

HEALTHY STREETS, RESILIENT COMMUNITIES WORKING GROUP

REVIEW AND ACTION STEPS

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San Marcos



Session Overview

- Short review of resilient streets
- StoryMaps: Resilient street examples in Texas and San Marcos
- Asset mapping findings
- Feedback: what should be added/emphasized?



Resilient streets =



+



Pathway to bouncing forward: resilient streets

Resilient Streets= foundation of great places



Re-envision streets as key element of community resilience

Link core outcomes to funding: safety, VMT/modeshare goals, access, water

Work towards multisectoral partnerships: transportation, water, community development, & public health



Adaptation Urbanism

Transforming Streets to Address Climate Change | An I-STEP Project





Dallas Katy Trail



River Walk San Antonio



Dallas Deep Ellum

Texas Resilient Streets and Greenways



Austin



San Marcos



San Antonio



San Antonio



Austin



3 Tools for Resilient Streets Asset Mapping

1. Green Resilient Streets Audit

Green/ Blue Street Corridor Elements	Yes/No	Vision Zero/Safe System Street Elements	Yes/No
Green medians		Sidewalk	
Street trees		Traffic calming (speed table, chicanes, traffic diverter, etc)	
Bioswales		Continental crosswalk/ Mid-block crossing treatment	
Street planterboxes		Brick pavement	
Permeable pavement		Pedestrian street	
Parklet/adjacent parks		Curb bulb-out	
Green/water squares		Bike lane	
Adjacent rivers		Cycle track	
Adjacent canals		Protected intersection	
Adjacent ponds		Round-about	
Blue medians (center of			

2. Vision Zero/Safe Systems Design Audit

Audit Tool



Street Segment Posted Speed Limit:

Above 20 mph?

If no, is there traffic calming to slow speeds to make it safe for people on bikes to mix with vehicles?

Type of traffic calming present if present:

If yes, is there a dedicated protected place for people to walk? _____

Facility type if yes:

If yes, is there a dedicated protected place for people to ride a bike? _____

Facility type if yes: _____

If yes, is there a protected intersection design (curb bulb out, median island, etc)? _____

Facility type if yes: _____

3. Safe Resilient Streets and Greenways Asset Mapping Exercise

Concept

Looking at the downtown and downtown-adjacent areas of San Marcos, there is a great wealth of resilient street types and connecting green corridors. These could be green and blue infrastructure, alleys that could be repurposed, bicycle and pedestrian infrastructure, complete street examples, street tree corridors, public spaces, etc. There seem to be many elements that could be linked together to create a safe resilient street system linked with greenways. What do you see?

The answers that you provide below will be turned into a GIS StoryMap that shows the potential base elements of an asset map outlining the potential for resilient streets and greenways in the downtown San Marcos area.



Asset Mapping

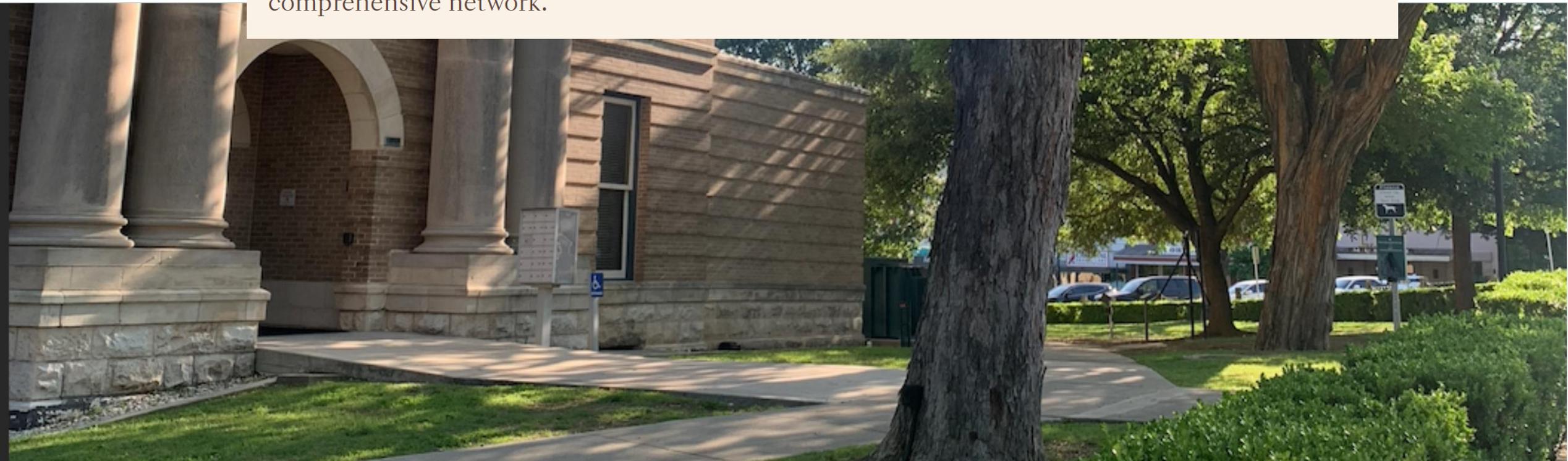
- What are key resilient streets and greenway assets in and adjacent to downtown San Marcos? Try to be specific with a street intersection if possible.
- Describe the existing key elements that could form a resilient street and greenway system connecting downtown and downtown adjacent areas of San Marcos.
- How would you prioritize space on your street to make it more welcoming?
- Finally, are there a couple of potential catalytic projects that could help to connect these elements? Please identify.



