

It's real.

# SEGUIN MASTER THOROUGHFARE PLAN

Kimley»Horn

**DRAFT**

April 2017

# ACKNOWLEDGMENTS

---

# CONTENTS

---

<b>Chapter 1: Introduction</b>	<b>1</b>
Purpose of the Master Thoroughfare Plan	1
Existing Transportation System	2
Transportation Planning Framework	4
Demographic Overview	6
Public Input	6
<b>Chapter 2: Thoroughfare Plan Update</b>	<b>7</b>
Master Thoroughfare Plan Overview	7
Alignment Review and Update	7
Thoroughfare Design Standards	9
<b>Chapter 3: Downtown Streets</b>	<b>18</b>
Downtown Transportation Issues & Concepts	18
Downtown Street Design Options	24
Downtown Corridor Design Concepts and Recommendations	28
<b>Chapter 4: Implementation and Recommendations</b>	<b>33</b>
Prioritization of Transportation Needs	33
Funding	33
City Code Modifications	36
Integration of the MTP and MPO Bicycle & Pedestrian Plan	38
<b>Appendix</b>	<b>40</b>

(this page intentionally left blank)



# CHAPTER 1: INTRODUCTION

---

## Purpose of the Master Thoroughfare Plan

A Master Thoroughfare Plan (MTP) establishes a community's transportation policy direction and provides a long term vision of the major street network necessary to meet future mobility needs. The thoroughfare network forms one of the most visible and permanent elements of the community. The MTP, Future Land Use Plan and Comprehensive Plan establish the framework for community growth and development, and forms a long-range statement of public policy.

This plan serves as the primary tool to enable the city to preserve future corridors and the necessary right-of-way to establish appropriate thoroughfare corridors as development occurs and improve the existing street system as the need arises. The MTP locates and classifies major streets by needed capacity for through traffic, access to adjacent land uses, and compatibility with each street's development character. Street design guidance in this plan provides the ability to better integrate networks of other mode choices, including walking, bicycling, and transit. The plan guides future investments and provides the public and the development community with information about the long term plan for the road network. Simply put, a Master Thoroughfare Plan is a community's blueprint for a safe, efficient, and sustainable transportation system. It seeks to create and sustain a system that balances local and regional priorities and existing and future conditions, to steer the community toward its vision for the future.

**Chapter 2: Thoroughfare Plan Update** of the MTP includes information related to roadway classification, right-of-way requirements, basic design criteria (including lane widths and medians), and the number of through travel lanes for each thoroughfare in the city. It also establishes the concept of context zones and context-sensitive alternative street design which provides the tools to determine different street design priorities based on the character of development in an area.

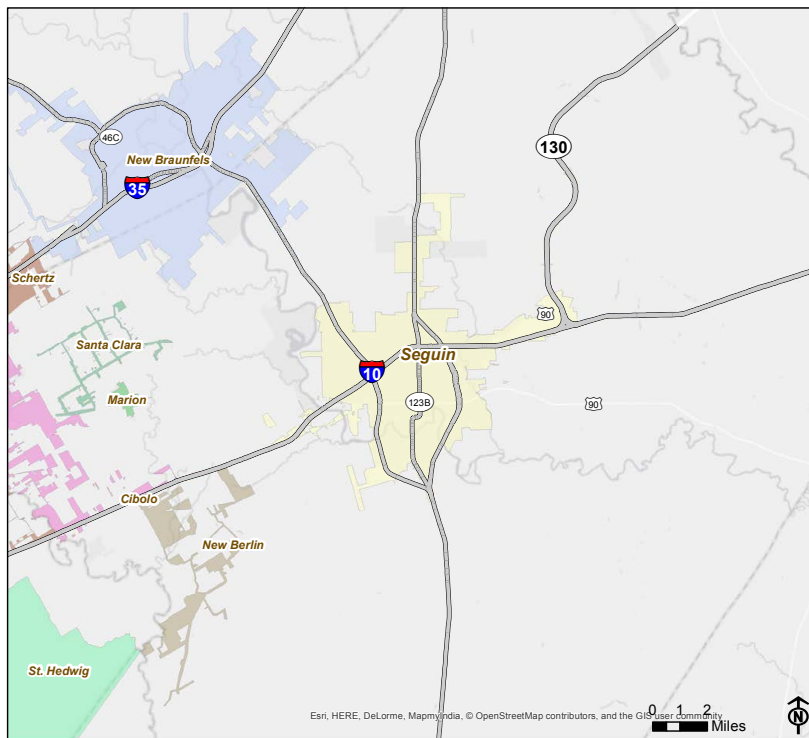
**Chapter 3: Downtown Streets** provides focused guidance on how to adapt streets within the Downtown area to better meet the unique transportation needs of the district and to support the development and economic goals of the historic heart of the City.

**Chapter 4: Implementation and Recommendations** outlines recommended prioritization of transportation improvement needs to provide the City with the ability to best determine effective timing for mobility investments. It also discusses additional steps for successful implementation of the MTP.

## Existing Transportation System

### Highway System

With its prime South Central Texas location and proximity to Interstates 10 and 35, the City of Seguin remains strategically located within one of the fastest growing corridors in the country, which is fueling new economic and residential growth within the area. Interstate 10 is one the primary regional highways serving the City, connecting the community to San Antonio and Houston. The addition of frontage roads along portions of the interstate are currently under construction, and are anticipated to improve access to adjacent properties and support additional economic growth. The southern extension of State Highway 130, which was completed in 2012, provides an additional gateway into Seguin along its eastern city limits boundary and provides an alternative route north to the greater Austin urbanized area. State Highways 123 and 46 provide both local and regional connectivity between Seguin and the cities of San Marcos and New Braunfels, respectively. As development has rapidly continued in each of these cities in recent years, accommodating increasing travel demand on these roadways has become particularly important.



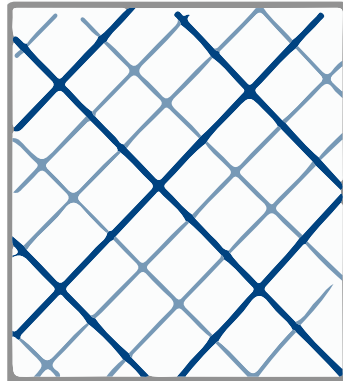
**Seguin Area Highways**

### Existing Thoroughfare Network

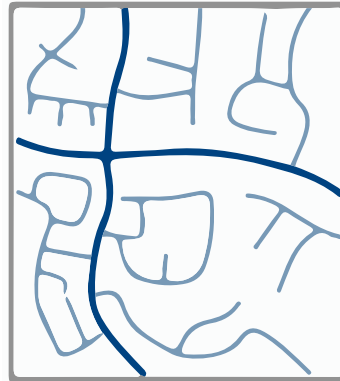
SH 123 and 46 are the backbone of the City of Seguin's thoroughfare network. These facilities primarily function as regional corridors, but they also serve as essential roadways for trips between major activity areas within the city, particularly the SH 123 Bypass which provides local access for one of the main commercial corridors in the City. Cross-town mobility also relies heavily on a number of Texas Department of Transportation (TxDOT) arterials. Court Street (US 90A), Austin Street (Business 123), and Kingsbury Street (US 90) each traverse the City's developed areas and carry some of the higher traffic volumes, providing connectivity to downtown, Texas Lutheran University, business activity centers and many of the established residential areas.

Historically, Seguin's street network has been laid out on a grid network with blocks divided by a grid of straight streets, running north-south and east-west. The majority of the existing established community and older residential areas benefit from this grid street system, which provides a high level of connectivity and route options, and continues to serve the central City well. However, in recent decades,

it has become more common for newer residential subdivisions to be designed with a curvilinear street pattern, cul-de-sacs, and often with fewer access points. These areas tend to collect traffic from residential areas and channel most trips onto major thoroughfares. This pattern reduces route choice, creates greater congestion on arterials, and often discourages pedestrian and bicycle travel. Proper thoroughfare planning can ensure that as new subdivisions are developed, adequate connectivity within and between neighborhoods are maintained.



*Conventional Grid Network*



*Curvilinear Street Pattern*

## Traffic Volume Trends

Historical Annual Average Daily Traffic (AADT) volumes provide information on traffic history and changing trends on Seguin's roadway network and can provide insight on how the network performs. The highest traffic volumes within the City are along Interstate 10 and SH 46 (north of I-10). Since 2010, these highways have experienced a significant increase in traffic volumes, with I-10 increasing 50-60% and SH 46 increasing 25-30% over a 5-year period. Planned improvements to Interstate 10 to widen the highway from 4 lanes to 6 lanes has been included in the Alamo Area MPO's long-range transportation plan. These additional lanes are anticipated to help accommodate future increases in traffic, both from freight and regular passenger use. In addition, the addition of frontage roads along portions of I-10 and an improved interchange at I-10 and SH 46 are currently under construction and are expected to improve local circulation and traffic flow in this area.

Historical traffic volume data has shown that volumes on many of the other major and secondary arterials through the City remained much more stable or in some cases decreased in past years. Court Street and Austin Street through the downtown area have experienced a 25% decrease in traffic since 2010, while Kingsbury Street (between SH 46 and SH 123) has maintained relatively consistent traffic levels in the past 5 years. Each of these thoroughfares are operating within their designed daily capacities, with the main traffic delays likely only occurring at the intersections during peak travel times.

## Bicycle and Pedestrian System

Throughout much of the city, the primary facilities for non-motorized travel and active transportation are sidewalks. In newer areas, most sidewalks are constructed at the time development occurs and the City is responsible for the upkeep and maintenance of adjacent sidewalks. However, older neighborhoods are typically in greater need of sidewalk repairs or lack sidewalks altogether. In recent years, Seguin

has made significant investments in improving sidewalk connectivity on some of the thoroughfares with higher pedestrian demand. These investments have included new sidewalk construction projects along Mountain Street, Cedar Street, Court Street, College Street, and Jefferson Avenue.

The City has also begun integrating trail and bicycle facilities to connect key areas around the City.

Most notably, the Walnut Springs Trail was officially opened at the beginning of 2017 and creates a 2.5 mile off-street hike and bike connection from Convent Street, through the downtown Walnut Springs Park and new public library, north to Park West and areas near FM 78. Until recently, there has been less implementation of on-street bicycle facilities, with only a few streets designated as bicycle routes with marked shared lanes. Funded improvements along North Austin Street will include new sidewalks and dedicated on-street bike lanes. There are many opportunities to improve bicycle and pedestrian connectivity, and a recent 2016 Bicycle & Pedestrian Planning Study by the Alamo Area MPO has identified a recommended set of future improvements to create a well-connected active transportation network.



**Walnut Springs Park Trail**

(Photo source: Seguin Main Street Program)

## Transportation Planning Framework

### 2008 Comprehensive Master Plan

Seguin's Comprehensive Master Plan, completed in 2008, establishes the vision to guide future growth and development. The plan includes a Future Land Use Plan that identifies a series of land use districts, each with its own unique physical characteristics, mix of uses and development character. This plan also introduced new thoroughfare alignments and transportation concepts to accommodate future trip demand and support the development vision.

Some of the primary transportation strategies introduced in the 2008 plan include:

- Create an Outer Loop arterial that connects the regional highways together and develop more of a hub and spoke roadway system, with limited access intersections at where the Outer Loop intersects existing highways and major arterials.
- Accommodate increased vehicular trips outside the city center with additional arterial and collector connections in developing areas.



- Better define the thoroughfare network with a hierarchy of street types that better differentiates streets by their intended purpose, capacities, and function.
- Reduce vehicular trips, particularly in the city core, by shifting trips to walking, bicycling and potential future transit.

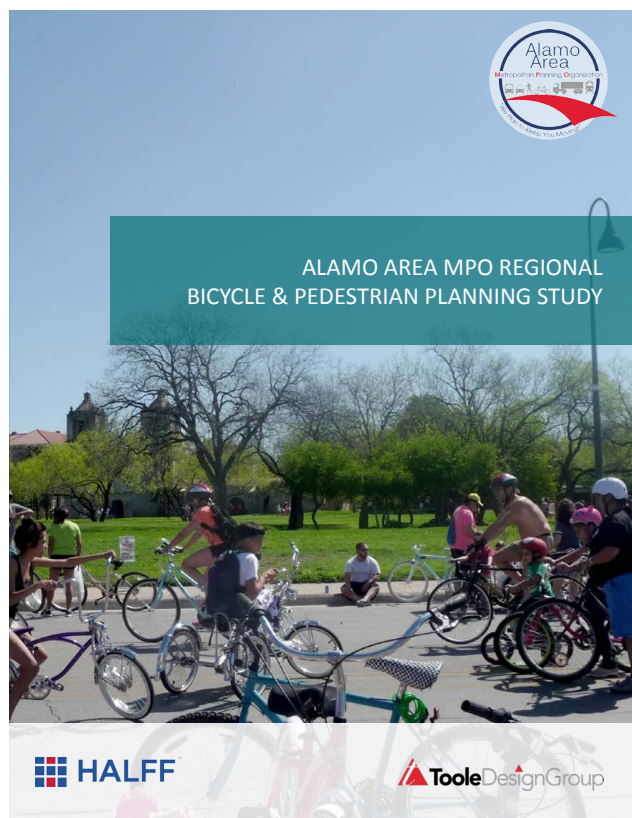
This 2017 Master Thoroughfare Plan is intended to build upon the past efforts and momentum of the 2008 plan, with the primary goals of refining the alignments of proposed thoroughfares based on feasibility, refining transportation concepts, and establishing improved and flexible roadway design guidelines, to better serve the community both in terms of a comprehensive vision and in its day-to-day use.

## 2016 AAMPO Bicycle & Pedestrian Planning Study

This plan also incorporates the Alamo Area MPO Bicycle & Pedestrian Planning Study, completed in 2016. This purpose of this plan is to provide “recommendations for physical improvements to develop a pedestrian and bicycle network and policy and program recommendations to promote walking and bicycling in cities and throughout the region.” While this was a regional planning study, the process provided focused analysis specifically for the City of Seguin to develop a bicycle and pedestrian network that both serves the local community and integrates the network with the surrounding region.

Primary goals of this plan include:

- Focus on improvements along key corridors within the core area that will become the major walking and bicycling network for the City.
- Link the core network to key focal points beyond I-10 and SH 123 so that fast growing areas of the City are connected to the core.
- Develop high quality walking and bicycling facilities that are appealing and comfortable to use and that are attractive to area residents.



*AAMPO Bicycle & Pedestrian Planning Study*

The planned bicycle network identifies priority future routes of bike lanes, shared lanes, and wide shoulders, as well as priority locations for sidewalks, trails, and shared-use sidepaths.

## Demographic Overview

The quickly changing demographic and economic growth conditions in the South Central Texas region is one of the primary reasons to reevaluate the City of Seguin's thoroughfare plan and stay ahead of future travel demands. With new residents and economic development continuing to surge into the region, Seguin will face critical decisions on how to accommodate the increase in trips both locally and regionally. As of 2015, Seguin has an estimated population of 30,006, which is a 19% increase since 2010. This growth is higher than the statewide population growth average, and with neighboring communities already experiencing even greater growth, Seguin is positioned to attract significant new amounts of development. At the current growth rate, Seguin's population could reach nearly 50,000 residents by 2040.

## Public Input

An important component of the process to update Seguin's MTP was the identification and integration of the community's transportation priorities, which acted as a guide for the development of the new plan. Instead of addressing limited components of the network with a focus only on vehicular movement, current transportation planning best practices include improving the efficiency of the system in ways that promote the community's values. Cities are implementing complete streets and context sensitive solutions to create safer, more livable and visually appealing places that are consistent with their social, environmental, and economic values. For this update, the priorities of Seguin residents, businesses owners, and community leaders were evaluated to reflect the desires of the community.

