



SAN MARCOS PLATINUM PLANNING STUDY



APPENDIX A: PUBLIC AND STAKEHOLDER ENGAGEMENT







SAN MARCOS PLATINUM PLANNING STUDY

Appendix # is comprised of ten technical memoranda prepared by members of the San Marcos Platinum Planning Study consultant team. The memoranda provide an overview of topic-specific research and data evaluation that has been incorporated into the Study's existing conditions analysis and needs assessment report. They are structured to serve as consolidated (and abbreviated) reference materials for the consultant team during subsequent phases of the Platinum Planning Study. The cumulative findings of these memoranda have also been considered during selection of the Study's catalyst sites.

Appendix # includes the following memoranda:

Technical Memorandum 1.0: Demographics

Details San Marcos's population growth and racial/ethnic composition, employment and key household characteristics to provide an initial picture of the community's demographic composition.

Technical Memorandum 2.0: Land Use

Evaluates current land use classifications and policies, and development suitability of land, within and proximate to the Study Area to measure development and redevelopment potential.

Technical Memorandum 3.0 Mobility

Evaluates the condition, capacity and safety of the multi-modal transportation network within and intersecting the Study Area to identify improvements designed to promote efficient and equitable mobility options.

Technical Memorandum: 4.0 Regulatory Environment

Assesses development regulations and design standards that may alternatively facilitate or inhibit future development scenarios in the Study Area.

Technical Memorandum: 5.0 Market Context

Evaluates current and future national and regional real estate industry trends that may affect growth in San Marcos; demographic and psychographic trends in San Marcos; and market supply and demand dynamics that will determine San Marcos's share of future growth.

Technical Memorandum: 6.0 Housing

Assesses the condition, age, typologies, densities and price points of existing housing stock to determine the existing housing market conditions.

Technical Memorandum: 7.0 Community Health

7.0: Community Health. Measures public investments and health factors in the study area to determine where social inequities and disparities may exist at the neighborhood level, and to inform Study recommendations that may generate improvements to community health metrics.

Technical Memorandum: 8.0 Public Services

In conjunction with technical memorandum #7.0 (Community Health), provides an inventory of public safety and health services available to current and future Study Area populations.

Technical Memorandum: 9.0 Utilities Infrastructure

Assesses the capacity of existing public utilities and infrastructure to set a baseline for future development scenarios proposed within the Study.

Technical Memorandum: 10.0 Fiscal Impact Analysis (Preliminary)

Provides a cost of service analysis for the baseline (existing) land use conditions that balance policy goals with preferred fiscal outcomes.



SAN MARCOS Transportation Corridors Study

BACKGROUND

The Capital Area Metropolitan Planning Organization (CAMPO) and the City of San Marcos combined efforts to conduct the San Marcos Transportation Corridors Study, which aimed to identify the needs of the area and strategies to support multimodal transportation, mobility, accessibility, traffic, safety, economic development, and other factors to ensure a vibrant and prosperous future for City of San Marcos.

This study focused on development concepts for Guadalupe Street, Hopkins Street, and a future north/south corridor east of IH-35, that enhances the surrounding neighborhoods. Additionally, the study explored concepts and strategies for mixed-use centers located around the Downtown and Midtown neighborhoods, the Medical Center area, and other key hubs of activity in the City of San Marcos.

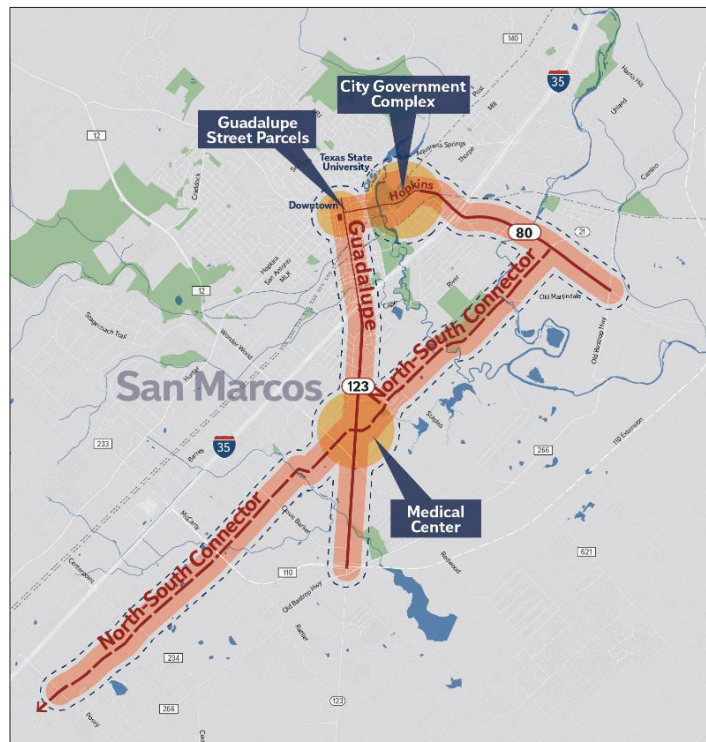
Outreach Process

Public involvement played an important role throughout the course of the study to inform the development of concepts and strategies for **key transportation corridors** in the San Marcos Area, as well as examine **three activity centers**. The activity centers included areas with mixed-use development opportunities where housing, jobs, and services can be in close proximity to high-quality transportation options and connections. To comply with COVID-19 health guidelines, the project team promoted numerous opportunities for virtual engagement.

The first round of outreach included a series of Virtual Focus Groups held in April and May of 2020 and an interactive Virtual Open House from August 31– October 12, 2020. The second round included a series of Virtual Design Workshops from March 1-5, 2021, and an interactive Virtual Open House from May 3 – June 4, 2021. The third round included an interactive Virtual Open House from November 2 – December 3, 2021.

The project team used a variety of methods to engage the community including:

- Focus groups held with key community members and leaders from different sectors
- Virtual design workshops for hands-on input
- Interactive online open houses with comment opportunities
- Study website providing project updates and access to materials, and
- Steering committee meetings made up of local community members held throughout the design process.





SAN MARCOS Transportation Corridors Study

Outreach Summary

The project team received a total of **582 surveys** (including 16 surveys completed in Spanish) from the three rounds of community engagement. Overall, participants were supportive of the study goals and agreed that the design concepts met the needs of the area. Community development factors, transportation, and mobility issues were ranked as highly important. The community showed support for and prioritized concepts that incorporated green infrastructure, enhanced connectivity and walkability, affordable housing, and diverse transportation options. Input gathered from the first round of outreach was used to help develop a range of design concepts and improvements for the key transportation corridors and associated activity centers. The second round of outreach focused on presenting and receiving input on the initial design concepts and the third round encouraged input on the refined design concepts.

Outreach efforts followed the CAMPO Public Participation Plan (PPP) recommended practices, which include promotion via email, postal mail, yard signs, social media, news release, and online commenting opportunities, including a project website with an interactive virtual open house.

PUBLIC INVOLVEMENT ROUND 1 – Spring/Summer 2020

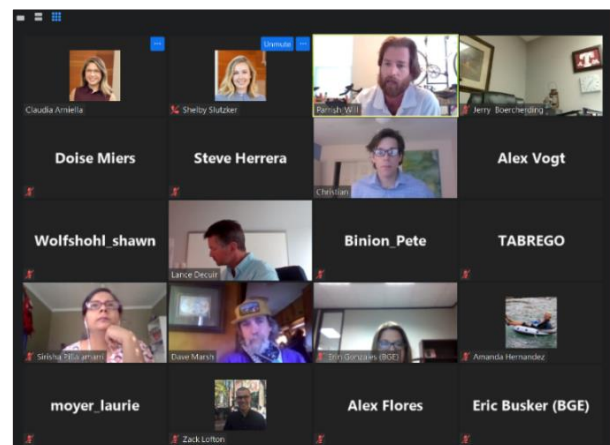
The project team developed a stakeholder list of more than 130 area residents, neighborhood associations, businesses, schools, community groups, and government entities to engage in the project and gather input.

FOCUS GROUPS

During the Discovery and Evaluation phase of the project, the team hosted a series of focus groups and a virtual public meeting to gather information from a variety of stakeholders. Nine focus group meetings were held with approximately 50 stakeholders, to provide information about the process and receive input from different perspectives related to the Study's key focus areas.

Participants represented the following stakeholder groups:

- Environmental
- Executive
- Downtown Businesses
- Transportation and mobility
- Health and social Services
- Housing and Neighborhoods
- Guadalupe and SH123
- Business and Economic Development
- Texas State University





SAN MARCOS Transportation Corridors Study

FOCUS GROUP KEY TAKEAWAYS

Overall, there was significant support to consider the character of San Marcos when planning for development and redevelopment in the study area. Key takeaways across focus group discussions include:

1. An interest in the intersection of development and the natural environment and the need for multimodal transportation options.
2. Need for housing diversity and to diversify the economy to incentivize businesses and continue to attract visitors and residents.
3. A diversified economy through future development and redevelopment in the study area.
4. Support for development where the river and natural environment serve as focal points and reducing negative impacts to the environment.
5. Use of green space to enhance aesthetic and sense of place.
6. Support for multimodal transportation options and infrastructure throughout study area corridors including pedestrian, facilities for bicyclists, and transit.
7. Need for public transportation and diverse housing opportunities to support low-income residents and Texas State University faculty, staff, and students.

Several group-specific themes also emerged:

Executive Focus Group – Feedback focused on specific objectives desired by the City of San Marcos including amenity-rich development along corridors and infrastructure supporting multimodal transportation.

Environmental Focus Group – Emphasis on the balance between the built and natural environment and managing growth through green technology while mitigating negative impacts to the river.

Downtown Focus Group – Discussed elements needed to draw diverse visitors, residents, and businesses to the area including bike and pedestrian friendly streets and community gathering space.

Transportation and Mobility Focus Group – Consider safety and mobility across the study area including transit and other multimodal options, intersection improvements, and coordination between transportation entities.

Housing and Neighborhoods Focus Group – Consider affordable housing, mid-range housing, access to transit, access to other amenities, and offering incentives to facilitate high density housing development.

Healthcare and Social Services Focus Group – Noted the importance of affordable housing and access to public transportation along with the need for amenities in lower income neighborhoods.

Guadalupe Street through SH 123 & SH 21 Extension Focus Group – Emphasized the importance of relieving traffic on IH-35 via additional transportation options and discussed a vision of corridors drawing visitors to Downtown San Marcos.



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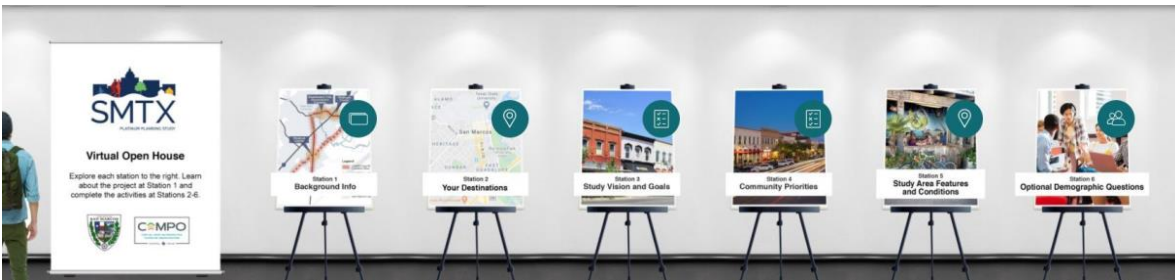
Economic Development Focus Group – Discussed assets of San Marcos including its geographic location, unique character, and Texas State University, which drives a great deal of business. The group expressed the need to diversify the economy to retain talent drawn to the University.

Texas State University Focus Group – Emphasized the need to retain talent from the University and added that there is interest among students and faculty in mixed-use, high-density development and an urban lifestyle. They also emphasized the importance of gateway entrances to the University and multimodal transportation options to accommodate those visiting the University.

VIRTUAL OPEN HOUSE 1

August 31 – October 12, 2020

The first virtual open house was available in English and Spanish on the project website at SMTXStudy.com and used an interactive platform with a similar look and feel to an in-person virtual meeting. The open house included a project overview, survey questions and interactive mapping activities. In addition to the virtual open house, the project page included general information about the study, projects materials, and contact information to submit comments by mail, email or phone.



Promotion

Emails

An email notice was sent to all stakeholders who expressed interest in the study to announce the launch of the virtual open house on Monday, August 31, 2020. Additionally, emails were distributed by a variety of community groups and entities who participated in focus group efforts. One of the largest email distributions included a promotion email sent to all students, faculty, and staff of Texas State University to promote the first public meeting.



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Postal Mail

A postcard in both English and Spanish was mailed to 1,260 San Marcos residents on Wednesday, September 2, 2020. The mailing list was prioritized to target low-income residents or residents 65 years or older who may not be engaged through digital promotion methods. The postcard included the link to the virtual open house and survey, the deadline for comments, and contact information to leave a comment via phone, email, or mail. Additional postcards were delivered to nine business owners that attended the focus groups for distribution to their customers and networks.



Phone Calls

The outreach team made direct phone calls to focus group attendees and community leaders to encourage distribution of open house materials among their various networks.

Social Media

Information about feedback opportunities was shared before and during the comment period on all major social media platforms including Facebook, Twitter, and NextDoor. A total of 21 posts were made in both English and Spanish, gaining approximately 24,000 impressions.

Dates	# of Posts	Platform	Impressions	Engagements
8/31/2020 - 10/10/2020	12 posts in English and Spanish	Facebook	11,394	514
8/29/2020 - 10/10/2020	30 posts in English and Spanish	Twitter	12,657	108

TV Advertisement and Media Engagement

A television advertisement was broadcast on Time Warner Cable Channel 10 and Grande Communications Channel 16 from September 21- 28, 2020. Additionally, several local news outlets, including San Marcos Corridor News, Community Impact, Newsbreak, San Marcos Record, KLBJ Radio, and the Austin-American Statesman developed stories to share information about the virtual open house and promote participation among area residents.



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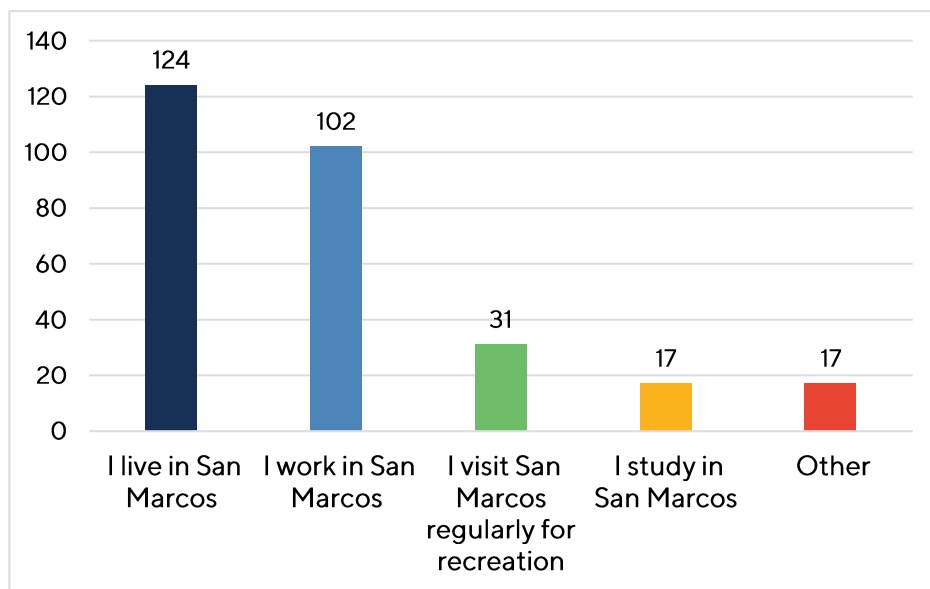
ROUND 1 – SURVEYS AND PUBLIC COMMENTS

During the first round of community engagement for the San Marcos Transportation Corridors Study, CAMPO received 200 surveys, including 11 surveys completed in Spanish, from August 31 – October 12, 2020. Most respondents were supportive of the study goals and statement. Additionally, most people ranked community development factors, transportation, and mobility issues as highly important.

Q1. What is your relationship to San Marcos (Select all that apply)?

291 Responses

Survey participants were asked to identify their relationship to the city of San Marcos. The majority of participants lived (44%) or worked (34%) in San Marcos. A small number of participants visit or study in San Marcos (17% combined). Those who answered “other” (5%) included responses related to visiting family, attending appointments, and conducting business in San Marcos.





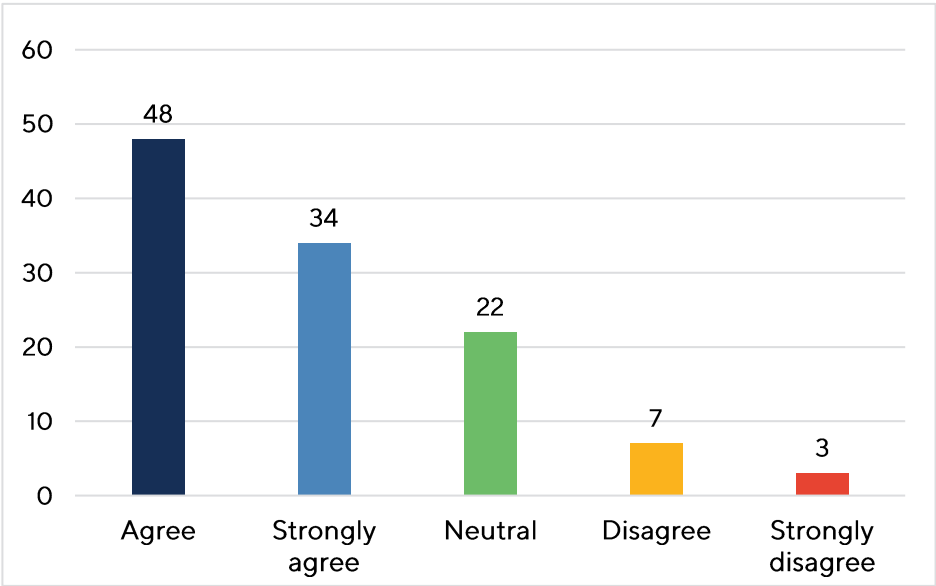
SAN MARCOS Transportation Corridors Study

Q2. To what extent do you agree that the vision statement represents your views of how development in San Marcos should occur?

114 Responses

As San Marcos accommodates new growth, the corridors and centers of the San Marcos Platinum Planning Study will transform in a balanced manner that blends the distinct and lasting character of adjacent neighborhoods with a complimentary mix of new housing options, essential local services, employment opportunities, popular destinations, and safe and convenient multi-modal transportation accommodations, all while serving as prominent and defining community gateways that link the heart of our city with the surrounding region.

Over 72% of respondents either strongly agreed or agreed with the vision statement about development in San Marcos. About 19% answered neutral and only 9% disagreed or strongly disagreed.



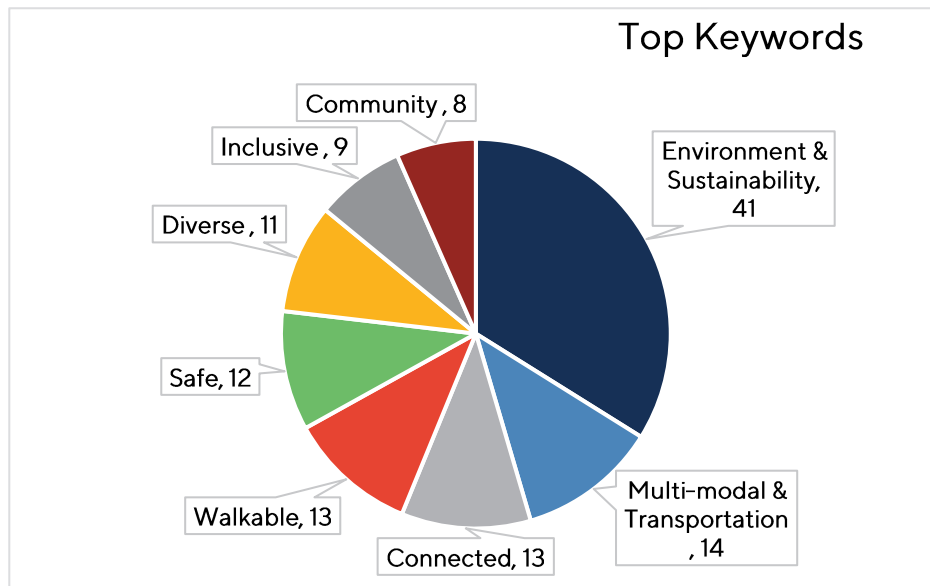


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Q3. What are three words you would use to describe your preferred vision for the future of San Marcos?

101 Responses

A majority of participants (41%) identified words related to sustainability and the environment when asked to envision the future of San Marcos. Aside from words related to sustainability and the environment, there was an almost equal representation of words from other categories: Multi-modal and transportation (14%), Connectivity (13%), Walkability (13%), Safety (12%), Diversity (11%), Inclusivity (9%), and Community (8%).





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Q4. The following draft goal statements will guide the San Marcos Platinum Planning Study. To what extent do you agree with each draft goal statement of future development in San Marcos.

129 Responses

Goal 1: Protect San Marcos' defining natural resources for generations.

Goal 2: Honor and celebrate San Marcos' cultural heritage and sense of place

Goal 3: Enhance safety and connectivity using multiple transportation options.

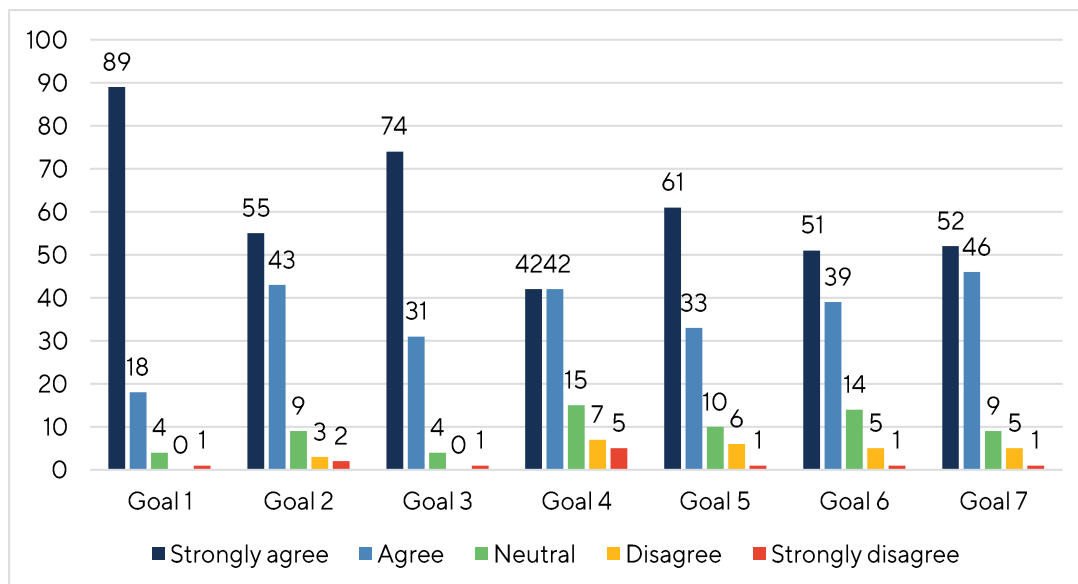
Goal 4: Promote new development that is sensitive to the existing character of the community's neighborhoods districts and corridors

Goal 5: Strengthen quality of life opportunities for all through a mix of housing options.

Goal 6: Facilitate new development that offers a mix of accessible housing retail employment and civic destinations.

Goal 7: Generate a strong business climate that fosters opportunities for residents' advancement.

Goals with the highest level of agreement among participants were one (69%), three (57%), and five (47%). Although participants generally showed support for all the goals, the highest level of disagreement was demonstrated for goals four (9%) and five (5%). The highest percentage of neutral responses were received for goals four (11%) and six (11%).



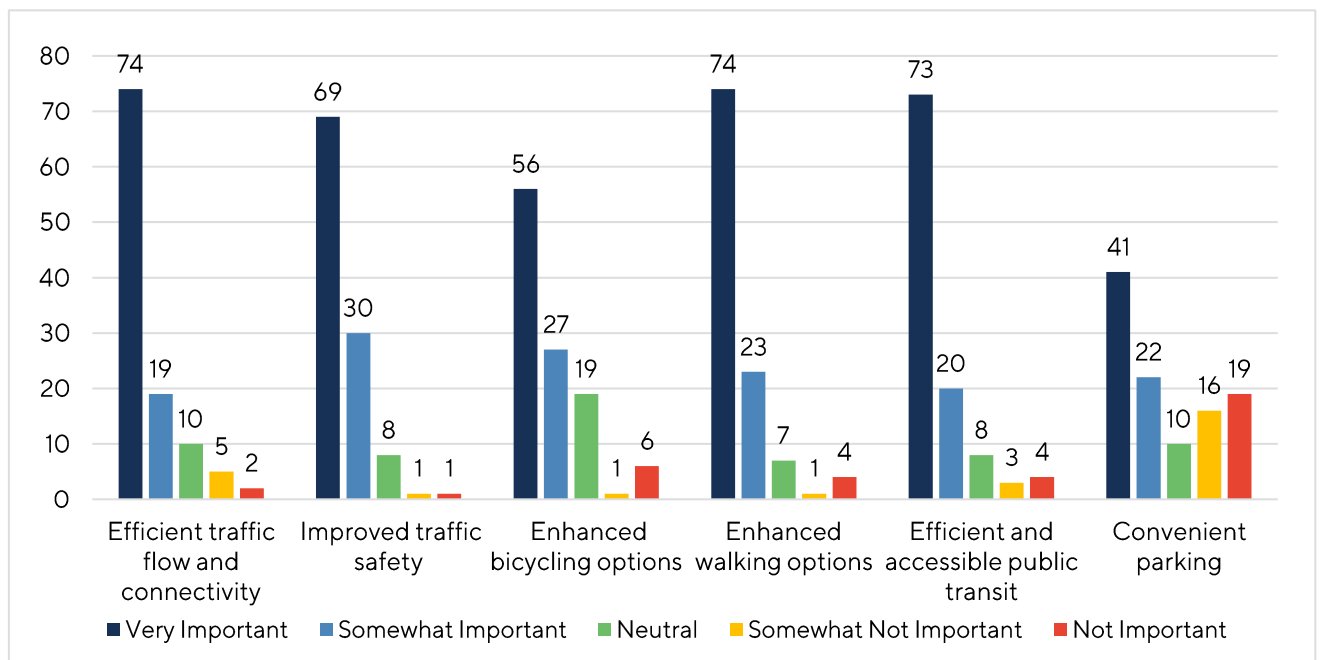


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Q5. How important are each of the following transportation and mobility issues as the city continues to grow and transform?

113 Responses

Survey participants were asked to rank several transportation and mobility issues. In general, all issues were very important or important to survey participants. The issues ranking as the most important were enhanced walking options (65% responded with very important), efficient traffic flow and connectivity (65%), and efficient and accessible public transit (65%). The issue with the least importance was convenient parking; 17% answered not important, 14% answered somewhat not important, and 9% answered neutral.



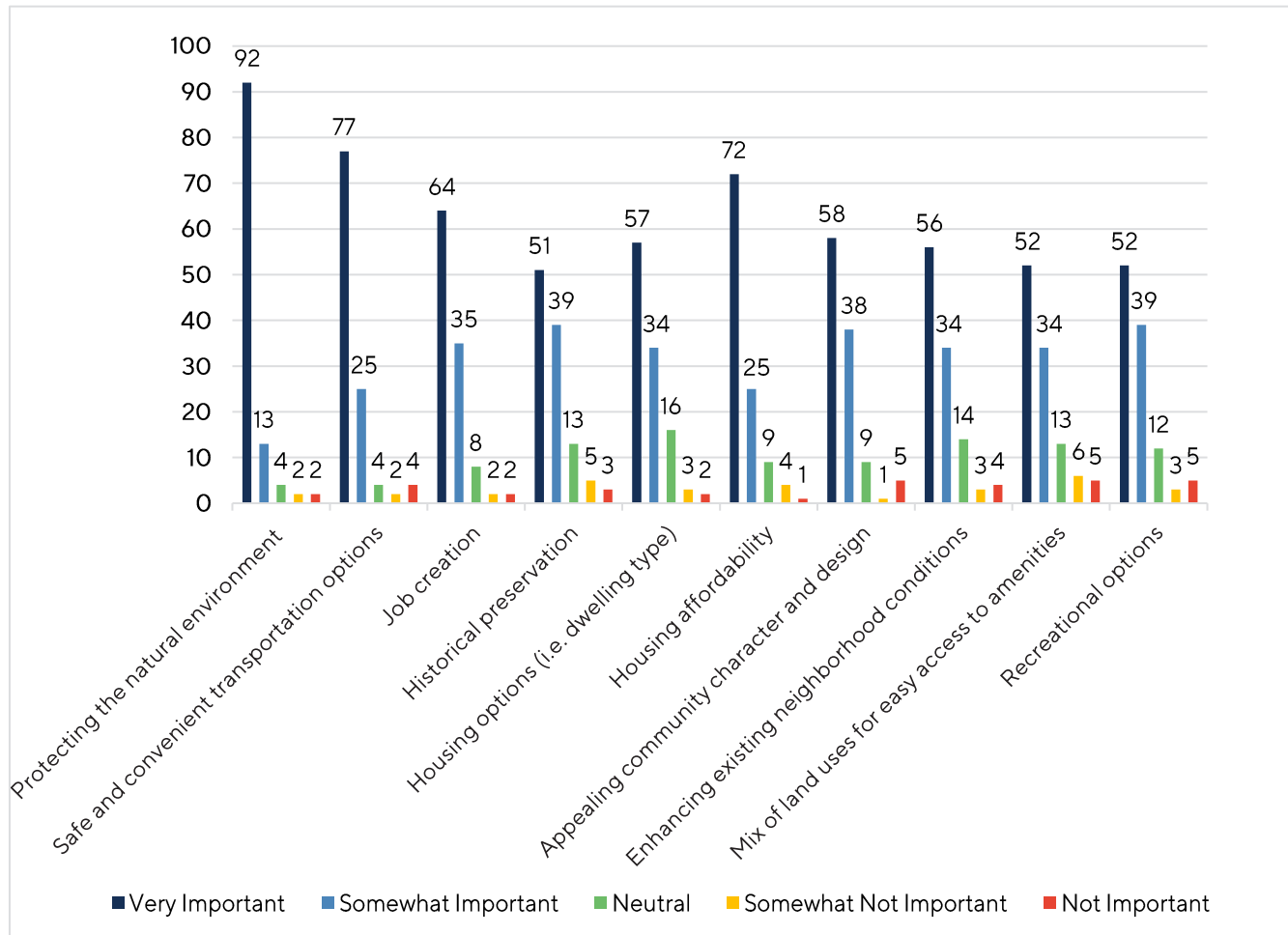


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Q6. How important is it that San Marcos address each of the following community development factors as the city continues to grow and transform?

113 Responses

Survey participants were asked to rank community development factors as they relate to the future of San Marcos. All of the issues were very important to survey participants. The most important issues were protecting the natural environment (81% answered very important), safe and convenient transportation (68%), and housing affordability (64%). The least important factors, with only about half of participants ranking as very important, were historical preservation, mix of land uses for easy access to amenities, and recreational options.





