The Pedestrian Mobility Advisory Committee (PMAC) advises the San Antonio-Bexar County Metropolitan Planning Organization’s Transportation Policy Board on pedestrian issues for the metropolitan area. PMAC is comprised of citizen and partner agency representatives. Citizen representation is at-large, positions and representation are from the Greater Bexar County Council of Cities, Bexar County Technical Advisory Committee for Persons with Disabilities, and from neighborhood walking groups. Agency representatives are from Alamo Area Council of Governments Bexar County, City of San Antonio, the San Antonio Utilities Council, Texas Department of Transportation, and VIA Metropolitan Transit. (see Appendix below for a full listing of the SOC).

PMAC served as the Study Oversight Committee (SOC) for this Plan to ensure that the Plan would address the most critical pedestrian issues both within the City of San Antonio and the greater Bexar County Region. The SOC was convened in December 2010 and met six times to provide input at each stage in the Plan development process. This included development of project goals and objectives, priorities, locations for recommended improvements, and a thorough review of this document.

The following are agendas and meeting notes from the PMAC meetings:

NOTE: Appendix A will be updated upon finalization of the Plan. This includes addition of final meeting agendas and summary meeting notes.
MEMORANDUM
November 24, 2010

To: Members, Pedestrian Mobility Advisory Committee
From: Lydia Kelly, Bicycle/Pedestrian Transportation Planner
Subject: Meeting Notice and Agenda

The next meeting of the Pedestrian Mobility Advisory Committee (PMAC) is scheduled for Wednesday, December 15, 2010 at 2:00 p.m. at the MPO office located at 825 S. St. Mary’s St., San Antonio, Texas 78205

Please note the change in meeting start time.

The following agenda items will be discussed and action will be taken as appropriate.

AGENDA

1. Welcome and Introductions: Robert Hanley

2. Discussion and Appropriate Action on the October 20, 2010 Meeting Minutes

3. Introduction to the Pedestrian Safety Action Plan
   - Opening Remarks: Lydia Kelly
   - Introduction to the Project Team: Toole Design Group and Halff Associates
   - Introductory Exercise: Peter Lagerwey and Jim Carrillo

   - Group Exercise – Vision, Goals and Objectives: Peter Lagerwey and Meghan McCarthy
   - Discussion and Appropriate Action on the Vision, Goals and Objectives

5. PMAC Communications

6. Citizens to be Heard
Voting Members Present:

Robert Hanley        Chair
David Frost (Vice-Chair)     VIA Metropolitan Transit ADA
Annette Prosterman     Alamo Area Council of Governments
Daniel Ludwig        Bexar ADA Council
Katherine Velasquez (alt) City of San Antonio Metro Health Department
Rachel Cywinski     Citizen
Brian Crowell        Citizen
George Burton        Citizen
David Arciniega City of San Antonio Parks and Recreation Department
Mark McDonald (alt) City of San Antonio Disability Department
Eloy Rosales San Antonio Utilities Council
Daron Phillips Walking Organization
Ken Zigrang Texas Department of Transportation
Abigail Kinnison VIA Metropolitan Transit

Voting Members Absent:

Ashley Parsons City of San Antonio Planning & Community Development Department
Bill Peters        Bexar Schools
Chip Henderson        Citizen
Rick Schroder Greater Bexar Council of Cities

Others Present:

Larry Johnson        Citizen
James Lawson        Citizen
David Haldeman City of San Antonio Public Works
Arrie Porter City of San Antonio Planning & Community Development Department
Marita Roos City of San Antonio Planning & Community Development Department
Jim Carrillo Halff Associates
Meghan McCarthy Halff Associates
Scott Ericksen MPO
Lydia Kelly        MPO
Jeanne Geiger        MPO
Mona Lisa Zertuche MPO
Peter Lagerwey Toole Design Group
Pedestrian Mobility Advisory Committee

December 15, 2010

1. Roll Call

Robert Hanley called the meeting to order at 2:01 p.m. A quorum was present.

2. Discussion and Appropriate Action on the October 20, 2010 PMAC Meeting Minutes

The October 20, 2010 PMAC Minutes were provided for review and action.

Katherine Velasquez moved to approve the October 20, 2010 Meeting Minutes. Abigail Kinnison seconded the motion. The motion carried unanimously.

3. Introduction to the Pedestrian Safety Action Plan

Opening Remarks: Lydia Kelly

Lydia Kelly introduced the Pedestrian Safety Action Plan (PSAP) and explained that the PMAC was determined to be the best group to serve as the study oversight committee (SOC). Lydia explained that the PSAP grew out of an Federal Highway Administration (FHWA) seminar, and the MPO received a grant for the PSAP that was funded by the Health and Human Services Communities Putting Prevention to Work (CPPW) Initiative through the City of San Antonio’s (CoSA) Metro Health Department.

Introduction of the Project Team

Representatives from the consulting team for the PSAP introduced themselves. These included Peter Lagerwey, Project Manager from Toole Design Group; Jim Carrillo from Halff Associates, and Meghan McCarthy from Halff Associates.

Introductory Exercise

Peter Lagerwey led the group through an introductory exercise in which each PMAC members and citizen attendee identified themselves, said what entity they represented, what area of town they lived, and what their personal interest or goal is for this plan. Each statement was written on flip chart paper. The responses are listed below:

Goal Statements

- Eloy Rosales – CoSA Public Works, Right-of-Way Division. Lives in Lavaca Neighborhood. Personal interest- make the city a more walkable community; create incentives for good design; wants more trails.
- Katherine Velasquez – CoSA. Lives in East Terrell Hills. Wants clearly marked crosswalks and people/drivers that obey those crosswalks.
- Annette Prosterman – AACOG. Transportation Coordinator. Lives north of Alamo Heights. Wants more cars off the road and more people interested in walking for health. Wants a change in the culture.
- Mark McDonald – CoSA ADA Compliance Office. Interested in walkable communities.

(Lagerwey noted that everything recommended in the PSAP will be in accordance with ADA)
Pedestrian Mobility Advisory Committee  December 15, 2010

- Scott Ericksen – MPO, Public Involvement Coordinator. Wants results from PSAP integrated into ordinances and policies that are being implemented.
- Lydia Kelly – MPO, Bike/Ped Coordinator. Lives south on Roosevelt.
- Abigail Kinnison – VIA, Ped/Bike Coordinator. Lives in Beacon Hill area north of downtown. Wants to bring vibrancy back to the city and its streets.
- Daniel Ludwig – citizen, advocate for disabilities. Wants to review data collection methods to see if they are reasonable.
- Daron Phillips - citizen of Bexar County. Hope for the Hood Walking Ministry. Connectivity is key.
- George Burton – Lives near Loop 410 and Marbach. Wants entire area to be walkable.
- David Haldeman – CoSA, Public Works. Interest is in CoSA’s 2012 Bond Projects. Interested in projects with alternative modes of transportation that are planned and designed now; to make sure they are included in this round of bond projects.
- David Arciniega - CoSA Parks & Rec, Senior Planner. Interested in more healthy activities and helping people understand that walking and bicycling is fun.
- Ken Zigrang – TxDOT Planner. Wants road safety audits.
- Jeanne Geiger – MPO, Deputy Director. Interested in buy-in at upper levels at different agencies and buy-in from the community.
- James Lawson – citizen, disabled rights activist. Wants people with disabilities to be able to move throughout the entire community as easily as you can move around with a car. He hates to see streets without sidewalks.

(Lagerwey suggested that our approach will be to use the term “universal design”. We will all have a disability at some point or another - universal design benefits everyone).

- Larry Johnson – citizen, visually impaired resident. Used to be on PMAC, but became frustrated. Says “The will is there, but the power is not”. Lives in northeast area near Lady Bird Johnson Park. Wants to know that there is a real political will to see this come to fruition. Too much of a shell game when it comes to determining who is responsible. Also, wants tangible, measurable, targeted goals. You must set goals and a timetable for these goals.
- Marita Roos – CoSA, Planning & Development, Complete Streets Program. Lives near Blanco near Loop 1604. Wants real Complete Streets policy for CoSA that has real support. Wants everyone to know what complete streets means and wants 1000 more street trees.


Peter Lagerwey gave a brief slide presentation and then led the group through key components of the Scope of Work. Below are key components of the scope that were identified along with questions from the SOC.

- When will team meet with SOC? No meeting in April because of Fiesta (per committee). Standard meeting time is 3rd Wednesday of every month.
• Stakeholder Round Table Discussions – Think about who should participate. Ideal size is 11 to 13 people. Opportunity to bring in some people who are not on PMAC. Comments: need political buy-in; need technical experts.
• Monthly progress reports – Can committee get copy of monthly progress reports? Geiger stated PMAC can receive the monthly progress reports.
• Data collection – as ideas are developed, want feedback from SOC
• Discussed different types of community outreach.
• Will review six communities and identify best practices.
• Pilot projects will identify specific locations from four categories – spot location, corridors, neighborhoods and typology.
• Implementation strategy – need to include political will and accountability.
• Question – What will the report give us?
  o Maps for priority areas based on where there are the most people, where there the crashes occur, transit routes and other factors.
  o Kinds of traffic management tools that can be used to reduce crashes; will identify those that will work best for San Antonio.
  o Suggestions for institutionalizing the recommendations into regulations and codes and into other plans.
• Question – With regards to community workshops, council members hold the purse strings. Lagerwey stated there will be an education component in the implementation recommendations including information on what has been done in other cities. Often, education is done through more training and workshops, which should include council members. Lagerwey suggested that a group of council members could be one of the focus groups that are part of the process.
• Question – How do crash reductions help create a walkable community? Too much focus on crashes. Lagerwey indicated that pedestrian safety cannot be achieved by keeping people from walking. Instead, the goal of the PSAP is to get more people walking while also simultaneously reducing crashes. Crash data is not the ONLY criteria for the evaluation, but it is one of the more important ones. Others will be looked at, too.
• Example: If your goal is to get cars to optimally use a street, the optimal speed is 30 to 35 mph. Any faster, then you increase inefficiency of the street. You can manage the speed to create a win-win for both motorists and pedestrians.


Group Exercise – Vision, Goals and Objectives

The SOC was grouped into four groups and asked to reflect on what had been discussed during the meeting and as a group identify agreed upon goals/objectives for the safety action plan.

Group 1
1. Clearly marked crosswalks with appropriate signals and pedestrian heads; need education piece for motorists.
2. Continuous sidewalk networks.
   How costly it can be? Plan might prioritize the areas that should have continuous sidewalks.
3. Comprehensive mass transit, integrated with pedestrian networks. Use bike share or smart car share - City and county can probably help promote. City should prioritize areas without sidewalks.
4. Plant more street trees. Trees can improve walkability. What are other options to improve walkability beyond street trees? Often experts can help identify best practices.

5. Institutionalize PSAP in CoSA’s Unified Development Code (UDC), regulations and complete street policies. City’s comprehensive plan can reflect this, too.

**Group 2**
1. Institutionalize pedestrian access. Codification, as well as everyday thinking (culture).
2. Educate the public to get them to the point where there pushing pedestrian politics
3. Increase pedestrian safety.
4. Realize & incorporate interrelated goals – counties, agencies, etc that have own goals and plans and making sure it's all integrated. Examples: goals related to health, obesity, complete streets etc.
5. Connectivity to all modes – peds, bike paths, buses, etc.
6. Prioritize implementation strategies & recommendations. With limited funding, can’t do everything so need to prioritize those that are most critical.

**Group 3**
1. Listen to residents, not developers – decision makers will listen to the residents, not just the development community.
2. Establish measureable and incremental goals – e.g. miles per year of sidewalks, percent of sidewalks made accessible.
3. Commitment of resources to maintain – sidewalks, pavement markings; incorporate a plan for MAINTAINING what we have.
4. Follow through – implement the plan by all the agencies.
5. OTHER: Comprehensive and integrated transportation network; critical need for driver awareness for pedestrian safety; example – rural communities don’t think sidewalks fit in their community, but then people end up having to walk on the side of a highway.

**Group 4**
1. Pedestrian friendly areas accessible to ALL peds – all walks of life, elderly, disabled.
2. Peds given priority in new development – example, new HEB being built near Babcock and Huebner – not walkable because of location and size of the parking lot.
3. Pedestrian accessibility within quarter mile of all VIA bus stops that include certain design criteria (five foot sidewalks, textured pavement, audible signals, curb ramps).
4. Incentives to retrofit pedestrian infrastructure – updating pedestrian facilities that were installed a long time ago.

Following this exercise, the group took a quick break while these goal statements were entered into an Excel spreadsheet. When the group reconvened, they voted on their personal priorities. Each member got five votes for what they personally felt was most important.
<table>
<thead>
<tr>
<th>Votes</th>
<th>Goal Statement</th>
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<tbody>
<tr>
<td>11</td>
<td>Institutionalize PSAP in UDC, regulations, and Complete Streets policy; Institutionalize pedestrian access</td>
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<tr>
<td>10</td>
<td>Establish measurable and incremental goals to achieve accessibility for sidewalks, bus stops, bike lanes, etc</td>
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<tr>
<td>10</td>
<td>Comprehensive mass transit, integrated with ped networks; Increase connectivity to all alternative transportation modes and networks</td>
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<tr>
<td>8</td>
<td>Commitment and resources to maintain existing infrastructure (sidewalks, pavement markings, signs)</td>
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<td>7</td>
<td>Educate the public</td>
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<td>6</td>
<td>Realize and incorporate interrelated goals and initiatives (Complete Streets, Obesity, Health)</td>
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<tr>
<td>6</td>
<td>Pedestrian accessibility within quarter-mile of all VIA bus stops, to include five-foot sidewalks, audible signals at intersections, changes in pavement textures, curb ramps</td>
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<tr>
<td>5</td>
<td>Incentives to retrofit pedestrian infrastructure</td>
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<tr>
<td>5</td>
<td>Pedestrians should be given priority in new development</td>
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<tr>
<td>5</td>
<td>Clearly marked crosswalks with appropriate signage, signals, ped heads</td>
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<td>3</td>
<td>Continuous sidewalk network</td>
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<tr>
<td>1</td>
<td>Plant more street trees</td>
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<tr>
<td>1</td>
<td>Pedestrian friendly areas are accessible to ALL pedestrians</td>
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<tr>
<td>0</td>
<td>Listen to residents, not developers</td>
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<tr>
<td>0</td>
<td>Follow through and implementation of the plan – no more lip service</td>
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<tr>
<td>no vote</td>
<td>Prioritize implementation of recommendations from final report</td>
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<tr>
<td>no vote</td>
<td>Increase pedestrian safety</td>
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*Note: The two last goal statements were not voted on because it was determined that these are inherent goals or outcomes of the PSAP.*
Pedestrian Mobility Advisory Committee  December 15, 2010

Discussion and Appropriate Action on the Vision, Goals and Objectives

Final comments from PSAP members on the goal statements:
- Do not pick on any one group (e.g. developers). Listen; be inclusive and consistent to promote implementation.
- Need to site schools, parks, etc that are pedestrian attractors in areas where accessibility can be provided.
- Need to include San Antonio Real Estate Council.
- Positioning with the City of San Antonio Planning Commission is key. They hold the key to getting pedestrian friendly plans approved.
- Be sure that access by disabled is a key element of this effort.

5. PMAC Communications

There were no additional communications.

6. Citizens to be Heard

There were no additional remarks.

There being no further business the meeting adjourned at 4:30 p.m.

Robert Hanley
Chair
Pedestrian Mobility Advisory Committee
MEMORANDUM
February 7, 2011

To: Members, Pedestrian Mobility Advisory Committee
From: Lydia Kelly, Bicycle/Pedestrian Transportation Planner
Subject: Meeting Notice and Agenda

The next meeting of the Pedestrian Mobility Advisory Committee (PMAC) is scheduled for Wednesday, February 16, 2011 at 3:30 p.m. at the VIA Metro Center Community Room located at 1021 San Pedro.

Please note the change in meeting location.

The following agenda items will be discussed and action will be taken as appropriate.

Agenda

1. Roll Call

2. Discussion and Appropriate Action on the December 15, 2010 Meeting Minutes

   - Project Schedule – Review and Status Update
   - Review Results from Goals and Objectives Exercise
   - Data Update
   - On-line Interactive Map – Review Draft – Provide Input
   - On-line Questionnaire – Review Draft – Provide Input
   - Group Exercise: Focus Groups – Develop Stakeholder List and Schedule

4. PMAC Communications

5. Citizens to be Heard
## MEETING NOTES

**To:** Jeanne Geiger: San Antonio-Bexar County MPO  
Peter Lagerwey, Toole Design

**From:**  
Group  
Meghan McCarthy, Halff Associates  
PSAP – Pedestrian Mobility

**Subject:**  
Advisory Committee Meeting

**Meeting Date:** February 16, 2011, 3:30 P.M.

**Location:** VIA Metro Center Community Room  
1021 San Pedro

**Notes Date:** February 18, 2011

**Project No.:** TDG - 7008 / Halff - 27913

### Decision or Follow Up

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<tr>
<th>Item</th>
<th>Description</th>
<th>Decision or Follow Up</th>
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<tbody>
<tr>
<td>1.</td>
<td>Roll Call (Lydia Kelly)</td>
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<tr>
<td>2.</td>
<td>Discussion and Appropriate Action on December 15, 2010 Meeting Minutes</td>
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| 3a.  | PSAP Project Schedule, Review and Status Update (Peter Lagerwey)  
- Peter went over the schedule and reminded the committee that one of their roles was to serve as a good governance committee monitor to make sure the project stays on task |  |
| 3b.  | PSAP Goals and Objectives – Review results from Exercise from December meeting  
- Peter reviewed goals and objectives from exercise in December and explained how they will be used to help organize the outline for the Plan |  |
| 3c.  | PSAP Data  
- Peter gave update on the status of obtaining data for the project |  |
| 3c.  | CommunityWalk  
- Lucas Cruse of Toole Design Group gave an introduction of CommunityWalk as an online interactive mapping tool to gather input from the public. Comments from PMAC:  
  o How is this going to get publicized? What other methods do we have to get input from people that don’t have a computer?  
  PL: Neighborhood libraries and computers will have signs; would like PMAC to identify other ways it | Will make CommunityWalk available to PMAC to review and give feedback before making public |
could be publicized. Focus groups are another way we’ll get ideas – from specific populations outside of the PMAC and computer surveys.

- Concern over how it will collect feedback from populations that are not internet capable. PL: By promoting it at public places. Will discuss later in the meeting.
- How long will it be up? PL: About 4 to 6 weeks. Find that after 6 weeks, comments dribble off, and people start putting duplicate comments.
- How do you interpret comments? LC: The comments will be evaluated generally to help in prioritization.
- When will this be up and running? PL: Can get it up soon, but want to make sure it’s right. Robert H (Chair): Also added that we need time to market it and promote it across the city.

- PL went through the categories and asked for the PMAC’s input on the categories.
  - What about concern for personal safety, police type issues. Item number 8 – personal safety concerns is aimed at that.
  - Some of the categories are vague, and many people probably won’t know what they mean. For example: Unappealing Pedestrian Environment; Accessibility – provide definitions, or use different words. However, Unappealing Pedestrian Environment is a very important category.
  - CommunityWalk is not bilingual, but the online survey will be bilingual, and will capture some similar information.
  - General comment: Would be interesting to see parallels with other cities on their citizen’s communities – what’s the same and what’s different? And in these cities, what is the city doing that is addressing the concern.
  - What about a category for a nice walking street or my favorite walking street.
  - At the same time, there are wonderful streets, but the quality of the sidewalk is not good.
  - Adjust pedestrian signal timing item - should be shortened to just read Adjust Pedestrian Signal to capture all issues with pedestrian signals (including timing, but also those that are placed poorly). Simplify and provide further explanation in the instructions about the legend items.
  - What about a comment about wheelchair accessibility? PL: It’s federal law to be ADA, so category maybe not

<table>
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<tr>
<th>Adjustments to CommunityWalk Categories:</th>
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<tbody>
<tr>
<td>Provide description of categories in Instructions</td>
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<tr>
<td>Add “Nice walking street / My Favorite Walking Street / A Great Example of A Walkable Street” Category.</td>
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<tr>
<td>Simplify “Adjust Pedestrian Signal Timing” → Adjust Pedestrian Signal</td>
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<tr>
<td>Add general “Barrier” category.</td>
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necessary. The Sidewalk Condition category can be used to capture this issue.
- Also have barrier issue. So maybe there needs to be a general "Barrier" category. This would be a catch all for poles and other obstructions in the sidewalk also.
- In instructions, encourage user to provide additional comments about the marker or issue.
- How about: Put it online and let group try it out and have another round of comments after that?
- How are we going to get other cities to use? PL: Through promotion which is the next topic.

### Appendix A

#### Appendix A

3d. **Promoting CommunityWalk**

- Poster at public places for computer use:
  - Library
  - Schools with open lab time
  - Computer centers- ideas (Presa Center?)
    1. Technical schools
    2. High Schools
    3. Senior centers
    4. Day Care
    5. Public housing
  - CPPW Grant / Metro Health – media liaison has money to help with promotion (Elizabeth Luna-210-207-5375)
- VIA suggested that they could arrange for computer and internet at transit centers if MPO/Consultant could arrange for staffing. Logistically challenging – idea dropped
- Resenders Idea List (for e-blasting through email lists)
  - City council email lists
  - USAA Volunteer List
  - United Way Volunteer List
  - Social Organizations (Avenida Guadalupe, SAGE Organization, Suave, Esperanza Peace & Justice, South San Antonio)
  - SARA
  - Neighborhood Association (City Neighborhood Planning Dept)

PL explained that a poster would be posted near computers at various public places across the region

Jeanne Geiger explained that e-blasting will be used

### 3e. Online Questionnaire

- PL went through the draft questions for the online survey and asked for PMAC input on questions.
  - Can do in Spanish
  - Suggestion to add zip code as a location question – not

Adjustments to Online Survey Questions:
needed since respondents are already asked to provide an intersection near their home.

- Why are questions 9 through 11 (demographic type questions) optional? PL: Because they tend to be invasive, and if you don't make them optional, then people stop taking the survey.
- Age breakdown – breaks should match to U.S. Census
- On certain questions, it's confusing whether you answer just one or all, so need to add statement "Check all that apply" on certain questions.

### 3f. Group Exercise: Focus Groups – Develop Stakeholder List and Schedule

- PL asked PMAC for feedback on who should be included in focus groups. Entered into table, and voted to identify 6 focus groups with 4 to 8 people:
  1. Neighborhood Association (1 from each council district)
  2. School Board Presidents / Health Advisory Councils
  3. Senior Community – AACOG & Oasis
  4. Disability Advisory Committee
  5. Development Community (Planners, Real Estate, Developers – this group will be larger – 10 to 14 people)
  6. Fire Marshall

### 4. PMAC Communications – NONE

### 5. Citizens to be Heard – NONE

### 6. Meeting Adjourned

This concludes the Meeting Notes. Our goal is to provide a complete and accurate summary of the proceedings of the subject meeting in these minutes. If you feel that any of the items listed above are not correct, or that any information is missing or incomplete, please contact Peter Lagerwey at Toole Design Group so that the matter can be resolved, and a correction issued if necessary. These meeting notes will be assumed to be correct and accepted if we do not hear from the San Antonio-Bexar County MPO within ten (10) calendar days from date of receipt.
INVITATION

San Antonio Area Pedestrian Safety Action Plan
Stakeholder Roundtable Workshop and Discussion

The San Antonio-Bexar County Metropolitan Planning Organization (MPO) requests your participation in the development of the San Antonio Area Pedestrian Safety Action Plan.

Date: Wednesday, February 16, 2011 from 1:00 - 3:15 p.m.
Location: VIA Metro Center Community Room located at 1021 San Pedro

Background: The San Antonio-Bexar County Metropolitan Planning Organization (MPO), through the City of San Antonio Metro Health Department, was recently awarded a grant for the development of a Pedestrian Safety Action Plan (Plan). The Plan, when completed, will serve as a reference for improving pedestrian safety through street redesign and the use of engineering techniques as well as other safety-related treatments and programs.

Meeting Purpose: The purpose of this meeting is to involve you and the agency or organization you represent, in the development of the San Antonio Area Pedestrian Safety Action Plan.

Invited: TxDOT; VIA Metropolitan Transit; City of San Antonio Metro Health, Public Works and Planning; Bexar County, Members of the MPO Pedestrian Mobility Advisory Committee; other stakeholders with an interest in pedestrian safety and access.

For more information, please call 227-8651.

