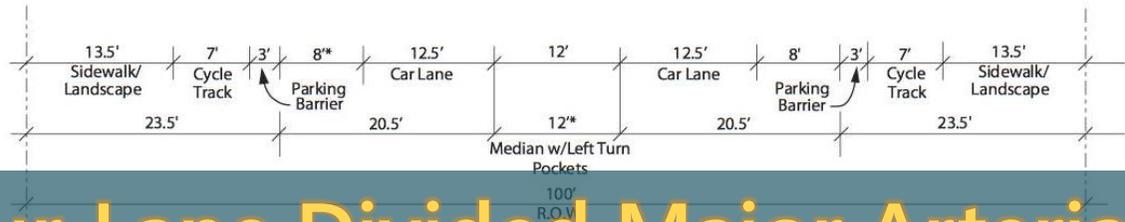
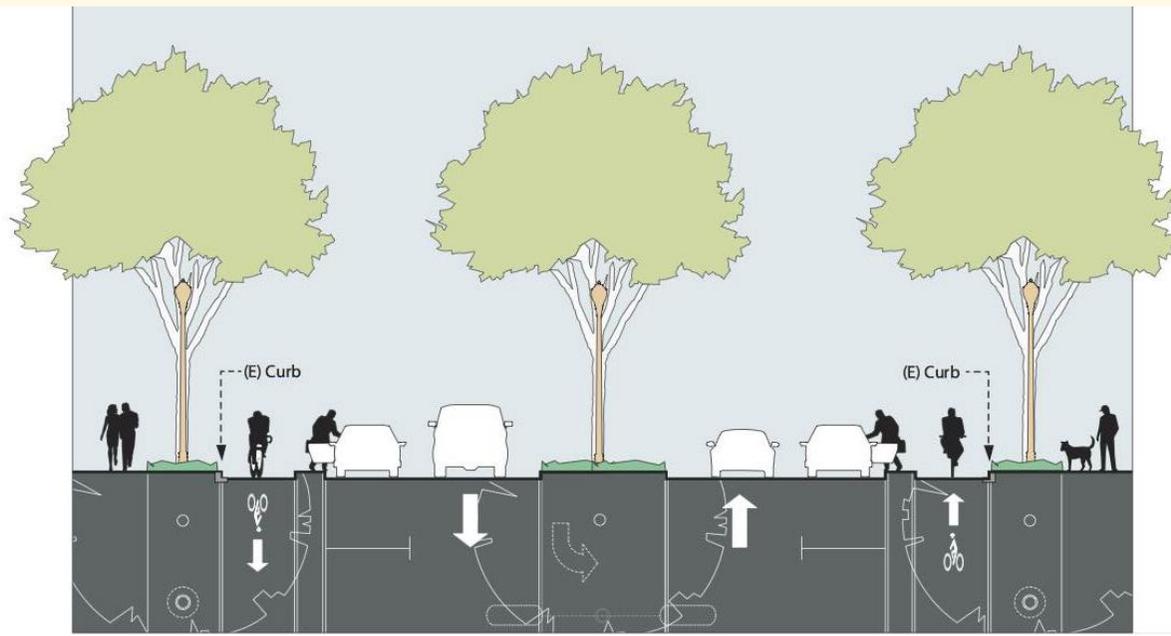
# Boulevard



## Four-Lane Boulevard with Shared Path (BV 100-50)



# Boulevard



**Retrofit of Four-Lane Divided Major Arterial to Two-Lane Lane Boulevard with Cycle Tracks (BV 100-41)**



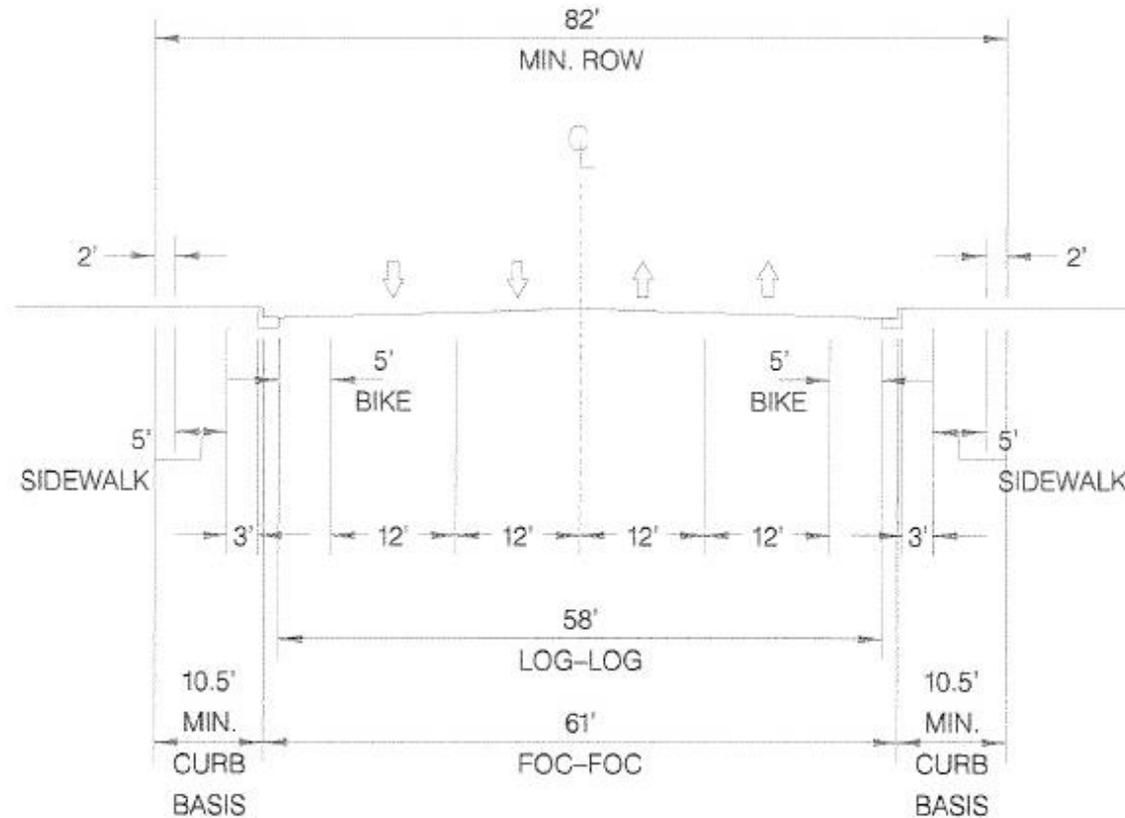
# Avenue



Multi-lane undivided roads greater of three lanes or more



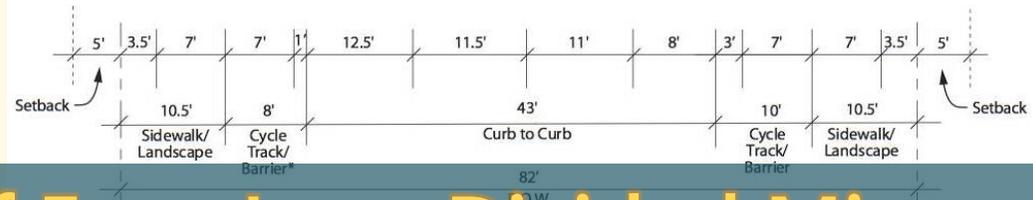
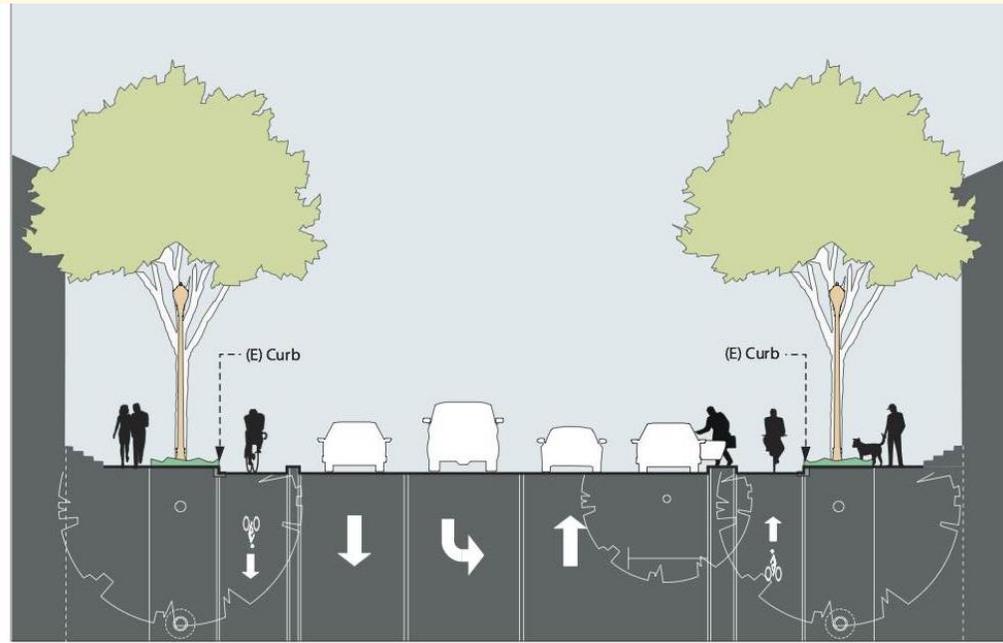
# Avenue