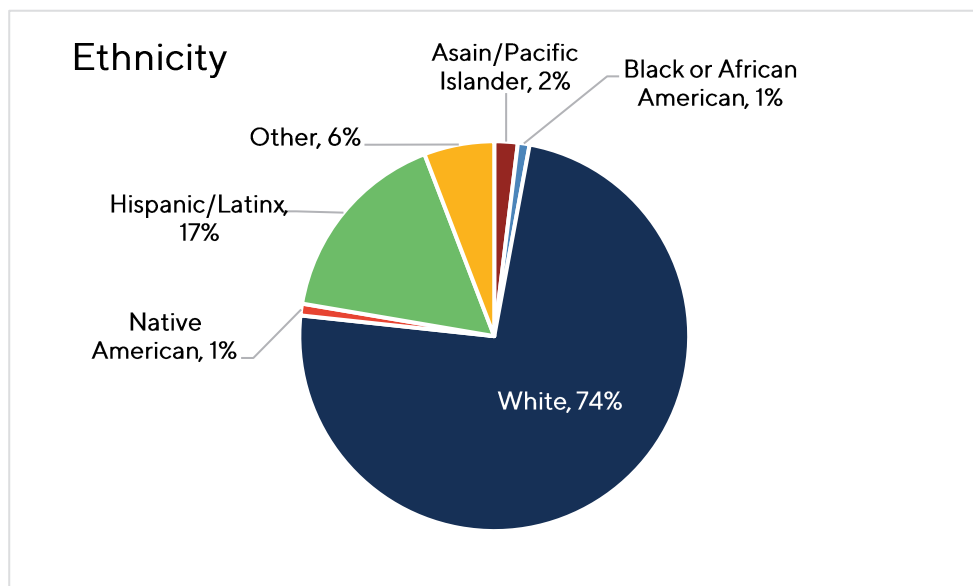
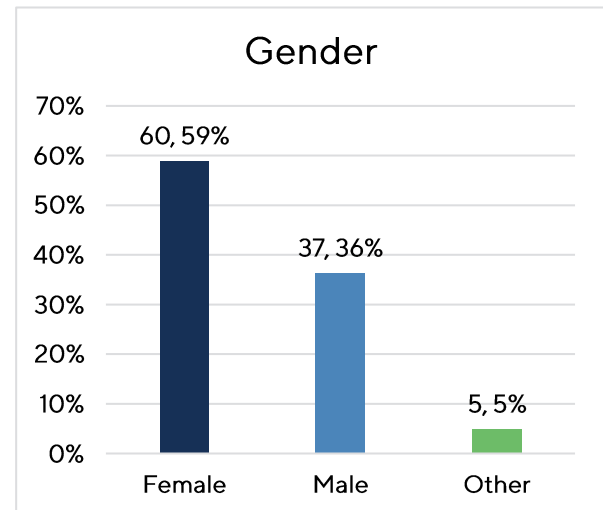
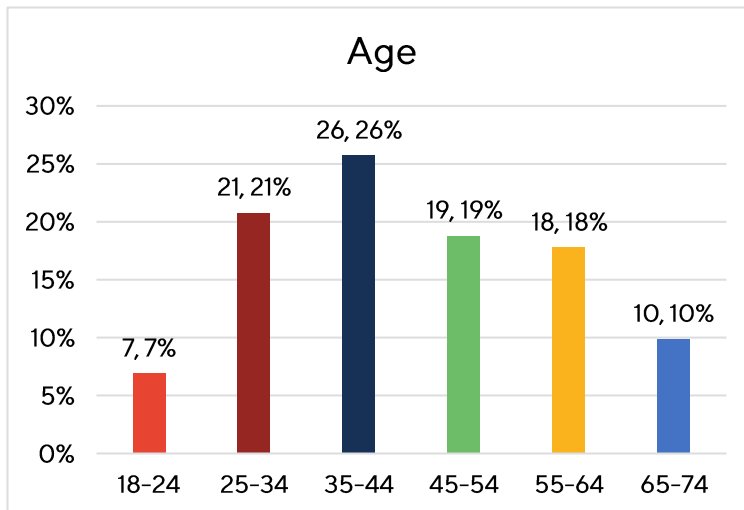
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Demographic Questions (Optional)

103 Responses

Among participants, 7% were in the 18-24 age range, 26% were 25-34 range and the 35-44 range, 19% were 45-54, 18% were 55-64 and 10% were 65-74. Approximately 60% of survey participants identify as female, while just under 40% identify as male, and 5% identify as "other".

Survey participants were 74% White, 17% Hispanic/Latinx, 2% Asian/Pacific, 1% Native American and Black or African American, and 6% other.





SAN MARCOS Transportation Corridors Study

Study Area Mapped Comments

In addition to survey questions, participants were asked to identify several points on an interactive map with an optional comment box for each point.

The mapping activities focused on three areas:

1. **Destinations** – Participants were asked to identify where they live, work, go to school, or regularly visit throughout the week.
2. **Improved mobility** – Participants were asked to identify where they believe there should be improvements for walking, biking, public transit, traffic, and parking in the study area.
3. **Key features** – Participants were asked to identify where they believe there should be improvements for land use, housing, sustainability, landmarks, economy, utilities, and other general features.

Several key themes emerged from the mapping activities. In general, there was a concentration of points across all categories in the downtown/central area of San Marcos. Points related to common destinations showed that the majority of participants work in the downtown area, visit the downtown and midtown area, and live throughout San Marcos.

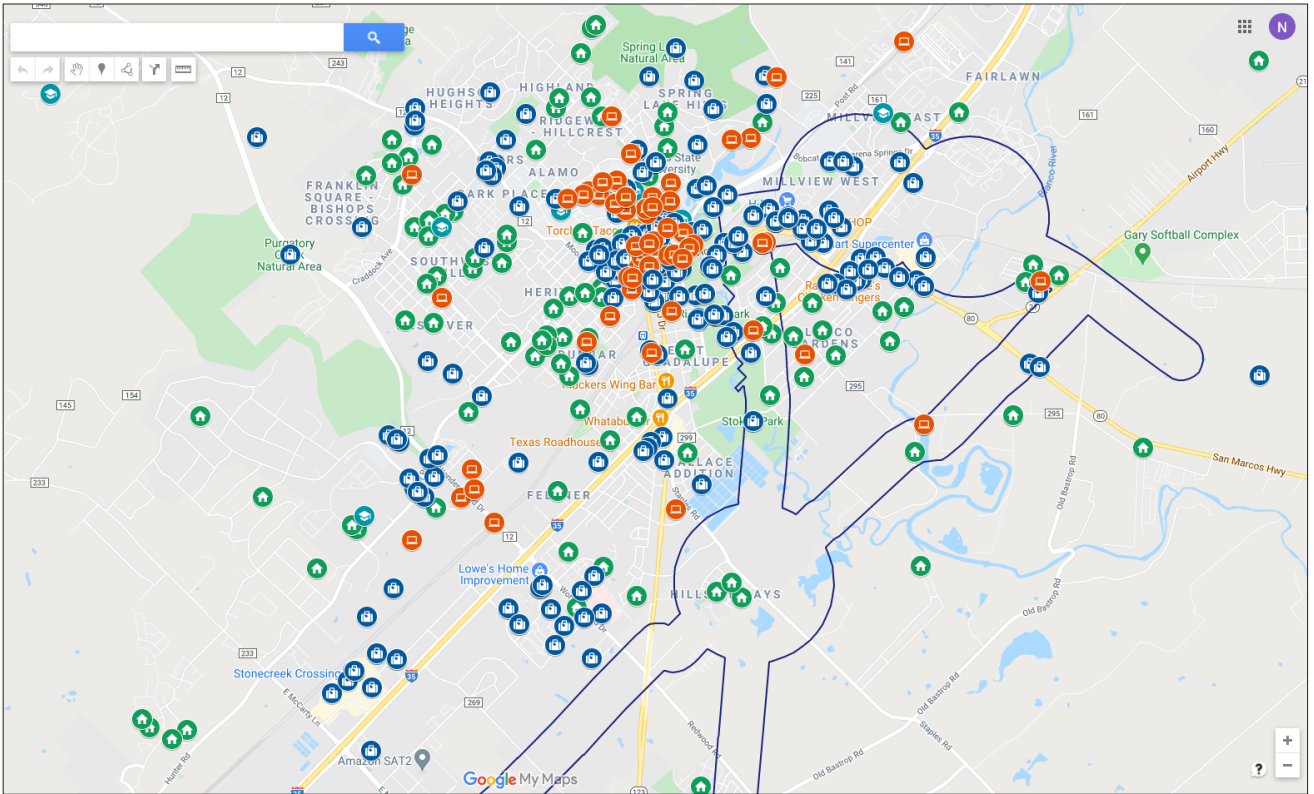
The mapping activities total of 1,647 total map engagements with 818 mapped comments. See Appendixes X for comments from the mapped locations.

Summary of Mapped Feedback		
Map Activity	# of Pins	# of Comments
Activity 1 (Live, Work, Visit)	603	262
Activity 2 (Transportation)	752	360
Activity 3 (Improvements)	292	196
Total	1647	818



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Map Activity 1: Drag and drop a pin from the right side of the screen where you work (green), go to school (blue), or regularly visit (purple) throughout the week. In the comment box, share any challenges you face related to your commute.

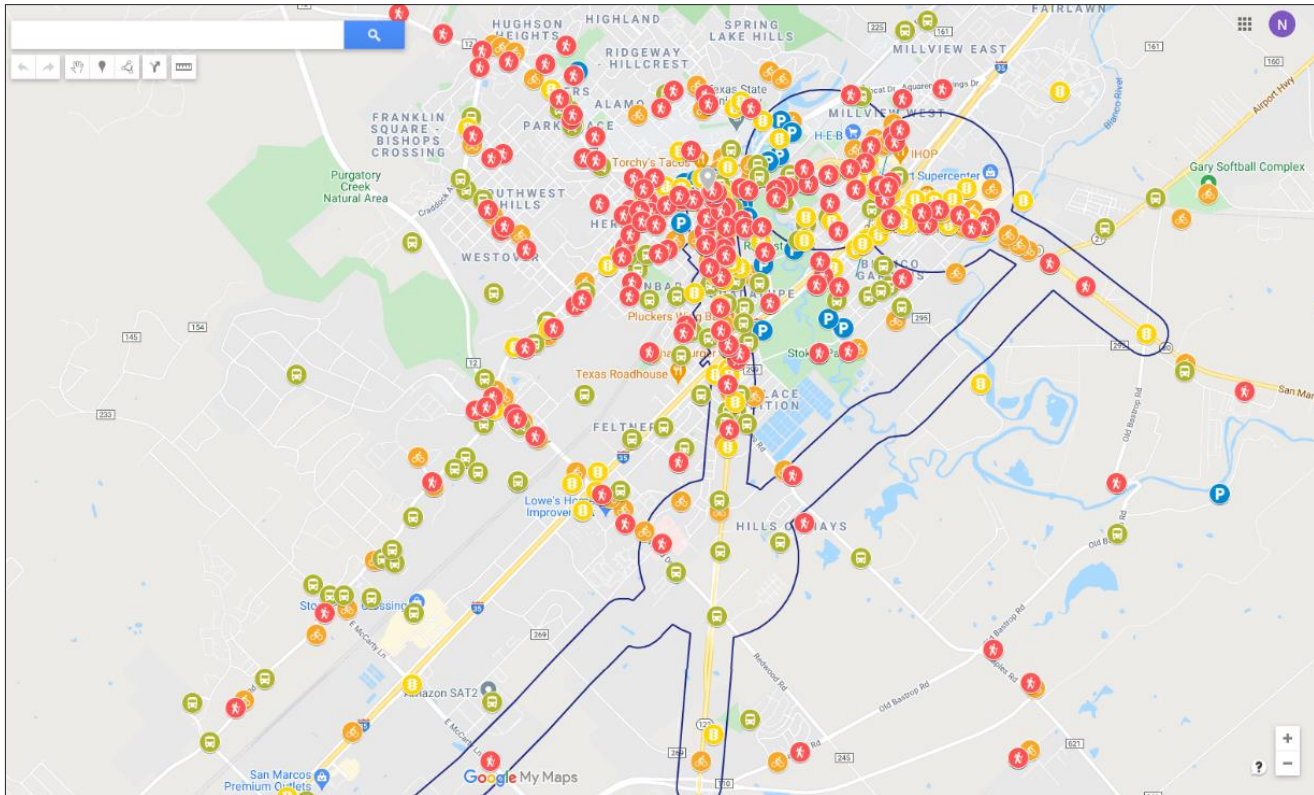


Where do you Live, Work, Study, Regularly Visit		
Pin Type	# of Pins	# of Comments
Visit	356	118
Live	140	92
Work	92	47
School	15	5
Total	603	262



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Map Activity 2: Improvements for walking, biking, public transit, traffic, and parking. For each corridor and activity center, please identify where you believe that there should be adjustments or enhancements to improve mobility within the study area.

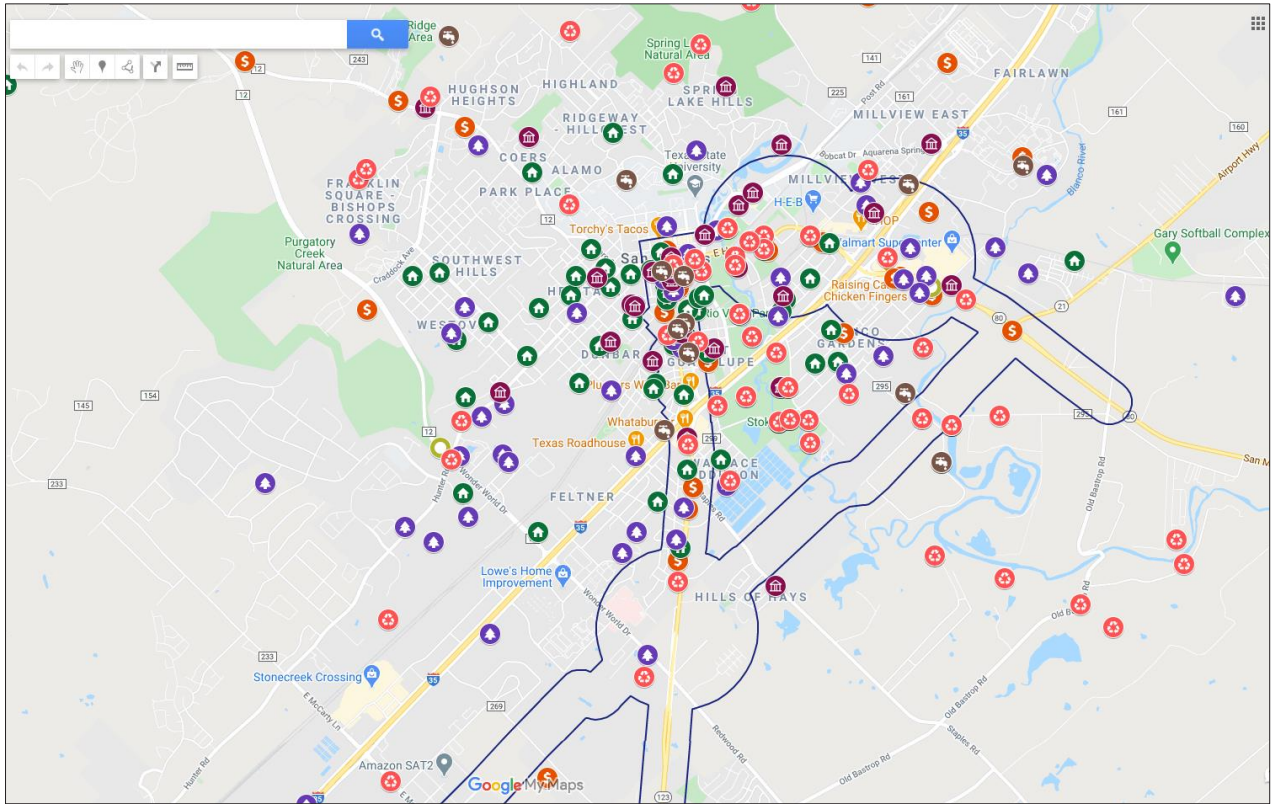


Improved Mobility		
Pin Type	# of Pins	# of Comments
Bicycling	192	93
Walking	185	88
Public Transit	168	67
Traffic	148	69
Parking	59	43
Total	752	360



SAN MARCOS Transportation Corridors Study

Map Activity 3: For each transportation corridor and activity center, please identify key features that should be improved, adjusted, conserved, or preserved as the city grows and transforms. In the comment box, describe why you selected that location.



Key Features		
Pin Type	# of Pins	# of Comments
Land Use	68	57
Housing	62	45
Sustainability	62	35
Landmarks	46	28
Economy	33	18
Utilities	15	8
General	6	5
Total	292	196



SAN MARCOS Transportation Corridors Study

Major Themes of Mapped Input

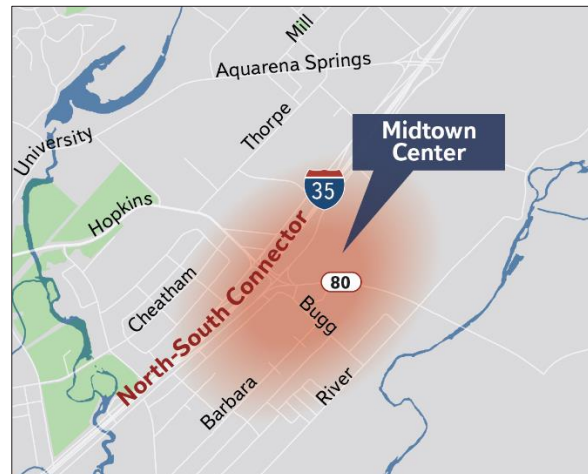
City Government Complex/Downtown

- Features to promote walkability, including sidewalks, lighting
- Improved access and connectivity of public transit
- Sustainable downtown revitalization
- Preservation of historic buildings and spaces
- Increased housing diversity and affordability
- More accessible parking spots



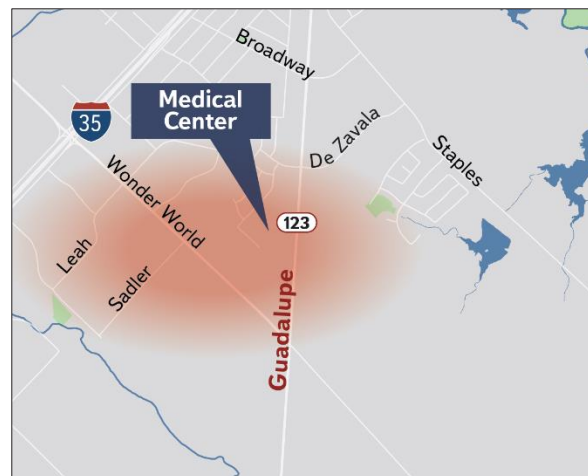
Midtown Center

- Need more diverse and higher density land use in this area
- Planning for sustainable growth
- Allow for mixed-use redevelopment
- Preservation of natural beauty
- Traffic congestion near IH 35 and SH 80
- Safe and accessible bike lanes along Thorpe Ln
- Sidewalks and crosswalks to HEB, Library, City Hall
- Increased bicycle and pedestrian accommodations



Medical Center

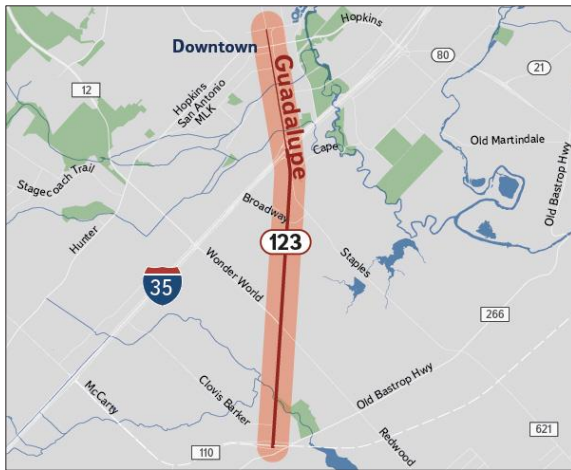
- Green space for recreational/preservation in all pockets of development
- Need more diverse and higher density land use
- Improved access to public transit and more routes to necessary destinations
- Safety improvements





SAN MARCOS Transportation Corridors Study

Major Themes of Mapped Input



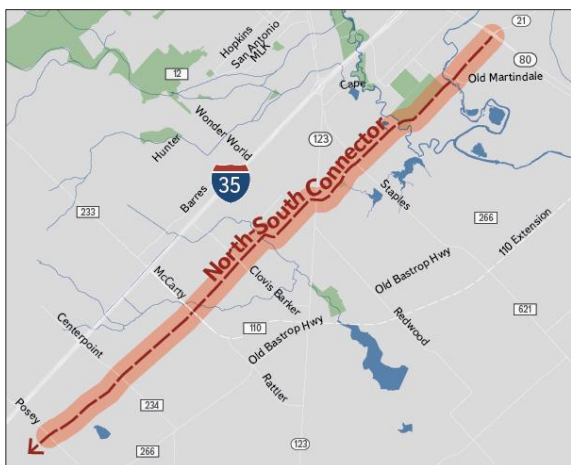
Guadalupe Street/ SH 123

- Increased public transit options
- Bicycle and pedestrian safety and more crossings
- traffic congestion
- More sidewalks and connectivity
- Safer sidewalks and crosswalks
- Improved transit accessibility and routes along Guadalupe



SH80 / Hopkins Road

- Increased public transit options
- Bicycle and pedestrian safety
- Traffic congestion near IH 35 and SH 80
- Safer crosswalks and bike lanes to popular destinations
- Accessible parking near the San Marcos River
- Encourage low impact urban development to keep and protect current neighborhoods
- Increased housing diversity and affordability
- Less restricting zoning



North-South Connector East of I-35

- Sustainable growth and development
- Improved connectivity to neighborhoods, downtown destinations, and amenities
- Improved safety and accommodations for bicycles and pedestrians



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Mapped Comments Outside of Study Area

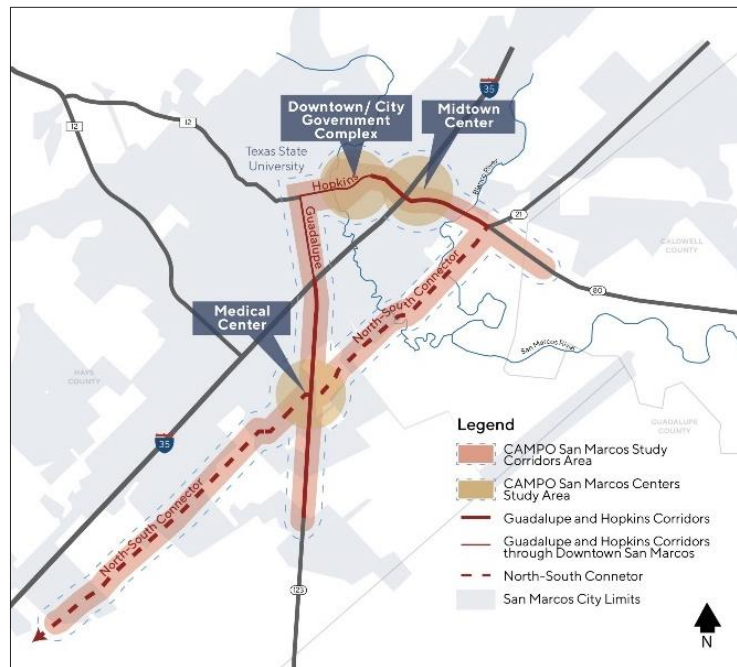
Major Themes of Mapped Input

West

- Preservation of green spaces
- Traffic congestion
- Increased housing diversity and affordability

East

- Preservation of historical areas
- Protection of San Marcos River
- Need for services and reliable transportation options





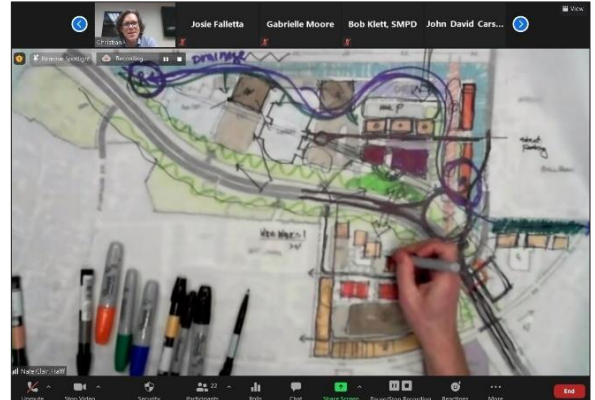
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PUBLIC INVOLVEMENT ROUND 2– Winter/Spring 2021

The second round of outreach focused on gathering input on a range of design concepts and improvements for the key transportation corridors and the associated activity centers. Opportunities for input included a weeklong design workshop held March 1-5, 2021, with key stakeholders from various sectors and perspectives and a virtual open house and open comment period from May 3– June 4, 2021.

DESIGN WORKSHOPS

To gather input on initial design concepts and improvements for the key transportation corridors and activity centers, the project team hosted a series of design workshops. Over the course of four days, 54 unique participants joined the virtual workshops to focus on a key corridor and activity center. Invitees represented key stakeholders including city staff and leaders, the local business community, environmental/sustainability-focused leaders, Texas State University, local neighborhoods, social service organizations, and more.

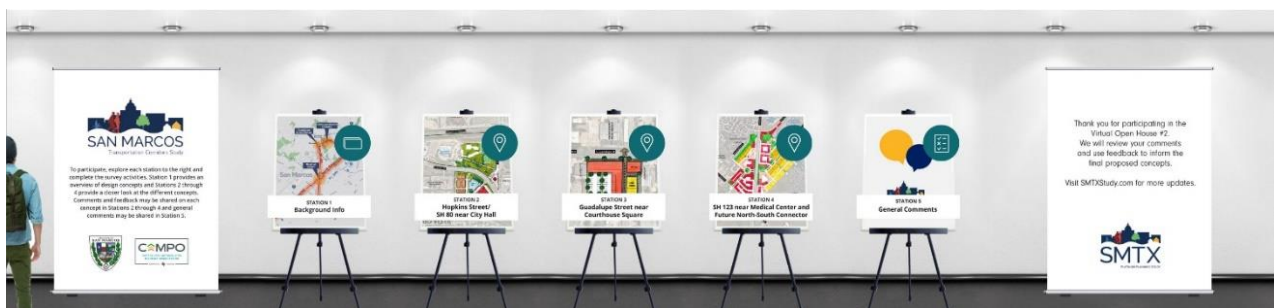


The workshops were held virtually over Zoom and used live polling, interactive maps, marker activities, and street mix activities to gather quick feedback on concepts. Participants shared comments via chat and through discussion while the design team drew new concepts using their feedback. At the end of the week, the concepts were refined and presented in a share back session and during a Steering Committee Presentation.

VIRTUAL OPEN HOUSE 2

May 3 – June 4, 2021

The second virtual open house was available in English and Spanish on the project website from May 3 – June 4, 2021 and used the same interactive platform that was used for the first virtual meeting. The open house included background information, potential design concepts, and interactive survey questions. Comments could also be submitted by email, phone, or mail.





SAN MARCOS Transportation Corridors Study

Promotion

The team worked closely with local leaders, social service organizations, schools, the business community, and steering committee members to promote the event through a variety of methods.

Emails

An email notice was sent to 162 stakeholders to announce the launch of the virtual open house on Monday, May 3, 2021. Emails were distributed to a variety of community groups and entities who participated in the focus groups and design workshops. The San Marcos Chamber of Commerce included an announcement in its weekly newsletter. Additionally, the Main Street Advisory Board sent an email to all downtown members to promote participation in the Study.

Yard Signs

Yard signs were printed in English and Spanish and placed in high traffic locations around San Marcos to promote participation in the second virtual open house. The signs were placed near the three activity centers and key corridors to target residents who may not be engaged through digital promotion methods.

Phone Calls

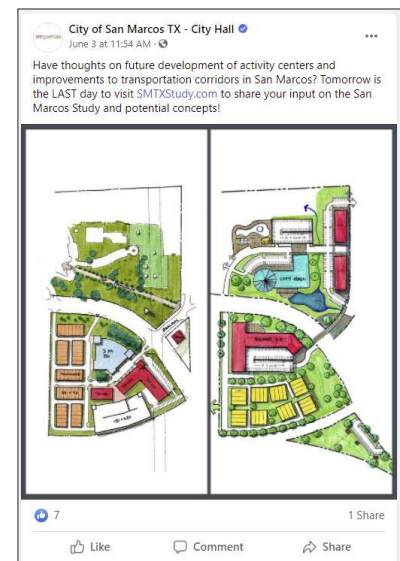
The outreach team made direct phone calls to focus group attendees from the first virtual house and community leaders to encourage distribution of open house materials among their various networks.

Social Media

Social media was used to promote the virtual open house through the CAMPO and City of San Marcos accounts on Facebook, Twitter, and NextDoor.

On the CAMPO Twitter account, a boosted post received 17,000 impressions and 95 engagements.

Other local partners helped promote the virtual open house on their accounts, including Texas State University, The Greater San Marcos Partnership, the Chamber of Commerce and the Meadows Foundation.





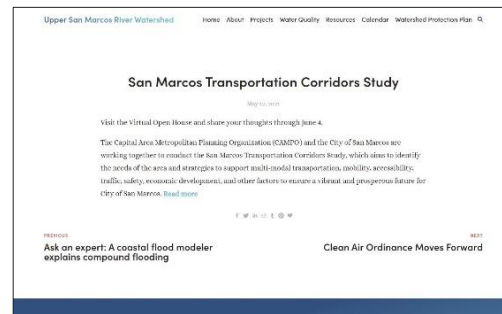
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Media Engagement

Several local news outlets, including the San Marcos Corridor News, Community Impact, Newsbreak, San Marcos Record, and Upper San Marcos River Watershed developed stories to share information about the virtual open house and promote participation among area residents. Additionally, information was posted to the online community calendars for Community Impact San Marcos and San Marcos Daily Record Calendar.



San Marcos Corridor News



Upper San Marcos River Watershed

ROUND 2 – SURVEYS AND PUBLIC COMMENTS

329 Total Participants

A total of 329 surveys, including 2 surveys completed in Spanish, were received from May 3 to June 4, 2021. Overall, respondents were supportive of the concepts presented for the key corridors and activity centers and agreed that they met the study goal and needs of the areas.

The overarching themes from open ended feedback and additional comments on the Study included:

1. **Green Infrastructure and Sustainable Development** – Participants were supportive of incorporating planted medians, green space, and native landscaping. There was support for incorporating additional green space and trees in the final plan.
2. **Affordable and Diverse Housing** – Participants supported the addition of diverse and affordable housing opportunities for all residents of San Marcos.
3. **Transportation Diversity** – Participants supported the idea of widened sidewalks, connectivity, and increased walkability throughout San Marcos. There were mixed thoughts regarding the priorities of bike lanes versus expanding road capacity.
4. **Space Efficiency** – Participants expressed concerns for concept designs providing the best use of space for traffic flow improvements.

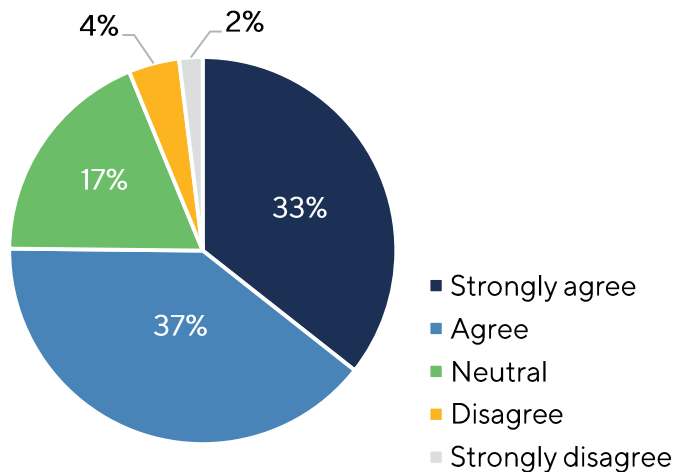
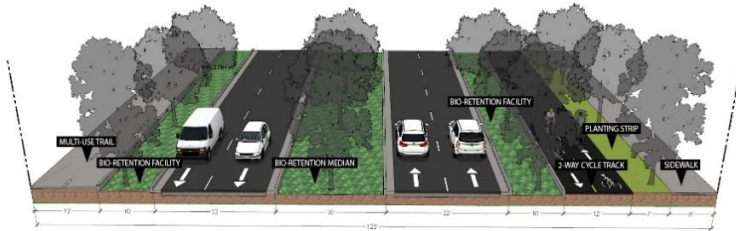


SAN MARCOS Transportation Corridors Study

Q1. To what extent do you agree that these concepts for Hopkins Street/SH 80 meet the study goal and the needs of the area?

329 Responses

Survey participants were asked to what extent they agree that the Hopkins Street/SH 80 concepts meet the study goal and the needs of the area. Most participants agreed or strongly agreed (70%). A few participants remained neutral (17%) and a small number disagreed (4%) or strongly disagreed (2%).



Key Themes:

- Support for native landscaped parkways and medians
- Support for separated bike lanes, widened sidewalks and increased walkability
- Concern for median width reducing walkability
- Concern for lack of turn lanes and reduced lane width causing more vehicular traffic
- Concern for construction timeline being too long



SAN MARCOS Transportation Corridors Study

Q2. To what extent do you agree that these concepts for City Government Complex **Concept A** meet the study goals and the needs of the area?

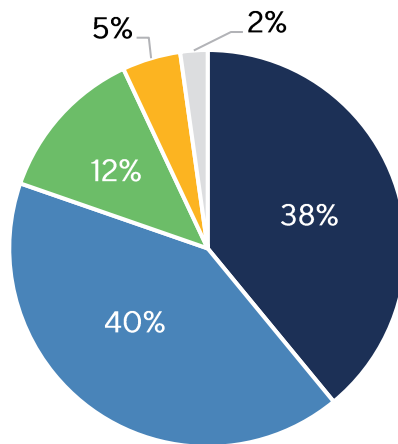
329 Responses

Survey participants were asked to what extent they agree with two potential concepts for the City Government Complex. Concept A proposed moving the complex north of Hopkins Street. A majority of participants either strongly agreed or agreed (78%) with Concept A. About 12% answered neutral and 7% disagreed or strongly disagreed.



Key Themes:

- Support for increased housing diversity, green spaces, and landscaping
- Support for relocating City Hall next to the library and improving connectivity to downtown
- Support for improvements to the intersection, including a signalized intersection and bike lanes
- Concern for green space being close to the street and housing being placed in a high-use corridor
- Concern for placement of mid-block crossing and lack of crossing points



- Strongly agree
- Agree
- Neutral
- Disagree
- Strongly disagree



SAN MARCOS Transportation Corridors Study

Q3. To what extent do you agree that these concepts for City Government Complex **Concept B** meet the study goals and the needs of the area?

