

Downtown Implementation



DOWNTOWN STREETS

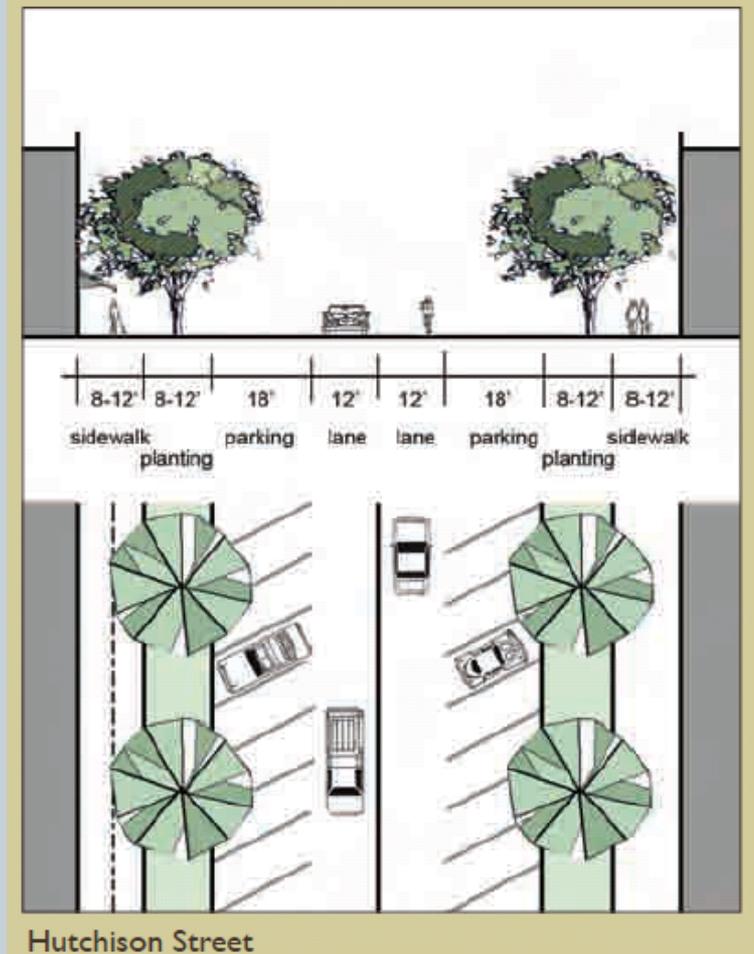
Downtown Streets



- **Downtown Street Design**
 - What is the primary function of our Downtown streets?
Regional Mobility or a Destination
- **TXDOT Roadways**
 - Solutions to streamline decision making and
- **OneWay or TwoWay for Guadalupe and LBJ**
 - Provide final direction

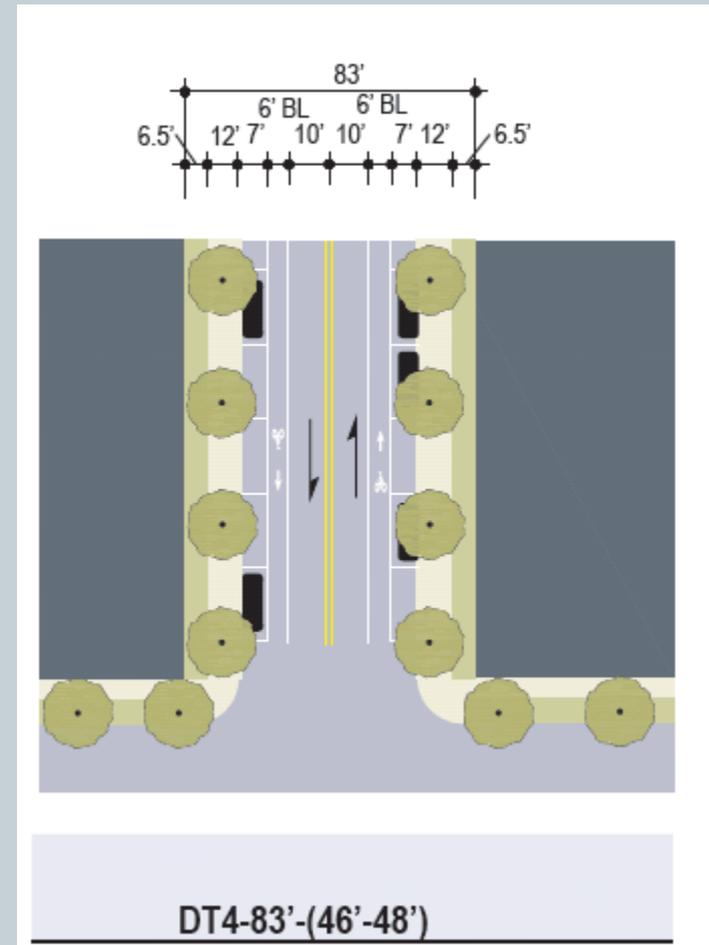
Downtown Streets Design Background

- **Downtown Master Plan** -
“The key goal for the Downtown master plan in terms of the Streets and Roadways network is to support the idea that Downtown is a destination”
- **SmartCode** is adopted with typical cross sections that support downtown character
- **Downtown Streetscape Project** achieves the vision and goals



