CITY OF SAN MARCOS
THOROUGHFARE PLAN,
STREET TYPES AND
RIGHT-OF-WAY WIDTH
STANDARDS
THOROUGHFARE PLAN
Introduction

The Major Thoroughfare Plan for San Marcos is the long-range general plan for guiding thoroughfare system improvements, including existing and planned extensions of city streets and highways. The primary objective of the Major Thoroughfare Plan is to ensure the appropriate alignments of roadways and the reservation of adequate right-of-way. This will allow the orderly and efficient expansion and improvement of the thoroughfare system to serve existing and future transportation needs. The Thoroughfare Plan is coordinated with the Future Land Use Plan and provides a mechanism for roadway expansions as property is developed.

The benefits provided by the Thoroughfare Plan include:
Reserving of adequate rights-of-way for future long-range transportation improvements;
Making efficient use of available resources by designating and recognizing the major streets that will likely require higher cost design of improvements;
Minimizing the amount of land required for street and highway purposes;
Identifying the functional role that each street should be designed to serve, in order to promote and maintain a proper relationship of traffic and land use patterns;
Informing citizens which streets are intended to be developed as arterial and collector thoroughfares, so that private land use decisions can anticipate which streets will become major traffic facilities in the future;
Providing information regarding thoroughfare improvement needs which can be used to determine priorities and schedules in the city's capital improvements program and capital budget; and
Minimizing the negative impacts of street widening and construction on neighborhood areas and the overall community by recognizing where future improvements may be needed and incorporating thoroughfare needs in the city's master planning process.
Accommodating and encouraging alternative modes of transportation, such as walking, bicycling, and mass transit.

Specific objectives and steps in the preparation of the Thoroughfare Plan:

a. Reviewing the existing thoroughfare system and determining what typical kinds of roadways exist in terms of functional classification.

b. Analyzing the existing physical development and travel patterns within the urban area.

c. Projecting future travel needs and evaluated the adequacy of the existing street system to serve existing and future traffic demands.

d. Assessing the identified classes of thoroughfares to determine their capacity to serve the desired mix of access versus traffic movement.
e. Determining the relationship of proposed thoroughfare classes to transportation needs in terms of roadway capacity, safety and area impacts.

f. Developing the thoroughfare system map for a hierarchal network of thoroughfare classes, based upon identified transportation needs, economic benefits, environmental and land use impacts, and compatibility with other elements of the city's Master Plan.

g. Preparing policies and an action plan for the effective administration, enforcement, and future amendment of the Thoroughfare Plan.

Physical constraints to thoroughfare development must be recognized in the preparation of the Thoroughfare Plan. Existing physical constraints included:

- **Topographic constraints** such as steep slopes or abrupt changes in the Hill Country elevation;
- **Railroad crossings** require grade separations or at-grade crossing protection, and thoroughfare improvements paralleling a railroad corridor may involve right-of-way constraints or waiver;
- **Existing development** presents obstacles to thoroughfare improvement in areas where insufficient right-of-way was obtained when the property was originally platted, or where buildings were constructed with minimal setbacks from the right-of-way;
- **Public parks and historic sites** may be constraints when a thoroughfare improvement would require conversion of parkland to other uses or impact cultural resources;
- **Major water bodies**, such as the San Marcos and Blanco rivers and their associated flood plain areas, affect thoroughfare alignment and may increase the capital cost of thoroughfare improvements for necessary bridges or fill sections;
- **Sensitive environmental areas** such as prime farmland, the Edwards Aquifer Recharge Zone, and endangered species habitat areas, and
- **Existing neighborhoods** may also present an impediment when residents object to the impacts of a planned thoroughfare improvement within or affecting the area.

The Major Thoroughfare Plan is adopted as an element of San Marcos Horizons. Requirements and procedures for the development, administration, and enforcement of the Major Thoroughfare Plan are part of the city's ordinances and regulations. Other planning tools have been used to address the land use impacts of thoroughfare development including the zoning and the subdivision ordinances. The City's Master Plan is the primary tool for integrating transportation and land use planning. The Zoning Ordinance, combined with effective planning, is also an effective tool for integrating transportation and land development. The Subdivision Ordinance has a direct effect on the way in which development relates to the thoroughfare system and is an effective tool for ensuring that future development is compatible with transportation requirements.
Major Thoroughfare Plan Contents

The Major Thoroughfare Plan of San Marcos Horizons describes a transportation system designed to improve mobility, especially in the east-west direction, for the next decade. The Major Thoroughfare Plan is presented on the following page.

The Thoroughfare Plan contains a classification system which includes the following functional classes of roadways:
- Expressways;
- Major Arterials;
- Minor Arterials; and
- Collectors.