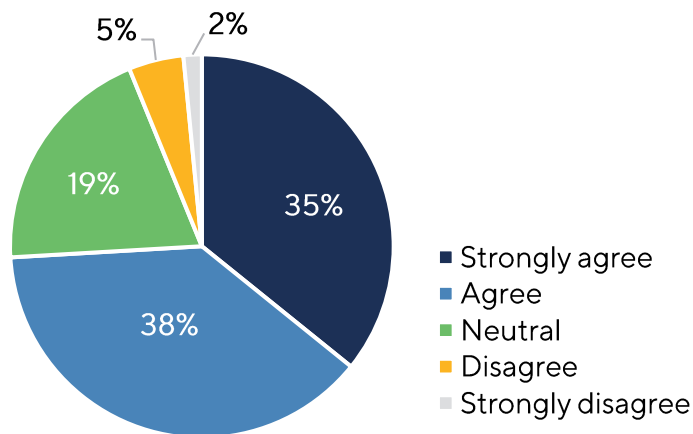
329 Responses

Concept B proposed keeping the City Government Complex south of Hopkins Street. A majority of participants either agreed or strongly agreed (73%). More participants remained neutral on Concept B (19%) than Concept A and a small amount disagreed or strongly disagreed (7%).



Key Themes:

- Support for large green space close to library, intersection improvements, and increased walkability
- Support for keeping location of City Hall for cost efficiency
- Support for increased housing diversity and affordability
- Concerns about promenade: uncertainty about the need and location
- Concern for residents having interest in living next to City Hall





SAN MARCOS Transportation Corridors Study

Q4. To what extent do you agree that these concepts for **Guadalupe Street** meet the study goal and the needs of the area?

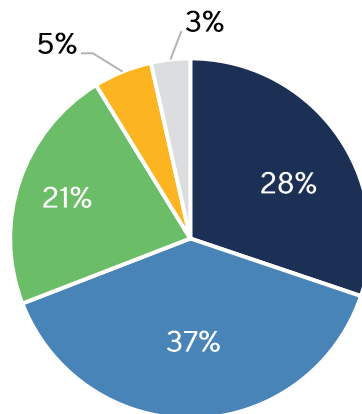
306 Responses

Survey participants were asked to what extent they agree that the Guadalupe Street concepts meet the study goal and the needs of the area. The majority of participants agreed or strongly agreed (65%), 21% answered neutral, and 8% disagreed or strongly disagreed.



Key Themes:

- Support for increased walkability and widened sidewalks
- Support for two-way cycle track for commuting
- Concern for one-way street design, lack of shaded trees and reduced lane width
- Concern for bike lane being a hazard because of close proximity to parallel parking, lack of curb separation and lack of visibility for drivers
- Concern for focus on bike lanes and not on traffic congestion



- Strongly agree
- Agree
- Neutral
- Disagree
- Strongly disagree

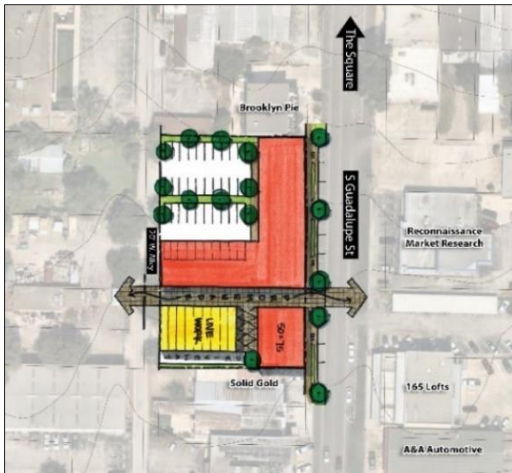


SAN MARCOS Transportation Corridors Study

Q5. To what extent do you agree that these concepts for Guadalupe Street Parcels **Concept A** meet the study goals and the needs of the area?

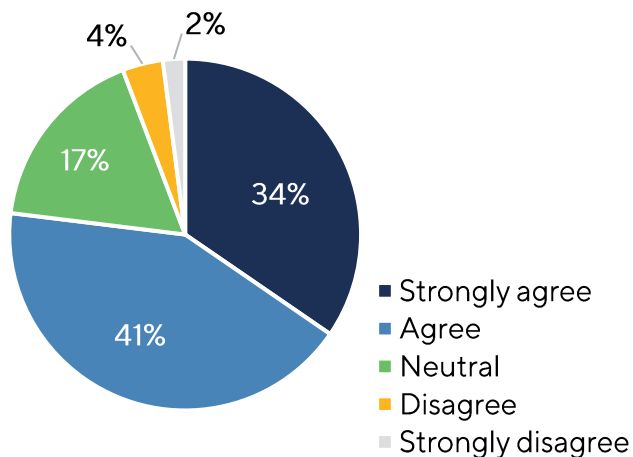
306 Responses

Survey participants were asked to what extent they agree with two concepts for Guadalupe Street Parcels. Concept A included multi-story mixed-use buildings with central promenade. Overall, the majority of participants agreed or strongly agreed with both concepts. **Among participants, 75% of agreed or strongly agreed with Concept A, 17% answered neutral and 6% disagreed or strongly disagreed.**



Key Themes:

- Support for multi-use building and housing diversity
- Support for increased downtown connectivity and private owner development
- Support for landscaped walkways and mid-block promenade for better walkability
- Concern for lack of trees for shade
- Concern for lack of parking



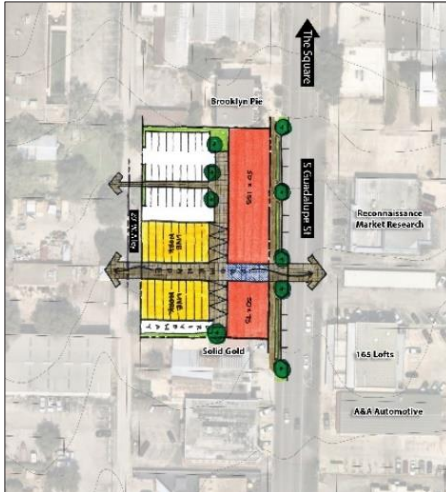


SAN MARCOS Transportation Corridors Study

Q6. To what extent do you agree that these concepts for Guadalupe Street Parcels **Concept B** meet the study goals and the needs of the area?

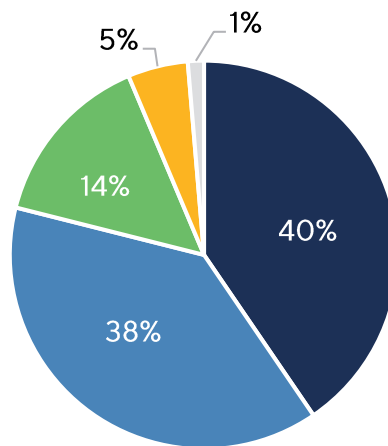
306 Responses

Concept B showed a multi-story building with a mid-block crossing and promenade. Most participants agreed or strongly agreed with Concept B (78%), 14% answered neutral and 6% disagreed or strongly disagreed.



Key Themes:

- Support for more housing opportunities and multi-use building
- Support for promenade encouraging pedestrian traffic
- Preference for this design arrangement
- Concern for lack of green space and trees
- Concern for surface parking lot in downtown



- Strongly agree
- Agree
- Neutral
- Disagree
- Strongly disagree



SAN MARCOS Transportation Corridors Study

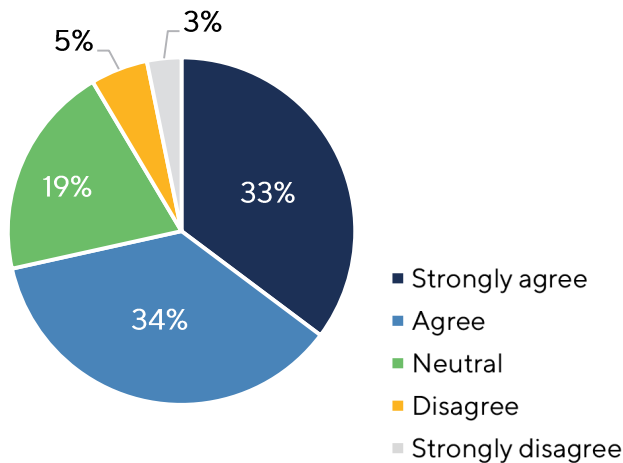
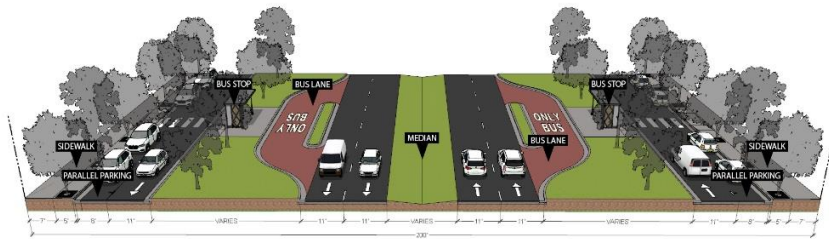
Q7. To what extent do you agree that these concepts for the segment of SH 123 near the Medical Center meet the study goal and the needs of the area?

297 Responses

Survey participants were asked to what extent they agree that the concepts for the segment of SH 123 near the Medical Center meet the study goal and the needs of the area. **Most participants agreed or strongly agreed (67%),** some participants answered neutral (19%) and a few disagreed or strongly disagreed (8%).

Key Themes:

- Support for separation of parking and traffic
- Support for deterring traffic from the downtown area
- Support for improved transit accessibility
- Concern with width of cross-section and lack of traffic flow efficiency
- Concern for unnecessary complex design and reduced lane width
- Concern with lack of bike lanes and pedestrian crossovers



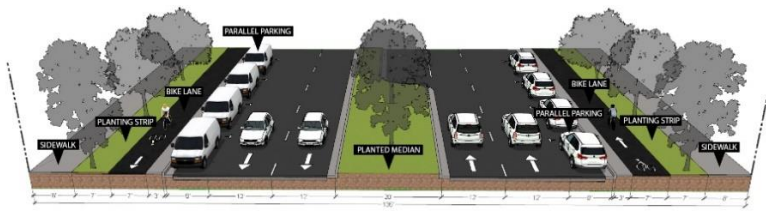


SAN MARCOS Transportation Corridors Study

Q8. To what extent do you agree that these concepts for the proposed enhancements to the future **North-South Connector** near the Medical Center meet the study goal and the needs of the area?

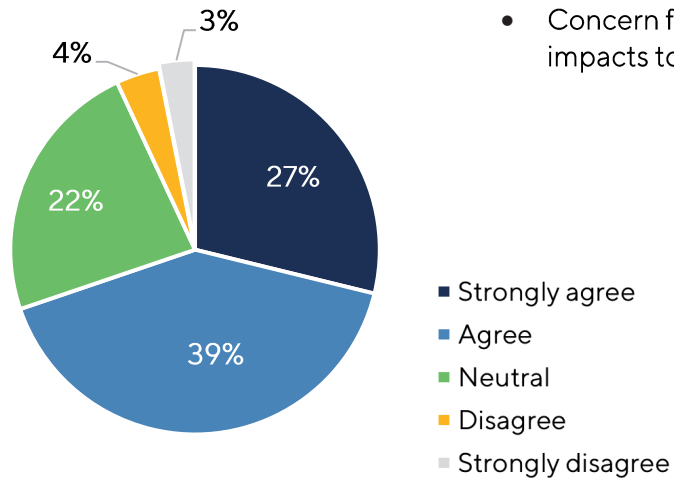
306 Responses

Survey participants were asked to what extent they agreed that the concepts for the segment of SH 123 near the Medical Center meet the study goal and the needs of the area. Most participants agreed or strongly agreed (66%), some participants were neutral (22%) and a few disagreed or strongly disagreed (7%).



Key Themes:

- Support for separated bike lanes and landscaped medians
- Support for separation of pedestrians and traffic
- Concern for lack of transit options and turn lanes
- Concern for parallel parking causing traffic congestion
- Concern for potential negative impacts to the river





SAN MARCOS Transportation Corridors Study

Q9. To what extent do you agree that these concepts for Medical Center **Concept A** meet the study goals and the needs of the area?

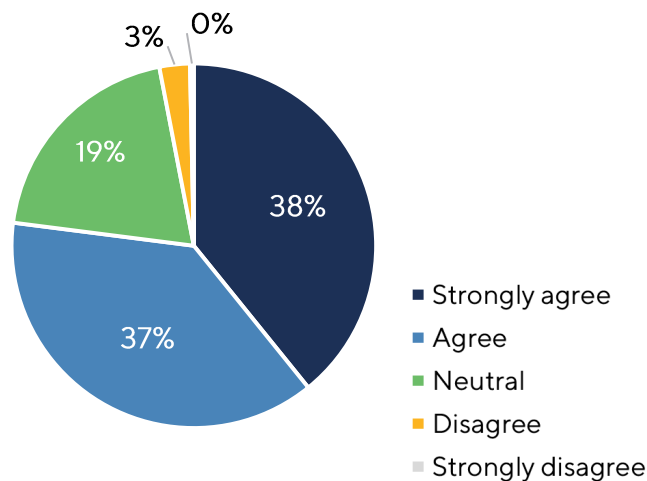
306 Responses

Survey participants were asked to what extent they agree with two concepts for the Medical Center. Concept A included mixed-use development with various housing types and green space. **Most** participants agreed or strongly agreed with Concept A (75%), some participants answered neutral (19%) and a few disagreed (3%).



Key Themes:

- Support for diverse housing opportunities east of I-35
- Support for convenient housing options for medical workers
- Support for roundabouts slowing traffic into neighborhoods
- Concern for lack of green space and trees





SAN MARCOS Transportation Corridors Study

Q10. To what extent do you agree that these concepts for Medical Center **Concept B** meet the study goals and the needs of the area?

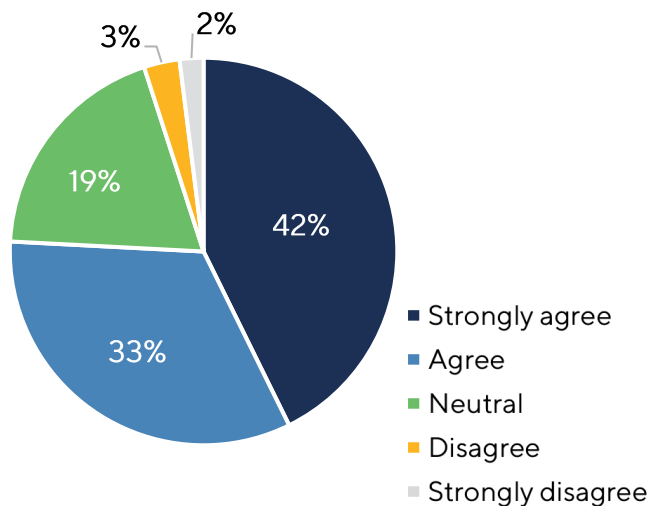
306 Responses

Concept A showed mixed-use development framed by a variety of housing and mixed-use development. Most participants agreed or strongly agreed with Concept B (74%), some participants were neutral (19%) and a few disagreed or strongly disagreed (5%).



Key Themes:

- Support and concern for amount of single-family housing
- Preference for Concept A
- Support for connectivity to SH 123
- Concern for dense development, walkability, and lack of protected bike lanes
- Concern for lack of green space and trees





SAN MARCOS Transportation Corridors Study

PUBLIC INVOLVEMENT ROUND 3– Fall/Winter 2021

The third round of outreach focused on presenting refined design concepts and improvements for the key transportation corridors and the associated activity centers.

VIRTUAL OPEN HOUSE 3

November 2 – December 3, 2021

The third virtual open house was available in English and Spanish on the project website from November 2 – December 3, 2021 and used the same interactive platform that was used for the first two virtual meetings. The open house included background information, refined design concepts, and survey questions. Comments could also be submitted by email, phone, or mail.



Promotion

The team worked closely with local leaders, social service organizations, schools, the business community, and steering committee members to promote the open house through a variety of methods.

Emails

An email notice was sent to 162 stakeholders to announce the launch of the virtual open house on Wednesday, November 3, 2021. Emails were distributed to a variety of community groups and entities who participated in previous engagement efforts. San Marcos Splash Coworking included announcements in their newsletters.

Yard Signs

Eight yard signs were printed in English and Spanish and placed in high traffic locations near the three activity centers and key corridors to promote participation in the second virtual open house. The signs were placed to target residents who may not be engaged through digital promotion methods.

Phone Calls

The outreach team made direct phone calls to focus group attendees from the first virtual house and community leaders to encourage distribution of open house materials among their various networks.

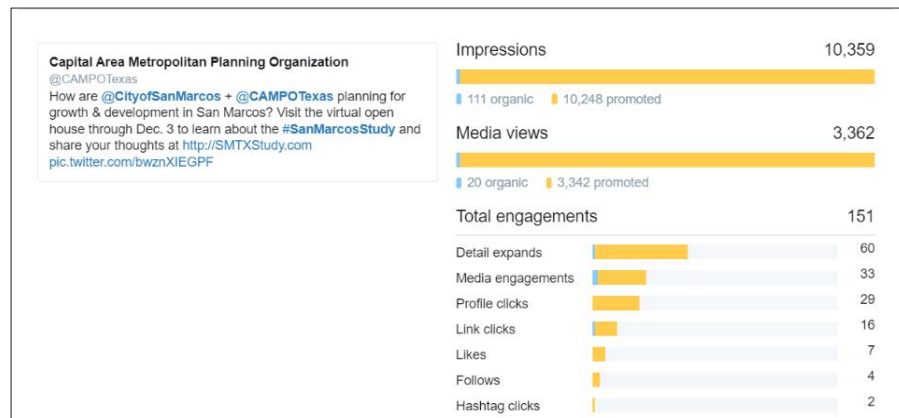


SAN MARCOS Transportation Corridors Study

Social Media

Social media was used to promote the virtual open house through the CAMPO and City of San Marcos accounts on Facebook, Twitter, and NextDoor. On the CAMPO Twitter account, a boosted post received 10,359 impressions and a 6.3% engagement rate.

Other local partners helped promote the virtual open house on their accounts, including Texas State University, the Texas State Transportation Services, The Greater San Marcos Partnership, the San Marcos Chamber of Commerce, and the Meadows Foundation.



Media Engagement

The San Marcos Corridor News and Community Impact developed stories to share information about the virtual open house and promote participation among area residents. Additionally, information was posted to the online community calendars for Community Impact San Marcos and San Marcos Daily Record calendar.



SAN MARCOS Transportation Corridors Study

ROUND 3 – SURVEYS AND PUBLIC COMMENTS

53 Total Participants

A total of 53 surveys, including 1 survey completed in Spanish, were received from November 2 to December 3, 2021 during the third round of outreach. Overall, respondents were supportive of the refined concepts presented and agreed that they met the study goal and needs of the areas.

The overarching themes heard from open ended feedback and additional comments on the Study included:

1. **Bike and Pedestrian Infrastructure** – Participants supported multi-use paths, widened sidewalks and protected bike lanes to increase walkability and connectivity in San Marcos. Respondents shared a preference for prioritization of pedestrian safety throughout the corridors.
2. **Green Infrastructure and Sustainable Development** – Participants were supportive of dense infrastructure that incorporated green space and large trees for shade.
3. **Affordable and Diverse Housing** – Participants showed support for townhome and mixed-use development integration. Comments highlighted the importance of diverse and affordable housing opportunities for all residents of San Marcos.
4. **Insufficient Connectivity** – Participants expressed concern for connectivity and walkability between corridors. There was preference for consistent cycle track and pedestrian facilities.
5. **Vehicular Congestion** – Participants were concerned with dense development causing increased congestion and additional parking issues.



SAN MARCOS Transportation Corridors Study

Q1. To what extent do you agree that the concepts for Hopkins Street/SH 80 and City Government Complex meet the study goals and the needs of the area?

53 Responses

Survey participants were asked to what extent they agree that the Hopkins Street/SH 80 concepts and City Government Complex meet the study goals and the needs of the area. The majority of participants agreed or strongly agreed (73%). A few participants remained neutral (13%) and a small number disagreed (8%) or strongly disagreed (8%).

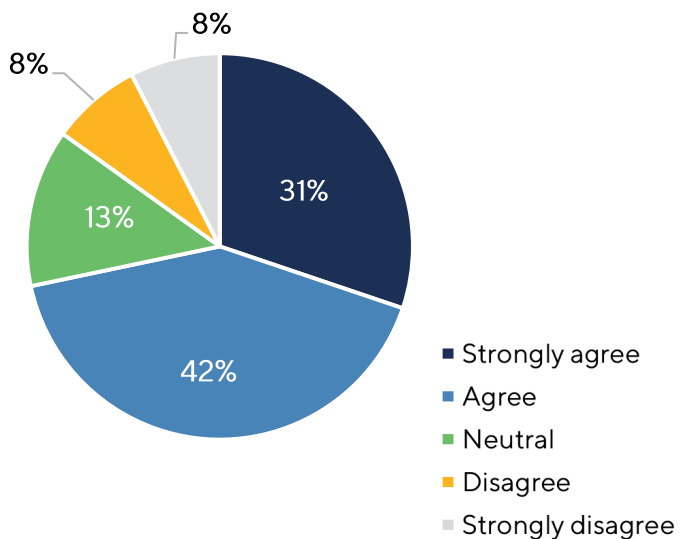
Concepts for Hopkins Street/SH 80





SAN MARCOS Transportation Corridors Study

Concepts for the City Government Plaza



Key Themes:

- Support for green space prioritized over condos and retail
- Support for a general structured parking option downtown
- Support for more focus on safe crossings and speed control
- Concern for dense development resulting in additional congestion
- Concern for pedestrian safety because of traffic speed and lack of safe crossings
- Concern for width of travel lanes causing increased traffic speeds



SAN MARCOS Transportation Corridors Study

Q2. To what extent do you agree that the concepts for **Guadalupe Street Corridor** and the **Guadalupe Street Parcels** meet the study goals and the needs of the area?

(53 Responses)

Survey participants were asked to what extent they agree that the Guadalupe Street Corridor and the Guadalupe Street Parcels meet the study goals and the needs of the area. Most participants agreed or strongly agreed (70%). A few participants remained neutral (18%), and a small number disagreed (10%) or strongly disagreed (8%).

Concepts for Guadalupe Street Corridors and Parcels

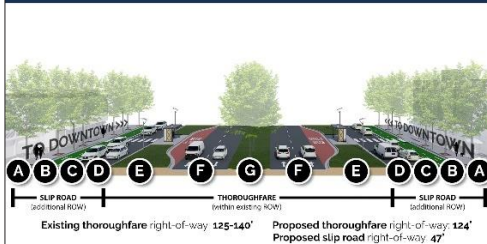




SAN MARCOS Transportation Corridors Study

Guadalupe Street/SH 123 Segment 4 De Zavala Dr. to Wonder World Dr.

This street section accommodates the existing 4 lane alignment of SH 123 with the addition of transit facilities within the existing right-of-way. Local access roads with parallel parking, two-way separated cycle tracks, and wide sidewalks with street trees to absorb stormwater runoff are located in additional right-of-way on both sides of SH 123.



- (A) 12 Ft. Sidewalk
- (B) 10 Ft. Cycle Track
- (C) 8 Ft. Parallel Parking
- (D) 11 Ft. Local Access Road
- (E) Parkway - Width Varies
- (F) 12 Ft. Arterial Travel Lanes
- (G) Median - Width Varies

Draft corridor concept for planning purposes only and subject to change

Guadalupe Street/SH 123 Segment 5 Wonder World Dr. to SH 110

This suburban street section includes two northbound and two southbound travel lanes, a wide median to accommodate landscaping and turn lanes, and multi-use paths separated from the travel lanes with landscaping.



- (A) 12 Ft. Multi-Use Path
- (B) 7 Ft. Planting Strip
- (C) 11.5 Ft. Travel Lanes
- (D) 20 Ft. Median

Draft corridor concept for planning purposes only and subject to change

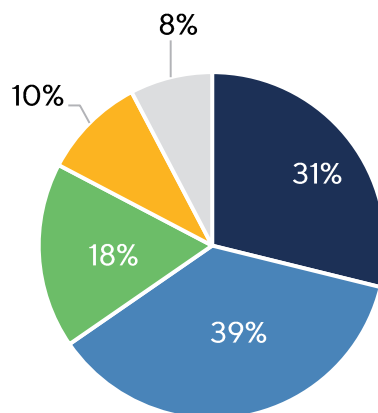
Guadalupe Street Parcels



- (A) Mixed-use
- (B) Commercial
- (C) Live/work
- (D) Residential parking
- (E) Midblock Pedestrian Access
- (F) 10 Ft. Cycle Track
- (G) Plantings
- (H) Sidewalk/roadside

Key Themes:

- Support for mixed-use development and hidden parking
- Support for additional planting/green areas and large trees for shade
- Concern for four lane expansion and travel lane width
- Concern for bike lanes having low ridership
- Concern for increased capacity causing increased vehicular traffic



- Strongly agree
- Agree
- Neutral
- Disagree
- Strongly disagree



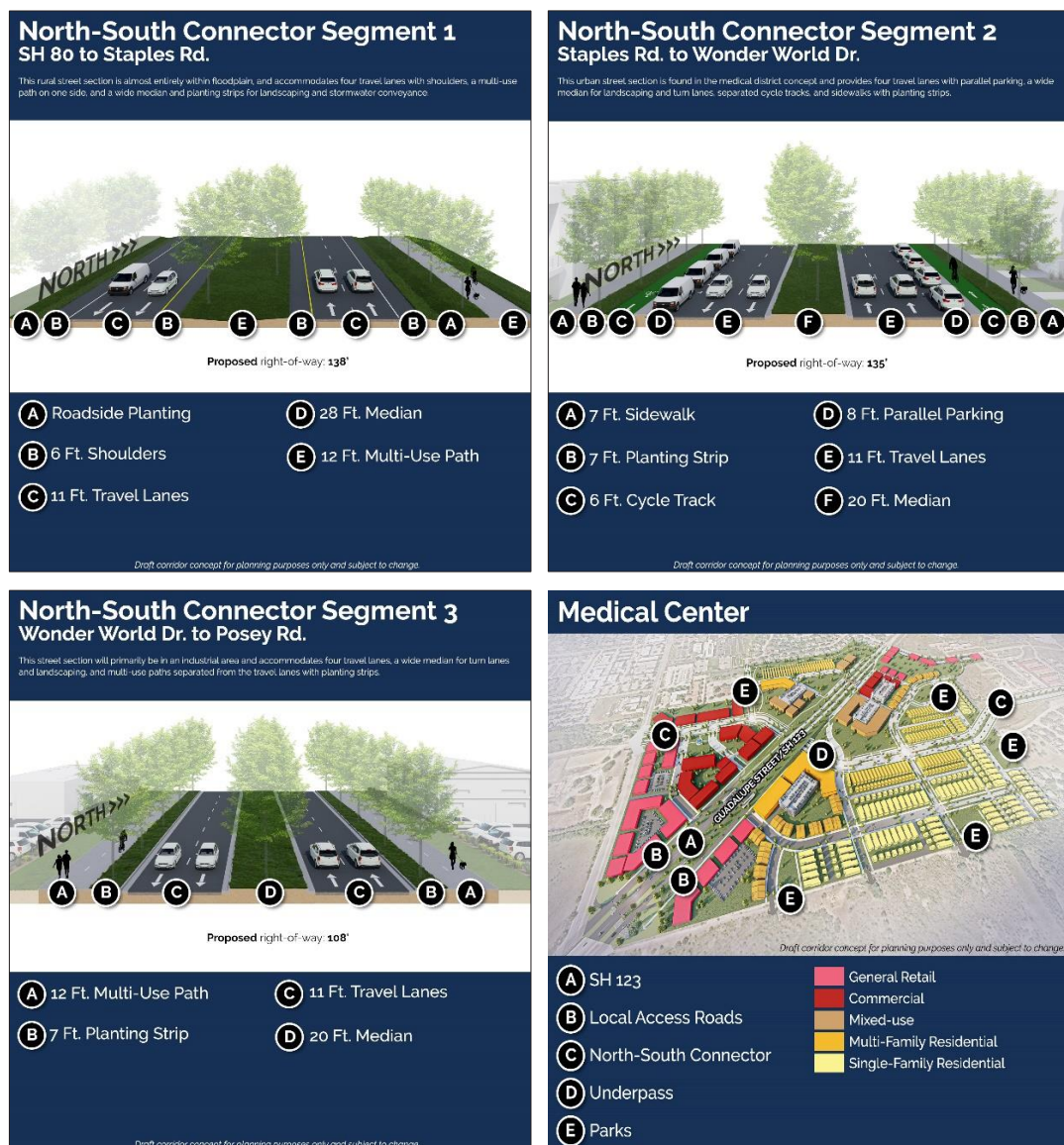
SAN MARCOS Transportation Corridors Study

Q3. To what extent do you agree that the concepts for The SH 123/North-South Connector Corridors and the Medical Center meet the study goals and the needs of the area?

53 Responses

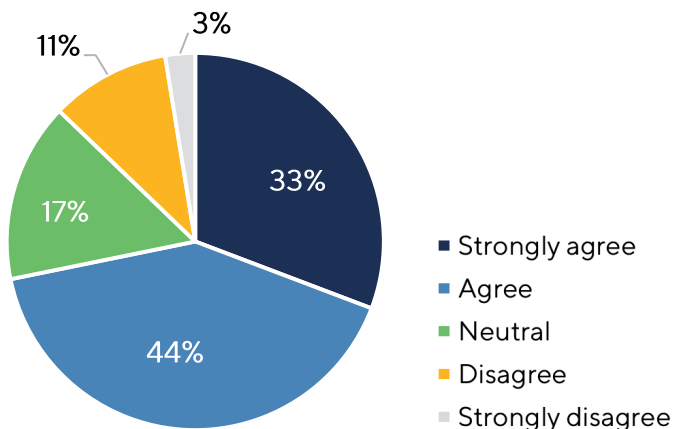
Survey participants were asked to what extent they agree that the Guadalupe Street Corridor and the Guadalupe Street Parcels meet the study goals and the needs of the area. Most participants agreed or strongly agreed (77%). A few participants remained neutral (17%) and a small number disagreed (11%) or strongly disagreed (3%).

Concepts for SH 123/North-South Connector Corridors and the Medical Center





SAN MARCOS Transportation Corridors Study

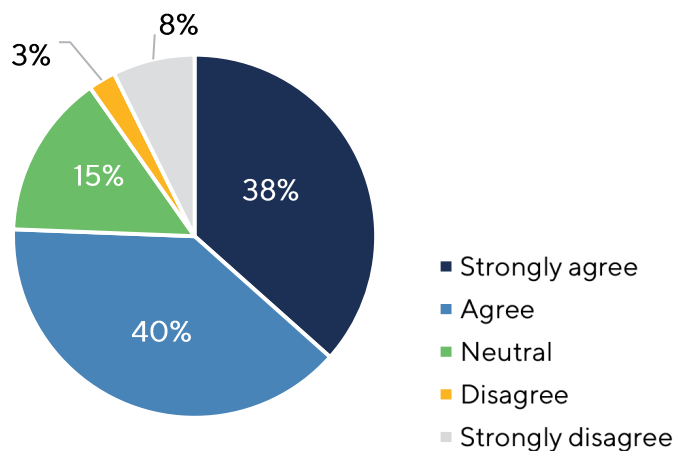


Key Themes:

- Support for townhome and mixed-use development integration
- Support for structured parking and denser buildings
- Support for focus on pedestrians and cyclists
- Concern for lack of connectivity and consistency of cycle tracks
- Concern for lack of walkability and pedestrian safety with elevated overpass
- Concern for numerous types of bike facilities

Q3. To what extent do you agree that the concepts meet the study goal? (41 Responses)

Survey participants were asked to what extent they agree that the Guadalupe Street Corridor and the Guadalupe Street Parcels meet the study goals and the needs of the area. **Most participants agreed or strongly agreed (78%).** A few participants remained neutral (15%) and a small number disagreed (3%) or strongly disagreed (8%).