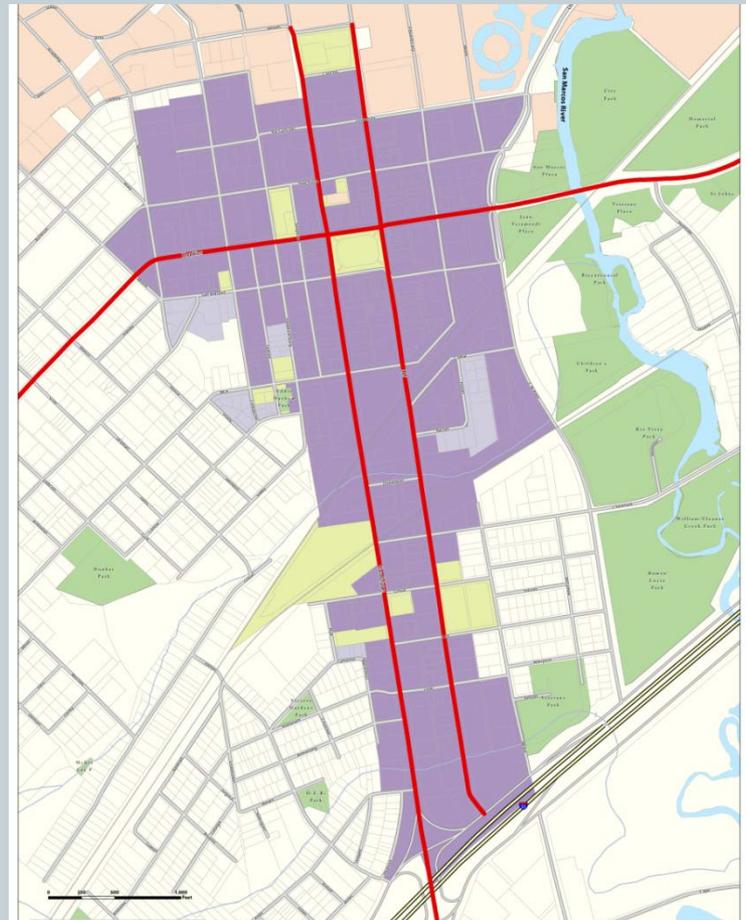
Facilitating Private Investment in Public Spaces

- **Amendment to the SmartCode**
 - Defines cross sections for all downtown streets
 - Identifying the responsibility of private development
- **Tactical Urbanism**
 - More detailed planning of ROW that will allow the incorporation of features like: Utilities, Water Quality Features, Parklets etc..