The public input process was designed to encourage involvement from a broad spectrum of stakeholders in a variety of formats.

- A **Task Force** consisting of representatives from City Council, the Planning and Zoning Commission, the Long Range Planning Committee, Main Street, and the Historic Design Review Board provided direction and served as a sounding board throughout the process.
- Two **Public Meetings** were held for those interested in taking part in the process in person. The first multiple day open house provided a focus on downtown transportation issues, with topical stations aimed at gathering specific types of input. A final meeting presented the final draft plan document and map for public review prior to adoption.
- **Public hearings** held with the Planning and Zoning Commission and the City Council provided the community a final opportunity to provide input during the plan adoption process.



*Task Force Meeting*



*Downtown Open House*



# CHAPTER 2: THOROUGHFARE PLAN UPDATE

---

## Master Thoroughfare Plan Overview

The Master Transportation Plan is the tool that enables the City to preserve future roadway corridors and to protect or acquire the necessary right-of-way to improve the local transportation system. To improve the functionality and feasibility of the plan, the update process included a review and update of future thoroughfare alignments, thoroughfare design standards and cross sections, and the integration of land use context zones to provide the City with the ability to develop context-sensitive alternative street designs, where appropriate.

The updated Thoroughfare Plan Map is presented in **Figure 2-1**.

## Alignment Review and Update

The 2008 Comprehensive Plan established a completely new development framework for the community, with a proposed thoroughfare network to support future growth. Since that plan, development and infrastructure conditions have changed in parts of the City, and since many of the proposed thoroughfares were purely visionary, they did not completely take into account all physical and development constraints, resulting in some alignments being impractical to construct. This updated plan reviewed future thoroughfare alignments to reduce conflicts with existing and planned development, existing rail infrastructure, and physical constraints, such as creeks and floodplains. In addition, with the completion of SH 130 since the adoption of the comprehensive plan, roadway alignments were adjusted to match up with the existing SH 130 designed interchanges.

With growth and expansion of Seguin's city limits over the past decade, large areas of the City's extraterritorial jurisdiction (ETJ) remained without planned thoroughfares. While many proposed arterials and collectors in outlying rural areas will likely not be needed or constructed within the next 20 to 30 years, a primary goal of this plan was to identify and preserve appropriate transportation corridors so that as development occurs in the future, the City will have the ability to provide adequate connectivity to serve the needs of the community at that time.

One of the key thoroughfare components of the previous MTP was the alignment of an Outer Loop, a major six-lane parkway facility that would provide additional cross town connectivity for new growth areas. This concept is being carried forward, but with the alignment shifting further out from the central parts of the City to allow for additional growth served by a more gridded network of arterials and collectors within the new Outer Loop alignment. Appropriate spacing and feasible alignments of arterials and collectors were added to the plan to serve future residential areas and commercial nodes.

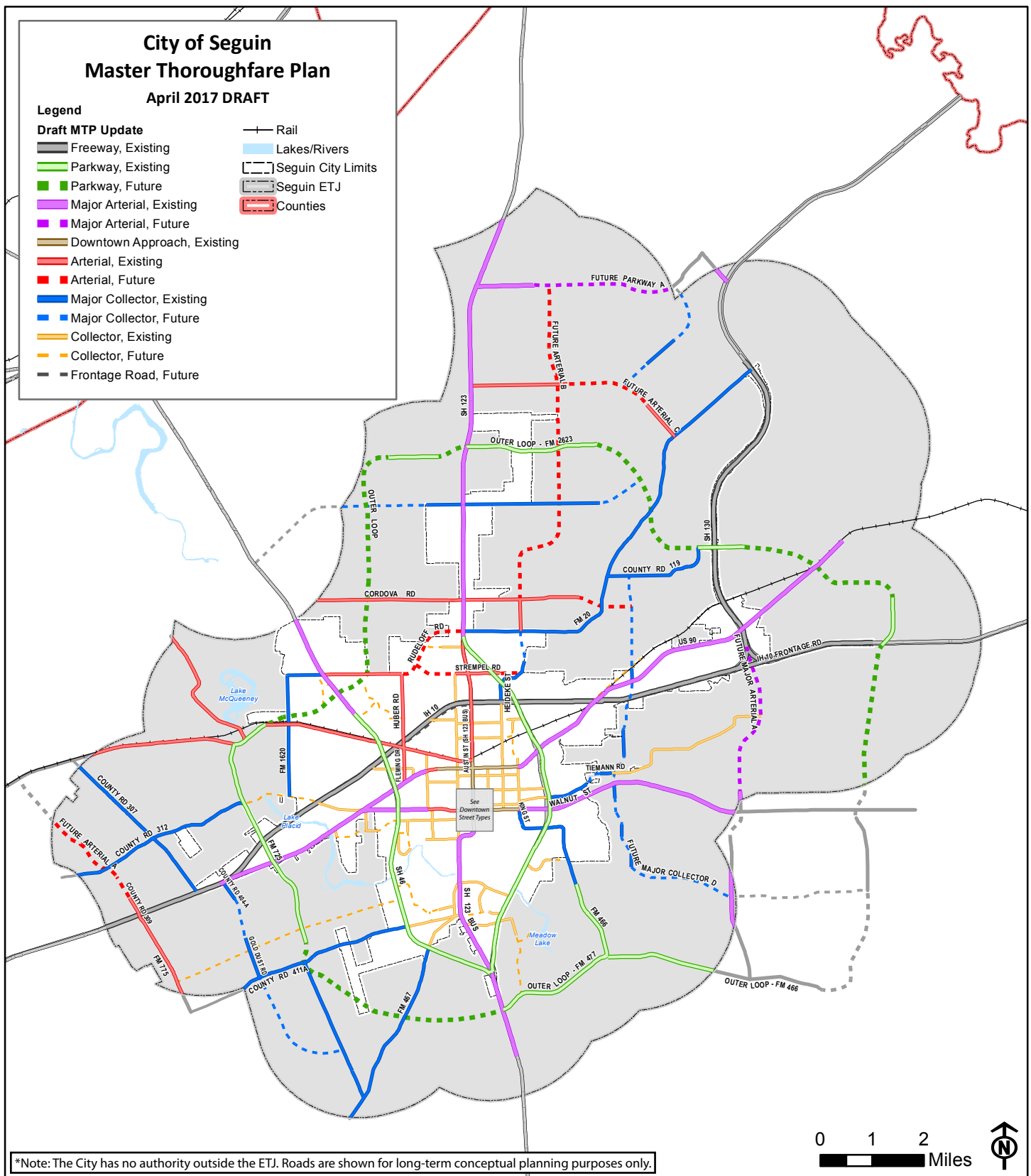
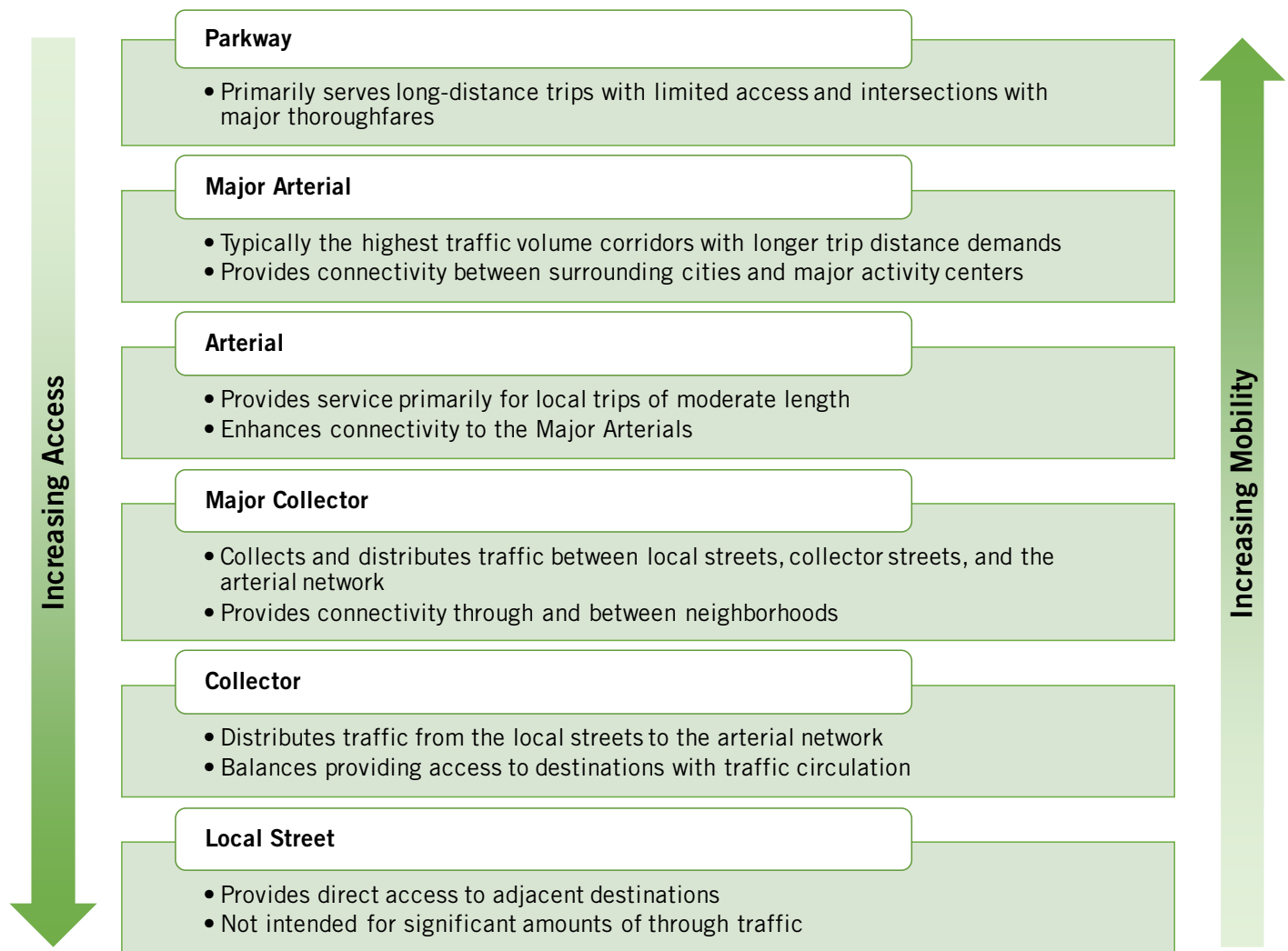


Figure 2-1: Master Thoroughfare Plan

# Thoroughfare Design Standards

## Functional Classification System

Seguin's Master Thoroughfare Plan is comprised of a variety of standard street types, with the overall system designed to maintain a balance between mobility (the through movement of trips) and access to destinations. Seguin's functional classification system is structured in a hierarchical manner, with the goal of providing a balanced network with appropriate roadway capacity, access, and efficiency. The network is made up of six classifications of streets: Parkway, Major Arterial, Arterial, Major Collector, Collector, and Local Street. A summary of the functional class characteristics is shown in **Figure 2-2**.



*Figure 2-2: Functional Classification Characteristics*

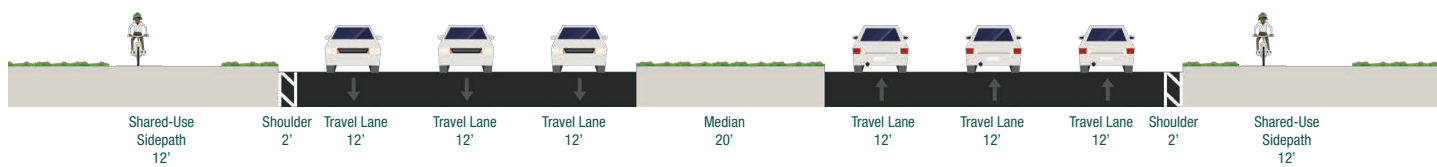
## Thoroughfare Cross Sections

Most Seguin streets have been planned and constructed based on one preferred design for each functional classification. While a standard street design, known as a typical cross section, may be appropriate in many cases, in some areas, an alternative design may be more appropriate. There is not a single solution for improving all streets and enhancing mobility throughout the City. Street design that is context-sensitive, by definition, will vary in its cross section based on the existing physical constraints, the character of the land use in the surrounding area, and the preferences of the community.

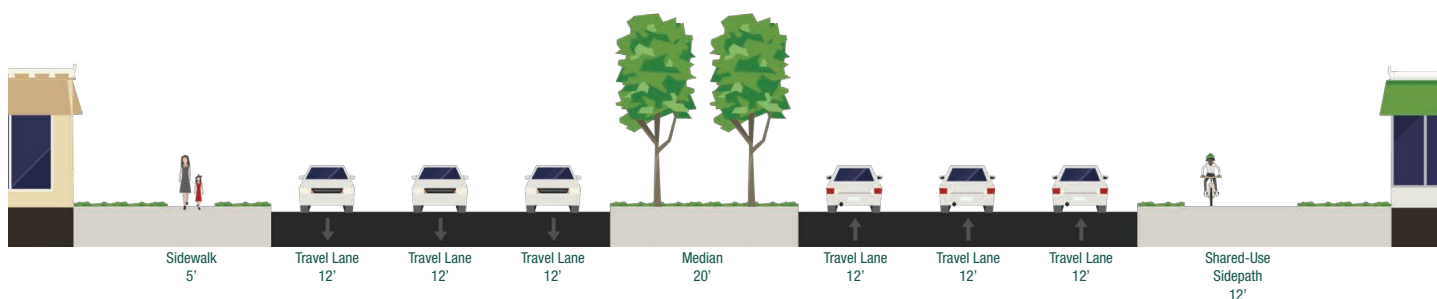
### Typical Cross Sections

The following cross sections illustrate the standard design for each thoroughfare functional class. Each section represents the predominant section of roadway and identifies the preferred street elements and widths. Street element measurements are from face of curb.