Results from Asset Mapping

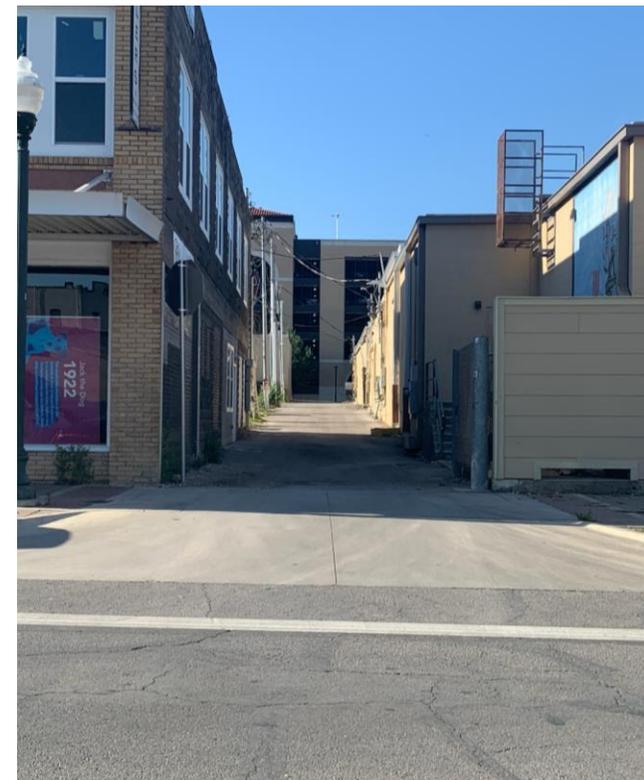
Key Working Group finding: Green, resilient street templates exist in San Marcos & can be the foundation for building a system

The Working Group identified a series of streets, squares, parks, and active transportation assets within the core area of San Marcos. These examples shown in the images below highlight these key assets and point towards the potential of connecting the resilient street assets into a more comprehensive network.



Results from Asset Mapping

- West Hopkins, North LBJ, North Guadalupe, N. C.M. Allen, existing alley & bike network, Mobility Hub, & Courthouse Square all seen as key resilient street features
- East Hopkins seen as a key break in the system & opportunity for change
- N. C.M. Allen seen as template for green resilient streets that could be extended





Next Steps

- Discussion of extending C.M. Allen towards I-35
- Potential funding source: DOT PROTECT grant

Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program (PROTECT)

General Grant Program Information

Under the Bipartisan Infrastructure Law (BIL), the [Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation \(PROTECT\) Grant program](#) provides funding to ensure surface transportation resilience to natural hazards including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure.

The PROTECT discretionary program offers two types of awards: planning grants and Competitive Resilience Improvement Grants.

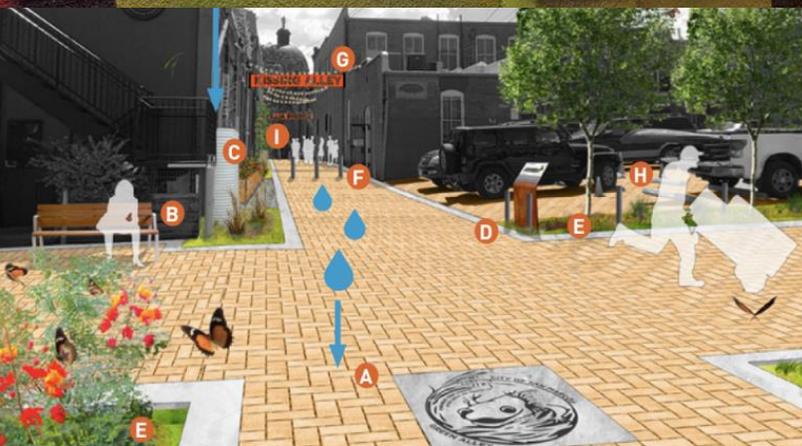
A Benefit-Cost Analysis (BCA) is required for this grant program. For more information about BCA's, see [What is a BCA?](#) and the [USDOT's Benefit-Cost Analysis Guidance for Discretionary Grants](#).