**Four-Lane Divided Minor Arterial  
(2004 Transportation Design Manual)**



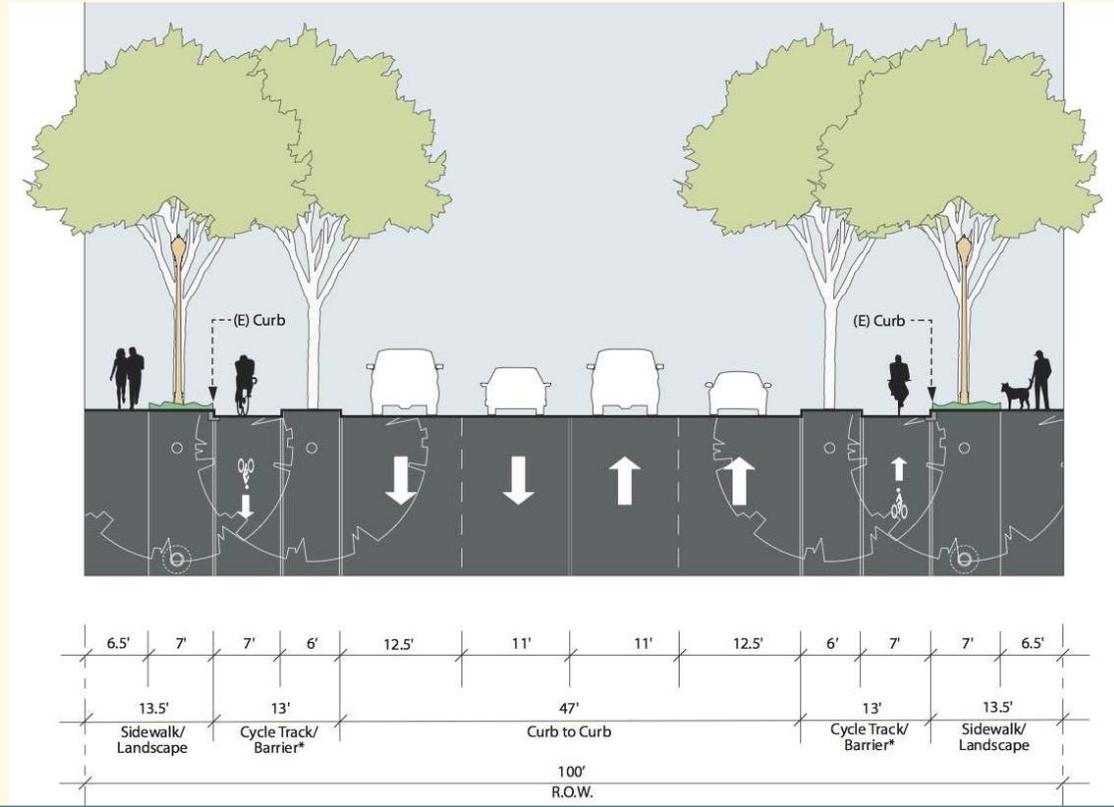
# Avenue



## Retrofit of Four-Lane Divided Minor Arterial to 3-Lane Avenue with Cycle Tracks (AV 82-43)



# Avenue

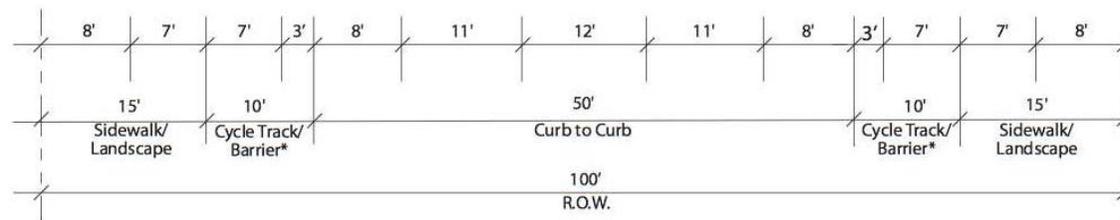
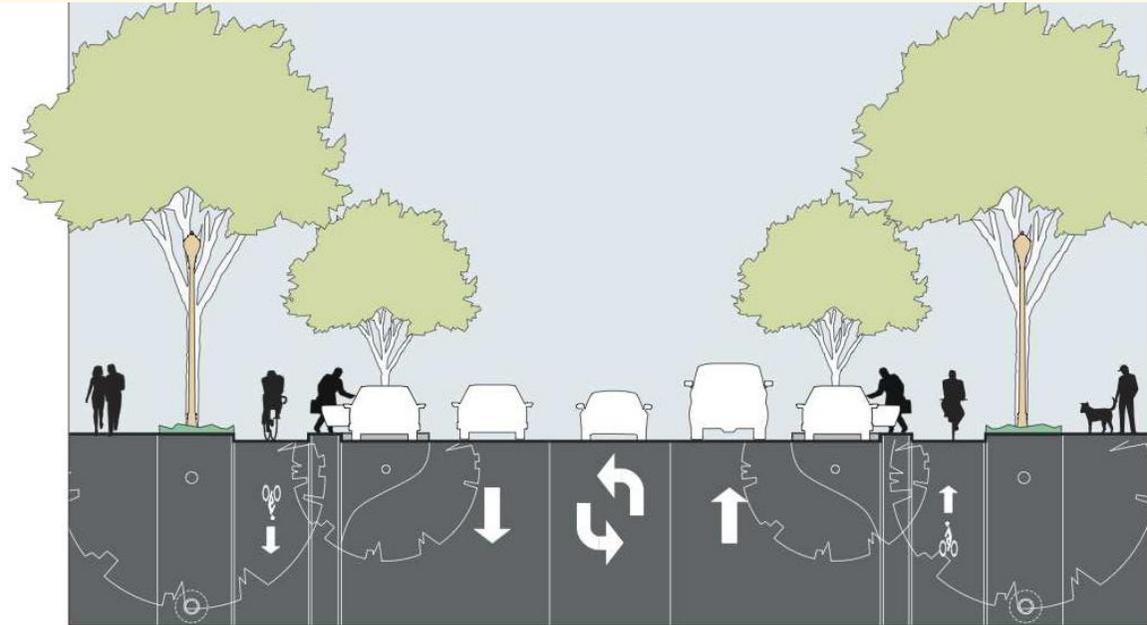


At intersections, cycle track is reduced to a buffered bike lane to accommodate left turn lanes

## Retrofit of Four-Lane Major Arterial to 4-Lane Avenue with Cycle Tracks (AV 100-47)



# Avenue



## 3-Lane Avenue with Cycle Tracks (AV 100-50)



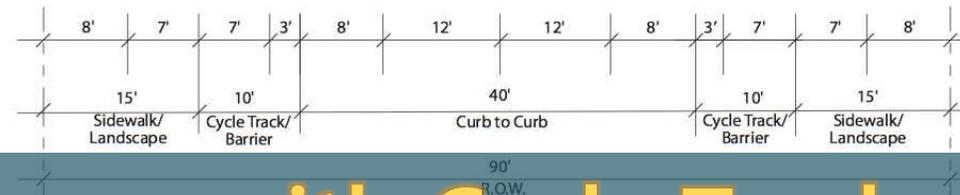
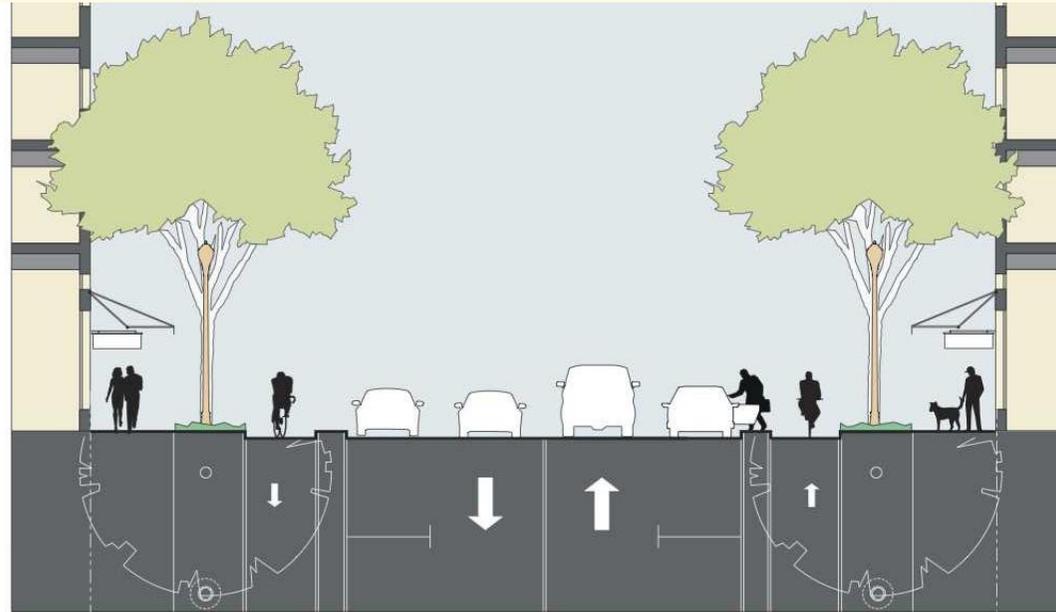
# Commercial Street