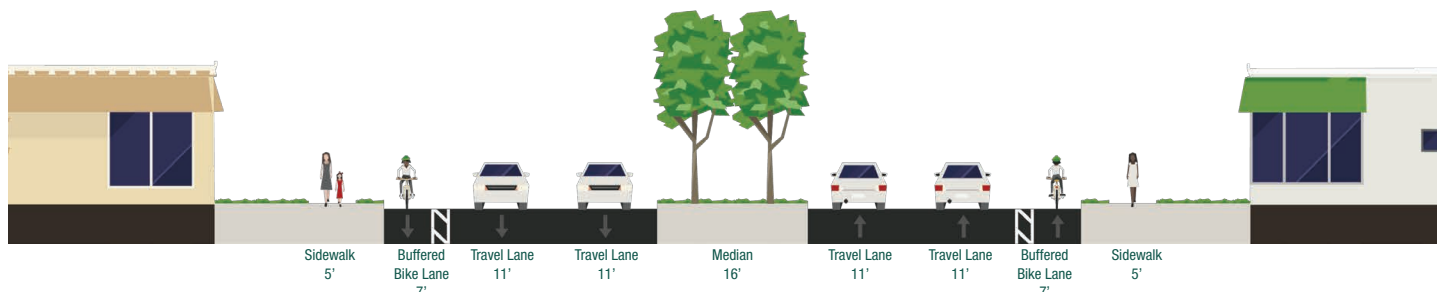
#### *Parkway (180')*



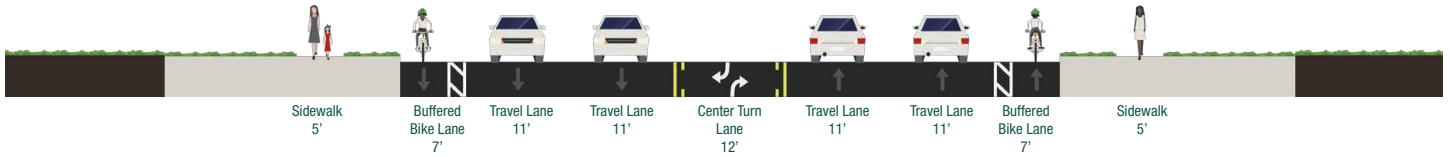
#### *Major Arterial (120')*



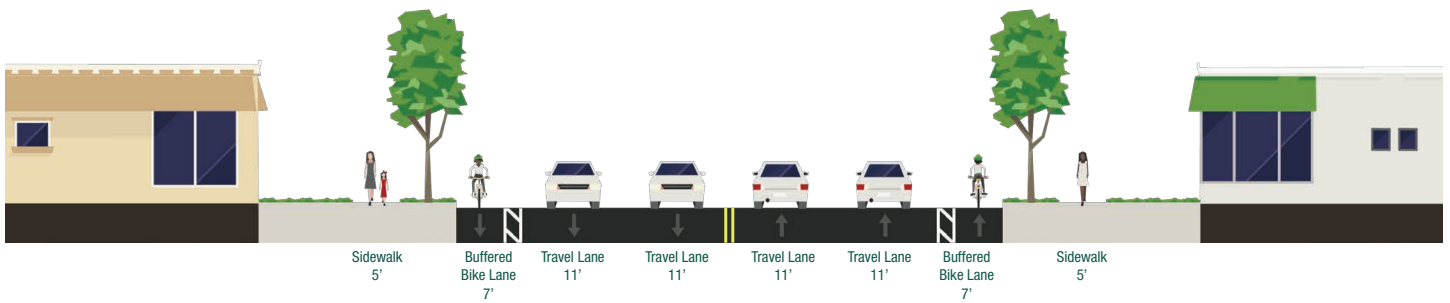
#### *Arterial (90' Urban)*



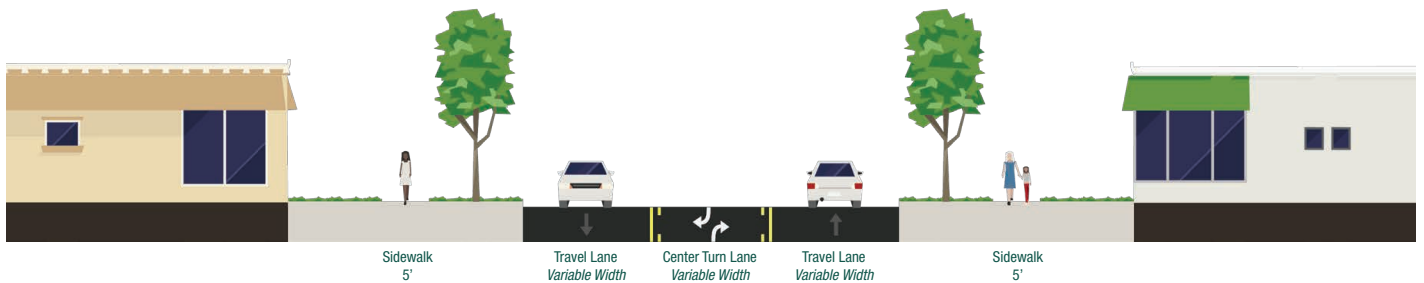
## Arterial (120' Rural)



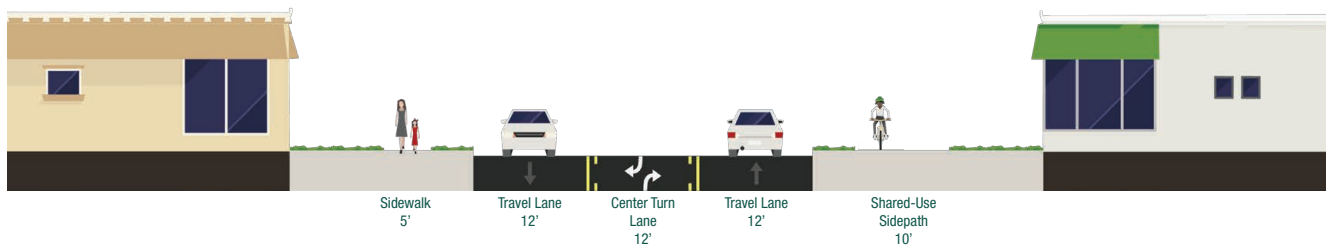
## Major Collector (80')



## Downtown Approach (70')



## Collector (60')



## Multi-modal Streets

A city's active transportation network is intended to provide transportation alternatives and recreational opportunities for people of all ages and abilities. The installation of pedestrian and bicycle facilities can be the most visible element of a city's multi-modal transportation network. It shows that the community is a welcoming place for non-motorized trip choices and supports the safe use of streets by all road users.

The use of sidewalks, trails, and bicycles is a transportation choice that benefits personal health, reduces traffic congestion, and air pollution, and enhances quality of life by creating opportunities for cost savings and social interaction. Interest in bicycling for commuting or recreation is increasing, but many novice riders do not feel comfortable riding on-street with traffic. Concerns about safety, barriers, and lack of infrastructure often lead people to continue using cars for many typical short trips. Increased bicycle and pedestrian facility choices not only address safety, but enhance long-term community livability, create welcoming streets and neighborhoods, and strengthen local economic competitiveness.

## Context Zones

Typical cross sections are the preferred starting point for new roadway construction and retrofit design. However, these cross sections are not intended to be rigid, but rather to act as templates that can be adapted to fit the local context, the adjacent land use and development type, and the physical and financial constraints of each future roadway project. Adapting street design to the surrounding context is supported by national design guidance, including the Institute of Transportation Engineers (ITE) *Designing Walkable Urban Thoroughfares*.

Complete Streets is a concept that supports the idea that streets should be designed for everyone, with safe access for pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. There is no single design for a Complete Street. Each one is unique and should relate to the surrounding community context. In the past, streets were designed mostly with cars in mind, which has made alternative transportation choices difficult, inconvenient, and often dangerous. Context Sensitive Design takes the goal of Complete Streets and applies it to the process of determining the most appropriate cross sections for street construction, reconstruction, or rehabilitation projects. This process takes into account not only the functional class of the road, but also the character of the surrounding development, future goals for each corridor, and the existing or future need for different modes of transportation.

The Thoroughfare Context Zone Map is presented in **Figure 2-3**. This map identifies the predominant future land use context based on the Comprehensive Plan land use districts. These context zones can provide guidance on alternative street design decisions. These zones include:

- **Town Center** – includes the more urbanized areas of Seguin with a higher mix of employment and residential types. This zone includes the historic Town Core, Core Approachways, City Center, Central Township, Town Corridors and University Community land use districts.
- **Emergent Residential** – primarily residential areas outside the city center, and corresponds with the Emergent Residential land use district.
- **Commercial Corridors** – includes areas primarily intended for retail, office, and other commercial activity. This zone includes the Local and Regional Commercial Nodes, as well as Town Approachways.



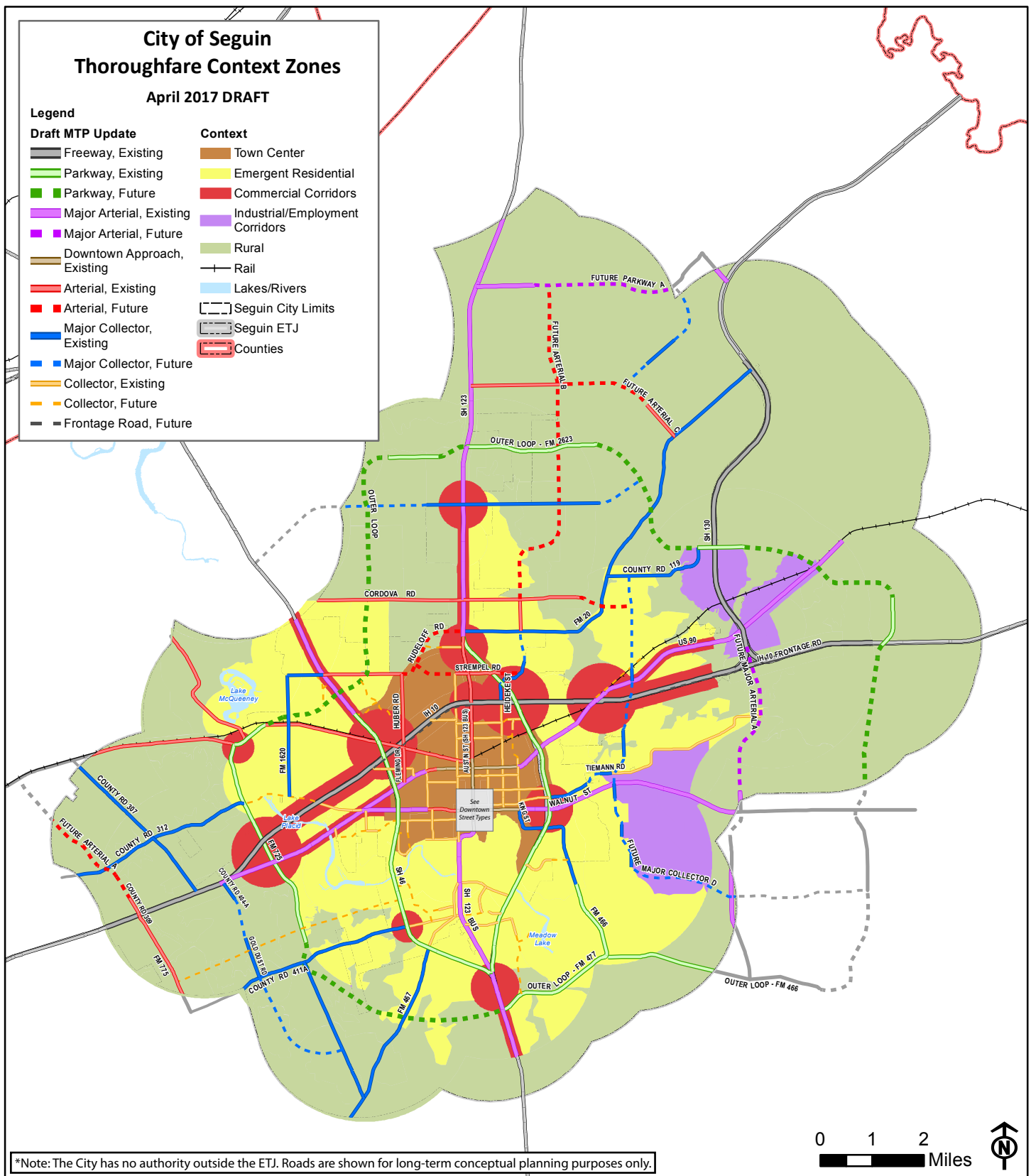


Figure 2-3: Thoroughfare Context Zones

- **Industrial/Employment Corridors** – primarily industrial and manufacturing areas outside the city center, and corresponds with the Employment Community land use district.
- **Rural** – includes the low density residential and agricultural areas in the rural fringes of the City, and is comprised of the Rural Residential and Portal Approachway land use districts.

When the Comprehensive Plan is updated, this map should be reviewed and updated if necessary to maintain consistency with the Comprehensive Plan.

## Context-Sensitive Alternative Design

During new construction, reconstruction, and retrofit street design, a variety of optional street design elements may be selected to create an alternative to a typical cross section. The following elements may be added or modified to develop a more preferred alternative street design in varying contexts and within constrained rights-of-way. Total right-of-way necessary to accommodate optional street design elements and in constrained areas may vary from the typical cross section right-of-way.

### Optional Street Design Elements

- Narrower lane width (minimum 10', not including striping)
- Narrower median width (minimum 6'-12')
- Bike lane (minimum 5', preferred 6')
- Buffered bike lane (minimum 5' lane with 2'-3' buffer)
- Wider sidewalk (5'-10')
- Shared-use sidepath (AASHTO minimums)

## Context-Sensitive Decision Process

The primary opportunities for evaluating street design options are during capital improvement projects and roadway projects initiated by new development.

- **Capital improvement projects** (new construction and reconstruction) – the context-sensitive design process should be initiated by the City and modifications from the typical roadway design should include input from community stakeholders and property owners.
- **Development-initiated projects** – the City should encourage developers, designers and engineers working on projects to meet with the City early in the process to create consensus on the project purpose and determine appropriate alternative design priorities to be included in the final thoroughfare design.

The following decision process is a guide for evaluating and incorporating appropriate design elements into the planning and design phases of thoroughfare implementation projects.



## 1 What is the Context Zone?



### ***Town Center Priority Considerations***

- Higher pedestrian activity (wider sidewalks)
- Reduced motor vehicle speeds (narrower travel lanes)
- Bike lanes or shared use of travel way
- Pedestrian-oriented development, street furniture and lighting
- Mix of commercial, residential and civic uses oriented to the street
- Maximized on-street parking



### ***Emergent Residential Priority Considerations***

- Safety for pedestrians and bicyclists
- Medians on major facilities
- Increased sidewalk buffering from traffic through on-street parking, bicycle lanes and landscaping



### ***Commercial and Industrial Corridor Priority Considerations***

- Arterials usually serve faster moving traffic
- Emphasis on travel lanes and automobile capacity
- Access management with the use of landscaped median or two-way left turn lane
- Less need for on-street parking
- Lower pedestrian activity, but provide safe opportunities for use with wider landscaped buffers and sidewalks



### ***Rural Priority Considerations***

- Rural character and scale
- Wider travel lanes (12')
- Parkways with natural landscaping and off-street sidepaths for safe, multi-modal use
- No need for on-street parking
- Shoulders opposed to curb and gutter

## 2 What is the Functional Class and capacity needs?

- Most thoroughfares should be designed with the number of through lanes identified on the typical section
- Major Collectors could be built with 2 lanes to include other priority design elements, such as wider sidewalks or on-street parking

## 3 Is it a priority bike route?

- Bike routes identified on the AAMPO Bicycle & Pedestrian Plan should be prioritized
- Bike lane buffers are preferred on all arterials and on collectors with higher traffic volumes and higher travel speeds
- Sidepaths shall be located only on one side of the street, with a standard sidewalk on the opposite side. A minimum width of 8' may be used in constrained areas.

## 4 Is it a State Highway?

- Thoroughfare design that impacts state roadways should occur in coordination with TxDOT

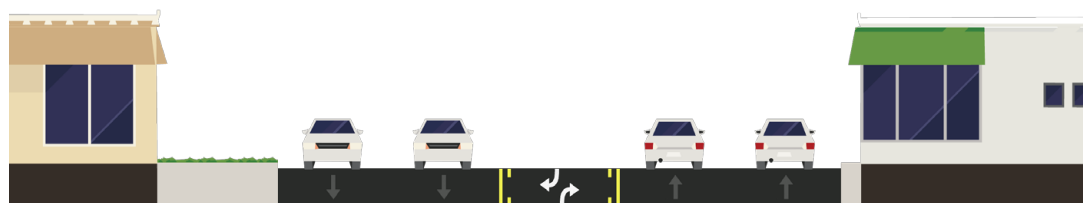
## Example Alternative Cross Section Application: Kingsbury Street Road Diet (8th Street to King Street)

Kingsbury Street (US 90) is a 5-lane undivided roadway through much of the City. One of the primary issues with the current roadway is its lack of sidewalk connectivity along most blocks and the limited right-of-way to implement additional roadway improvements. Perhaps even more important is the safety concern with buildings adjacent to travel lanes, in some cases with no curb separation. Between 8th Street and King Street, Kingsbury Street serves development within the Town Center context zone, which is intended to have higher pedestrian activity, calmer vehicle travel speeds and development oriented to the street. To solve both the safety issues and lack of sidewalks, a recommended design option is to convert the current 5-lane section to a 3-lane roadway with sidewalks in order to make the street multi-modal and support economic vitality in the area.