Opportunity Status:	Open
Posted Date:	04/21/2023
Close Date:	08/18/2023

Eligible Applicants:	State Governments; Local Governments; Federally Recognized Tribes and Affiliated Groups; Planning and Project Organizations
Eligible Activities:	Planning; Construction; Operations and Maintenance; Technology Demonstrations and Deployment; Climate and Sustainability; Accessibility; Security
Transportation Type:	Bike/Ped; Maritime; Roadway; Transit
Most Recent Annual Program Funding Amount:	\$1,400,000
Annual Award Amount:	\$250 Million
Cost Sharing or Matching Requirement:	Yes
Match Waiver:	Yes
Rural Set-Aside:	Yes
Grant Opportunity ID:	693JJ323NF00013
Grant Opportunity Link:	PROTECT Discretionary Grant Program
Links to Additional Information:	BIL Fact Sheet

Next Steps

- Kissing Alley Redesign: GI, active transport, placemaking, econ dev.
- Potential to expand into network



According to Josie Falletta, downtown coordinator for the Main Street Program, placemaking means creating places where people want to spend time. Eventually

Next Steps

San Marcos Cultural Trail:

- Concept discussed by Jordan Clarke in Dec. meeting
- Design precedent: Indianapolis
- 2023 Stelos Scholars Summer Workshop seeks to extend concept to San Marcos



INDIANA UNIVERSITY PUBLIC POLICY INSTITUTE

Reasons to Love the Indianapolis Cultural Trail

Figure 1. Increase in revenue and customers reported by respondents to business survey

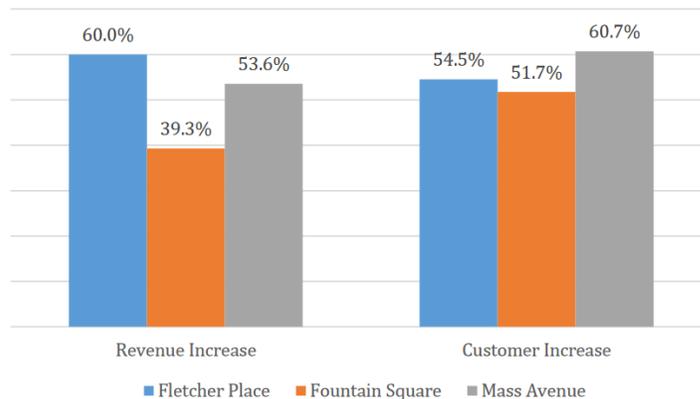
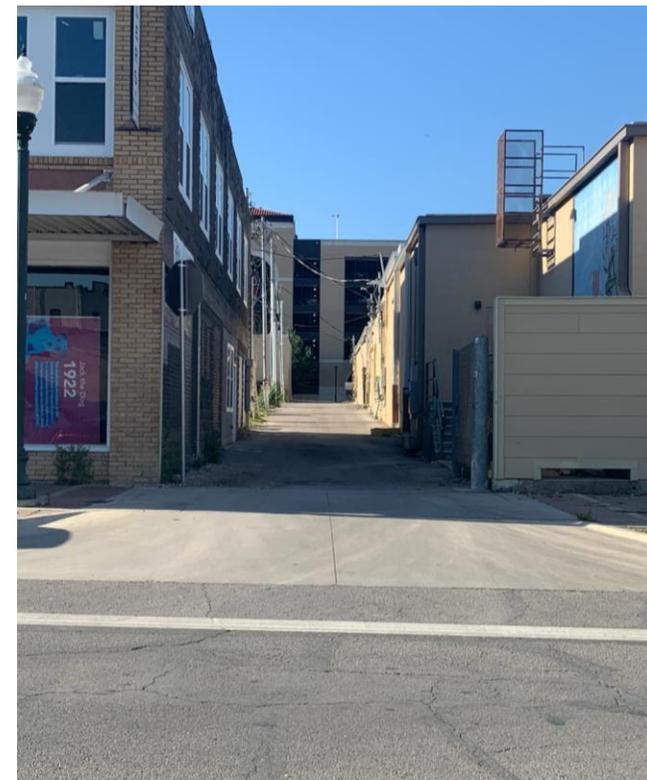


Photo credit: ©2015 Google



Photo credit: Alphons Van Adrichem

Feedback: What Should be Added/Emphasized?



THANK YOU! QUESTIONS?

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