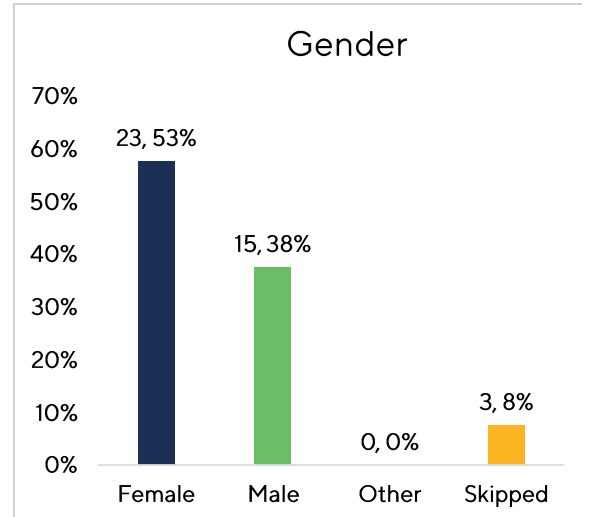
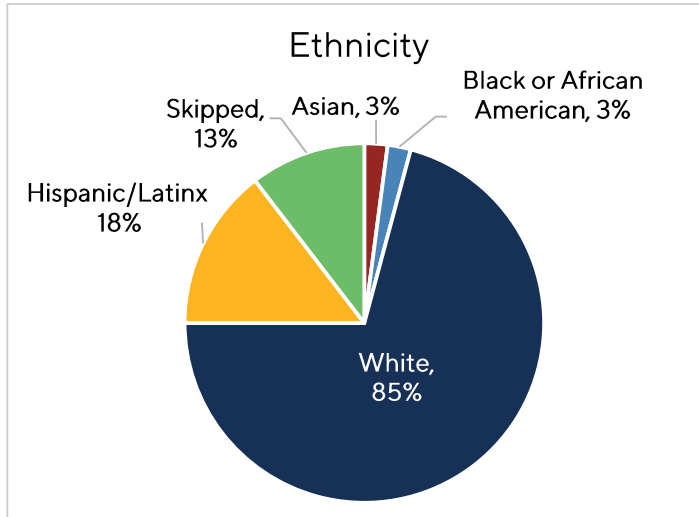
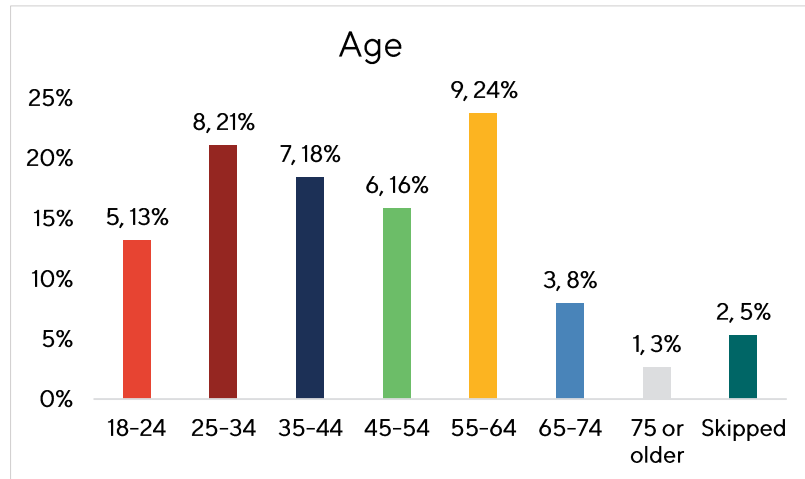


SAN MARCOS Transportation Corridors Study

Demographic Questions (Optional)

Among participants, 13% were in the 18-24 age range, 21% were 25-34 range, 18% in the 35-44 range, 16% were 45-54, 24% were 55-64, 8% were 65-74, 3% in the 75 or older range, and 5% skipped the question. Approximately 53% of survey participants identify as female, while just under 40% identify as male, and 8% skipped the question.

Survey participants were 85% White, 18% Hispanic/Latinx, 3% Asian, 3% Black or African American, and 13% skipped the question.





SAN MARCOS Transportation Corridors Study

Survey Responses: Round 1

Round 1 – Q1. Open Ended Responses for “Other” Answer Choice: What is your relationship to San Marcos?

Family lives in San Marcos

Access the river for exercise

I live in 530 Garrett trail Maxwell TX 78656 and these new commute traffic roads are all good... but I would like to request to have a Bicycle and walking tracks beside the new roads... this is to help and support the health of the community.

I live outside the city limits but shop in San Marcos.

I live in the etj

I own a home in the city and I own a home east of town on the way to Martindale. I share both with my family.

I shop in San Marcos have doctor appointments and visit friends at the university.

Family lives in San Marcos

Access the river for exercise

I live in 530 Garrett trail Maxwell TX 78656 and these new commute traffic roads are all good... but I would like to request to have a Bicycle and walking tracks beside the new roads... this is to help and support the health of the community.

I live outside the city limits but shop in San Marcos.

I live in the etj

I own a home in the city and I own a home east of town on the way to Martindale. I share both with my family.

I shop in San Marcos have doctor appointments and visit friends at the university.

Round 1 – Q2. To what extent do you agree that the statement represents your views of how development in San Marcos should occur?

I agree with most of the vision statement and it would be perfect if there were environmental considerations in there. Growth is inevitable however our impact on the environment our resource use and how we build can all be managed and help keep the integrity of San Marcos. Considering the environment and building cautiously is imperative.

As San Marcos expands it is obvious that new commerce will occur. As housing is already extremely expensive here in comparison to the rest of the region we need more affordable denser housing.

Attractive entrances and streets that reflect the character of San Marcos is important as is multimodal transit options and a mix of housing and local business around town.

Because of the statements of complimentary new housing options (hopefully to include infill), Safe and convenient multimodal transportation and lasting character or neighborhoods.



SAN MARCOS Transportation Corridors Study

Round 1- Q2. To what extent do you agree that the statement represents your views of how development in San Marcos should occur?

Building on the east side of town needs to be done carefully due to soil conditions....it could result in poor construction of homes if not done correctly. This could result in slum-like conditions and high rental areas for students in the long term if not done with extra attention and inspection.

Diversity in neighborhoods city centers and commercial areas is essential to a healthy community Multi-modal transportation (expansion of bus services bike lanes and COVERED or tree-lined pedestrian walkways) will benefit youth and low-income residents/

Dont live inside city limits.

Downtown San Marcos is struggling to retain its local businesses and vibrancy and this is largely due to ever-increasing supply of auto-centric retail / restaurant / jobs / housing spread thin along the I-35 corridor. I do not agree that this study should solidify the new "North-South connector" because it will only continue to detract from and harm downtown. Furthermore I believe the network of ringed-roads shown in the San Marcos Transportation of which this connector is a part of should be revisited to promote smart growth instead of spur more sprawl and natural land consumption. Growth should be compact and connected. Instead of studying the build-out of new roads we should be studying how to improve what is already existing but in need of repair and reinvestment - such as the Hopkins and Guadalupe corridors. Instead of converting more agricultural lands to low-density sprawl we should study how to create an agricultural and natural land greenbelt that will make this city more resilient into the future.

Emphasis on multi-modal. I honestly believe that trapping people in cars causes many of societies problems.

Housing options employment safe transportation

I agree with the intent but the statement is too wordy.

I agree with the sentiment of this statement but have concerns that taking this broad vision to specific actions will require a high degree of trade-offs that could cause many of this goals to be lost. Above all protecting the character of San Marcos should be paramount.

I agree with the statement and would like to see the blending of new housing types extend into the neighborhoods most proximate to the centers of growth.

I agree with this vision especially these parts: complimentary mix of new housing options essential local services and safe and convenient multi-modal transportation accommodations. The words that give me pause are: the distinct and lasting character of adjacent neighborhoods- because this is always used as the excuse not to build anything different from what is next to it.



SAN MARCOS Transportation Corridors Study

Round 1 - Q2. To what extent do you agree that the statement represents your views of how development in San Marcos should occur?

I am not happy with the growth that is occurring on 123 (two large apartment houses have just been under development). Not only does this increase the traffic on 123 which was somewhat heavy when I first moved here but it has decreased the property value of the neighborhood I live in and brought my own personal homes value down. I was so happy when I Retired retired here From teaching so many years in Los Angeles California. The rural atmosphere and quiet was refreshing. If I wanted to go into town I could but I also could enjoy the feeling of living out in the country by where my home was built. Recently this is all changed and appears to be in the works for even more "improvements". To say I am disappointed is an understatement. I feel the only advantage in finding out about the study is that it has allowed me to have a more realistic view of the future of this area than I was led to believe when I bought here.

I don't feel that high rise apartment buildings should be in historic areas! There is plenty of land outside of the downtown area for building apartments and the housing market is a joke! People don't even make the median household income around here and cannot afford the expensive apartment or new housing areas. City Council and Mayors have not been listening to their constituents!

I fear deeply about San Marcos growing with commercial businesses. That all of our local and small businesses will be bought out by bigger business just because they see our San Marcos as a blank slate. We already see the amount of large franchises lining the feeder roads of the SM highway. There's no reason to stop in SM if seen from the freeway... we look just like every other city.

I have not see any addition of parks as a mention before... I live in 530 Garrett trail Maxwell TX 78656 and these new commute traffic roads are all good... but i would like to request to have a Bicycle and walking tracks build beside these new roads... to help and support the health of the community. In addition to this - with a rail road out of the way of main commute roads.

I have yet to see much happen

I HOPE that this is the case. I hope that the Community City Staff and Elected Officials can agree and stand behind the plan both the vision AND the implementation.

I like the reference to new housing options and local services but I would like to see something about respecting the environment ecosystem natural resources etc.



SAN MARCOS Transportation Corridors Study

Round 1- Q2. To what extent do you agree that the statement represents your views of how development in San Marcos should occur?

I love the community-focused goal and I think a big emphasis should be on accessibility opportunity and respect towards current residents. I am from Austin and one thing I saw was poor people (who defined the character and culture of the city) were continuously pushed out by expensive development. San Marcos should focus on engaging their current citizens in projects that they want to see and design it with them in mind. Integrate the community with goals that are relevant for the people! I feel like the mission statement puts a decent emphasis on that goal. The only thing I would add is "Green Infrastructure" or putting a heavy focus on environmentally friendly infrastructure options such as rain gardens bike lanes higher investment in public transportation pedestrian-friendly walkways etc.

I think it is a wonderful vision however I doubt it will be implemented. I've lived here eight years now and I don't see any indication that the city is dedicated to anything except unbridled growth no matter what beauty has to be destroyed.

I think less focus should be placed on developing NEW centers and arteries and more should be placed on developing and enhancing the ones that exist already. Growth strategies should be focused on: infill density walkability active transit and walkable urbanism.

I work in San Marcos

I work in San Marcos

I work in San Marcos

I would love to see affordable housing that does not cater to only students. Also overrunning the downtown area with apartments is already disappointing to look at as you can not see the beauty of the university from the Hill. The monstrosity of the buildings blocking it are disheartening.

Ignoring new technology electrification and not strong enough on walking and biking and trails.

It appears that all of the options the city is looking at are only going to increase density and congestion in areas that are already prone to traffic backups & congestion

It describes the vision of the Study well. However it could have been more comprehensive with incorporation of sustainable development. Simply how about change "in a balanced manner" to "in a sustainable manner"?

It encompasses shelter economics and transportation.

Its a lot in one sentence.

Link the heart of our city with the surrounding region. this is so important and is not being achieved.

Many of the roads are too wide traditional storm water management kills existing trees look to Albuquerque New Mexico bike paths vegetation and seaside Florida parking permeability and vegetation.



SAN MARCOS Transportation Corridors Study

Round 1 - Q2. To what extent do you agree that the statement represents your views of how development in San Marcos should occur?

Missing environmental care for our river and wildlife environmental considerations dedication to history and green spaces.

Multimodal transportation and attractive gateways to the city that reflect San Marcos unique culture are absolutely necessary and would be a great asset to the city.

Multi-model transportation is important but we MUST discourage the use of private vehicles as much as possible. The cost of vehicle ownership is beyond many and as we grow more personal vehicles will lead to increased traffic congestion and exponential increase in airborne/aquifer pollution.

New housing options have destroyed the unique features of San Marcos. Mixed use buildings do not benefit the community. They only benefit the property owners.

planned Roadways will not survive a 30 year out look plus growth projection are low do the lower cost of living. San Marcos is between two of the largest metro.

Safe and convenient multi-modal transportation accommodations is really vague.

San Marcos must keep it's charm/character it's the exact reason for the growth. Celebrating that as the city continues to grow is paramount in my opinion.

San Marcos seriously lacks diversity when it comes to housing. While we do have families and students we need other housing types such as condos townhomes duplexes loft apartments etc. We are not just a city of single-families and students. We also have young professionals widows/widowers retired empty nesters single parent households and we need housing options that fit all lifestyles and budgets. We also need the city to be more walkable bikeable and offer more options of quick public transportation to help with traffic congestion.

San Marcos will not retain its "character" as it continues to grow. It will just feel more and more like an urban city. High density development is one of the primary drivers eroding the small-town feel.

Some of the overarching goals of the plan are sound but there needs to be a more consistent focus on affordable single/multi-family housing (not just student-oriented high-rise buildings) and equitable development that does not marginalize existing communities within the city.

Sounds like a prelude to new apartment buildings constructed in or adjacent to established neighborhoods; no mention of the distinct history of San Marcos or whether it should play a part in future growth.

The centers are good but it does not appear to take into account locations on McCarty and IH 35 where Target is located and future H-E-B location across from The Embassy suite hotels.

The city's land development code really protects the character of the city so the corridors should enhance those features.

The growth is happening and we need to not just accommodate it but welcome it. The look and feel of the city - including our roadways - is important to attract the right kind of growth.



SAN MARCOS Transportation Corridors Study

Round 1- Q2. To what extent do you agree that the statement represents your views of how development in San Marcos should occur?

The statement covers everything that I consider important.

The statement ignores historic and cultural resources and makes no mention of the people.

These statements always sound good but in the end it doesn't seem that the actual neighborhood integrity matters.

This all sounds nice but I believe the primary goal should be increasing vehicle capacity/throughput. Multi-modal transportation is not useful for the MANY commuters from the Austin/S.A. areas that come to San Marcos every day. Safe family housing and better dining/shopping options (and better schools) might go a long way toward making San Marcos a more viable place to live.

This is not a definitive statement. It sounds good but it is trying to be everything at once. Lean into the things that help progress San Marcos not hold it back based on outdated planning concepts (minimum parking requirements use-based zoning etc). Embrace density in these study areas and promote alternative modes of transportation along the corridors. Hopkins is between 50' and 60' wide from Charles Austin to Edward Gary. This encourages drivers to treat it like a highway not a gateway to our downtown. Essentially - reduce automobile capacity into the heart of the city and increase density and multimodal transportation options.

This statement is rather pollyannish and unrealistically tries to please all constituents. It further fails to recognize that drastic -- not incremental -- multi-modal transportation accommodation must be made to achieve any measurable success creating viable multi-modal transportation options that citizens will actually utilize in San Marcos.

To be supportive of a vision that will hopefully not fall victim to the tragic mistakes and destructive missteps made by prior leadership.

Unclear what "adjacent neighborhoods" refers to. Good with all the rest.

We have no choice but to plan for the future. The Draft Vision Statement hits all the high points!

We should be able to grow as a city but also by keeping what makes San Marcos original. Like support and easy access of local businesses easy mobility and choosing people over big businesses.

Why no mention of parkland natural areas and open spaces?

Round 1- Q3. What are three words you would use to describe your preferred vision for the future of San Marcos?

WORD 1	WORD 2	WORD 3
ACCESSIBLE	AFFORDABLE	SUSTAINABLE
Accessible	Inclusive	Future-proof
Active Transport	High density	Multi-family Zoning
Affordability	Diversity	



SAN MARCOS Transportation Corridors Study

Round 1 – Q3. What are three words you would use to describe your preferred vision for the future of San Marcos?		
Balanced	Controlled	Neighbor-centric
Balanced	Inclusive	Affordable
Beautification	Safe	Welcoming
Beautiful	Safe	Economic diversity
Beautiful	Walkable	Safe
better traffic	better traffic	better traffic
Biking	Safe	
Charming	Community	Nature
Children	Growth	
Clean	Progressive	Inclusive
clean city	green city	with a rail road out of the way of main commute roads
Community friendly	Low-key	Approachable
Community-based	Inclusive	Sustainable
Compact	Connected	Walkable
Connected	Green	Small (geographically)
Convenient	Environmentally friendly	Looks nice
Cycling	Infrastructure	Car-free zones
Diverse	Flexible	Efficient
Eco-Friendly/Sustainable	Navigable	Family-friendly
Employment	Single-family	Entertainment
Environmentally friendly	Representative/Equitable	Safe
Environmental Focus/Green Infrastructure	Art Music and local culture	Equal opportunity
environmental progressive	public transport friendly	affordable housing
Environmentally friendly	character	
Equitable	Sustainable (environmentally)	Sustainable (economically)
Family Oriented	Convenient	
floodplain	green	friendly
Future	Growth	
green	friendly	shared community
green	safe	unique
green	trees	water
Green	Trees	Water
Greenspaces	Walk-ability	Character
Grow with grace rather than speed	respect for the city's history	preserve established neighborhoods



SAN MARCOS Transportation Corridors Study

Round 1- Q3. What are three words you would use to describe your preferred vision for the future of San Marcos?		
Growth	community	
Growth	opportunity	connectivity
Historic	Cottage Core	Subversive
Historic	Walkable	Urban
Hometown	Community	Local
housing	multimodal	diversity
Inclusive	Diverse	Accessible
Inclusive	Diverse	Smart/logical
Inclusive	Protect	Connect
Inclusive	Vibrant	Regional Destination
Inclusive (of all citizens needs not just students))	Protective (of existing neighborhood characteristics))	Responsive (to home/property owners)
Incremental	Diverse	Sustainable
Innovative	Accommodating	Strategic
Lively	Modern	Cohesive
Local	Gem	Town (not city)
Local	Humble	Natural
Local	Natural	Community
low density	historical	greenspace
mobility	low congestion	green
Modern	Accessible	Cute
Modern / popular businesses	Sustainable / environmentally	Family friendly
Modernized	Contiguous	Contemporary
Multimodal	Connected	Quality of place
multimodal	diverse	connected
multimodal	diverse	connected
multimodal	modern	connected
multi-modal		
Multi-modal.	Equity	Sustainability
natural	no high rises	interesting and classic architecture
NOT Austin	small town	no urban sprawl
Preservation-oriented	Environment/river-conscious	Resourceful
preserving natural areas	providing outdoor areas for families	



SAN MARCOS Transportation Corridors Study

Round 1 - Q3. What are three words you would use to describe your preferred vision for the future of San Marcos?		
Pro-environment	Multi-model	Pro-compact
Progressive	Connecting	Safe
Progressive	Proactive	Growth-minded
Public Transit	Cheap	Affordable
Renewables	Bicycle	Green
Responsible growth	Affordable Housing	Sustainability
Rural	Quiet	Peaceful
Safe	Efficient	Connected
safe	transportation accomodations	cultural center
Safe		
Safety	Schools	Affordability
small town	historic preservation	arts and culture center
Small Town	Local	Quiet
Strong community		
sustainability	low impact development	urban-rural-nexus
sustainable	accessible	friendly
Sustainable	Ecological	Diverse
Sustainable	Moderate	Smart
Talent	Technology	Tolerance
Transportation	Employment	Recreation
unique	beautiful	creative
Vegetated	Cool	Connected
vibrant	sustainable	beautiful
vibrant	sustainable	multi-modal
Walk and Bike	Technology - internet not roads	Delivery services
Walkable	Affordable	Diverse (housing types)
Walkable	Beautiful	Multimodal
Walkable	Bike-able	Trees
walkable	dense	green
Walkable	Equitable	Sustainable
Walkable	Lively	Active
Walkable	Mixed use	Bikeable
vibrant	sustainable	beautiful
Safe	Efficient	Connected
Clean	Green	Different



SAN MARCOS Transportation Corridors Study

Round 1- Q4. The following draft goal statements will guide the San Marcos Platinum Planning Study. To what extent do you agree with each draft goal statement of future development in San Marcos?

#6 Agree with caveats. I advocate promoting local small retail manufacturing and food businesses and cultural/visual and performing arts activity across the San Marcos area. I absolutely oppose further development of off-campus student housing and bars designed to attract students. I am in favor of small multi unit housing such as duplexes fourplexes and small house courts to provide affordable housing for permanent local residents. I do not support attracting large outside companies which provide only minimum wage jobs. To increase employment opportunity SM must have the foresight and courage to subsidize investment in local and affordable access to work force training through innovative funding strategies. #7 Agree with reservations. Historically too much emphasis and preference has been given to large business entities oversized residential development and real estate commerce. The result has been an imbalance in economic development which has negatively effected the quality of life and attractiveness of San Marcos. Downtown assets and resources have been neglected. It has widened the gap between parts of the SM community and aggravated social and economic problems. The future (post-pandemic) vision for a strong business climate needs to include supporting local small business endeavors which will make the downtown area and the square attractive to local (non-student) and out of town (Tourism) customers. Specifically SM needs to wean off its dependence on the university as an economic driver and diversify. The academic industry will be going through significant change in the future.

1. Protect but don't block it off from the community. We should focus more on a message of respect rather than banning people totally. If we do not have access and are blocked from enjoying it what is the point of having it? (Fences along the river near the old Saltgrass and near Children's Park) 2. Honor and celebrate absolutely. Please don't continue to use that as an excuse to shut down growth and development. 3. Great. Let's start with finishing one project before starting another. The bike lanes on Guadalupe were supposed to be complete Spring 2020. 4. Listen to the neighbors but also the community. The city is growing we all need to accept change. Please stop pushing the students away they help our city thrive. Having a them vs. us mentality is not helpful.

All are good on paper. My hope is that we are willing to look and think outside the box to solutions for affordability i.e. increasing number of renters from "no more than 2 unrelated" to at least 3 perhaps 4. Particularly during the economic difficulty associated with COVID. I realize there will be parking concerns that will need to be addressed at the same time.

All of the items above are extremely important in fostering a healthy and diverse community and embody the San Marcos I want to live in while also being responsible for how to we plan for the future generations of residents in San Marcos.

All options sound great. Preserving our environment and beautifying streetscapes is vital as is providing multiple levels of housing and businesses.



SAN MARCOS Transportation Corridors Study

Round 1 – Q4. The following draft goal statements will guide the San Marcos Platinum Planning Study. To what extent do you agree with each draft goal statement of future development in San Marcos?

As an urban planning student at Texas State University I do have some very strong opinions. I absolutely believe that San Marcos needs more multi-family zoning and that we need more bike lanes. As a bike commuter I often feel unsafe in this city especially when I get caught on a street like Old Ranch Road 12 or Wonder World (nothing is scarier than having to take that bridge when a train is stalled on the track.)

As long as the City does not run out of owners to make this happen

Build more affordable family-oriented housing not just student-oriented to support sustain and improve the quality of life for local residents and enable them to be able to REMAIN local residents. Develop employment sources that provide stable and permanent careers/vocations that support sustain and improve local residents' financial security not just more fast-food and retail jobs. Remove Cape's Dam and enact initiatives that will preserve the local wildlife and waters that are iconic natural resources of San Marcos.

But it needs to be done with historic architecture and flare. The recent study about this didn't manage to capture it at all.

Despite the overwhelming sense of NIMBY-ism from a few loud residents San Marcos can only thrive if modern ideas are promoted. Expanding our utilities and roadways to the fringes of our ETJ is not the way to thrive in the future. Limiting development and density within the city is not the way to thrive in the future. I don't think the residents of Trace for instance really feel like they live in San Marcos rather a satellite neighborhood that lacks access to essential services without an automobile. Same with Blanco Vista really.

Ensure reduced lawn increased keeping water on the land set canopy goals 60% 90% native. Would love if it was safe enough for biking the whole city. The cemetery could be an important connector through the neighborhood to Tx State and the rest of the community.

Existing Character is often used to stymie attempts to change the mix of housing stock to detriment of all citizens in San Marcos.

For businesses that are warehouses or manufacturing in nature go for the low water demand, low-pollutant options. Also steer growth away from the Edwards aquifer Recharge and Contributing Zones. Add more Low Impact Development Features into any commercial facility or Public City-Owned facility that would otherwise have a large impervious cover. Include water conservation methods in roof top collection, parking lot collection and native landscaping.

Goal 3: More buses is not a good thing. They already overcrowd the smaller roadways. So hopefully transportation options go far beyond more buses. Goal 4: I don't like the words "promote new development". It should be "restrict new development" or "restrain new development"...in other words if you must develop it needs to be done properly. Not "hey everyone come build your gargantuan buildings here!"

Goal 5: I think that most of the housing in San Marcos is not affordable for the non-student residents. Offering more diverse housing options (not single-family) would be good but may push out some of our long-time residents. However we do need more housing options.



SAN MARCOS Transportation Corridors Study

Round 1- Q4. The following draft goal statements will guide the San Marcos Platinum Planning Study. To what extent do you agree with each draft goal statement of future development in San Marcos?

Hard not to strongly agree with any of these but how do we operationalize these ideals? Are we willing to pay more taxes to get some of these things?

Housing needs to be affordable for all to continue a thriving community. Businesses need to attract a variety of people to sustain a thriving community environment and maintain a strong city. Reliable and affordable transportation allows commerce and residents to thrive which creates a sustainable community.

I agree that the quality of existing neighborhoods the square and natural resources (especially the river) should be protected. However I do not trust that this is the intention of the city. It seems that planning consists of building more student apartments complexes even if it means destruction of everything mentioned above.

I am all for growing. However I currently live in the downtown area and I can see areas that were not thought out well. Business is great but you need parking for people or make it easier to walk around. I enjoy the character of San Marcos and want to make sure we don't become a City of 13 story gray boxes.

I am leery of any statement that supports the idea existing neighborhoods need to be protected. I like the use of the word sensitive in goal #4. I believe neighborhoods within the city core like mine are appropriate for the inclusion of alternative housing types and neighborhood businesses.

I believe I've answered this question now twice but for a third time please allow me to explain how disappointed I am in how quickly this area where I live is changing. It feels over developed already at this point and I feel overwhelmed by this.

I don't really know what you are saying/asking with question 4. The existing Character of the Hwy 123 corridor is not something that should be preserved. It should be changed radically. I don't want this question to be used to stop the implementation of good changes because it could "change the character". Vast acres of single family zoning is just as bad as vast acres of highrise development. We should be open to mixing land uses and promoting diversity. This question could be used to oppose diverse land use types.

I grew up in a NIMBY town that stifled growth and moved all the "workers" to adjacent communities because they wanted to preserve their "historic" character and wouldn't allow housing options that worked for today's economy. Let's face it only UPPER middle class people can even buy condos let alone single family homes. Be realistic and allow many more apartments but make the work for families and the aging not just for students.

I suggest to change "new development" in the Goal 4 to "low impact development". How about the combining the Goals 5 and 6? --> Goal 5: Strengthen quality of life opportunities for all with sustainable development that offers a mix of accessible housing retail employment and civil destinations.



SAN MARCOS Transportation Corridors Study

Round 1 – Q4. The following draft goal statements will guide the San Marcos Platinum Planning Study. To what extent do you agree with each draft goal statement of future development in San Marcos?

I support keeping large businesses out of downtown and supporting small businesses in town around the square. I support more housing for families and elder Texans in the central town area and more university housing south and east of town. I support more small retail and restaurants around the square other than bars and parking options to support those small businesses. I support more historical signage in the central city area and retaining green space. I support I support high speed trains for the area as well as increased connectivity between east and west of town.

I think that development is a good goal for San Marcos but it should be executed carefully with an enormous amount of citizen feedback and opportunities for adjustment and flexibility. Personally I do not prioritize a strong business climate. I think that preserving and advancing local culture is a higher priority. However if it was executed carefully a business climate could be an advantage. Enhancing connectivity is very important especially by integrating green infrastructure public transportation bike lanes and pedestrian walkways.

I think we should have more housing options closer to downtown that don't just cater to students... condos for seniors/young professionals. These have been blocked in the past for the sake of preserving "neighborhood character" for the rich. I would prefer to see some neighborhoods close to downtown incorporate moderately dense development.

I was drawn to San Marcos by it's historic charm and small town feel and would hate to see that be displaced by new development that in not in line with that.

If San Marcos is a beautiful place to live businesses will want to come here. We won't need to work hard to get them. The city and county are growing too fast already.

If there was a safe generally quiet place for my family to live in central San Marcos that offered easy access to the University shopping and dining and was affordable I would consider moving there from where I currently live and commute (northeast San Antonio).

I'm all for equal housing but there are so many existing housing developments! I know they're primarily for the university but they're literally changing the skyline. I'm just weary seeing all the apartment buildings. Another housing format would be most welcome although apartments hold the most residents in the smallest footprint making them ideal in controlling costs.

Municipal governments should focus on basic services and allow private entities to promote economic growth.

My answers reflect my age (retired).

Need to strengthen existing intensity centers (ie Downtown) by making them more accessible by foot bike and public transit. Also beyond "defining natural resources " need to protect those that are currently overlooked such as the Blackland Prairies and underutilized agricultural lands that will soon be gone if they are not stewarded into perpetuity.

Not so concerned about the "touchy-feelie" as practical diverse options for affordable housing mixed use zoning and businesses development that attracts good paying jobs.



SAN MARCOS Transportation Corridors Study

Round 1- Q4. The following draft goal statements will guide the San Marcos Platinum Planning Study. To what extent do you agree with each draft goal statement of future development in San Marcos?

Preserving our natural environment is a top priority for me creating a more walkable city will help reduce carbon pollution from automobiles. Also building multimodal and aesthetically pleasing thoroughfares is also very important for the image of our city.

protect old neighborhoods character. do not make the same mistakes of Austin.

Safe biking everywhere: to work or school parks Purgatory outlet malls hardware stores grocery stores. It's hard to appreciate the beauty or charm of a neighborhood or a town's strong business climate from the confines of a hospital bed.

San Marcos needs to accept the expansive growth we are in and can still honor its historical roots. We can either plan our growth strategically or be overtaken without our consent.

Strong business do not equal strong communities.

Strongly agree on all but neutral on being sensitive to existing neighborhoods and cultural heritage - these goals are perfectly fine but are often conflated into NIMBY control of any sort of change in the city. These themes are often touted as a way for a small minority of wealthy property owners to control development patterns and planning measures all over town when in reality their strict controls serve only their vision of what San Marcos should be. We can be sensitive to our existing culture without cow-towing to these interests which are a tiny minority of the wealthy population. Architectural design standards can be put into place that allow for density in existing neighborhoods that doesn't hurt the character of these neighborhoods. Allowing for more than two unrelated persons in a rent house will not hurt these neighborhoods and will allow for the culture of San Marcos to grow beyond land use policies that are discriminatory toward working class people who may struggle to keep up with the cost of living in a city that has been historically dominated by NIMBY-ism.

The platinum plan should include Goals to relieve congestion.

These are all important - the question is how much control does the City have to implement

These are all wonderful goals San Marcos should continue to strive for.

These are great goals that could be applied to most cities.

We must do what we can to reduce sprawl and reduce the infrastructure/maintenance liability of the city by refocusing development efforts on sustainable walkable bikeable liveable city space. This may mean that the existing/current character of some neighborhoods must change; but what comes next will be better more environmentally friendly and a benefit to all.

We need businesses offering job opportunities that reflect the educational reality of San Marcos: There are skilled and college-educated people who live here and there are students who graduate from the university and need work. These types of businesses typically don't have large footprints and could blend with the historical nature of the downtown area or set up shop in new/developing business corridors elsewhere in the city and not pose a threat to the river and the endangered species in it. We do need more housing options than either purpose-built student housing or single-family homes which seem to be the two main



SAN MARCOS Transportation Corridors Study

Round 1 – Q4. The following draft goal statements will guide the San Marcos Platinum Planning Study. To what extent do you agree with each draft goal statement of future development in San Marcos?

choices here. That said those options don't have to interfere with the personality of our cherished historic districts.

We need to acknowledge the responsibility we have to protect our planet where we live. Climate change action begins at home. Cultural heritage and sense of place- what does this even mean? This smacks of a dog-whistle method of discrimination through other words; a way to wall the town off from 'interlopers'. Multi-modal transportation would address many problems: climate change affordability- by putting transit near housing and eliminating required parking spaces for cars and healthcare costs- by getting people walking and off their butts in cars. San Marcos needs jobs that pay living wages. We also need jobs for Texas State graduates.

We need to offer a variety of housing options but they do not all need to be in/near the downtown area. The same with business. We definitely need more job opportunities that pay better locally. We need to attract a diversity of businesses downtown for ALL the citizens and tourists to enjoy (besides bars and tattoo shops). We need to offer incentives for builders to build more SF affordable homes in the \$150-200k range. Enforce the occupancy code. Create a restriction on new builds for a period of time required to be owner occupied (rather than rental investor owned.)

We should be wary of falling into the trap of providing huge tax breaks and incentives to business to 'save' us through capitalistic consumption. This would be a disservice to the residents of the city

Why would anyone disagree with these goals? These are not optional. These are imperative. Your Platinum just rusted. This is boring short sighted and useless for future planning. Why don't you think about the future not just doing the minimum? Technology working and shopping from home bike walk and new vehicles electrification shared transportation connected vehicles e-bikes e-vehicles trails scooters - man where have you guys been? under a rock? But good use of cut and paste from every other transportation plan ever done.



SAN MARCOS Transportation Corridors Study

Survey Responses: Round 2

Round 2 – Q1. To what extent do you agree that these concepts for Hopkins Street/SH 80 meet the study goal and the needs of the area? (comments)

The overall cross-section is extremely wide, which isn't very conducive to walkability as it becomes difficult to cross. The bio-retention areas are great and excellent dual-purpose buffers from vehicular traffic for vulnerable road users BUT consider removing the median area. It is really driving width of the cross section and likely serves to induce speed from cars.