Streets with fronting commercial uses and on-street parking



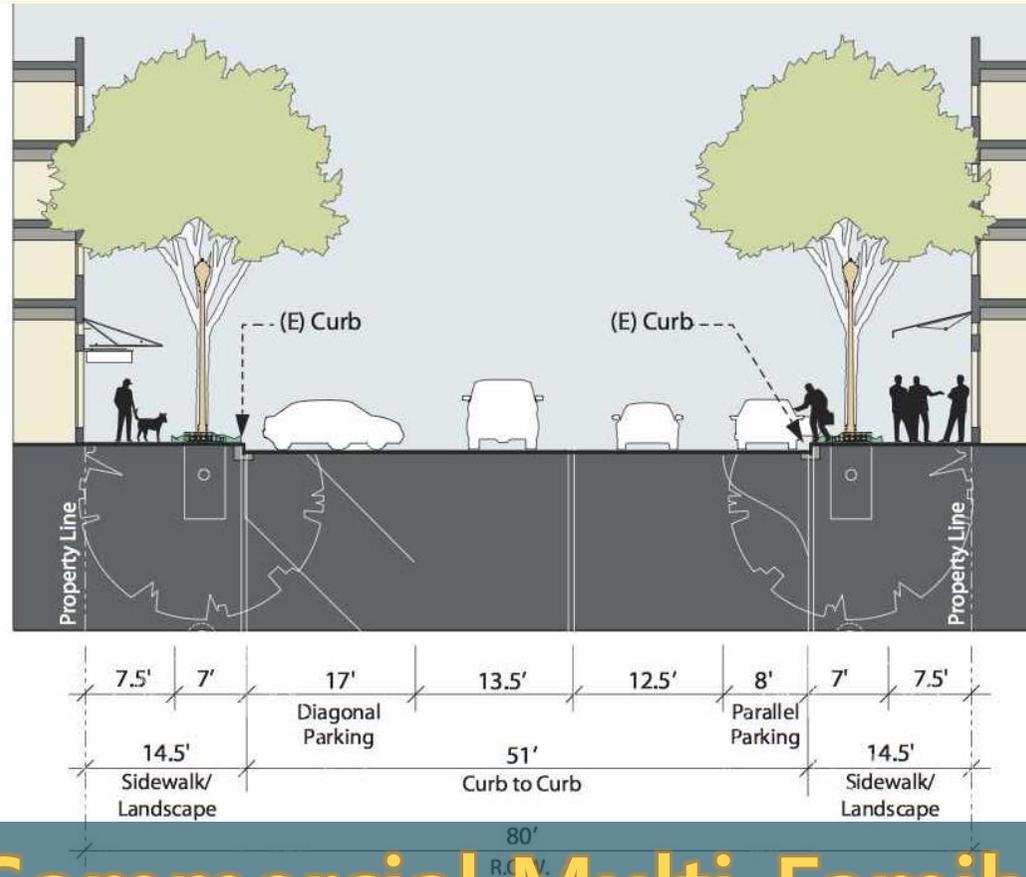
# Commercial Street



**2-Lanes with Cycle Tracks and On-Street Parking (CS 90-40)**



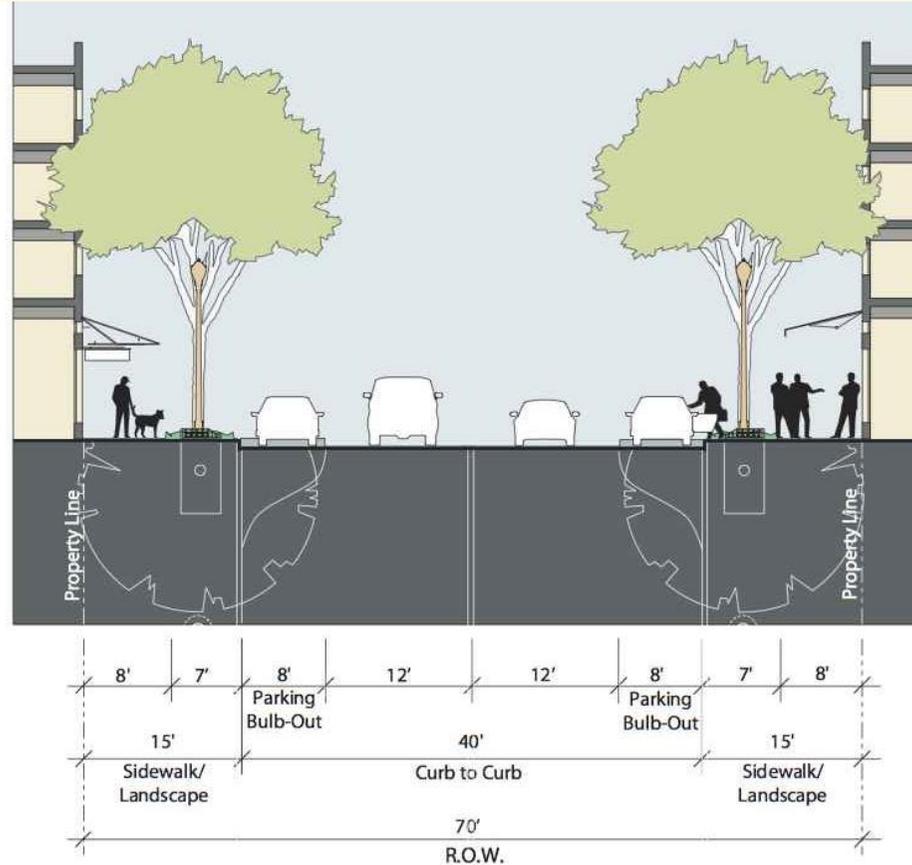
# Commercial Street



**Retrofit of Commercial Multi-Family Street to 2-Lanes with Diagonal/Parallel Parking (CS 80-51)**



# Commercial Street



**2-Lanes with On-Street Parallel Parking (CS 70-40)**



# Street

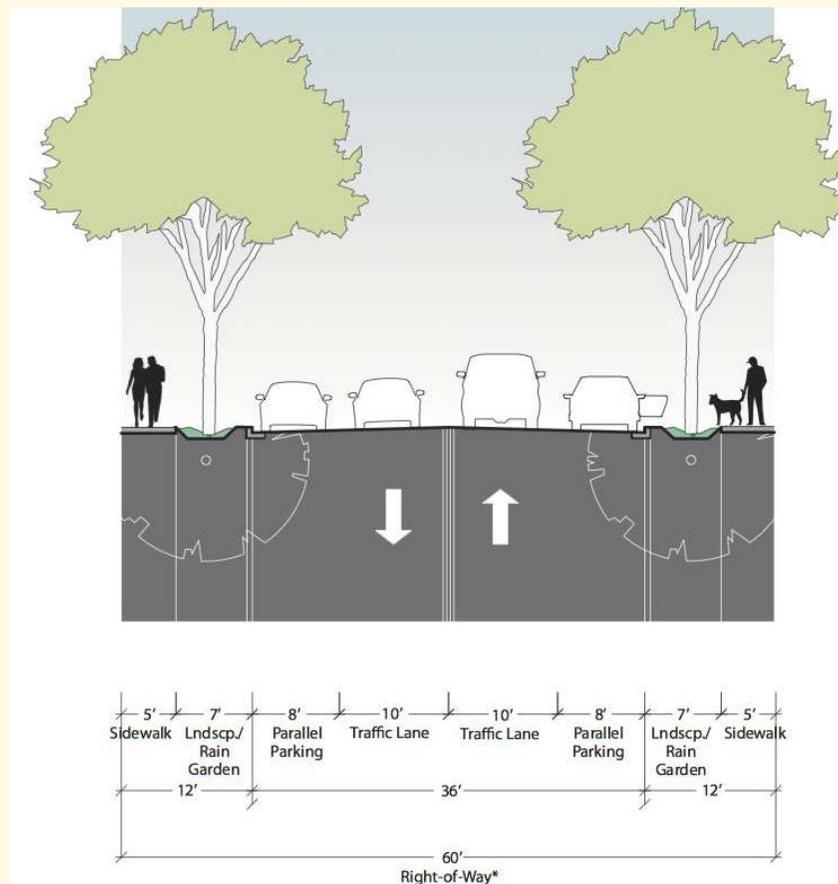


*San Antonio Street, San Marcos*

Any two or three-lane street outside of commercial districts



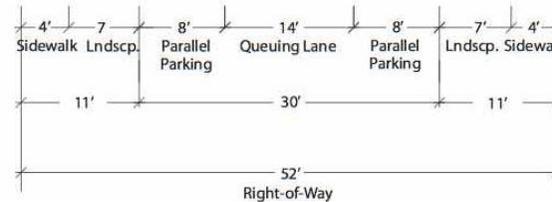