Expressways

Expressways are devoted entirely to traffic movement which serve high volume, high speed travel within and through the urban area. They are characterized by multi-lane, divided roadways with a high degree of access control and few, if any, intersections at grade. The Thoroughfare Plan contains two types of expressways:
- Freeways are roads with limited access and frontage roads. IH-35 is the only freeway on the Thoroughfare Plan. Planned improvements include widening the main lanes to 8 lanes and upgrading all access roads to 3 lanes.
- Parkways are roads with limited access and no frontage roads. Planned FM 110 is the only parkway on the Thoroughfare Plan. It is a proposed loop around San Marcos and will provide access for movement from IH-35 to State Highways 123, 80, 21, and Ranch Road 12.

Major Arterials

Major arterials are streets and highways that provide a high degree of mobility, serve relatively high traffic volumes, have high operational speeds, and serve a significant portion of through travel or long-distance trips. Major arterials serve as primary routes through the City of San Marcos and between major destinations within the area. They are continuous over long distances and serve trips entering and leaving the area as well as trips within the area. These facilities generally serve high volume travel corridors that connect major traffic generators, but lower volume roadways that are continuous over long distances may also function as major arterials, particularly in fringe and rural areas. Major arterials form an interconnecting network for citywide and regional movement of traffic including connections to freeways and expressways, and to minor arterials and collectors. Since traffic movement, not land access, is the primary function of major arterials, access management is essential.
A one- to two-mile spacing is generally desirable between major arterials, with a one-mile spacing between a major arterial and a minor arterial or freeway.

The following streets are existing major arterials with planned expansions:

<table>
<thead>
<tr>
<th>Aquarena Springs Dr</th>
<th>Sessom to IH-35</th>
<th>4/5 lane to 6 lane</th>
</tr>
</thead>
<tbody>
<tr>
<td>Charles Austin Dr</td>
<td>Hopkins to Aquarena Springs</td>
<td>2 to 4 lanes</td>
</tr>
<tr>
<td>Comanche St</td>
<td>Student Center to Woods</td>
<td>2 to 5 lanes</td>
</tr>
<tr>
<td>Comanche St</td>
<td>Woods to Hopkins</td>
<td>2 to 4 lanes</td>
</tr>
<tr>
<td>Craddock Ave</td>
<td>RR 12 to Bishop</td>
<td>2 to 4 lane divided</td>
</tr>
<tr>
<td>Hopkins St</td>
<td>CM Allen to IH-35</td>
<td>5 to 6 lanes</td>
</tr>
<tr>
<td>Hunter Rd</td>
<td>Wonder World Dr to Comal County Line</td>
<td>2 to 5 lanes</td>
</tr>
<tr>
<td>Lime Kiln Rd</td>
<td>Hilliard to Uhland (with realignment)</td>
<td>2 to 4 lane divided</td>
</tr>
<tr>
<td>Old Bastrop Hwy</td>
<td>IH-35 to FM 110 near SH 123</td>
<td>2 to 4 lane divided</td>
</tr>
<tr>
<td>Post Rd</td>
<td>Aquarena Springs north to FM 110</td>
<td>3 to 4 lanes</td>
</tr>
<tr>
<td>Post Rd</td>
<td>Bert Brown to City Limit</td>
<td>2 to 3 lanes</td>
</tr>
<tr>
<td>RR 12</td>
<td>Hughson to Wonder World extension</td>
<td>2 to 3 lane</td>
</tr>
<tr>
<td>RR 12</td>
<td>Wonder World extension to RM 32</td>
<td>2 to 4 lane</td>
</tr>
<tr>
<td>RR 12</td>
<td>Wonder World extension to RM 32</td>
<td>4 to 6 lanes</td>
</tr>
<tr>
<td>Staples Rd (FM 621)</td>
<td>SH 123 to Old Bastrop Hwy</td>
<td>2 to 3 lanes</td>
</tr>
<tr>
<td>State Hwy 123</td>
<td>IH-35 to County Line Rd</td>
<td>4 to 5 lanes</td>
</tr>
<tr>
<td>State Hwy 21</td>
<td>SH 80 north to ETJ</td>
<td>2/4 lane to 6 lane</td>
</tr>
<tr>
<td>State Hwy 80</td>
<td>IH-35 to SH 21</td>
<td>5 to 6 lanes</td>
</tr>
<tr>
<td>Thorpe Ln</td>
<td>Hopkins to Aquarena Springs</td>
<td>4 to 5 lanes</td>
</tr>
<tr>
<td>Wonder World Dr</td>
<td>IH-35 to Hunter Rd</td>
<td>2 to 4 lanes</td>
</tr>
</tbody>
</table>
Chapter 4 - San Marcos Tomorrow

The following are proposed major arterials or an extension of an existing major arterial:

<table>
<thead>
<tr>
<th>Road Name</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Centerpoint Rd</td>
<td>Hunter to new arterial</td>
</tr>
<tr>
<td>Cottonwood Pkwy</td>
<td>IH-35 east to SH 123</td>
</tr>
<tr>
<td>Cottonwood Pkwy</td>
<td>SH 123 north to Old Martindale Rd</td>
</tr>
<tr>
<td>Craddock Ave</td>
<td>Bishop to FM 110</td>
</tr>
<tr>
<td>Craddock Ave</td>
<td>RR 12 to Lime Kiln (including realignment)</td>
</tr>
<tr>
<td>FM 1979</td>
<td>SH 123 southwest to Francis Harris</td>
</tr>
<tr>
<td>McCarty Ln</td>
<td>end to FM 110</td>
</tr>
<tr>
<td>McCarty Ln</td>
<td>Old Bastrop Hwy to east</td>
</tr>
<tr>
<td>Misty Ln</td>
<td>FM 1984 east to new road</td>
</tr>
<tr>
<td>New Road (east side)</td>
<td>SH 21 extension east to FM 1979</td>
</tr>
<tr>
<td>New Road (far southeast)</td>
<td>SH 123 east and north to Staples Rd extension</td>
</tr>
<tr>
<td>New Road (southeast of FM 1978)</td>
<td>Centerpoint to Misty Ln</td>
</tr>
<tr>
<td>New Road (southwest)</td>
<td>Stagecoach Trl to York Creek Rd extension</td>
</tr>
<tr>
<td>Posey Rd</td>
<td>Old Bastrop Hwy to Centerpoint</td>
</tr>
<tr>
<td>Post Rd</td>
<td>south of Blanco River to FM 110 (realignment)</td>
</tr>
<tr>
<td>Redwood Rd</td>
<td>FM 1979 to east</td>
</tr>
<tr>
<td>River Ridge Pkwy</td>
<td>IH-35 east to Harris Hill</td>
</tr>
<tr>
<td>River Ridge Pkwy</td>
<td>railroad tracks west to Lime Kiln</td>
</tr>
<tr>
<td>Saddle Run Way</td>
<td>IH-35 east to SH 21</td>
</tr>
<tr>
<td>Saddle Run Way</td>
<td>IH-35 west to FM 110</td>
</tr>
<tr>
<td>Sessom Dr / Academy</td>
<td>Academy to RR 12 (realignment)</td>
</tr>
<tr>
<td>Stagecoach Trl</td>
<td>Summit Ridge to FM 110</td>
</tr>
<tr>
<td>Stagecoach Trl</td>
<td>Wonder World to Gravel</td>
</tr>
<tr>
<td>Staples Rd (FM 621)</td>
<td>FM 1979 to east</td>
</tr>
<tr>
<td>State Hwy 21</td>
<td>SH 80 south to Posey</td>
</tr>
<tr>
<td>Uhland Rd</td>
<td>Harris Hill Rd to Saddle Run Way</td>
</tr>
<tr>
<td>Wonder World Dr</td>
<td>Hunter to RR 12</td>
</tr>
<tr>
<td>Yarrington Rd</td>
<td>SH 21 east</td>
</tr>
<tr>
<td>York Creek Rd</td>
<td>Hunter Rd northwest to southwest corner of FM 110</td>
</tr>
</tbody>
</table>
Minor Arterials

Minor arterials are similar in function to major arterials, except that they provide a higher degree of local access than major arterials. Minor arterials include all remaining arterial streets and highways in the area and serve areas that generate less traffic, such as neighborhood shopping centers and employment centers. Although minor arterials are very similar in function to major arterials, this class typically distributes medium traffic volumes for shorter distance trips than major arterials. Minor arterials are generally continuous over shorter distances than major arterials. Although a minor arterial typically provides more local access than a major arterial, the primary function is still traffic movement.

Major and minor arterials are generally spaced at one mile intervals in an alternating grid pattern.

The following streets are existing minor arterials with planned expansions:

<table>
<thead>
<tr>
<th>Hopkins St / Hunter Rd</th>
<th>Wonder World Dr to Bishop</th>
<th>2 to 5 lanes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hutchison St</td>
<td>CM Allen to Moore St (RR 12)</td>
<td>2 to 3 lanes</td>
</tr>
</tbody>
</table>

The following are proposed minor arterials or an extension of an existing minor arterial:

<table>
<thead>
<tr>
<th>Country Estates Dr</th>
<th>north to FM 110</th>
</tr>
</thead>
<tbody>
<tr>
<td>Country Estates Dr</td>
<td>south to Stagecoach Trl extension</td>
</tr>
<tr>
<td>new road</td>
<td>Aquarena Springs south to railroad tracks?</td>
</tr>
<tr>
<td>new road (east)</td>
<td>SH 21 extension east to FM 1979 and beyond</td>
</tr>
<tr>
<td>new road (far south)</td>
<td>Francis Harris southeast to SH 123</td>
</tr>
<tr>
<td>new road (north)</td>
<td>FM 110 south to Saddle Run Way</td>
</tr>
<tr>
<td>new road (northeast)</td>
<td>FM 1984 south of railroad east to new major arterial</td>
</tr>
<tr>
<td>new road (northeast)</td>
<td>Yarrington Rd extension north to Misty Ln</td>
</tr>
<tr>
<td>new road (northwest)</td>
<td>Post Rd to FM 110</td>
</tr>
<tr>
<td>new road (south)</td>
<td>SH 21 extension east &amp; northeast to SM River and FM 1979</td>
</tr>
<tr>
<td>new road (far southeast)</td>
<td>FM 1978 to new road</td>
</tr>
<tr>
<td>new road (far southeast)</td>
<td>Staples Rd extension south past McCarty Ln extension</td>
</tr>
<tr>
<td>North LBJ Dr</td>
<td>Craddock to Country Estates Dr extension</td>
</tr>
<tr>
<td>Oak Pkwy</td>
<td>south from McCarty to ETJ</td>
</tr>
<tr>
<td>University Dr</td>
<td>Guadalupe to RR 12</td>
</tr>
<tr>
<td>William Fettus Rd</td>
<td>SH 21 west to IH-35</td>
</tr>
</tbody>
</table>
Collectors

Collector streets provide for a balance of traffic movement and property access. Traffic movement is often internal to localized areas, with collectors connecting residential neighborhoods with the arterial system. As compared to arterial streets, collectors accommodate smaller traffic volumes over shorter distances. Collector streets are the connectors between arterials and local streets that serve to collect traffic and distribute it to the arterial network. Collectors also serve to provide direct access to a wide variety of residential, commercial, and other land uses. They provide service to neighborhoods and other local areas, and may border or traverse neighborhood boundaries.

*To provide efficient traffic circulation and preserve amenities of neighborhoods, collectors should desirably be spaced at about one-quarter to one-half mile intervals.*

**Thoroughfare Plan Map**

The map on the following page shows the Thoroughfare Plan Map, which includes both existing roads (solid lines) and proposed future roads (dashed lines). The map also shows the functional classification of each road. For proposed future roads the map is intended to show conceptual corridors rather than exact alignments. The exact location of these future roads will be determined through detailed planning and engineering performed as part of a detailed transportation study, a Capital Improvements Program project, or through the development review process.
Major Transportation Plan Goals and Policies

The design of the transportation system has a direct influence on quality of life of the community. The transportation system determines the physical form of the community and influences a variety of factors including traffic congestion, travel times, safety, noise, pollution, travel mode, community appearance, and even the health of citizens. The goals and policies identified below are intended to ensure that the transportation decisions made by the City of San Marcos enhance rather than detract from the quality of life in the community.

Goal 1 - Mobility
Improve the overall mobility of citizens in the community, as well as through-travel, across-town travel, by implementing a well-coordinated major thoroughfare plan which moves people and goods in a safe, expeditious, economical, and environmentally sensitive manner.

Goal 2 - Multi-Modal Transportation
Provide a multi-modal transportation system that accommodates automobiles, as well as pedestrians, bicyclists, and public transit.

Goal 3 - Land Use and Transportation
Coordinate land use, development, and the transportation system.

Goal 4 - Quality of Life
Plan and design a transportation system that enhances livability, environmental quality, economic opportunity, safety, and quality of life.
**Goal 1 - Mobility**

Improve the overall mobility of citizens in the community, as well as through-travel, across-town travel, by implementing a well-coordinated major thoroughfare plan which moves people and goods in a safe, expeditious, economical, and environmentally sensitive manner.

**Policy T-1.1:**
The City will continue to work to upgrade all existing arterial streets to the recommended standards, to control parking on narrow and busy streets, and to provide additional collector streets and arterials as necessary to keep pace with projected growth.

**Policy T-1.2:**
The City will encourage an interconnected street system and reduce the reliance on long blocks, cul-de-sacs, and other barriers to auto, bicycle, and pedestrian accessibility.

**Policy T-1.3:**
The City will implement access management principles to reduce traffic conflicts on arterial streets, such as channelization (i.e., center medians), driveway spacing and design requirements, and turning lanes.

**Policy T-1.4:**
The City will strive to eliminate or mitigate problems associated with barriers to transportation accessibility, such as the railroads, the interstate, and natural features.

**Policy T-1.5:**
Where feasible, the City will acquire rights-of-way for future arterials as shown on the adopted Thoroughfare Plan in advance of development or in conjunction with development in order to save public money and to ensure that the arterials can be located as planned.