Agenda:

1. Welcome and Opening Remarks: Lydia Kelly

2. Introduction to the Pedestrian Safety Action Plan
   - Introduction to the Project Team: Toole Design Group and Halff Associates

3. Introduction to Pedestrian Planning, Land-Use and Facility Design
   - PowerPoint Presentation: Peter Lagerwey
   - Q and A – Facilitated Discussion

4. Pedestrian Safety Action Plan - Priorities
   - Group Exercise – Plan Priorities
   - Discussion

5. Next Steps and Opportunities for ongoing involvement
MEETING NOTES

To: Jeanne Geiger: San Antonio-Bexar County MPO
   Peter Lagerwey, Toole Design

From: Group
   Meghan McCarthy, Halff Associates
   PSAP – Stakeholder Roundtable

Subject: Meeting
Meeting Date: February 16, 2011, 1:00 P.M.
Location: VIA Metro Center Community Room
1021 San Pedro
Notes Date: February 18, 2011
Project No.: TDG - 7008 / Halff - 27913

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
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<tbody>
<tr>
<td>1.</td>
<td>Welcoming and Opening Remarks (Lydia Kelly)</td>
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<tr>
<td>2.</td>
<td>Introduction to the Pedestrian Safety Action Plan (PSAP)</td>
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<td></td>
<td>Peter Lagerwey of Toole Design Group gave an introduction of the Pedestrian Safety Action Plan to the meeting attendees. He introduced the three phases of the planning process: data collection (hard data and data from the public); draft plan; adopt the plan</td>
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<tr>
<td></td>
<td>Meeting attendees introduced themselves, giving their name, agency or organization they were representing, and a statement of how their agency or organization would benefit from the PSAP:</td>
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<tr>
<td></td>
<td>• Steve Radley, TXDOT HQ Pedestrian Safety Officer, generally supports PSAPs</td>
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<td></td>
<td>• Lydia K, Ped/Bike Coord MPO, carried over into other agencies</td>
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<td></td>
<td>• Robert H, PMAC Chairman</td>
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<td></td>
<td>• Stuart Burton, Citizen, PMAC member, will use plan to guide neighborhood priorities</td>
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<td></td>
<td>• __, Metro Health, child obesity program – guide future health programs and development; complete streets for healthy kids</td>
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<td></td>
<td>• Paulo Martinez, CoSA Dev’t Services – implement PSAP through development code and through private developments</td>
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<td></td>
<td>• Rudy Riviera, RJ Riviera Assoc – use PSAP for personal and life, encourage employee walking</td>
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<td></td>
<td>• Karen K, Active Living Council – get everyone in SA more active and PSAP will be key in this goal</td>
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<td></td>
<td>• Katherine V, Metro Health, Physical Activity Initiative – use PSAP to inform program and master plan for active living – PSAP to inform policy recommendations; incorporate elements of PSAP into active living plan</td>
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<tr>
<td></td>
<td>• Gloria, Metro Health, awareness</td>
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<td></td>
<td>• __, Public Works, use SPAP to develop priorities for projects</td>
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<td></td>
<td>• Stephanie V, MPO, Regional Safety Plan – data from Safety Plan will inform PSAP, and PSAP will in return give road map for Safety Plan</td>
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<td></td>
<td>• David Stallworth, Bexar Co – PSAP elements to use in suburbanized areas of county</td>
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and future development of Bexar Co areas

- Linda, RJ Riviera Assoc, planner – using PSAP for personal and to help make the city truly multi modal
- __, VIA, Project Manager for VIA’s long range plan – need to incorporate pedestrian safety in to long range transit plan. Relationship between PSAP and VIA plans.
- Daniel Day, Citizen, Active Living Council – personal use of walking and bicycling; wants comfortable and safe walk
- Cassandra, citizen, Active Living Council – personal use; walk and use bus a lot; implement in neighborhood
- Julia Diana, CoSA OEP – active transportation options for the city; PSAP will inform those efforts
- Scott E, MPO – PSAP gets implemented and institutionalized in all operating agencies, to improve the culture for travel in SA
- Abigail K, VIA – PSAP will provide safer environment for transit passengers and inform VIA’s long range plan
- Anthony C, Assistant Director of PW – PSAP is critical that infrastructure is planned properly, aware of issues for pedestrian access. Integrating PSAP into PW projects program
- Arrie Porter, CoSA Planning, Complete Streets – PSAP is key to successful implementation of Complete Streets
- Bill Barker, OEP – Building sustainable city with sustainable transportation, including walkability. PSAP will help goals of OEP
- Jeanne Geiger, MPO – agency will use to fund projects and prioritize projects or corridors, prioritize investments
- Ken Zigrang, TxDOT – PSAP will help TxDOT prioritize projects and give more push for pedestrian projects
- Annette, AACOG Transportation Coordinator – air quality improvement; PSAP will help implement goals
- David Frost, VIA – PSAP will assist his group in terms of making it more likely that VIA customers can transition to bus service for some of their trips
- Larry Johnson, Citizen, Alamo Council of the Blind Organization – interested in providing input into sidewalk plan and design that will maximize the usability, safety, and mobility for visually impaired or any person that has a walking handicap – wheel chairs, crutches, walker, etc
- Jim Lawson, Disability Rights Activist – need for transportation for people with disabilities, especially public transportation. Most public transportation areas lack safe pedestrian facilities.
- Mark McDonald, CoSA Disabilities Office – improving access and safety for everybody

3. Introduction to Pedestrian Planning, Land-Use, and Facility Design

- Peter Lagerwey gave a presentation.
- Comments and discussion:
  - City recently updated UDC; consultant recommended not allowing parking between
building and street, but development community defeated it and regulation was taken out.

- Question re retrofitting big box stores to work better in urban areas and to be walkable. Peter responded that often, big box developments are being redeveloped as “life centers” with former parking lots being developed and parking garages added.
- Someone pointed out that Economic Development was not in attendance. Need to show the economic benefit of improving walkability
- Need ideas on how to transform continuous turn lanes into medians with turn bays. Have tried to do this in SA, but where to put the turn bays becomes an issue with businesses.

### 4. PSAP Priorities

- General discussion on criteria to prioritize pedestrian projects: Ideas included schools, parks, activity centers, traditionally disadvantaged areas, access to grocery stores, high crime areas, pedestrian/motor vehicle crash locations and corridors.
- Round Table Exercise: Meeting participants worked in a group to identify their top criteria for prioritizing pedestrian projects and programs.
  - **Group 1 Criteria**
    1. Pedestrian crashes
    2. Grocery stores
    3. Schools
    4. Mixed use (long term)
    5. Walkable neighborhoods
    6. Transit
    7. Senior concentration areas
    8. Public activity centers (health clinics, library, parks)
    9. Downtown or tourist area
  - **Group 2 Criteria**
    1. Access to public transit
    2. Schools and education institutions
    3. Higher population density / neighborhood activity centers
    4. Redevelopment areas – pedestrian overlay zone, CBD
  - **Group 3 Criteria**
    1. Health disparities
    2. Safety (crash data)
    3. Proximity to activity centers (e.g., schools, parks, recreation and shopping areas)
    4. Increase mixed use
    5. Gaps in existing infrastructure projects
    6. Pedestrian/motorist education
  - **Group 4 Criteria**
    1. Proximity to transit facilities (nodes, access, connectivity)
    2. Examining crash data
    3. Leveraging existing projects
    4. Public/Private partnerships
Group 5 Criteria
1. Proximity to schools
2. Along transit routes
3. Major employment centers
4. Retail centers
5. Dense housing areas

Priority Voting Exercise: The lists generated by the tables were summarized and meeting attendees were given 3 votes for what they feel are the most important criteria: Items 1, 2 and 3 were the highest priorities, item 4 was a bit lower and items 5, 6 and 7 were deemed important but lower priorities.

1. Schools
2. Transit
3. Crashes/safety
4. High Density Neighborhoods
5. Downtown
6. Underserved areas
7. Employment centers

This concludes the Meeting Notes. Our goal is to provide a complete and accurate summary of the proceedings of the subject meeting in these minutes. If you feel that any of the items listed above are not correct, or that any information is missing or incomplete, please contact Peter Lagerwey at Toole Design Group so that the matter can be resolved, and a correction issued if necessary. These meeting notes will be assumed to be correct and accepted if we do not hear from the San Antonio-Bexar County MPO within ten (10) calendar days from date of receipt.
MEMORANDUM
April 11, 2011

To: Members, Pedestrian Mobility Advisory Committee
From: Lydia Kelly, Bicycle/Pedestrian Transportation Planner
Subject: Meeting Notice and Agenda

The next meeting of the Pedestrian Mobility Advisory Committee (PMAC) is scheduled for Wednesday, April 20, 2011 at 3:30 p.m. at the MPO offices at 825 S St. Mary’s, San Antonio.

The following agenda items will be discussed and action will be taken as appropriate.

Agenda

1. Roll Call
2. Discussion and Appropriate Action on the February 16, 2011 Meeting Minutes
   a) Focus Groups – status update
   b) On-line Interactive Map/questionnaire – responses to date
   c) Maps – review process of creating maps and what they tell us
   d) Field Work – review of process and initial observations
   e) Development Regulations Review – brief overview of methods and outcomes
   f) Next Steps
4. PMAC Communications
5. Citizens to be Heard
### MEETING NOTES

**To:** Jeanne Geiger: San Antonio-Bexar County MPO  
Peter Lagerwey, Toole Design  
**From:**  
Group  
Meghan McCarthy, Halff Associates  
**Subject:** Advisory Committee Meeting  
**Meeting Date:** April 20, 2011, 3:30 p.m.  
San Antonio Bexar County MPO  
**Location:** Offices  
825 S. St Mary's Street  
**Notes Date:** April 22, 2011  
**Project No.:** TDG - 7008 / Halff - 27913

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| 2. | **Discussion & Action on February 16, 2011 Meeting Minutes**  
A quorum was not present, but was expected; so item postponed till a quorum was reached. |  |
| 3. | **Pedestrian Safety Action Plan (Peter Lagerwey and Meghan McCarthy) – Presentation of Process Update**  
a. **Where we are in the process**  
   • We are in the data collection stage of the Plan – collecting data from public, existing resources and the field  
b. **Refresh memory of goals of the plan – reference goal prioritization exercise from December**  
i. Work we did before (goals and prioritization exercise) is being used to guide our field work and will be used in the future to guide the writing of the Plan  
ii. TXDOT has institutionalized pedestrian access into their policies – new policy statement issued (March 2011).  
c. **Focus Group Meetings**  
i. Meghan McCarthy gave key idea (what we heard) from each focus group meeting (details will be provided at the June meeting)  
d. **Reviewed priorities for where we want to make recommendations** (transit, schools etc)  
e. **Community Walk, how it's being used**  
i. Plotted all the comments to date; using to inform field work (more details will be provided at the June meeting). |  |
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<td>iii. Looked at crash density, gives sense of where crashes are occurring at large geographic scale</td>
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<td>iv. Looked at crash data by neighborhood (census tract). Identifies areas of the city that have the most crashes</td>
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<td><strong>h. Data collection &amp; analysis</strong></td>
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<td>ii. Team has identified spot locations (intersections), corridors, targeted areas (neighborhoods), and crash types</td>
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<td>• Another comment is that Wurzbach Rd may be a good corridor for mid block crossing treatments.</td>
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<td>• Showed map to illustrate the different areas we’re going to.</td>
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<td>• Q: Are you looking at the road diet study? A: Yes, we’re going to look at both the Road Diet/Restripe Study as well as the recommendations from the Bike Plan</td>
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<td>• Q: How is this dovetailing with the Complete Streets Project? The Complete Streets Project is identifying streets they are going to analyze. A: Complete Streets is a strategy for implementing this Plan.</td>
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<td>• Peter L. - Some neighborhoods have high crash rates, and we don’t know why. So we’ll look at neighborhoods and see whether they’re good candidates for traffic calming. Met with a representative of the SAFD yesterday and that was a good meeting because it gave us an opportunity to run different treatments by him and see how he or his department might react to them. They were very open to different treatments.</td>
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<td>b. Countermeasure treatments – Purpose of field work is to identify locations to try various countermeasures; there are</td>
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over 30 treatments that will be recommended for various locations. Following were discussed in more detail:

- **Transit** – Peter L. - will look for example locations that need a sidewalk to connect to a bus stop; will also look for locations where a new crossing is needed.
- **State AG has said that the HAWK signal is illegal in Texas.**
- **Committee suggestion** – add “reduce speed limit” to list of traffic calming treatments. Could be a corridor treatment.
- **Committee suggestions** – add Roundabout to list of traffic calming, and have discussion on when/where to use them. Many communities are installing them because the overall safety improvements as well as the cost.
  - March 2011 – new roundabout design guide.
  - Installed one on Blanco, but have signals on either side and jams traffic.
  - There’s one on Olmos & McCullough – five streets. It works great there, but small.
- **Comment:** Center islands – very important that you never design it so that people go to it. Also, design it with a mountable curb so fire trucks can overcome them.
- **Neighborhood treatments** – for non-arterial streets.
  - Peter L. - Speed tables and raised crosswalks – very expensive, but effective. Need to be very sure that you want to install it, because you can use the same amount of money to improve several intersections.
  - Peter L. - Be careful of using traffic diverters (volume controls), because sometimes traffic calming will just move traffic onto another street. In general our recommendations are to manage the speed, not divert the traffic.
- **Committee Question.** How are you linking the different countermeasures and linking them to the types of crashes?
  - The problem is that crashes are so infrequent, that if we start breaking it down into different crash types, we lose statistical validity. Consequently, we’re relying on the crash reduction factor (CRF) identified through national studies.

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those communities are using to influence developments to improve pedestrian environment.
Committee suggestion – add development regulations or incentives for transit stops/shelters

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<td>At what point will we go to Transportation Policy Board with an update on the process? Don’t want to leave them behind and find that they are uncomfortable with the Plan later.</td>
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Talk to Jeanne about at what point we go to TPB to update them.

This concludes the Meeting Notes. Our goal is to provide a complete and accurate summary of the proceedings of the subject meeting in these minutes. If you feel that any of the items listed above are not correct, or that any information is missing or incomplete, please contact Peter Lagerwey at Toole Design Group so that the matter can be resolved, and a correction issued if necessary. These meeting notes will be assumed to be correct and accepted if we do not hear from the San Antonio-Bexar County MPO within ten (10) calendar days from date of receipt.
MEMORANDUM
June 2, 2011

To: Members, Pedestrian Mobility Advisory Committee
From: Lydia Kelly, Bicycle/Pedestrian Transportation Planner
Subject: Meeting Notice and Agenda

The next meeting of the Pedestrian Mobility Advisory Committee (PMAC) is scheduled for Wednesday, June 15, 2011 at 3:30 p.m. at the MPO offices at 825 S. St. Mary’s, San Antonio, Texas, 78205. The following agenda items will be discussed and action will be taken as appropriate.

Agenda

1. Roll Call

2. Discussion and Appropriate Action on the April 20, 2011 Meeting Minutes

   a) Focus Group – What we heard
   b) Field work overview and how it is informing the PSAP
   c) The Plan:
      • Facility template: pedestrian safety projects (countermeasures) and identification of candidate locations
      • Model resolutions/policies
      • Review of development regulations – preliminary findings
   d) On-line Interactive Map/questionnaire – how it is informing the PSAP

4. Discussion and Appropriate Action on the FY 2013-2016 Transportation Improvement Program Draft Development Process – MPO (Geiger)

5. PMAC Communications

6. Citizens to be Heard
### MEETING NOTES

**To:** Jeanne Geiger: San Antonio-Bexar County MPO  
Peter Lagerwey, Toole Design  

**Attendees:**  
Jeanne Geiger, MPO  
Lydia Kelly, MPO  
Pedestrian Mobility Advisory Committee  
Peter Lagerwey, Toole Design Group  
Meghan McCarthy, Halff Associates  

**From:** Meghan McCarthy, Halff Associates  

**Subject:** Advisory Committee Meeting  

**Meeting Date:** April 20, 2011, 3:30 p.m.  
San Antonio Bexar County MPO  

**Location:**  
825 S. St Mary’s Street  

**Notes Date:** April 22, 2011  

**Project No.:** TDG - 7008 / Halff - 27913  

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| 2.   | Discussion & Action on February 16, 2011 Meeting Minutes  
A quorum was not present, but was expected; so item postponed till a quorum was reached. At the point a quorum was present:  
Abigail Kinnison moved to approve the February 16, 2011 Meeting Minutes. David Stallworth seconded the motion. The motion carried unanimously. |  |
| 3.   | Pedestrian Safety Action Plan (Peter Lagerwey and Meghan McCarthy) – Presentation of Process Update  
a. Where we are in the process  
   - We are in the data collection stage of the Plan – collecting data from public, existing resources and the field  
b. Refresh memory of goals of the plan – reference goal prioritization exercise from December  
   i. Work we did before (goals and prioritization exercise) is being used to guide our field work and will be used in the future to guide the writing of the Plan  
   ii. TXDOT has institutionalized pedestrian access into their policies – new policy statement issued (March 2011).  
c. Focus Group Meetings  
   i. Meghan McCarthy gave key idea (what we heard) from each focus group meeting (details will be provided at the June meeting)  
d. Reviewed priorities for where we want to make recommendations (transit, schools etc)  
e. Community Walk, how it's being used  
   i. Plotted all the comments to date; using to inform field work (more details will be provided at the June meeting).  
f. Survey  
   i. Reviewed key findings so far from online survey (details will be provided at the June meeting) |  |
g. Review of crash data
   i. Plotted crash locations (map)
   ii. Identified high crash locations and corridors
   iii. Looked at crash density, gives sense of where crashes are occurring at large geographic scale
   iv. Looked at crash data by neighborhood (census tract). Identifies areas of the city that have the most crashes

h. Data collection & analysis
   i. Have overlapped crash data with bus routes, neighborhood and commercial centers, schools, etc
   ii. Team has Identified spot locations (intersections), corridors, targeted areas (neighborhoods), and crash types

Field Work
a. Want to identify locations where we can try a pilot project to illustrate how it can improve safety. Committee comments and questions:
   - VIA understands that location of transit stop may cause a mid-block crossing and contributing to crashes; willing to move stops
   - Brand new facilities – may have opportunity to go back and fix it if not put in correctly (gave Wurzbach Dr as an example)
   - Another comment is that Wurzbach Rd may be a good corridor for mid block crossing treatments.
   - Showed map to illustrate the different areas we’re going to.
   - Q: Are you looking at the road diet study? A: Yes, we’re going to look at both the Road Diet/Restripe Study as well as the recommendations from the Bike Plan
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b. Countermeasure treatments – Purpose of field work is to identify locations to try various countermeasures; there are over 30 treatments that will be recommended for various locations. Following were discussed in more detail:
   - Transit – Peter L. - will look for example locations that need a sidewalk to connect to a bus stop; will also look for locations where a new crossing is needed.
   - State AG has said that the HAWK signal is illegal in Texas.
   - Committee suggestion – add “reduce speed limit” to list of traffic calming treatments. Could be a corridor treatment.
   - Committee suggestions – add Roundabout to list of traffic calming, and have discussion on when/where to use them. Many communities are installing them because the overall safety improvements as well as the cost.
Recall the most recently installed roundabout and the comments on its design:

- March 2011 – new roundabout design guide.
- Installed one on Blanco, but have signals on either side and jams traffic.
- There’s one on Olmos & McCullough – five streets. It works great there, but small.

**Comment:** Center islands – very important that you never design it so that people go to it. Also, design it with a mountable curb so fire trucks can overcome them.

**Neighborhood treatments** – for non-arterial streets.

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**Committee Question. How are you linking the different countermeasures and linking them to the types of crashes?**

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### Review of Local Suburban Community Development Regulations

- **Objective:** Team is looking to make general recommendations regarding land use regulations. Will answer questions - How can we get a better urban environment through land use regulations that come with new development or redevelopment?
- **Task:** Look at suburban land use regulations and identify things that those communities are using to influence developments to improve pedestrian environment.

**Committee suggestion** – add development regulations or incentives for transit stops/shelters

### Next Steps

- Rest of this week we are continuing field work
- Will continue to get feedback from CommunityWalk – will do a little more field work
- Next meeting is in June at which time we want to come back to you with recommendations from the field work as well as initial research we have from looking at other codes, as well as maps in terms of prioritizing where you should focus your resources in the region.
- Once you’re comfortable, will move forward on writing the report, and will meet in early fall with early draft.
- At what point will we go to Transportation Policy Board with an update on the process? Don’t want to leave them behind and find that they are uncomfortable with the Plan later.

### PMAC Communications:

Lydia Kelly introduced Stephen Ratke the Federal Highway Administrations’ Safety Engineer out of Austin Texas

Talk to Jeanne about at what point we go to TPB to update them.
Scott Ericksen reminded committee members that the MPO’s Walk & Roll to Work Rally is on May 20th and encouraged everyone to get out and walk and/or roll rather than drive in their cars.

5. Citizens to be Heard:
There were no citizens to be heard.

This concludes the Meeting Notes. Our goal is to provide a complete and accurate summary of the proceedings of the subject meeting in these minutes. If you feel that any of the items listed above are not correct, or that any information is missing or incomplete, please contact Peter Lagerwey at Toole Design Group so that the matter can be resolved, and a correction issued if necessary. These meeting notes will be assumed to be correct and accepted if we do not hear from the San Antonio-Bexar County MPO within ten (10) calendar days from date of receipt.
MEMORANDUM
October 13, 2011

To: Members, Pedestrian Mobility Advisory Committee
From: Lydia Kelly, Bicycle/Pedestrian Transportation Planner
Subject: Meeting Notice and Agenda

The next meeting of the Pedestrian Mobility Advisory Committee (PMAC) is scheduled for
Wednesday, October 19, 2011 at 3:00 p.m.
at the MPO offices at 825 S. St. Mary’s, San Antonio, Texas, 78205.

The following agenda items will be discussed and action will be taken as appropriate.

Agenda

1. Roll Call

2. Discussion and Appropriate Action on the June 15, 2011 and July 20, 2011 Meeting Minutes

3. Pedestrian Safety Action Plan Status Update and Discussion
   a) Pedestrian Facility Templates – Overview of work completed on countermeasure templates
   b) Review of Maps – Locations of candidate locations for improvements
   c) Pedestrian Facility Templates – Review of selected countermeasure templates
   d) Next Steps

4. Discussion – Process to review and provide input on all countermeasure templates

5. PMAC Communications

6. Citizens to be Heard
Pedestrian Mobility Advisory Committee October 19, 2011

1. Roll Call

Robert Hanley Chairman 210-829-5858
David Frost Vice Chair VIA ADA 210-362-5101
Annette Prosterman Transportation Coordinator AACOG 210-362-5228
Daniel Ludwig Citizen Bexar ADA Council 210-492-6554
David Stallworth Ped.Coord Bexar County 210-335-6785
Bill Peters Representative Bexar Schools 210-397-1213
Chip Henderson At Large Citizen 210-824-8758
Brian Crowell At Large Citizen 210-798-1895
Rachel Cywinski At Large Citizen 210-532-4123
George Burton At Large Citizen 210-313-3192
David Clear CSA Metro Health 210-207-2002
Judy Babbitt Planning Mgr CSA Disability 210-207-7957
David Arciniega Sr. Planner CSA Parks & Rec 210-207-2886
Ashley McNabb Planner CSA Planning 210-207-8187
Rick Schroder City of Helotes GBCCC 210-695-8877
Eloy Rosales Representative SAUCC 210-207-0179
Lorri Pavliska Ped.Coord. TXDOT 210-615-6003
Abigail Kinnison Planner VIA Planning 210-362-2564
Daron Phillips Antioch Baptist Church Sports Complex Walking Organization 210-379-6714
2. Discussion and Appropriate Action on the June 15, 2011 and July 20, 2011 Meeting Minutes

Issue

The June 15, 2011 and July 20, 2011 meeting minutes are attached for your review.

Action Requested

A motion to approve the June 15, 2011 and July 20, 2011 meeting minutes is requested.
**MEETING NOTES**

**To:** Jeanne Geiger: San Antonio-Bexar County MPO  
Peter Lagerwey, Toole Design

**Attendees:**  
Jeanne Geiger, MPO  
Lydia Kelly, MPO  
Pedestrian Mobility Advisory Committee  
Peter Lagerwey, Toole Design Group  
Meghan McCarthy, Halff Associates

**From:** Group  
Meghan McCarthy, Halff Associates

**Subject:** Advisory Committee Meeting

**Meeting Date:** October 19, 2011, 3:00 p.m.  
San Antonio Bexar County MPO

**Location:** Offices  
825 S. St Mary's Street

**Notes Date:** October 24, 2011

**Project No.:** TDG - 7008 / Halff - 27913

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| 2.   | Discussion & Action on February 16, 2011 Meeting Minutes  
A quorum was not present; so item postponed. | |
| 3a.  | PSAP – Pedestrian Facility Templates – Overview of work completed on countermeasure templates.  
b. Refresh goal exercise from December  
i. Goals identified in exercise will be brought into the draft plan.  
Highlighted the top goal from that exercise, which is to institutionalize the PSAP. The Complete Streets initiative by the City of San Antonio is such an example.  
c. Refresh priorities exercise from February  
i. Exercise identified some of the elements that should be used to set priorities. Used directly in field work and recommendations.  
d. Community Input | |
i. April, Focus Group meetings that provided a lot of valuable information

ii. Online Interactive Map, viewed 463 times, 143 markers placed, and 38 paths drawn. Shows a lot of interested in the topic. Highlights the top concerns, such as barriers in the sidewalk zone. Information used to guide field work and identify priorities

iii. Online survey – received 327 responses

iv. Public input will be used to develop policy recommendations, set priorities, and inform the selection of locations for field work

v. Brief review of field work and locations of candidates for improvements that led to countermeasure templates

3b. Review of Maps
   a. Peter gave brief overview of field work and review of candidate locations that led to countermeasure templates.