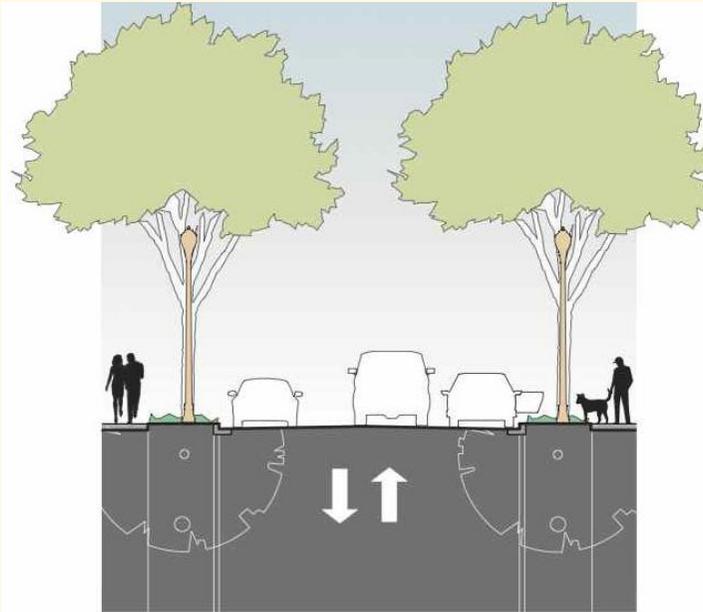
# Street



## 2-Lane Residential Street with Parking (RS 60-36)



# Street



## 2-Lane Residential Queuing Street (RS 50-30)



# Future Conditions

## Travel Demand Modeling

- Review socioeconomic data
- Update travel demand models
- Develop forecasts
- Use microsimulation to analyze problem areas and corridors

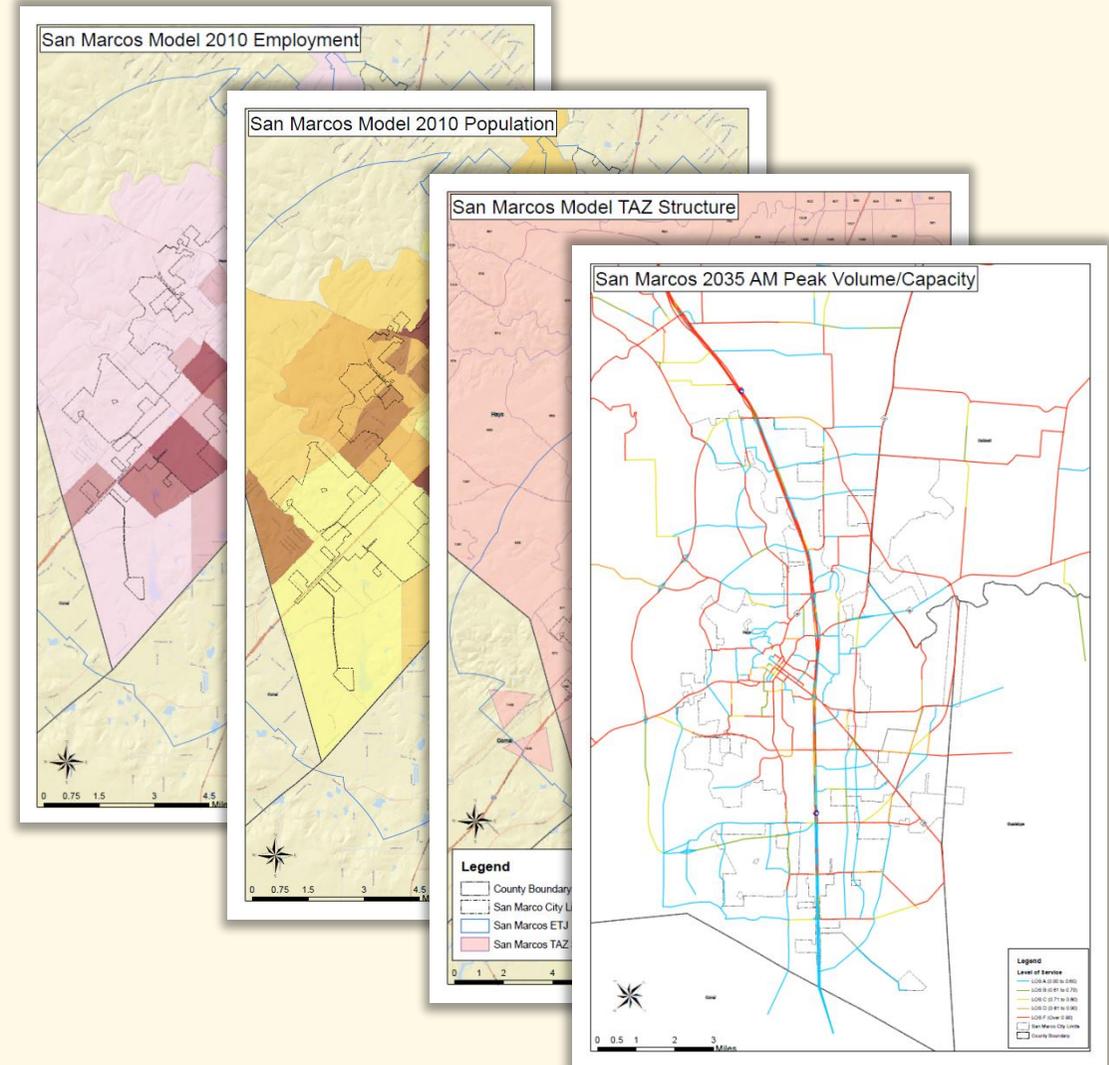


**Develop a credible future years scenario.**



# Travel Demand Model Results

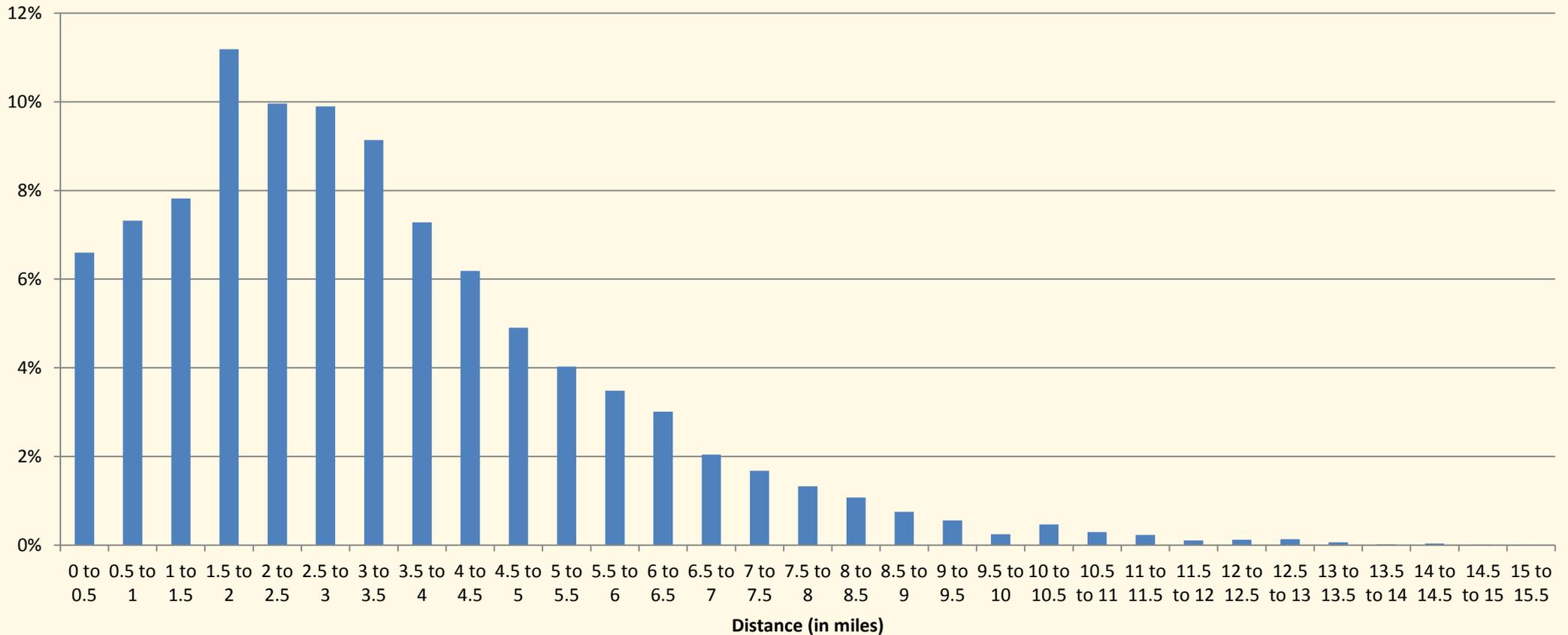
- 2010 Base Conditions
- 2025 on 2010 Roadway Network
- 2025 on 2035 Roadway Network
- 2035 Preferred Scenario