**Policy T-1.6:**
To the extent possible, require dedication and construction of Thoroughfare Plan roadways as new development occurs. In addition, subdivision street layout plans should include collectors as well as local streets in order to provide efficient traffic access and circulation.
Policy T-1.7:
The City will maintain thoroughfare design guidelines for the following:

- the location, design, and construction of streets and of signalized and unsignalized intersections, including appropriate accommodations for transit, bicyclists and pedestrians;
- the subdivision of property; development adjacent to arterial and collector streets; site design for medium and high density residential (other than single family detached) and commercial development; the provision for solid waste pickup and fire protection;
- the location of utilities, landscaping, and bicycle/pedestrian facilities within, or adjacent to the right-of-way; and
- local street design guidelines for residential neighborhoods that require a high degree of connectivity while discouraging high speeds and cut through traffic.

Policy T-1.8:
The City will discourage direct property access to arterial streets in residential areas. Direct residential access will be limited on collector streets.

Policy T-1.9:
The City will continue to encourage the development of signalized intersections on major arterials at uniform intervals and adopt a plan which reflects the location of existing and desired future signalized intersections.
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Goal 2 - Multi-Modal Transportation

Provide a multi-modal transportation system that accommodates automobiles, as well as pedestrians, bicyclists, and public transit.

Policy T-2.1:

The City will ensure that all roadways are designed as multi-modal facilities that are designed to accommodate motor vehicles, bicycles, and pedestrians.

Policy T-2.2:

The City will balance competing roadway needs, rather than planning exclusively for motor vehicles, and will ensure that City ordinances, such as the zoning and subdivision ordinances, include requirements that will ensure adequate accommodation of all transportation modes.

Policy T-2.3:

The City will prepare a Bicycle and Pedestrian Plan as part of the Transportation Master Plan. The recommendations will be adopted as an element of the Thoroughfare Plan.

Policy T-2.4:

The City will implement a program to encourage the construction of sidewalks in conjunction with the construction or expansion of thoroughfares.

Policy T-2.5:

The City will require that new developments include sidewalks along both sides of major thoroughfares (unless a system of walkways, or walkways and bikeways, are provided separate from the arterial), collectors, and on all streets with densities over 1 dwelling units per acre and within 2,500 feet of schools.

Policy T-2.6:

The City will, in general, provide bicycle paths adjacent to arterial streets and bike lanes on collector streets as part of a comprehensive bicycle route system. Recreational trails, where appropriate, will be designed to also serve transportation needs.

Policy T-2.7:

The City will require that arterial and collector streets be designed to accommodate buses, including "pull outs", extra right-of-way for bus shelters, or other necessary accommodations.
Policy T-2.8:  
The City will encourage and facilitate mobility in San Marcos by means other than privately owned, motorized transportation to reduce congestion and potential air quality impacts.

Policy T-2.9:  
The City will continue to support the use of the transit system as a means to reduce automobile congestion, reduce energy consumption, and provide an alternative to those who are unable to travel by private automobile.

Policy T-2.10:  
The City will cooperate with Capital Area Rural Transportation Service and Texas State University to continually improve the transit systems in San Marcos.

Policy T-2.11:  
The City will cooperate with the Austin-San Antonio Intermunicipal Commuter Rail District, the Greater Austin-San Antonio Corridor Council, TxDOT, CAMPO, and surrounding counties and cities to promote and encourage regional commuter rail through San Marcos.

Policy T-2.12:  
The City will develop location criteria for a future commuter rail station including a location that serves commuters to the university, serves San Marcos residents who commute to surrounding cities, serves other travelers coming to San Marcos, and provides transit-oriented development or redevelopment opportunities in the areas surrounding the station.
Goal 3 - Land Use and Transportation

Coordinate land use, development, and the transportation system.

Policy T-3.1:
The City will ensure that development approvals are contingent upon a site having adequate public facilities, including transportation, thus reducing premature development in locations that puts undue strain on the transportation system and does not provide adequate accommodation of alternative transportation modes.

Policy T-3.2:
The City will work to ensure adequate site design of new developments that provide adequate internal circulation, connection to adjacent uses, and multi-modal connection to the City's transportation system.

Policy T-3.3:
The City will work with public entities, including the university and school districts, to ensure that new facilities are located in areas where there is an adequate transportation system that is accessible by all transportation modes.

Policy T-3.4:
The City will encourage the provision of adequate parking, particularly in the downtown/university area, while discouraging the provision of excess parking that results in inefficient land use patterns and promotes over-reliance on the automobile as the sole mode of transportation.

Policy T-3.5:
The City will encourage mixed-use development that decreases the need for all trips to be relatively long-distance automobile trips.

Policy T-3.6:
The City will encourage commercial development in concentrated nodes rather than in conventional strips along major roads, particularly for local-serving commercial areas outside the IH-35 corridor.