For vehicular traffic, I would favor a 4 to 3 lane conversion on what is shown going to a singular vehicle traffic lane each direction with a continuous turn lane and keeping the side medians/biofiltration to separate other users. The capacity of that cross-section is still substantial. Multi-lane roads are generally not appropriate for urbanized conditions and once a 3-lane capacity is approached, the focus should be on mode-shift, not adding or accommodating any additional vehicular traffic.

Some areas of Hopkins would seem to be wide enough for such a wide road system but other areas are not at all. I don't think anyone wants to see areas of the Historic section or the downtown square knocked out.

This is a great concept, but my concern is that it only covers a very small segment of Hopkins. I use the section between Wonderworld and Guadalupe, and this is the part that is not included in the upgrade.

Bioretention median will need to have areas where a middle lane can provide access to opposite sides of the street.

I support anything that will get rid of the ugly, temporary, plastic barriers near the intersection of Thorpe and Hwy 80.

I would rather see the city invest in more permanent, safe roadway reconstruction that physically separates sidewalks and bike lanes from car traffic lanes using sidewalks, medians, green space, etc.

I love the idea, but we must ensure the landscaping is maintained, or designed in a way that requires little to no maintenance.

Biking lanes are most important to me

Maybe if this was only on Hopkins from the river to HEB, further down 80 this doesn't make sense. There is already a bike friendly path to that area.

Strongly agree with having the bike lanes separated from the car lanes by greenspace / trees. Most cyclists won't want to use a bike lane if it's next to a line of parallel parking for cars since you can get hit by car doors. It's also good to separate cyclists from pedestrians.

I think this has the potential of looking really nice. I'm concerned about the upkeep of these medians.

Looks good on paper, but it's going to be very difficult to fund and implement.

The cross section doesn't match the TMP recommended cross section for Hopkins.



SAN MARCOS Transportation Corridors Study

Round 2 – Q1. To what extent do you agree that these concepts for Hopkins Street/SH 80 meet the study goal and the needs of the area? (comments)

There is no demonstrated need for a bike lane here that also results in a reduction of travel lane width. This completely ignores the most common use of this corridor, which is to get on IH35, and will likely result in the destruction of business and assure traffic chaos during the likely 5-year construction phase of this project. There is no real-world evidence that the proposed bio-retention facilities will work and handle the volume of water during a 2-3 inch rain. More than likely this will increase street flooding. Effective drainage to a dedicated bio-retention facility of appropriate size makes more sense. I find it hard to believe that the designers of this phase have actually assessed the typical traffic volume on a usual day. This development also assures the continued decline of downtown as it focuses traffic and typical city business customers to an alternate site with few local business attractions.

Like the concept, as long as there are turning lanes still or traffic will be so congested at lights

Reducing travel lane width in other areas has been difficult. The corner of Wonder World and Hopkins/Hunter has a bicycle lane that impedes on the turning radius from driving west on WW to turn right on Hopkins/Hunter. It is a very difficult turn now. I have seen many more people over turn and get into the turn lane than I have seen bicycles use the lane intended for them.

Lane width needs to meet city's public safety minimums but design should slow traffic. Current is too fast to support comfortable use adjacent to roadway

Convenient transportation is a major factor in urban development

Good safety environment

Safe Environment

Well distinguished

Safe Environment

Clear allocation

Good environment

Safety of diversion of people and vehicles

A more comfortable environment

Scenery is very good

Good environment

A relatively safe

security

The 2 way bike lanes are not being used in other areas. Bike lanes throughout newer construction areas are full of rocks and not easily street swept when separated by green barriers (Hunter) or parking (Guadalupe). The bio median is a waste of money. Craddock is evidence of how other biomedians are not well kept and actually create view issue issues.

It looks nice

It looks like the road is separated from the sidewalk to make it safer for pedestrians

More convenient

Greening will make our air fresher

It could be closer



SAN MARCOS Transportation Corridors Study

Round 2 – Q1. To what extent do you agree that these concepts for Hopkins Street/SH 80 meet the study goal and the needs of the area? (comments)
My suggestion is that everything is necessary for convenience
Safe road
The safety of
Very safe
Favorable environment
It looks very complete
Scenery is very good
The environment is very good
The environment is very good
Good greening
Greening is very good
Greening is very good
I just wish it was not taking so long!
This feels like a solution in search of a problem.
no
Construction right now to the left of Guadalupe St. on Hopkins has been on going for more than a year. This is a concern for me that construction on a main road will take longer than a year and create too much traffic.
Construction must be a priority, the traffic build up will cause stress to residents and students. This can not be a delayed project.
That's a good design
feasible
Pavement leveling
may
may
no
The main road is a little thin
暂时没有谢谢 – No thanks for the time being
Just add the indicator element
Temporarily no
Add a retro element
It pays to agree
Very satisfied with
Temporarily no
Add a pop element
There is only one
非常满意 – Very satisfied
Make us better to play



SAN MARCOS Transportation Corridors Study

Round 2 – Q1. To what extent do you agree that these concepts for Hopkins Street/SH 80 meet the study goal and the needs of the area? (comments)

Put in some retro elements

Expand play space

Very satisfied with

Temporarily no Temporarily no

Has not yet been

Put in some pop elements

Without the

Very satisfied with

Temporarily no

Temporarily no

Temporarily no

No more for now. Thank you

Have space to walk

The concept can be, very much, right now

No more for now. Thank you

Temporarily no

Temporarily no

Temporarily no

More beautiful

A reasonable

There is no

There are significant existing trees near the ROW along this corridor (especially around City Hall). Be sure the proposed concept preserves them where feasible.

Love the bioswale median idea.

This corridor should feel like a boulevard, a grand entrance into San Marcos.

I really like all aspects of the plan

I LOVE the bike lanes having a strong partition between them and the car lanes. Please keep this in mind for all future road developments. As someone that uses their bike as their main mode of transportation to work 5 days a week, this looks wonderful and cyclists will feel much safer and motorists will be much less impatient with us.



SAN MARCOS Transportation Corridors Study

Round 2 – Q1. To what extent do you agree that these concepts for Hopkins Street/SH 80 meet the study goal and the needs of the area? (comments)

For what my opinion is worth, which I assume is not much, I strongly disprove of this proposed change for SH 80. At least east of I 35.

I have lived in the Blanco River Village at the corner of SH 80 and TX 21 since 2013 and have witnessed the poor management of this specific area in these past 8 years. As a person who travels this exact highlighted area multiple times a day, the last thing this area needs is a landscaped median and specific bicycle path. With the latest TX DOT intersection that was built at the intersection of SH 80 and I 35, this has done nothing but cause more traffic buildup, but worst of all, bodily injury. At minimum, I see at least one vehicle accident a week on SH 80 east of I 35. Not to mention that due to intersection's uniqueness, confused drivers are constantly making dangerous maneuvers last-second because they are unsure how to enter I 35 S. Collectively, the improvements have only made traffic worse. To make matters even worse, since SH 80 is the major connection to I 35 with I 10 between San Antonio and Austin, coupled with explosive growth in the I 35 corridor, tractor trailer traffic has increased exponentially in this highlighted area and adds even more danger to this already dangerous, heavily traveled quarter mile of pavement. Thankfully, I've only seen a couple of trucking accidents, which in my opinion is a couple too many. Especially when they could be prevented. What is the plan to cope with the current level of trucking and the predicted figures of growth in the next 10-20 years? How does this area possibly tie in with the current study being done on the proposed changes to TX 21?

Instead, what is required in regards to safety and continued growth, a flyway should be made to gain entry on I 35, both southbound and northbound from SH 80, perhaps as far back to include traffic from TX 21. By alleviating this traffic and removing the unnecessary intersection at I 35 and SH 80, I believe then a "Bio-boulevard" would be outstanding and a benefit across the board.

I am desperately asking for a reconsideration to deal with the traffic in this area. Simple things such as purchasing something at Wal Mart are stressful because of the lack of infrastructure in place to accommodate daily commerce amongst gridlocked traffic. I challenge you to look at the traffic report and vehicle collisions that have taken place in this area east of I 35 and consider this when making your decision. If not, undoubtedly traffic will continue to increase under your current proposal and so will vehicle accidents as a result. Hopefully one of those won't be me and my family.

Thanks for your time,

Caleb Henderson

SH80/Hopkins between I-35 and River Road needs improvements to restrict unprotected left turns especially for Walmart. I'm not sure the ROW exists to fully accommodate traffic demands during peak times. There are regularly excessive queues on the northbound I-35 frontage road and on westbound Hopkins towards I-35.

I think the primary goal should be focusing on relieving/relocating traffic connecting between SH-21 and I-35.



SAN MARCOS Transportation Corridors Study

Round 2 – Q1. To what extent do you agree that these concepts for Hopkins Street/SH 80 meet the study goal and the needs of the area? (comments)

Re developing the street to accommodate both bike and pedestrian transportation, as well as a reducing conflicting turning movements in the suicide/chicken lane are key to making this area viable for commercial redevelopment. Currently, this gateway to the community from 35 is a bit of an embarrassment to the community. Creative (+ Safe and Efficient) ways to get bikes and peds under 35 are key! At the moment it is unreasonably burdensome to navigate that intersection. DESPERATE FOR TREE SHADE ON ANY SIDEWALK IN THE SUMMER.

This is a good start, but the current concept does not depict how the two-way cycle track and multi-use path intersect with entrances/exits to parking lots, commercial businesses, and private property along Hopkins/SH 80. For the multi-use path and the two-way cycle line to be safe along this vehicularly busy thoroughfare, they must be continuous when they intersect entrances/exits along this stretch of road. The multi-use path and the cycle lane should remain continuously elevated *through all* entrances/exits along Hopkins/SH 80 so that car drivers understand that they are crossing a pedestrian/cycle zone – not the other way around – and the infrastructure forces the car drivers to slow down as they pass through these spaces, which increases safety. This current concept is unsafe unless it includes continuous elevation for the two-way cycle track and the multi-use path.

If you want pedestrian use, you must plant shade trees.

I think this is a great idea to increase walkability in San Marcos. Also, Highway 80 feels extremely unsafe both in car and as a pedestrian.

Please provide protected, safe zones for pedestrians to cross Hopkins Street – either an elevated or underground connection to the other side, or zones with traffic lights that allow pedestrians to cross. This is needed from the river to I-35 where there are not crosswalks at streets.

Making lanes narrower does not make sense with Texas drivers who drive large SUVs and trucks, including delivery trucks. I have been on some lanes in San Marcos where it seems the large truck's side mirrors are not within their lane.

I must admit no surprise that as the city is still completing planned work on this stretch of road we are already planning to make additional changes. It is frustrating to see the money, time, and good will wasted by poor sequencing and planing. Sessom, University, Hopkins, and more, all have followed such a process in the past decade.

Now, this looks great, especially if we use appropriate measures to protect pedestrians and cyclists, including slowing traffic, reducing left-turns across traffic (for instance, use roundabouts at both ends so cars can change directions and eliminate left turns!) and providing several safe crossing points. Will we have more accessible mass transit as part of the plan?

Appreciate the addition of the two-way cycle track for through connectivity in addition to the sidewalks and the multi-use trail; but need to ensure safe intersections that actually connect and prioritize safe bike and ped mobility.

youball worked on the sidewalks back a couple years ago to widen. Now this.



SAN MARCOS Transportation Corridors Study

Round 2 - Q2. Comments on Activity Center: City Government Complex Concept A

Great idea to relocate city hall and redevelop the existing site. Signalized intersection is needed. By focusing activity on this intersection, there is a great opportunity to provide a gateway on Hopkins. Consider extending a more formal street from the old city hall site to the south across Hopkins and into the new site. Locate the new city hall along this street and provide an area for library expansion across from it. The Charles Austin realignment could work for this scenario too. See comments at - <https://documentcloud.adobe.com/link/review?uri=urn:aaid:scds:US:056a8650-9066-4d4a-bf1a-6c5e5c70e1a9>

"City Government Complex" is a rough name. Consider "Civic District" or something more neutral like "Centre" if the idea is to create a more use-diverse area.

Firstly, City Hall should move downtown and not isolate in an 80s style "campus." The Library, Activity Center, and parks space are already enough to catalyze this area. That said, if City Hall were to locate as shown, a less-suburban structure should be prioritized. As a Transportation Corridor study, the form of that building says "drive to me." The nice integration of storm water management can still take place with a building with better urban form.

Again, the Bio retention feature is great and should be designed to accommodate district flows, but consider whether siting it on-street is the best use of a visible corner? Makes activating the street difficult.

Townhouses are too low of density here and they're being placed right on a rail road track which already serves to "buffer" this area from the neighborhood on the other side. A courtyard style multi-family typology (could be condo'd for purchase) would be more favorable and can provide some more opportunities for sound protection from the rail line.

The dog park is situated in a place that is not friendly to walk to for any of the rest of this development. It's an odd shaped piece, but something else should be programmed there. It's just a parking lot front end right now.

Why is the area across from Walgreens a massive setback? Again, as a transportation study, massive setbacks from the primary street frontage are antithetical to promoting bike and ped activity. Green space is awesome, but it should be better sited within the developed condition vs. buffering the street, which is a failed suburban design tactic.

Overall, there is a theme of being "afraid" of Hopkins street vs. improving Hopkins street to be more vibrant urban complete street. It's an asset to moving people to/from this development district, but the way it's designed now everything feels to be designed from a motorist/windshield perspective.

What's up with a housing complex in this high-use corridor???

I

like the idea of moving City Hall next to Library.

Where will Permit Center, IT, Finance and Engineering be relocated?



SAN MARCOS Transportation Corridors Study

Round 2 – Q2. Comments on Activity Center: City Government Complex Concept A

I like City Hall on the same side of the street as Activity Center & Library.

I like that you closed the access at Charles Austin from the Current City Hall site. That will improve signal timing through the intersection.

Show more trees between City Hall & Charles Austin.

City Hall Relocation: Allows for highest/best use of current city hall location.

City should consult with master planner to carry this project out. Do not believe city has capacity to manage public/private development of this magnitude.

Water Feature: opportunity for nice gateway.

Dog Park: Much better use of this important entryway than current eyesore.

I like the connectivity of having all city buildings on one side of Hopkins, and providing dense housing and commercial space on the property. Replacing the hazardous waste building with parkland is a great idea as well.

A cut through from city hall to HEB would be nice. Some way to avoid biking on sidewalk to get there.

Why not put the housing options on the same side of the street as the library, activity center, and access to city park? Even with a signalized intersection, crossing a major street is still crossing a major street.

I do like the variety of housing options close to city services, downtown, and grocery.

Why would the city give up so much green space?

I feel this plan broadly reflects positive growth for San Marcos, though I would like to add Housing (affordable, preferably), as a primary need of any growing city, should be prioritized as opposed to office or retail space which may sit vacant anyways, as many such spaces in the city already struggle with.

I'd also like to empathize that the aesthetic preferences of the community should be centered further along the concept process with public comment.

Lastly, the dog park as an island among roads would make it irritating to access, especially for pedestrians

Great location for city hall. Love the bio-retention pond as shown. Mixed use with upper floors residential will result in additional student housing. Same for townhouses.



SAN MARCOS Transportation Corridors Study

Round 2 – Q2. Comments on Activity Center: City Government Complex Concept A

1. Is the dog park larger or smaller than current park?

2. Keeping the dog park, skaters, and library close help create a community that is active and participate with each other. Skaters bring their dog to the dog park then come to skate. Separating them so much is going to cut off that inner-city, connected vibe that exists now. I think enhancing what is already there would make more sense than completely relocating. And, does city hall really need a completely new facility? Maybe there's structural issues I don't know of, but if it's just to beautify it, I think that's inappropriate use of tax payers money.

More lane width reduction. Moving City Hall sounds like a tax increase is headed the way of citizens who are already paying too much in taxes.

I like City Hall on the north side for the visibility and gateway. Housing on south side (multi-story condos and town houses) could provide a really nice residential enclave with limited ground floor services with great connectivity to river & downtown. Possible catalyst for St Johns property? Is it really necessary to re-align Charles Austin?

Beautiful environment makes people feel happy

There does need to be improved drainage. In an area that already has flow issues from poorly timed lights, urban sprawl, and stopped trains, the solution is to slow traffic with worse timed lights, narrower lanes, create barriers, and to add more bike lanes that bikers don't want to use?

Dog parks should be built where there are fewer people

I feel there should be more green areas, which will make the city more beautiful

This is a great way to reduce traffic congestion and connect the building to the community

good

It's nice

Good. No ideas

The kennel should be moved away from the crowds

Overall it looks good

It's better to build a bigger pool

Is very perfect

Excellent use of the green space and empty parking lots

no

Cool! Makes sense to have that there.

I like the changes

feasible

may

may

not bad

暂时没有谢谢 – No thanks for the time being

Number 6 doesn't make sense

Temporarily no



SAN MARCOS Transportation Corridors Study

Round 2 – Q2. Comments on Activity Center: City Government Complex Concept A
Add a retro element
Enhance the construction of parking lots
Temporarily no
Add a pop element
I think so
We will strengthen road transportation infrastructure
Make us better to play
Layout ok
Put in some retro elements
Expand play space
We can increase the greening on both sides of the road
Temporarily no
Design is good
Put in some pop elements
Without the
Very satisfied with
Temporarily no
Temporarily no
Temporarily no
No more for now. Thank you
It eases traffic
Excellent geographical location
No more for now. Thank you
Temporarily no
Temporarily no
Temporarily no
The environment is beautiful and the facilities are complete
More reasonable and convenient
Like the combination of mixed use around city hall, could be very vibrant. Consider a multistory city hall with ground floor retail as well.
I like this concept as well as concept B, but like the park space in concept B more on the north side verses city hall being on the North side.
The red pins are not working. I love the idea of enhancing the skate park and more green spaces, but I wasn't certain what certain areas/shapes were because the pins weren't working. I like the idea of the flexible workspaces that might turn into family friendly businesses.
How does a traffic light create more access downtown if vehicle's are inhibited and stopped every 100 yards when on E Hopkins?
I strongly disprove of this. Appears the least cost efficient and unnecessary.



SAN MARCOS Transportation Corridors Study

Round 2 – Q2. Comments on Activity Center: City Government Complex Concept A

Please remember the River Corridor affects impervious cover in this area and must be taken into consideration.

Why is the driveway not aligned with Charles Austin? That appears to be a problem, particularly if this is going to be a boulevard street section. Will cause confusion with turning movements. Is that an at grade cross walk? That is cool. But would probably work best at the intersection. I DO LIKE MIDBLOCK CROSSINGS, but not sure that tis one makes sense, its really close to the existing intersection and right after the street curves.

Townhouses are a great idea! However, I think that the commercial space should be designed as flexible as possible. The need for "Class A" office space has been consistently overestimated by COSM for many years. What we have needed was "Class B" (and C) which is not particularly suited to mixed use development. I think that some A should be included in the MU building, but do not forecast that to be a primary use, or you will be disappointed and the building will be vacant. Focus should be small retail (food, convince, entertainment) some office, and (realistically) some apartments or condos (housing).

Great –this makes City Hall easier to access and closer to downtown and the heart of the city.

I think it is a great idea to slow traffic on that part of Hopkins and to make it visually appealing with lots of trees.

It has been my experience that skate park users do not tend to visit the library.

Safety needs to be a priority. I have seen skateboarders zip through the library parking lot. Cars backing up may not see them. They are also a risk to elderly pedestrians. Neither of these risky activities are intentional, but they are still dangerous.

Nice plan!

We need multiple crossing points, NO left-turns across traffic, and pedestrian/bike ways on both sides of the street. On the whole, a significant improvement!

Appreciate the new signalized intersection. Support any and all traffic slowing / safety improvement measures on Hopkins. If so much structured parking is provided on both sites, why is so much surface parking still provided? Consolidate into a garage and provide for only necessary surface parking so land can be dedicated to better uses. Question townhouse layout on south side of street and major setback from Hopkins.

E Hopkins is a major traffic road. The bottle neck at the interstate is still troublesome on some days. I would be cautious about slowing traffic too much until everyone is either riding public transportation (long time in future) or using electric cars because the exhaust fumes will be toxic to the people that you imagine sitting, dining or gathering (not likely to happen).



SAN MARCOS Transportation Corridors Study

Round 2 – Q2. Comments on Activity Center: City Government Complex Concept A

A light would be very helpful at the library exit, and especially needed with added City Hall traffic.

Given the ideal location for housing here, what measures would be taken to make certain it doesn't turn into just an upscale development or student housing without affordable housing?

Where would the recycling center be moved to when the dog park takes the space?

I prefer to leave the library side of Hopkins Street for recreational use. I.E. Library, Activity Center, parklands, etc in the long term.

While mixed use housing is a good concept, we may need space around City Hall in the future and making the space unavailable for the long term does not seem prudent.

Should stay where it is and work on 123. It has so many dangerous areas. Turn in to McDonald's, turn in to la hacienda meat market, so many accidents. With social distancing, why build new when everything is on zoom etc. More space with keys customers. Dog park is fine. Reducing lanes is a horrible idea and more traffic.

Round 2 – Q3. Comments on Activity Center: City Government Complex Concept B

The ped promenade isn't an important connection and would likely be underused.

This is a much better option.

Some constructive comments, though. The meandering parking lot running through the park area (plan north) should be removed. Instead, consider a plan to ultimately transition the Activity Center and SM Public Library to a shared parking structure, perhaps between them, to remove all that parking and create uninterrupted green space in front of the library to this park. What an incredible front law for the Library that would be!

The Pedestrian Promenade is nice, but consider adding 3-4 story liner buildings between the promenade and Hopkins Street to activate Hopkins and create stops along the Promenade. These buildings could be served by the same parking structure mentioned above, making this entire area more of a park-once concept.

The townhouses should stop before getting Hopkins. That last block of THs should convert to an office building going up to Hopkins St. vs leaving a big setback.

As with the option above, generally Hopkins Street needs to be treated as a more urban condition vs. a swooping suburban street with massive setbacks. That's a condition that doesn't align with the multi-modal objectives for this area that is at the doorstep of Downtown.

I'm confused because I thought there was a plan for new government buildings in a new location that is already being planned for near IH35.

Alignment of promenade should be directed toward school not Walgreens



SAN MARCOS Transportation Corridors Study

Round 2 – Q3. Comments on Activity Center: City Government Complex Concept B

I like Concept A Better.

I am not a fan of City Hall sandwiched between Townhomes & businesses.

It meets your goals, but Concept A gives your more bang for your buck.

Don't like all the new structures on the west side. That should be a premier gateway.

I like the dense development on the south side of Hopkins, but would like to see the ideas from option A for the north side of Hopkins combined with the ideas from option B for the south side of Hopkins.

This aligns more with what I'd like to see. Also appears more economically efficient.

This seems better; it blends a needed update to the area with not over planning/building that brings high costs.

Instead of townhomes, can the city create another community garden there? The other two seem to be always on a waitlist.

Plant more loquat and mulberry trees!

If there are going to be townhomes, will there be subsidized units or other kinds of rent control?

Right now there is not a good bike route from the city offices to the other side of downtown. People would walk / bike a lot more if they didn't have to be right next to traffic for its dangers and pollution.

The site plan seems insufficient for the scale of population growth San Marcos faces.

I don't like the idea of residential housing in this area.

Can't see (or don't understand how) a realigned Charles Austin drive for a 'new gateway to downtown'.

Three story city hall with adjacent townhomes, mixed use and retail makes that area way too congested. Congestion would reduce attractiveness to most retail.

Also don't see any particular purpose in linking university and our community's public library.

Much better!!! Let our parks and library be connected!!!

Dont want any more townhomes or apartments downtown,

Feels like too intense of development on south side. Does government operations really work with the proximity to the townhomes? Thinking of public and employees for after hours meetings. City Hall doesn't look large enough to accommodate the future. Same comment on Charles Austin.

Convenient transportation makes it more convenient for people to travel

This again feels like a bandaid solution to a larger issue. The square is already too complicated to drive and too busy with no parking. These solutions will only make the traffic issues worse. Please stop adding terrible bike lane solutions that the town bikers hate on the other newly remodeled streets.

There should be more greening

This design is unique in that it relieves traffic pressure and makes rational use of resources

ok

It's nice

Good. No ideas

Good. No ideas

Dog parks and skateboard parks should keep their distance

The footpath should be wider



SAN MARCOS Transportation Corridors Study

Round 2 – Q3. Comments on Activity Center: City Government Complex Concept B
It looks very nice
Leaving the existing park features where they are seems like a better idea to me, but I'm uninformed about the needs for city hall expansion/improvement.
I like that this has a park
feasible
You can practice
暂时没有谢谢 – No thanks for the time being
Temporarily no
Add a retro element
We will strengthen road infrastructure
Temporarily no
Add a pop element
We will strengthen publicity and education on traffic safety
Make us better to play
Layout ok
Put in some retro elements
Expand play space
We can increase the greening on both sides of the road
Temporarily no
I think it's great
Put in some pop elements
Without the
Very satisfied with
Temporarily no
Temporarily no
Temporarily no
No more for now. Thank you
It eases traffic
Reduce the area of traffic, a variety of greening
No more for now. Thank you
Temporarily no
Temporarily no
Temporarily no
The transportation is convenient
More reasonable and convenient
There is no



SAN MARCOS Transportation Corridors Study

Round 2 – Q3. Comments on Activity Center: City Government Complex Concept B

Real estate from old armory is too prominent to leave as dog park. Also, park space is separated from City Hall, which needs an external civic space. Suggest relocating dog park and combining these two concepts. Opportunity for a unique new urban center. Go vertical above 3 floors if possible. Convert Hopkins in this section to a boulevard that slows traffic down and helps bring both sides of the road together.

I like this concept as well as concept A, but like the park space in concept B more on the north side verses city hall being on the North side.

Red pins are not working. Yes to signaling this intersection and slowing traffic. Yes to this beautiful green space next to the library. But is the skatepark still intact with this version? Also, if you're advertising this will be community/family friendly, then I would expect those urban townhomes to be family friendly and not over-priced student housing....again.

City hall should stay where it is.

What is the amount of daily foot traffic in the area show? Is proposing a promenade out of necessity?

This proposal appears to be more consistent with River Corridor concerns.

I like that the City Hall driveway and Charles Austin are aligned. I think that the amount of proposed MU office/retail space is more realistic to the need. And I think that the townhomes are great.

I dont really understand the PED Promenade, as there is going to be a seperate ped facility along Hopkins correct? I might understand it if it took you somewhere that the other one didnt, like another intersection (Charles Austin and the RR tracks on N side of map?) Not opposed, just dont see the purpose. I think there are better ways to use the space if thats all you are trying to do.

Not worth the cost, and I doubt anyone would want to live next to City Hall.

I think it is a great idea to slow traffic on that part of Hopkins and to make it visually appealing with lots of trees. That would definitely increase foot traffic.

Support realignment of Charles Austin only if current alignment is closed / reclaimed. Appreciate pedestrian promenade on north side of Hopkins – but unclear if library and ballpark warrant this type of connection? Appreciate consolidated structured parking; support similar effort on north side to service both activity center and library and dog park which enables reclamation of current massive surface lots. Question layout of townhouses adjacent to city hall.

I like this better because it regionalizes use which makes sense when you have to cross Hopkins. I also like the idea of developing additional routes to downtown

I like having the park by the library.

Having a multi-story city bldg makes more sense than spreading out the footprint.

Is there no way to utilize/upgrade existing city buildings?

Like the more urban townhomes. It is difficult to see how Charles Austin was realigned.

This concept seems to allow for a better separation and use of assets. I.E. leaving recreational use on the library side of Hopkins and City Hall in the existing area. I do not like the extra space being used for housing. The city may need this space in the long term and it should be left as green space or something else in the short term.



SAN MARCOS Transportation Corridors Study

Round 2 – Q4. To what extent do you agree that these concepts for Guadalupe Street meet the study goals and the needs of the area? (Comments)

Consider finding at least 3' to add to the 2'6" bio to add trees.

THIS SHOULD BE A TWO WAY STREET!

One-way streets hurt local traffic flow, speed up traffic, and are negative to small businesses that get subjected to AM/PM traffic spikes and droughts and less attentive pass-through customers. They are also confusing to visitors and the "new residents" that we receive each fall via Texas State. The recommended cross section must be a two-way one.

In terms of what is presented, the two-way cycle track needs a curb / grade separator vs. just the painted lines. That's what we're getting now (which, Thank You, it's an improvement), but for a long-range plan that should be shown as a true cycle-track and not paint separated.

Make that street two-way and give separation to the cycle track and it's pretty good!

There are many new lofts, condos, and apartments going in downtown and Guadalupe definitely needs to be revamped to accommodate multimodal transportation and made safer with bio retention.

Guadalupe is pretty busy for parallel parking with an 8' spots. Can a driver open his door with that spacing and those volumes? I would drop the parallels parking on the right side. Add a 2' buffer next to the parking on the left side and give the rest to the sidewalks.

Would prefer a curb or median, maybe in combination with the bio-retention facility, between the parallel parking and bike track to safely separate bikes from traffic. Lines on the pavement are not enough. Also a beautification/traffic calming opportunity.

I rarely see any bikers ride anywhere. There is way too much emphasis for bikers. We should be concern about the ever increasing car traffic due to new added bike lanes that is almost never used? For example on West Hopkins and Wonder World intersection was a big mistake and I never see any bikes and I live right there. This new layout with bike lanes causes more danger for car drivers.

The addition of a bike way is great. I commute around town via bicycle and having a safe section to head down Guadalupe is great. A divider similar to the green posts on Hunter are a good barrier for safety.

You should never have parallel parking next to a cycling path, but especially in a downtown area where there could be tourists / out-of-town visitors in a main thoroughfare.

This bike lane design is already used on parts of Guadalupe Street. It looks terrible, it's hard to see the cyclists and motorists don't think to check the lane when they are turning onto roads or into businesses. Seems like a hazard, I would rather see wider sidewalks.

Waste of money!

I really dislike that method of on street parking.

Way too much emphasis on two-way bike lanes! Too much impervious cover.



SAN MARCOS Transportation Corridors Study

Round 2 – Q4. To what extent do you agree that these concepts for Guadalupe Street meet the study goals and the needs of the area? (Comments)

What evidence is there to support the need for 2-way bike traffic lanes which diminish parking space and reduced vehicle lane widths? The City currently does a horrible job of managing landscape and trash in the downtown area. Why build unproven, minimally sized bio-retention facilities and curb extensions that increase the need for continued maintenance, when the City is unable to keep up with its current responsibility? As shown, these bio-retention facilities represent an impediment to foot traffic and a danger to typical egress.

Activity Center – The absurdity of the City competing with struggling property owners for rental and residential space is amazing. Instead, build parking in this spot and leave the business to businesses. Subsidies, incentives, tax abatements, and a functioning Mainstreet program are the real answers. Is there a real world example of where these hypotheticals have actually succeeded?

This looks productive

Like this section as it mirrors what the City is doing now north of MLK. How does this work with 2-way section of Guadalupe? I think it would be good to continue the 2-way cycle track to IH-35 to provide that direct connection to TxState.

Convenient transportation makes it more convenient for people to travel

It's safe and convenient

Safe and convenient

Convenient and safe

Convenient and safe

Safety and convenience

convenient

It's very convenient and safe

More convenient and safe

It's a safe distinction

convenient

Very convenient

convenient

Isn't this already being done in that area? Bikers hate the 2 lane design and are refusing to use it. This also gets limits much needed parking in this area.

The design concept is very good

This is very good to ensure the safety of pedestrians

It could be closer

It is more convenient

convenient

Safe and convenient.

Very convenient

The area is thriving

It is more convenient



SAN MARCOS Transportation Corridors Study

Round 2 – Q4. To what extent do you agree that these concepts for Guadalupe Street meet the study goals and the needs of the area? (Comments)

Very safe

convenient

More secure

It is more convenient

I am unclear on the bio-retention stuff

STOP DOING THIS!!! Have any of y'all ever actually gone out and looked at these bikes lanes?? The city is not your playground to experiment with "hyper-progressive-post-modern-interpretive" transportation designs. Nobody uses this shit. It's literally just blocked off with traffic barriers. Who do you think is out here riding a tour-de-france across san marcos? What very limited bicycle commuting traffic the city has is mostly limited to the university campus. I seriously hope you're not building this crap in an attempt to cater to the handful of recreational/sport bicyclists like you see along the wonderworld bridge. You have reduced the number of lanes available to vehicles (I can't believe somebody has to tell you what a fucking dumb idea that was) and you somehow managed to make the parking situation in san marcos even worse than it was before you started dicking around with these designs. Did you guys just run out of actual work to do during the pandemic? Were the back-in parking spaces from a couple years ago not a stupid enough idea for y'all, that you felt the need to come up with something even more retarded? Well you succeeded. For the love of god, put parking back on the curb where it belongs and let the excruciatingly small number of bicyclists figure it out in traffic lanes, shoulders, and sidewalks, where they should be (and have been this whole time anyway because your stupid bike lanes are blocked off.)

This will create a safe way for bikers to be able to travel

no

THERE SHOULD BE A WAY TO BETTER DIFFERENTIATE THE PARKING LANES, IT IS DIFFICULT TO TELL THE DIFFERENCE AT FIRST

feasible

Pavement leveling

may

may

You can practice

You have these limited block plans, no connectivity

We need zero more multi story buildings. For fire and safety reasons.