# 2035 Trip Distribution

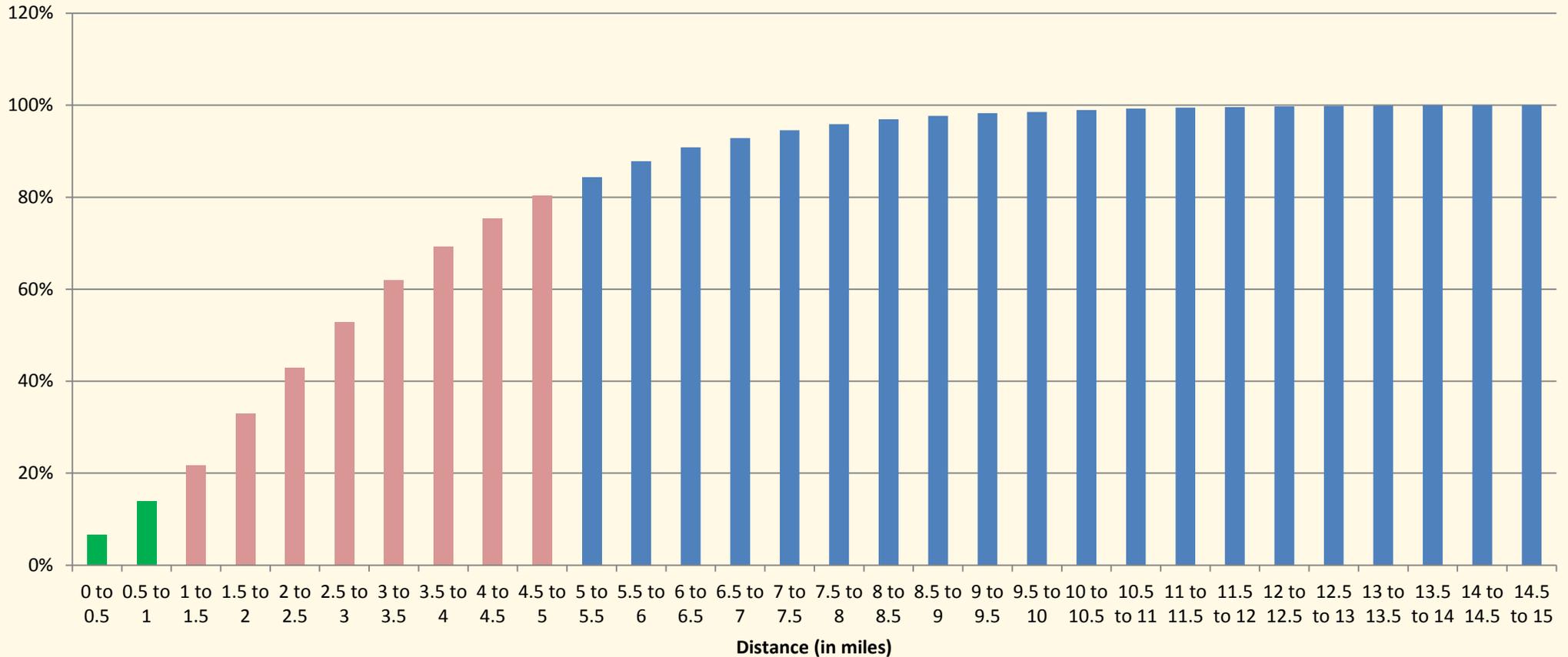
## Percent of Trips By Distance





# 2035 Trip Distribution

Cumulative Percent





# 2035 Trip Distribution

**14%** of trips are less than 1 mile

**Goal:**

Convert **5%** to Walk trips



**80%** of trips are less than 5 miles

**Goal:**

Convert **10%** to Bike trips

**Modal shift of short trips**



# Alternatives Analysis

- ITS/TDM
- Bike Network
- Transit Framework
- Roadway Network

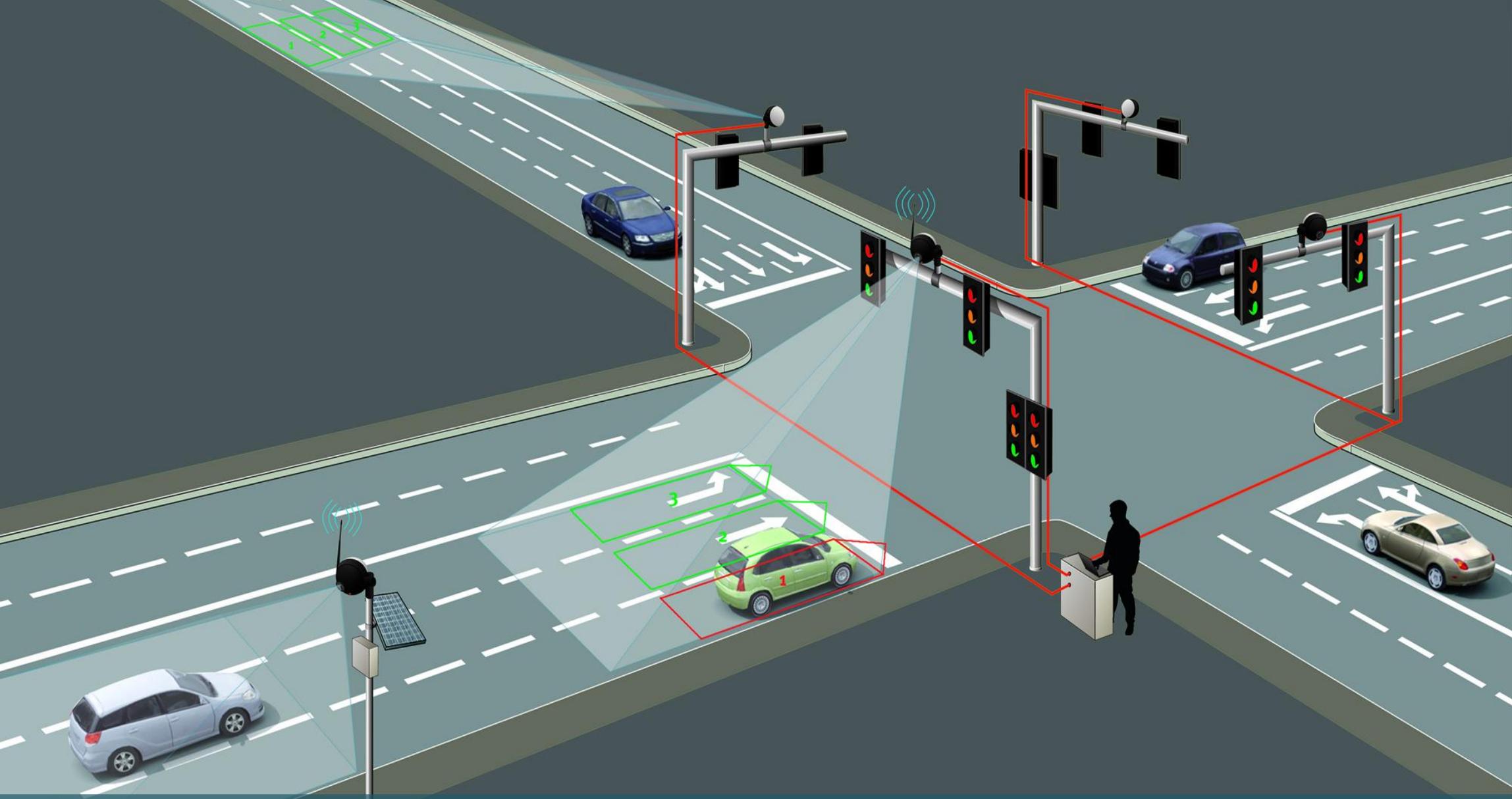
“A clearly defined roadway network lends to ***successful planning*** that will meet the needs of a growing community.”