Public Investment

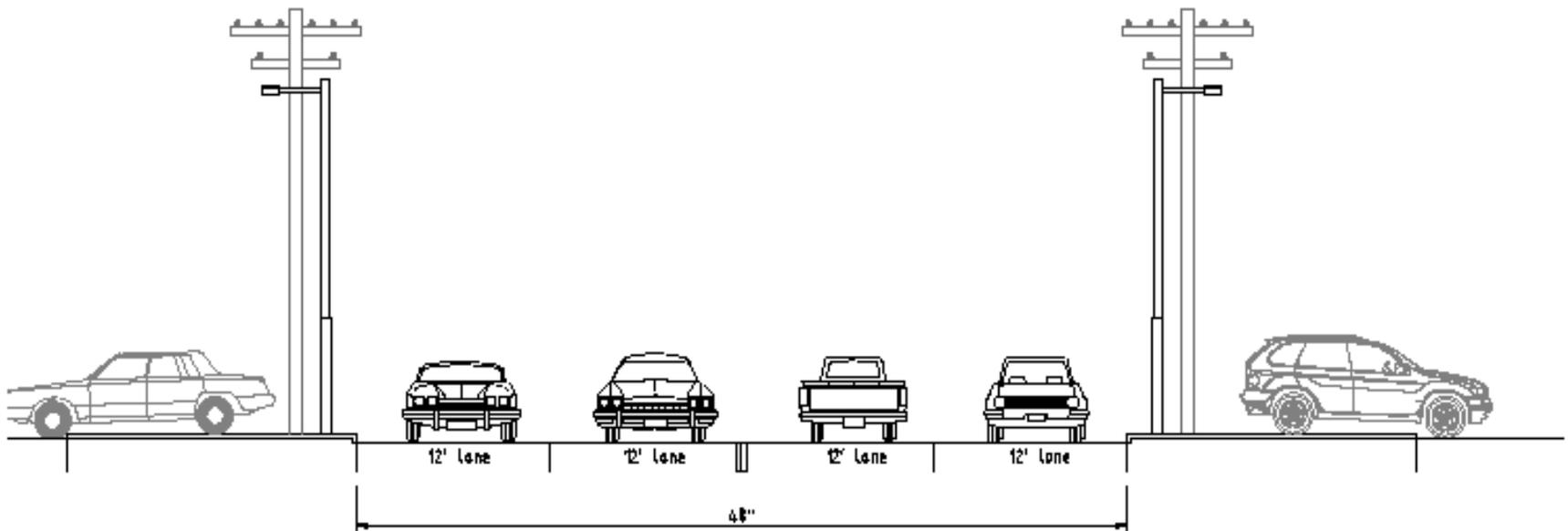
- Major Thoroughfares and substandard ROW where curb lines need to move
- Identify funding sources for these improvements