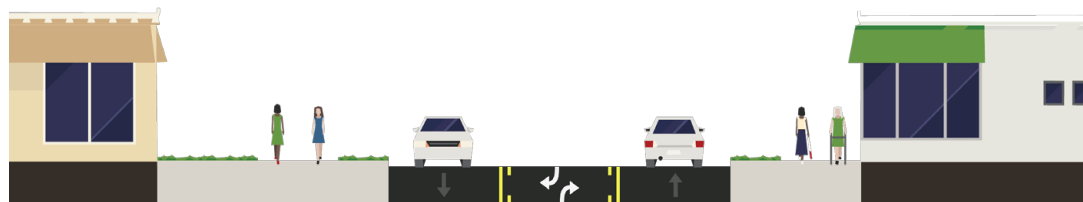
Kingsbury Street has previously been classified as an Arterial, but its function is a balance between being both a vehicle-oriented thoroughfare and a community-level commercial activity corridor, which suggests that a unique thoroughfare classification and design than a typical Arterial may be more appropriate. Recent vehicle volume trends have indicated between 10,000 and 14,000 annual average daily traffic (AADT). It is expected that a 3-lane section would support this level of travel demand, and this MTP recommends reclassifying this section of Kingsbury Street to a Downtown Approach, similar to sections of Court Street and Austin Street. With an existing constrained right-of-way of 56'-60', a modified version of the Downtown Approach cross section would be required in order to accommodate the recommended street design elements without acquiring a significant amount of new right-of-way. This 3-lane road diet option can be of particular benefit to non-motorized road users by reallocating space from the outer two travel lanes and convert this space to sidewalks, preferably buffered from the roadway with a parkway area. This improvement



*Kingsbury Street Existing Conditions*



*Kingsbury Street Existing Cross Section: 5-Lane without Sidewalks*



*Kingsbury Street Road Diet Alternative Cross Section: 3-Lane with Sidewalks*



# CHAPTER 3: DOWNTOWN STREETS

## Downtown Transportation Issues & Concepts

One of Seguin's greatest assets is its downtown, which is rich in history and culture, and the City continues to focus efforts to maintain the area as a center of economic and civic activity. Seguin's streets within downtown are a critical component of the mobility and livability of the area. This chapter provides an overview of transportation issues and challenges unique to the downtown area and design recommendations to improve both mobility and the visual character of the City's streets.



*Downtown Seguin Study Area*

## Traffic Volumes and Patterns

The foundation of Seguin's downtown transportation is its grid street network, served by two state highway Major Arterials, Court Street and Austin Street. These two thoroughfares primarily function as routes for through trips across town, as well as access to downtown from other parts of the City. These roadways are supported by a grid of Collector and Local streets that support circulation and access to destinations within the downtown. The dense grid of streets helps spread local vehicle trips more evenly over the local street network and reduces congestion on the arterial system. In addition, the relatively smaller block



sizes, concentration of destinations, and increased presence of sidewalks promotes pedestrian activity.

As discussed in **Chapter 1**, traffic volumes in the area have remained relatively stable and in some cases have decreased in past years. However, as the City continues to build out, it will be important to develop alternate cross town thoroughfares (like the Outer Loop) to minimize unwanted pass-through trips on downtown streets. While not included on the Thoroughfare Plan, one concept that has been suggested during the public input process is an extension of Mountain Street west to Court Street, for the purpose of increasing connectivity across downtown and act as a reliever for Court Street traffic. While this route may provide connectivity benefits, there are numerous constraints in this area that would make the connection difficult, including crossing Walnut Creek and Seguin ISD property.

## On-Street Parking

The majority of downtown streets allow on-street parking, with many streets providing designated parallel or angled parking adjacent to businesses. Given the strong desire to make downtown Seguin a thriving economic center and destination for both locals and visitors, the demand for parking in downtown has been an ongoing issue. Of particular concern has been limited parking availability near the Courthouse Square, long-term vs. short-term parking, and limited wayfinding and information for visitors.

Investment interest in downtown is on the rise, and as the economy continues to strengthen and diversify, parking is one of the inevitable challenges as a result of this growth. The City has continued to maximize the availability of parking both on-street and in the limited off-street areas. While most blocks have parallel parking spaces, one-way streets downtown allow for an angled parking configuration, which provides more spaces per block. In addition to on-street parking, the Guadalupe County Justice Center provides free public parking in its three-story parking garage. One of the main challenges of downtown parking is that the supply is distributed over many blocks, so the location and availability parking is not always obvious. One of the key strategies with improving downtown parking conditions is directing motorists to underutilized parking areas when "front-door" curbside spaces are not available and making the pedestrian environment across downtown more inviting.

Some strategies to improve the use and access to the existing on-street parking supply include:

- Create a pedestrian-friendly environment by providing visual interest and supporting active uses through the addition of wider sidewalks, street furniture, street trees, and pedestrian lighting, where possible.
- Provide effective parking information and wayfinding to make it easier to find parking, particularly to the parking areas not immediately adjacent to the high demand areas, such as the justice center and city lots.
- Discourage long-term parking in the core business and retail areas, so that on-street spaces are available for business patrons.
- Provide enforcement for time-restricted on-street spaces. Regularly evaluate time limits to ensure that they are effective, particularly in high-demand areas.
- Provide bicycle parking to allow for another option to reach downtown than driving and parking.



*Parking Wayfinding*

## One-Way Streets

Downtown Seguin has a small system of 4 one-way streets: Gonzales Street, River Street, Donegan Street, and Camp Street. Each one-way section is 4 blocks long (see **Figure 3-1**). The one-way streets were designed as part of a plan to increase the number of downtown parking spaces by replacing parallel parking on these streets with angled parking. Unlike many longer one-way couplet systems, Seguin's one-way system is short in length and does not carry much pass-through traffic. Many cities today are converting their downtown one-way streets to two-way due to potential economic and safety benefits. If Seguin were to convert the streets back to two-way, there would likely be minimal impact to existing traffic operations. However, the primary considerations would be the potential loss of parking spaces and necessary modifications at signalized and unsignalized intersections to create proper two-way operations.

### Potential Benefits of Converting One-Way Streets to Two-Way

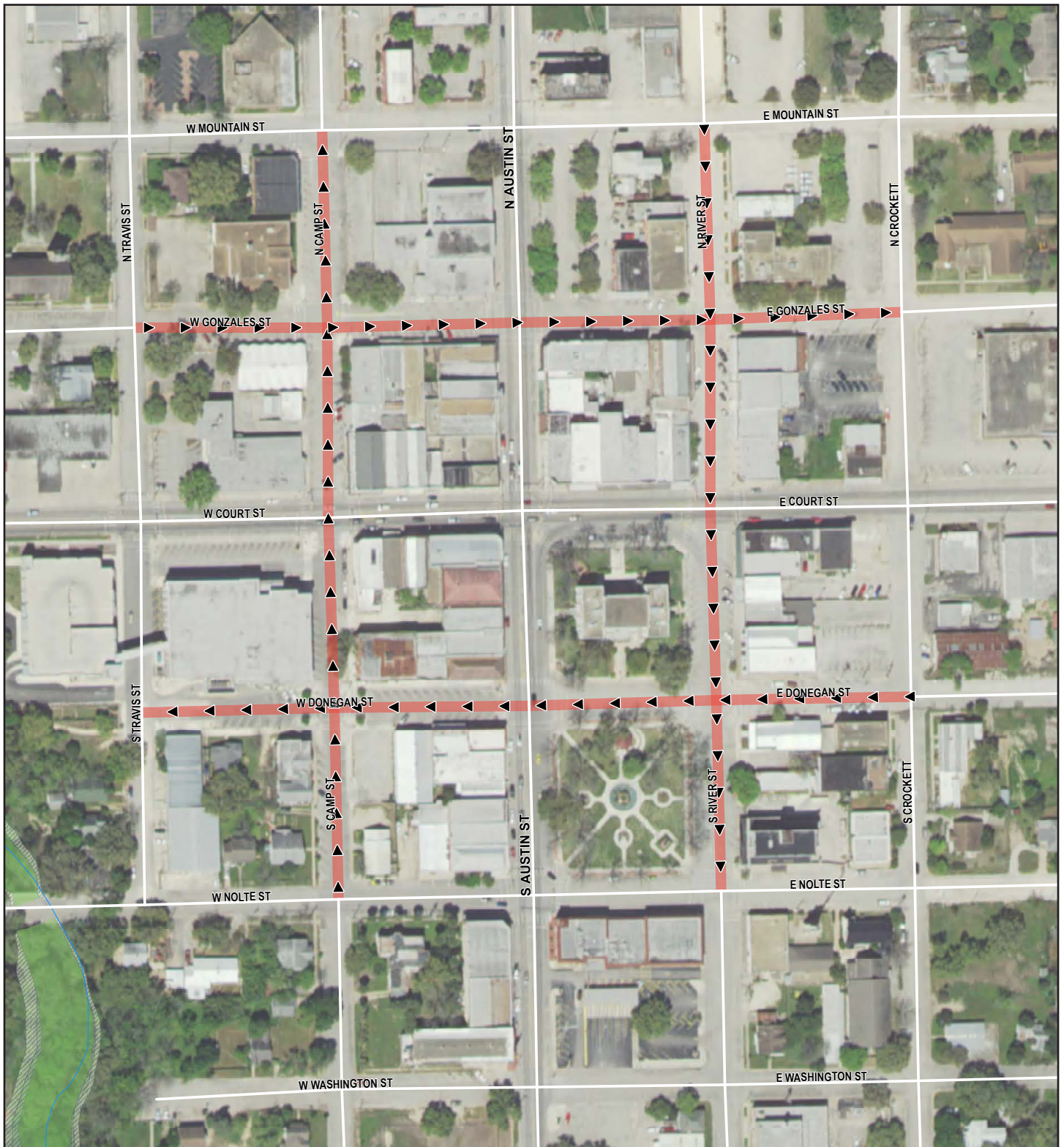
- **Improved Navigation** – One-way street networks can be more confusing for drivers. A circulation system of two-way streets may be easier for drivers to understand, particularly visitors unfamiliar with downtown. In addition, one-ways can create longer trips to destinations and funnel traffic through congested intersections, such as Court and Austin.
- **Safety** – Two-way streets tend to slow down traffic which helps create a more comfortable environment for pedestrians and bicyclists.
- **Economics** – Businesses often believe two-way streets provide greater access and increase their visibility to traffic.
- **Street Design Options** – Returning angled parking to parallel parking can provide room for other downtown street design options, such as wider sidewalks, streetscaping, or bicycle facilities.

### Costs and Disadvantages of Converting One-Way Streets to Two-Way

- **Reduced On-Street Parking** – An estimated 30% of spaces will be lost on blocks with angled parking by converting to parallel parking.
- **Signal Modifications** – Traffic signals would need to be modified or reconstructed with additional signal heads to accommodate two-way traffic at each signalized intersection.
- **Pavement Markings and Signage** – Appropriate markings and signage will be needed to accommodate two-way travel.

### Recommendation

Based on potential construction costs, minimal expected mobility benefits, and public preference for maximizing existing on-street parking, it is not recommended for the existing downtown one-way streets to be converted to two-way at this time. The City should, however, be mindful of the potential benefits of two-way streets as downtown evolves. For example, should increased parking enforcement make the parking reduction more acceptable, or if the Court/Austin intersection becomes overwhelmed, conversion to two-way should be further analyzed and considered.



*Figure 3-1: Downtown One-Way Streets*



## Downtown Multi-modal Streets

### Downtown On-Street Bike Routes

In 2016, the Alamo Area MPO completed a regional Bicycle and Pedestrian Study, which includes recommended on-street bicycle facilities for the City of Seguin. Priority routes were selected based on compatibility with the area and a set of selection criteria that includes connectivity, directness, feasibility, potential use, and citizen feedback. As a result, the recommended citywide bicycle network includes proposed bike lanes and bike routes, some of which are intended to serve the downtown area. In downtown, College Street, Mountain Street, and Nolte Street have been recommended for future bike lanes. In addition, Camp Street, River Street, and San Marcos Street have been recommended to be identified as bike routes with the use of shared travel lanes.

On-street bicycle facility best practices include:

- **Conventional Bike Lanes** – Bike lanes are dedicated travel lanes that carry bicycle traffic on the street in the same direction as adjacent motor vehicle traffic. Bike lanes are provided for the exclusive or preferential use of cyclists and are identified with signage, striping, or other pavement markings. These lanes allow bicyclists to ride at comfortable speeds and encourage a position within the roadway where they are more likely to be seen by motorists. The minimum width for bike lanes is 5 feet.
- **Buffered and Protected Bike Lanes** – Bicycle facilities can be physically separated from adjacent motor vehicle travel with striped buffers or physical separation to create protected facilities. The addition of a buffer area provides even greater comfort to the rider than traditional bike lanes. Buffered and protected bike lanes are recommended on streets with high travel speeds, high traffic volumes, and multiple lanes. The preferred width of a buffered or protected bike lane is 5 feet with a minimum 2 foot buffer.
- **Bike Routes and Shared Lanes** – Certain roads may work well for cyclists due to low traffic speeds (preferably less than 30 miles per hour) and low volumes (generally fewer than 3,000 trips per day) and do not require a separated bike facility. These roadways can be identified as shared lane bike routes with route signage and “sharrow” pavement markings to designate shared use of the travel lanes.



*Conventional Bike Lane*



*Buffered Bike Lane*



*Bike Route with Sharrow Marking*

## Shared Street Concept

The 2008 Comprehensive Plan recommended that portions of Donegan Street, Nolte Street, and River Street adjacent to the Courthouse Square could be raised to the level of the plaza and Central Park. This street design concept has been used in many other countries and is becoming increasingly popular in the United States. This concept, known as a **shared street** or **festival street**, views the street as a social space, rather than just a route for vehicular travel. Implementation of this concept would include defining traffic lanes with decorative paving and streetscaping elements instead of curbs to make the sidewalk space appear wider. The shared street concept would be most beneficial on Donegan Street between the Courthouse Square and Central Park. When the area around the square is closed for events, the street, sidewalk, and plaza can become one ground space. The National Association of City Transportation Officials (NACTO) Urban Street Design Guide includes additional guidance on the design of shared streets. The following images illustrate a potential shared street design alternative on Donegan Street.



*Example Shared Street Design*



*Donegan Street (Existing)*



*Donegan Street Shared Street Concept*

## Pedestrian and Aesthetic Improvements

Additional consideration should be given to designing downtown streets to accommodate higher levels of pedestrian activity, particularly in the mixed-use, commercial, and retail areas. Streets should be attractive and comfortable for pedestrians, and an inviting environment can encourage people to take more short trips (less than one mile) by walking. There are a variety of tools available to help make areas more walkable, such as appropriate sidewalk or trail width, high visibility crosswalks, mid-block crossings, increased pedestrian lighting, and shade elements. Many of these design options are presented as improvement concepts in the following sections.