Use real time data to improve traffic.

TRAVEL TIME TO  
15A/345  
VIA BELL 1800  
VIA 15A 0000

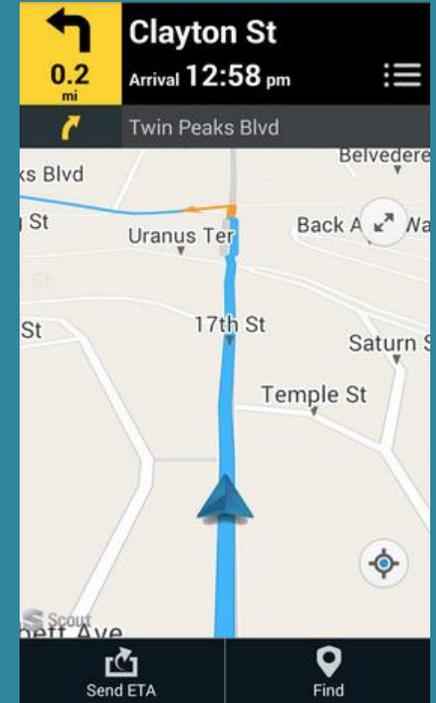
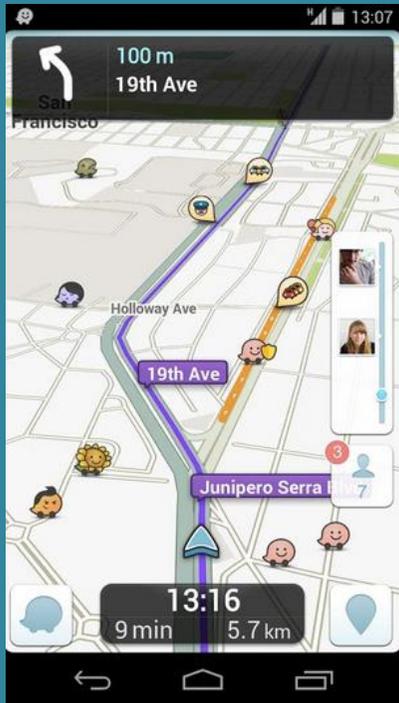
# Dynamic Message Signs



# Adaptive Traffic Control Systems



# Enhanced Traffic Management Systems



# Real-time travel information apps



# Bike Friendly Streets

Bicycle and pedestrian facilities are significant mechanisms in “building a sustainable transportation system”.



*-Vision San Marcos, A River Runs Through Us*



NO PARKING  
10:00 - 12:00  
WEDNESDAY  
10:00 - 12:00

NO PARKING  
RESERVE  
16h - 23h  
46  
→



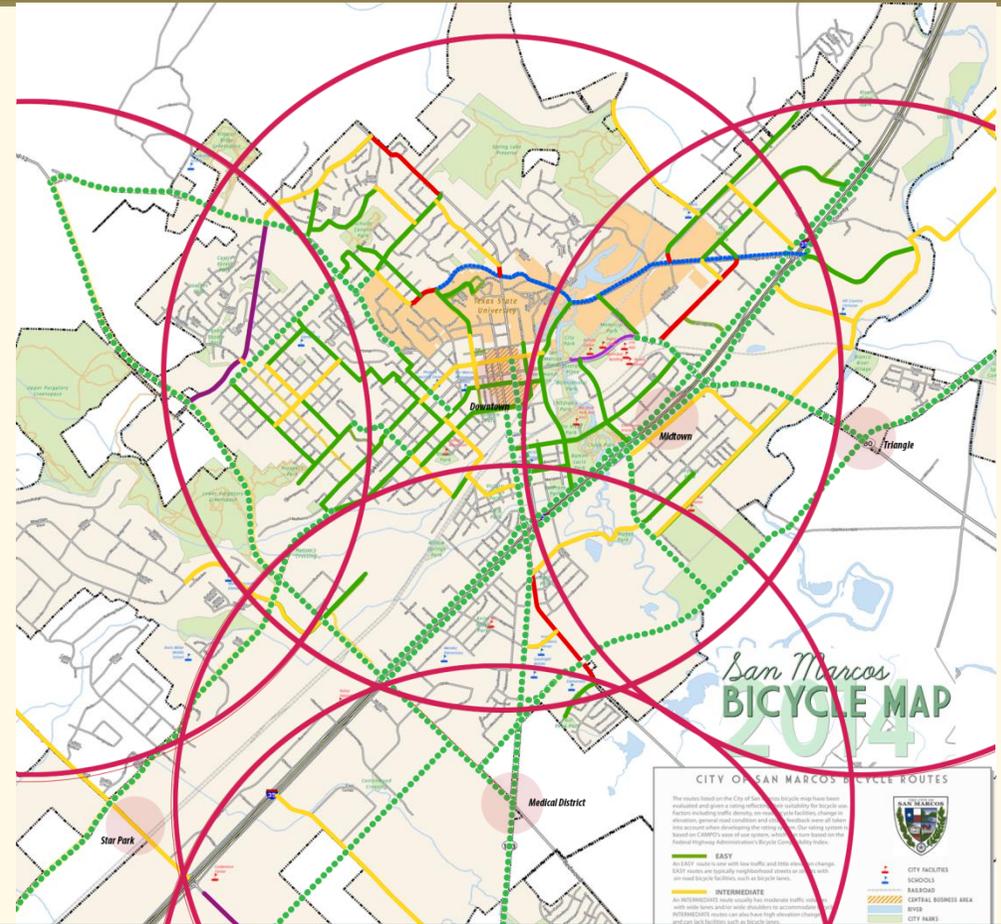






# Bicycle Network

Transportation  
Goal 2: Obtain  
“*Bicycle Friendly  
Community*”  
designation.