Evolution of MLK Drive

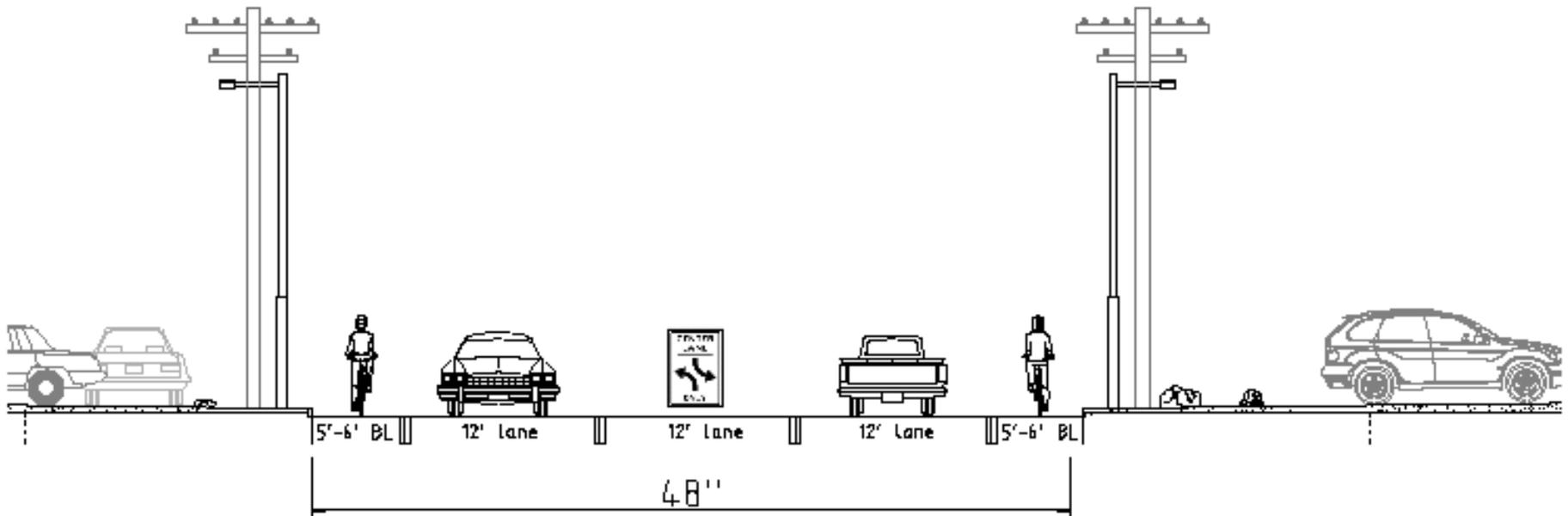


2012 Conditions



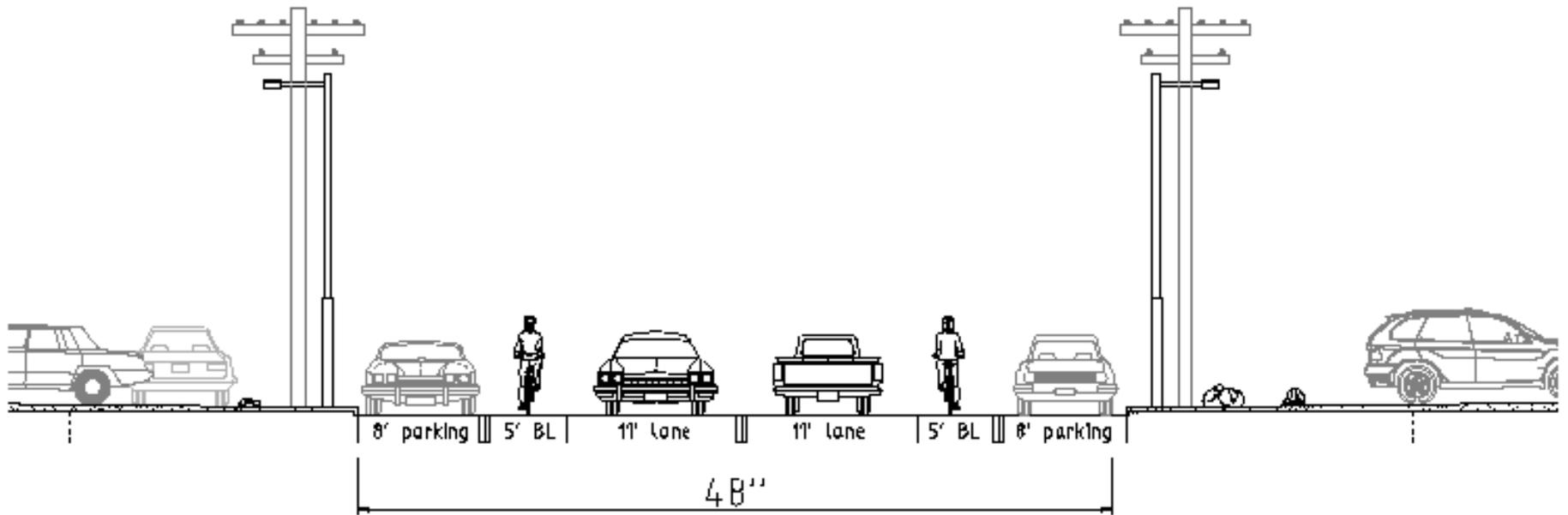
MLK Drive

Current Conditions



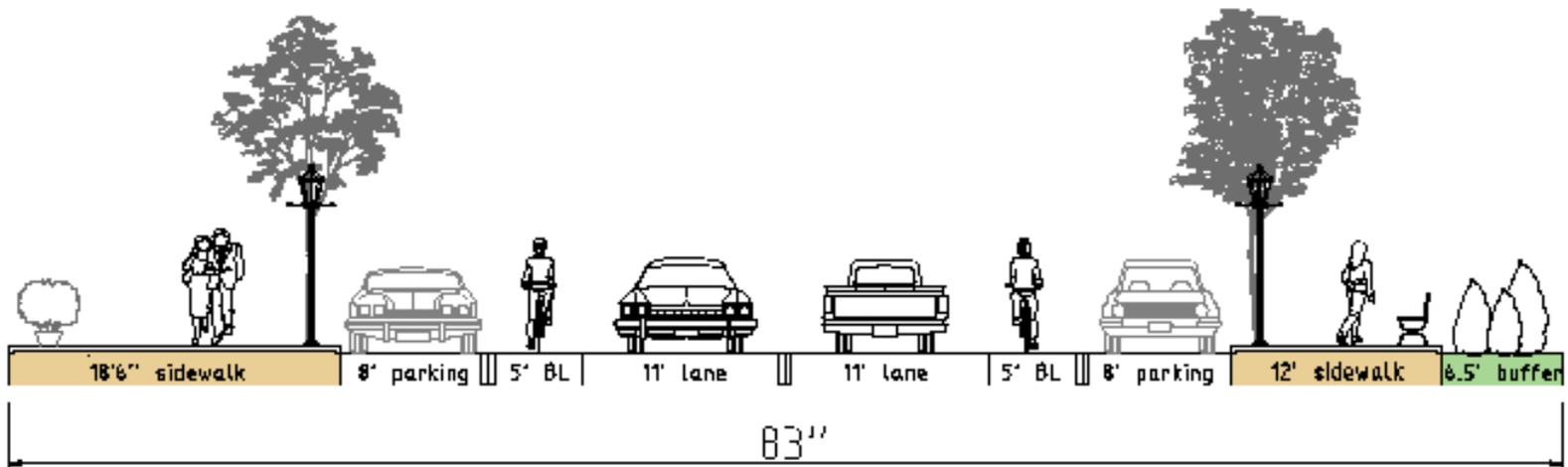
MLK Drive