3c/4. Pedestrian Facility Templates – Review of Selected Countermeasure Templates and Provide Input
   - From previous efforts in planning process, are in process of developing a “best practices toolkit” of pedestrian facility design
   - Have put together templates of describing the treatment, when to use it, and some example locations in the region to try the treatment.
   - **Countermeasure categories:**
     - Right now, have 44 countermeasures, within which are up to 3 proposed locations
     - Have grouped countermeasures into broader categories:
       - Along the roadway
       - Channelization
       - Crossing the street
       - Curbside Management
       - Driveways
       - Intersection geometry
       - Illumination
       - Regulatory signs, not a lot because signs don’t affect much
       - Signalization
       - Transit
       - Warning signs
       - Traffic calming (basic ones, but more treatments exist)
   - Comments on the Countermeasure Categories:
     - Guy wires present huge safety hazard to visually impaired. PL:
<table>
<thead>
<tr>
<th>Fixing those has been addressed in the countermeasures</th>
</tr>
</thead>
<tbody>
<tr>
<td>o Pedestrian Hybrid Beacons (HAWKS) – latest legislative session made them legal.</td>
</tr>
<tr>
<td>o Along with the guy wire is head clearance for signs and other projections. Federal discussions of lowering clearance levels</td>
</tr>
<tr>
<td>o Intersection crossings – the downside of scramble intersections. PL did not cover scramble intersections. Will not have template, but will discuss pros/cons of them</td>
</tr>
<tr>
<td>o Channelized right or left turn lanes? High speed channelized right turns, or free rights. San Pedro at Loop 410 is a good example. PL: Yes. It’s been discussed. Use of flashing yellow has shown improvement, but ideal would be to go to red.</td>
</tr>
<tr>
<td>o Comment: CoSA has been using flashing yellow lately.</td>
</tr>
<tr>
<td>o Please explain in-street flop over under warning signs. PL: can be very effective in limited positions. Effective when used in combination of things, or in school zones where they can be installed/removed. However, has limited life when hit a lot.</td>
</tr>
<tr>
<td>o Height of curb – affects people stepping up, as well as transit. PL: Have not addressed height of curb, will incorporate.</td>
</tr>
<tr>
<td>o Are these prioritized as to what are most effective? PL: Not yet. Will be included in a chapter discussion. Will discuss cost/benefit of different treatments, which ones have most crash reduction, which ones affect VLOS, and which ones are cheap or expensive. Depends on what goals are.</td>
</tr>
<tr>
<td>o Does plan address pros and cons of shared pathways? PL: No.</td>
</tr>
<tr>
<td>o Maintenance – some treatments already in place, but faded. Can maintenance be a countermeasure? PL: It’s such a big problem here that it should be added. Will add markings and maintenance as a priority.</td>
</tr>
<tr>
<td>o Comment: TXMUTCD establishes minimums for pavement markings</td>
</tr>
<tr>
<td>o Public Works trending away from speed humps/speed tables. Public Works perspective will be to remove them. PL: If don’t want them in, will remove them.</td>
</tr>
<tr>
<td>o What about width of sidewalk? PL: Current AASHTO guide recommends 4’, but that's not wide enough. Will move to 5’ in three years with next update.</td>
</tr>
<tr>
<td>o Is there a “passing lane” concept that would allow people to pass one another. PL: Yes, it’s required for substandard width sidewalks, but length is every 200’. That's not good enough; going to recommend better.</td>
</tr>
</tbody>
</table>
• **Countermeasure Templates:**
  o In addition to the 44 countermeasures, have identified specific locations, corridors, or neighborhoods to test them.
  o Two neighborhoods identified: Palm Heights and Spring Creek. Will come up with recommendations to do on a neighborhood-wide scale. That will include many of the traffic calming elements.
  o Two corridors identified for corridor treatments: Fredericksburg Road and Zarzamora Street. Recommendations for a corridor treatment. Comment: BRT will be taken down Fredericksburg Rd. Can send typical plan for a station. Zarzamora is also slated for high capacity transit (BRT).
  o PL: A reminder, the point of these recommendations is NOT to limit action to these locations, neighborhoods, or corridors, just to show EXAMPLES of what can be applied to other areas as well.

• **Comments on the Countermeasure Templates Reviewed:**
  o **Clearance from Obstruction**
    ▪ In "Current use in the region", clarify text about bus stop impacts on pedestrian clearance and adjust language to clarify that for VIA it is a right-of-way issue.
    ▪ In Las Vegas, the transit authority can site transit facilities as a utility easement, so don't need "permanent" right-of-way.
    ▪ Enforce or mandate that during construction a detour alternative for pedestrians shall be provided
    ▪ In recommendations for the region, utility companies will be an important partner to move utility poles and boxes.
    ▪ In recommendations for the region, how do visually impaired know whether to go left or right around a pole? Look at audible notifications to alert visually impaired pedestrians when approaching obstructions.
    ▪ In locations of where the countermeasure might be applied, asking to let us know if PMAC has another location they'd like to include that will have regional influence. Also, a maximum of three locations for each countermeasure.
    ▪ In proposed locations, would like to see a photo of a potential solution next to each photo of the problem.
  o **Curb Extensions**
    ▪ Would like to show primary goal as well as secondary benefits, such as traffic calming in this case.
    ▪ Would like to use photos of good examples that are being done locally. PL: If anyone has good quality pictures that you
can send us to use, and the location, please send them and we’ll try to incorporate them

- How do we reflect on the tone? PL: What is gut reaction? Does it feel like a right assessment? Secondly, is it generally supportive of what’s already there, or have we missed something
  - Driveway Design
    - It should be worked in to understand where the driveway ends and the STREET begins for visually impaired. The area needs to be steep enough to indicate that you’re going off the driveway.
  - Road Diet
    - Are these ones that came from the road diet study? PL: Did not check that. Need to do cross reference.
  - Generally, under other resources, need to reference TXDOT statewide policy for pedestrian/bicycle accommodations that was recently adopted by TXDOT. FTA policy, too.

### 3d. Next Steps.
- Reviewed future schedule, want to make sure everyone is OK
  - Oct 19 – review of some of draft product – the countermeasure templates
  - Dec 14 – Review full first draft of the plan. Won’t be finished product, but focus on content. NOTE: This is earlier in the month than the regularly scheduled week because the third week begins the “holiday season” for families.
  - Jan 18 – Detailed review by PMAC after month of review. This would be the opportunity for more substantive comments. Can send comments ahead of time and can make those changes before meeting. (Jan 25 is an alternative date for final review)
  - Jan 23 – Present plan to Transportation Policy Board.
  - Feb 15 – PMAC to make recommendation to policy board
  - Feb 27 – TPB adopts final plan
- NOTES:
  - December through February review is critical, because need PMAC to endorse the plan to move to TPB
  - Jan 18 vs. Jan 25 meeting – benefit of Jan 18 is that comments can be incorporated for TPB meeting on 1/23. However, Peter will not be here for Jan 18 meeting, but can be here for Jan 25 meeting.
  - In addition to this schedule, there will be a meeting

**PMAC prefers to meet Jan 18, and have Peter here for Jan 23 TPB**
scheduled for a technical review in November of all countermeasure templates. Lydia to send out dates to agency representatives, and other PMAC members can sit in on it.

- Comment: How can process be shortened? Can pieces be delivered as they’re done for review? Peter: Between now and Dec 14, many parts (esp. the countermeasures) are ready for review. Will send out soon with latest updates.
- There will also be a presentation to the City of San Antonio, either to City Council, B-Session, to one of the Council Committees, or to upper management. Not asking for any council action, but just an opportunity to get in front of them. Would like input on how best to maneuver through the process of getting in front of the City. Marita Roos and Julia Diana have insight in going through the process in terms of getting the PSAP Plan in front of council.
  - Infrastructure and Growth Committee – may be redundant because members on TPB; however, felt it helped it go through council adoption.
  - Probably won’t need B-Session because not seeking any action by council
  - Would be nice to have council “sign off” on it, or support it as a policy, that will give the plan more punch.
  - If the City wants to take it further than current project is scoped to do, it CAN. Would be good because give council opportunity to sustain the plan through policies, or support grants.
  - Comment: Let’s look at all the options over the next couple of months and next time we meet we’ll have a better idea of what direction to take.
  - PL: Would be great if plan was taken by cities and used. In plan, come up with implementation strategies to reinforce the lifespan of the plan. Can be used as a companion pieces for policies such as complete streets.
  - Comment: If implementation of the PSAP plan requires actions by the city, then needs to be easily transferable to the City of San Antonio and other cities.
  - Comment: Having the PSAP plan at some sort of “official status” would be extremely helpful to implementing parts of the City’s initiatives, such as Complete Streets.
  - PL: Sounds like there’s a consensus that a presentation is necessary, and it’d be even better for the City to adopt the PSAP. Or at least pass a policy resolution in support of it

Nov 16 (regular PMAC date) is preferred date for technical review.
Some possible departments: Public Works, CIMS, MetroHealth, Planning maybe (but in transition)

- PL: Eventually, the City will ultimately make the call. Jeanne Geiger and Lydia Kelly will follow up and see what City prefers.
- Comment: need to identify a champion to get it into the UDC also. Is it a multi-prong attack, where we meet with committee first, and then come to council ultimately?
- Comment: Based on our experience with the bike plan, one of the departments need to take the lead to get it as high as possible and presented to council.
- Comment: Need brainstorming session on who the individuals are that we bring in to push this forward

- PL: Need to identify who will follow up with this?
- Comment: Invite to a meeting the department heads sometime between December 14 and Jan 23 meeting. Includes some of the PMAC committee and department heads/managers for briefing. Can explain what we are asking them to do; who’s going to carry the ball.

Jeanne Geiger moving forward to see best course of action for getting PSAP in front of CoSA.

This concludes the Meeting Notes. Our goal is to provide a complete and accurate summary of the proceedings of the subject meeting in these minutes. If you feel that any of the items listed above are not correct, or that any information is missing or incomplete, please contact Peter Lagerwey at Toole Design Group so that the matter can be resolved, and a correction issued if necessary. These meeting notes will be assumed to be correct and accepted if we do not hear from the San Antonio-Bexar County MPO within ten (10) calendar days from date of receipt.
MEMORANDUM  
January 9, 2012

To: Members, Pedestrian Mobility Advisory Committee  
From: Jeanne Geiger, Deputy Director  
Subject: Meeting Notice and Agenda

The next meeting of the Pedestrian Mobility Advisory Committee (PMAC) is scheduled for  
Wednesday, January 18, 2012 at 2:00 p.m.  
at the MPO offices located at 825 S. St. Mary's, San Antonio, Texas, 78205  
The following agenda items will be discussed and action will be taken as appropriate.

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Agenda

1. Roll Call

2. Discussion and Appropriate Action on the December 14, 2011 Meeting Minutes

3. Revised Pedestrian Safety Action Plan  
a) Review schedule  
b) Review changes made in response to comments provided since the December 14, 2011 meeting  
c) Other comments

4. PMAC Communications

5. Citizens to be Heard
1. Roll Call

Robert Hanley       Chairman       210-829-5858
David Frost        Vice Chair     VIA ADA       210-362-5101
Annette Prosterman Transportation Coordinator AACOG 210-362-5228
Daniel Ludwig       Citizen       Bexar ADA Council 210-492-6554
David Stalworth      Ped.Coord     Bexar County    210-335-6785
Bill Peters        Representative Bexar Schools 210-397-1213
Chip Henderson       At Large     Citizen       210-824-8758
Brian Crowell       At Large     Citizen       210-798-1895
Rachel Cywinski      At Large     Citizen       210-532-4123
George Burton       At Large     Citizen       210-313-3192
Judy Babbitt       Planning Mgr CSA Disability 210-207-7957
David Arciniega    Sr. Planner  CSA Parks & Rec 210-207-2886
Priscilla Rosales-Piña Sr. Mgmt Analyst CSA Planning & Community Dev 210-207-7839
Vacant            Representative GBCCC
Vacant            Representative SAUCC
Lori Pavitska       Ped.Coord.    TXDOT       210-615-6003
Abigail Kinnison        Sr. Service Planner VIA Planning 210-362-2564
Vacant            Walking Organization
2. Discussion and Appropriate Action on the December 14, 2011 Meeting Minutes

Issue

The December 14, 2011 meeting minutes are attached for your review.

Action Requested

A motion to approve the December 14, 2011 meeting minutes is requested.
Appendix A

Pedestrian Advisory Mobility Committee
Meeting Minutes
December 14, 2011

Voting Members Present:

- Robert Hanley: Chair
- Annette Prosteman: Alamo Area Council of Governments
- Bill Peters: Bexar Schools
- George Burton: Citizen
- Mark McDonald (att): City of San Antonio Disability Department
- Katherine Velasquez (att): City of San Antonio Metro Health Department
- David Ardiniega: City of San Antonio Parks and Recreation Department
- Priscilla Rosales-Pina: City of San Antonio Planning and Community Development Department
- Loni Pashiak: Texas Department of Transportation
- Abigail Kinnison: VIA Metropolitan Transit

Voting Members Absent:

- David Frost (Vice-Chair): VIA Metropolitan Transit ADA
- Daniel Ludwig: Bexar ADA Council
- Brian Crowell: Citizen
- Chip Henderson: Citizen
- Rachel Czyninski: Citizen
- Vacant: Greater Bexar Council of Cities
- Vacant: San Antonio Utilities Council
- Vacant: Walking Organization

Others Present:

- Lydia Kelly: Metropolitan Planning Organization
- Mona Lisa Zentuche: Metropolitan Planning Organization

1. Roll Call

Robert Hanley called the meeting to order at 2:10 p.m. A quorum was present at 2:15 p.m.

2. Discussion and Appropriate Action on the June 15, 2011 and July 20, 2011 PMAC Meeting Minutes

The June 15, 2011 and July 20, 2011 PMAC Minutes were provided for review and action.

Abigail Kinnison moved to approve the June 15, 2011 and July 20, 2011 Meeting Minutes. Annette Prosteman seconded the motion. The motion carried unanimously.

On behalf of Toole Design Group, Jim Carrillo with Halff Associates Inc. introduced the draft document prepared by Toole Design Group. He noted that a PowerPoint presentation had been prepared as a guide to the contents of the draft report. This PowerPoint would be used to facilitate review of the report contents and help the committee members as they read the report and provided further comments. All comments are due to the MPO by Wednesday, December 28, 2011. Each chapter was reviewed and comments and questions received during the review of the draft plan were as follows:

a. Ensure that there is a recommendation to include audible signals to all crosswalk signals as these are upgraded throughout the city. The report should specifically mention this.

b. Committee members were concerned that the report needs to mention priority locations for installation of pedestrian safety improvements. They recognize that the plan is not a review of every single location in San Antonio, but would like language that addresses critical locations where improvements may be needed. For example, schools and transit centers were mentioned by committee members.

c. Is complete streets mentioned in the report? If not, be sure to include a discussion of what San Antonio is currently engaged in with Complete Streets and tie the Pedestrian Safety Plan recommendations to that plan.

d. Is there a discussion of the need to add sidewalks in developed areas where those do not currently exist?

e. The plan should include a recommendation that developers provide bonding to help build future sidewalks that may not be installed at the time of development.

f. For example, sidewalks are only built on lots where the home is being built, resulting in many gaps if homebuilding slows down. Developer concerns were over damage to sidewalks from construction activity as infill houses were built. Rolled curbs were tried as a solution, but were not deemed to be a good solution.

g. Concern was expressed regarding Table 5.1. Committee members wanted to be sure that this table referred only to the City of San Antonio. They felt instead that it should be used as a baseline for best practices for all area cities.

h. Concern was expressed that the document needs to emphasize the need for pedestrian facilities always having a place at the table. In other words, who will be the advocate for pedestrian facilities? The committee felt that there is no strong advocate right now. While the report cannot specifically designate who that advocate or reviewer should be, it should emphasize strongly the need to create such a reviewer.

i. Table on page 127 in Chapter 6 is really important, and needs to be highlighted along with examples already developed in the area. Also, all tables need to contain enough information so that the reader can understand the tables on their own without benefit of much of the text.
Appendix A

Pedestrian Mobility Advisory Committee

December 14, 2011

j. Does the report mention or highlight areas where multiple improvement types could be integrated and thus achieve many benefits from one project? If not, this needs to be included. Look at areas that merge multiple priorities.

k. The committee would like to include a strong statement linking bicycle and pedestrian facilities where the two benefit each other.

l. Note VIA’s long range plan and the need to integrate pedestrian facilities into actions by VIA.

m. Note ongoing SRTS plan for seven middle schools in San Antonio as an example of how to integrate pedestrian improvements around school sites.

n. At the very beginning of the report, highlight and emphasize the need for pedestrian safety improvements in particular around schools.

o. Rearrange items in table on page 127 so that similar items are discussed together (i.e. school related items).

p. Reverse the order of the two items that refer to crashes. Also specify the frequency of crashes.

q. On pages 128 and 129, provide backup for case studies.

r. On page 130, include ACOG, FHWA and TxDOT as related agencies. Also include note about other municipalities as having a leadership role.

s. Include discussion of role of franchise utilities and other franchise entities. Note that San Antonio Coordinating Council (SACC) is an umbrella entity that can help coordinate.

t. Define the role of citizens — how do they get involved and advocate for facilities?

u. Note need for San Antonio to have a pedestrian coordinator. The city currently only has an ADA reviewer.

v. PMAC would like the report to have a statement that all areas communities commit to having a pedestrian coordinator.

w. Note that there are two parts to implementation: 1) Policy, and 2) Action construction of improvements.

x. The text for Strategic measures on page 132 needs a better lead in statement.

y. What are the time frames for near, medium and long term implementation?

z. Who is or will be the keeper of information regarding sidewalk data? How often will it be updated?

aa. What are the next steps for PMAC? Does the report address where PMAC goes from here?

bb. What is the annual work plan? Who prepares it? Who updates the data in it?
Pedestrian Mobility Advisory Committee

December 14, 2011

cc. The role of the IMPO is to monitor plan progress.

dd. PMAC would like to have some PMAC representation on the Transportation Policy Board. Currently there is none.

ee. Is there a discussion on funding mechanisms or sources?

ff. When presenting this to the Policy Board, emphasize that this is a real useful tool that all area agencies and communities can use to improve pedestrian safety everywhere.

This item was for presentation and discussion only. Action on the Pedestrian Safety Action Plan is scheduled for February 2012.

4. PMAC Communications

There were none

5. Citizens to be heard

There were none

Abigail Kinnison moved to adjourn the meeting at 4:10 p.m. David Arciniega seconded the motion. The motion carried unanimously.

______________________________
Robert Hanley
Chair
Pedestrian Mobility Advisory Committee
3. Revised Pedestrian Safety Action Plan:

Issue

The draft Pedestrian Safety Action Plan was extensively reviewed at your December 2011 meeting. Additional comments were due to the MPO on Wednesday, December 28, 2011; these comments were transmitted to the consultant team on December 29, 2011. The document will again be reviewed at your January meeting with action scheduled for the February 2012 PMAC meeting. The Plan will also be presented at the MPO Transportation Policy Board meeting on Monday, January 23rd with final action scheduled for February 27th.

a) Review schedule

b) Review changes made in response to comments provided since December 14, 2011 meeting

c) Other comments

Action Requested

No action is requested this month. This is the first review of the revised document. Final review and action will be requested in February 2012.
4. PMAC Communications

5. Citizens to be Heard
Memorandum
January 12, 2012

This agenda is subject to revision up to 72 hours prior to the meeting.

To: All Members, Transportation Policy Board

From: Tommy Adkisson, Chair and Sid Martinez, Director

Subject: January 2012 Transportation Policy Board Meeting Notice and Agenda

The next meeting of the MPO Transportation Policy Board is scheduled for Monday, January 23, 2012 at 1:30 p.m.
at the VIA Metro Center Community Room located at 1021 San Pedro.

The following agenda items will be discussed and action will be taken as appropriate.
Items may be taken out of the order shown.

Speakers will be allowed up to three minutes each to address the Transportation Policy Board on individual agenda items. Public comment that does not relate to a specific agenda item must be made during the Citizens to be Heard period. All interested individuals must sign the register prior to consideration of that item by the Transportation Policy Board. All speakers must first state their names and any organizations they represent. While speakers who have signed up may donate their time to another speaker, the maximum time allowed for any individual speaker will be nine (9) minutes.

Agenda:

1. Roll Call

2. Director's Report – MPO (Martinez)
   a. Welcome new members (Farias and Salazar)
   b. Texas Trails and Active Transportation Conference will be held in San Antonio on February 1-3, 2012
   c. The Texas Transportation Forum will be held in San Antonio on February 15-17, 2012
   d. Public Input Sessions for the FY 2013-2016 Transportation Improvement Program will be held in mid-February
   e. The MPO Office will be closed on Monday, February 20, 2012 in observance of President’s Day

3. Action on the Reappointment of Senator Jeff Wentworth to the MPO Transportation Policy Board – MPO (Martinez)
Transportation Policy Board January 23, 2012

4. Action on the December 5, 2011 Meeting Minutes

Consent Agenda:

All items under the Consent Agenda are acted upon collectively unless opposition is presented, in which case, the contested item will be considered, discussed and appropriate action taken separately.

5. Action on the Reappointment of Davidson & Troilo, PC as the MPO's Legal Representation – MPO (Martinez)

6. Action on Amendments to the Long Range Transportation Plan (Metropolitan Transportation Plan) and the Short Range Transportation Plan (FY 2011-2014 Transportation Improvement Program) – MPO (Geiger)


8. Action on Amendments to the FY 2012-2013 Unified Planning Work Program (MPO Budget Document) – MPO (Velasquez)

9. Action on Amending the Contract between the MPO and the Alamo Area Council of Governments – MPO (Velasquez)

Items for Individual Discussion and Appropriate Action:

10. Presentation of the Draft Final Report for Subtask 5.4 Transportation Analysis in the South Texas Medical Center – ETC Institute (Chris Tatham)


12. Presentation of the San Antonio Bike Plan 2011 + Implementation Strategy – Halff Engineers (Jim Camillo)

13. Presentation of Mobility Investment Priorities under TxDOT Rider 42 of the General Appropriations Act – MPO (Martinez)
14. Monthly Status Reports
   a. San Antonio Mobility Coalition (Vic Boyer)
   b. Alamo Regional Mobility Authority (Terry Brechtel)
   c. Lone Star Rail District and Air Quality Issues (Dean Danos)
   d. VIA Metropolitan Transit (Keith Parker)

15. Citizens to be Heard

16. Action on Agenda Items for Upcoming Transportation Policy Board Meetings – MPO (Martinez)

17. Executive Session - Pursuant to Chapter 551, Subchapter D, Texas Government Code

At any time during the meeting of the MPO Transportation Policy Board, the Board reserves the right to adjourn into executive Session at any time to discuss any of the matters listed on the posted agenda, as authorized by Texas Government Code Section 551.071 (consultation with attorney), Section 551.072 (deliberations about real property), Section 551.074 (personnel matters), and Section 551.086 (economic development).
Transportation Policy Board

1. Roll Call

Commissioner Tommy Adkisson (Chair)  Bexar County  335-2614
Councilman Ray Lopez (Vice Chair)  City of San Antonio, District 6  207-7065
Senator Jeff Wentworth  District 25  826-7800
Representative Joe Farias  District 118  923-0908
Mr. Dean Dumps  Alamo Area Council of Governments  362-5200
Commissioner Sergio “Chico” Rodriguez  Bexar County  335-2611
Commissioner Kevin A. Wolff  Bexar County  335-2613
Ms. Renee Green, P.E.  Bexar County  335-6700
Councilman Rey Saldaña  City of San Antonio, District 4  207-7281
Councilman Cris Medina  City of San Antonio, District 7  207-7044
Councilman Carlton Soules  City of San Antonio, District 10  207-7276
Mr. Majeed Al-Ghaify, P.E.  City of San Antonio  207-8025
Mr. Michael S. Frisbie, P.E.  City of San Antonio  207-8140
Mayor Chris Riley  [Leon Valley]  Greater Bexar County Council of Cities  684-1391
Councilman William H. Weeper, Sr. [Selma]  Northeast Partnership  651-6661
Mr. Mario Medina, P.E.  Texas Department of Transportation  615-5801
Mr. Clay R. Smith, P.E.  Texas Department of Transportation  615-5820
Ms. Mary Briseño  VIA Metropolitan Transit  362-2050
Mr. Manuel Pelayo  VIA Metropolitan Transit  362-2050

Ex-Officio Members

Ms. Theresa Claxton  Federal Highway Administration
Ms. Darcie Schipull  Texas Department of Transportation
Mr. Keith Parker  VIA Metropolitan Transit
Ms. Terry Brechtel  Alamo Regional Mobility Authority
Mr. Vic Bayer  San Antonio Mobility Coalition
Mr. Rafael Salsazar  Non-Governmental Representative

Purpose

To review the draft final report for Subtask 5.12 Pedestrian Safety Action Plan. This project was led by Toole Design Group and the budget was $170,000.

Issue

This project was a third party contract to develop a Pedestrian Safety Action Plan to improve pedestrian safety in the region. The Plan is intended to assist agencies in support of, and expansion of existing activities. It is primarily a reference for improving pedestrian safety through street redesign and the use of engineering techniques as well as other safety-related treatments and programs that involve the entire community. The MPO’s Pedestrian Mobility Advisory Committee served as the study oversight committee for the plan development.

The consultant’s general scope of services was as follows:

Develop the area’s Pedestrian Safety Action Plan by:

1. Involving partner agencies and other public and private stakeholders in the plan development process.

2. Collecting data to identify pedestrian safety problems.

3. Analyzing information and prioritizing concerns.

4. Identifying possible solutions.

The plan document is nearly 300 pages and is too large to be included in the TPB meeting package. However, the Draft Executive Summary and Table of Contents are provided as back-up materials for this item. The consultant will present the draft plan at your meeting. The Plan will be made available electronically.