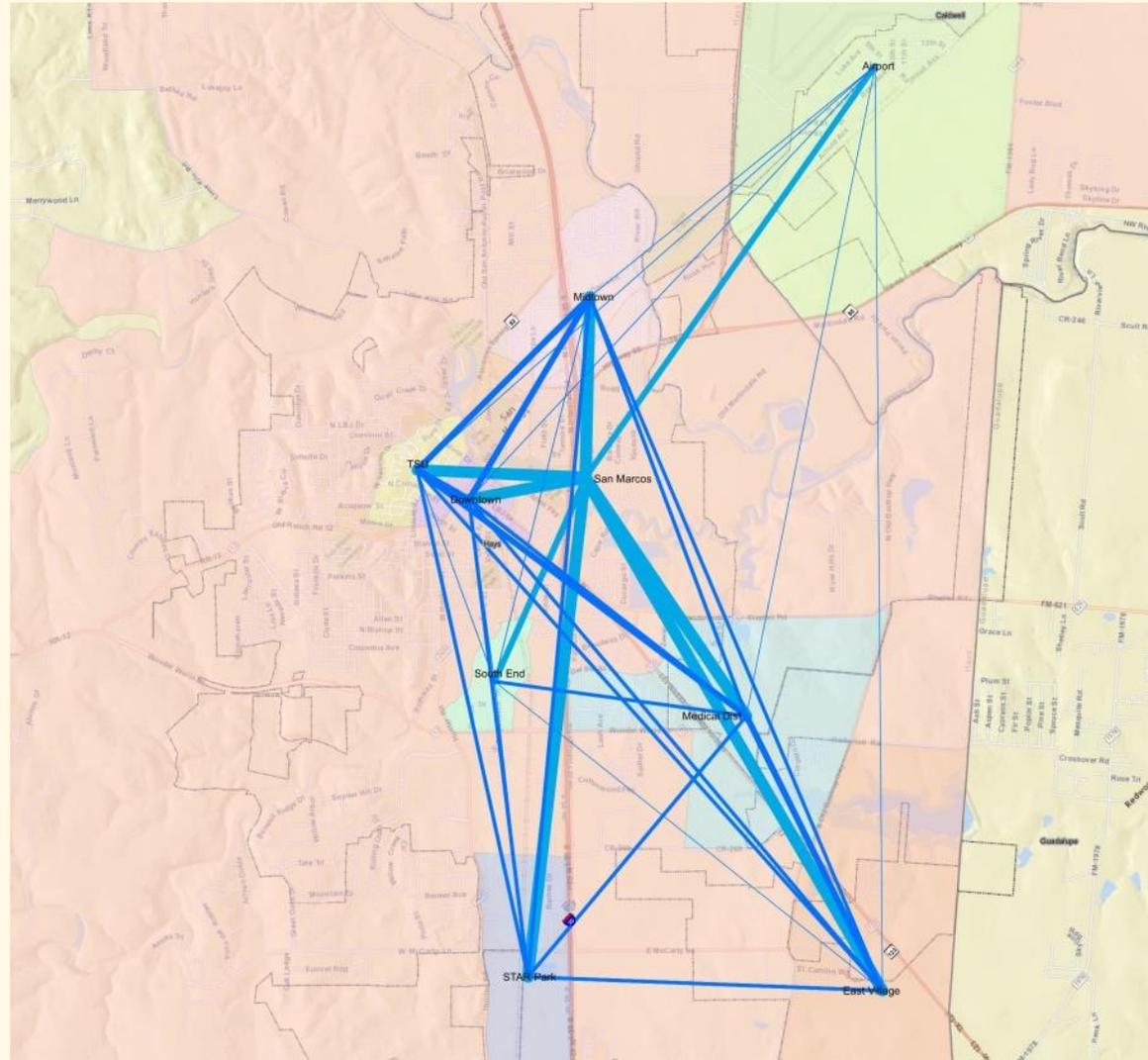


## Proposed Bicycle Network



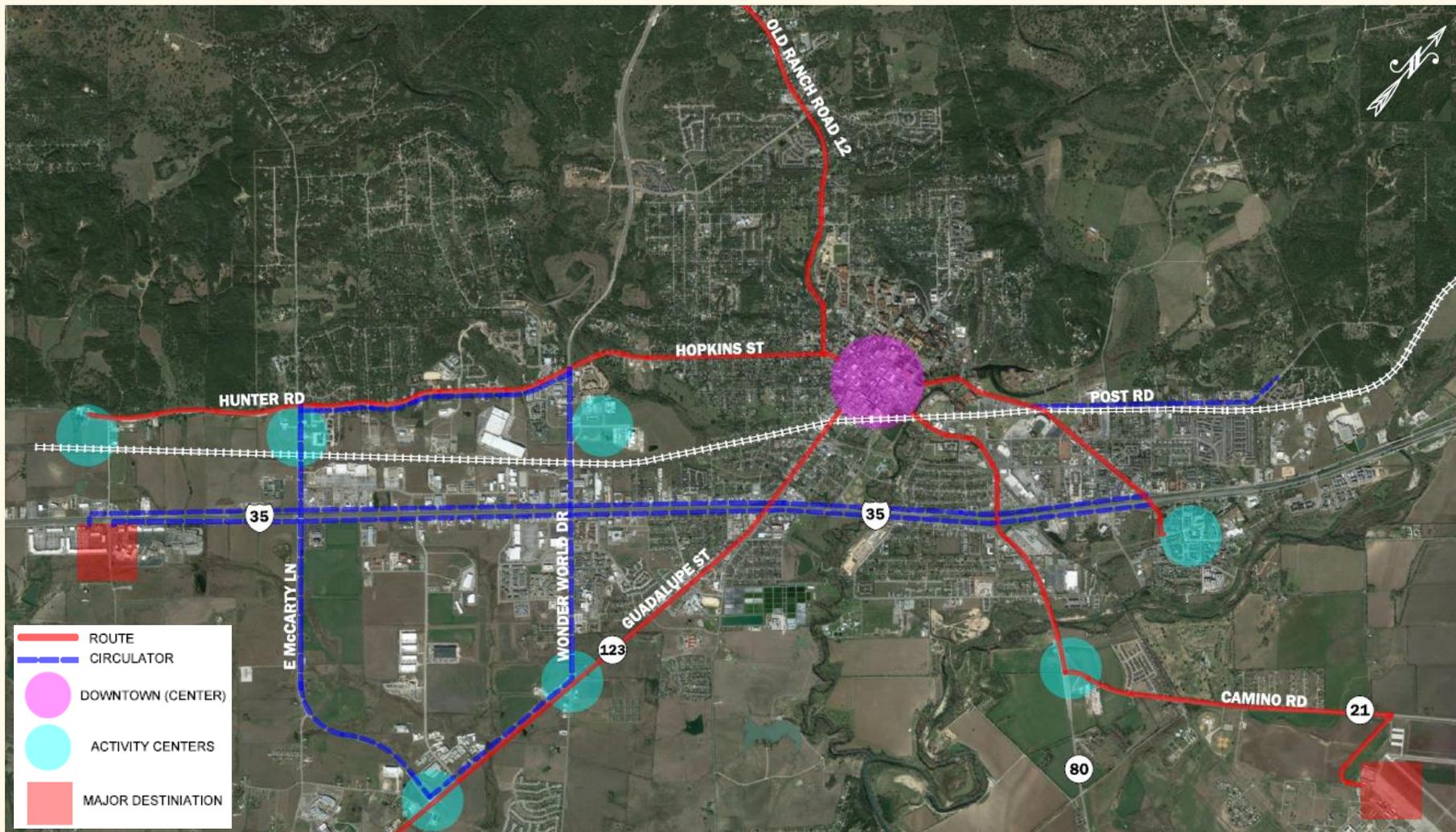
# 2035 Trips

## 2035 Trips Between Activity Centers





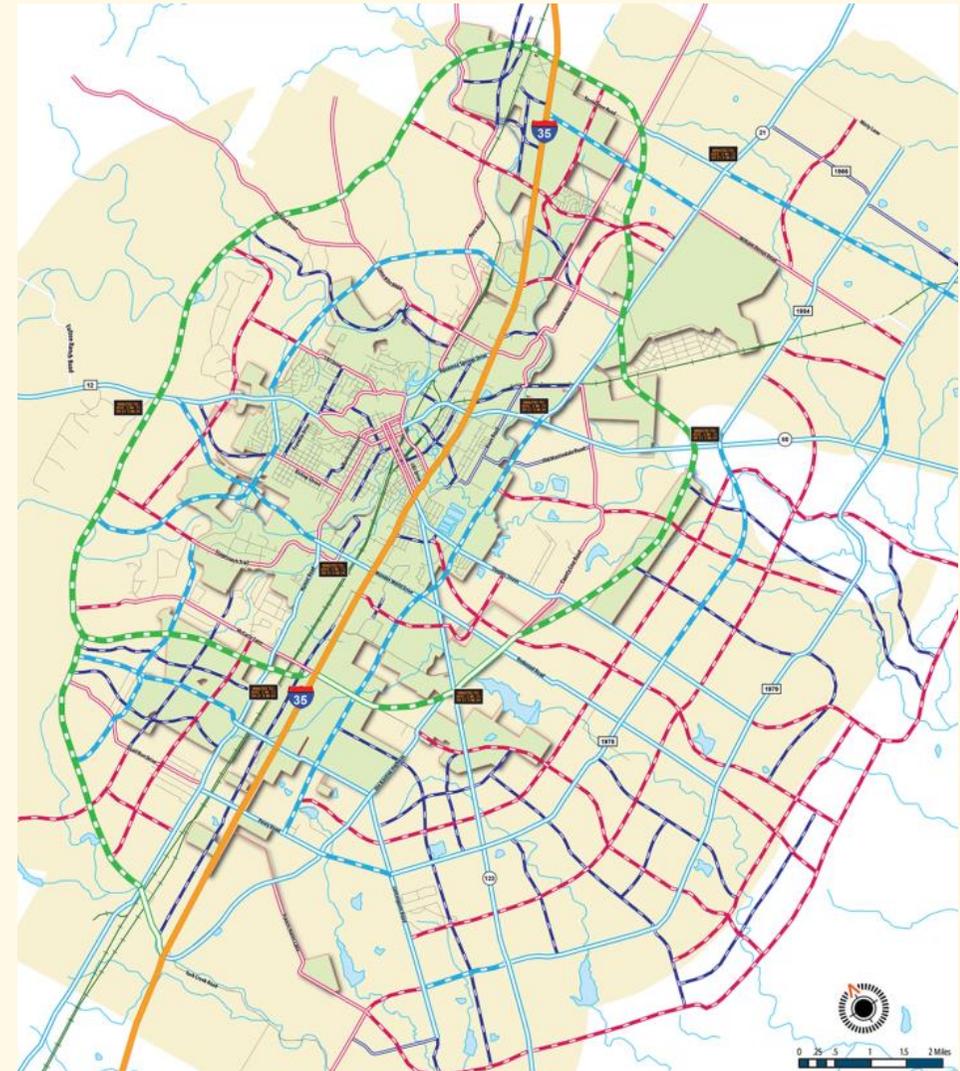
# Transit Framework





# Thoroughfare Plan

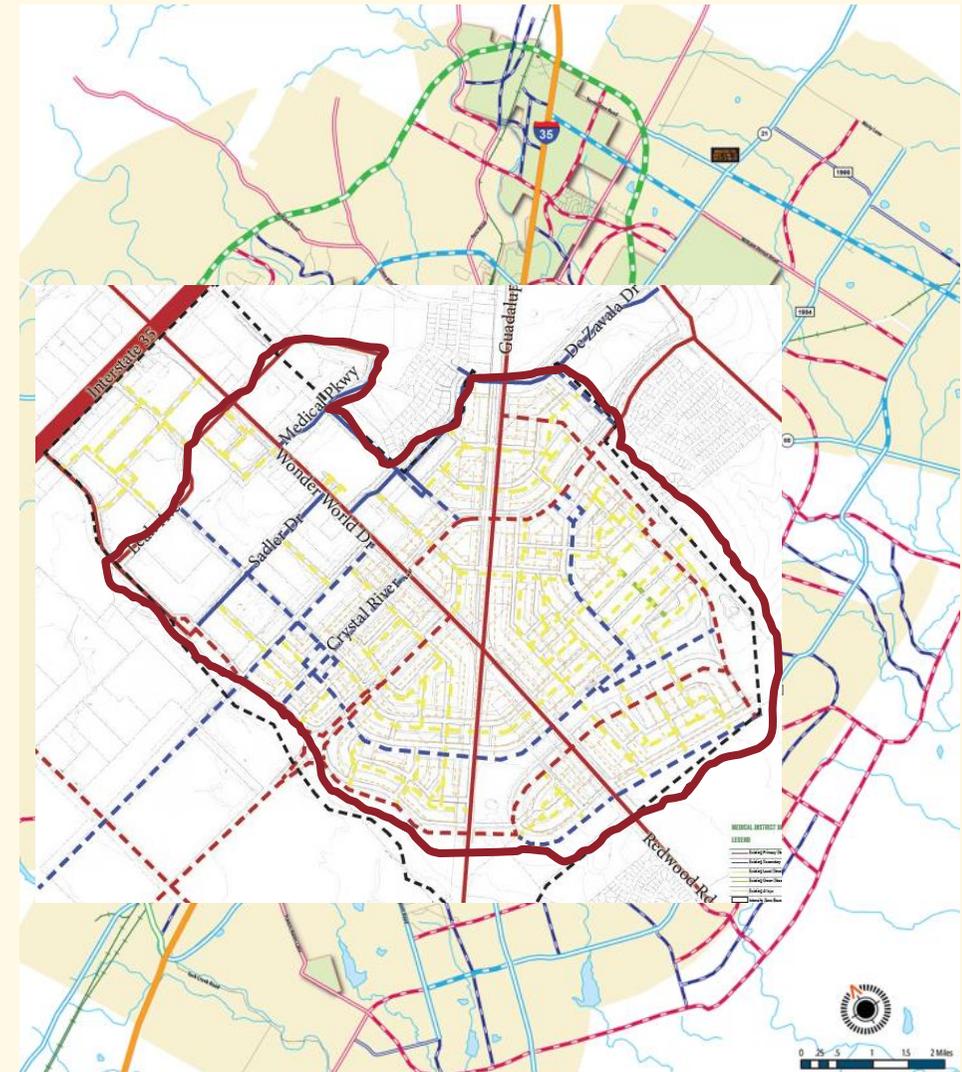
“ Transportation Goal 2: Maintain a *Current Thoroughfare Plan* in order to preserve necessary right-of-way. ”





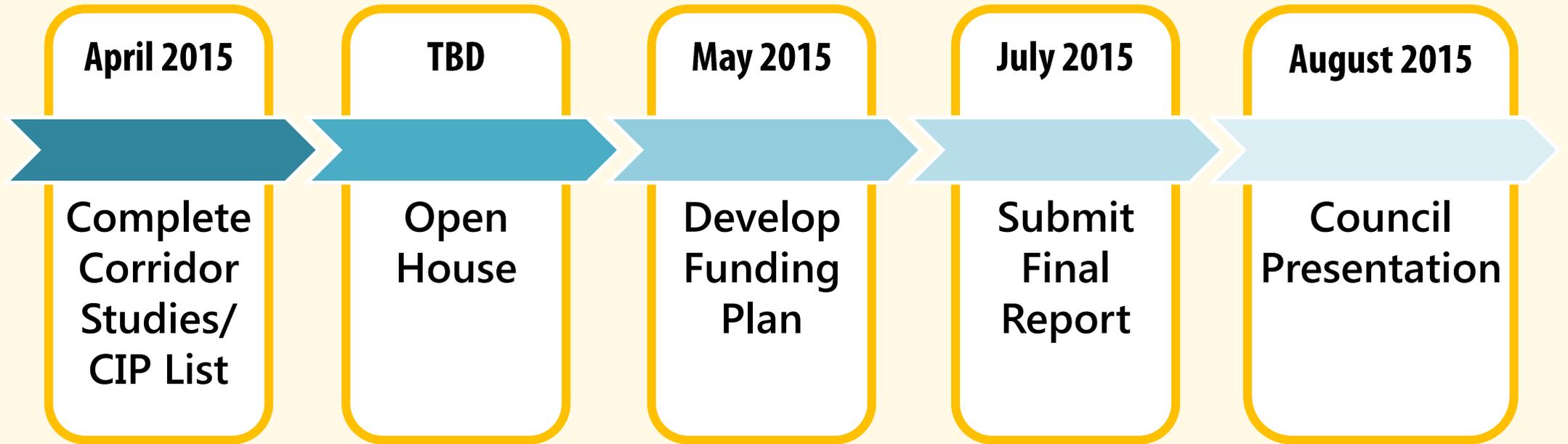
# TMP and CodeSMTX Coordination

- Roadway Types to be applied to appropriate “transects” in CodeSMTX’s Regulating Plan
- TMP’s Design Manual and Development Code to be brought into synch (e.g., block sizes, intersection spacing, driveways and curb cuts, etc.)
- Building placement standards established for Roadway Types (e.g., setbacks and build-to lines, ground level uses, parking, etc.)





# Next Steps





Questions?

# CODESMTX DRAFT REVIEW SCHEDULE

PROJECT/EVENT	CODESMTX DRAFT REVIEW SCHEDULE
ORGANIZER	ABIGAIL GILLFILLAN



PROJECT PHASE	STARTING	ENDING	PROJECT PHASE	STARTING	ENDING
STAFF REVIEW - FIRST DRAFT	2.2.2015	2.23.2015	2 <sup>ND</sup> ROUND OF COMMENTS	6.1.2015	6.20.2015
COMMENT RESPONSE IN SECTIONS	2.20.2015	3.27.2015	FINAL DRAFT RECEIVED	7.15.2015	7.15.2015
THINK TANK WORKSHOP #1	4.1.2015	4.1.2015	THINK TANK RECOMENDATION	8.5.2015	8.5.2015
THINK TANK WORKSHOP #2	4.15.2015	4.15.2015	COUNCIL/ P&Z WORKSHOP	8.9.2015	9.22.2015
THINK TANK WORKSHOP #3	4.29.2015	4.29.2015	PLANNING COMMISSION	10.6.2015	10.20.2015