Policy T-3.7:
The City will encourage more efficient use of land and existing infrastructure by encouraging targeted redevelopment of appropriate areas in the core of the community, particularly by increasing the housing base in areas where
infrastructure, services, employment, shopping, and transit service are already available.

Policy T-3.8:
The City will develop corridor plans and street design standards that directly relate transportation to the type and density of the development served. Within neighborhoods, the City will strive to protect neighborhood character while serving the City’s transportation needs.

Policy T-3.9:
The City will promote transportation demand management (TDM) strategies that reduce traffic or encourage alternative transportation modes.

Goal 4 - Quality of Life
Plan and design a transportation system that enhances livability, environmental quality, economic opportunity, safety, and quality of life.

Policy T-4.1:
The City will ensure that transportation system design balances the need to move cars with other quality of life concerns such as community character and aesthetics, safety for cars, bicyclists, and pedestrians, environmental protection, and neighborhood tranquility (i.e., Context Sensitive Design).

Policy T-4.2:
The City will strive to ensure a safe transportation system for all users and will encourage “walkable” neighborhoods that are pedestrian and bicycle friendly for all citizens, particularly those with special needs such as children, the elderly, the disabled, and people unable to provide their own personal transportation.

Policy T-4.3:
The City will locate and design transportation improvements to minimize impacts on sensitive environmental features and other natural resources.
Policy T-4.4:
Where the existing grid street system is susceptible to increasing volumes of traffic through established residential areas, the street system will be modified to discourage such traffic by using appropriate traffic calming measures.

Policy T-4.5:
The City will restrict truck traffic in residential areas as much as possible; and industrial and heavy commercial land uses shall not be allowed to locate in areas that would require substantial truck traffic on local or collector streets through residential neighborhoods.

Policy T-4.6:
The City will ensure timely and adequate maintenance of the existing transportation system, including pavement, signs, and striping.

Policy T-4.7:
The City will strive to enforce traffic laws and development regulations in order to maximize the efficient and safe use of the existing transportation system.

Policy T-4.8:
The City will seek State and Federal funding for transportation projects and will consider innovative financing methods for transportation system improvements.
Implementation and Action Plan

The City will undertake the following actions to implement the policies and recommendations of the Thoroughfare Plan.

A. Plan adoption and revision

1. The City will adopt this Thoroughfare Plan as an element of the Horizons Master Plan – the City’s comprehensive plan.

2. The City will implement a Thoroughfare Plan amendment process for any development project that requests a revision to the Thoroughfare Plan.

3. The City will review the Thoroughfare Plan every three years beginning in 2007.

4. The City will prepare a Bicycle and Pedestrian Plan and will review and update the plan every three years beginning in 2007.

5. The City will prepare a Transportation System Management Plan which includes improvements such as removing on-street parking where feasible, restrictions on driveway access, improvements in intersection signalization, adding right-turn lanes, adding continuous left-turn lanes, and elimination of blind corners.

6. The City will encourage public involvement in the development of transportation-related plans and implementation strategies.

B. Recommended changes to the Horizons Master Plan, Sector Plans, and the Future Land Use Map:

1. Include a development phasing component of the Future Land Use Plan to avoid premature development and an inefficient pattern of development.

2. Adopt an “official map” reserving locations for future improvements (transportation, utilities, trails, etc.)

3. Revise the policies and recommendations in the plans to ensure the development of “neighborhoods” rather than single-use segregated subdivisions through:
   a. an interconnected street system not only within the proposed development, but also in relation to adjacent development
   b. a mixture of housing types and uses, including small-scale neighborhood-serving commercial
4. Revise the plan recommendations and the Future Land Use Map to show commercial development at higher intensity "nodes" rather than in conventional strips along major roads, particularly for local-serving commercial areas outside the IH-35 corridor.

5. Designate areas appropriate for "neighborhood conservation" in order to preserve the character of designated neighborhoods.

6. Designate areas for targeted redevelopment by increasing the housing base in areas where infrastructure, services, employment, shopping, and transit service are already available.

7. Develop a comprehensive parking plan for the downtown and the areas adjacent to the university.

8. Determine a preferred location for a commuter rail station and prepare a transit-oriented development plan for the surrounding area.

C. When reviewing a Concept Plat (Master Plan) or Preliminary Plat:

1. Ensure that adequate public facilities and services are available, including:
   a. adequate roads to serve proposed development (defined by traffic generation by use)
   b. transit-accessibility if a major shopping or employment destination
   c. bicycle and pedestrian accessibility for most types of development
   d. adequate fire and police response times

2. Ensure that the proposed layout of roads and trails matches the adopted Transportation Design Manual, Thoroughfare Plan, Parks and Open Space Plan, and utility plans and that adequate land will be reserved for planned roadway expansions, trails, parkland, and utility easements.