Action Requested

For presentation and discussion only. Action is scheduled for February 2012.
# 2012-0120 Meeting Notes

**To:** Jeanne Geiger, San Antonio-Bexar County MPO  
Peter Lugerwy, Toole Design  
Meghan McCarthy, Halff Associates  

**Attendees:**  
Jeanne Geiger, MPO  
Lydia Kelly, MPO  
Pedestrian Mobility Advisory Committee members  
Jim Carrillo, Halff Associates  
Meghan McCarthy, Halff Associates

**From:** Group  

**Subject:** PSAP – Pedestrian Mobility Advisory Committee Meeting  

**Meeting Date:** January 18, 2012, 2:00 PM  
San Antonio Bexar County MPO  

**Location:** Offices  
825 S. St Mary's Street  

**Notes Date:** January 20, 2012  

**Project No.:** TDG - 7008 / Halff - 27913

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<tr>
<th>Item</th>
<th>Description</th>
<th>Decision or Follow Up</th>
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<tr>
<td>1.</td>
<td>Roll Call</td>
<td></td>
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<td></td>
<td>* A quorum was present.</td>
<td></td>
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<td>2.</td>
<td>Discussion and Appropriate Action on December 14, 2011 meeting minutes.</td>
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<td></td>
<td>* Motion made for approval and seconded.</td>
<td></td>
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<tr>
<td></td>
<td>* Motion passed.</td>
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| 3a.  | On behalf of Toole Design Group, Jim Carrillo with Halff Associates Inc. went over the final draft, including changes done by Toole Design Group based on the study oversight committee’s comments on the first draft on December 14, 2011. He first reviewed the schedule of the upcoming meetings:  
  - Transportation Policy Board presentation, Monday, January 23; Pele Lugerwy will be here for that presentation  
  - Pedestrian Mobility Advisory Committee/Study Oversight Committee meeting, Wednesday, February 15; will seek approval by PMAC and recommendation to the TPB |                       |
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<td>Transportation Policy Board approval, Monday, February 27; will seek approval by Transportation Policy Board</td>
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<td>3b.</td>
<td>Jim reviewed the comments that were made from the December 14, 2011 meeting and explained how they were changed or addressed in the Plan document, or what actions are being taken to follow up. Comments and questions received during the review of these comments include:</td>
</tr>
<tr>
<td>1.</td>
<td>Item 26/2, regarding keeper of information of crash data: discussed that data of varying types are kept by different agencies in the region. Stressed the need to identify who the central clearinghouse would be. Brought up the need for a regional “pedestrian coordinator” and that this might be part of their job description. Jeanne Geiger of the MPO indicated that the MPO would be the ideal keeper of that data, but there needs to be clarity as to what type of data is typically collected, for example crash data; conditions of sidewalk; development data. Jim suggested that the point needs to be emphasized in the Plan, but that a solution can't be identified.</td>
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<td>2.</td>
<td>Item 27/AA, regarding next steps for PMAC: Discussion centered around what is PMACs role in promotion and how to move forward. Discussed how the committee can keep track of the agencies that adopt the Plan or something similar. Also discussed that the representative on the PMAC have an ability to be influential or assertive in each agency's respective agency department, and need to work closely with entity as staff members to keep the Plan (or toolkit) visible to their leaders.</td>
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<td>3.</td>
<td>Item 28/BB, regarding work plan: Still need more clarity and guidance on what a work plan is. What is the structure? What topics will it cover?</td>
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<tr>
<td>3c.</td>
<td>Additional comments received from committee members:</td>
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<tr>
<td>1.</td>
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</tr>
</tbody>
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5. Need to make statement that future bonds are an opportunity for funding.

6. In section about Rough Proportionality, need to make point that while the tools or regulations are allowed, people are still given waivers to get around them. There is a civil rights issue all play when these regulations are ignored.

7. Section of Rough Proportionality needs to include language of example regulations and possibly include more examples.

8. There is an interlocal agreement with school districts that exempts them from having site requirements such as sidewalks when they are doing a retrofit (i.e., don’t have to comply to the 25% trigger that everyone else does).

4. PMAC Communications

1. Announced vacancies on committee

2. Introduced new planner with City of San Antonio Comprehensive Planning team

3. Committee member suggested that everyone bring a list of advocacy groups to February’s meeting and can begin discussion of who the PMAC can present the Plan to once it’s approved by TPB.

4. For February meeting, don’t see need for extra 1.5 hours for meeting, so will go back to normal 3:30 pm meeting.
5. Citizens to be Heard
   1. None

This concludes the Meeting Notes. Our goal is to provide a complete and accurate summary of the proceedings of the subject meeting in these minutes. If you feel that any of the items listed above are not correct, or that any information is missing or incomplete, please contact Peter Lagenwey at Toole Design Group so that the matter can be resolved, and a correction issued if necessary. These meeting notes will be assumed to be correct and accepted if we do not hear from the San Antonio-Bexar County MPO within ten (10) calendar days from date of receipt.
MEMORANDUM
February 7, 2012

To: Members, Pedestrian Mobility Advisory Committee
From: Lydia Kelly, Bicycle Pedestrian Transportation Planner
Subject: Meeting Notice and Agenda

The next meeting of the Pedestrian Mobility Advisory Committee (PMAC) is scheduled for Wednesday, February 15, 2012 at 3:30 p.m. at the MPO offices located at 825 S. St. Mary’s, San Antonio, Texas, 78205.

The following agenda items will be discussed and action will be taken as appropriate.

Agenda

1. Roll Call
2. Discussion and Appropriate Action on the January 18, 2012 Meeting Minutes (Lydia Kelly/MPO)
4. Discussion and Appropriate Action on the Revised Pedestrian Safety Action Plan (Jim Carrillo/Halff Associates)
5. PMAC Communications
6. Citizens to be Heard
# Pedestrian Mobility Advisory Committee

## February 15, 2012

### 1. Roll Call

<table>
<thead>
<tr>
<th>Name</th>
<th>Title</th>
<th>Organization</th>
<th>Phone</th>
</tr>
</thead>
<tbody>
<tr>
<td>Robert Hanley</td>
<td>Chairman</td>
<td></td>
<td>210-829-5858</td>
</tr>
<tr>
<td>David Frost</td>
<td>Vice Chair</td>
<td>VIA ADA</td>
<td>210-362-5101</td>
</tr>
<tr>
<td>Annette Prosterman</td>
<td>Transportation Coordinator</td>
<td>AACOG</td>
<td>210-362-5228</td>
</tr>
<tr>
<td>Daniel Ludwig</td>
<td>Citizen</td>
<td>Bexar ADA Council</td>
<td>210-492-6554</td>
</tr>
<tr>
<td>David Stallworth</td>
<td>Ped.Coord</td>
<td>Bexar County</td>
<td>210-335-6785</td>
</tr>
<tr>
<td>Bill Peters</td>
<td>Representative</td>
<td>Bexar Schools</td>
<td>210-397-1213</td>
</tr>
<tr>
<td>Chip Henderson</td>
<td>At Large</td>
<td>Citizen</td>
<td>210-824-8758</td>
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<tr>
<td>Brian Crowell</td>
<td>At Large</td>
<td>Citizen</td>
<td>210-798-1895</td>
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<tr>
<td>Rachel Cywinski</td>
<td>At Large</td>
<td>Citizen</td>
<td>210-532-4123</td>
</tr>
<tr>
<td>George Burton</td>
<td>At Large</td>
<td>Citizen</td>
<td>210-313-3192</td>
</tr>
<tr>
<td>Mark MacDonald</td>
<td>Planner/Accessibility Specialist</td>
<td>CSA Disability</td>
<td>210-207-7245</td>
</tr>
<tr>
<td>David Arciniega</td>
<td>Sr. Planner</td>
<td>CSA Parks &amp; Rec</td>
<td>210-207-2886</td>
</tr>
<tr>
<td>Priscilla Rosales-Piña</td>
<td>Sr. Mgmt Analyst</td>
<td>CSA Planning &amp; Community Dev</td>
<td>210-207-7839</td>
</tr>
<tr>
<td>Vacant</td>
<td>Representative</td>
<td>GBCCC</td>
<td></td>
</tr>
<tr>
<td>Vacant</td>
<td>Representative</td>
<td>SAUCC</td>
<td></td>
</tr>
<tr>
<td>Lorri Pavliska</td>
<td>Ped.Coord.</td>
<td>TXDOT</td>
<td>210-615-6003</td>
</tr>
<tr>
<td>Abigail Kinnison</td>
<td>Sr. Service Planner</td>
<td>VIA Planning</td>
<td>210-362-2564</td>
</tr>
<tr>
<td>Vacant</td>
<td>Walking Organization</td>
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</tbody>
</table>
2. Discussion and Appropriate Action on the January 18, 2012 Meeting Minutes

Issue

The January 18, 2012 meeting minutes are attached for your review.

Action Requested

A motion to approve the January 18, 2012 meeting minutes is requested.
### MEETING NOTES

**To:** Jeanne Geiger: San Antonio-Bexar County MPO  
Peter Lagerwey, Toole Design  

**From:** Group  
Meghan McCarthy, Halff Associates  

**Subject:**  
PSAP – Pedestrian Mobility  
Advisory Committee Meeting  

**Meeting Date:** January 18, 2012, 2:00 pm  
San Antonio Bexar County MPO  

**Location:** Offices  
825 S. St Mary's Street  

**Notes Date:** January 20, 2012  

**Project No.:** TDG - 7008 / Halff - 27913

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Decision or Follow Up</th>
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<tbody>
<tr>
<td>1.</td>
<td>Roll Call</td>
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<tr>
<td></td>
<td>• A quorum was present.</td>
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<tr>
<td></td>
<td>Those present included:</td>
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<td></td>
<td>Robert Hanley  Chair</td>
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<td></td>
<td>David Frost  Vice Chair/VIA Metropolitan Transit ADA</td>
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<td></td>
<td>Annette Prosterman  Alamo Area Council of Governments</td>
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<td></td>
<td>Brian Crowell  Citizen</td>
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<tr>
<td></td>
<td>Rachel Cywinski  Citizen</td>
<td></td>
</tr>
<tr>
<td></td>
<td>David Arciniega  City of San Antonio Parks and Recreation Dept</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Judy Babbitt  City of San Antonio Disability Dept</td>
<td></td>
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<tr>
<td></td>
<td>Priscilla Rosales-Piña  City of San Antonio Planning and Community Development Dept</td>
<td></td>
</tr>
<tr>
<td></td>
<td>David Clear  City of San Antonio Metro Health Dept</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Abigail Kinnison VIA Metropolitan Transit</td>
<td></td>
</tr>
</tbody>
</table>
Others in attendance included Stephen Ratke  FHWA

2. Discussion and Appropriate Action on December 14, 2011 meeting minutes.
   - Pricilla Rosales-Piña moved to approve the December 14, 2011 meeting minutes. David Arciniega seconded the motion and the motion carried unanimously.

On behalf of Toole Design Group, Jim Carrillo, with Halff Associates Inc., went over the final draft, including changes done by Toole Design Group based on the study oversight committee’s comments on the first draft on December 14, 2010. He first reviewed the schedule of the upcoming months:
   - Transportation Policy Board presentation, Monday, January 23; Pete Lagerwey will be here for that presentation
   - Pedestrian Mobility Advisory Committee/Study Oversight Committee meeting, Wednesday, February 15; will seek approval by PMAC and recommendation to the TPB
   - Transportation Policy Board approval, Monday, February 27; will seek approval by Transportation Policy Board

3b. Jim reviewed the comments made at the December 14, 2011 meeting and explained how the changes were addressed in the Plan document, and/or what actions are being taken to follow up. Comments and questions received during the review of these comments include:
   1. Item 26/Z, regarding keeper of information of crash data: discussed that data of varying types are kept by different agencies in the region. Stressed the need to identify who the central clearinghouse would be. Brought up the need for a regional "pedestrian coordinator" and that this might be part of their job description. Jeanne Geiger of the MPO indicated that the MPO would be the ideal keeper of that data, but there needs to be clarity as to what type of data is typically collected, for example crash data; conditions of sidewalk; development data.
Jim suggested that the point needs to be emphasized in the Plan, but that a solution can't be identified.

2. Item 27/AA, regarding next steps for PMAC: Discussion centered on what is PMAC's role in promotion and how to move forward. Discussed how the committee can keep track of the agencies that adopt the Plan or something similar. Also discussed that the representatives on the PMAC have an ability to be influential or assertive in each own's respective agency or department, and need to work closely with entity as staff members to keep the Plan (or toolkit) visible to their leaders.

3. Item 28/BB, regarding work plan: Still need more clarity and guidance on what a work plan is. What is the structure? What topics will it cover?

### 3c. Additional comments received from committee members:

1. In introduction and executive summary, need to incorporate support and advances from MetroHealth and the health perspective. Especially considering it's a health grant (Communities Putting Prevention to Work) that is funding the study! Add statement about this funding source in Introduction and Executive Summary

2. Emphasized that representation of PMAC (and BMAC) is needed on Transportation Policy Board. Need to include it as a recommendation in the Plan.

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<thead>
<tr>
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</tr>
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<tbody>
<tr>
<td>• Jeanne Geiger explained the process for filling the vacancies on committee</td>
</tr>
<tr>
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</tr>
<tr>
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</table>

<table>
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<tr>
<th>Citizens to be Heard</th>
</tr>
</thead>
<tbody>
<tr>
<td>There were no citizens to be heard</td>
</tr>
</tbody>
</table>

Rachel Cywinski moved to adjourn the meeting at 3:27 p.m. Abigail Kinnison seconded the motion. The motion carried unanimously.

This concludes the Meeting Notes. Our goal is to provide a complete and accurate summary of the proceedings of the subject meeting in these minutes. If you feel that any of the items listed above are not correct, or that any information is missing or incomplete, please contact Peter Lagerwey at Toole Design Group so that the matter can be resolved, and a correction issued if necessary. These meeting notes will be assumed to be correct and accepted if we do not hear from the San Antonio-Bexar County MPO within ten (10) calendar days from date of receipt.

Issue

To review stand alone bicycle projects submitted for STP-MM or “MPO” funding. Project scoring criteria was recommended by PMAC in July 2011 and adopted by the MPO Transportation Policy Board also in July 2011. Data elements have been compiled and a PMAC subcommittee scored the projects as shown in the attached spreadsheet.

Six public meetings to gather input on all of the submitted projects have been scheduled as shown below:

- Northeast Meeting – 6:00 to 8:00 p.m., Thursday, February 9th at Judson Middle School, 9695 Schaefer Road, Converse, Texas.
- Northwest Meeting – 6:00 to 8:00 p.m., Monday, February 13th at Leon Valley Conference Center, 6421 Evers Road, Leon Valley, Texas
- Southwest Meeting – 6:00 to 8:00 p.m., Thursday, February 16th at Port San Antonio Boardroom, 907 Billy Mitchell Blvd, San Antonio, Texas
- Central Meeting – 9:00 to 11:00 a.m., Saturday, February 18th at VIA Community Room, 1021 San Pedro, San Antonio, Texas
- Southeast Meeting – 6:00 to 8:00 p.m., Tuesday, February 21st at Highlands High School, 3118 Elgin Avenue, San Antonio, Texas
- Northcentral Meeting – 6:00 to 8:00 p.m., Thursday, February 23rd at Methodist Hospital Stone Oak, 1139 E. Sonterra Blvd., San Antonio Texas

The MPO Transportation Policy Board is scheduled to review the draft FY 2013-20-16 Transportation Improvement Program (which includes the lists of selected roadway, transit, bicycle, pedestrian and other projects) at their March 26th Meeting and action is scheduled for April 23, 2012.

Action Requested:

A motion to recommend a list of prioritized projects to the Transportation Policy Board.
| No. | Agency | Roadway Name       | Project Name                  | Description                                                                                           | Year 2011 Cost | Category | Traffic Count | Length Miles | Crashes per VMT Points | LRP Growth Scenario Points | Dist to VIA Connectivity | Facility Type | Priority | Traffic Count | Traffic Count | Traffic Count | Traffic Count | Traffic Count | Traffic Count | Traffic Count |
|-----|--------|-------------------|-------------------------------|-------------------------------------------------------------------------------------------------------|----------------|----------|--------------|--------------|-------------------------|---------------------------|--------------------------|--------------|----------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| 11.1| SA      | Kirby             | Friendship Park Hike and Bike Trail | Construction of a 10 foot hike & bike trail through the park connecting pedestrian facilities on Binz Engleman to Old Seguin Road | $509,196      | Bicycle  | 0            | 1.50         | 0            | 200          | 50 100 100 100 100 | 0             | 100         | $0 1000.00 | \n| 11.2| SA      | Kirby             | Friendship Park Hike and Bike Trail | Construction of a 10 foot hike & bike trail through the park connecting pedestrian facilities on Binz Engleman to Old Seguin Road | $509,196      | Bicycle  | 0            | 1.50         | 0            | 200          | 50 100 100 100 100 | 0             | 100         | $0 1000.00 | \n| 12.1| SA      | Leon Valley       | Huebner Creek Greenway Hike & Bike Trail | Construction of a hike and bike trail along Huebner Creek linking to Leon Creek Trail System | $933,000      | Bicycle  | 0            | 1.80         | 0            | 200          | 50 100 100 100 100 | 0             | 100         | $0 1000.00 | \n| 12.2| SA      | Leon Valley       | Huebner Creek Greenway Hike & Bike Trail | Construction of a hike and bike trail along Huebner Creek linking to Leon Creek Trail System | $933,000      | Bicycle  | 0            | 1.80         | 0            | 200          | 50 100 100 100 100 | 0             | 100         | $0 1000.00 | \n| 67.1| TXDOT   | US 87             | Bicycle Accommodations | Roland Ave Loop 13 Overlay and restripe to provide a 14' outside lane with sidewalk | $1,015,000    | Bicycle  | 12,400        | 1.90         | 0            | 200          | 50 100 100 100 100 | 0             | 100         | $0 1000.00 | \n| 67.2| TXDOT   | US 87             | Bicycle Accommodations | Roland Ave Loop 13 Overlay and restripe to provide a 14' outside lane with sidewalk | $1,015,000    | Bicycle  | 12,400        | 1.90         | 0            | 200          | 50 100 100 100 100 | 0             | 100         | $0 1000.00 | \n| 59.1| TXDOT   | Loop 13 Pedestrian Facilities | IH 37 | Construction of sidewalks near NB FR | $175,000      | Pedestrian | 9,650         | 0.70         | 0            | 100          | 100 200 100   | 0             | 100         | $0 500.00  | \n| 57.1| TXDOT   | IH 410            | Pedestrian Accommodations | Spur 117 | Construction of sidewalks near NB FR | $1,225,000    | Pedestrian | 11,400        | 4.90         | 80           | 200          | 50 100 100 100 100 | 0             | 100         | $0 1000.00 | \n| 57.2| TXDOT   | IH 410            | Pedestrian Accommodations | Spur 117 | Construction of sidewalks near NB FR | $1,225,000    | Pedestrian | 11,400        | 4.90         | 80           | 200          | 50 100 100 100 100 | 0             | 100         | $0 1000.00 | \n| 60.1| TXDOT   | Loop 13 Pedestrian Facilities | IH 37 | Construction of sidewalks near NB FR | $1,225,000    | Pedestrian | 11,400        | 4.90         | 80           | 200          | 50 100 100 100 100 | 0             | 100         | $0 1000.00 | \n| 60.2| TXDOT   | Loop 13 Pedestrian Facilities | IH 37 | Construction of sidewalks near NB FR | $1,225,000    | Pedestrian | 11,400        | 4.90         | 80           | 200          | 50 100 100 100 100 | 0             | 100         | $0 1000.00 | \n| 67.1| TXDOT   | US 87             | Bicycle Accommodations | Roland Ave Loop 13 Overlay and restripe to provide a 14' outside lane with sidewalk | $1,015,000    | Bicycle  | 12,400        | 1.90         | 0            | 200          | 50 100 100 100 100 | 0             | 100         | $0 1000.00 | \n| 67.2| TXDOT   | US 87             | Bicycle Accommodations | Roland Ave Loop 13 Overlay and restripe to provide a 14' outside lane with sidewalk | $1,015,000    | Bicycle  | 12,400        | 1.90         | 0            | 200          | 50 100 100 100 100 | 0             | 100         | $0 1000.00 |
Stand alone pedestrian projects

20% Supports the MTP Growth Scenario

<table>
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<tr>
<th>Type of Use</th>
<th>Points</th>
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<tr>
<td>Four types or more</td>
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</tr>
<tr>
<td>Three types of use (incl residential)</td>
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<tr>
<td>Three types of use</td>
<td>75.0</td>
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<tr>
<td>Two types of use</td>
<td>50.0</td>
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<tr>
<td>Less than two types of use</td>
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100 points

10% Walkable Community Wkshp or city or county adopted plan

100 points

10% Completing a sidewalk gap

100 points

30% Safety benefit

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<th>Crash Rate (pedestrian crashes per million vehicle miles)</th>
<th>Points</th>
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<tr>
<td></td>
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<td></td>
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300 points

30% Transit usage

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<th>Boardings</th>
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<td>150.0</td>
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</tbody>
</table>

1000 points

+50 points for providing a local match of 21%-30%
+100 points for providing more than a 30% local match
Stand alone bicycle projects

30% Improve mobility  
**total of 300 points**

Distance of the Bike Facility from VIA transit service  
- 1/4 mile or less: 100.0 points
- 1/2 mile or less: 75.0 points
- 1 mile: 50.0 points
- >1 mile: 25.0 points

Building the network  
- On Bicycle Master Plan, adopted neighborhood plan, creekway plan, SARA plan, or others: 100.0 points
- Not on Bicycle Master Plan: 50.0 points
- Walkable Community Workshop: 75.0 points

Connectivity to other existing bicycle facilities  
- Yes: 100.0 points
- No: 50.0 points

40% Safety  
**total of 400 points**

Facility type  
- Off Road Paved Facility: 300.0 points
- Bike lane (at least 5’ continuous width): 300.0 points
- Improved Shoulder (at least 4’ continuous width): 150.0 points
- Shared lane w/ signage (at least 14’ outside lane): 50.0 points
- Other: varies based on committee discretion

Friction/Problem Points (driveways, delays, signals, on street parking, loading zones)  
- Few: 100.0 points
- Moderate: 50.0 points
- Many: 25.0 points

30% Improve accessibility  
**total of 300 points**

Does the project further the multi-modal function of the corridor?  
- Completes it: (already has transit, sidewalks, auto): 100.0 points
- Furthers it along: (has some but not all components): 50.0 points

Supports the adopted long range plan Growth Scenario (TOD/Infill)  
- Yes: 200.0 points
- No: 50.0 points

1000 points

+50 points for providing a local match of 21%-30%
+100 points for providing more than a 30% local match
4. Discussion and Appropriate Action on the Revised Pedestrian Safety Action Plan

Issue

This is an opportunity for a final review of the draft Pedestrian Safety Action Plan before it is recommended for adoption by the Transportation Policy Board (TPB) on Monday, February 27th. The Table of Contents and Executive Summary are included in the packet for your information. Jim Carrillo, of Halff Associates, will be available for any last minute explanations of proposed revisions. Also provided is a copy of the draft Resolution to be presented to the TPB.

Action Requested:

A motion to recommend approval of the Resolution adopting the Pedestrian Safety Action Plan by the Transportation Policy Board is requested.
WHEREAS, the San Antonio-Bexar County Metropolitan Planning Organization (MPO) is responsible for a multi-modal transportation planning process; and

WHEREAS, the Pedestrian Safety Action Plan is a natural sequence to the Complete Streets Resolution adopted by the MPO Transportation Policy Board on March 23, 2009, and to the City of San Antonio’s Complete Streets Policy adopted on September 28, 2011; and

WHEREAS, the Pedestrian Safety Action Plan provides a framework for making decisions about facility design and allocating resources necessary to make walking a viable choice for a wide variety of trips; and

WHEREAS, during the Plan development, the MPO’s Pedestrian Mobility Advisory Committee participated as the study oversight committee and is made of representatives from the Alamo Area Council of Governments, Bexar County, Bexar ADA Council, City of San Antonio, Texas Department of Transportation, VIA Metropolitan Transit, citizens and other community stakeholders; and

WHEREAS, adoption and implementation of the Plan supports the:

- Overall mission statement of the MPO’s Long Range Transportation Plan, “Mobility 2035” adopted by the Transportation Policy Board on December 7, 2009;
- Vision statement, goals and objectives of the “Pedestrian System” and “Public Transportation” Chapters as adopted as part of the “Mobility 2035” on December 7, 2009;
- Future population and employment growth scenario adopted by the Transportation Policy Board on March 23, 2009;
- MPO’s Walkable Community Program; and
- MPO’s Walk & Roll Program; and

WHEREAS, the development and adoption of the Pedestrian Safety Action Plan directly supports the Center for Disease Control’s Communities Putting Prevention to Work Grant awarded to the City of San Antonio’s Health Department on March 18, 2010; and

NOW, THEREFORE BE IT RESOLVED that the San Antonio-Bexar County Metropolitan Planning Organization’s Transportation Policy Board, in order to advance a transportation system that is more socially, environmentally and economically sustainable for all residents, including children, seniors and persons with disabilities, adopts the San Antonio-Bexar County Pedestrian Safety Action Plan.

FURTHERMORE, BE IT RESOLVED that the MPO strongly encourages decision makers to consider the implementation of the Plan within their respective jurisdictions.

PASSED AND APPROVED this 27th day of February 2012.
Pedestrian Mobility Advisory Committee

February 15, 2012

5. PMAC Communications

6. Citizens to be Heard
APPENDIX B – COMMUNITYWALK AND SURVEY

MEMORANDUM

DATE: May 23, 2011

TO: Jeanne Geiger, San Antonio-Bexar County Metropolitan Planning Organization

FROM: Michael Hintze, AICP and Peter Lagerwey, Toole Design Group, LLC

SUBJECT: San Antonio-Bexar County Pedestrian Safety Action Plan

Introduction
Toole Design Group (TDG) developed and managed an online survey and web-based interactive mapping tool using the CommunityWalk platform to gather public input on specific issues and conditions related to walking in the San Antonio-Bexar County region. This memo provides a summary of the results of both the online survey and CommunityWalk mapping exercise. Preliminary results from the survey and CommunityWalk (responses received prior to deactivating the online sites at the end of April) were used to identify locations to be visited during field work that occurred in April. The final results will be used to:

- Select locations for field work
- Inform development of policy recommendations
- Prioritize pedestrian safety projects, including types of facilities and spot locations

CommunityWalk Results
Members of the public were encouraged to add markers, paths, and descriptive comments to an interactive map in fourteen (14) preselected category areas. Between February 2011 and April 2011, the map was viewed 463 times and 152 markers and 38 paths were added by users. Table 1 below shows a ranking of the category areas placed by map users. Figure 1 shows a screen shot of the online mapping tool with the markers and paths added by the public.