Zero commercial space needed in town, too many un occupied commercial spaces in town

Who is living in all these over priced urban lofts?

Temporarily no

Add a retro element

Satisfied with the

Temporarily no

Add a pop element

I think so



SAN MARCOS Transportation Corridors Study

Round 2 – Q4. To what extent do you agree that these concepts for Guadalupe Street meet the study goals and the needs of the area? (Comments)

Very satisfied with

Make us better to play

A little less

Put in some retro elements

Expand play space

The concept is well suited to the needs of the region

Temporarily no

I think it's great

Without the

Very satisfied with

Temporarily no

Temporarily no

Temporarily no

No more for now. Thank you

Have space to walk

No more for now. Thank you

Temporarily no

Temporarily no

Alleviate traffic and facilitate traffic

No more for now. Thank you

Look good

There is no

Where would this transition back to two way traffic?

Yes, yes, yes! Appreciate the protected bike lane.

As long as there is a physical partition separating bike lanes and car lanes, not just parking spots, I love this. If we are expecting a painted white line to keep motorists from staying off the bike lane, I think this will be a failed attempt, waste of time/money, and could lead to injuries and confrontation.

The lack of trees is disturbing. More Trees, more often! It gets hot in the summer, and the fall, and the spring, and often in the winter. Trees shade provides incredible benefits in terms of temperature regulation, particularly with all the concrete and asphalt. While I am super supportive of the two way cycle track, and the parallel parking, and the wide sidewalks, without trees I am afraid that we will greatly miss our mark. I cannot support a full scale reconstruction that purposefully excludes street tree plantings to this degree. Base code is 1 tree every 30 feet on center, this is example does not even represent 1 tree every 70 feet (assuming code compliant 23' parallel parking) and that is only on 1 side! Trees are critical, please do not exclude them. Take out one side of parking if needed.

Fantastic improvements!

I don't think the sidewalks need to be wider in the Courthouse block of Guadalupe.

Bike lane should be painted green and have a barrier so cars don't park in it.



SAN MARCOS Transportation Corridors Study

Round 2 – Q4. To what extent do you agree that these concepts for Guadalupe Street meet the study goals and the needs of the area? (Comments)

I appreciate the attention to the needs of cyclists and pedestrians – it's been overlooked for too long!

Long overdue!! We walk this stretch often, and it has been a disaster for over a decade! Right now it is impossible to walk due to construction.

Request: During this process, and for all future public or private construction projects, why not require safe fully accessible pedestrian passageways? I watch wheel chairs in the street, blind persons stumble or hit their heads on things, elderly and children have dangerous crossings. It's as if the people running things never experience the situation on-the-ground.

Yes to consistent / wider sidewalks; yes to bulb-outs and actual bioretention in street; yes to on-street bike facilities; yes to parallel parking. All looks good for current traffic configuration. However, strongly support Guadalupe / LBJ to return to two-way traffic patterns vs. one-way couplet.

This section of the road needs lots of improvement, but I'm concerned about this plan considering the number of existing curbcuts on this road. I drive it 5 days/week and it's already a bit confusing.

This is the same thing that's currently being built. It does not include shade trees. Doesn't really add much at all and still prioritizes vehicles

In general like the concept, but using parallel parking is further reducing availability of parking downtown. We need more convenient parking.

If it comes to I-35 great. If not then why same construction by Court house. Needs to widen guadaluo from I 35 to cheetam



SAN MARCOS Transportation Corridors Study

Round 2 – Q5. Comments on Activity Center: Guadalupe Street Parcels Concept A

The mid-block promenade is really nice!

Overall, I think this is pretty good AND should be used to demonstrate how awful parking requirements are for the downtown. I doubt this is meeting current code which is GREAT.

My main note to make this better would be to remove the parking all together and make the main building a C-shaped courtyard with a central lawn.

That is the kind of bold, "catalytic" move the City could take to demonstrate that great urban development can exist with little to no parking and they could combine that with a program/investment in a district parking facility elsewhere. That's the kind of leading by example that a project like this should do.

As part of this effort, I would strongly encourage CAMPO recommend that San Marcos eliminate parking requirements completely within its downtown and let a healthy market for parking develop vs. treating it as a subsidized asset with hidden high cost. That would also be the most supportive thing San Marcos could do for fostering mode shift to the downtown.

Fire access through alley?

This seems like an odd site for a City to own and develop. Why not sale it?

The purchase of this land was done with secrecy and no plan. This is a great project for this area. This project should be done by a private developer. The only public space it involves is the streetscape. If the city wants to influence what is built and how downtown, it should engage a master developer to work with property owners, developers, residents and businesses to develop and plan and consider offering incentive to private partners who cooperate. The city does not have the capacity to take on these types of projects.

I like the concept. I can see how this would extend the desirability of downtown further east to help connect places like the davenport, the complex including Industry, Putt Pub, and student housing. Makes the downtown area feel bigger and more connected. I'd never live, work, or use that space but I'd guess your studies show there is need.

Will there be any subsidized housing units for low income families or maybe rotating artist residencies?

Are the white spaces parking lots? If so, shouldn't the city focus more on becoming a city built for people rather than cars?

I'd like to emphasize that the buildings should be subject to public comment regarding their appearance, and center building materials which match the character of the square, such as brick.

We don't need any more bike lanes!

Like the promenade breaking up the block but would have to think about what would draw folks into it since there is no linkage to anything else. Not sure that I would like to live in the live/work yellow units. Is there a market for this in San Marcos? Was not successful at the Sanctuary.

It's good to make the environment green so that people can have a healthy green space



SAN MARCOS Transportation Corridors Study

Round 2 – Q5. Comments on Activity Center: Guadalupe Street Parcels Concept A
Restaurants can also be set up on the first floor of commercial buildings so that residents can have meals conveniently
The design makes good use of private housing and small studio resources without waste
Very good
This design makes the city look particularly beautiful
It's nice
Good. No ideas
Make good use of the space
Greening must be strengthened
I don't have strong views about this property in particular other than to say that I don't think the city should be so directly involved in any commercial development. Sell the property and be done with it.
That's a good design
feasible
may
may
Quite reasonable
Temporarily no
Add a retro element
Enhance greening on both sides of the road
Temporarily no
Add a pop element
I think so
Enhance the construction of parking lots
Make us better to play
A little less
Put in some retro elements
Expand play space
To facilitate traffic
Temporarily no
I think it's great
Without the
Very satisfied with
Temporarily no
Temporarily no
Temporarily no
No more for now. Thank you
Have space to walk
The location is very reasonable



SAN MARCOS Transportation Corridors Study

Round 2 – Q5. Comments on Activity Center: Guadalupe Street Parcels Concept A
No more for now. Thank you
Temporarily no
Temporarily no
Wide walkways with landscaped plantings
I hope it can be built into something we like
Space more than i.
There is no
Favorite feature: mid-block promenade. Really great idea.
Again, urban loft housing sounds like student housing. DO NOT USE tax dollars for student housing. The people of this community need a reasonable rent. But I appreciate developing this area to be more usable and more green.
Tree spacing does not meet basic code requirements, spaced over twice as far as allowed. 30 foot spacing critical in summer heat. MORE TREES. Take ROW if needed.
Promenade that breaks up the long block is critical for promoting pedestrian activity. I hope that is a midblock crossing proposed. Really like the mixed use focus and inclusion of live work.
Good
Looks like 100% impervious cover
Designed for upscale use. How will this affect the surrounding area? A nice-looking development may spur similar private investment, but will it drive up land value and force low-income homes and small businesses like A&A Auto out of business?
I hope this would be no higher than 3 stories.
I think the tall buildings near the square are negatively affecting the charm of our historic courthouse square. This is an idea I have heard expressed by others.
Who would lead the redevelopment? The City? What kind of feasibility study has been done on the demand for the proposed product types? Factoring in the significant land cost of this site, small scale resale housing of any kind wouldn't make financial sense. The number of tax payer dollars needed to subsidize this site in order to construct housing attainable by the vast majority of our community should take considering housing off the table entirely.
I love mixed use zoning and how the parking is hidden. To make it even better there could be a green roof with vegetation to help with the heat island effect.
I like the layout, but am concerned about security at the Promenade in the evening hours. It needs to be well-lit and somehow draw life to it; perhaps an outdoor informal music venue option?? The entrance to the Promenade off of Guadalupe needs to be large and inviting.
The details provided are inadequate to compare these two options. How much space for each usage? What price-point on residences? Could parking be underground, increasing useful surface area (maybe a small green space where the parking is in each plan)?



SAN MARCOS Transportation Corridors Study

Round 2 – Q5. Comments on Activity Center: Guadalupe Street Parcels Concept A

Great concept. Appreciate that the promenade will break up this long block for better ped connectivity, and really appreciate the mixed-use nature of the program.

Is the city going to develop this or is the private sector? It seems this type of development should be in the private sector.

looks good just needs more parking

Round 2 – Q6. Comments on Activity Center: Guadalupe Street Parcels Concept B

Same comments as above. Lose the parking altogether and add some green space.

The red building should be min. four stories.

The LiveWorks should be three stories.

The more trees the better.

Fire access through alley?

The purchase of this land was done with secrecy and no plan. This is a great project for this area. This project should be done by a private developer. The only public space it involves is the streetscape. If the city wants to influence what is built and how downtown, it should engage a master developer to work with property owners, developers, residents and businesses to develop and plan and consider offering incentive to private partners who cooperate. The city does not have the capacity to take on these types of projects.

Option B seems to provide more housing, which is better. Both are good options.

Seems equally good as option B. As someone who would not use this space, I don't have much perspective.

This one has a lot less trees.

Prefer this concept to encourage foot traffic through for better access to businesses closer to the alley. People can be lazy and the long building in the other concept might discourage people from venturing into the spaces not right on Guadalupe

Hard for me to decide between the two because I can't visualize the housing component. I don't think the true live/work demand would be this high. But I think a larger housing component could create a cool space.

Food, clothing, shelter, travel is still very important

Hope the first floor does not have the office had better establish in upstairs the first floor to establish some restaurants

This loft is designed so that people can have more choices

Meet the requirements

Rational use of commercial housing and housing

It's nice

Good. No ideas



SAN MARCOS Transportation Corridors Study

Round 2 – Q6. Comments on Activity Center: Guadalupe Street Parcels Concept B

The plantation is particularly beautiful with its arboreal landscape

well enough

Very good

Just divest and focus on more meaningful projects.

I like how this will create more housing

feasible

may

may

You can practice

Quite reasonable

Temporarily no

Add a retro element

Enhance the construction of parking lots

Temporarily no

Add a pop element

I think so

Enhance the construction of parking lots

Make us better to play

A little less

Put in some retro elements

Expand play space

Excellent geographical location

Temporarily no

I think it's great

Put in some pop elements

Without the

Very satisfied with

Temporarily no

Temporarily no

Temporarily no

No more for now. Thank you

Have space to walk

More office space can be added

No more for now. Thank you

Temporarily no

Temporarily no

Excellent geographical location

I hope it can be built into something we like



SAN MARCOS Transportation Corridors Study

Round 2 – Q6. Comments on Activity Center: Guadalupe Street Parcels Concept B

Multi-storey buildings reduce travel time

There is no

This one is my favorite.

I like that this plan has more open walking space, but I'm unsure of what "live/work space" entails.

Trees Trees Trees Trees Trees Trees. Need more trees. 30 foot spacing for street trees, not 70-93 as proposed. take ROW if needed.

Support mixed use and livework concepts. Promenade and midblock crossing look great! Need more trees.

Same concerns as Plan A, but prefer this arrangement

I don't think the city should be involved in expanded housing near the square.

Same comments as Concept B. I like this concept more as it feels less imposing along the Promenade.

The details provided are inadequate to compare these two options. How much space for each usage? What price-point on residences? Could parking be underground, increasing useful surface area (maybe a small green space where the parking is in each plan)?

Similar comments to previous concept A. Like the concept and mixed-use nature of program. Promenade, sidewalks, curb bulb-outs are all great.

Maybe I missed something? I see two very similar concepts and no discussion of the goals of the community for this space. A Surface parking lot in a downtown is a complete waste of money. This site should either forego the parking if trying to build this smaller concept... or build structured parking and a much bigger project. I would argue that the first goal should be return on investment with tax payer dollars. How is this concept providing a return and catalyzing more development downtown? I am also concerned that without a partner for the office / flex space this seems like a build it and they will come scheme.

doesn't need curb extensions. Takes away from more parking. Its already crowded as it is.

Round 2 – Q7. To what extent do you agree that these concepts for the segment of SH 123 near the Medical Center meet the study goals and the needs of the area? (comments)

Should include some bike facilities.

Way. Too. Wide. This cross section is too land-hungry and does not effectively begin to transition vehicles into a more urban condition, but allows them to continue at high rates of speed, hurdling through this area on their own island. Over engineered.

Driveway access for businesses will be a challenge.

Nice. What about bike lanes and pedestrian crossovers.

An access road scheme doesn't make sense for this road. The traffic volume does not seem heavy enough to need this complex of a design.



SAN MARCOS Transportation Corridors Study

Round 2 – Q7. To what extent do you agree that these concepts for the segment of SH 123 near the Medical Center meet the study goals and the needs of the area? (comments)

This design poorly utilizes allotted space, and would be burdensome for pedestrian traffic

Looks like this will make it more difficult for traffic to access the businesses that are on that street. The bus stop on the median is also a little concerning.

Cross section doesn't match with the recommended TMP cross section

This is a very good way to continue to discourage traffic and deter business from the downtown area. The potential for gentrification and disturbance to existing homeowners is high.

I like separating people who are parking to visit vs traffic that is flowing through. And I like that this concept has lots of green spaces.

Seems like a lot of pavement without a clear purpose. Confused about which area on the map this section applies to.

It's better to be close to the hospital

Safer and better passability

More traffic

Safer access

Safer and more efficient passage

Better passability

Better pass

The design concept is very good

The design concept is very good

It can be shorter

This is designed to make it easier for transit users

There's a medical center nearby

Very diverse

More unobstructed

Well accepted

Increases passability

Very convenient

security

I don't understand exactly where this is talking about. I live off 123, we have no bus service. I do not see throngs of people using the bus on Wonderland around the hospital. I am just confused on the needs being addressed and the locations.

Sure looks like a lot of wasted surface space that could be used for more lanes instead. That's an ambitious route you have in mind. It will be worthless if it's bogged down with traffic in 10 years.

Will provide safe ways for transportation



SAN MARCOS Transportation Corridors Study

Round 2 – Q7. To what extent do you agree that these concepts for the segment of SH 123 near the Medical Center meet the study goals and the needs of the area? (comments)

temporarily not;

no

feasible

may

You can practice

Quite reasonable

Temporarily no

Add a retro element

Satisfied with the construction of the area

Temporarily no

Add a pop element

Perfect for the area

Make us better to play

About the same

Put in some retro elements

Expand play space

Very satisfied with

The traffic jam was solved

Temporarily no

I think it's great

Put in some pop elements

Without the

Very satisfied with

Temporarily no

Temporarily no

Temporarily no

Have space to walk

No more for now. Thank you

Meet the needs of the region

No more for now. Thank you

More time saving

Temporarily no

It can be designed perfectly, it can be satisfied

No more for now. Thank you

convenient

There is no

There is no



SAN MARCOS Transportation Corridors Study

Round 2 – Q7. To what extent do you agree that these concepts for the segment of SH 123 near the Medical Center meet the study goals and the needs of the area? (comments)

Need Bike lanes

I like this if it means we are going to increase public transportation options in this area. Otherwise, I would go for option B because it includes bike lanes.

I agree with the cross section in theory, however this concept as shown, shows ZERO bike accommodations. Looks like there may be room to add in the green areas where the bus stops are. there also appears to be room for MORE TREES. I do like that the street tree spacing along the sidewalk appears to be much more appropriate for our hot weather than the downtown examples provided. Again, while I like the general design that separates through traffic from local traffic, I cannot fully support a full scale reimagining of this corridor that arguably has less bike infrastructure than exists today.

Would this concept be extended NW to I-35 eventually? If so, what would be the effect on the schools and many small businesses in this corridor?

I suppose this might lead to attractive commercial development.

Bike lanes would be a necessary addition for this plan. I think it is important to cover the whole town in bike lanes. especially since a school is on this road.

I'm really confused about the exact location of this roadway concept. I THINK I know where it is, but it is not clear on the diagram above. My assumption is that it is a small part of the larger north-south connector. Another question: how does the proposed north-south connector relate to the new loop east of I-35 (McCarty to 123 to 621 and beyond)?

Does the Parkway diagram apply to the entire N-S connector or just the part from DeZavala to Wonder World Drive. This could have been explained a bit better. When looking at the development concepts below it doesn't look like the N-S connector ties into DeZavala, but rather to Crystal River Parkway – again, very confusing.

Too wide, especially considering the proposed redevelopments below. No need to have access roads, which in almost all case waste resources and space.

Strongly opposed to divided parkway layout, which increases overall width of the roadway making it less safe and more difficult for pedestrians and cyclists to cross. The additional one-way side streets again just complicate and widen the overall cross section, creating more lanes of traffic for those not in cars to cross. Where are the provisions for cyclists on this road? Only positive on this scheme is the prioritized bus stops. Overall disappointing concept as emphasis here seems on car speed and throughput vs. safe slow multimodal travel.



SAN MARCOS Transportation Corridors Study

Round 2 – Q7. To what extent do you agree that these concepts for the segment of SH 123 near the Medical Center meet the study goals and the needs of the area? (comments)

Have you groundtruthed this concept? The distance from De Zavala road to Wonder World is short, especially with the overpass. While your sketch/concept for this short section is nice, what about the rest of 123?

I recommend that everyone involved in this project drive this area at different times of day (especially when the schools are opening and closing). We need better roads, cycling, and pedestrian infrastructure, but this is disappointing in reality.

Round 2 – Q8. Comments on Transportation Corridor Concept: Future North-South Connector East of IH 35

This is MUCH better. However, the lane widths don't need to both be 12'. 11' lane widths are much more appropriate for bringing down traffic speeds.

There should be a plan to transition down to a three-lane (one each direction plus turn lane) after Wonder World (inbound to downtown), and I think this cross section should probably should continue south to the High School.

Thank you for the grade-separated bike lane!

I hope a lot of the public does not get tricked by the additional color variation on the other option.

I am in full support of bio diversifying what is currently masses of concrete. Without shade trees no one wants to walk and bike this corridor which is what needs to happen to get some cars off the roads.

This concept seems more realistic.

I like this one better, but need a solution for bus stops.

Is on street parking really necessary for this road? Most business have plenty of parking available currently in this area. Seems like the design is for a downtown roadway rather than a semi-urban throughway. A sperated bike lane is nice, but a large bike like on the shoulder is equally usable.

The planting strip should come between the bike lane and the where pedestrians will be getting into their cars.

This design better centers urban density and incorporates a variety of transport options for residents

Concerned about city staff being able to keep up with vegetation growth on these medians. The medians like this on Craddock often look overgrown and not cared for. The median on CM Allen, although pretty, is extremely hard to see around when trying to cross the street. Lots of close calls are happening as people try to leave the park.



SAN MARCOS Transportation Corridors Study

Round 2 – Q8. Comments on Transportation Corridor Concept: Future North–South Connector East of IH 35

People parking so close to travel through lanes would clog up traffic as people try to parallel park and unload cars, etc...

Why does every road have to have on-street parking? I think this section would work for SH123 south of IH-35 toward Wonder World however I would not feel comfortable trying to parallel park with the kind of traffic that this section sees. Agree that traffic does need to move more slowly to encourage the residents in the adjoining neighborhoods to access the commercial & school property by walking/biking. The current condition is an ugly entry into the city so the planted median would be a huge improvement. What happens to the big drainage ditches?

Don't really understand this section with parking for the north-south connector

Urban development needs to be improved in all aspects,

Good environmental diversion

Good environment

Good greening

Good environment

The environment is very good

Good environment

Good environment

A green environment

The environment is very good

Distinguish between the safety

A relatively safe

i like

t's a good design to separate pedestrians from cars

It's a good idea, but it might be difficult to put it into practice

Very safe

The safety of

Very safe

The environment is very good

Very informative

It is more convenient

The environment is comfortable

convenient

Very convenient

security



SAN MARCOS Transportation Corridors Study

Round 2 – Q8. Comments on Transportation Corridor Concept: Future North-South Connector East of IH 35

I am very fond of planted mediums. Yet again, I am unclear where this is talking about.

Yeah this looks better. Still not sure what y'all's obsession with medians is all about though. San Marcos is not that exotic. Replace the median with a turn lane. Functionality is more important to drivers than the pretty mock-up drawings that will hang in some city executive's office.

temporarily not;

temporarily not;

feasible

may

You can practice

Quite reasonable

Temporarily no

Add a retro element

Satisfied with the construction of the area

Temporarily no

Add a pop element

非常适合该地区 – Perfect for the area

Make us better to play

About the same

Put in some retro elements

Expand play space

Position is superior

The traffic jam was solved

Temporarily no

I think it's great

Put in some pop elements

Without the

Very satisfied with

Temporarily no

Temporarily no

Temporarily no

Temporarily no

No more for now. Thank you

Green is done in place

No more for now. Thank you

More time saving

Convenient traffic

No more for now. Thank you



SAN MARCOS Transportation Corridors Study

Round 2 – Q8. Comments on Transportation Corridor Concept: Future North-South Connector East of IH 35

The transportation is convenient

There is no

There is no

Yes to more bike lanes!!!!

I am conflicted. I don't really think that on street parking is going to be a need for a long time. I think that is a good idea to reserve the ROW, and have developments add as they come in, but I don't see the on street parking as a cost the City should absorb. At this point in time, I do not believe that Council will be focusing on urban development styles along this corridor. More likely to see industrial, strip mall commercial, and cheap (NOT affordable, CHEAP) suburban track housing. I am aware of what the COMP Plan envisions, but I am also aware of what developers have asked for, and what Council has approved. If the City builds the on street parking up front, it will become a deceleration lane, third lane of thru traffic, etc. Make it a developer requirement so that it is patchwork, and it will be less likely to become a third traffic lane.

Also not sure what the design speed is for this North / South connector (AKA The Cleto Rodriguez Memorial Airport Boulevard)? How are we going to keep speeds reasonable enough for parking to be safe? Lots of Roundabouts maybe? If speed is too high for parking maybe just add another row of trees between curb and bike facilities.

The separated bike lanes here will be valuable transit infrastructure for SM residents who live east of I-35 — so long as these bike lanes will connect to routes that lead northwest into town.

I think the road seems like a good idea, but I don't think it necessarily has to be a wide road.

I think the approval of residents in that area need to be given the heaviest weight in the decision process.

Many of them are low income and historically the needs and homes of those individuals have been ignored in many parts of the country.

Yay bike lanes!

Same comments as above.

This cross section is an improvement over previous cross section; but still have some concerns about overall increased roadway width. Travel lanes should be 11' maximum, which can accommodate buses / service vehicles but support slower speeds vs. 12' lanes (which encourage faster less safe speeds). Narrower lane widths also reduces overall curb-to-curb width and makes pedestrian / bike crossing safer. Appreciate the dedicated cycling facilities that are separated from sidewalks. Appreciate the parallel parking and landscaping / street trees. Would also like to see curb planted curb bulb-outs at parallel parking particularly at intersections to reduce overall crossing width for bikes and pedestrians. Would like to see one vehicular travel lane in each direction given some sort of bus priority, particularly at bus stops (however, does not require same amount of space or all the divided lanes as shown in previous concept).



SAN MARCOS Transportation Corridors Study

Round 2 – Q8. Comments on Transportation Corridor Concept: Future North-South Connector East of IH 35

Again, have you groundtruthed this? This adds multiple lanes of traffic over the rivers, divides one neighborhood from schools (would it even fit?), and is adjacent to another. The trees will need lots of supplemental support in the different soil and clay.

I recommend that everyone involved in this project drive this area at different times of day (especially when the schools are opening and closing). I am disappointed.

Round 2 – Q9. Comments on Activity Center: Medical Center Concept A

We have enough Single Family to last for the next 100 years. Switch all that to townhouses or better and it's a pretty good option.

What is the plan for parking? Structures?

Needs MORE green space.

Love the roundabout and scattered greenspace making connections,

I love that this creates a “town center” on the east side of I-35 catering to medical business and amenities for residents.

Is this the area where that frontage road section would apply? Makes more sense looking at this. Seems really heavily loaded with red big blocks – not sure what would drive that. By keeping the Crystal River Parkway not connected to SH123 could potentially reduce impact to Hills of Hays while providing them some access to retail services without getting into a car.

It's a nice design

Villas are best separated from single-family homes

It's very nice to have a well-organized design

It's designed to make life easier for health workers and other residents

It's nice

Greening is very important to give people good air

Villas to set up a single single building

No opinion.

Will create more options for medical services

feasible

may

There is no

Quite reasonable

Temporarily no

Add a retro element

Satisfied with the construction of the area

Temporarily no

Add a pop element



SAN MARCOS Transportation Corridors Study

Round 2 – Q9. Comments on Activity Center: Medical Center Concept A

We will strengthen the development of road transportation infrastructure

Make us better to play

About the same

Put in some retro elements

Expand play space

Enhance the construction of parking lots

Enhance the construction of parking lots

Temporarily no

I think it's great

Put in some pop elements

Without the

Very satisfied with

Temporarily no

Temporarily no

Temporarily no

Temporarily no

No more for now. Thank you

Enhance road traffic facilities

No more for now. Thank you

More time saving

Temporarily no

Beautify the environment and cross the road safely

I hope it can be built into something we like

Medical personnel can be more convenient

There is no

There is no

Like alley served residential.

I like the roundabouts to help keep traffic steady, not speedy. I also like the green spaces.

BIG THUMPS UP! really did a good job (assuming that block perimeters are code compliant). Love the roundabouts slowing traffic as you enter Hills of Hays and Mocking Bird Hills. The connections to De Zavala and these other neighborhoods are really important, I applaud.

However I do need to point out that there are no (visible) bike/ped improvements to allow cyclists and peds to travel along 123 (in a strait path). Please ensure that improvements are considered that would allow bikes and peds to follow the path of 123 and not be sent off on a side street and then have to wind back to 123. If you do they will start using the overpass, which is not safe.

Also, there seem to be a disturbing lack of trees on the non blvd streets. Recommend trees on all streets.



SAN MARCOS Transportation Corridors Study

Round 2 – Q9. Comments on Activity Center: Medical Center Concept A

Add the storm water detention ponds from Concept B to Concept A and remove some of the mixed-use flex space in this concept.

Having greater access to the church would ease the traffic through the adjacent neighborhood (Mockingbird).

Traffic circles slow traffic (good thing) while decreasing the number of stop signs.

Does the new North South Connector run directly through this development? Won't that create a lot of traffic--too much for a residential area?

I do prefer this plan to Plan B

I think single family homes should be a priority.

It seems like apartments are taking over the city.

Apartments should be geared to families, not student rent by the bedroom buildings.

This one is better than plan B because there seems to be more multifamily housing and townhomes, rather than more SF homes.

I like the idea of retail space on wonderworld, but only if it is built to human scale. The stores on wonder world are massive and uninviting and contribute to sprawl (massive parking lots). I would like to see a grocery store I could bike to on Wonder World without getting hit by a car.

This is a nice concept and would serve the area well. The design of wonderworld and the new connector street is key to making it work.

No to the single family units, unless they are all small/zero lot-line and planned as affordable housing. Yes to adding a hotel. Much better design than the second option.

Overpass creates horrible condition for this type of development. Support removing overpass to slow traffic and support more walkable environment. Support creating gateway type condition at Wonderworld and HWY 12 intersection to signal edge of town and support conversations about trying to curb sprawl in the area. Also, do not need more single family housing out here. Need different types of housing options, favor seeing townhouses and apartments, etc. with commercial uses mixed in. Need proper park space for area that incorporates district-wide stormwater strategy, green pockets feel disparate / not substantial enough for area.

I prefer concept A to B but the road plan seems to vary from one I see above.



SAN MARCOS Transportation Corridors Study

Round 2 – Q10. Comments on Activity Center: Medical Center Concept B

Way too much single family.

We need to stop programming SF for both sustainability and affordability reasons.

Too suburban overall, including those pad-site style buildings plan south.

Other option is better.

Looks better than Concept A, because of the existence of what is not labeled but looks like retention ponds; worse than A regarding lack of sufficient green space and trees. In driving around NW Austin, there are masses of apartments and townhomes but they blend with the environment because of trees and greenery. San Marcos is starting to look like a giant mass of concrete at this rate.

Prefer Concept A

I like this plan as well. Concealed parking and a more dense walkable district are great. However, plan does seem less dense and walkable than Plan A.

Seems great. I'm not familiar with the area. More safe street crossing and connections from wonder world past 123 are great and needed.

It's unclear where the protected bike lanes would be.

Land uses seem more realistic for San Marcos. North South connector more of an impact to Hills of Hays. Like the idea of the hospital fitness trail connecting to a City trail through greenspace towards school/neighborhood

community

I want to add greenery

It's a great way to bring all the resources together

It's nice

Reasonable use of space

The house must face the sun

This one seems to have more parking space which more than other than the other one it seems to me that there's a lack of utilization of space compared to Concept A. The other one seems a lot more connected in that space is being used properly.

No opinion.

That's a good design

feasible

may

There is no

Quite reasonable

Temporarily no

Add a retro element

Satisfied with the construction of the area

Temporarily no

Add a pop element

Enhance the construction of parking lots

Make us better to play

About the same



SAN MARCOS Transportation Corridors Study

Round 2 – Q10. Comments on Activity Center: Medical Center Concept B
Put in some retro elements
Expand play space
We will strengthen road infrastructure
Strengthen the awareness of traffic safety publicity
Temporarily no
I think it's great
Put in some pop elements
Without the
Very satisfied with
Temporarily no
Temporarily no
Temporarily no
Temporarily no
No more for now. Thank you
Increase residential use
No more for now. Thank you
More time saving
Temporarily no
You can add trees along the road
I hope it can be built into something we like
A more secure
There is no
There is no
I like the additional bike access on 123
I like that there is so much single family housing and stormwater detention ponds to help with run off.



SAN MARCOS Transportation Corridors Study

Round 2 – Q10. Comments on Activity Center: Medical Center Concept B

What happened.

I don't think an at grade crossing of 123 in that location is even possible, and if it is, will be extremely unsafe (TXDOT's fault). I would love for an at grade crossing here, but that darn overpass just kills. Without the roundabout protecting Hills of Hays I worry about traffic speed. And pedestrian connectivity across the blvd.

This plan appears to ignore Transportation Master Plan for road coming up along the southwestern border of Hills of Hays connecting to N/S connector (AKA Cleto Rodriguez Memorial Airport Blvd).

Pretty sure that there are block perimeter issues. City vision shouldn't intend to violate its own code.

I am being unfairly harsh (except for block perimeter), this vision is a better outcome than any other highway adjacent development we have. However, I think if we set this as the vision, we will end up with a regular suburban development. We need to set the bar higher (Concept A) so that when we fall short we still have good product.

I do like that bike/ped facilities are called out specifically. I think that is an important factor that was overlooked in Concept A.

I am assuming that because no trees are shown, that means that they are planned for every street, not just some.

Hopefully both plans would include affordable housing.

See comments in other option.

I do think that it would be an improvement to change 123 to a city boulevard instead of a 4 lane highway.

This concept is much better graphically illustrated than the previous concept – why not the same treatment to both, so the graphics don't prejudice selection of one option over the other? The N-S connector appears to be at grade in this option, whereas in the previous option it looks like it goes under 123, which I like better.

No to the single family units, unless they are all small/zero lot-line and planned as affordable housing.

See comments above on Concept A.

Nope. I prefer Concept B.

Round 2 – Q11. Additional Comments

Any thoughts about a loop around the town. So that traffic does not have to travel through the core of the city to get out? It would be great to have a loop similar to new branches that's connected around the city.

Thank you for putting this together.



SAN MARCOS Transportation Corridors Study

Round 2 – Q11. Additional Comments

Thanks for the hard work here and there's a lot of good here. Some overall comments aimed at being constructive:

- Vehicular lane widths shouldn't exceed 11 feet
- Bike facilities should be grade-separated, but parallel to the street when possible to slow traffic
- The Civic area development form should have less of a suburban treatment of Hopkins St. and address the street more formally to create a more appropriate, activated urban streetscape
- Recommend removing parking requirements downtown in support of sustainable mode-shift (and a better catalyst site plan)
- Cross section width overall should be kept down to a minimum. Avoid adding massive void areas which eat up land and create an atmosphere of free-vehicular movement that dangerously induces speed
- Single family is sprawl and should not be programmed into any of the development options. It also fundamentally does not allow for densities that support other modes of transportation, which is a stated purpose of this study. Townhouses are a good baseline replacement and consider calling out other missing middle typologies (cottage courts, quadplexes, etc.) as other encouraged options in areas where mid-rises are not desirable.
- Using streets for regional stormwater collection and treatment is excellent, especially in areas buffering vehicular lanes from pedestrian ways (but less so for divided mediums which often make ROWs too wide)

There are good examples around town of apartments and townhomes blending in more with the environment. We are going to have to have more retention ponds and greenspace in order to make the addition of these large building complexes work and not destroy our city. It's great to see that Craddock has some side walks that are bio material and not concrete. So much more comfortable to walk on. The people who complain about not having concrete sidewalks most often are not the population who are actually utilizing the sidewalks. Most walkers, joggers, and even many cyclists prefer a more bio material to walk on with shade trees en route rather than scorching concrete.