3. Ensure the development of "neighborhoods" rather than single-use segregated subdivisions through:
   a. an interconnected street system not only within the proposed development, but also in relation to adjacent development
   b. a mixture of housing types and uses, including small-scale neighborhood-serving commercial

4. Ensure that the proposed development matches the growth phasing plan in the future land use plan (to be added, see above), otherwise the development should pay its own way with no public investment or subsidies.
5. Determine if clustering or a Conservation Development is appropriate for the area through the transfer of development rights.

D. Revise the land development code to incorporate the following:
1. Revise adequate public facilities requirements to include bicycle, pedestrian, and transit accessibility and adequate police/fire/EMS response times.

2. Consider implementing roadway impact fees for off-site improvements.

3. Require a transportation impact analysis (TIA) for large developments to ensure that new development will adequately provide for traffic associated with the development.

4. Encourage alternative modes of transportation by creating new zoning and subdivision rules to require or encourage development in certain areas to be more accommodating of alternative modes of transportation.
   a. Consider creation of a “pedestrian district” overlay that requires or encourages pedestrian-friendly design and amenities in exchange for lower parking requirements and other incentives. (This should be above and beyond the goal of making all areas of the city more pedestrian-friendly.)
   b. Consider the creation of a “transit-oriented development” overlay that requires or encourages transit-oriented development in exchange for lower parking requirements, density bonuses, and other incentives.

5. Implement a zoning district for small-scale, walkable neighborhood commercial that is located in or near neighborhoods and precludes intensive large-scale commercial.

6. Implement a “mixed use neighborhood” district or overlay district with various incentives (reduced parking, density bonus, etc.) in exchange for mixed-use, pedestrian-friendly development that meets established traditional neighborhood development guidelines.

7. Zone commercial development in high-intensity nodes at major intersections to reduce access problems along major routes and to reinforce the role of major arterials as primarily serving through traffic vs. providing access to adjacent properties.

8. Encourage more efficient use of land and infrastructure through targeted redevelopment of appropriate areas, particularly by increasing the housing base in areas where infrastructure, services, employment, shopping, and transit service are already available.
a. Allow accessory dwelling units (i.e., “granny flats”) in appropriate areas.
b. Implement minimum densities in addition to maximum densities for all or some residential zoning districts.
c. Consider implementation of a “neighborhood conservation” overlay to ensure that new housing and businesses within existing neighborhoods does not negatively impact the character of those neighborhoods.
d. Limit access along selected routes to reduce transportation/land use conflicts.

9. Revise development incentives to:
   a. Promote infill development in appropriate areas through fee waivers, tax abatements, TIF districts, or other available tools.
   b. Encourage development within phased growth areas (through public investment and incentives) and discourage premature development outside phased growth areas (no public investment and disincentives).

10. Revise ordinances to encourage traffic reduction and more efficient use of land, including the following:
    a. Allow for reduced roadway impact fees with a traffic impact analysis (TIA) showing trip generation reduction.
    b. Review minimum parking requirements and reduce where appropriate.
    c. Adopt maximum parking standards or provide disincentives for providing additional parking where it is unnecessary.
    d. Provide appropriate incentives for developments that utilize shared parking.
    e. Allow for reduced parking requirements and other incentives for transportation demand management (TDM) programs (flex schedules, transit/bike/pedestrian incentive programs, parking cash-out, etc.)

11. Reduce barriers to alternative transportation modes.
    a. Revise street standards to encourage an interconnected street system and reduce the reliance on long blocks, cul-de-sacs, and other barriers to pedestrian and bicycle accessibility.
    b. Require the property owner to build a sidewalk upon significant alteration or expansion of a site or use, at least within designated “pedestrian areas”.
    c. Require that all sidewalks within a new subdivision be completed with other infrastructure, or at least within a definite time period (3-5 years).
    d. Require the installation of pedestrian signals for all new traffic signal installations or upgrades.

12. Reduce corridor congestion by implementing access management techniques:
    a. Generally prohibit direct residential access to arterial streets and limit access to collector streets.
    b. Require access onto alleys rather than arterials or collectors where alleys exist.
c. Develop driveway spacing guidelines for arterial and collector streets.
d. Implement other access management techniques identified in the Transportation Master Plan.

13. Continue the site plan review and approval procedure to ensure that proposed development is designed and will be constructed in a manner that will be compatible with the function of adjacent streets, will provide for safe on-site circulation of vehicles and pedestrians, will provide suitable parking, and will provide access for solid waste pickup, fire vehicles, transit, and other service needs.

14. Protect critical environmental features and resources and reduce the impact of roads in sensitive areas by revising the development code to encourage clustering and Conservation Subdivision Developments in appropriate areas.