FIRST DRAFT TO THE PUBLIC/ SPEAKERS BUREAU	5.1.2015	5.31.2015	CITY COUNCIL	11.9.2015	11.23.2015

JANUARY							FEBRUARY							MARCH							APRIL							MAY							JUNE											
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S					
				1	2	3	1	2	3	4	5	6	7	1	2	3	4	5	6	7				1	2	3	4						1	2							1	2	3	4	5	6
4	5	6	7	8	9	10	8	9	10	11	12	13	14	8	9	10	11	12	13	14	5	6	7	8	9	10	11	3	4	5	6	7	8	9	7	8	9	10	11	12	13					
11	12	13	14	15	16	17	15	16	17	18	19	20	21	15	16	17	18	19	20	21	12	13	14	15	16	17	18	10	11	12	13	14	15	16	14	15	16	17	18	19	20					
18	19	20	21	22	23	24	22	23	24	25	26	27	28	22	23	24	25	26	27	28	19	20	21	22	23	24	25	17	18	19	20	21	22	23	21	22	23	24	25	26	27					
25	26	27	28	29	30	31							29	30	31					26	27	28	29	30			24	25	26	27	28	29	30	28	29	30										
																											31																			
JULY							AUGUST							SEPTEMBER							OCTOBER							NOVEMBER							DECEMBER											
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S					
			1	2	3	4						1			1	2	3	4	5						1	2	3						1	2	3	4	5									
5	6	7	8	9	10	11	2	3	4	5	6	7	8	6	7	8	9	10	11	12	4	5	6	7	8	9	10	8	9	10	11	12	13	14	6	7	8	9	10	11	12					
12	13	14	15	16	17	18	9	10	11	12	13	14	15	13	14	15	16	17	18	19	11	12	13	14	15	16	17	15	16	17	18	19	20	21	13	14	15	16	17	18	19					
19	20	21	22	23	24	25	16	17	18	19	20	21	22	20	21	22	23	24	25	26	18	19	20	21	22	23	24	22	23	24	25	26	27	28	20	21	22	23	24	25	26					
26	27	28	29	30	31	23	24	25	26	27	28	29	27	28	29	30				25	26	27	28	29	30	31	29	30						27	28	29	30	31								
							30	31																																						