I agree that the Hopkins corridor, including City Hall, needs improvement of some kind.

Concepts will require a huge development change and will rely highly on redevelopment of existing businesses.

Hopkins would be my top priority. That corridor represents the City of San Marcos. I would focus on N/S connector next followed by SH 123. Guadalupe site is a joke.

Get rid of/don't use temporary road dividers for car/bike traffic. Invest in more right-of-way and install curbs, green spaces or medians. Safer, traffic calming and attractive.

Use incentives and public/private partnerships, not secret purchases of land with no explanation to taxpayers, to influence what is built downtown.

Support more student-oriented housing and safer pedestrian facilities downtown.

Hire a master planner for the City Hall, Guadalupe Street and Highway 123 projects that is experienced/successful/proven in public/private development involving housing, retail and public facilities with a strong, thorough public input/communication component for the duration of the project.



SAN MARCOS Transportation Corridors Study

Round 2 – Q11. Additional Comments

Not sure who came up with the road design at Hopkins and Wonder World Drive but it is truly awful. Turning onto Hopkins from Wonder World is now dangerous since it is such a tight turn,, even for the smallest of vehicles. The bike lanes down Hopkins are ridiculous especially since there is a decent sidewalk. The lanes are full of rock and other debris from not being used and the green markers are a distraction down the road. Awful, awful planning and developing.

Again please focus on improving roads for car drivers. This should be considered foremost in road planning instead of bike lanes.

Interesting ideas. Love the biking lanes. Some street designs seems to be overly design for the needs of the area/treat suburban areas as dense urban (east of 35 projects).

It seems like there could be more focus on sustainability, affordable housing, making more opportunities for people to enjoy walking / cycling to get where they need to go. As a cyclist, I prefer to stay in the lanes of traffic rather than a bike lane next to parallel parking since it's much safer. There could have been more info on public transit.

I'd like for the building designs, whatever is decided, to further seek public comment, and truly match the character of San Marcos, rather than the bland, flat complexes which blight our downtown. Further, an expansion of public transport is necessary for these developments to truly achieve community integration, transport which is more affordable or free, more frequently running, and runs at most hours of the day.

I do worry that all of the proposed housing options will ultimately be too expensive for many permanent residents of San Marcos and will lead to gentrification of the neighborhoods surrounding downtown. Our greatest lack is in affordable family housing, not more multi-tenant student oriented housing. Any development made needs to be very, very mindful of the potential impact on permanent resident neighborhoods and preserving existing family homes.

I like the presentation and open communication with the community!

San Marcos seems to be catering to the college and young childless professional. We need to take families into consideration. They are the backbone of this city.

Like the City Hall and Downtown building options.. Not sure that all the road cross sections hit the mark – seems more effort went into the land use concepts.

Urban development drives the national economy. Cities and residents are communities

Hope for more improvements

To improve more

Hope to be more perfect

There is no

More change

Not for the time being

There is no

More improvement projects

Expect more improvements

Expect more improvements

There is no

The building plan should be based on the idea that it is both green and convenient for transportation

Better use of roads



SAN MARCOS Transportation Corridors Study

Round 2 – Q11. Additional Comments
Address accurate
Green planning and housing is the best option
It is not only suitable for people to live in but also in line with the greening
The whole thing is beautiful
The road planning is complete and reasonable
The overall design is good
Perfect some detailed questions
Very good
The whole layout fits in well with life
There can be better planning and programs
This questionnaire is very convenient for us, but I can hardly believe that this questionnaire will let you know what you want to know. It is a little too simple for me to believe that it is a questionnaire
Green planning and housing is the best option
It's nice
It would be better to organize the survey and put it in the same questionnaire
Good. No ideas
It would be better to organize the survey and put it in the same questionnaire
Temporarily no
Suggest more good planning
Oh, I think the design is good
http://SMTXStudy.com
I like the design concept very much
I couldn't agree more with your plan
I couldn't agree more with your plan
I couldn't agree more with your plan
I couldn't agree more with your plan
Very well built
Hope there's a better way
It's all very well planned
Hope to be more convenient
Without the
Resources should be used rationally
I think it's great,
Hope to be more convenient
I think it's great,
Rich and vivid three-dimensional sense of full
There is no
Hope for more convenient road conditions



SAN MARCOS Transportation Corridors Study

Round 2 – Q11. Additional Comments

Sustainable development and the natural environment Economic development and land use in the age of mobility Cycling/Pedestrian characteristics Road improvement and connectivity Preservation of natural resources, especially river resources – adopting sustainable design. Includes the activity center and green space along the line. The road. Use native landscapes. Save the neighborhood character. Integrate multiple housing types. Mixed use, dense development improves walking and cycling safety. Connect and improve sidewalks to connect neighbors with traffic. Placing signs at busy intersections adds views, seating, and shaded areas to reduce traffic speed and lanes.

Temporarily no

Without the

it is beautiful

Very satisfied on the whole

I think that it is great that you guys are planning ahead for the growth of the city. I do want to see an emphasis on other modes of transportation such as buses or anything else to connect to city especially since there are a lot of students here and they don't have cars and there's just other San Marcos citizens who don't have cars and I think would be very beneficial to expand transit outside of just cars.

no

no

As always, the creator of these things fail to take into account that all citizens know the jargon. Wish I could go back to give specifics, but I cannot. I do hope extended bus service out 123 is part of all this.

Bicyclists do not deserve the same development considerations as motorists. Bicycle lanes should not be a priority, especially when it comes at the cost of sensible parking and available traffic lanes. If you spent any amount of time downtown, you would probably know this already. It was a mistake. Shit happens. Please undo it. You're not going to motivate people to magically switch to riding a bicycle just because you've taken away traffic lanes. You're just going to piss everyone off and slow them down. Hunter Rd & Wonder World Dr comes to mind. Also Guadalupe, basically from campus all the way to the train tracks, was an even worse design. I've yet to meet anyone who didn't think "yeah that was a really dumb idea." Seriously, go ask some strangers what they think. If by chance they equivocate with some sort of "oh yeah I guess it's kind of neat" hipster b.s., follow up with "oh cool, how often do you ride your bike in that lane?" I'd bet the farm that whoever is reading this right now, already knows how those conversations would go. How is it that nobody in y'all's office spoke up and said "wait, why the fuck would we do this? Is there anything less counterproductive we could be doing with our time?" It really cannot be _that_ hard to just not screw things up. I don't think anybody is asking y'all to be great at your jobs. Honestly, the bar could not be any lower. You could just stop making things worse and that would be an improvement over what you're currently doing. You're trying too hard and making things worse in the process.

Also, the "to-go orders only" city parking is stupid for everybody except the handful of businesses who got such parking spots. Yet another dumb covid project that's not too late to undo!

No additional comments

no

no

Make sure it's clear and concise

no



SAN MARCOS Transportation Corridors Study

Round 2 – Q11. Additional Comments
no
More tourist attractions will be built
no
These are very great ideas
temporarily not;
Affordable housing is necessary, and so is directing flow of traffic
no
Temporarily no
Hope to be more detailed
Temporarily no
may
Good state design, achievable
There is no
rhyadxahdm@gmail.com
暂时没有谢谢 – No thanks for the time being
Quite reasonable
http://SMTXStudy.com 。
Temporarily no
Add a retro element
Strengthening greening and technical facilities to keep up with regional construction
Temporarily no
There is no
Add a pop element
No opinion
I think so
Temporarily no
About the same
Put in some retro elements
Expand play space
Temporarily no
Temporarily no
I think it's great
Put in some pop elements
Temporarily no
Without the
There is no
Temporarily no
Temporarily no
Temporarily no
Temporarily no



SAN MARCOS Transportation Corridors Study

Round 2 – Q11. Additional Comments

No more for now. Thank you

Implement machine non – separation

No more for now. Thank you

Temporarily no

Temporarily no

It's perfectly designed

No, thank you.

Temporarily no

No, it's just a beautiful place. I love it.

Thank you for the opportunity to provide comment on this transportation plan. I am a resident of San Marcos since the 1990s. I am glad to see the needs of cyclists and pedestrians considered throughout these plans. As the city continues to go, alternatives to vehicular traffic will become more important, both to residents and visitors. It is difficult and expensive to retrofit transportation plans that originally considered only automobile traffic, so I consider today's proposals to be a cost-saving measure for San Marcos residents. I walk and bike throughout the city and it can be a real challenge. Some of the problems include when sidewalks abruptly end or switch to the opposite side of the street, only to switch back a block later. The most dangerous places for me as a pedestrian are road crossings that carry a lot of vehicular traffic, and road shoulders with no sidewalks and high-velocity traffic (>35 mph). I would definitely bike or walk more to destinations in town, if travel were safer for me. I also drive in town, and one thing I'd like to point out is that sometimes landscaping in road medians is too tall for safety. I drive a small car and have trouble seeing over tall vegetation to know that it's safe to pull out from side streets onto Craddock, for example. This is also a problem on the new C.M. Allen. I love the vegetated medians, and REALLY love the inclusion of native Texas plants in road medians, but the height of the vegetation can be a real problem. Low vegetation and trees are OK – it is things like bunch grasses that are thick and 2-3' tall that are the problem. Most drivers in pickup trucks or SUVs won't have a problem, but small car drivers are at risk of being struck by right-of-way traffic when pulling out of side streets onto these two roads.

Is anyone looking into use of rail for mass movement of the population

PLEASE keep cyclists and pedestrians in mind. PLEASE do everything to incorporate greenspaces to deal with runoff and decrease/prevent flooding. And PLEASE keep the average San Marcos family looking for housing options in mind.

I want to thank your team for the hard work and dedication that you have put in.

I want to re-iterate that trees are important, both Downtown and otherwise. They should be located every 30 feet, not 70-95.

Bike/ped issues are critical along this corridor.

Artist renderings were very well done.

Providing separated bike lanes and sidewalks is a plus, but if those are fragmented so that it is difficult to get to them from other areas of the city, they are pretty useless except for those living in the area.

I'm still not clear on the route and size of the new North-South Connector. If it is meant to take pressure off I-35, it should not be routed through a neighborhood.



SAN MARCOS Transportation Corridors Study

Round 2 – Q11. Additional Comments

Please address affordable housing at all levels. Everyone needs a place to live. All these plans seem to target upper income/students/and middle class.

Trees everywhere! It is too hot to walk without shade for most of the year.
Current residents opinions should be given the most weight.
It may take special efforts to get those opinions.

I want the future of San Marcos to be more walkable and less car-centered. The worst part of town is highway 80. It is so horrible to drive on, much less walk along. I am tired of seeing chain stores ruin San Marcos. In a dream reality it would be nice to never see a billboard again as well.

Great study providing a lot of food for thought – thanks for being proactive with planning for our future!

Trains are blocking Centerpoint Rd for up to 45 minutes at a time. Kissing Tree, a 55+ community, is growing rapidly. There may be times an ambulance needs to get to someone and would not know a train is just sitting there. Need some solution for Centerpoint (overpass? Limit time a train can block that intersection to 15 minutes? An electronic sign at Centerpoint and Hunter and Centerpoint and I-35 notifying drivers when the road is blocked?). In addition, some of the train crossings on Centerpoint and McCarty are awfully rough and the roads are in bad shape due to 18-wheelers using these roads. They need attention.

If this effort is about multimodal travel, 12' lanes should have no place in any proposals.

For any new construction along 123, there should be no bottle necking like in front of the new Mission Trail at el Camino Real. Also put a stop sign at center point crossing old bastrop road.
Thank you.



SAN MARCOS Transportation Corridors Study

Survey Responses: Round 3

Round 3 – Q1. Share your thoughts on the Hopkins Street/SH 80 Corridor and City Government Complex concepts. (comments)

Although there is a lot more impervious cover downtown there is still potential for green elements such as trees, raised beds, permeable paver crosswalks, etc.

Planting strip for protection from traffic is a great alternate to the plastic bike barriers that are currently installed to avoid having to replace them over time. Also provides a more secure barrier for cyclist. It seems like the bike lanes change for each segment (on one side of the road, on the other side, with pedestrian traffic, not with pedestrian traffic, etc.). I would keep things as consistent as possible to avoid confusion for cyclist and pedestrians.

Regarding the city government complex – take into consideration the amount of traffic that builds up along this section of Hopkins. Traffic is already congested in this area. Love that parking would be located in one main location to reduce impervious cover. Having garages at the back of a property might entice crime more than if the garage was at a central location.

I think the travel corridor is well thought out and presents an excellent solution to car/bike/pedestrian needs. Landscape separation between vehicular traffic and bikes/pedestrians is great. It's nice that it's taken all the way out to new Hwy. 110. The fact that it will have native landscaping and be eco-friendly is awesome!

I have mixed feelings about introducing residential & commercial to the current CityHall/public areas. On one hand I see its usefulness But on the other I fear the added traffic would really bog down the travel time to get from downtown to I-35. Also, it's just nice to have green space around city hall without a feeling of urban overcrowding.

I like the idea of the activity center, library and city hall all being on the same side of Hopkins so you can conduct business easily. I do like the idea of public private type of development and hopefully the employees would support the retail in that area like restaurants and such...



SAN MARCOS Transportation Corridors Study

Round 3 – Q1. Share your thoughts on the Hopkins Street/SH 80 Corridor and City Government Complex concepts. (comments)

On Segment 1: Please reconfigure the bike lanes to be one way on each side by reducing the width of the sidewalks to 10'; that would allow for a 3' buffer on each side while providing connectivity for cyclists.

Segment 2: same basic comment- would prefer a one way bike lane on each side of the street instead of a 2 way cycle track. Cycle tracks introduce dangerous surprises at intersections for turning cars/forward moving bicycles.

Segment 3: Love the street trees. Would prefer it reconfigured to have a bike lane in each direction for connectivity and safety: 11' auto lanes, 5' bike lanes each side, 7' sidewalks each side, 6' planting strips each side, 11' median.

Segment 4: Eliminate the 6' shoulders which only increase speed and decrease safety. Eliminate the multi-use path. Add 5' bike lanes and 7' sidewalks on each side.

Prefer City Government Complex option A- it is more cohesive and allows for the larger, already existing park.

I like the cycle track and shared use pathway. I like the lane width reduction. But I am concerned about connectivity- The graphics are really nice but I cannot visualize how these all transition into one another- or don't.

I like the 10' cycle track. I'm not so keen on the 12' Multi-use Path but welcome any change that would allow safer biking and walking. I'm unclear about how the 10' cycle track and the 12' multi-use paths change sides on the row in different segments. City Government Complex Option A appears to be the most affordable and common-sense option with consolidating parking structure near railroad tracks. However, I like the idea of turning it horizontally and closer to Hopkins, while increasing the amount of greenspace for the townhomes. Just a thought.

I appreciate the inclusion of bike and pedestrian access throughout the project, but I would like to see safer crossings and more physical speed controls, particularly in the downtown stretch. Raised crosswalks and narrowed streets would go far to increase the safety and accessibility of San Marcos residents, no matter if they are walking, biking, or driving

I believe that updating this corridor will appropriately use more of the space in this part of town and have more activity and bring more attention near city hall.

I would prefer whichever option gives the least space to parking, which isn't clear in this presentation. I like the emphasis on green space and medium density, but would like to see the townhomes integrated into the rest of the space rather than off to the side. The mixed-use/commercial would be one nice way to do this, but we can integrate the wholly residential buildings as well. I am assuming there will be sidewalks, but the representation of Option A does not seem to designate any sidewalks along the area. Presumably, this is an error in the representation, but it's a little disturbing given that this representation is all we have to go by.



SAN MARCOS Transportation Corridors Study

Round 3 – Q1. Share your thoughts on the Hopkins Street/SH 80 Corridor and City Government Complex concepts. (comments)

None of the Hopkins Street/SH 80 Corridor segments should have 12 foot lanes; 12 feet is a highway standard and drivers will drive at highway speeds at that width. All segments should include 11 foot or 10.5 foot travel lanes to encourage slow driving. Some cities don't even allow cars into their downtowns! The least we can do is slow ours down. It is unclear from the concepts drawing how the cycle paths, sidewalks, and multi-use paths will connect from segment to segment because these features appear on different sides of the concept drawings – sometimes even in adjacent drawings; please plan useable connectivity between these segments.

The Government Complex Plan A is a much better concept because it doesn't require building two parking garages, which Plan B requires, and it doesn't obliterate the existing park in location E. The proposed new green space of location F in Plan B is a less desirable location for green space.

I think it is better and safer to have bike infrastructure on both sides of the street rather than a two-way cycle track on one side. You better match the flow of traffic and are more predictable to other drivers.

Option A better integrates the new housing into a neighborhood feel and provides less parking, so I prefer it.

Segment 1 can get very busy and turn bays at intersections are not identified. Will they be incorporated at Guadalupe, LBJ, Edward Gary & CM Allen? Love the bio-blvd. Don't understand the "I" pedestrian crossing – is it in addition to the one recently installed at Riverside? I like the City Hall option B. If the City wants to provide additional townhome development I don't know why you would want it right at City Hall. B allows the residential more separation (while being proximate) from the mixed use/commercial and is across the tracks from a long term residential area

I believe that the new bikeability being proposed is awesome, however I do think that the bike lane should extend throughout the whole corridor. All three of these corridors either have huge amounts of traffic or will in the future, so might as well and plan ahead for those farther reaches of the corridor and add bike lanes before development catches up.

I also prefer option A for the city government complex, however I feel as if replace just general commercial with more mixed-use commercial would fit. I can imagine city employees enjoying the nearby townhomes to create a walkable living space, with their work and a grocery store (HEB) being just in their grasp.

Option B for City Hall complex.

All new roads should prioritize bike lanes, vegetation, and large sidewalks. I like the street concepts proposed above. It is important to plant as many trees as possible over sidewalks and make sure that there is enough of a buffer between bike lanes and the road.

I like City Gov Complex idea A better than B because it contains multiple development types within a small space and provides ample greenspace on the other side; Whereas option two divides the greenspace between development and parking lots. It would be much more beneficial for pedestrians to have a designated greenspace, as opposed to greenery mixed in with parking and commercial.



SAN MARCOS Transportation Corridors Study

Round 3 – Q1. Share your thoughts on the Hopkins Street/SH 80 Corridor and City Government Complex concepts. (comments)

I think Option B for City Gov. complex allows for future use of park and consolidates parking garages. Eliminates the issue that will arise to cross Hopkins to get to the other side on option A.

All Segments:

- These cross section encourages speeding with wide, multi-lane berths remaining for vehicular traffic. We should not be bringing 2 high-speed lanes into downtown. AT MOST these cross-sections should be a 3-lane configuration, especially Segments 1 & 2 approaching Downtown
- If multi-lanes remain, one should transition to be dedicated BRT/Transit in each applicable segment
- Removing vehicular lane(s) can reduce Right of Way substantially to reduce cost and promote more safe speeds.

Segment 1 & 2: The cycle tract separation is very much appreciated but a 2-way track is not preferred as it increases opportunities for intersectional conflict with vehicles (the most dangerous places). Strongly prefer separate tracks in each direction

Segment 3 & 4:

- Great to reduce ROW and give the excess back to adjacent properties
- 12' lanes are way too wide for any City street. Reduce to 11' at least

Segment 4:

- Road shoulders do NOT improve safety, they INCREASE speed and are needless impervious cover and wasted land. Should be removed.
- Segment 4 is likely to have massive growth over next 5 years. Its context should be assumed to be the same as Segment 2 or 3 not treated as rural

Activity Center

- City Hall should go downtown. Major missed opportunity, especially for shared parking facilities in downtown. Convert this to private office
- Townhomes are not dense enough for this area and there are no uses that require buffering. Replace with mid-rises.
- Of the two Options, prefer A
- On Option A: On mark "E" ... why would you bring parking that far into an open green space and kill the open area? Delete that parking!
- On Option B: So much wasted no-where land open space makes this one poor. No good way for the public to access that and bisected by tracks. "City Hall" building is sprawling post-modern structure that feels 20th century and does not contribute to a positive urban context. Poor walkability with such long distances between spaces.



SAN MARCOS Transportation Corridors Study

Round 3 – Q1. Share your thoughts on the Hopkins Street/SH 80 Corridor and City Government Complex concepts. (comments)

This looks pretty, but what will this do to our taxes? We are already taxed to the hilt. Housing prices have skyrocketed making it so those who own are taxed out of their homes. Also, we don't need to lose anymore vehicle lanes or lose width in those lanes. The bike lanes don't get used enough to warrant this. I am aware you want to draw people to do more bike riding and walking. We don't need that here. We need walking paths and bike lanes in green spaces. Not here.

The construction would be a disaster and bane to the city for years. Nobody is trying to walk here. The real need is a bridge over the railroad crossing. This doesn't address any real needs, it only proposes a silly creative idea for an ideal town that doesn't exist here.

1. a. Hopkins Street/SH80 Segment 1: Downtown to the San Marcos River- Very BAD(!) idea to have opposing lanes of traffic in a four-lane road with no separation in downtown area where people empty out of the bars at night. I hate driving at night against traffic. People don't have the lights correctly adjusted, and the lights can shine into your eyes. This will be worse problem driving up the hill: after being blinded by the opposing car/truck lights, then the driver may be impaired to see pedestrians crossing the road on a green light (as they are known to do) after stumbling out the bars. It would be better to have a median in this section also to remedy this situation. Also, there are turns to businesses, parking, and Edward Gary St. and if you don't have a turn lane, this will back up traffic.

B. This plan discriminates against skateboarders. In this college town, there are at least as many skateboarders as there are bicyclists, although they are typically younger and not as adept at making their opinions known as are the bicyclists. Where are the safe areas for skateboarders?

Skateboarding is more aerobic (and takes more skill) than bicycling, and is actually safer. When skateboarders are injured, they rarely sustain the major fractures, like pelvis and femur fractures, that bicyclists incur when they crash. Plus, skateboards are way more cool than bicycles. But what do we see? Everything catering to the aging bicyclists!

2. 2. Hopkins Street/SH 80 Segment 2: San Marcos River to Thorpe Ln.- The median is too wide to just have landscaping with native plants or trees. It will be difficult and expensive to maintain without it becoming a trash magnet. Since turn lanes will be needed, why not narrow the median to the size of a lane? Since the median will have no transportation function (i.e., sidewalks for pedestrians), it should not be so wide.

3. Activity Center – City Government Complex Option A-

A. For years we have struggled with downtown parking. The obvious solution was a parking garage, but the big question was who was going to pay for it because the city did not have the money for an expensive parking garage. Yet, when the city hall is being planned for city workers, I see that a three-story parking garage with roof-top parking is no problem! Hmm... aren't you planning for all the city workers who ride their bicycles to work? Before you build covered parking for city employees, I would suggest that you build a parking garage for the downtown to help alleviate our downtown parking congestion. I recommend that there should not be a covered parking garage for this area until there is a parking garage for downtown.

B. It seems to me that the plan for " Urban townhomes to attract families and young professionals" seems a bit elitist. These townhomes should be affordable low-income housing instead. Our city government should lead by example. Low-income individuals face difficulties in shopping for groceries if they do not have private automobiles. Bringing groceries home on the bus doesn't work. The government complex, within walking distance of the HEB on Hopkins-Thorpe Lane, would be a godsend for those people. It's a natural fit. I hope that you will locate low-income, affordable housing



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in the government complex rather than "Urban townhomes to attract families and young professionals".

C. Option B for the government complex does not make sense. The parking should not be across the street from city hall. This will be a limiting and exclusionary blockade to those with mobility disabilities who wish to visit city hall or attend a meeting at city hall. I vote for option A for the City Government Complex for this reason. Also, a larger area of parkland across the street is more desirable because it is more flexible for use.



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Round 3 – Q1. Share your thoughts on the Hopkins Street/SH 80 Corridor and City Government Complex concepts. (comments)

I like the signalized and pedestrian crossing and the bio-boulevard storm water planning.

I'm concerned that the plans don't mention lighting. If one of the goals is to address the theme of sustainability and environment, the plan should consider the negative effects of night time lighting, especially upwards facing lighting, on migratory birds and other wildlife. We are in a migratory hotspot here.

We may regret implementing multi-use paths instead of dedicated bike lanes in the not too distant future since the population is rapidly increasing and the multi-use paths will not be able to support both modes of transportation at scale. Bikes crashing into pedestrians is never pretty. What are the plans for public transportation? If there's going to be a large parking structure next to city government complex, will there be frequent buses to take visitors to downtown and back? What about across the way to the library and activity center? Should there be a dedicated lane for buses instead of two lanes in the downtown area?

I like option 3, the Boulevard concept. I say this, because college students walk along the sidewalk to get around town, but by designating a specific side of the side walk to bikers could cause potential injuries from students not following the protocol and walking on the bike lane side.

Don't mess with our current city parks, or the library or activity center. It also looks as if the plans allow for a great deal of crowding and congestion, which bring problems. Apartments and condos should be somewhere outside of town and allow for more reasonable spacing. Bike lanes are wonderful and should add to the safety of biking, but please don't sacrifice traffic lanes for bike lanes. Our city is getting more crowded, and we need efficient driving lanes.



SAN MARCOS Transportation Corridors Study

Round 3 – Q1. Share your thoughts on the Hopkins Street/SH 80 Corridor and City Government Complex concepts. (comments)

Segment 1: I understand the thought process behind placing the bike infrastructure on the north side of the street, as it connects with the park. However, I disagree with the mid/long term viability of this location, as it does not take into consideration the actual process of navigating downtown and its on street parking issues. I believe that the bike infrastructure should be located on the southern portion of the street, as it does not impact on street parking as you go through downtown, all the way to the Moore/Hopkins intersection.

I would also like to see a lane reduction in the direction of downtown. We will always need two lanes in the direction of the river, due to the railroad issues, but once you pass CM Allen, we should be able to reduce to one lane from CM Allen to Moore on Hopkins. We can use CM Allen to divert a lane out, or perhaps Edward Gary to MLK, as MLK is intended to punch through eventually.

Segment 2: Strongly Agree. Unfortunately our train issue is going to require two lanes in both directions, and I am glad that you recognize this issue. Without trains causing the equivalent traffic back ups of 40 minor collisions a day, we could probably reduce to one lane in each direction, but that isn't changing anytime soon.

Segment 3: Generally agree, however we need to implement some type of access management program/restrictions to consolidate and decrease the number of curb cuts on both sides of the street, but particularly the side with the shared use path. Additionally, there is plenty of space between 35 and River Road for a shared use path on both sides of the street, and recommend implementing this. As the major shopping destinations are all on one side of the street, that is where/when we can realize some of these improvements.

Segment 4: I am not sure that this one was looked closely at? Are we envisioning a new Blanco River Bridge? Existing bridge bike/ped facilities are on the opposite side. I agree we need bike/ped infrastructure on the northeast side, but we really should have it on both. As envisioned here, the shared use path keeps jumping from one side of the street to the other between segments, there is a lack of continuity that will put people in danger at intersections.

Preference for City Hall A due to it appearing to be more in compliance with the impervious cover restrictions associated with this location in The River Corridor.

Really like the increased development density in this area. Maintain the oak trees and "boulevard" effect on Hopkins. Consider even denser development pattern here if possible. Combination of both schemes seems to be a good fit.

Anything that makes it easier to walk and bike is good!

They look great

Good ideas

For Segment 1C, I would prefer that this be a buffered bike lane instead of just 3ft of space. Vehicles drive 30-40 mph in this segment, and cyclists will need some type of protected buffer along this route.



SAN MARCOS Transportation Corridors Study

Round 3 – Q1. Share your thoughts on the Hopkins Street/SH 80 Corridor and City Government Complex concepts. (comments)

I am just thrilled about this project and continuing to work for such an awesome city. I work in the city hall complex and would like to get out of the portables if I can and maybe have a nice view of the park, instead of my current view of the parking lot, but I know this is about the city not me, so whatever y'all come up with, I'm sure it will be awesome.

I like the thoroughfare designs. I think either option A or B will work. Need to make sure there is enough parking for the dog park. It is the most used park in our community year round.

I'm SO impressed with these concepts! The need for larger sidewalks and separated bike lanes is complete with these beautiful proposals. In regard to the Government Complex option, I think Option A is better. It keeps the park as is and the buildings aren't separated by the road, keeping the multi-use buildings and complexes together.

Love the separated Bike lanes. Very Dutch! I like City Government Complex Option A, as it limits the town homes that back up to a rail line

This is a fantastic plan all around. I prefer government complex option B because it provides a good space for any future rail stops headed to or from Austin. The bike lane and shared use path going to FM 110 is absolutely necessary to connect the east side of town to downtown. Strong support.

Great to see so many fantastic protected bike lanes and safe, wide sidewalks! We desperately need fast, safe, efficient ways for human transit to cross I-35. The bio-boulevard concept is also fantastic. We need so many more spaces like this. I slightly prefer Option A for the government complex because it keeps the existing park space; but they're roughly equal in my view.

There is no information provided here regarding the effects this development will have on the river and flooding potential. Surely choices can be made based on what the land allows and putting the safety of our water as a priority. There is enough development on private land. Why does every inch of our public space have to be retail and condos? Those two "amenities" are certainly not what draws people to San Marcos. Survey after survey indicates more desire for undeveloped public space with actual investment in enjoyable usable green spaces. While it's obvious the City needs more work space, I would imagine that folks working for the City of San Marcos would rather step outside and have a park to eat lunch in than condos and concrete.



SAN MARCOS Transportation Corridors Study

Round 3 – Q1. Share your thoughts on the Hopkins Street/SH 80 Corridor and City Government Complex concepts. (comments)

While I agree with adding green space and making these areas friendlier to walkers and bikers, I oppose cramming more essential offices in this part of town. It's already hard to get through the traffic because of the big HEB, the library, and the activity center, and of course the trains. I avoid going through here to the post office at all costs. The traffic is simply dangerous on the other side of I35, and it's extremely hard to cross SH 80 or the access road to get back home in central San Marcos.

I like the city offices where they are off Wonder World because it's easy to get there without too much traffic. The old post office location was also MUCH better for the same reason. San Marcos is getting dangerous with everything crammed onto Hopkins St/SH 80 and the crazy way of getting onto I35. It is stressful to drive through there.

We really need more decentralized areas with essential services like groceries, post office, and library. San Marcos is big enough to have more than one PO and library now. I want to be able to walk and bike more to essential services as I age in San Marcos.

1. Greenspace is a premium never recovered once lost. Everything on the North Side of Hopkins is contiguous, integrated green space that future generations will cherish. Put the new City Hall behind the existing one where the townhouses (C) are shown, and once demolished, the current City Hall will provide expansion capacity for City Hall as SM's population expands..

2. Trees in Medians and College Kid Drivers equal death and permanent disability. Downtown is rife with kids that cross where convenient--jaywalk--for it is human nature. Same with kids' challenges in maintaining their lane. Medians are great at separating traffic, but ONLY low elevating planting as We need as much visibility and contrast as possible to prevent accidents by inattentive / drunk / immature drivers. Put differently, what's the acceptable number of maimed and killed pedestrians because somebody thinks trees look cool in a median?

12' lanes are for high speed highways and are not appropriate within any urban context. All travel lanes should be 11' maximum, which have are backed by research for helping to reduce speeds and make streets safer while still allowing more than adequate space for all service vehicles.

Bike boulevard or bike lanes flowing in same direction as adjacent traffic should continue throughout entire length of the project and definitely to Walmart where a lot of people shop. The east side has historically been denied adequate infrastructure and the omission of dedicated bike infrastructure here and expectation that bikes and pedestrians have to grapple with shared space makes it less safe and inequitable.

City government complex concepts feel forced and random. Townhouses seem inappropriate in this area, why not go with mixed-use office / commercial / city offices and housing over the entire site?



SAN MARCOS Transportation Corridors Study

Round 3 – Q2. Share your thoughts on the proposed concepts for the Guadalupe Street Corridor and the Guadalupe Street Parcels. (comments)

It looks like some sections will have bike lanes for two way traffic and others wont?

Guadalupe street parcels look very well designed. I would strongly encourage lighting in the alleys and permeable surfaces where possible with all the added imperious cover these buildings will bring.

Honestly the city has issues funding core services I am not sure if ROW is achievable without acknowledging that some of that road is TXDOT and maybe a partnership can help. I think you should leave the existing traffic lane flow the same and not try to make that a 4 lane two way road it's just not going to work now that there is so much large development in the lower area.

I would like to see the 10" Cycle track continue through Guadalupe Street/SH 123 Segment 2B – 3. I'm not certain two bikes could safely pass each other on a 6' cycle track. Otherwise, this looks outstanding..