Table 1: Interactive Map Category and Number of Markers

<table>
<thead>
<tr>
<th>Category</th>
<th># of Markers</th>
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</thead>
<tbody>
<tr>
<td>5. Barrier in sidewalk zone</td>
<td>23</td>
</tr>
<tr>
<td>13. Need sidewalk or path connection</td>
<td>23</td>
</tr>
<tr>
<td>1. Route I use frequently</td>
<td>16</td>
</tr>
<tr>
<td>9. Route I would like to see improved for pedestrians</td>
<td>13</td>
</tr>
<tr>
<td>12. Better access to bus needed</td>
<td>11</td>
</tr>
<tr>
<td>2. I take the bus (on &amp; off points)</td>
<td>11</td>
</tr>
</tbody>
</table>
Comments received through the online mapping tool were imported into ArcGIS for improved display of the data and to conduct analysis of the data. Based on analysis of the data, the following areas of concentration were identified:

**Areas of Highest Comment Concentration**

- McCullough Avenue between Oblate Dr and Springwood Ln
- Meadowood Ln between El Monton Ave and McCullough Ave
• Intersection of Fredericksburg Rd and Callaghan Rd
• Intersection of Grant Ave and W Woodlawn Ave

**Areas of Medium Comment Concentration**
• Area in vicinity of NE 410 Loop and San Pedro Ave/North Star Mall
• Jones Maltsberger Rd and Rexford Dr
• Intersection of Fredericksburg Rd and W Woodlawn Ave
• Intersection of Fredericksburg Rd and Louise St
• Vicinity of E Houston St and N Flores St
• Nacogdoches in vicinity of Broadway St
• Vicinity of Patterson Ave and Estes Ave
• San Pedro Ave in vicinity of N Park Dr
• Intersection of S WW White Rd and Rice Rd

**Other Areas of Notable Comment Concentration**
• Area bounded by I-37 to east, N Salado St to west, S Alamo St to south, and I-35 to North
• San Pedro Ave between E Nakoma St and E Bitters Dr
• Intersection of San Pedro Ave and Charles W Anderson Loop
Online Survey Results

Introduction
Public involvement and input was an important part of the planning process for the San Antonio-Bexar County Pedestrian Safety Action Plan. Residents and visitors provided feedback on a wide variety of topics, ranging from the types of walking trips they typically take, to specific locations needing pedestrian improvements.

An online survey was developed in the spring of 2011 with input from the Pedestrian Mobility Advisory Committee (PMAC) and San Antonio-Bexar County Metropolitan Planning Organization staff. The survey was available online for two months from March 1st, 2011 through May 6th, 2011. The survey was publicized on the San Antonio-Bexar County Metropolitan Planning Organization website, through various stakeholder group email lists, the project newsletter, and through local media coverage.

Three hundred and twenty-seven (327) responses to the Pedestrian Safety Action Plan online survey were received. The most frequently cited concerns expressed by survey respondents regarding walking in the City include:
- Lack of sidewalks, lack of sidewalk connectivity
- Difficult street crossings/intersections
- Lack of safe walking pathways to bus stops

Demographic information was collected as part of an optional section of the survey. Approximately one third of survey respondents skipped this section. Responses to these optional questions suggest that the survey respondents were well balanced in terms of age and gender. A small minority of the respondents indicated that they have mobility impairments.

It is important to note that this survey was self-selected; therefore the results are not statistically significant. The main purpose of the survey was to broaden the reach of public input by providing a venue for people to provide input supplemental to the public and focus group meetings that were held throughout the plan development process. Other strategies were employed to insure that the concerns of communities underrepresented in the survey were taken into account.

Listed below are highlights gathered from the survey results. Following the highlights are summary tables and charts illustrating the results of each survey question in the order that they appeared in the online survey form. Included with the tables and charts are all of the write-in responses that were recorded.

Highlights
- The majority of the respondents walk in the City (271, 82.9%)
- Most of the respondents appear to walk for reasons of enjoyment. When asked for what purpose their walking trips are, exercise and fitness was the most popular choice (235) followed closely by leisure (221).
  - These trips for pleasure are made often. Of those who walk for exercise and fitness, 110 of the respondents indicated that they make these trips frequently (three or more times per week).
• It is likely that these counts indicate that places where people live are inviting and comfortable for walking.
• Although the trips received the lowest count, a significant number of respondents indicated that they walk to work (136) or school (126).
• The frequency of trips made to work and school are also low. Most of the respondents who indicate that they walk all the way to work (136), only make that trip 1-2 times per month (108). This is also the case for those who walk to school (126), as 107 of those respondents said that they only walk to school 1-2 times per month.
• When asked what factors make walking in the San Antonio-Bexar County region difficult, the most common choice was a lack of sidewalks (139). The other choices in the top five were:
  - Poor sidewalk quality (89)
  - Travel time (takes too long to get to the destination) (87)
  - Dangerous/difficult road crossings (67)
  - Insufficient separation between sidewalks and traffic (65)
  - Common write-in responses for “other included”
    - Loose or stray dogs
    - High temperatures/uncomfortable weather
• When asked what factors make walking in the City of San Antonio difficult, the top 3 least common choices were:
  - Physical ability (14)
  - Inadequate lighting (along roadways or at roadway crossings) (19)
  - Other travel modes are safer or more comfortable (25)
• It is interesting that the most common challenge for walking in the San Antonio-Bexar County region identified by the respondents was sidewalks, as most of the respondents live near sidewalks (239, 84%). Combined with the fact that most people walk for exercise or leisure, it’s possible that the neighborhoods have comfortable and adequate sidewalks, but they are self-contained, and may lack connections into destinations elsewhere in the San Antonio-Bexar County region.
• When asked if the respondents use the sidewalks, 226 (79%) of the respondents indicated that they do use them.
• When asked what areas of the San Antonio-Bexar County region are most in need of improvements such as new sidewalks, safer crossings, better lighting etc, the most common selection among the respondents was neighborhood streets (235). Other commonly selected answer choices were:
  - Near parks and other recreation destinations (205)
  - Near bus stops (204)
  - On major street corridors (example: SW Military Dr, Huebner Rd, Evans Rd) (198)
  - Near retail/shopping centers (194)
• Respondents were asked to name three destinations that are in need of improvement. The survey recorded 273 destinations. The most common destinations named were the following: A complete list of the destinations and suggested improvements at those locations is included in the Survey Results section of this summary.
  - Brackenridge Park
  - McCullough
  - San Pedro Park
  - Edison High School
  - Bandera
Respondents were asked to name three roads and intersections that are in need of improvement. The survey recorded 303 entries. The most common roads named were the following: A complete list of the roads/intersections and suggested improvements at those locations are included in the Survey Results section of this summary.

- Bandera Road
- Broadway Avenue
- Hildebrand Avenue
- Fredericksburg Road
- Harry Wurzbach Road
- N. New Braunfels
Survey Results

Q1. I do not walk in the City

San Antonio-Bexar County Pedestrian Safety Action Plan

83%

17%

Q2. If you walk in the City of San Antonio or other areas within Bexar County, please tell us why and how often. Choose a frequency for each walking activity. Respondents could select multiple answer choices.

San Antonio-Bexar County Pedestrian Safety Action Plan

Write-in Responses

<table>
<thead>
<tr>
<th>Number</th>
<th>Other (please specify)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>
I walk to survey the neighborhood on cellular on patrol and code violations
I'm retired. I walk for exercise and enjoyment of the neighborhood
I walk to and from the bus to my work and then back to the bus and then back home.
I walk to visit my neighbors!
to take my child to school
walk to church
Walk and bike, I live within 1 mile of my job
walk to the library
Walk to lunch off-site while at work
I occasionally walk to Igo library from my apartment on 1604.
That last question is confusing
walk to check the mail
you really need a never response; eg I am not a student therefore my response b/c of choices is incorrect
I use a wheelchair. I understand "pedestrian" to include wheelchairs, esp since you are having a special focus group for people with disabilities. So all my answers really mean "roll" vs "walk."
I often (3+) times per week
enjoy nature
My street don't have side walks
I ride my bike all around inside town nod out side 1604
I walk to eat at downtown eateries
via offers me a primary source of transportation
See above.
you needed a "not applicable" for this question.
Walk to meetings in City/ catch bus if it happens by

Q3. Which of the following factors make it more difficult or unpleasant for you to walk in the City of San Antonio or other areas within Bexar County? Please rank, e.g., Choice #1=most deterring factor. **Respondents could select up to three answer choices.**
Write-in Responses

<table>
<thead>
<tr>
<th>Number</th>
<th>Other (please specify)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>narrow sidewalks do not more than one person side by side. some sidewalks broken, do not allow disabled walking</td>
</tr>
<tr>
<td>2</td>
<td>Too many stray/loose dogs - fear for safety</td>
</tr>
<tr>
<td>3</td>
<td>no curbs on Pershing Avenue, Old Austin Road</td>
</tr>
<tr>
<td>4</td>
<td>#2 Trash/Dirty sidewalks</td>
</tr>
<tr>
<td>5</td>
<td>gets too hot in the summer, sometimes too cold in the winter</td>
</tr>
<tr>
<td>6</td>
<td>Crosswalks in San Antonio are dangerous!</td>
</tr>
<tr>
<td>7</td>
<td>Insufficient cross timing of crosswalks, Trash, people loitering</td>
</tr>
<tr>
<td>8</td>
<td>Choice #1= stray or inadequately restrained dogs.</td>
</tr>
<tr>
<td>9</td>
<td>Loose dogs make it very unsafe, especially when they are in packs</td>
</tr>
<tr>
<td>10</td>
<td>Panhandling especially along Commerce</td>
</tr>
<tr>
<td>11</td>
<td>dogs</td>
</tr>
<tr>
<td>12</td>
<td>Loose/stray dogs and roaming packs of dogs</td>
</tr>
<tr>
<td>13</td>
<td>Heavy traffic on river walk paths</td>
</tr>
</tbody>
</table>
| 14     | Why can't every entry be rated?? FIX this survey???????
| 15     | We should have been able to check off more than three of the above! Many are odious! |
| 16     | Our community is not designed to accommodate pedestrians. |
| 17     | Wheelchair curb cuts and sidewalks |
| 18     | not enough sidewalks that are well maintained |
| 19     | Private gates left open across the sidewalk |
| 20     | Dogs roaming the streets |
| 21     | lack of crosswalks/ cars not stopping for crosswalk traffic |
| 22     | Dogs |
| 23     | Attacked by Stray Dogs |
| 24     | Too many unconfined / vicious dogs |
| 25     | We have all these issues. why stop at ranking 3? |
26 Not handy-cap friendly
27 Vagrants and panhandlers asking for money
28 Ridiculous levels of traffic noise (i.e., noise pollution)
29 Existing sidewalks are cluttered with utility poles, fire hydrants, bus stops, guy wires, etc.
   Road crossings also dangerous due to dangerous drivers. Safer to jaywalk than to cross when
   indicator says it's safe, since drivers do not use signals, look for pedestrians, nor slow for pedestrians
downtown.
30 loose/wild animals
31 Need bikeways that connect and do not end
32 VIA bus drivers
33 lack of destinations (places I need to go are outside of easily walkable distance)
   It's very hot in the summer and I wish I had a place to refresh when I arrived at my destination (a
   shower at work, etc)
34 Lack of right of way to pedestrians
35 See above.
36 Dogs!
37 All of the above! This should have requesting top 10 reasons why instead of just 3.
38 I ride a bike around town
39 STRAY DOGS!

**Q4. Is there a sidewalk or trail near your home?**

<table>
<thead>
<tr>
<th>San Antonio-Bexar County Pedestrian Safety Action Plan</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Yes</strong></td>
</tr>
<tr>
<td>84%</td>
</tr>
</tbody>
</table>

**Q5. Do you walk on the sidewalk or trail near your home?**
Q6. Which areas within San Antonio-Bexar County need the most improvements (such as new sidewalks, safer crossings, better lighting, etc) For each area, choose the level of improvement needed.
### Write-in Responses

<table>
<thead>
<tr>
<th>Number</th>
<th>Other (please specify)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>very few covered bus stops, too near the street, stops not secured, move by vandals</td>
</tr>
<tr>
<td>2</td>
<td>Panhandlers near underpasses and pedestrian routes downtown</td>
</tr>
<tr>
<td>3</td>
<td>Near Universities</td>
</tr>
<tr>
<td></td>
<td>Having handicap-accessible corner curbs make NO sense when they are NOT attached to a sidewalk.</td>
</tr>
<tr>
<td>4</td>
<td>What a gross waste of money! Who planned those? Fire him/her!</td>
</tr>
<tr>
<td>5</td>
<td>District I, West Ave. No sidewalks or curb cuts across from SAndy's and West Elem.</td>
</tr>
<tr>
<td>6</td>
<td>At five points you see people darting across Fred rd.</td>
</tr>
<tr>
<td></td>
<td>School pathways should be safe and paved. All mailboxes should be removed from sidewalks immediately!</td>
</tr>
<tr>
<td>7</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Sidewalks/bike lane on Hildebrand between 281/Broadway</td>
</tr>
<tr>
<td>9</td>
<td>Crosswalks from bus stops / McCullough and Monte Vista Neighborhood</td>
</tr>
<tr>
<td>10</td>
<td>Every street in our forgotten neighborhood</td>
</tr>
<tr>
<td>11</td>
<td>281 and 1604 intersections need walkways</td>
</tr>
<tr>
<td>12</td>
<td>Stop right turn on red!</td>
</tr>
<tr>
<td>13</td>
<td>For employees at the San Antonio Airport</td>
</tr>
<tr>
<td>14</td>
<td>Skyways in some areas would be helpful</td>
</tr>
<tr>
<td>15</td>
<td>Downtown</td>
</tr>
<tr>
<td>16</td>
<td>Along major drains</td>
</tr>
<tr>
<td>17</td>
<td>Also varies by diff areas of city</td>
</tr>
<tr>
<td>18</td>
<td>Pedestrian access to and from UTSA</td>
</tr>
<tr>
<td></td>
<td>Walking paths should be easily connected to one another so that a network if maintained whereby people can cover great distances without fear of being hit by a car. Also, unlike places like austin, there is not sufficient water stops along our hike and bike trails.</td>
</tr>
<tr>
<td>19</td>
<td></td>
</tr>
<tr>
<td>20</td>
<td>On Mulberry St. Near Golf Course</td>
</tr>
</tbody>
</table>
More greenways and more joining of greenways
My neighborhood has sidewalks but this may be a problem for other neighborhoods
My street hard to get to parks either by walking or riding bikes
Need paved greenbelt ped/bike trail system that connects the entire city
Older neighborhoods inside 410
Streets like New Braunfels at Austin Hwy- it FINALLY got a walkway
On roads leading to Ft. Sam Houston Gates!

Q7. Please list any SPECIFIC DESTINATIONS within San Antonio-Bexar County (such as the name of a school, park, shopping center, community service) that need improvements to make walking safer and more comfortable.

<table>
<thead>
<tr>
<th>Number</th>
<th>Destination</th>
<th>Improvements Needed</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>1227 Virginia Blvd. San Antonio TX 78203</td>
<td>Sidewalks and curbs</td>
</tr>
<tr>
<td>2</td>
<td>1228 Virginia Blvd. San Antonio TX 78203</td>
<td>Sidewalks and curbs</td>
</tr>
<tr>
<td>3</td>
<td>1231 Virginia Blvd. San Antonio TX 78203</td>
<td>Sidewalks and curbs</td>
</tr>
<tr>
<td>4</td>
<td>1600 Jackson Keller Rd.</td>
<td>Covered bus stop bench</td>
</tr>
<tr>
<td>5</td>
<td>281 and 1604</td>
<td>a side walk to bus stop at Park Hill Church</td>
</tr>
<tr>
<td>6</td>
<td>281 and 1604</td>
<td>side walk and overpass to bus stop at Park Hill Church</td>
</tr>
<tr>
<td>7</td>
<td>281 and Bitters.</td>
<td>It’s just a damn mess.</td>
</tr>
<tr>
<td>8</td>
<td>Forum Area</td>
<td>It would be nice to walk to the Forum to shop</td>
</tr>
<tr>
<td>9</td>
<td>410 and Perrin beitel area 8500</td>
<td>Lights</td>
</tr>
<tr>
<td>10</td>
<td>Agnes Cotton Elementary</td>
<td>Stoplight, better pedestrian access to Wal-Mart</td>
</tr>
<tr>
<td>11</td>
<td>Alamo Dome is all about cars getting there.</td>
<td>need sidewalks and sidewalk repairs</td>
</tr>
<tr>
<td>12</td>
<td>8500 Jones-Maltsberger</td>
<td>such as- Need safe pedestrian path under 37 at Durango</td>
</tr>
<tr>
<td>13</td>
<td>Alamo heights/terrell hills/olmos park</td>
<td>sidewalks dead-end into highway, they lead to nothing lights to short for safe crossing. right turn on red lethal. cars park across the sidewalk. sidewalks in such poor repair that the off road stroller struggles. roadwork on broadway prevent walking on the sidewalks AND safe crossing without being forced into traffic</td>
</tr>
<tr>
<td>14</td>
<td>Alamo, Riverwalk</td>
<td>sidewalk repairs, parking</td>
</tr>
<tr>
<td>15</td>
<td>1604 campus</td>
<td>need sidewalks</td>
</tr>
<tr>
<td>16</td>
<td>All areas around UTSA</td>
<td>Sidewalks and bike routes for kids, they run across the street and walk in the street where the sidewalks are broken up or non existent</td>
</tr>
<tr>
<td>17</td>
<td>All around sac on the Main and McCullough street</td>
<td>better denoted crosswalks</td>
</tr>
<tr>
<td>18</td>
<td>Ancira Park</td>
<td>Side Walk / Bike Lane on Wetmore Rd to Stone Ridge</td>
</tr>
<tr>
<td>19</td>
<td>any destination</td>
<td>animal control, crime control and sidewalks</td>
</tr>
</tbody>
</table>
(church, stores, etc) within a 2 mile radius of my home (or anyone else’s)