## Downtown Street Design Options

A variety of street elements may be selected to create a street that meets the community's goals for downtown transportation and streetside activity. Due to the limited right-of-way of downtown streets, there is sometimes less flexibility for modifying the travelway, widening sidewalks or introducing new street design elements. This plan section identifies opportunities for improving downtown street design and provides alternative cross sections as a template for future street improvement projects. The variety of street design options can be summarized within two areas of the street, the travelway realm and the streetside/pedestrian realm. The preferred cross section and street design elements should be selected based on available right-of-way, existing pavement width and the surrounding land uses.

### Travelway Realm

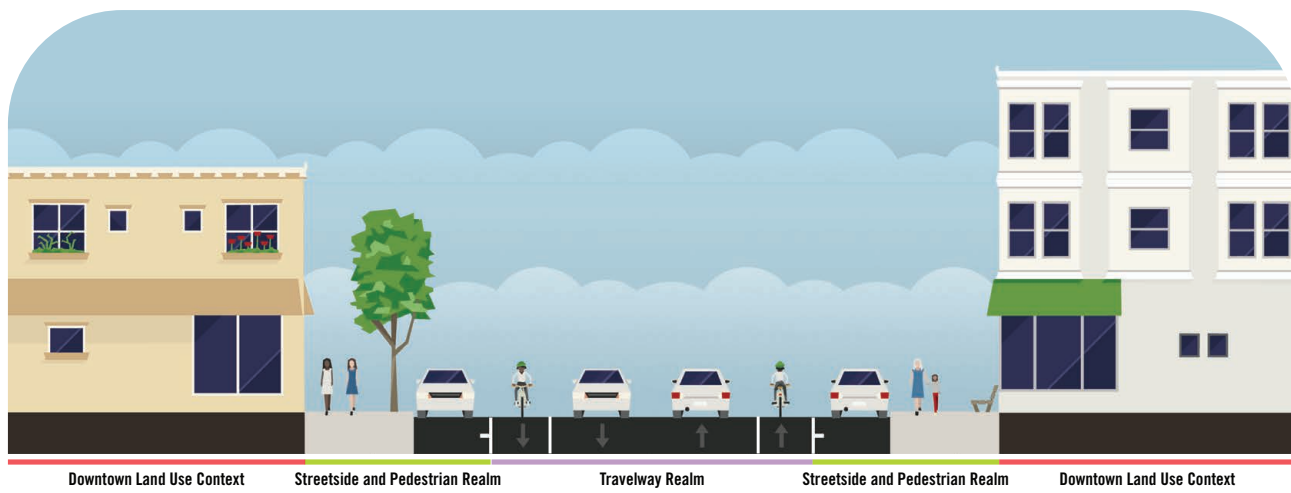
These street design elements comprise the area that supports on-street mobility:

- Travel lanes
- On-street bike lanes
- Center turn lanes
- Median treatments (pavers and/or landscaping)
- Pedestrian crossings

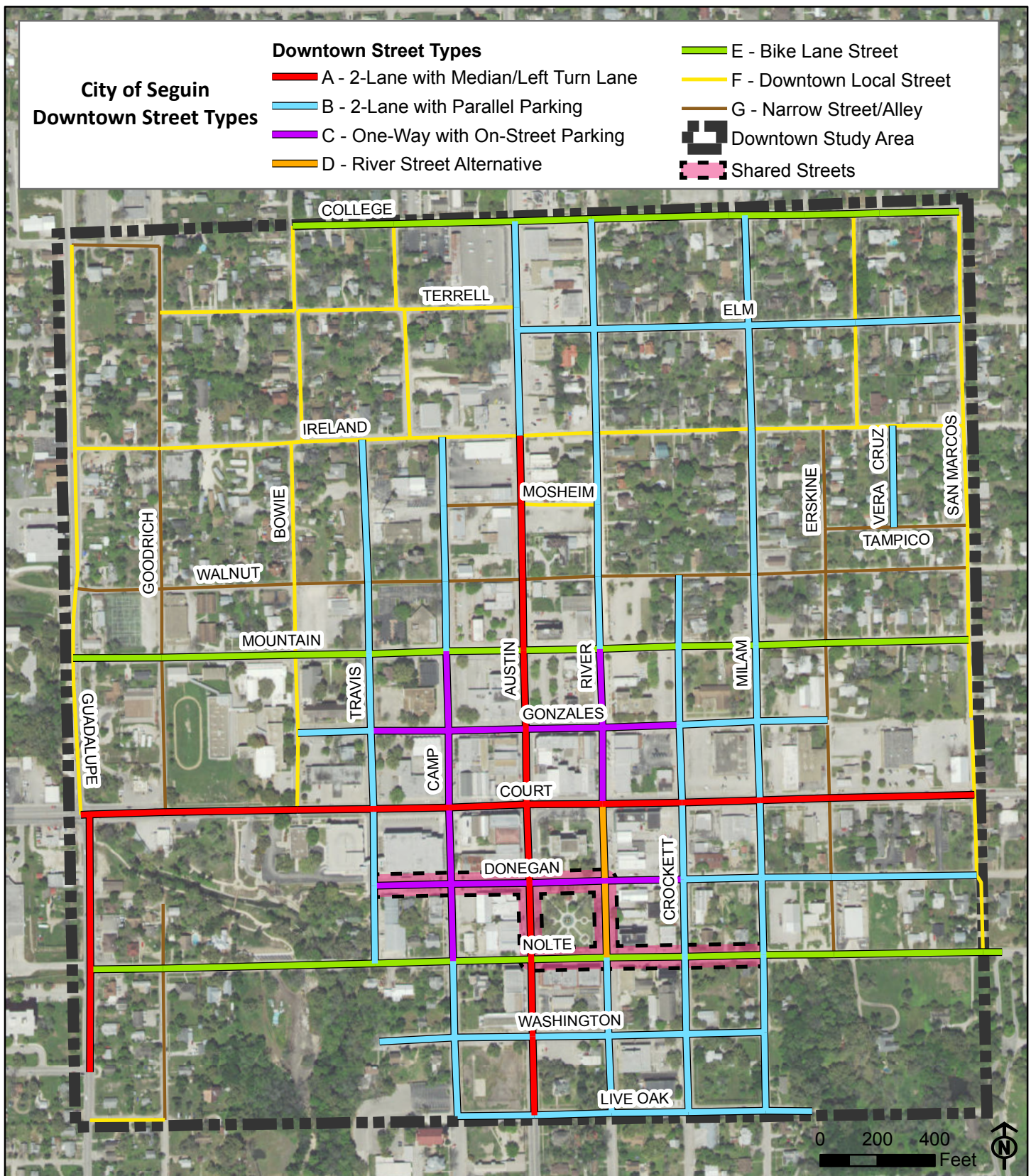
### Streetside and Pedestrian Realm

These street design elements comprise the area outside the travelway that supports pedestrian mobility and can create an attractive visual character unique to downtown:

- On-street parking
- Sidewalks
- Shared-use paths
- Trees and landscaping
- Sidewalk furniture
- Outdoor cafe seating
- Enhanced building/business frontage
- Corner bulb outs



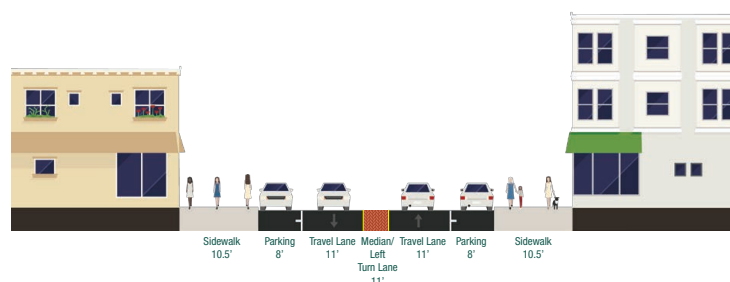




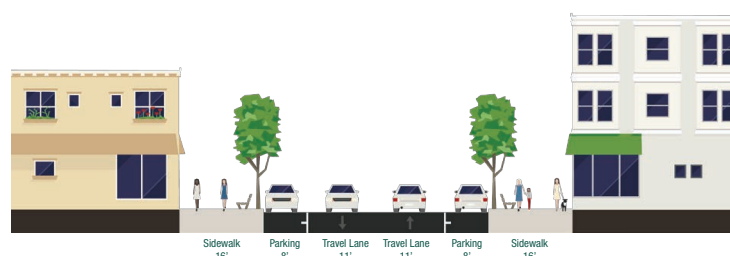
## Downtown Cross Section Options

**Figure 3-2** identifies the various street types within the downtown area. Most downtown streets have an approximate right-of-way of 70 feet. The following cross sections illustrate the recommended options to implement multi-modal design for each downtown street type within the existing right-of-way. Street element measurements are from face of curb.

### A. 2-Lane with Median/Left Turn Lane (70')



### B. 2-Lane with Parallel Parking (70')



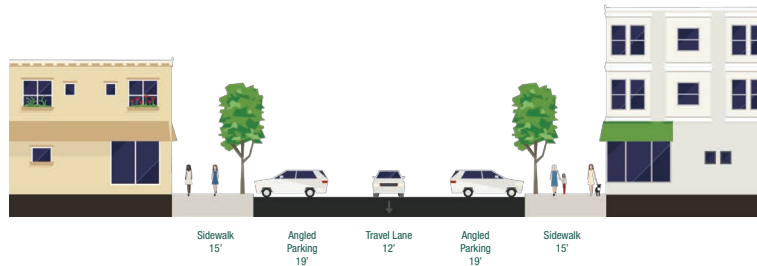
### C. One-Way with On-Street Parking (70')

A variety of one-way cross sections with angled and/or parallel parking are possible depending on the available curb-to-curb pavement width of the street and preferred sidewalk width. Redesigning some streets with one travel lane may provide additional space for angled parking or wider sidewalks.



### D. River Street (Court Street to Nolte Street)

\*River Street between Court Street and Nolte Street has wider travel lanes than most other downtown blocks. This extra pavement width could be repurposed for wider sidewalks. Implementation of the shared street concept provides flexibility to revise the cross-section without having to move curbs.

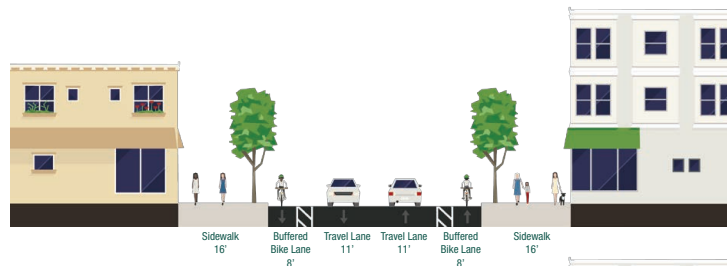


### E. Bike Lane Street (70')

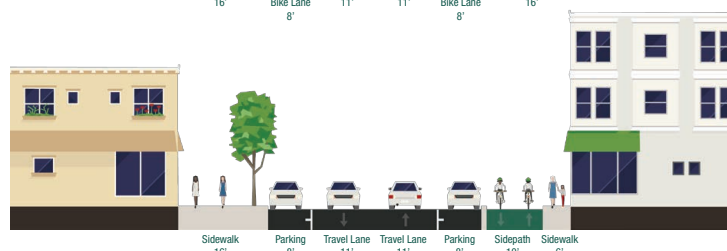
Bike lane streets will require public coordination because of the competition for limited right-of-way for parking, bicycles, pedestrians, and vehicle traffic.

#### Buffered Bike Lane Option\*

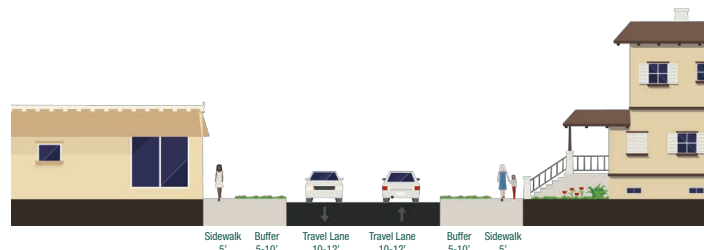
\*Buffer and sidewalk widths may vary



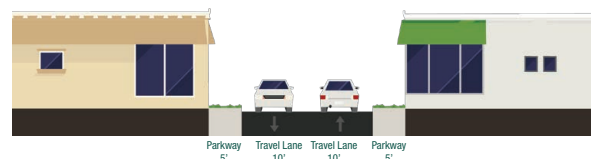
#### Shared-Use Sidepath Option



### F. Downtown Local Streets (40'-55')



### H. Narrow Street/Alley (20'-30')





## Downtown Corridor Design Concepts and Recommendations

As the two main entryways into downtown, Austin Street and Court Street have been identified as priority corridors for future enhancements to help define downtown streets as a vibrant, walkable center of the community. Objectives of the recommended design concepts are to improve pedestrian mobility, support access to downtown businesses, and create streetscape elements that complement the historic identity, while also not impeding vehicular travel. These concepts illustrate the application of the alternative cross sections identified in **Figure 3-2**, with the identification of potential enhanced lane geometry, sidewalks, landscaping, and pedestrian amenities. Installation of these concepts can be incremental as smaller funding sources such as sidewalk grants are available, or included with larger capital projects. When the City considers a drainage, utility or other project downtown, it should look for opportunities to incorporate concepts from this chapter.

### Court Street

Primary improvements along Court Street are recommended to include:

- **Widened Sidewalks Between Austin Street and River Street** – The current lane configuration on Court Street includes an eastbound right-turn lane along the north face of the Courthouse. This lane is not estimated to serve a significant amount of vehicles, and this lane width could be used to provide wider sidewalks in front of the Courthouse and for business frontage along this block of Court Street. Removing this turn lane and widening sidewalks in this block would create a slight lane shift at the intersections, which is not uncommon in many urban town centers and may encourage slower vehicle travel speeds through the intersections.
- **Corner Bulb Outs** – Bulb outs, also known as curb extensions, is a design concept that Seguin has already utilized on other downtown streets such as River Street and Camp Street. These create safer and shorter crossings for pedestrians, and can also create additional space for seating and street furniture.
- **Enhanced Pedestrian Crossings** – The shortened pedestrian crossings can be further enhanced with unique pavers or stamped asphalt.



*Corner Bulb Out*



- **Street Trees and Paver Accents** – Small tree islands and pavers may be introduced adjacent to parking areas without impacting the parking lane width or number of parking spaces. Street trees should be placed to avoid utilities, canopies, awnings, or other particularly significant architectural features. Trees should not obscure business signage.



*Street Trees with Unobstructed Sidewalks and Parking*



*Street Tree Placement to Avoid Utilities*

- **Pavers or Plantings in Existing Median Areas** – Near some intersections, the travel lanes are currently separated with a striped median area. These areas can be visually enhanced as a raised or flush median with pavers and/or plantings.

## Austin Street

Primary improvements along Austin Street are recommended to include similar elements to Court Street:

- Corner bulb outs
- Enhanced pedestrian crossings
- Street trees and paver accents
- Pavers or plantings in existing median areas

These improvements are illustrated in the following **Figures 3-3 through 3-5**.