Particularly on the Street parcels, placing a street-level crosswalk on a large, straight, smooth road surface with an existing speeding issue only invites tragic mistakes. Modern traffic control calls for physical protection of pedestrians, something a raised crosswalk and perhaps a textured road surface would offer

I'd like to see two-way bike infrastructure the whole way. Segment 2 prioritizes parking over having bike lanes in both directions, which is disappointing. If the road is simply not wide enough for bike lanes in both directions at some point paths, I'd be happy with a mixed-use path there, rather than sacrificing one direction of travel entirely. For the Guadalupe Street Parcels, I think we need a light if there is going to be a crosswalk, because traffic along Guadalupe moves very fast and I don't trust they would stop (our most recent pedestrian death was at the intersection of Guadalupe and MLK). If there's not an option to put in a light, I think better not to have the crosswalk than to encourage crossing where it won't be safe.



SAN MARCOS Transportation Corridors Study

Round 3 – Q2. Share your thoughts on the proposed concepts for the Guadalupe Street Corridor and the Guadalupe Street Parcels. (comments)

Segment 1: Sidewalks/planting areas are too small. Viable trees are incredibly important in this area to actually creating a usable bike/ped environment in a Texas downtown. Increase proposed ROW by min 6 feet and give evenly to both sides planting areas so you have a minimum 5 foot planter. 7 foot would be best. Cannot stress this enough. Otherwise good.

Segment 2A: This doesn't make sense. It only provides bike infrastructure to leave Downtown, provides no way to access Downtown. Additionally there is no provision for shade. I realize this is short term, but it does not solve any problems, at all. Recommend remove bike infrastructure (I do not make this recommendation lightly) and have increased sidewalks/ street tree planters.

Segment 2B: I don't know that we can take much ROW from these lots and still leave them viable for significant development, as they are not that deep to begin with. But more importantly, this option does not allow for any bike access to Downtown, only pushes people out. If you are going to take so much property as to make the lots undevelopable, might as well provide two way bike access, really you could just take out on street parking from one side of the street and it would get you there. I think long term solution very much needs bike/ped access, as getting across 35 is a big deal, but if it only gets you out of Downtown it solves no problems. In addition to Guadalupe, we also have LBJ as a vehicular entrance to town from 35, perhaps consider reducing inbound vehicular lanes to one? People will learn to take LBJ when the exit 35?

Segment 3: looks great!

Segment 4: Looks good, my only thought, is it might be better to have the bike infrastructure in the Parkway, to keep conflicts between peds and others to a minimum as we get further out of town, where the cyclists like to open up and start moving fast. But I don't know, that may be too much to ask.

Segment 5: generally looks good, however will it be set up to allow something like segment 4 if commercial development occurs? Recommend planning to require segment 4 along commercial areas.

Activity Center: Generally really like. However terminology is confusing, are you intending area labeled "mixed use" to actually be mixed? Ground floor already labeled commercial, so will upstairs be mix, or just residential? Upstairs is colored as residential, but labeled mixed, but downstairs is colored and labeled commercial.

Current bike lanes go unused. The intersection of Wonder World Dr. and Hunter Rd has become even more dangerous than before the bike lanes were added. These bike lanes (heading towards downtown) are now overgrown with weeds, contain rocks, gravel, glass, and trash from lack of use. Bike lanes in my part of town (just north and west of the university) go unused. They go unused all over town. Is the idea "build them and they will come"? This is ill-advised. I am familiar with transportation in The Netherlands, which depends heavily on bicycles. San Marcos will never be Amsterdam. For starters, the Netherlands is exceedingly flat and the climate is cool, making cycling accessible to old and young alike. People in large numbers will never adopt cycling in hilly, hot San Marcos. Spending on all these bike lanes is a fools errand.



SAN MARCOS Transportation Corridors Study

Round 3 – Q2. Share your thoughts on the proposed concepts for the Guadalupe Street Corridor and the Guadalupe Street Parcels. (comments)

In both of these survey segments, the bike/multi-use paths, switch sides of the road. I hope that will not happen in the final draft.

Seems like getting rid of the big ditches on segment3 will be really expensive

I think Guadalupe needs to be two way all through downtown. Same with LBJ (N and S). Like the Segment 2B.

There is nothing innovative about a four lane road. Will there be a trolley or public transportation strip? That would be innovative. To make downtown "livable" the green space ideas are the most appealing. Otherwise more buildings, concrete, and automobile exhaust make it hot and miserable in the summer. It will be great to incorporate green plantings between parked cars but why not more small green rest areas on the blocks between businesses and residential buildings?

4 lanes of traffic in segments 2A and 2B is too many. Induced demand will lead to those lanes meeting capacity in 5-10 years after construction. It's more important to focus on transit within the city so that more residents can live in and work in San Marcos without having to own and drive car on city streets.

I'm not really sure why you would acquire property only to put parking on it. The preferred solution should have bike lanes on each side and a substantial buffer. Alternately, you could put the parking in and take away a travel lane, slowing traffic and treating Guadeloupe like the urban street it is. That parking would then provide buffer for bike lanes on both sides.

The Guadeloupe street parcels are fine, but it's a shame the city spent money on them rather than saving it up for a local match for transit funding.

Insert eye roll emoji. Too many curb cuts and changes for such a short distance. Keep it simple. Sidewalks and trees are nice. Fix the drainage issue on Guadalupe between Grove and IH35. It's awful when it rains. I think some buildings might get in the way of this lovely drawing. How does the current TXDOT construction influence this? Hey, if you can fix the nightmare at IH-35 to De Zavala, especially between IH-35 and Staples Rd turn off, I've been waiting over 20 years to see some safety improvements there. That median is going to get driven over people heading south are going to want to go to McDonalds. And people heading into town are going to want Whataburger and Starbucks.



SAN MARCOS Transportation Corridors Study

Round 3 – Q2. Share your thoughts on the proposed concepts for the Guadalupe Street Corridor and the Guadalupe Street Parcels. (comments)

Applaud the Guadalupe parcel concept – uses make sense for downtown and demonstrates appropriate programming of land vs. utilizing valuable lot for parking.

Lack of cycling connectivity – dedicated lanes that provide safe and separate / all ages and abilities infrastructure for cyclists and pedestrians should be included entire length of this corridor. Bike lanes that disappear and force cyclists to mix with pedestrians create disconnected networks that are illegible to people that do not bike regularly, therefore doing little to invite more would-be cyclists to the mode. Disappointing proposal at this point.

12' lanes are for high speed highways and are not appropriate within any urban context. All travel lanes should be 11' maximum, which have are backed by research for helping to reduce speeds and make streets safer while still allowing more than adequate space for all service vehicles. Very disappointing to see the inclusion of wide, unsafe lane widths in these proposed cross sections.

I like the mixed use commercial and residential activity center design.

I'd really like to see two way bike lanes stretch through all segments. The one way bike lane seems like it's asking for people to ride the wrong way on and create accidents. Perhaps the 3 ft separation can be sacrificed in order to help make room for the other direction lane.



SAN MARCOS Transportation Corridors Study

Round 3 – Q2. Share your thoughts on the proposed concepts for the Guadalupe Street Corridor and the Guadalupe Street Parcels. (comments)

Segment 1

- This should be converted to two-way. 2-way would make it safer, less confusing for our large transient population, better for small businesses along it, etc.. As a two-way cross-section, it'd be pretty good!
- "One-way travel lanes to improve safety and reduce travel speed" is gas lighting. One-way lanes are known to demonstrably promote pass-through, higher-speed traffic. Any benefits at the intersection from 'looking just one-way' are generally negated by longer cross-times across traffic

Segment 2

- This cross-section is giving major priority to cars and expecting all northbound bikes to go over a large City block to access downtown. Misaligned priorities for an urban street
- These cross section encourages speeding with wide, multi-lane berths remaining for vehicular traffic. We should not be bringing 2 high-speed lanes into downtown. AT MOST these cross-sections should be a 3-lane configuration
- If multi-lanes remain, one should transition to be dedicated BRT/Transit in each applicable segment

Segment 3: Given the design speed of this Segment, suggest reducing the median width to 10 FT and giving 5 feet more to the planting strip on either side (making it 12 each side) to better protect the Multi-use paths

Segment 4: \$\$\$ This is a lot better than the grade separation and flyovers on which TXDOT generally spends massive bank, but still feels overblown. Main concern is how wide this ROW is essentially ensuring limited connectivity between east/west here.

Activity Center – Guadalupe Street Parcel

- The mid-block crossing is great!
- Generally this is a pretty good plan, but would suggest adding at least one floor on the mixed-use and commercial structures

All of the options above will be beneficial to the San Marcos community. However, San Marcos has had a bad experience with construction taking way longer than it should, which has cause a lot of unnecessary traffic. Whatever decision is decided, will make the community happy as long as the construction is done in a timely and reasonable manner. Construction over the summer is highly advised because there are not as many students on campus, making it easier on both parties accounts.



SAN MARCOS Transportation Corridors Study

Round 3 – Q2. Share your thoughts on the proposed concepts for the Guadalupe Street Corridor and the Guadalupe Street Parcels. (comments)

I don't like the shift from bike lanes to no bike lanes and then back to bike lanes between segments 2 – 4. I think that it's unnecessary to get rid of the bike lanes when you already had a good thing going :(

Downtown project – high density. Sufficient or any parking for the proposed mixed use?

Where did the bike lanes go??? Need them in both directions.

Like the concept for redevelopment/infill along Guadalupe. Treats Guadalupe like the true gateway that it is. Ultimately, evaluate to see if a full four lane section is required along Guadalupe between Grove and IH 35. Could two lanes in one direction, and one lane in the opposite direction then allow for a turn lane? Might improve traffic flow.

Like the Hopkins St./Hwy. 80 roadway proposals, the integration of biking, walking and vehicular travel is wonderful and much needed. That they are buffered from auto traffic is great! Kudos for this forward-thinking plan!

The development piece is fine, but I'm concerned that the retail/commercial space might be vacant for a long time, due to lack of demand. I've noticed the required retail & commercial spaces other high density residential developments surrounding downtown have built seem to be mostly vacant as I write this.

Lots of sidewalk and bicycle lanes – great!

Segments 1 & 2: Don't have a better solution without giving up an auto lane, which would be preferable.

Segment 3: Would prefer reconfigured with 11' lanes, 7.5' sidewalks, 5' bike lanes on each side.

Segment 4: Exciting design– I can't wait to see this!

Great!

Sounds great

Just be sure to incorporate walkability elements whenever possible – looks great!

This is great. One suggestion is to increase connectivity to areas off of Wonderworld Drive (ie, apartment buildings) and connect them through to SH 123. At the moment, there is not connection to streets that are very close in proximity.

Great to see so many multi-use paths, protected cycle tracks, and wide sidewalks. Hooray. Also love how easily segment 4 could become a BRT route. Love the mixed-use development concept for the "activity centers." Just please make sure they are safe and accessible by foot, bike, and transit!

More building with no parking. Why build a community center that will only be used by a few. Quit living in a dream world hoping for a utopian society. This whole design process has been driven by a small minority. Get your head out of the sand



SAN MARCOS Transportation Corridors Study

Round 3 – Q2. Share your thoughts on the proposed concepts for the Guadalupe Street Corridor and the Guadalupe Street Parcels. (comments)

I own a business and property downtown. Just the current changes that have been completed have caused traffic to back up, parking issues exacerbated, and make downtown travel difficult. With the traffic changes and the new high rise living accommodations, parking and traffic have become even worse. Streets are poorly marked. It appears to me that the people making the decisions and designs of the downtown area are not those that work daily downtown or own property downtown. The only people it appears to make design decisions are those that use downtown for specific events, on weekends, or rarely come downtown. The current design does not promote businesses used by families on a daily or weekly basis. It's disgusting to see the town try to put lipstick on a pig. As long as downtown consists of bars, bar food restaurants, and tattoo parlors, the only use it will get is by drunken revelers 3-4 nights a week with the trash and graffiti they leave or people coming in on special occasions or weekend tourists. Those of us that try to fight it out downtown running businesses saw this decline begin in the 1970's

I trust urban planners. You go!

Roads exist to drive, park and bike. Stop putting ridiculous curb bump outs and trees in the roadway. They add zero aesthetics at the huge expense of compromised safe driving, lost convenient parking and complicating navigation of corners and roadway. Look at the absurdity at Wonder World and Hunter/Hopkins intersection where you've created a roadway obstruction that literally dozens of cars impact every day because it is in a blind spot to the lower right while traffic forces one to look back to the left. Same with how y'all have screwed up LBJ where it goes North from Cheatham street. The striping paint is already wore out--the parking spaces are wholly unsafe and numerous cars have been sideswiped--and I've NEVER SEEN A SINGLE BICYCLE IN THE BIKE LANE. How much did the City Spend, \$100k? For what? learn from these mistakes, don't repeat them.

Looks awfully crowded. Do we really need more apartments in the downtown area? How many bars would be allowed?

For the street proposals:

I like the emphasis on pedestrian and multi-use paths. I would prefer if ALL segments had a bike lane, but this is Texas after all so the bar of expectations is already low as far as bikeability goes. As long as the multi-use paths are wide enough to where someone on a bike wouldn't have to scream at people to move out of the way, then sure its good.

Also the mixed-used development is 10/10. We need more of that on East SM, particularly Wonder World. I would love to live in a community void of strip malls, and instead prioritize development that is multi-story and multifunctional. I like how this model shows hidden parking, as opposed to parking that is typical in the U.S., where the developments are hidden behind massive parking lot setbacks.

Round 3 – Q3. Share your thoughts on the proposed concepts for the SH 123/North-South Connector Corridor and Medical Center area. (comments)

Having bike lanes in this area is huge with the high speed limits. Glad to see this will be incorporated!

Strongly support this (much improved) version over the last iteration I viewed several months ago. I think the proposed development at this location makes a lot of sense!



SAN MARCOS Transportation Corridors Study

Round 3 – Q3. Share your thoughts on the proposed concepts for the SH 123/North-South Connector Corridor and Medical Center area. (comments)

This is perfect and would need a push but an ideal location for a grocery store on the east side of town. I would prefer to see a larger amount of SF Homes but understand the market.

Segment 1: Reconfigure to eliminate shoulders, which increase speed and decrease safety, and have 7' sidewalks and 6' bike lanes on each side.

Segment 2: This is great!

Segment 3: Reconfigure to either have 6' sidewalks and 6' bike lanes on each side or 7' sidewalks and 6' bike lanes on each side and reduce median to 18'.

Activity Center: at least intersperse townhomes with single family. It's the practice of housing segregation

that perpetuates our inequality.

The landscaped median makes sense for this area. This area is very concrete heavy and the proposed green spaces will help with flood prone areas. It makes more sense to develop this area vs. areas closer to the San Marcos River.

I'm very happy with the planned pedestrian and bike infrastructure! My only complaint is the amount of space devoted to single-family homes. I'd like to see more mixed-use to integrate housing and commercial better, rather than a quadrant that is entirely commercial and one that is entirely single-family. Let's not build ourselves into another housing crisis by continuing to emphasize single-family homes.

I am glad to see there will be an underpass under 123. Will there be any connection (path, roadway) into existing housing areas, especially by the church which is between the study area and the hospital?

There should be a road into this area or an exit onto Wonder World Drive between the hospital and the power station. That area needs another exit route.

Will irrigation be installed? If so, what will be done to lower water usage?

Is the City encouraging development in the floodplain by building segment 1? Why is this being considered? Seems expensive and unnecessary. Segment 2 is a wide road between an existing neighborhood and an elementary school, again why is this necessary? The Activity Center talks about the area between Austin Community College and Wonder World (spelled wrong in presentation). Where is ACC? Is it planned for this area? Like the additional housing near Hills of Hays

Why are you mixing so many styles of bike lanes? Just commit to the two-way protected bike lane, it is the best way for commuting by bike.

There is potential here. I do like the focus on in-fill development, townhomes, etc. Some good use of bike/pedestrian infrastructure here... but making sure the route is coherent and predictable and safe (especially at large/wide intersections) is really the crucial part of turning this into a workable proposal.



SAN MARCOS Transportation Corridors Study

Round 3 – Q3. Share your thoughts on the proposed concepts for the SH 123/North-South Connector Corridor and Medical Center area. (comments)

Once again, it looks awfully crowded. And, how much right of way will be needed for any of these concepts?

The activity center concept vastly benefits cars to the detriment of all other forms of traffic. in persuut of easy conveyance, the building structures and streets are not built to the scale of people. Vast parking lots and excessive streets mean pedestrians are forced to cross large, inconvenient distances, and frequently confront car traffic throughout the design. Structured parking and denser buildings would make the area more future focused, environmentally sensible, and pleasant to spend time and money within.

It's interesting to me that you've put the second widest ROW in the section that will have an underpass. Will all of those amenities be maintained in the underpass? How will cyclists and pedestrians access 123 from the new center, and how will riders getting off the bus at the stop you highlighted on 123 access these neighborhoods. It's also not clear from the image whether the local streets near the north-south connector will intersect with Guadeloupe. Looks like maybe via frontage roads? What if 123/Guadeloupe was a urban road in this section, without the grade separation that will also serve to divide the two neighborhoods? Alternately, if you insist on prioritizing mobility over access on 123, can you at least make some more provisions for transit stops throughout its length, so that buses can one day benefit from such mobility.

I understand that segment 2 is the more urban of the three and would prioritize biking more, however this is a whole corridor that the city is redeveloping. Just put a simple bike lane at least connecting segment 1 and 2. Also why would the sidewalks get smaller when you enter segment 2 (the urban section), make it make sense please.



SAN MARCOS Transportation Corridors Study

Round 3 – Q3. Share your thoughts on the proposed concepts for the SH 123/North-South Connector Corridor and Medical Center area. (comments)

Segment 1

Sprawl inducer. Median way too wide. Shoulders increase speed reduce safety and create unnecessary impervious cover. This is a bad roadway design with a “hey, we’ve got a mixed-use path” adder which just boost costs but doesn’t support mode shift or safe streets.

Segment 2

Appreciate the cycle track on each side! Otherwise, there are too many travel lanes and the parallel parking is adding a lot of pavement width here. Imagine how much more cost effective this would be by deleting the parking and 1-travel lane each direction and how it would encourage denser development alongside it! You’d still have the median to provide continuous turn opportunities. Those changes make it cheaper, safer, and better.

Segment 3

This segment probably should not be built. If it is, it should be a 3-lane vehicular roadway at most with protected bike lanes and standard sidewalks.

Activity Center – Medical Center: This is pretty good, but the use mix should change to include more multi-family and much less General Retail. The “Single-Family Residential” should be changed to Townhomes (still SF, but signifies the appropriate level of density that should exist. All “Commercial” should change to “Mixed-Use”

It’s unclear how the two cycle tracks on either side of the road in segment 2 will connect with the multi-use path on one side of the road in segment 1. Requiring cyclists to cross the road will introduce risk and danger. Consider a two-way cycle track instead or continuing the cycle tracks into segment 1.

Road designs are good.

This is blackland prairie. It would be good to have local urban farms in this area.

North south connector is critically needed to relieve rapidly increasing IH 35 traffic volumes. Like the proposed urban section on both sides of Hwy. 123.

Could one of the proposed multi-use paths be reduced or eliminated if ROW is challenging to acquire?

Is this Loop 110? I'm not sure why we're calling it by a different name - maybe Loop 110 is only part of the entire "connector" road. I am all for it, especially with the attention paid to the needs of pedestrians and cyclists.

Outstanding.

Love it!



SAN MARCOS Transportation Corridors Study

Round 3 – Q3. Share your thoughts on the proposed concepts for the SH 123/North-South Connector Corridor and Medical Center area. (comments)

Planned growth – looks great, just incorporate walkability elements whenever possible including safe walking of animals, including proper lighting, separating walking from biking when possible, etc.

I think these are great ideas, but angled back-in parking may be more fruitful than parallel parking. Texans don't park as close with parallel parking in the major cities, creating less parking options. Angled back-in parking has proven to be safer, saves more space and allows for more parking spots.

https://en.wikipedia.org/wiki/Back-in_angle_parking

<http://www.mikeontraffic.com/introduction-back-angle-parking/>

<https://www.vox.com/2016/8/1/11926596/safer-back-into-parking-spaces>

Increase connection and provide alternatives for N/S travel here. Enforce density standards to increase the efficiency of property tax revenue generation so that proper transit can be provided along this corridor in the future.

11' max lane widths and removal of wide shoulders recommended throughout corridor to promote safe, slower traffic. 12' lanes with wide shoulders are unsafe and unnecessary and disregard current contextual road standards.

Need dedicated cyclist infrastructure and separate, safe pedestrian infrastructure throughout the full length of this corridor. Status quo design is disappointing and a missed opportunity to plan for / accommodate sustainable transportation options.

Overpass should be removed. Absurd to suggest "walkable" mixed-use medical center plan surrounding an elevated overpass that could not be more at odds with this concept.



SAN MARCOS Transportation Corridors Study

Round 3 – Q3. Share your thoughts on the proposed concepts for the SH 123/North-South Connector Corridor and Medical Center area. (comments)

Significant concerns:

When planning for bike/ped, there needs to be some continuity of infrastructure, or a GOOD plan to account for infrastructure transitions. If people consistently have to switch sides of a major road to use the bike/ped facilities, then we have failed, people won't do it cause it's hard.

If this road is intended to actually reduce congestion, limit access to intersections only. That doesn't mean we need a feeder, just that more cross streets and parallel streets are needed. Otherwise this is just an exercise in economic development spending and will just serve to create new areas of congestion.

Segment 1: I do not understand the lack of a sidewalk on one side. I get that we have a shared use path on the other, but I do not think that is adequate. Because we are planning for shoulders I am fine with only a sidewalk on one side, and shared use on the other, but there needs to be a plan for sidewalks on both sides.

Segment 2: This is good as long as bike facility transition is accounted and planned for, which will be very difficult.

Activity Center concept 3: Yes I am generally in favor. A little confused by marking of what appears to be town homes as multifamily, in addition to traditional multifamily. I know that the "single family" feeling MF is starting to become a thing, but they always try to avoid building the roads, as it is not as profitable.

Segment 3: Again, big change is bike facility type. This one is a little easy to plan for, but will still be complicated for those traveling towards the one way facilities if going in opposite direction of said facility. Recommend 14-15 foot shared use paths out here.

What about the 110 extension? Does that not serve as a N-South Connector? Also there are existing neighborhoods and schools in this area that are not noted on this map. Actually, why isn't there an education corridor? SH123 would be a good one with so many K-12 schools. We need to focus on making safe routes to the schools and around the schools a priority for this area – on existing roads (ahem sidewalks) and potential road.

I disagree with this conceptual plan since it only takes medical area into account and emphasizes roads. Walk or ride a bike around this area and then reconsider. People live and go to school here. We walk and ride bikes in this area. Pedestrian/safety infrastructure should be the priority over widening roads. I want to see that reflected in this concept.



SAN MARCOS Transportation Corridors Study

Round 3 – Q4. Please share any general comments you have about the study goal. (Comments)

As long as traffic slows down on Hopkins Street. People speed through there.

A lot of concepts were heard: park pockets, mixed-use development, pedestrian connections, bicycle lanes, etc. I hope stormwater control features and reuse will be pressed on the developers who will be coming into these spaces. Especially the city buildings – leading by example. How these spaces are being built is just as important as how they are designated.

The Hwy. 80 and city complex assume city hall will stay where it is. I think City Hall should be moved Downtown instead

of spending millions to remodel where it is. The 14 acres where it currently is could be used for all kinds of housing. The funds raised by the sale or lease of it could be used to help relocate city hall.

I wonder if any of the stops we currently have will have shelters or a bench for elderly or the handicapped population.

This is a vast improvement over anything we have now. I believe that bike lanes in addition to sidewalks on each side of the roads are the best, far-sighted solution. I am a frequent cyclist and walker.

Great job! I'm impressed with the thoughtful and engineered work done.

I find the study overall a great improvement overall on past city design, including welcome access to other methods of transportation than personal automobiles. However, I would like further inclusion of dense buildings, structured parking lots, and raised pedestrian crossings. These solutions are more space efficient, increase acreage for economic development, and make spaces welcoming for residents to enjoy safely and frequently.

Please continue to prioritize pedestrian and bike infrastructure—I'm so happy with this plan overall, but I want to emphasize that we need two-way bike infrastructure in every section here if we're going to create a functioning network for bikers. We should never be prioritizing parking over bike lanes (or over virtually any other land use). I also want to cast my vote generally for more mixed-use and medium density housing. Every single family home we build now will contribute to the next generation's housing crisis.

I'm pleased to see the extent to which walking and biking factor into these designs; however, there appears to be little consideration as to how these proposed lanes and paths will connect between segments on single stretches of road in the study (e.g., Hopkins), which suggest there may also be little consideration about how these lanes and paths will intersect with existing city infrastructure.

Overall there appears to be a presumption that residents and employees in San Marcos transit by privately owned vehicles and, moreover, that cyclists and pedestrians are guests in otherwise car-centric spaces — and not the other way around. Do we have to dedicate so much public space to private vehicle transit corridors?

Furthermore, while historic preservation is an important dimension to the present conversation about planning for the future of San Marcos, "historic preservation" is only ever discussed in terms of maintaining architectural integrity of existing private property and some public buildings (i.e.,



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“character”). Equally important, however, is the historic preservation (or restoration!) of the *public* streets within these neighborhoods and the transit behaviors they engender (biking, walking, slow driving) and fostering the historic SM character of community and neighborliness.

More broadly, why isn't the city engaged in fervent conversations with state and regional planners about the development of a Central Texas rail network with stops from San Antonio to Round Rock to reduce the burden of car ownership and the high infrastructure demands that vehicular networks require?

So I generally agree. However, as reflected in my comments, the bike/ped planning appears disjointed and uncoordinated. Bike wise, my biggest concern is Downtown. Guadalupe Street (short term/long term), it doesn't make sense to only have a one way service here, either short or long term. Take it out of the short term and put in the trees. Then long term take out one side of the parking. It's not there today so we won't miss it. And Hopkins from the River to Downtown it is on the wrong side of the street. Put it on the south side of Hopkins where it doesn't interfere with any on street parking and take it all the way to Moore. We will need a second Bike/Ped Bridge on the south side of the river, but we need that anyhow.

Limit access on the 21 extension to intersections only, no driveways, like Wonderland/New RR 12. Don't jump between completely different styles of bike facilities without a transition plan, that plan probably needs to take place over a significant distance (maybe several blocks), not just at an intersection.

The bike lanes are a waste of money. I say this as someone who enjoys cycling around San Marcos on cool autumn days.

Though it is helpful to have bike/walking lanes, we also need to provide adequate motor vehicle lanes as many of us can't bike and need to use our cars.

I highly suggest that the next transportation study include the Wonderland Dr. corridor, this area is highly used and needs an updated street network, the walkability and overall disconnect is unbearable.



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Round 3 – Q4. Please share any general comments you have about the study goal. (Comments)

Overall, this exercise feels like bike and ped infrastructure is just bolted-on to status quo unsafe thoroughfares that prioritize vehicular convenience & speed over all other priorities. It's clear there is a primary guiding principle of being terrified to do anything that might reduce the convenience of automotive travel ... and that's not "Platinum Planning" in 2021.

The prioritization of street users frequently feels completely backward for the urban context of most of these segments. Cross sections should have been built thinking about (in order): peds, bikes/scoots, transit, freight/delivery, and (LAST) personal autos. By just bolting on active modes, there is an overarching increase to the cost-to-implement without doing much to promote mode-shift or meaningfully reduce vehicular speed. Is this better than getting no active transportation infrastructure? Sure, but there are questions about maintenance and mode-share that will persist and burden the community. And still, provisions for prioritized mass transit basically don't feature at all here.

This study should have been (still can be!!!) an opportunity to SHIFT resources from failed vehicular roadway spending toward more efficient forms of transportation (both for resources and population scale). Right now, it appears the traffic models are just extrapolating out the existing mode-share and creating a self-fulfilling negative feedback loop of induced traffic demand and future congestion.

On a positive note :) the Activity Center plans have some positive moments but the livability may be subverted by the adjoining rights of way that plan to carry way too many cars.

I think the ideas are valid, but I am not a fan of the construction process that comes with development. San Marcos is a small town with a lot of people during the school year, but the traffic is not bad enough to where there needs to be expansions.

When any area is unnecessarily crowded, there will be multiple problems. Clearly we will grow, but let's not discount quality of life, which needs a certain amount of elbow room to be comfortable. Please don't allow any more huge apartments complexes in or near downtown. There's no room for regular, hopefully local, businesses. And then there's parking. We came to SM in 1967, and parking was a problem then. Most people will continue to use cars, and fewer people will walk or bike.

I am strongly in favor of making San Marcos safer for walkers and bikers and adding green space. But we also need to seriously look at traffic congestion and avoid cramming already congested areas with more businesses and housing. San Marcos is becoming a scary and unsafe place to drive, especially in the Hopkins/SH 80 area. My dream city is one that is less centralized where each separate area is developed with essential business and culture so residents don't have to fight the traffic every time they leave home and can even live life without a car.

I also have to say that it looks like San Marcos will be fully under construction for the rest of my life!



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Round 3 - Q4. Please share any general comments you have about the study goal. (Comments)

I think the goal is useful, but the designs aren't quite thought through enough to encourage the options. Right now, it feels like you're putting things where it's easy to rather than thinking through what a connected and seamless bike-walk experience is. The tension seems particularly strong on Guadeloupe, which is extra interesting because if the plan for a second downtown goes through, and the medical center plan, then Guadeloupe would be a string of urban centers. If so, it absolutely should not be a grade separated boulevard but rather an urban main street.

Critical areas to address include the Hopkins/Hwy 80 area from IH 35 to the Blanco River, as well as the need for the North/South parallel corridor. Please fast track those components.

I think the ideas and concepts are all efficient and will attract more people to San Marcos. It seems that it will increase the safety as well, since there is many college age kids walking around town.

No additional comments

Thanks for encouraging public review of these plans.

So glad to have a great geography and public admin program to produce good urban planners.

You guys do great work, I'm excited to see our city grow, and I just love working this city.

I love all of these ideas. The one thing I would offer to the planning committee is to consider Angled Back-in Parking. I have lived in cities that offer this and it is so much safer than pull-in parking. I used to live in Philadelphia so am very experienced with parallel parking... folks in TX aren't trained well with parallel parking and overall the Angled back in parking is safer and allows for more parking spots.

I think we need to look at other long term sustainability options like urban farming and food sustainability while we have the chance.

These concepts are fantastic. Please continue to enforce the density standards along these corridors so that property tax revenue is sufficient to maintain them in the future. Transit and bicycle options will be crucial here to avoid traffic in the future, and those systems are tough to maintain through single-family zoning districts which are notoriously inefficient from a revenue standpoint.

There is some really promising bike and pedestrian infrastructure here. Great job getting these ideas into the project. I hope they survive to the final versions, as they could REALLY help move San Marcos towards giving people true transportation and housing options. Very important! (Many of these areas, like the medical center, are currently inaccessible, or at least dangerous, when walking or cycling.) I'm also glad to see the city use some of its own land to promote mixed use development in the city's core. I think it's so important, and it could help improve our community in ways that impact and improve quality of life, and that protect our natural resources/river from automobile pollution.



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Round 3 – Q4. Please share any general comments you have about the study goal. (Comments)

I have seen concept after concept tried in this city. Everyone has been a disaster. This one will be a disaster too. The ill effects are already being felt as a downtown business owner. We have no jobs here that support your vision of downtown living. The downtown will be populated by students and the issues that come with them. Your concentration should have been to improve neighborhood infrastructure. The changes to Hopkins St will cause problems. You sought a solution where there was no problem. This town was lost years ago in the wild days of building in the late 70's and 80's. There never has been a push to solve parking problems downtown. My family has operated a business downtown for 70 years. Not once has anyone attempted to contact us or any other building owner/business owner with some longevity in the area. I could go on and on about the changes through the years of downtown.

We all know the you are going to do what you want to do and that the developers are going to get their way. The bike lanes on Hunter are dangerous to cyclists and to drivers. The cones are messed up, the bike lanes are a mess. The parking on LBJ is dangerous because it is difficult to tell the cars are not moving. The lanes end suddenly on Hunter Road coming in from the outlet mall area. This is all a glory project for city staff and elected officials who tout multi modal. You do not indicate the dollar amount and where this money is coming from My friends are out of work. This should be low priority. Do you have data that people are even using your busses?

Overall disappointed to see status quo vehicular design throughout this proposal. Discussion of making this a "multimodal project" is all but lip service if the designs don't shift considerably to ensure safe, connected infrastructure for ALL modes. Unsafe 12' vehicular lanes have to go. Cycling infrastructure should not appear and disappear (or take drastically different forms) as the current designs show. Bus stops should be integrated with designs.

Why isn't the university an "activity center"? Lindsey Hill needs to be developed.

Get rid of parking minimums. Surface parking makes areas less walkable.

The plan for all three areas included the same exact ideas. All are very car centered instead of human being centered. With all the tax dollars coming into the area it would be nice to maintain some character. The people of San Marcos love the river and more concrete and cars only adds to pollution to the river + flooding. The Hwy 123 area is already heavy with concrete so it will be an improvement to have more green spaces but the two in town areas are going to get eaten up with wide concrete streets. If we are going to make the city more walkable then we are going to have to focus on alternatives to cars.