20 At 5 points, Via bus riders run across the street to catch busses
21 Austin Highway Walkable streetfront
22 Austin Highway Sidewalks on both sides all the way
23 Austin Highway between bradway and no sidewalks. Again. typical
walmart
Bandera and Poss Road Same as above
25 Bandera Point Sidewalks away from traffic
26 Bandera Rd. Not safe to walk or wait for bus. Half of road closed for maintenance with
equipment and men taking up all the space. Dangerous!
27 Bandera Rd/1604 separated bike lanes
Bandera Rd/Leon Valley separated bike lanes
28 Bandera Road & Loop Walkways, bike paths - many residential areas, no walking or biking paths
along Bandera or 1604 to get to the many retail locations.
29 Beacon Hill Area sidewalk repair/refurbishment
Beacon Hill
30 Beacon Hill Elementary School need sidewalks and sidewalk repairs
31 Beacon Hill Linear Park need sidewalks and sidewalk repairs
32 Blanco from Summit to Narrow the street to three lanes and add sidewalk and buffer. Bike lanes.
Fred.
33 Blanco Mid-Town along blanco
34 blue star art complex trees, wider side walks
35 Brackenridge and Pershing crosswalk not great. Drivers come fast out of park
witte
36 Brackenridge Park Safer/Longer Crossing from Pershing Rd. Into Park
Sidewalk w/ ramps along entire length of Tuleta Ave. in order for folks to walk from Broadway to the zoo & other destinations across the river (train sta., sunken garden, etc.,) safely
37 Brackenridge Park Sidewalks on Hildebrand so you can walk from Broadway to the Park entrance on Hildebrand
38 Brackenridge Park access from Hildebrand/Olmos Park area
39 Brackenridge Park sidewalks or pedestrian paths leading to the park entrances.
40 Brackenridge Park to More lighting needed.
Pearl Brewery
41 Brackenridge Park complete sidewalks
42 Brackenridge Park Slower traffic, bike lanes, side walks
Broadway Corridor the traffic lights take forever and the right turn on red is IN the crosswalk
Bulverde Rd (starting this is a problem the whole city over
around 1604 North to TCP Parkway) Walkable streetfront
45 Bus stop at Santikos Sidewalks & bike trails
strip mall on corner of Bandera and 1604 pedestrian crossing at 1604 and Bandera (all sides)
<table>
<thead>
<tr>
<th>Business Location</th>
<th>Improvement Needed</th>
</tr>
</thead>
<tbody>
<tr>
<td>S Alamo/King William's area</td>
<td>See improvements #1</td>
</tr>
<tr>
<td>S St Mary's St King William's area</td>
<td>Improve/repair/build sidewalks; fix pedestrian signals</td>
</tr>
<tr>
<td>Castrovilla Rd</td>
<td>All of Castrovilla Rd. East &amp; West need sidewalks</td>
</tr>
<tr>
<td>Cathedral Park</td>
<td>Connection to existing neighborhoods and shopping on Culebra st</td>
</tr>
<tr>
<td>Central Market on Broadway</td>
<td>Hildebrand and bway intersection</td>
</tr>
<tr>
<td>Central Market on Broadway</td>
<td>New Braunfels and Broadway Crossing</td>
</tr>
<tr>
<td>Central Market on Broadway/Hildebrand Christus Santa Rosa Hospital-Medical Center</td>
<td>Disappearing sidewalks on the Medical Dr to Wurzbach &amp; Babcock to Hamilton Wolfe sides of the hospital should be completed</td>
</tr>
<tr>
<td>Church on Shook between Bushnell &amp; Laurel Heights Rd</td>
<td>Need sidewalk on east side</td>
</tr>
<tr>
<td>Cibolo Green Elementary School</td>
<td>Needs crosswalks at nearby intersection TPC PKWY.</td>
</tr>
<tr>
<td>Cotton Elementary from Fulton Ave (from west)</td>
<td>Traffic Calming; very fast moving cars</td>
</tr>
<tr>
<td>Crosswalks on Broadway - Whittie, Breckenridge Park Culebra Street along thoroughfare</td>
<td>Need to address the timing and programming of those lights, they are infrequent and do not give adequate time from crossing.</td>
</tr>
<tr>
<td>Deco District</td>
<td>Shade, remove stray dogs, cleaner atmosphere</td>
</tr>
<tr>
<td>Deco district</td>
<td>Sidewalks that feed into the district</td>
</tr>
<tr>
<td>Dellcrest Park</td>
<td>Sidewalks on Bible Street at southwest entrance to park.</td>
</tr>
<tr>
<td>Dezavala and I-10 area</td>
<td>Better light control</td>
</tr>
<tr>
<td>Downtown</td>
<td>Heavy vehicle traffic; make streets more narrow to discourage vehicles and more pedestrian friendly</td>
</tr>
<tr>
<td>Downtown Gum on sidewalks</td>
<td></td>
</tr>
<tr>
<td>Downtown - more bike lanes, better mass transit, bus route improvements</td>
<td></td>
</tr>
<tr>
<td>Downtown San Antonio streets</td>
<td></td>
</tr>
<tr>
<td>Downtown San Antonio Remove utility poles, fire hydrants, benches, etc from middle of sidewalks</td>
<td></td>
</tr>
<tr>
<td>Downtown, interstate 37 between Houston and McCuough Durango and Santos area</td>
<td>Better lighting, stronger police presence.</td>
</tr>
<tr>
<td>East-West Huebner</td>
<td>Need a sidewalk on south side of Durango</td>
</tr>
<tr>
<td></td>
<td>Seriously needs sidewalks and bike lanes</td>
</tr>
</tbody>
</table>
Eden -Tavern Oaks - Green Springs  More street lights
Edison High School  600 block of Santa Monica
Edison High School  on Aganier Street immediately south of school
Edison High School  Continue sidewalks on Beacon toward Hildebrand
Elmhurst  major sidewalk repair needed
Employee parking lot SAT
Evans Rd (starting around Hwy 281 to TCP Parkway)  Sidewalks & bike trails
First Mexican Baptist Church  Sidewalks
Fort Sam Houston  Access to base for pedestrians and mass transit
First Mexican Baptist Church  Sidewalks
Fredericksburg Rd and Mary Louise St.  Bus Stop at corner too close to road, sidewalk too narrow for more than one person at a time.
Fredericksburg Rd and Mary Louise St.  neighborhood sidewalks that feed this corridor and over the train tracks
Hill Crest Rd.  Need bus stop on JIMS Restaurant side after bridge
From Palm Bay Drive to Judivan Frontage road loop 410 by the airport.  Passengers have complained about not being able to walk from hotel/motel to airport.
Ft. Sam Houston Gate at end of Pershing Rd  Redirect traffic to non-neighborhood roads
Ft. Sam Houston Gate at N. New Braunfels  Need to re-open gate
Garner Middle School  sidewalk on Timberhill Drive from CherryBrook St
General Areas of San Antonio  All over this city
Good Neighbor  more sidewalks
glenoaks park  Sidewalk on Timberhill Drive from CherryBrook St
Greenbriar  sidewalk repair
Grocery Store - HEB at West and Vance  Sidewalks and curb cuts and some way to cross the street
Harry Wurzbach all the way from 410 to Fort Sam  No sidewalks leading from Stahl to Harris along one side of the road. Few safe crossings from other side.
Harry Wurzbach Rd  sidewalks there is plenty of space!
Hausman and 1604  Needs sidewalk
Hausman Village retail area
Hawthorne Elementary
HEB at Bandera and 1604, from Hidden Lake Apartments
HEB at Fredericksburg and Mary Louise
HEB at Fredericksburg Rd. and Mary Louise St.
HEB at Huebner and Babcock
HEB ON Austin HWY on 505 Bus going west on Eisenhower
HEB/Target/HOME DEPOT/shopping ctr
SW Military Drive
HEB-babcock-huebner location
HEB
Hawthorne
Sidewalks need around campus
sidewalk along 1604 (this would also make it easier to get from the bus stop to the apartments. There are several other apartment complexes along that stretch of road, so sidewalk would also benefit them.
Sidewalk in place of often used dirt path across from bus stop.
Bus stop benches, wheelchair ramps, weather shelters needs to expand to growth of customers!
sidewalks needed on prue rd. to babcock all the way, edges of roadway are jagged and unfinished
Pedestrian Crosswalk Lights to cross Eisenhower to get to the side of road where HEB is on Austin HWY. Austin HWY and Eisenhower cross this intersection. There is crossing light to get across Austin Hwy from Eisenhower where Sunset Funeral is at but not one for pedestrians crossing Eisenhower to get to HEB side. Very dangerous intersection for pedestrians. I've seen some near misses on pedestrians.
relocate sidewalk to include buffer/add shade trees/fix parking lot
improve pedestrian access
Paving stones sunken/uneven due to heavy COSA vehicles using walkways as cart/truck paths. Worst areas in path from Conv. center to training center and on path between Tower & conv. ctr. The vehicles travel much too fast within the park. Convention center carts are always speeding around pedestrians. Maybe they could be encouraged to take advantage of the bike sharing kiosk in the park.
traffic control, sidewalks, and easier access
Bus stop
Need to have the street widen between San Padro & Shooks down Hildebrand
Needs sidewalks
In the mornings traffic is crazy drivers are rushing and don't respect the people walking or crossing or bicyclist going down Hildebrand, need have police watching drivers going down Hildebrand in the mornings and afternoons.
Needs sidewalks on hildebrnad from 281 to Broadway
I walk in Street most of the way.
South Hausman Road (either sidewalk or just a bigger shoulder on the road...I do walk this route sometimes but my husband is convinced I'm
<p>| 121 | Ingram Park Mall Intersection of Bamberger and Benrus |
| 122 | John James Park - off Rittiman Rd. |
| 123 | Johnson High School Better signs telling about new equipment |
| 124 | Johnson High School Sidewalks &amp; bike trails. |
| 125 | Johnson High School Jones Maltsburger from Thousand Oaks to Bulverde Rd |
| 126 | Kelly USA General Off and on Sidewalks and no bike lanes |
| 127 | Hunnel Bike lanes and street resurfaces |
| 128 | king william park sidewalks, trees, lights |
| 129 | king william street sidewalks are not handy-cap friendly, uneven and not wide enough |
| 130 | Kirby City Park There are NO sidewalks or bike lanes from any direction coming into or going out of Kirby on Binz Engleman. It's dangerous to get there on foot because the side of the road is treacherous with no shoulder either |
| 131 | La Cantera Shopping Center pedestrian access on &amp; from 1604 &amp; La Cantera Pkwy |
| 132 | Lackland Air Force Base - Valley Hi flow of traffic |
| 133 | Lavaca neighborhood Leon Creek Greenway new sidewalks and curbs, and better lighting |
| 134 | Trailhead at Babcock Babcock Rd |
| 135 | Leon Vista trailhead ped. warning signs and crosswalks Walking, or bike paths - again many residents and retail, etc., but no walkways or paved paths for pedestrians to travel to unless your subdivision adjoins the retail area. Side Walk / Bike Lane on Wetmore Rd to Broadway |
| 136 | Loop 1604 &amp; Culebra |
| 137 | Macalester Park MacAllister Park entrance from Babcock Rd |
| 138 | Wurzbach Parkway No sidewalks on wurbach parkway leading to the entrance Side Walk / Bike Lane on Wetmore Rd to Broadway |
| 139 | Macarthur High School Walking path needed along south side of park bordering Funston St. to complement the path on the north side and offer people a way to walk safely around the entire park Side Walk / Bike Lane on Wetmore Rd to Broadway |
| 140 | Mahncke Park pathway on South side of the park Walking path needed on south side of Mahncke Park between N. New Braunfels &amp; Milton |
| 141 | Mahncke Park Sidewalks on Broadway LOTS of active walkers in the n’hood, however, we have to walk on streets because the sidewalks are so severely shifted and cracked and not safe. Pose a tripping hazard especially at night |
| 142 | Mahncke Park N’Hood Sidewalks |
| 143 | Main Street between Huisache and Magnolia |
| 144 | Magnolia no sidewalk on east side of street, from alley to Magnolia |
| 145 | Main Street between |
| 146 | needs sidewalks throughout |</p>
<table>
<thead>
<tr>
<th>Location</th>
<th>Improvements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mulberry and Summit, Mainland to Bandera Rd</td>
<td>No sidewalks to connect Mainland to shopping areas and parks on Bandera Road</td>
</tr>
<tr>
<td>Mainland to Tezel Park</td>
<td>No sidewalk access from neighborhoods on Mainland to shopping, schools on Tezel</td>
</tr>
<tr>
<td>Mancke Park</td>
<td>the entire neighborhood - incomplete, missing, or broken</td>
</tr>
<tr>
<td>Martin Luther King from I-10 to W.W.White Rd.</td>
<td>more lighting, handicapped crossings, bus shelters</td>
</tr>
<tr>
<td>McAllister Park</td>
<td>Sidewalks and pedestrian crossings to arrive at location</td>
</tr>
<tr>
<td>McCullough and MonteVista</td>
<td>Needs sidewalk.</td>
</tr>
<tr>
<td>McCullough at the golf coarse</td>
<td>crosswalk from bus stop to Landa Library</td>
</tr>
<tr>
<td>Medical Center</td>
<td>sidewalks and bus bench (or why have one there in the first place?)</td>
</tr>
<tr>
<td>Medical Center</td>
<td>sidewalks, traffic calming, crosswalks</td>
</tr>
<tr>
<td>Medical drive in front of University Hospital Middle schools - Tezel</td>
<td>need more sidewalks and green features</td>
</tr>
<tr>
<td>&amp; Guilbeau</td>
<td>very dangerous for pedestrian crossing</td>
</tr>
<tr>
<td>Milton Street</td>
<td>Sidewalks away from traffic</td>
</tr>
<tr>
<td>Mission Trail - Downtown</td>
<td>more sidewalks</td>
</tr>
<tr>
<td>Mulberry at River Road</td>
<td>Well marked signs, improved larger sidewalks to access the Missions</td>
</tr>
<tr>
<td>Mulberry through Monte Vista</td>
<td>No sidewalks on RR and pavement is all broken up</td>
</tr>
<tr>
<td>neighborhood</td>
<td>reduce speed to 25mph /stop signs at each intersection</td>
</tr>
<tr>
<td>N. St. Mary's (the &quot;strip&quot;)</td>
<td>N. St. Mary's (all) broken/narrow/non-existent sidewalks</td>
</tr>
<tr>
<td>Nacogdoches Road between Haveford &amp; Wurzbach Pkwy</td>
<td>Cross walk improvements, bus stop shelters, wider sidewalks, street trees or SOME form or streetscaping.</td>
</tr>
<tr>
<td>Nacogdoches/410</td>
<td>Better access for pedestrians to crossover</td>
</tr>
<tr>
<td>Near Rivercenter Mall</td>
<td>Get rid of panhandlers</td>
</tr>
<tr>
<td>Near St. Josephs Church</td>
<td>Uneven sidewalks especially for wheelchairs</td>
</tr>
<tr>
<td>Nearly any sidewalk that has utility poles sprouting in the middle</td>
<td>N. St. Mary's southeast blocked/poor sidewalks</td>
</tr>
<tr>
<td>neighborhood</td>
<td>Eastside</td>
</tr>
<tr>
<td>neighborhood</td>
<td>reduce speed to 25mph in neighborhoods</td>
</tr>
<tr>
<td>NEW BRAUNFELS AND I35</td>
<td>PERMANENT BUS STATION AND CLOSER TO THE STREET</td>
</tr>
<tr>
<td>Nimitz Middle School</td>
<td>Sidewalks and pedestrian crosswalks</td>
</tr>
<tr>
<td>north and west areas</td>
<td>Sidewalks</td>
</tr>
<tr>
<td>North New Braunfels</td>
<td>Brand new sidewalks were constructed with utility poles and other obstructions in the middle of the sidewalks.</td>
</tr>
<tr>
<td>North New Braunfels (north of Austin Highway)</td>
<td>fix/add eastside sidewalks between I-35 &amp; 281</td>
</tr>
<tr>
<td>Location</td>
<td>Problem Description</td>
</tr>
<tr>
<td>--------------------------------</td>
<td>-------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>North Star Mall</td>
<td>Lack of sidewalks and crosswalks</td>
</tr>
<tr>
<td>Northeast Baptist Hospital</td>
<td>Lack of sidewalks</td>
</tr>
<tr>
<td>Northside Community Neighborhoods</td>
<td>the sidewalks are dominated by huge mailboxes in front of each house and a single person cannot walk past, forcing all walkers into the road</td>
</tr>
<tr>
<td>North-South Military Highway</td>
<td>Seriously needs sidewalks and bike lanes</td>
</tr>
<tr>
<td>Northstar Mall</td>
<td>Lack of sidewalks</td>
</tr>
<tr>
<td>Northeast Vista College</td>
<td>from Wiseman blvd over hwy151 bridge towards N.Ellison Drive</td>
</tr>
<tr>
<td>Old Austin Road from Ft Sam Houston to Eleanor</td>
<td>curbs and sidewalks</td>
</tr>
<tr>
<td>Old HWY 90</td>
<td>All of this corridor needs sidewalks and new traffic lights</td>
</tr>
<tr>
<td>Olmos Basin</td>
<td>Sidewalks along Basse and McCullough north of Basse</td>
</tr>
<tr>
<td>Olmos Basin Park</td>
<td>It is unsafe to approach Olmos Basin Park (the sports fields, playground and track) from the West without a car</td>
</tr>
<tr>
<td>University</td>
<td>sidewalks and bus benches</td>
</tr>
<tr>
<td>On Hildebrand btn San Pedro and Trinity University</td>
<td>There are NO STREET SIGNS but a winding road big enough for 1 lane. Accident waiting to happen! Please do something about this. I was told this is a private road by the city and so case closed. Ridiculous.</td>
</tr>
<tr>
<td>Palo Alto College</td>
<td>Ped access to/from Hwy 16 and Zarzamora</td>
</tr>
<tr>
<td>Pearl brewery</td>
<td>Safe going south av b until the 281 intersection</td>
</tr>
<tr>
<td>Pearl Brewery</td>
<td>Better lighting-better sidewalks- more trees</td>
</tr>
<tr>
<td>Pershing Avenue, east of N New Braunfels Prue and Old Prue Roads/Babcock to Medical Ctr.</td>
<td>curbs, sidewalks</td>
</tr>
<tr>
<td>Quarry Market</td>
<td>Separated bike lanes</td>
</tr>
<tr>
<td>Quarry Market</td>
<td>Walking/biking access</td>
</tr>
<tr>
<td>Quarry/Olmos Park</td>
<td>It is unsafe to approach the Quarry from the West without a car</td>
</tr>
<tr>
<td>rayburn middle school</td>
<td>Direct Access from Quarry to Olmos Park Terrace</td>
</tr>
<tr>
<td>Riverwalk North S. Flores Street between Durango &amp; S. Alamo St Salado Creek Greenway between Tobin Park and Lady Bird Johnson</td>
<td>Streetscaping and trees to separate pedestrians and traffic and to shade walkers. There is no path connecting these segments of the greenway, it is dangerous to go under 410 and long way around to walk up to starcrest and cross over</td>
</tr>
<tr>
<td>San Antonio College San Antonio Country Club</td>
<td>Sidewalk repairs between SAC and McCullough</td>
</tr>
<tr>
<td>San Antonio Country</td>
<td>Sidewalk leading to not complete</td>
</tr>
<tr>
<td>Club perimeter San Antonio International Airport</td>
<td>Sidewalk needs to be expanded to cover both doors of the bus</td>
</tr>
<tr>
<td>San Antonio Country</td>
<td>curbs and sidewalks</td>
</tr>
<tr>
<td>San Antonio Country Club</td>
<td>designated pedestrian route to and from road to bus stop</td>
</tr>
</tbody>
</table>
206 San Pedro and Cypress
Bus stop is on a corner that is under construction quite frequently. Stop needs to set back and covered seating. Sidewalk is broken most of the time.

207 San Pedro Park
Blanco, Flores,

208 San Pedro Park
Surrounding streets and side walks

209 San Pedro Park
Level sidewalk, dangerous for runners

210 San Pedro Park
safer crosswalks/lighting along Ashby and Flores

211 San Pedro Park
sidewalks that feed into the park

212 Shook/Hildebrand
Needs sidewalk to crosswalk button, additional buttons

213 Sidewalks need to added down Hildebrand up to Broadway
Going to Frederickburg, sidewalks in Lavaca neighborhood

214 South Flores ST.
Surrounding streets and sidewalks

215 San Pedro Park
Level sidewalk, dangerous for runners

216 South Flores ST.
Better traffic control and lighting, and some sidewalks needed.

217 Sidewalks in DeChantle Rd. - 78201
Some areas going down Hildebrand towards UIW have good sidewalks, but also need a cycle path for the bicycle drivers. Need more patrols watching disrespectful drivers.

218 Sidewalks in Lavaca neighborhood
Many are missing, cracked, and too damaged to walk on.

219 South West ST.
St. Dominics Church (on Ingram)

220 Sunrise Neighborhood Sidewalks and bike lanes on both sides of the street Quetana RD.

221 Spring Creek Village Sidewalk and bike lanes this is a runner,bike,walking hot spot

222 Sidewalks in Freddericksburg
Sidewalks in Lavaca neighborhood

223 St Mary’s strip between 281 and Ashby
Numerous large mailboxes blocking the sidewalks

224 St. Dominics Church (on Ingram)
St. Phillip’s on Quintana

225 Stoneshire
Pedestrian access and signalized crosswalks

226 St. Dominics Church Pedestrian Crossing on SW 34th & W. Durango

227 St Mary’s strip between 281 and Ashby Sidewalk
direct route to and from downtown on the bus to link neighborhood of over 7000 people to the center of San Antonio perhaps create a Park and Ride

228 Sunrise Neighborhood no pedestrian access available at all right now, sidewalks needed as well as direct passage from Sunrise neighborhood (small bridge at the end of Sunrise Cove into the Park?)

229 Sunrise Park
Pedestrian Crossing on SW 34th & W. Durango

230 SW 34th St. at Old Hwy
Pedestrians along Broadway in poor condition

231 The Alamo at Alamo Plaza
Pedestrians needed

232 The Alamo at Alamo The Neighborhood
Ashby and Main

233 The Quarry on Basse
There is no safe way to walk to the Quarry on Basse from Basse and McCullough/San Pedro area.

234 The Alamo at Alamo The Neighborhood
designated pedestrian route to and from road

235 The Alamo at Alamo The Neighborhood
terrible! it's like going hiking in the woods. And so close to the U.

236 The Alamo at Alamo The Neighborhood
often too focused on autos. dangerous for peds to access
Theme Parks Thousand Oaks Elementary
Thousand Oaks Rd Time Warner Sports Park
To schools, bus stop, convenience store
To/from downtown & St Paul/Sunset Station on E. Commerce
Trailhead at 1604/10 to the University Park and Ride
Trailhead between Babcock and IH 10
Trinity University & Trinity University & Alamo Stadium
Tri-Point YMCA Under 37 at Broadway University of the Incarnate Word
UTSA UTSA UTSA
utsa main campus VIA buses on Commerce Street...travel at high rate of speed and TOO
CLOSE to SIDEWALKs W.W.White from I-10 to Southcross Blvd.
Wagner High School Walgreens @ San Pedro and Hildebrand
Walgreens an Evans and Bulverde Walk from my house to bus stop
Walk to Blanco to shop Walnut Manor Apts. 3822 West Ave.
Walzem Rd./Austin HWY (Y Intersection) Crossing signal for crossing Austin HWY from Walzem but not a pedestrian crossing light to get across Walzem at this intersection. Very dangerous for pedestrians.
Westfall Branch Library Westover Blvd between Culebra and
not very pedestrian welcoming Complete sidewalks Sidewalks come to an end in places then no sidewalk and no bike lanes No sidewalks on Wetmore road leading to the park West Ave at Arroya Vista Dr to Delview E. Commerce underpass at I-37 & Via Park & Ride (panhandlers) needs a sidewalk or connector and lighting Hausman Rd safety/walkability under 281 improved Sidewalk on Hildebrand Lindell and Trail area Improve lighting in this area Sidewalks along Hildebrand local neighborhoods need safer areas to walk and more sidewalks Pedestrian access to nearby apartments and to retail opportunities across 1604 One day a pedestrian will have head clipped by side mirrors on buses lighting, bus shelters, handicapped crossings Sidewalk in place only in close proximity of school then it just ends. SIDEWALKS!!! sidewalks?
No sidewalks I have to walk in the street I have to walk in street most of the way.
Safer way to cross the street. Sidewalks and curb cuts there are no sidewalks at all most of the sidewalk is consistently filled with weeds
<table>
<thead>
<tr>
<th>Number</th>
<th>Road/intersection #1</th>
<th>Improvements needed at intersection #1</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>1604 100 baywell and all cross streets</td>
<td>281 ver poor lighting, loose animals</td>
</tr>
<tr>
<td>2</td>
<td>1604 &amp; Braun Rd</td>
<td>Sidewalks away from traffic</td>
</tr>
<tr>
<td>3</td>
<td>1604 &amp; New Guilbeau 1604 north on Nacogdoches</td>
<td>Sidewalks away from Traffic</td>
</tr>
<tr>
<td>4</td>
<td>1604’s Bus 660 route</td>
<td>no sidewalk</td>
</tr>
<tr>
<td>5</td>
<td>281 @ 1604</td>
<td>Need sidewalks, covered stop. The 660 bus has a one hour rotation, in the summer or rain, the prolonged exposure to heat and rain can be harmful. Extremely dangerous for pedestrians - essentially impassable in any direction on foot.</td>
</tr>
<tr>
<td>6</td>
<td>281 and 1604</td>
<td>How are you supposed to get across 281. You basically can’t without risking death. This makes the Express 6 Bus even more difficult to use.</td>
</tr>
<tr>
<td>7</td>
<td>281 and 1604</td>
<td>interchange</td>
</tr>
<tr>
<td>8</td>
<td>281 and Hildebrand East and West.</td>
<td>crosswalks from bus stops/ walkway to Brackenridge Park</td>
</tr>
<tr>
<td>9</td>
<td>410 &amp; Culebra</td>
<td>Last time I was walking there was absolutely no safe way for a pedestrian to cross under 410 at Culebra.</td>
</tr>
<tr>
<td>10</td>
<td>9th St/St Mary’s St</td>
<td>Sidewalk in disrepair</td>
</tr>
<tr>
<td>11</td>
<td>Need a paved surface to access a greenway</td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>Aganier from Santa sidewalks</td>
<td></td>
</tr>
</tbody>
</table>
Monica to Hildebrand

15 Alamo and S. Presa  Signal crosswalk - this is a pedestrian heavy area
16 alamo at commerce  need much better traffic control for bikers and pedestrians.
18 sidewalk is nearly overgrown, curb cut is overgrown
19 Larger sidewalks
20 Austin Highway
21 Austin Hwy & Perrin
22 Beitel  Even with crosswalk signs, drivers do not let you cross
23 Babcock and Hausman  A better pedestrian friendly connection to continue
downtown
24 Babcock between Prue and Huebner
25 Babcock from 1604 to Baumberger Park
26 Baumberger Park
27 Baumberger Park
28 Baumberger Park
29 Babcock, north of Huebner
30 Babcock & ElVerde
31 Seneca
32 Bandera and Huebner
33 Bandera and Huebner
34 Bandera and Huebner
35 Bandera Rd
36 Bandera Rd from 410 to 1604
37 Walkways, bike/scooter path
38 Basse and 281  Pedestrian bridge, something so kids can get to the Quarry to see a movie
39 Basse/Broadway  High traffic area
40 Beacon from Norwood to Hildebrand
41 Bible Street  Sidewalks, mowing
42 NO SIDEWALKS, NO BIKE LANES, NO LIGHTS
43 bitters  tower drive
44 Bitters from 281 to 1604
45 Blanco and woodlawn  speedbumps and sidewalks on Blanco
46 Sidewalk on West side needed
47 Blanco Road  Blanco near San Pedro
48 Blanco  needs a sidewalk
49 Blanco south of  Blanco lacks sidewalks, only very narrow foot path on part of west side of
Woodlawn street
Braun Road near
Bandera No sidewalk, unable to ride bike/walk along street
More space for pedestrians and cyclists
Broadway & josephine Turn signals, reduced speed- This intersection in particular is very dangerous even though there are a lot of pedestrians that use it. Not sure what could be done, but the layout of traffic makes it very sketchy intersection, especially given number of children in the area for the play land park and other amenities.
Broadway & Mulberry No pedestrian crossing of broadway or austin highway at this intersection
Broadway @ Josefine Longer red-light time for pedestrians to cross Broadway or pedestrian overpass
broadway and austin Crossing gets difficult with how traffic is still going while you’re trying to
highway walk across Hildebrand to continue down Broadway.
Broadway and Burr Longer red-light time for pedestrians to cross Broadway or pedestrian overpass
Road
Broadway at Hildebrand Safer crossing, especially for bikes
Broadway at Hildebrand High traffic area
more sign for drivers to allow pedestrians to cross
Broadway at Mulberry better signage for drivers to allow pedestrians to cross
More crosswalks w/ HIGH VISIBILITY - flashing lights for ex. - to enable people to safely access commercial areas on either side of street where there are no traffic lights
sidewalks need repairs
broadway and austin sidewalk need repairs
improve/repair sidewalks and install biking lanes on both sides, put an island in between to allow folks to cross more easily. Broadway could be awesome catalyst for all kinds of growth if given the chance and attention. See, for example, South Congress, in Austin for what a transformation looks like.
Better crosswalks
broadway in Alamo Heights wider, better quality side walks
broadway& hildebrand very hard for older pedestrians to cross
broadway, from Pershing to Josephine Sidewalks on filthy, trashy, and unmaintained. get the roadworks fixed and give us our sidewalk back. stop putting temp signs on the sidewalk. strollers can’t pass. don’t allow right on red. it means it isn’t safe to cross even when the man is green.
Old hildebrand Safer crossing, especially for bikes
broadway Safer crossing, especially for bikes
broadway High traffic area
broadway/Mulberry Need Sidewalk greenery
buckeye from hildebrand S to Fred Rd both sides. no sidewalks
bulverde Rd Evans Rd
to TPC pkwy sidewalks
bulverde Rd. from 1604 needs sidewalks, currently none along a narrow bridge & no way to cross
Bulverde Road N. of TPC Pkwy
 There is really no safe and satisfactory way currently to get from northern reach of riverwalk to southern reach of riverwalk, which makes it difficult to ride bikes without almost getting hit by cars. If someone could think up a solution, that would be awesome.
<table>
<thead>
<tr>
<th>Site</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>cedarhurst.</td>
<td>too close to traffic, splashing etc. sidewalk un-even narrow</td>
</tr>
<tr>
<td>Panhandlers accost tourists, residents, enjoying San Antonio</td>
<td>sidewalk added</td>
</tr>
<tr>
<td>Clubra@1604</td>
<td>Signs Advising Motorists re Pedestrian Right of Way</td>
</tr>
<tr>
<td>Colorado and Commerce</td>
<td>Street Crossing lights and Signage</td>
</tr>
<tr>
<td>Colorado and Martin</td>
<td>Signs Advising Motorists re Pedestrian Right of Way</td>
</tr>
<tr>
<td>Colorado and Poplar</td>
<td>Bumpy roads</td>
</tr>
<tr>
<td>Comal and Mertle</td>
<td>Bad drainage, poor street condition, no side walk or curb</td>
</tr>
<tr>
<td>Commerce and Park Court</td>
<td>Ped signal takes too long to cycle</td>
</tr>
<tr>
<td>Commerce and I 37</td>
<td>更好地人行道，车辆不为行人停车。</td>
</tr>
<tr>
<td>facing East</td>
<td>更好的人行道交叉口，车辆不为行人停车。</td>
</tr>
<tr>
<td>Culebra and Village</td>
<td>Trees, trees, trees, trees</td>
</tr>
<tr>
<td>Culebra and Westover</td>
<td>pedestrian friendly intersection and trees, trees, trees, etc</td>
</tr>
<tr>
<td>Cumberland Rd &amp; Frio</td>
<td>Sidewalk for Cumberland Rd. non-existent one block east of Frio</td>
</tr>
<tr>
<td>City Rd.</td>
<td>City and railroad tracks</td>
</tr>
<tr>
<td>Cumberland Rd &amp;</td>
<td>sidewalk on Cumberland two house's west of Garland in very bad shape</td>
</tr>
<tr>
<td>Garland</td>
<td>Add and finish sidewalks; there are so many people that use the city buses here and kids that are picked up by school buses. I guess since my neighborhood is in a poorer part of the medical center no one cares about our safety</td>
</tr>
<tr>
<td>De Zavala and Vance</td>
<td>Cars turning right need to yield to pedestrians who have the right of way!</td>
</tr>
<tr>
<td>Jackson</td>
<td>better traffic flow and merging</td>
</tr>
<tr>
<td>Evans &amp; Bulverde</td>
<td>needs a pedestrian path put in on at least one side</td>
</tr>
<tr>
<td>Durango and South</td>
<td>Pedestrian lights are not spaced out correctly</td>
</tr>
<tr>
<td>durango at matagorda</td>
<td>crosswalk for walkers going to hemisfair park</td>
</tr>
<tr>
<td>durango at S alamo</td>
<td>better traffic control for walkers.</td>
</tr>
<tr>
<td>Durango Blvd and Federal courthouse.</td>
<td>Pedestrian bridge over the road</td>
</tr>
<tr>
<td>Durango from Main Ave. to Alamo Street</td>
<td>There should be a crosswalk somewhere in this vicinity. Lots of people cross w/o crosswalk and this is a heavy traffic area.</td>
</tr>
<tr>
<td>E. French and St. Marys</td>
<td>Signs or street light, at French</td>
</tr>
<tr>
<td>Eisenhower</td>
<td>overall better pedestrian access for students. Access to school campus from surrounding neighborhoods and property rather than just on Evans road.</td>
</tr>
<tr>
<td>Evans from Evans Spring to 281</td>
<td>Cross over is not marked and there is a large church directly across from my neighborhood. Often parishioners leaving this church attempt a U-turn but they pull into the crossing directly in the line of residents attempting to leave the neighborhood. A head on collision is bound to...</td>
</tr>
</tbody>
</table>
happen eventually.

resurface the sidewalks so disabled people in wheelchairs don’t have to use the street

creation of sidewalks and traffic lights to cross

more public transportation

NO SIDEWALKS!!! NO BIKE LANES!!! NO SHOULDER.