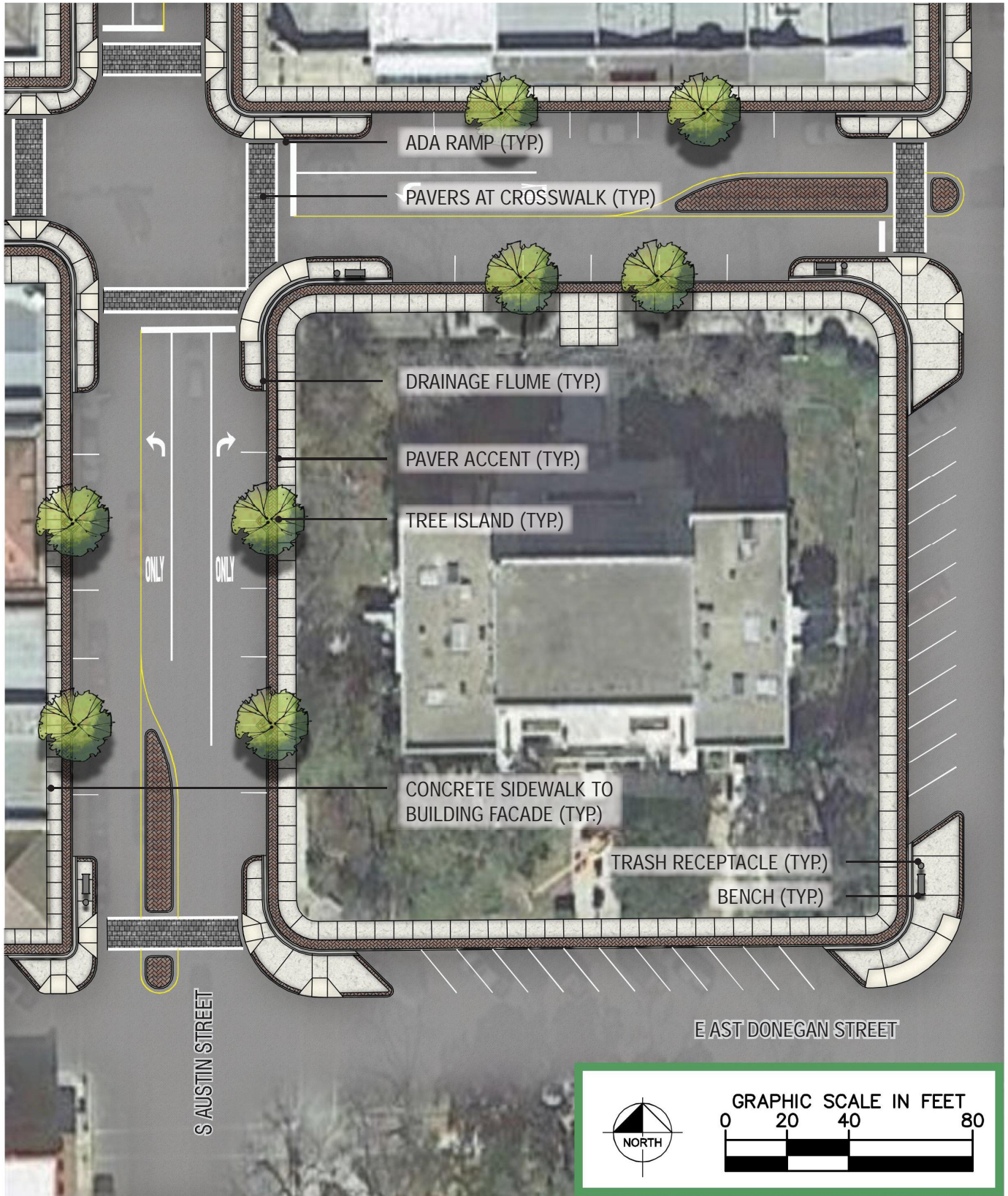


Figure 3-3: Courthouse Square Street Improvements



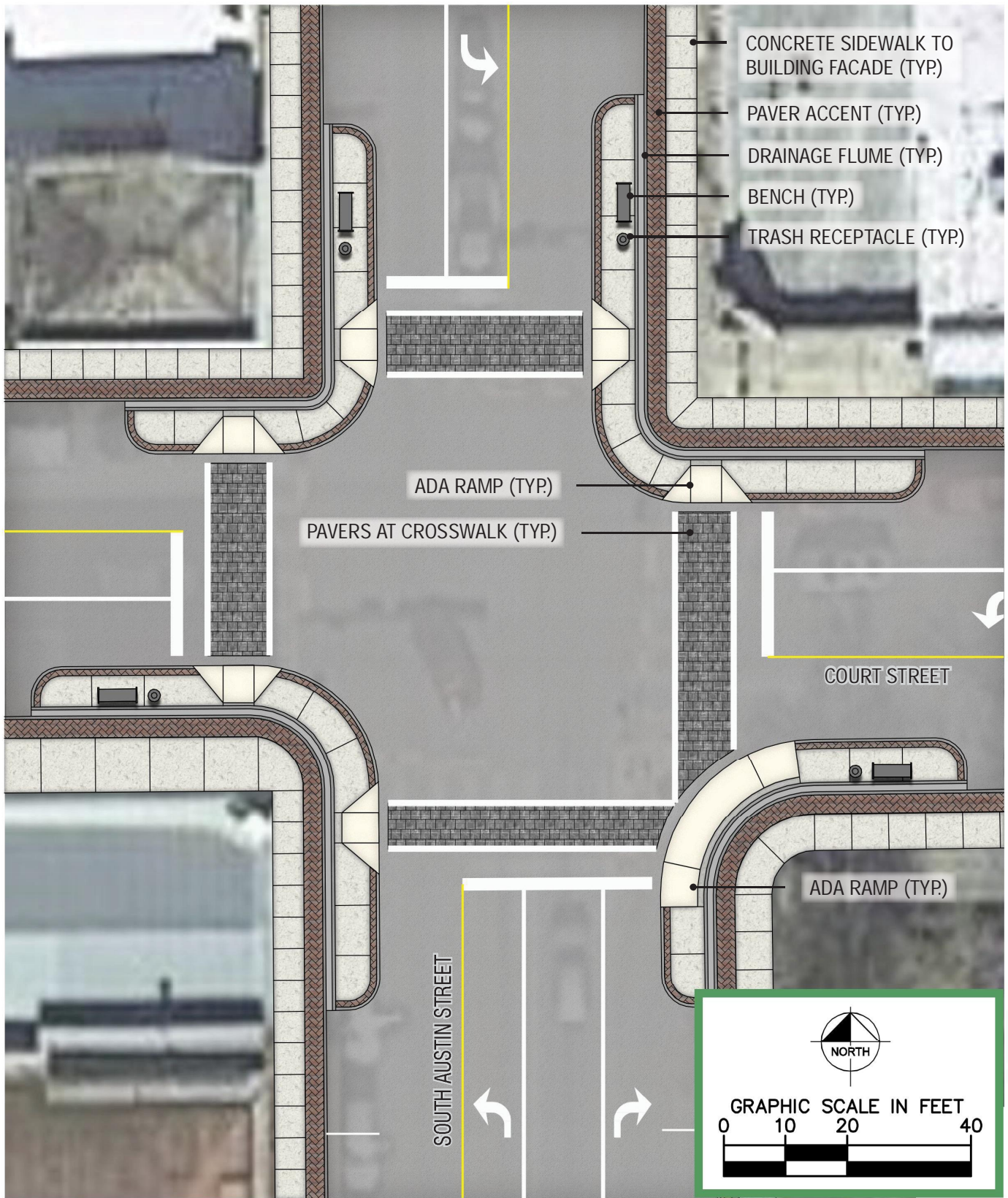


Figure 3-4: Typical Street Improvements (Intersection of Court Street & Austin Street)



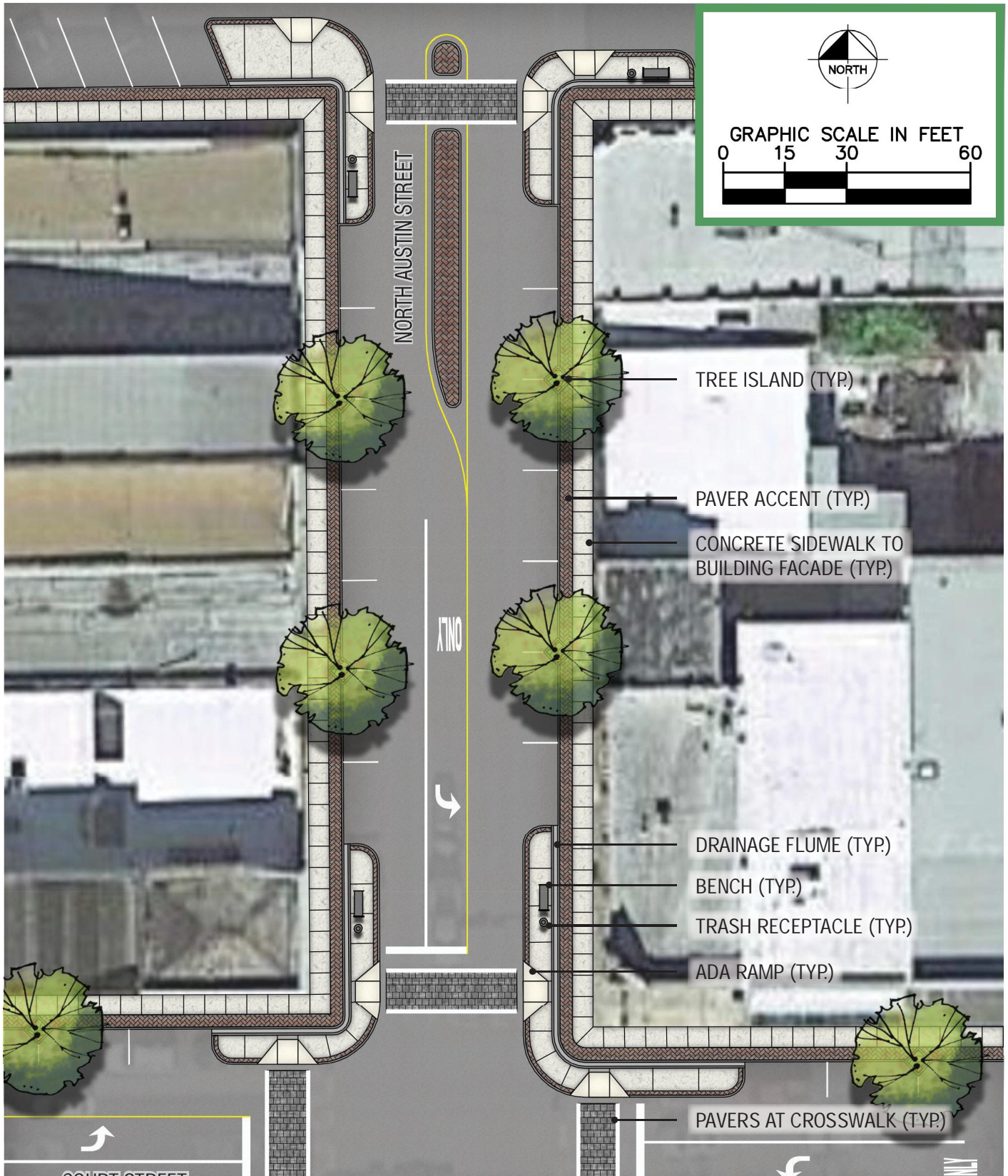


Figure 3-5: Typical Street Improvements (Austin Street north of Court Street)

# CHAPTER 4: IMPLEMENTATION AND RECOMMENDATIONS

Improvements to Seguin's transportation system will include both the construction of new roadways to serve future development, as well as enhancement of existing facilities to further support the mobility and economic vitality of the established community. These improvements are intended to not only provide improved vehicular connectivity as the City grows, but also provide increased options for alternative modes of transportation and enhance the community's image through quality street design.

## Prioritization of Transportation Needs

The following map (**Figure 4-1**) identifies priority connectivity and transportation enhancement projects based on immediate needs, the ability for projects to further the City's transportation and strategic development goals, and the availability of funding. Goals considered in the prioritization of projects include economic vitality, network connectivity, support for new development, and quality of life. Projects are grouped into the following four tiers:

- **Tier 1** – Transportation projects that are funded or have anticipated near-term funding
- **Tier 2** – Transportation projects that are current needs with no funding identified
- **Tier 3** – Development-driven transportation projects or unidentified needs
- **Tier 4** – Includes all other projects in the MTP that are not current or near-term needs

In many cases, new thoroughfare connections and street expansions that the plan anticipates will require right-of-way or easements as part of the development of property. However, opportunities to address transportation needs may arise from projects other than development, including capital improvements, utility-related construction, or minor maintenance projects.

## Funding

The recommended improvements in the MTP will vary in cost depending on the necessary funds for project design, right-of-way acquisition, and construction. While the City will undoubtedly provide a significant share of the costs, combining funds from multiple sources can help ease the burden on taxpayers. The following sections outline some of the potential funding sources for the recommended transportation action items.



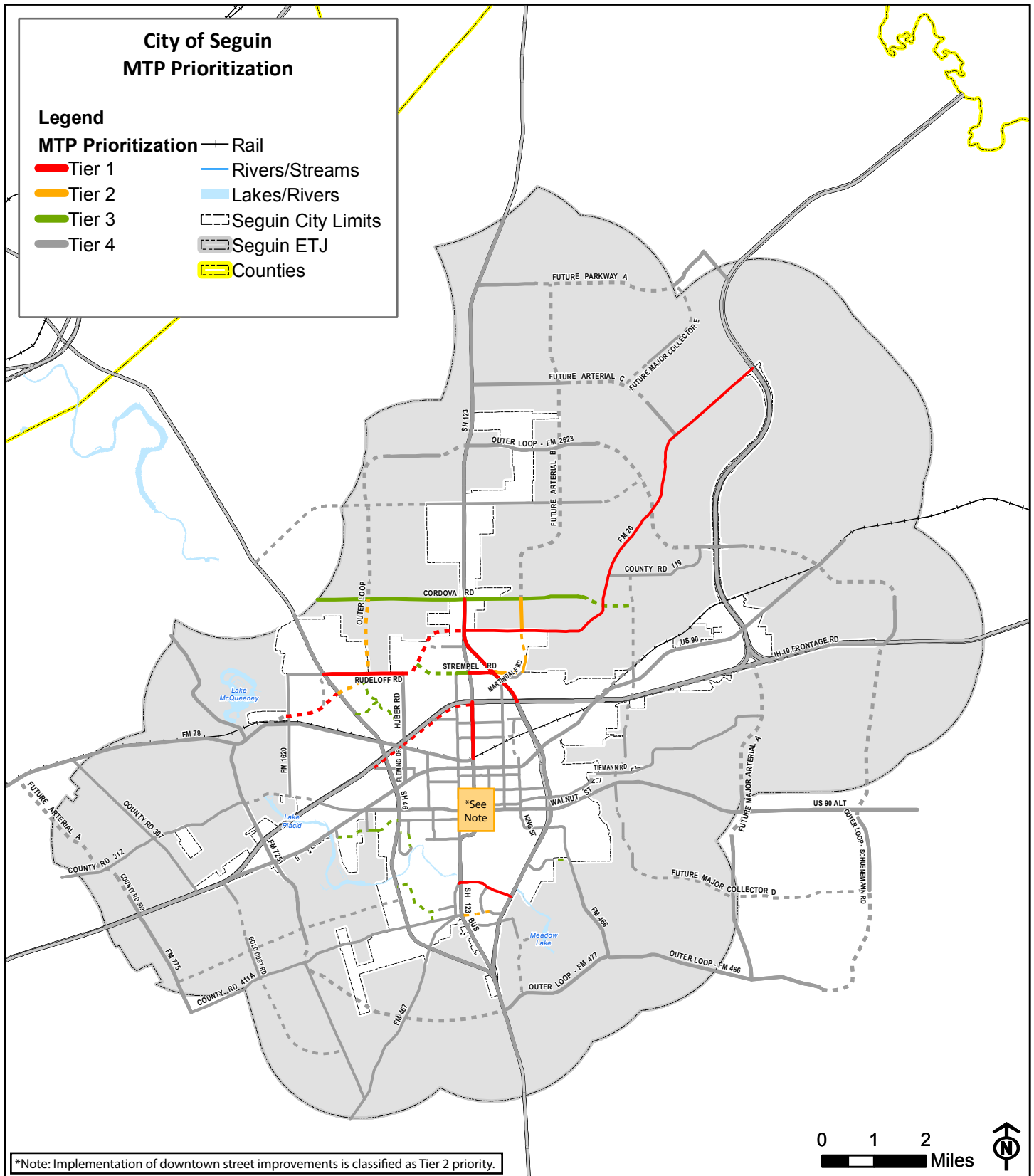


Figure 4-1: MTP Prioritization

## Impact Fees

Impact Fees are a mechanism for funding the public infrastructure necessitated by new development. Across the country, they are used to fund police and fire facilities, parks, schools, roads and utilities. In Texas, the legislature has allowed their use for water, wastewater, roadway and drainage facilities. In the most basic terms, impact fees are meant to recover the incremental cost of each new unit of development in terms of new infrastructure needs. In the case of transportation impact fees, the infrastructure need is increased capacity on arterial roadways. Seguin's Roadway Impact Fee Study was developed in alignment with the 2017 Master Thoroughfare Plan, and only capacity improvements identified in the Capital Improvement Plan will be eligible to utilize impact fee funds. Transportation impact fees are assessed when a final plat is recorded, and are collected when a building permit is issued. Therefore, funds are not collected until development-impacts are introduced to the transportation system. Funds are collected within designated service areas and can be used only within the same service area.