Re-Striping



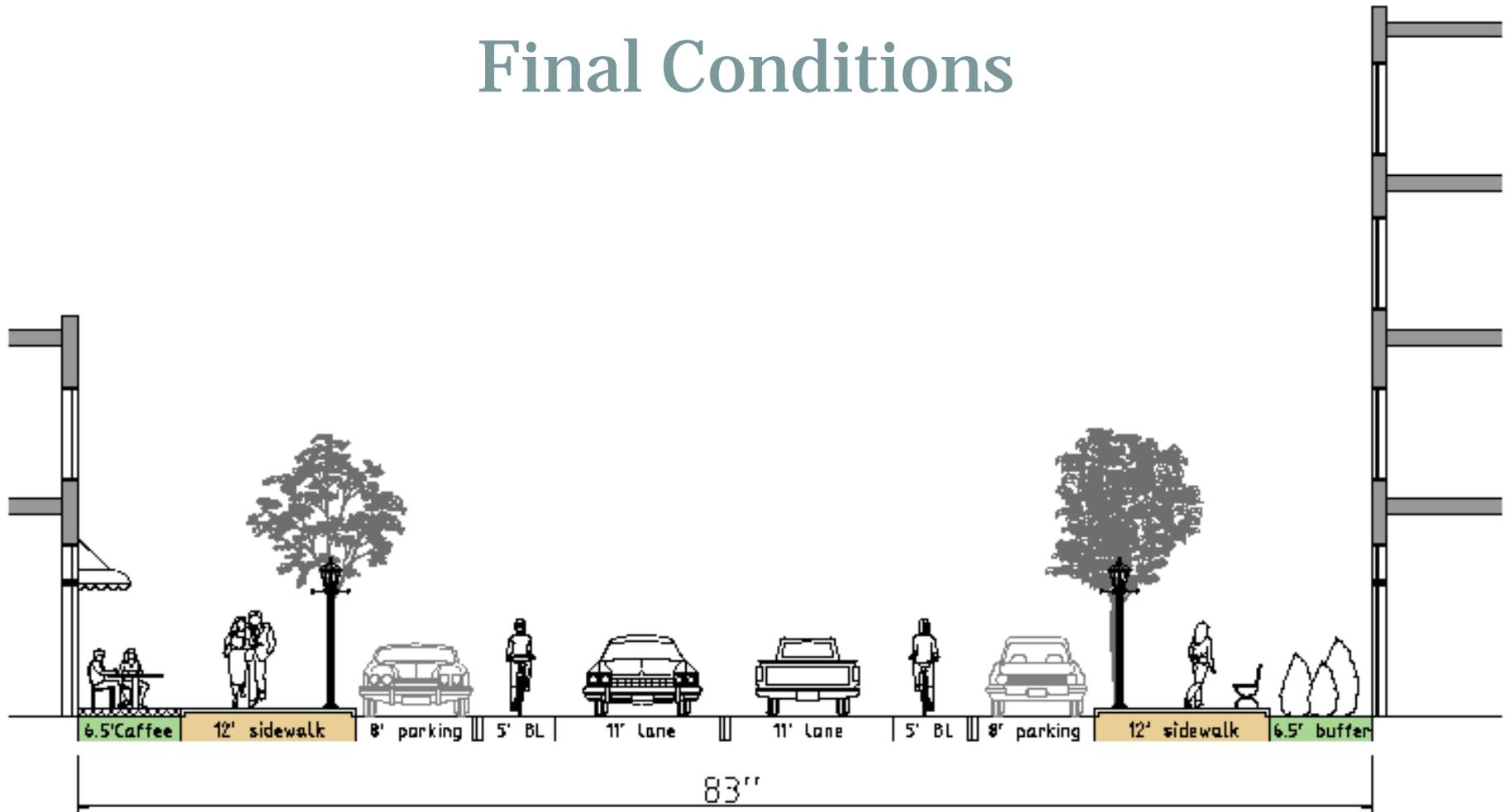
MLK Drive

Streetscape



MLK Drive

Final Conditions



MLK Drive

Next Steps for Downtown Streets

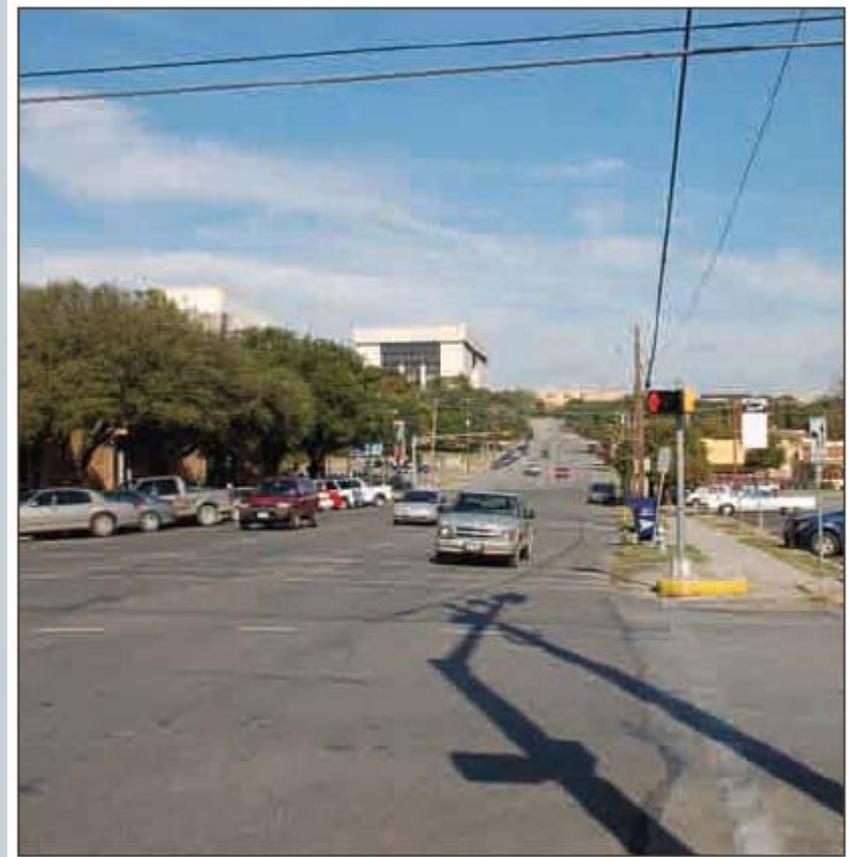


- **Are we prepared to make this investment in the Downtown?**
- **SmartCode Amendments**
- **Needs Assessment**
 - Determine Costs and funding sources
 - Incremental Development
- **Capital Improvement Projects**