Need sidewalks, upgrade sidewalks (where they occasionally exist)

Safer pedestrian crossings i.e. more crossing options

Security, better lighting, more patrols, drug activity

Bus stops need further back from road, wider sidewalks

cleaner and more space between cars and pedestrians

Signals need to allow more time and stop all traffic especially right turns or corner cutters

Need wider sidewalks, safe crosswalks to cross Fredericksburg not just at corner stops.

Need sidewalks.

need sidewalks separated from vehicle traffic - no curb, too many ingress/egress points

Sidewalks

needs sidewalk repair

Streets needs some help it’s too bumpy.

street resurfaces

Stop sign has been removed and visibility from gillespie is blind due to parked cars

Road is very bumpy

Safe place for pedestrians using hiking trail to cross

Sidewalks
Harry Wurzbach at Oakwell Farms Pkwy  
Sidewalks

Harry Wurzbach at Urbancrest  
Sidewalks

Harry Wurzbach Road  
Sidewalks

Hausman / Babcock  
NEEDS SIDEWALKS

Hausman from 1604 to Babcock  
Better/more sidewalks

Hausman Road from Hildebrand  
Hildebrand street

Heading downtown from Hildebrand  
Hildebrand street

Heading to Culebra outside the loop  
No sidewalks whatsoever

Heading to S. Flores from Guadalupe  
Guadalupe street

Hemphill between Laven and Broadview  
Needs a sidewalk at least on one side

Highland Blvd between Hildebrand  
New Braunfels Ave

Hildebrand sidewalks from Broadway to San Pedro  
pedestrian crossing is difficult

Hildebrand / Broadway and 281  
lights and traffic timing into /out of UIW

Hildebrand and Broadway  
lengthen the crossing time. mark crossing clearly. no right on read and

Hildebrand and  
issue tickets to cars sitting in the crosswalk waiting to turn

Hildebrand and  
Better crosswalk

Hildebrand and Howard  
A wider sidewalk is needed along Hildebrand

Hildebrand and Shook  
A wider sidewalk is needed along Hildebrand

Hildebrand and Stadium Ave  
crosswalk at pedestrian signal

Hildebrand and  
A wider sidewalk is needed the entire length

Hildebrand Avenue, Broadway to San Pedro  
no sidewalks

Hildebrand between Broadway and 281  
no sidewalks

Hildebrand between San Pedro & Shook  
Need to be Widen for 2 car lane

Sidewalks; separation form fast moving traffic

Hildebrand from I-10 to Broadway  
SIDEWALKS

Hildebrand, from Broadway to San Pedro  
Construct sidewalks that are not encroached by utility poles and other obstructions.

needs sidewalks

Houston and I 37 facing East  
Better lighting, dangerous to walk under bridge at times.

Huebner@Military Highway  
Sidewalks needed

Too much brush obstructs NE, NW corners. Needs stop sign to help pedestrians crossing.

Huisache and Main  
Needs stop sign for pedestrian crossing to Foundry and Lily's cookies,
I-10 & DeZevala sidewalk to HEB from DeZevala
I-35 N. & 410 ped access and crosswalks
obstacle: stop traffic crossing to right turn on Bowie
Needs pedestrian crosswalk light to slow traffic exiting
Needs a sidewalk at least on one side of the road intersection
McCullough which serve Keystone, Academy, and St. Anthony's schools
I-10 & Dezevala sidewalk to HEB from DeZevala
Intersection of Horn and Prue
obstacle: stop traffic crossing to right turn on Bowie
Children walking to Rudder Middle School need sidewalks on SW side of intersection. It's unpaved and children walk in the street mingling with cars
Sidewalks needed
Jones-Maltsberger from Rector to Oblate
Judson from Stahl Road to Knollcreek
Judson Street, just past Nacodoches
La Manda & West Ave Laven between Grovehill and Hemphill
Lockhill Selma at San Pedro
Lockhills Selma and Blanco rd intersection
Loop 1604 and Bandera
Walkways, bike/scooter path Loop 410 and Airpport Blvd
Loop 410 and Ingram
Loop 410 and Marbach
Loop 410, NW sidewalk ped access from Culebra to Valley Hi
M.L. King at Hein Madison street and Johnson sidewalks are not handy-cap friendly, uneven and not wide enough
Main and McCullough painted cross walk so cars leave room to cross
Please add sidewalks along Mainland and at bridges.
Market Square & Bueno
Vista Blind spots, cars trying to connect/find freeway on ramp
Market Square & Commerce Blind spots; delivery trucks parking at El Mercado
McCollough from McCollough to Ashby Potholes
McCollough & French Place Crossing markings
McCollough from Olmos
Basin to Rector Sidewalk improvements
cross walk timing does not completely stop all lanes of traffic
<table>
<thead>
<tr>
<th></th>
<th>Action Description</th>
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<tbody>
<tr>
<td>203</td>
<td>Military Drive from Goliad to Roosevelt make it dangerous for pedestrian crossing</td>
</tr>
<tr>
<td>204</td>
<td>Military Highway near Brooks rip out sidewalk adjacent to street and replace goat trail that makes it dangerous for pedestrian crossing</td>
</tr>
<tr>
<td>205</td>
<td>Military Hwy near Brooks Sidewalk all the way from Brooks to Roosevelt</td>
</tr>
<tr>
<td>206</td>
<td>Mossrock and Woodcliff sidewalks, clean out drainage ditch</td>
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<tr>
<td>207</td>
<td>N Flores Needs speed bumps from woodlawn to ashbey</td>
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<tr>
<td>208</td>
<td>ADA compliant sidewalks</td>
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<tr>
<td>209</td>
<td>completely new asphalt, and addition of sidewalks and curbs</td>
</tr>
<tr>
<td>210</td>
<td>N. New Braunfels @ Burnet Traffic Light &amp; Crosswalks</td>
</tr>
<tr>
<td>211</td>
<td>N. New Braunfels @ Hays Better crosswalks</td>
</tr>
<tr>
<td>212</td>
<td>N. New Braunfels at Hildebrand Better crosswalk sidewalks</td>
</tr>
<tr>
<td>213</td>
<td>sidewalks Crosswalks &amp; protected crosswalk lights needed to allow pedestrian walking N/S on N. New Braunfels to safely cross at these intersections where a high volume of traffic is making turns onto these streets not stopping for pedestrians or bikers and/or put in a sidewalk on the north side of the road along the country club</td>
</tr>
<tr>
<td>214</td>
<td>N. St. Mary's all, from downtown to the zoo</td>
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<tr>
<td>215</td>
<td>Nacodochias sidewalks too narrow, bridge crossings narrow Need continuous sidewalk along left side of nacogdoches heading of 410</td>
</tr>
<tr>
<td>216</td>
<td>Nacogdoches @ 410 Crosswalk improvements, bus stop shelters, wider sidewalks, street trees or SOME form of streetscaping.</td>
</tr>
<tr>
<td>217</td>
<td>New Braunfels Ave. sidewalk ped access from Southcross to Military Dr.</td>
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<tr>
<td>218</td>
<td>New Braunfels Ave. sidewalk maintenance</td>
</tr>
<tr>
<td>219</td>
<td>north new braunfels sidewalks along the street</td>
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<tr>
<td>220</td>
<td>north new braunfels needs sidewalks. needs lights.</td>
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<tr>
<td>221</td>
<td>NW MILITARY HWY TOO LONG DISTANCE BETWEEN LIGHTS/CROSSWALKS</td>
</tr>
<tr>
<td>222</td>
<td>O’Connor Road at IH35 Need improved pedestrian crossing (lights, etc.)</td>
</tr>
<tr>
<td>223</td>
<td>Need sidewalk on south side of O’Connor Road</td>
</tr>
<tr>
<td>224</td>
<td>ADA compliant sidewalks with lighting</td>
</tr>
<tr>
<td>225</td>
<td>Old Hwy 90 &amp; 34th St. Sidewalks, Bus shelters, Traffic Lights</td>
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<tr>
<td>226</td>
<td>Old Hwy 90 &amp; 36th</td>
</tr>
<tr>
<td>227</td>
<td>Sidewalks needed on both sides of street (needs bike Lns too)</td>
</tr>
<tr>
<td>228</td>
<td>ADA compliant sidewalks with lighting</td>
</tr>
<tr>
<td>229</td>
<td>Redirect traffic to non-neighborhood roads.</td>
</tr>
<tr>
<td>230</td>
<td>Safer crossing (longer time to cross) maybe arrows for car traffic</td>
</tr>
<tr>
<td>231</td>
<td>Prue Road (Babcock to Leon Creek) fix curb cutout that allows for only one lane of traffic to go instead of two and prevents pedestrians from safely crossing on that side of the road</td>
</tr>
<tr>
<td>232</td>
<td>prue road and southwell</td>
</tr>
<tr>
<td>Page</td>
<td>Description</td>
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<td>-----------------------------------------------------------------------------</td>
</tr>
<tr>
<td>240</td>
<td>Sidewalks and a pedestrian buffer.</td>
</tr>
<tr>
<td>241</td>
<td>Prue, from Bandera to Frederickburg</td>
</tr>
<tr>
<td>242</td>
<td>Need continuous sidewalk (some segments in place)</td>
</tr>
<tr>
<td>243</td>
<td>Creek</td>
</tr>
<tr>
<td>244</td>
<td>Rittiman Road from FM 78 to Austin HWY.</td>
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<tr>
<td>245</td>
<td>Sprawl</td>
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<tr>
<td>246</td>
<td>Mulberry to Craig</td>
</tr>
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<td>247</td>
<td>Botanical Gardens</td>
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<tr>
<td>248</td>
<td>Roosevelt at VFW</td>
</tr>
<tr>
<td>249</td>
<td>Roosevelt From EADS to SW Military</td>
</tr>
<tr>
<td>250</td>
<td>Sidewalks are needed as well as bike lanes</td>
</tr>
<tr>
<td>251</td>
<td>sidewalks</td>
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<tr>
<td>252</td>
<td>SW Military</td>
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<td>253</td>
<td>S Flores From Probandt to SW Military</td>
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<tr>
<td>254</td>
<td>Streetscaping and trees to separate pedestrians and traffic</td>
</tr>
<tr>
<td>255</td>
<td>S. New Braunfels Ave</td>
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<tr>
<td>256</td>
<td>San Pedro @ Hildebrand</td>
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<td>257</td>
<td>San Pedro at W Olmos</td>
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<td>258</td>
<td>San Pedro Ave between 410 and 281</td>
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<tr>
<td>259</td>
<td>Hildebrand and Olmos</td>
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<tr>
<td>260</td>
<td>Woodlawn</td>
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<tr>
<td>261</td>
<td>San Pedro Road</td>
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<td>262</td>
<td>Beacon to Breeden</td>
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<tr>
<td>263</td>
<td>south alamo and south alamo and pereida</td>
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<tr>
<td>264</td>
<td>South Alamo at Probandt</td>
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<tr>
<td>265</td>
<td>springvale dr 100 blk. to end at park</td>
</tr>
<tr>
<td>266</td>
<td>Stahl Rd and Wetmore</td>
</tr>
<tr>
<td>267</td>
<td>Currently No Pedestrian Crossing</td>
</tr>
<tr>
<td>268</td>
<td>Stahl Road</td>
</tr>
<tr>
<td>269</td>
<td>Stone Oak Blvd. from</td>
</tr>
</tbody>
</table>

There are no sidewalks or shoulder along most of Prue, so very dangerous to walk along it, even though it runs by many homes and businesses.

The majority of Rittiman has NO SIDEWALKS OR BIKE LANES. Inside of IH 35 sidewalks are present, but they are virtually impassable, even on a Mountain Bike.

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| 271 | 1604 to ? Wider sidewalk with more separation between pedestrians and cars. Stone Oak Pkwy, west of Thousand Oaks Pkwy, need sidewalks! Joggers are often in the street. Thousand Oaks and Perrin Beigel Even with crosswalk signs, drivers do not let you cross complete sidewalks and sidewalks that are a safe distance from traffic. |
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It's common to see wheelchairs going up the middle of the road.
are finally starting to put in sidewalks, I hope!

wider pedestrian areas, I'm not sure exactly but it's not safe

From 1604 - Airport

Q9. What is the nearest intersection to your place of residence?

<table>
<thead>
<tr>
<th>Number</th>
<th>Street #1</th>
<th>Street #2</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>baywell dr</td>
<td>cedarhurst</td>
</tr>
<tr>
<td>2</td>
<td>saint marys st</td>
<td>villita st</td>
</tr>
<tr>
<td>3</td>
<td>Binz Engleman</td>
<td>N. Foster Rd</td>
</tr>
<tr>
<td>4</td>
<td>Valley Queen</td>
<td>Valley Crest</td>
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<tr>
<td>5</td>
<td>North New Braunfels</td>
<td>Allensworth</td>
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<td>6</td>
<td>Chestnut St.</td>
<td>Center Street</td>
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<tr>
<td>7</td>
<td>Funston Place</td>
<td>North New Braunfels</td>
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<tr>
<td>8</td>
<td>Nacogdoches/410</td>
<td></td>
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<tr>
<td>9</td>
<td>Fredericksburg Rd.</td>
<td>Buckeye</td>
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Demographics

Q10. Age

San Antonio-Bexar County Pedestrian Safety Action Plan

Q1. Gender
Q12. Do you have a mobility limitation?

Q13. Please provide any additional comments below related to walking and pedestrian facilities in the San Antonio-Bexar County region.

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<td>available sidewalks do not meet disability act. all either broken. too narrow, difficult to walk on. Places along the Riverwalk are poorly lighted. I use the VIA buses frequently. Many bus stops have cracked and uneven sidewalks. Many neighborhoods throughout the city do not have sidewalks, especially along busy streets. Could there be a city ordinance which requires that all new</td>
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construction include good sidewalks? All the Riverwalk extensions and the park pathways are very good for leisure pursuits, but when enroute to a medical appointment and you are forced to walk in the street then the allocations of funds comes into question.

I am an avid bike rider. Many of the streets in my area are too dangerous to travel on with a bike. There are no sidewalks on many areas here. With gas prices like they are, I still can’t ride to my work for fear of being struck by a car or wrecking my bike on a bump.

I would love to be able to walk my dogs in my neighborhood, but am unable to do so safely due to the large number of stray/loose dogs.

Re: E. Commerce underpass under I-37 near Chestnut St. Too many panhandlers, both day and night--harassing pedestrians, tourist, and residents of the Sunset Station-Vidorra Condo--St Paul area. They lurk near the Via Park & Ride and bus stop in from of the Vidorra Condo at Chestnut and Center Sts. and accost walkers traveling between downtown San Antonio and Sunset Station and environs. Very dangerous; very scary—not tourist/resident friendly.

- Dr. Bennie Wilson

It is nice to have ramps available for strollers

I think with the gas prices going up I feel people will be walking more and bicycling to their destination and drivers don’t respect any pedestrians walking or bicyclist. Police should be patrolling down the busy streets and should watch drivers who don’t respect pedestrians or cyclists. Where are the police during rush hours? Are there not enough police in our city? Should we have slower speed limit down Hildebrand? Maybe we need evaluated the major street during rush hour? As San Antonian we should follow Austin’s way of life for a better and healthier life style.

sidewalks in this neighborhood are very bad in some places. the new sidewalks on New Braunfels from Burr going north are great .People were walking in the road.

With the every growing status of Fort Sam Houston, safe walking/ jogging areas need to be created along Pershing Avenue, Old Austin Road, Pinckney Street and N New Braunfels. Mahncke Park has very nice green areas that could be greatly enhanced is sidewalks/paths were created to be able to walk/jog from Fort Sam Houston to Brackenridge Park and include the Mahncke Park green area back to the San Antonio Botanical Garden area.

Need more trees along sidewalks and bus stops to encourage people to walk and/or wait for a bus.

Implementation of a master hike and bike trail in the city, county - make connectivity a priority.

I would walk to work but the traffic is crazy and there are no sidewalks.

PSAs for drivers to slow down (also saves gas, money, and improves air quality) and obey speed limits, pay attention to cross walks and yield to pedestrians

I think the focus here is on the wrong issue. Improving sidewalks will NOT do much for walking. We MUCH bigger issues than pedestrian safety. It does make the city more attractive and clean, but the streets should be improved for driving. Roads in SA, especially in the downtown area where I live, are AWFUL. My street of residence, for example, has not EVER been improved. The houses there were built in the 1920s. It’s a travesty.

To improve -- and more importantly, ENCOURAGE -- walking, SA needs to work on:

1) improving the bus system (which I think you guys might be doing? kind of?)

2) developing a rail system (otherwise, no matter how beautiful the sidewalks are, the distance between places is too great to walk reasonably!)

3) continuing to improve bicycling in the city, which thereby encourages other physical activities like
walking

4) making a SERIOUS EFFORT at advocating healthy eating and exercise in this city

5) revitalizing downtown, which is the only place in the city that truly makes sense to walk around.
We need better places of interest, and we need SHOPS. Downtown is filled with no-name businesses and empty buildings. Ridiculous.

If walking is encouraged from other angles, pedestrian safety will inherently follow.
many neighborhood streets in this old center city neighborhood need replacement.
From my experience in Seattle and Portland, the following characteristics make pedestrian-friendly cities: short, well-lit, sidewalked blocks; TREES shading the sidewalks and streets and shielding pedestrians from heat and rain; covered bus stops with seating; neighborhoods with a mix of residential, retail, parks, and libraries within walking distance. I did not own a car in Seattle; from my apartment in a densely populated neighborhood, the following were within easy walking distance: city library branch, city parks and greenbelts, community pea-patches, churches, small movie theaters, restaurants, grocery stores, bookstores, drugstores, four bus lines.

Downtown San Antonio and the Southtown and King William neighborhoods have some of those attributes, and it's clear people like to walk in those neighborhoods. To me, planting trees and breaking up the swaths of concrete parking lots in San Antonio are key to making it a pedestrian-friendly city. Those actions would bring down the temperature and make walking more pleasant. I think the plan to make Broadway a tree-lined boulevard is an excellent idea. Maybe a trolley line from downtown to Loop 410 along a tree-lined Broadway would work? Perhaps there's a permeable substance that sidewalks and parking lots could be made of?

I currently live in Mahncke Park in San Antonio. I chose the neighborhood because it is centrally located and within walking distance of shops and two major bus lines, but I still drive most everywhere because there are few complete, tree-shaded sidewalks, and it is not pleasant walking in the heat with the sun beating down on you. However, I'll drive over to Alamo Heights and walk along the streets in that "city" because the streets are tree lined and cooler. I also walk along the riverwalk, which is a real gift.

I think the weather and the layout (spread out) of the city are major factors in people not walking more in San Antonio. There's not much that can be done about the weather, but breaking up all the parking lots and replacing them with permeable surfaces and adding trees, and planting trees along sidewalks would help bring down the temperature and clean the air at the same time. Every neighborhood needs gathering places residents can walk to. In Seattle and Portland, the gathering spots are parks, bookstores, and coffee shops. For Mahncke Park, one gathering spot appears to be Central Market, but you have to cross busy Broadway (the pedestrian streetlight times are short) and then a giant parking lot to get there! A pedestrian footbridge over Broadway at University of the Incarnate Word would be great!

Our n'hood sidewalks are in desperate need of repair. I live on Thorman Place and the sidewalks are impassable at night since they pose a tripping hazard. They have all shifted and cracked.
We have a very active n’hood, bikers, walkers, runners, etc. But we have to conduct our activity on the street since the sidewalks are so unsafe.

Have been living on Arroya Vista & Candlelight since Nov 1959, still no sidewalks. School kids and older adults have to walk in the streets. There is a lot of traffic on both streets going to and from West Ave and also Robert E Lee high school traffic. We have had people in the neighborhood in wheel chairs that had to use them in the street next to curbs because of no sidewalk.

Like other streets, Arroya Vista has big chug holes. The last time that anything was done to our street was when Henry Cisneros was mayor and then that was a very poor job.

Sidewalk repairs needed throughout neighborhood (Mahncke Park)

Thanks so much for trying to make our community better! I think a walkable bikeable community is key!!

I’m responding to this form because I love to walk for exercise but the sidewalks in Beacon Hill are mostly beat up, with broken concrete and grass growing through whole sections. Also, walking along Blanco Rd. and Flores is putting your life at risk. I’ve seen one-car wrecks in which the auto has crashed onto the sidewalk. Good thing no one happened to be walking there. I lived in Alamo Heights all my life and we didn’t have these problems on neighborhood streets, though they’re a hazard on any major thoroughfare. Thanks for asking.

Downtown SA has so many one-way streets, I’ve almost been hit while in the crosswalk (Walk sign was on). I don’t know if there are sufficient visible signage for One Way designations. Also, the intersection of Broadway at Houston is unclear that Broadway actually begins at that point going north. Drivers are distracted trying to figure out the intersection design.

I have always enjoyed walking for leisure and exercise, but have been unable to do so because of extremely unsafe conditions in my neighborhood. My biggest safety concern is the presence of many stray dogs and poorly restrained dogs (these may be in yards with poor fencing or tied up in unfenced yards). While one might assume that crime would be my #1 concern, I know that I can “arm” myself to some extent against crime by being very aware of my surroundings, avoiding unsafe circumstances, and carrying personal protection. I cannot do this when it comes to unpredictable dogs that often roam in packs in my neighborhood. You could improve every aspect of my journey by putting in sidewalks, lights and the safest of road crossings, but I still would not be able to enjoy these because of the fear of being attacked or knocked over by the dogs that roam my neighborhood. I must currently drive a few miles to a walking park to get any of the health and mental benefits associated with walking (and I am extremely grateful that I at least have this option). I would challenge councilpersons or MPO board/staff members to first walk (not drive) the neighborhoods of their constituents to get a feel for themselves of just what the problems are before they invest in improvements that won’t be adequately utilized.

The older neighborhood’s need the most work. The newer ones even have a bike lane.

More trees would be nice. Thanks for whatever you can do.

Stray dogs and ‘cell phone’ drivers are two things that prevent walking from being a pleasant and normal activity. This bears repeating—Stray dogs and ‘cell phone’ drivers are two things that prevent walking from being a pleasant and normal activity.
Big Picture—the movement of pedestrians needs to be considered equal to the movement of vehicles with the same analysis of movement from point to point, collector streets etc.

Walking and biking to school, work and play should be a natural part of our lives. As a downtown resident, safety is always a concern. While there is a recent encouragement to live downtown, drivers AND VIA buses speed down the streets, and are not attentive or courteous of pedestrians. Lighting is a major issue, as well as many unkept buildings or empty lots. We are concerned for our homeless, and have invested money into Haven for Hope to help better their lives; yet, our out of town guests have complained on more than one occasion of being approached by aggressive homeless requesting money. In fact, an individual urinated on a bench on Houston street, a popular tourist destination, while the police did nothing to deter him. As a previous resident of NYC, who enjoys walking as much as possible, I am concerned with the lack of police presence in the immediate area, particularly in the evenings. Finally, as a runner, the riverwalk provides a beautiful landscape to do so. Yet, lighting is a concern in the evenings. Since the recent stabbings of tourists, which have remained unsolved, I have chosen to avoid the riverwalk altogether.

I have noted some recent improvements, which makes me hopeful. But I do not understand why sidewalks are still lacking in much of Beacon Hill and other core city neighborhoods. I think zoning for any new development should mandate wheelchair-accessible sidewalks and intersections. Too many of the inner city neighborhoods, like Beacon Hill, have sections where there are no sidewalks or where the sidewalks are in such a state of disrepair, especially from tree roots, that they are not walkable forcing residents, including children, the elderly and disabled, to walk in the street. These neighborhoods have a higher percentage of residents that do not own a vehicle and rely on walking to get to the bus stop, the store, school, etc. and so should receive a higher priority. Also, our Midtown Plan and the SA2020 plan both call for increased walkability in our neighborhood, but the sidewalks are not conducive to achieve that goal. Another huge problem is the loose dogs and packs of dogs that roam our neighborhood and making walking or riding a bike dangerous.

Have recently suffered three fractures in my right foot. Painful and slow now and crossing a street is scary. No way to sit and rest for long blocks. I like the idea of seats pulled down from buildings. Great for seniors.

VIA does need some re-training of drivers to watch out for pedestrian’s heads when charging down Commerce Street and hugging the sidewalk.

More trashcans needed on all streets especially at EACH bus stop, i.e., Commerce and S Alamo (at Dillard’s corner). Trash builds each morning when someone leaves drink cups/food wrappers when entering bus. Or put a trash can on bus and “suggest” driver empty can when at driver’s rest area...I laugh at that suggestion...even though I have observed VIA employee removing trash from can...but he was in a truck, not driving a bus.

Please contact me if someone would like to join us and walk the streets as a resident of the city, not as an employee of city...
Vast improvements have been made on many downtown intersections with better signals and diagonal crosswalks. Many neighborhood streets have not had any sidewalks installed or sidewalks have not been repaired since they were installed. Many sidewalks are not ADA accessible and this includes many bus stops that do not have connecting sidewalks. I know that it is safe to walk in some streets that do not have sidewalks but areas need to be posted with lower speeds or have speed reducers/bumps. There should also be more "watch for children" signs near schools on neighborhood streets.

Walkability has become very important to me as I age, as the economic situation drags on and as the cost of gas goes up and up. Being able to walk safely to work, to shop and for recreation has become something I expect from where I have chosen to live.

One of my biggest complaints is the programmed time given pedestrians to get through a crosswalk. From the busier intersections to those less travelled, it seems that the walk signal does not take into account those who cross that may have disabilities or are aging. It usually ends up being a race to get across before that red hand flashes. No signal I have come across seems to be very walker friendly.