## Bonds

A municipality has the authority to issue bonds to finance the construction of public improvements. Bonds can be an efficient and effective means of financing large public projects. If the issuance of the bonds is subject to voter approval, advance planning will be required.

## County or Regional Transportation Funds

Though more limited than in the past, funding administered at the county or regional level can be used for transportation projects aimed at improving mobility and air quality, particularly if the projects connect to a larger regional system or satisfy a regional need. Funding is made available for transportation projects through county bond programs; the federal government funds the regional programs from gasoline tax revenues and other sources. Regardless of the source, projects almost always compete with proposals from other cities for approval. Applications are accepted on a periodic basis, and funding may be distributed over a multi-year time period. Cities are usually responsible for a portion of the cost of each project (referred to as the "local match") as a condition of receiving the remainder.

Many programs not only fund street projects, but also features for alternative modes of transportation (sidewalks, trails, and on-street bicycle facilities) and for intersection improvements, which can reduce vehicle delay and improve air quality.

## Grants from Outside Agencies

Periodically, outside agencies and organizations provide opportunities for grants and other funding to help promote projects consistent with their goals. Transportation and sustainability have been the subjects of a number of grant programs in the past, but there are other objectives as well.

As with other types of outside funding, the city or organization seeking a grant is often required to provide in-kind services or some percentage of the total funding for a project that is approved. The important thing is to be creative, proactive and persistent when looking for grant funds.

## City Code Modifications

The City's Unified Development Code (UDC) and Code of Ordinances may require updates to effectively implement the MTP. A few possible updates that were identified in the MTP process are discussed in this section. As the MTP is implemented, additional code updates will likely be required and should be performed as needed.

### 1. Rules of Interpretation for Alignments

The MTP process focused on identifying realistic and practical alignments for new roads. Conditions on the ground were considered as much as possible, however this was often without survey-quality data or detailed street design plans. As development occurs, right of way for new or expanded roads will be dedicated, and these roads will be constructed. At this point additional data and design information will be available that may require alignments to vary from what is shown on the MTP map. A future revision to the Unified Development Code should allow some defined amount of deviation from the MTP map during the development process without formally amending the MTP through City Council. The intent is to ensure that the roadways identified on the MTP are dedicated and constructed while allowing development to proceed without additional unnecessary steps. Considerations should include how much the alignment would vary from what is shown on the plan and impact on nearby properties.

### 2. Connectivity Standards

The MTP map outlines the future network of major streets, but to ensure a complete network as the city grows, local streets, which are not shown on the map, should connect both within and between new subdivisions. Having a connected network ensures that the major streets on the MTP can accommodate increased traffic and has additional benefits such as reduced travel time and distance for drivers, more efficient emergency and service vehicle access, and shorter and more direct trips for walking and bicycling. Cities use a variety of tools to ensure connectivity. A few are briefly described below. Each has benefits and challenges both for the community and for development and should be carefully considered as they may or may not be appropriate for Seguin. Other more innovative approaches should be considered as well.

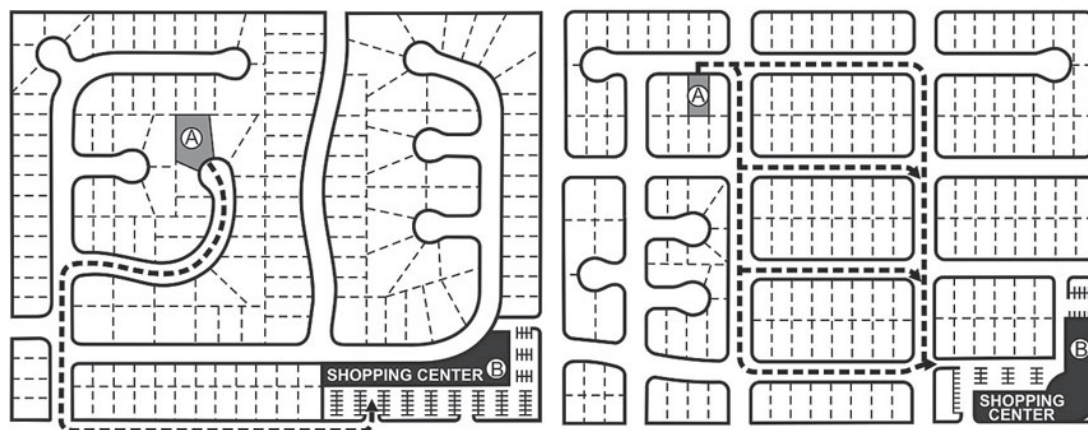


Photo Source: ITE Designing Walkable Urban Thoroughfares

#### **Conventional vs. Traditional Street Networks**

Conventional street networks (left) create longer trips and offer fewer route choices. A network of connected and multi-modal streets (right) offer greater trip choice and flexibility.

### *a) Block length*

Establishing the maximum size of a block promotes connectivity by requiring intersections. The City of Seguin currently requires that blocks not exceed 1,200 feet. Other communities require much smaller blocks, typically no larger than 500-600 feet. This creates additional intersections and connectivity. Although easy to measure, these standards can be rigorous and limit creativity of street design.

### *b) Connectivity ratio, or link to node ratio*

A ratio calculated by dividing the number of street links (sections between intersections) by the number of street nodes (intersections). A minimum ratio is established based on the amount of connectivity desired. These standards are effective at creating connectivity but challenging to measure.

### *c) Other approaches*

Other measures include intersections per square mile, block perimeter, and minimum connections to adjacent tracts.

## **3. Right-of-way Dedication in the Extra-Territorial Jurisdiction (ETJ)**

The new MTP map identifies a number of proposed roads in the ETJ. The UDC requires dedication of right of way for these roads at the time of subdivision. If tracts are proposed to be subdivided because of a change in ownership but not developed, they may be required to dedicate right of way for roads that will not be constructed in the near future. This could present problems for landowners who could potentially lose part of their property. This is a challenge for the City as well because this property may become the City's responsibility even though it is outside City Limits. Options for revisions to the UDC to address these situations are discussed below.

a) Require a right of way reservation instead of dedication under certain situations. This could be an option for discontinuous segments in the ETJ for example. The property owner could continue to use the land with a few exceptions (i.e. no buildings would be allowed in the area). The City would have to pay to acquire the right of way in the future.

b) Establish a process, such as a License to Use, for the use of dedicated right of way until a road is constructed. This would allow property owners to continue to use the land and in the future the City would not have to pay to acquire right of way. The City would need to establish the process and track the properties.

## **4. Context-Sensitive Process for Development**

The UDC currently requires the dedication and improvement of right-of-way in accordance with the classification of streets in the Thoroughfare Plan. This plan provides typical cross-sections and guidance for developing alternative cross-sections based on the surrounding context. The UDC should be updated to allow deviation from the minimum right-of-way or typical cross-sections only upon the satisfaction of clear criteria that achieve the intent of the MTP.

## Integration of the MTP and MPO Bicycle & Pedestrian Plan

The AAMPO Regional Bicycle & Pedestrian Study identified a number of opportunities for on-street bicycle facilities, shared-use paths, and sidewalk improvements throughout Seguin. These recommendations should be considered for implementation during the design of new thoroughfares, repair and reconstruction projects of existing streets, as well as specific projects to expand Seguin's active transportation network. The alignments of proposed recommendations in the Bicycle & Pedestrian Plan map have been updated to be consistent with planned future roadways in the Master Thoroughfare Plan (see **Figure 4-2**).

### Additional Bicycle & Pedestrian Implementation Strategies

- Promote a development pattern with compatible street design that makes bicycling and walking convenient transportation choices
- Promote bicycle facilities that connect neighborhoods to existing and planned parks, trails, recreation areas, and major activity centers
- Implement safe and comfortable bicycle facility design that attracts a wide variety of riders and minimizes conflicts with motor vehicles
- Prioritize the retrofit of sidewalks, bicycle lanes and shared-use paths on existing street corridors with excess lane capacity or right-of-way, where possible
- Develop and promote a bicycle safety education program
- Pursue state and federal funding, such as the Transportation Alternatives Program, to supplement local funds for the implementation of bicycle, pedestrian, or multi-use path projects
- Review and update the Bicycle & Pedestrian Plan recommendations and prioritization of projects every 5 to 10 years





# APPENDIX

## MTP Public Input Process

### Task Force

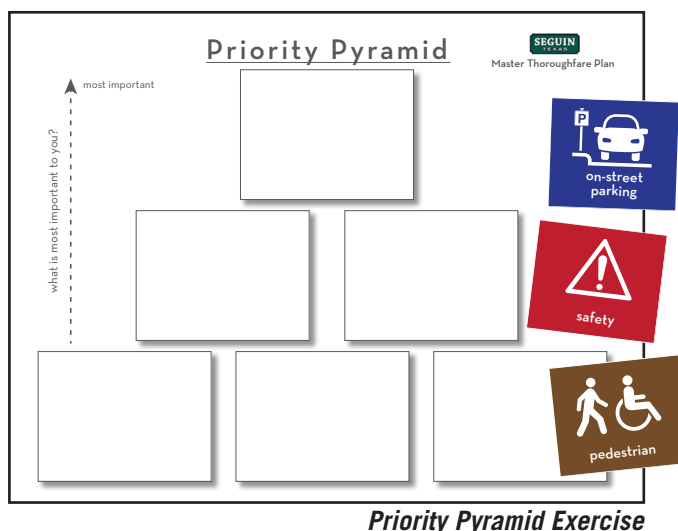
#### Meeting Schedule

- May 24, 2016 – Introduction to the MTP and discussion of thoroughfare alignment review
- June 27, 2016 – Context and Street Design, prioritization of context-sensitive design elements
- July 26, 2016 – Current MTP Issues and goals for corridor preservation
- September 27, 2016 - Review Draft MTP Map, cross sections, and design matrix
- October 20, 2016 – Downtown Streets
- January 26, 2017 – Review of Draft MTP Map Updates
- April 3, 2017 – Review of Draft MTP Document and Final Task Force Recommendations

#### Results of Task Force Prioritization Exercise

During the June 27, 2016 Task Force meeting, each member was asked to consider the different street design elements for three different street types – Commercial Arterial, Residential Collector, and Main Street – taking into account land use context and multi-modal goals. Priorities for each street type were determined through an exercise where each member was asked to select and rank their top six priorities for future transportation improvements out of a set of 10 possible priorities:

- Aesthetics/Sense of Place
- Bicycles
- Economic Vitality
- Environment
- On-Street Parking
- Pedestrian
- Safety
- Speed of Traffic
- Transit
- Vehicle Volume/Capacity of Street



The following is a summary of all priority exercise results:

Commercial Arterial		
Street Design Priorities	Total Count	% of Total
Safety	16	27%
Vehicle Volume	12	20%
Economic Vitality	11	18%
Transit	6	10%
Aesthetics	4	7%
Pedestrian	4	7%
Speed of Traffic	4	7%
Bicycles	1	2%
Environment	1	2%
On-Street Parking	1	2%

Residential Collector		
Street Design Priorities	Total Count	% of Total
Safety	13	22%
Aesthetics	9	15%
Pedestrian	8	14%
Transit	8	14%
Vehicle Volume	7	12%
Bicycles	6	10%
Environment	3	5%
Speed of Traffic	3	5%
Economic Vitality	1	2%
On-Street Parking	1	2%

Main Street		
Street Design Priorities	Total Count	% of Total
Aesthetics	13	22%
Economic Vitality	11	18%
On-Street Parking	9	15%
Pedestrian	9	15%
Safety	9	15%
Bicycles	4	7%
Transit	4	7%
Vehicle Volume	1	2%
Speed of Traffic	0	0%
Environment	0	0%

## Downtown Open House

A Downtown Open House was held October 19-21, 2016 with informative stations and public input opportunities covering the topics of downtown street design options and cross sections, multi-modal improvements, streetscaping and aesthetics, shared street/festival street concepts, and one-way streets. In addition, information about the citywide draft MTP, thoroughfare cross sections, and the MPO Bicycle and Pedestrian Plan were presented. In addition to participation from interested citizens, focus groups were held with the MTP Task Force, TxDOT, and downtown business owners.





During the Downtown Open House, the street design priority exercise was adapted to gather input from the general public about their priorities on improvements to streets in downtown Seguin. Priorities for each street type were determined through an exercise where each member was asked to select and rank their top six priorities for future transportation improvements out of a set of 9 possible priorities.