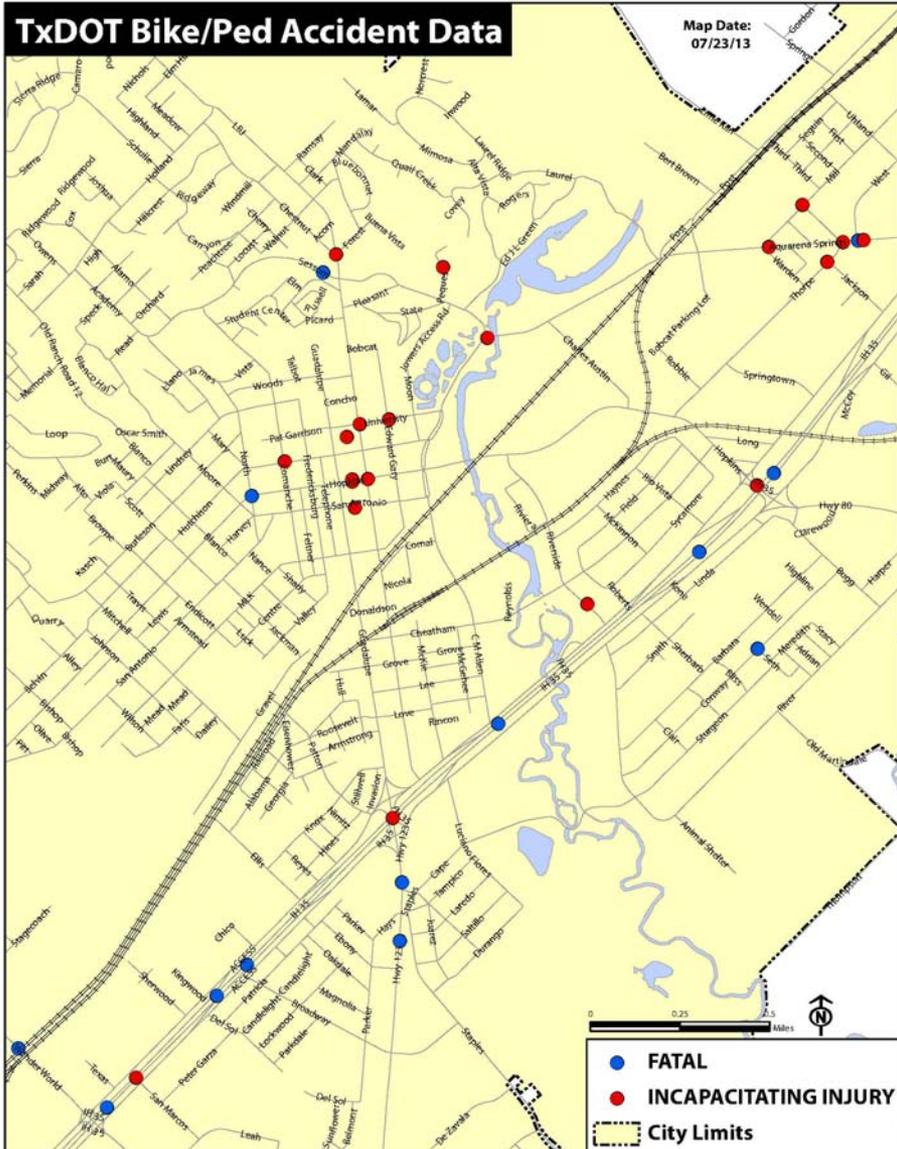
TxDOT Roadways in Downtown San Marcos



- **Conflict in Missions for Downtown Roadways**
 - TxDOT Mission is regional mobility
- **Maintaining Character**
- **Lack of flexibility for design, development, and special events**
- **Development challenges – Adds another layer of permitting**
- **Codes and requirements for TxDOT roads are different than what is required in the Downtown SmartCode**
- **Economic Impacts**



Safety Considerations



- Map represents pedestrian and bicycle related fatalities or serious injuries over the last 5 years
- The Design of a roadway impacts
 - Speed of traffic
 - Pedestrian Safety
 - Pedestrian crossing times
 - Severity of traffic accidents

Next Steps TxDOT Roadways



- **Work with TxDOT on solutions to streamline decision making process for TxDOT ROW such as:**
 - Taking over maintenance
 - License agreements
 - Other options

One Way vs Two Way – Previous studies and Recommendations



- August 1998 - Recommendation was to convert to **two-way operation**.
- March 2010 - Recommendation was to convert to **two-way operation**.
- September 2011 - Recommendation was to retain the **one-way couplet**, but perform a road diet to provide additional on-street parking and wider sidewalks.