E. Implement the following through the Capital Improvement Program
1. Implement the recommendations of the Transportation Master Plan and the Thoroughfare Plan through the Capital Improvements Program (CIP).

2. Phase public infrastructure improvements, including transportation improvements, to coincide with the development phasing in the land use plan.

3. Implement a more aggressive program of retrofitting neighborhoods and commercial districts with sidewalks.

4. Provide solution to at-grade crossings of railroads, through either the relocation of the railroads to the east of town or the construction of grade-separated crossings, to improve the flow of traffic throughout the community and to link populated areas with emergency services.

5. Work with the Texas Department of Transportation to upgrade existing traffic signals in the City.

6. Construct medians where feasible on arterial streets to aid traffic flow, reduce congestion, and eliminate safety hazards.

7. Establish project timelines for the FM 110 project.

8. Implement the recommendations of the Bicycle and Pedestrian Plan through the designation, signing, striping, and maintenance of bicycle paths, lanes, and routes.
F. Implement the following by coordinating with other public entities and lobbying the state legislature regarding state laws and standards.

1. Encourage schools to meet adequate public facilities requirements, including those for multi-modal transportation accessibility.

2. Encourage small neighborhood schools where at least 50% of students can safely walk or bike to school, rather than distant "mega-schools" only accessible by automobile.

3. Encourage the merger of the CARTS and Texas State transit system.

4. Work with Hays County, other surrounding counties, CAMPO, the Texas Department of Transportation, and other state agencies and regional entities on implementing mutually beneficial transportation projects.

5. Work with Texas State University, the Austin-San Antonio Intermunicipal Commuter Rail District, and the private sector regarding priorities and preferences for the location and design of a commuter rail station.

G. Implement the following through direct action by the City.

1. Consider transportation system maintenance a high priority in the annual budget.

2. Develop code enforcement policies and criteria for traffic laws, parking, and other transportation-related violations.

3. Update traffic counts annually.

4. Provide directional signage that aids in the routing of traffic to major arterials and sites of interest.
STREET TYPES
RESIDENTIAL ALLEY

ONE-WAY

16'

MIN. ACCESS EASEMENT

15'

MIN. ROADWAY

TWO-WAY

20'

MIN. ACCESS EASEMENT

20'

MIN. ROADWAY
NON-RESIDENTIAL ALLEY

20’
MIN. ACCESS EASEMENT
20’
MIN. ROADWAY

Diagram showing a non-residential alley with a minimum roadway and access easement.
RESIDENTIAL STREET

CROSS-SECTION

* ONLY CHANGE

ALTERNATE CROSS-SECTION
WITHOUT STANDARD CURB AND GUTTER

* 2' MIN. RIBBON CURB
NEIGHBORHOOD COLLECTOR STREET

CROSS-SECTION

NOTE: TURN BAYS MAY BE REQUIRED AT INTERSECTIONS IF WARRANTED BY T.I.A.

ALTERNATE CROSS-SECTION
WITHOUT STANDARD CURB AND GUTTER

NOTE: TURN BAYS MAY BE REQUIRED AT INTERSECTIONS IF WARRANTED BY T.I.A.
COMMERCIAL / MULTIFAMILY COLLECTOR STREET

PROPOSED CROSS-SECTION

MIN. ROW

BIKE LANE

LANE

LEFT TURN LANE

LANE

BIKE LANE

3'

3'

6' SIDEWALK

48'

LOG-LOG

51'

FOC-FOC

6' SIDEWALK

12.5' MIN CURB BASIS

12.5' MIN CURB BASIS
INDUSTRIAL STREET CROSS-SECTIONS

CROSS-SECTION

MIN. ROW

11'  12'  12'  11'

CURB BASIS

11'

46'

LOG-LOG

49'

FOC-FOC

CURB BASIS

11'

46'

LOG-LOG

46'

FOC-FOC

CURB BASIS

Note: Allowable where warranted by T.I.A. and land use

ALTERNATE CROSS-SECTION

MIN. ROW

11'  14'  11'

CURB BASIS

10.5' MIN.

LOG-LOG

10.5' MIN.

FOC-FOC

CURB BASIS
MINOR ARTERIAL

CROSS-SECTION

Note: Turn bays at intersections may be required if warranted by T.I.A.
MAJOR ARTERIAL

CROSS-SECTION

MIN. ROW

HIKE / BIKE PATH OR SIDEWALK

LOG-LOG

FOC-FOC

ALTERNATE CROSS-SECTION

MIN. ROW

HIKE / BIKE PATH OR SIDEWALK

LOG-LOG

FOC-FOC
Figure ES-1
Proposed Thoroughfare Plan and Functional Classification System
San Marcos Transportation Master Plan
San Marcos, TX