The following is a summary of the priority exercise results:

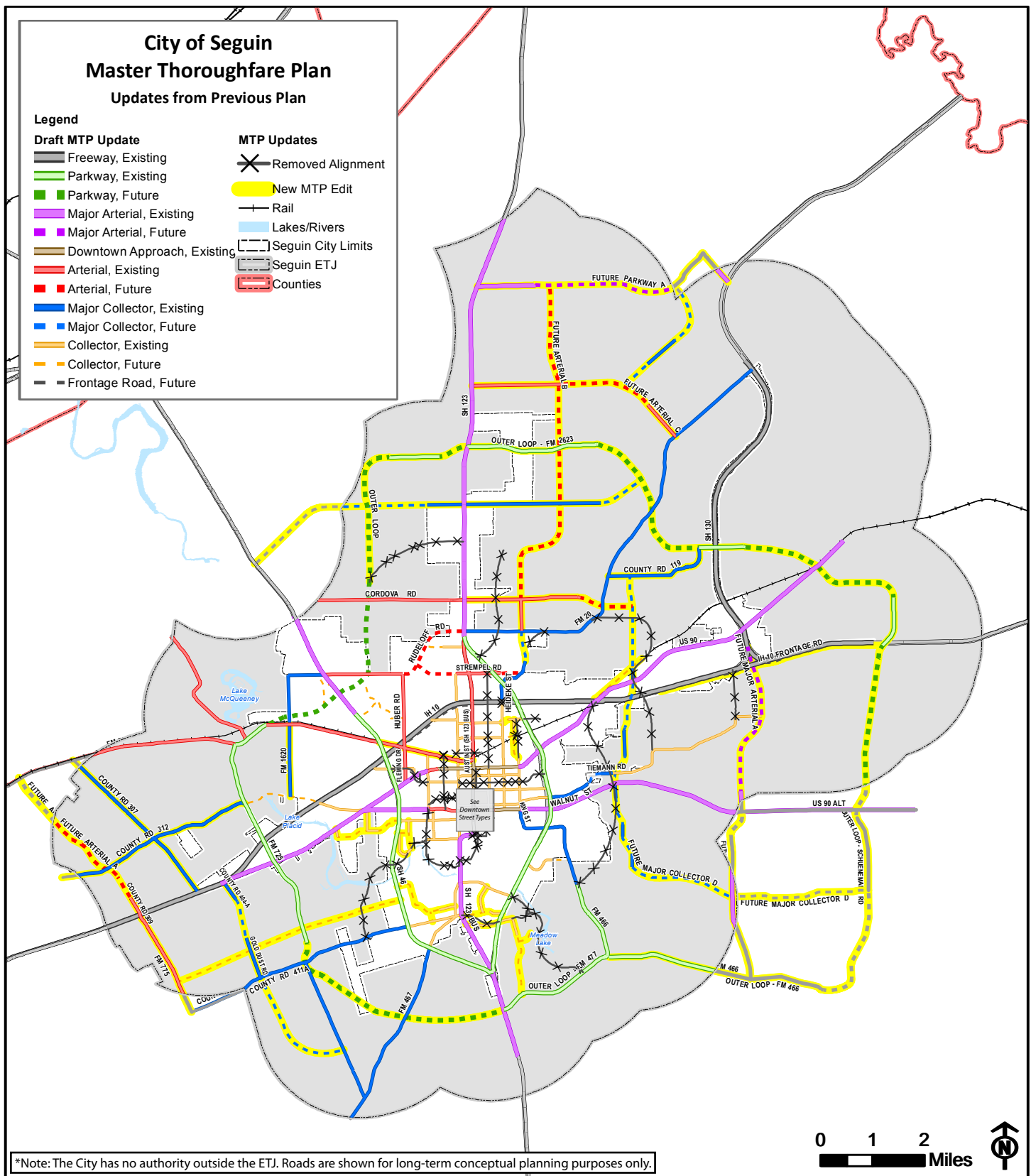
Downtown Streets		
Street Design Priorities	Total Count	% of Total
Aesthetics/Sense of Place	68	20%
Economic Vitality	54	16%
Pedestrian	50	14%
On-Street Parking	44	13%
Safety	44	13%
Vehicular Mobility	37	11%
Bicycles	19	5%
Environment	17	5%
Transit	15	4%

## Discussion Session with Property Owners

Each property owner in the city limits with a proposed new thoroughfare was mailed a postcard inviting them to a Discussion Session to learn more about the plan and provide their comments. 94 postcards were sent and 11 property owners attended the Session, with several others calling for information. Input from the Session was used to refine alignments.

## Master Thoroughfare Plan Map Development

The map on page 44 summarizes thoroughfare alignment and functional class changes to the MTP map from the previous plan. Many of the changes are intended to reduce conflicts with existing and planned development and minimize conflicts with physical constraints.



# Master Thoroughfare Plan Prioritization Table

Tier 1		
Street	From	To
Tor Drive (County Road 400)	SH 123 BUS	SH 123
FM 20	SH 123	SH 130
SH 123	Cordova Rd	I-10
N Austin Street (SH 123 BUS)	I-10	UP Rail
Rudeloff Road	SH 46	Huber Road
Stremmel Road	SH 123 BUS	SH 123
Rudeloff Road	Huber Road	SH 123
Outer Loop Parkway	FM 1620	SH 46
I-10 Frontage Road	SH 46	SH 123 BUS

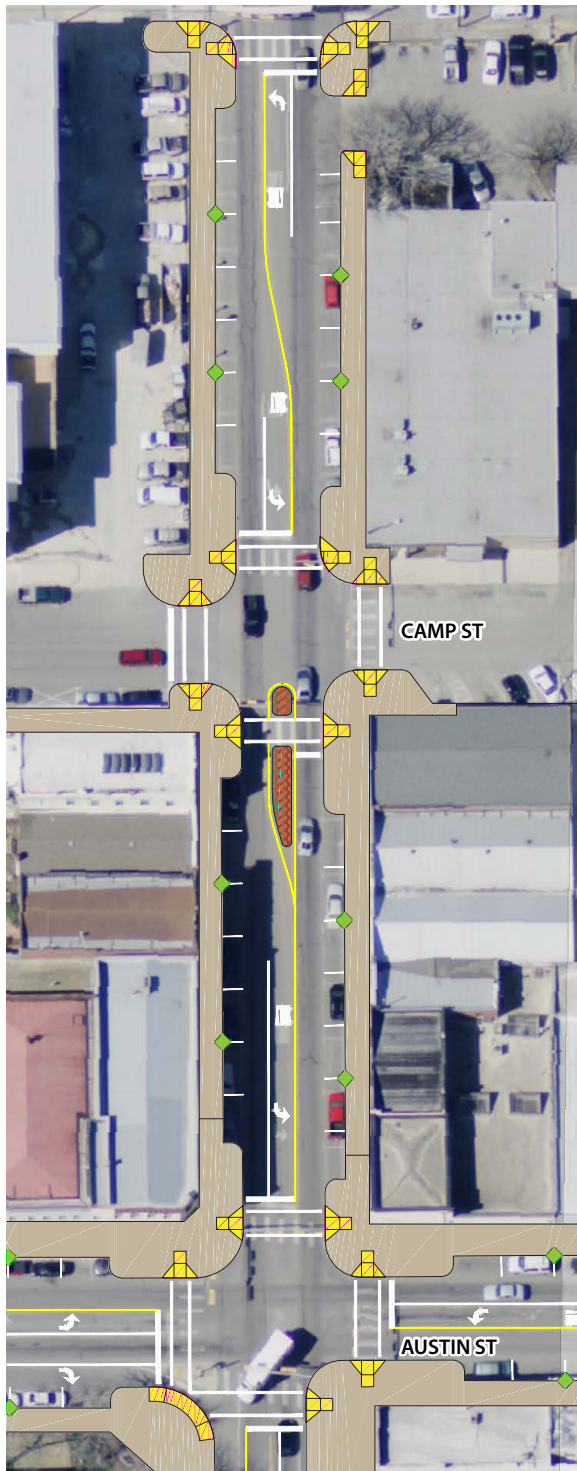
Tier 2		
Street	From	To
Stremmel Road	SH 123	Martindale Road
Outer Loop Parkway	SH 46	Cordova Road
Martindale Road	Stremmel Road	FM 20
Future Arterial (Ploetz Road)	FM 20	Cordova Road
Downtown Street Improvements	Downtown Subarea	

Tier 3		
Street	From	To
Cordova Road	West City Limit	SH 123
Cordova Road	SH 123	Future Major Collector
Future Collector A	Turtle Lane	SH 46
Future Collector B	B & B Road	Volunteer Street
Future Collector C (Water Tower Road)	SH 46	Existing Water Tower Road
Future Collector D	FM 725	Future Water Tower Road Extension
Future Collector G	SH 46	Future Collector H
Future Collector H	Outer Loop Parkway	Huber Road
Nolte Farms Drive	Existing Nolte Farms Drive	FM 466 (King Street)
Stremmel Road	Future Rudeloff Road	SH 123 BUS
Volunteer Street	Existing Volunteer Street	Burges Street

**Tier 4** – Includes all other projects in the MTP that are not current or near-term needs

## Downtown Street Improvement Summary

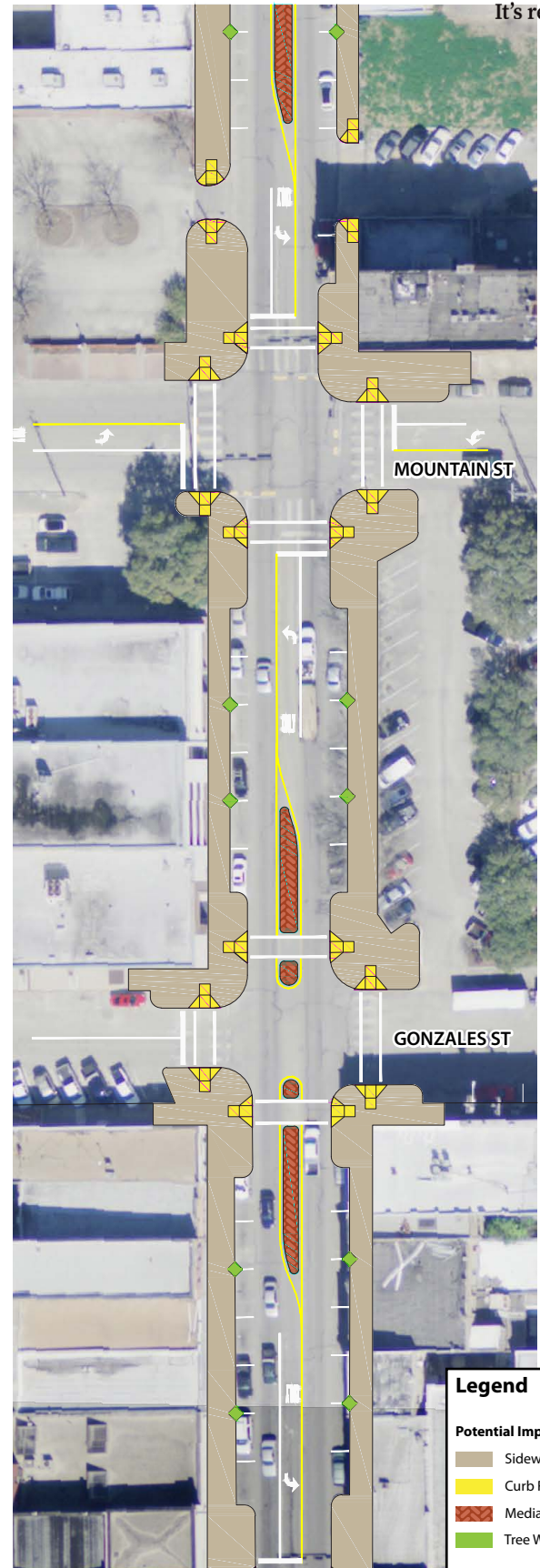
The exhibits on pages 45-47 summarize the locations of potential improvements discussed in Chapter 3. The general improvement types include sidewalks, corner bulb outs, median treatments, pedestrian crossings, and street trees. Detailed concept exhibits are provided in Figures 3-3 through 3-5 in Chapter 3.



*Downtown Street Improvement Concept: Court Street*



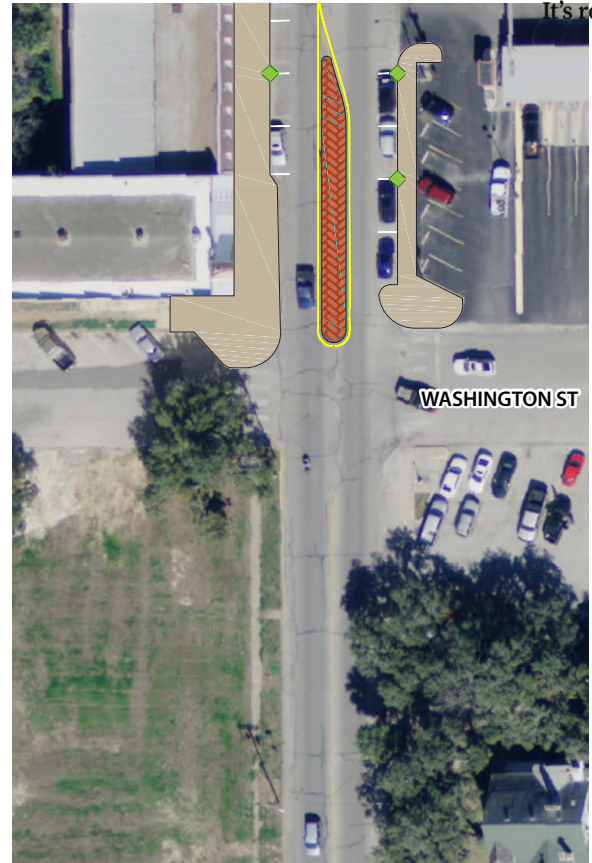
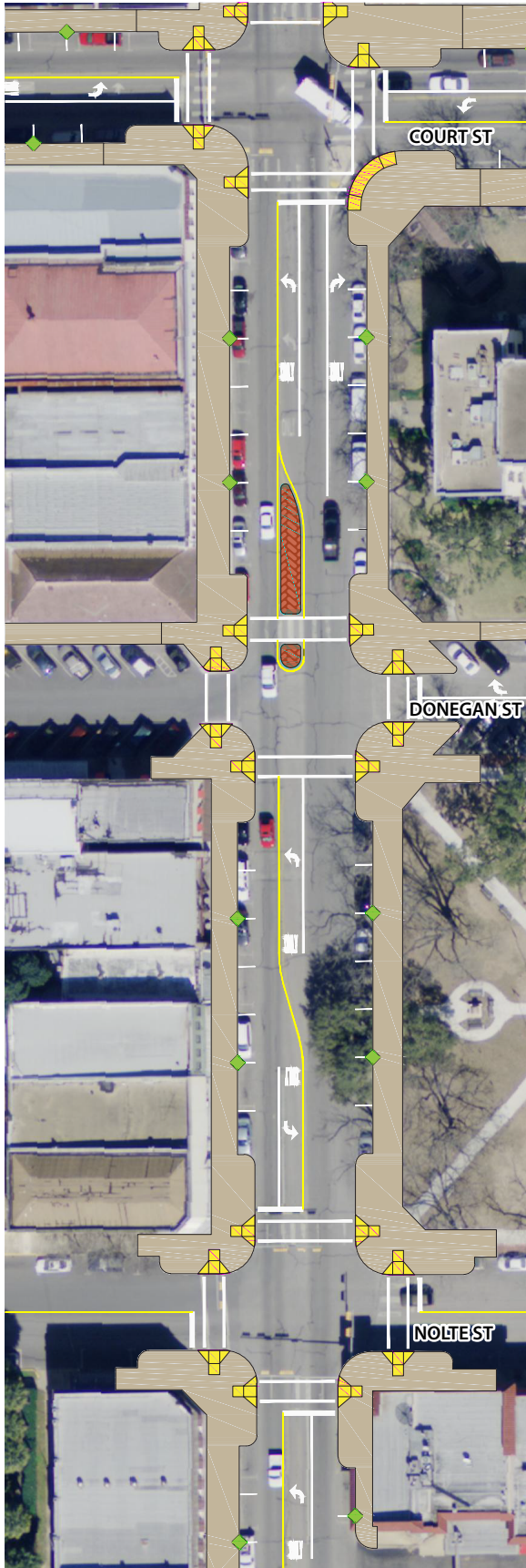
It's real.







Legend	
Potential Improvements	
	Sidewalk
	Curb Ramps
	Median Treatment
	Tree Wells

*Downtown Street Improvement Concept: Austin Street*

It's real.



Legend	
Potential Improvements	
	Sidewalk
	Curb Ramps
	Median Treatment
	Tree Wells

*Downtown Street Improvement Concept: Austin Street*

## Adoption

(Placeholder section for summary of the adoption process)