Benefits of One Way road diet

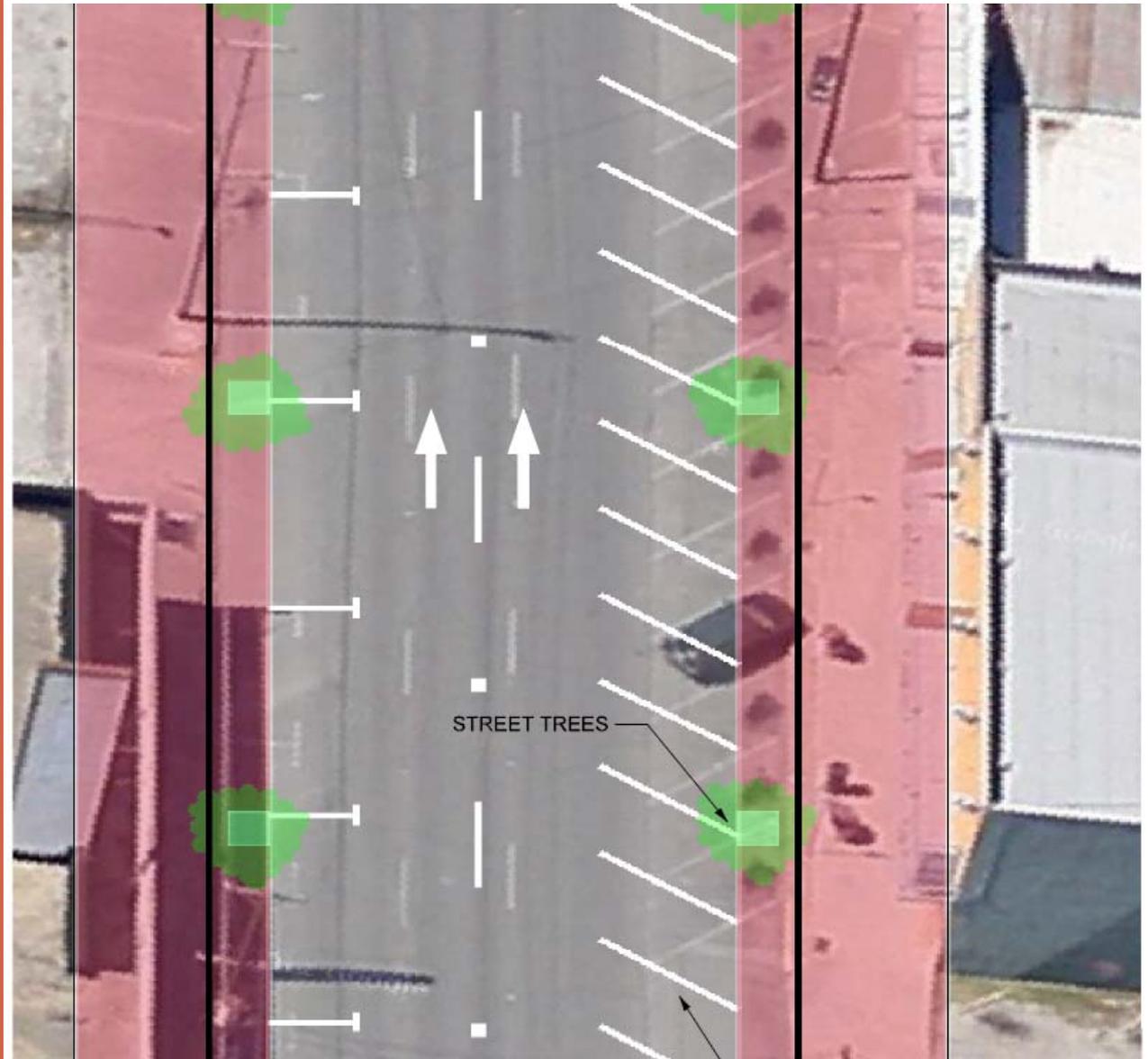
Lower cost solution

Less delay for vehicles than two way conversion

Opportunity for increased sidewalk widths

More room for separate bicycle facilities

More room for traffic calming features like street trees, islands and curb extensions



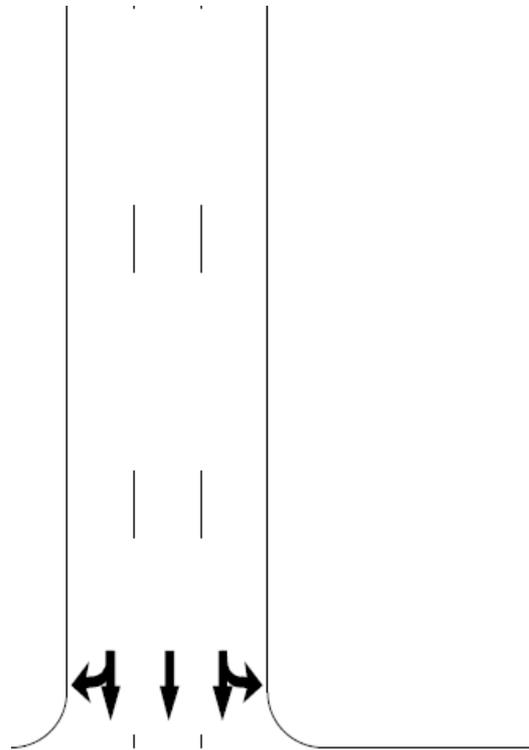


Benefits of Two Way conversion

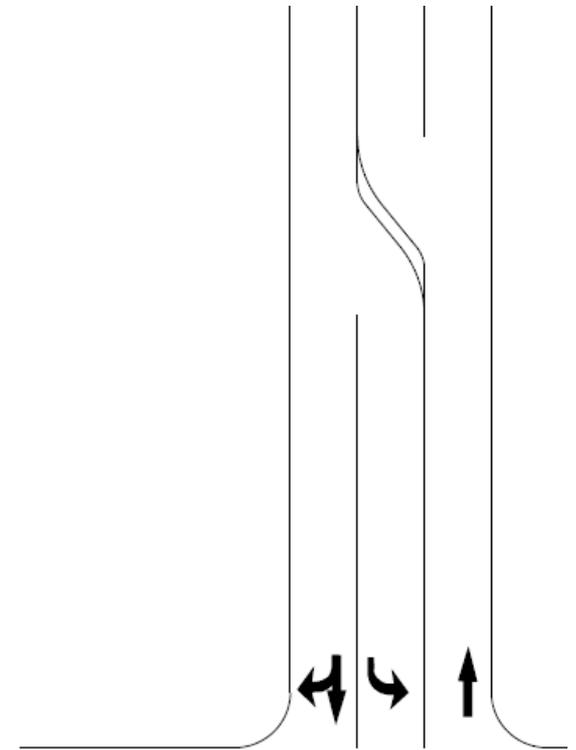
Better access to downtown businesses

More intuitive for visitors

Slows down traffic



ONE-WAY



TWO-WAY

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