SA is the MOST HATEFUL city and unpedestrian-friendly I have ever lived in - and I have lived all over the country for 55 years. Sidewalks, if they exist, have many gaps which the MPO and Bexar County allow and encourage. Drivers are allowed to murder pedestrians 100% of the time merely by stating "I did not see him.", even if they intrude on a sidewalk. They have 0 responsibilities for looking out for pedestrians....

I do not own a car and have relied on walking, biking, and riding VIA since I moved to San Antonio five years ago. Some parts of town are definitely better than others, but in general I am disappointed with the pedestrian facilities in San Antonio. The culture here is almost 100% car-centric.

Many streets here have no sidewalks, which by my thinking should be illegal considering the Americans with Disabilities Act. Every day on the bus there are disabled people in wheelchairs, and I can’t imagine how hard it is for them to get around considering so many areas lack sidewalks.

I think if the city is going to spend money building a road they should be obligated to build a wide, safe sidewalk alongside the road. Pedestrians pay taxes, just like the car drivers. I recently walked to somewhere near 410 and Culebra. Rush hour with cars whizzing by, and no way to cross. I literally had to rely on the generosity of drivers to stop and let me cross the access road as there was no way to do it safely.

However, I go to school at SAC, and I am thankful for the nice crossing lights installed on San Pedro, which makes me feel safe walking to school. So it is not all bad, but we have a long way to go to be a walking-friendly city. I am glad you all are doing this survey.
I love walking around when I'm downtown for any reason (i.e. cultural events, theatre, dining, hospital visits, etc.) due to the vibrant life there, night visibility, plenty of daytime shade from trees/buildings, sidewalks and proximity to anywhere downtown I want to go.

Safer separation between speeding traffic & pedestrians everywhere. High traffic intersections (i.e. Pecos/La Trinidad @ Durango) walk lights should come on automatically when the traffic signals change to green. Metal "wake uppers" like on the freeway should be installed across the traffic lanes at least 15 feet before the cross walk to warn drivers to stop before, not IN/ON the crosswalk. More "do not block crosswalk" signs, maybe with solar-powered blinkers to catch drivers' attention. (Those metal waker-uppers should be installed on the white line delineating bikeways, too!)

I could walk to work in the same amount of time as I can ride a bus if there were only decent pedestrian facilities between my house & work. And I'll bet I'm not the only person in this metropolis who has the same problem. People get run over sitting on a bus bench waiting for a bus. How safe is that? It's a no-brainer to sink steel posts (like businesses have in front of plate glass windows/doors) at the curb to protect people from drunks/distracted drivers running tons of steel over them.

Do I really think this survey will make an impact on what will be done in this berg? Nope, not really. I don't believe in Santa Claus, the Tooth Fairy, or the Easter Bunny, either!

I don't really feel the need to walk anywhere, and I feel that taking a car is better, faster, and more comfortable, hence the problem with urban sprawl. Where I live, nothing is in easy walking distance; I gotta drive. But if you didn't spread out, you wouldn't have as many people living in your city. In my opinion, I think San Antonio is a little too spread out, but then again, I don't want to live in a city that's so clustered, like downtown New York City or where cars aren't allowed to create more walkable space (like the planned Bicycle City in South Carolina).

We have sidewalks in front of my home, and in surrounding streets. But sidewalks in other parts of town are non-exisitant. I would suggest putting sidewalks on one side of the street, until funding can be obtained for other side.

I walk by two schools each morning -- Hirsch Elementary and a church school on Bible Street. Even though the school signs/cell phone signs are posted all around the area -- parents still speed through the neighborhood streets.

Cars and car drivers rule in San Antonio. Pedestrians are seen as an abstraction and an exception and they are NOT given the respect they deserve for taking their lives in their hands by crossing a major intersection.

I am not an elderly person nor do I have a disability, but I take care of those who are and the intersections to cross is very dangerous for them, it is sometimes difficult to cross without almost getting struck by other cars because the drivers want to run the light intersections. something more must be done to protect our elderly and disabled.

Please make certain that you keep seniors in mind as you plan for crosswalks, light timing, and sidewalk improvements. This population does not fit into the same box as the rest of the pedestrians in the city, and their challenges must be considered in any plan you make.

I have been in a wheelchair since 1990 because of neuromuscular diseases but I continued to teach until I retired in Fall 1998. My dream of the perfect life would be to be able to live where I could wheel to the grocery store and whatever else I needed or wanted to go. I've read where there are actually town like that, but now I can no longer travel. Even walkers have problems crossing the intersections where lights are. I tried it a few times in the 1990's but it was impossible. People pull their large trucks or cars up on the crossed lines where the wheelchairs and pedestrians are suppose to walk. The cars and trucks are so close they cannot see a person in a wheelchair. It's very dangerous when I have to go to doctors at the Medical Center. Too many close calls in trying to cross the streets, even though I choose the least traveled. Almost got run over several times by men in
white coats who pulled their trucks up on the cross lines. Wish people wouldn't do that. Sometimes they pull their cars and trucks up so that I can't get down the ramp to get to the crosswalk. Huge problem!!!

Thank you, San Antonio, for embarking on the Linear Creeks Projects. I can hardly wait for all the already existing projects to be finished and connected together. Hundreds of people are already using trails that aren't even completely finished yet. I would especially like to see a trail along the Zarzamora Creek that extends all the way from its source near the hospital district to the San Antonio River.

I would like to express concern about the Leon Creek linear pathway that starts at the Via Terminal at Ingram Park Mall. It is not yet 100% finished and already it is being heavily painted over with graffiti and torn up by motorized vehicles spinning gravel unto the paths which causes chipping. I have seen some of this activity even on a Sunday afternoon.

I live with my 82 year old Aunt and the cars on our street average around 45 mile per hour. We have a dangerous intersection at E. French and Gillespie, when you are traveling on Gillespie to French street there is no stop sign, it was stolen, therefore cars continue on and there are always near misses there. There are a lot of college students and elementary students that walk down my street usually on the street.

Stray Dogs are a real concern
Move all sidewalks away from edge of curb - pedestrians & pets are forced to walk to close to traffic. This is a major issue around schools when kids are pushing & shoving or hurrying next to heavy traffic.

Make sidewalks wider - enough room for 2 adults to walk comfortably side by side - away from curb.

Sidewalks on the curbs also make an uneven surface every time you pass a driveway or entrance with a slanted ramp.

I refrain from walking outside my small gated community with my dogs because of the discomfort of being right next to the roadway.

THE GREEN ZONES & TRAILS ALONG THE CREEKS ARE GREAT!
Most people walk in the street because the sidewalks are so bad or nonexistent. West French has overgrown or severely damaged sidewalks by tree root growth; parts of Blanco have no sidewalks and Grant, Aganier and N Flores has no sidewalks at all.

It would be nice (GREAT) if San Antonio-Bexar County could work to tie in all the individual developments in this part of the far Northside. We have a great new high school (Johnson) but it's very difficult for the kids to walk there from the surrounding neighborhoods due to lack of sidewalks.

We have this great new golf resort (JW Marriott) but I wonder what people think when they look at the state of 281, Stone Oak Parkway & Bulverde Rd. It should be a priority of San Antonio-Bexar to present itself as a healthy, active community and nothing could do more for that than to invest a little extra in bike lanes & sidewalks.

with the railroad and north park Toyota and trades village now in south san antonio I would like to see a bus stop at 410 and old pear sall rd or at ih35south and fischer rd

Busing children to school will become more and more limited due to costs, now is the time to prepare so that school age children can get to and from school safely. Safe bike paths should be considered as well.

I think the work done on the Leon Creek Trailway was a great addition to the Northwestside. It's difficult for women to walk in San Antonio due to harassment by passing motorists or the possibility of being followed. A public campaign to promote pedestrian activities should also address women's safety.

Texas need a state law requiring vehicular traffic to stop for pedestrians. Too many deaths in our
strees with no consequence to drivers. Like seatbelts, an awareness through a law will increase
safety for our pedestrian in SA/BC streets.
The biggest impediment to walking is the summer heat. Plant shade trees wherever you plan on
building sidewalks.

Dear MPO,

Due to the vast areas the Airport, Macalerster Park and adjacent Quarry take up there is limited room
for new roads in that area of San Antonio. With considerable residential development North of 1604
Wetmore Rd's two / four lanes do not adequately accommodate the vehicular traffic from Redland
Rd to Broadway during rush hours. With no Side Walk on Wetmore from Stone Ridge to Broadway it
makes it very uncomfortable to walk or bike in that area. With a new Side Walk and the addition of
Bike Lanes pedestrians and bicyclists in the area could safely travel to Macalerster Park, Macarthur
High School, the NEW Salado Creek Greenway and Ancira Sports Park taking more cars off the road.
Please consider at least the area of Wetmore Rd from Stone Ridge to Broadway for a Side Walk.
I have been trying, calling the city council, city public works dept. for approx. 7 years. The answer I
get is that they will request a study will do. Most recently (Jan. 2011) I have been in contact with
councilwomen's Ivy Taylor's office. I have not spoken with Ms. Taylor. Our streets and sidewalks need
major improvement. One other thing I think needs to looked at very closely is the mowing done by
the city crews and private landscaping companies. They mow areas without bothering to pick trash or
grass clippings after their done, understand that all of this ends up in our drainage. This happens all
over the city. Also understand crews work with excellent equipment. I believe it should always be
quality before quantity, if practiced you end up with quality work always. Thank you very much for
your attention to this matter. RubenR Pena 661-2962

Please keep in mind the problem of roadway drainage as you plan. North New Braunfels is being
repaved right now. New sidewalks were put in along the eastern side of the road last year. Nothing
was done then -- and nothing is being done now -- to deal with water runoff.

Walking is a big part of my keeping in shape and maintain a level of fitness. I would rather walk on a
trail or path than a sidewalk.

I really like walking my dog, but worry about stray dogs.

I'm 7 months new to San Antonio and very disappointed in the lack of proper sidewalks in the city.
When I see situations like mother's having to push their strollers either on dirt, rocks or sides of
roads, I don't understand why the city hasn't done anything to fix this very dangerous issue. The lack
of trails and parks is also disappointing but not near as much as putting people's lives at risk.

I would love to be able to walk, ride a bike or scooter along these roadways to any of the many
shopping destinations that have been built in this area. As you are undoubtedly aware, Loop 1604 in
this area is always a parking lot, both 1604 and Bandera Road offer enough space on either side to
accommodate pathways. I have lived and traveled these areas for many years and witnessed the
residential and retail building boom that has occurred. I look forward to a day when these areas are
developed for the environment- and health-conscious citizens of San Antonio who live, shop and
attend school in these areas.

Make the bus stops safer - too many robberies occur at them.

Stricter Animal Control corralling for dangerous dogs that make walking dangerous.

Make walking or riding a bike safer against crime...period.
Walking would, of course, be facilitated if there were shade over the sidewalks. In the summer the
sidewalks just radiate heat and some cooling shade would be so welcome.

It can be scary to be a pedestrian. I've almost been hit several times, and in fact, if I hadn't been
paying attention, I would have been. People run red lights, don't stop at crosswalks and in general
are too focused on getting where they’re going. I used to jog a couple miles to the bus stop daily on a main road, and my biggest concern was drivers not paying attention (they would often turn right on red while I was in a crosswalk). However, once I arrived at my own neighborhood I was forced off the sidewalks to run on the darkened streets because you can’t physically pass the large mailboxes that have been placed on the sidewalks. It is concerning to see mothers with strollers and elderly people in motorized scooters travelling on the sides of the roads because they can’t use the sidewalks.

I don’t walk in SA because the driving populace is, by and large, functionally retarded. This is the same reason I will never ride a bicycle or motorcycle in this city. Until and unless there are concrete retaining walls between vehicular and non-vehicular traffic, and until and unless there are legal repercussions for mowing down and killing bicycle riders with pickup trucks, it’s clear where SA’s priorities are in terms of non-motor-vehicle travelers.

My neighborhood - Lavaca/Southtown - is very walkable and pretty pedestrian friendly. This is one of the only areas in San Antonio that allows residents to walk to entertainment and the downtown work hub (still need for a grocery store to make it entirely pedestrian friendly). I think we should focus on making non-walkable areas more walkable. I don’t have specific examples because I don’t live in these areas. However I have friends who live in the suburbs and although the grocery store is close by, they can’t walk there because of traffic/lack of adequate sidewalks. Initiatives that come to mind are traffic calming devices and more pedestrian friendly routes to shopping areas and schools. Also we need to encourage more infill development in the areas within loop 410. I also see a lot of large apartment complexes that don’t have adequate sidewalks connecting them to the surrounding area/neighborhood.

It’s hard to be a pedestrian here. even when the lights are in your favor you can’t cross because a truck is blocking the crossing waiting to turn right. the problems here are clear. bad driving. (its dangerous and no one tickets drivers for obstructing crossings not stopping before turning right or blocking sidewalks) bad/missing sidewalks. (the sidewalks we have are in terrible repair making it hard to walk let alone push strollers/wheelchairs. often the sidewalk dead ends leaving nowhere to go but the highway) RIGHT TURN ON RED this is the worst. the green man comes up and you start to cross but there is a car blocking the way OR one pulls in front of you without looking and swings right. why give us a green man if someone can ignore a red light legally? please fix this

Ridiculous excuse for public transportation system in Bexar County. Pedestrian choice of bus, bus, or the other bus. As a result, pedestrians ride between stops, then are forced to cross one or more busy streets to get to another stop, often rushing to catch the next bus.

I am handy-cap and require a wheelchair to get around my neighborhood. My main complaint is that sidewalks in the King William area are not wheelchair safe. There are too many uneven sidewalks and they are not wide enough. There are minimal if any sidewalk ramps.

You’re about 30 years behind in tending to this issue. Walking is the key to a fit city and energy efficient city --- so people can connect to public transit.

LIGHT RAIL’s time has come.

In the SAEN, an article about this survey ran side by side with an article on how driving has been reduced by 60% with the gas prices. We need sidewalks and trains -- for safety (would cut down on DWI), for health and exercise, for pollution control, and for community development.

Put it on the ballot now!

Having moved here from a much smaller city where I walked or rode my bicycle most places and only drove once or twice a week, adjusting to San Antonio’s car-centered lifestyle has been difficult.
makes me feel trapped. I realize this is exacerbated by the fact that I live in the outer edges of San Antonio's sprawl in order to live close to where I work at UTSA, but it's my impression that outside the tourist-core, the city is not very pedestrian-friendly across the board. In my opinion, walkability is absolutely essential to quality of life in a large city. Greenways are an important part of that (and I do appreciate and use the one under construction in Leon Valley and Schnabel Park, though it needs much better signage within the park), but it would be even more fantastic if the greenways could be linked to residential areas through sidewalks (i.e. from South Hausman to Schnabel in my case). Then, one could walk to the greenways, instead of driving with all the accompanying gas and parking issues.

This city needs to establish noise ordinances to manage the ridiculous level of noise pollution. Who in their right mind wants to walk down a street being constantly accosted by the loud exhaust pipes your 40 year old juveniles sport on every type of vehicle. Geez people, stop being a backwater and impose some quality of life controls on this mess you call SA.

Westside San Antonio needs to be focused on for pedestrian improvements and ease of walking. W. Commerce passed 36th St needs better sidewalks. Many residents and homeowners walk to bus stops and to local grocery "tienditas" and often it is women and children with baby buggies.

A primary problem is shade during the summer. More trees are needed everywhere. My big issue is that reckless drivers do not respect pedestrians in Bexar County. They stop in marked crosswalks, do not stop for pedestrians in crosswalks, whip right turns on pedestrians, run red lights etc. There seems to be very low or no priority for police officers, constables, sheriff deputies, etc. to ticket drivers for actions that endanger pedestrians. Is there any information on the number of tickets that have been written to protect pedestrians? My perception is that drivers are always deemed to be in the right and that pedestrians are fair game. Has anyone ever been prosecuted for hitting or killing a pedestrian? There appears to be a lot of talk and no action.

It makes little sense to construct new sidewalks that are encumbered by numerous obstructions, but we have an area wide disposition to do so. Either the sidewalk should be built around the obstruction (possibly requiring the purchase of a sidewalk easement) or the obstruction should be moved from the path of the sidewalk.

More trees and less wood covered sidewalks

Driver education is a major issue. There are signs in downtown Houston to remind drivers that they must yield to pedestrian's right of way even if the drivers is turning on red. Walking along San Pedro near downtown is dangerous for mugging/crime reasons, so stepping up patrols there would be great! Around shopping areas, there is a large, dangerous area of parking lot that is not safe to walk through. This city is great for driving, but it’s not walkable at all. Nor is it safe for bicycles.

San Antonio is a wonderful city for pedestrians downtown but needs to expand basic pedestrian access to areas that are off center such as large neighborhoods as Sunrise in the northeast side. We have little to no sidewalks, children walk to middle school on dirt paths that are dangerous in so many ways! Some improvements are being done along Foster Rd which is very important for High Schoolers but more public transportation to link workers to jobs would help people who have no personal vehicle and have a hard time finding work locally. Right now 90% of the residents are too far from the nearest bus stop to a downtown route. A nearby Park and Ride would be ideal since we have space we can use in vacant lots. Street lights are also important specially if we expect people to safely walk rather than drive their car.

I'm the Vice-President of the Sunrise Neighborhood Association and we're always interested in reaching out and making our voice heard. Let us know if we can help in any way or if any decisions are made concerning our area of the city.
If we want to build residential density in downtown, we must invest in infrastructure. There are several roads in San Antonio that do not have sidewalks. If there are meaningful destinations or a major road, I think they should have sidewalks. Another dangerous intersection is UTSA Boulevard and IH-10. Much of UTSA Blvd is not pedestrian friendly. Students should be able to walk to campus. Hausmann Road, Babcock, and portions of De Zavala don't have sidewalks but should.

Cities and towns need to transform existing transportation corridors to pedestrian oriented environments as a process to address deterioration and dilapidation of existing corridors and link these environments with existing residential areas and hiking and biking trails. There is a need to down zone the more intense commercial uses along the corridors, create leadership and partnerships, anticipate the evolution of population change, do market studies, prune back commercially zoned property, establish nodes of development, tame the traffic, create the place, diversify the character, eradicate the ugliness, and towns and cities should put their money (and your regulations) where their policy is.

I live and work in the downtown (King William area) and I either walk or ride my bike to work. I really wish there was a sidewalk on Pereida between S. St. Mary's and S. Alamo. I also wish that any new sidewalks installed would have a grassy median separation to include planters and to please incorporate bike lanes. Along Roosevelt Street sidewalks are desperately needed. This is a very unsightly area of town and it is a shame that tourists have to travel this way to see the Mission Trail. What makes this area unattractive and unfriendly to pedestrians and cyclists is that there are no sidewalks or bike lanes. This area lacks trees and the streetscape runs together with parking lots. I would like to see a separation between the parking lot and street and would like to see a grassy median and/or tree planters. The Mission Trail is a national treasure and improving this area will bring more tourists and attention to our beloved Missions.

It seems to me that the areas that see improvement are the richer neighborhoods in San Antonio. Please do not forget that the more economically disadvantaged areas of the city need safe sidewalks and bike lanes, too. Plenty of people in these areas have no choice but to walk to their main destination or to a bus stop.

This city can be more pedestrian friendly. We need more signs about sharing the road and saying when pedestrians have the right of way, it’s ridiculous how many people can’t realize there’s a cross walk for a reason.

Edison High School was built in 1957 but unfortunately, very little sidewalks or none at all are available for the students going to and from school. For over 54 years, the students are walking in the streets because there are no sidewalks. Safety is the utmost importance for our children. The 600 block of Santa Monica, which is immediately east of the high school, has never had any sidewalks. This is the direct route for students walking towards/from the bus stop on San Pedro Avenue.

Quality of sidewalks and pedestrian areas on public property is only 1/2 the problem. I don’t walk to HEB because I feel endangered from being so close to the traffic while walking along the public streets - often having to walk just 3-4 feet away from traffic at speeds of 45-50 mph.

Pedestrian access from the street to the business on private property is equally poor. Once I arrive at HEB, I again take my life in my hands trying to walk across parking lots. Private business and land owners have to do their part as well to encourage pedestrian access.

I think it would be nice if you could purchase a VIA bus pass valid for the weekends. It is 5 miles for me to jog to downtown and sometimes I grab the bus to ride back. It isn’t worth it for me to buy a monthly pass since I would only need it for the weekends.

It is bad enough that we have to fear for our safety in the streets to add the hazards of crossing streets with no lighting, no sidewalks and no bus shelters and handicapped crossings.
Top priorities for pedestrian access:

1) UTSA and environs
2) Ft Sam Houston and environs
3) Internal improvements inside City parks and linear parks

There are many students and residents of Mainland Square and other neighborhoods that would like to walk to Bandera Road to the shopping/retail areas as well as the Leon Creek Greenway paths. The access currently is very dangerous and we have seen several children running across the busy highway because there is no safe sidewalks. Mainland is a very crooked road with limited visibility and without proper walkways, it is only a matter of time before someone is hit.

I appreciate your doing the survey. I think San Antonio has the potential for great things if these data compilation efforts can lead to something tangible.

Compared to other cities I think San Antonio lacks in its availability of parks/walkways. I used to walk at McAllister Park, but there are too many charity events (walks/Runs) held there and I got tired of being chased off of the paths. I walk at Harberger Park, which I really like, but during the winter months the availability is bad because it is not lit and closes at dusk.

Other parks around are more natural pathways and not that ideal for walking (Eisenhower that only has 2 paved paths) I like to walk with my dogs, not necessarily hike or mountain climb.

Making San Antonio more walkable will increase property values, decrease obesity, increase health, reduce fuel use, decrease pollution and a host of other positive outcomes.

Mainly I am a cyclist that likes to commute to work when I can. From McAllister Park area to Stone Oak & 1604. Depending on the route I take it goes from cyclist friendly to dangerous in a matter of one turn or intersection. Bike lanes seem to go to nowhere then I am in the midst of heavy car traffic.

Wheelchair street ramps at bus stops are too short and sidewalks too narrow for both wheelchairs and pedestrians. No SAFE crossing for wheelchairs and cross timers don't always work and traffic doesn't always stop or make concessions for those in slower wheelchairs, especially those who turn on red or make right hand turns against traffic.

Buses often stop directly in front of bus stop which is full of people and NOT in front of the wheelchair space thus making wheelchair people (who are waiting on the side) board by having to go into the crowds and go against the people. Which at times (especially around the first of the month) angers the public and who at times refuse to move or verbally assault handicaps while drivers says nothing/do nothing to prevent the dissension. Bus riders waiting at narrow walks and narrow/too small bus stops will often refuse to move for pedestrians who are walking on the sidewalks, for fear of losing their space to board first thus getting seats first...so they make walkers go into the street into traffic to pass them. At night, bus stops are often filled with homeless drunks or mentally ill people who are camping on the benches reserved for bus riders or harassing bus riders with loud verbal abuse. Poor lighting and no security makes loiterers camp out at bus stops or in front of them forcing walkers to again go into traffic. Bus drivers often don't wait for handicapped wheelchairs or will allow able-bodied riders to jump in front of or block wheelchairs from boarding. This happens daily, at the smaller then needed, stop at the corner of HEB on Fredericksburg and Mary Louise. Many HEB shoppers who are also bus riders will use their bags and grocery carts to store/hold or block wheelchairs from accessing the handicap wheelchair space at the bus stops normally reserved for wheelchairs only, thus forcing wheelchair riders to wait behind everyone and who often do not make it in time to board because those waiting on other buses refuse to move and allow them passage or bus drivers quickly drive off to avoid having to take the time to allow wheelchairs to board. Grassy, rocky areas and heavy brushes at this corner/bus stop make visibility poor for all who wait for buses or who are simply walking by.
I live in the River Road neighborhood and use a scooter or wheelchair. There is no safe way to get out of my neighborhood via scooter or wheelchair, so I confine myself to the neighborhood. There are either no sidewalks, or the sidewalks are broken up or impassable or don’t have curb ramps, so everyone, walking or wheelchair, goes in the streets. The streets are in pitiful condition. There are potholes, dips from utility repairs and manhole covers that are inches above the pavement, making it difficult and unsafe for walkers, wheelchairs, bikers, strollers -- everyone! I would like safe and enjoyable streets in my neighborhood, and the ability to safely get to the bus stop on N. St. Mary’s. Buses are accessible, but sidewalks TO bus stops are not!!! Much of the central city is in terrible condition for pedestrians. Focus in the older areas first!

Completion of the Leon Creekway is a BIG IMPROVEMENT.

I’m focused on bicycling.

Motorist education is a must. Motorists turning on a green light cannot/will not accept that I have the right of way. I walk 3-4 days a week on the west side and I feel I take my life in my hands every time out. Greater police presence might help if they would ticket the drivers who almost run me over on a weekly basis.

I would love some sidewalks in my neighborhood - Olmos Park Terrace. People drive too fast and its dangerous for the kids to walk to the playground or community gardens.

Ways to encourage businesses to promote walking to their establishment. For example, walking across a large parking lot to get to businesses. Perhaps from intersections, have developers have “paths” for walkers to get safely across large expanses (i.e. across the Quarry from Bed, Bath & Beyond to theater).

I would love to be able to take long walks in my neighborhood year round. There are great green areas around my neighborhood but because of the weeds lining both side of the sidewalks, most of the year the sidewalks are impassable. Or, you have to worry about snakes, possums and other critters. There is good lighting in the Westover / Wiseman area but because of the weed issues on the street maintained by the city, I find it difficult to get out and enjoy my neighborhood. It is interesting to note that Wiseman has several financial institutions and the sidewalks along that street are maintained beautifully. It seems like corporations get more consideration than the citizen. I have emailed my councilman about my concerns and I have yet to get a response.

Our street and surrounding streets have had no improvement. We go to the city time and time again. We see other streets that are in better shape get torn up and repaved time after time. The city planner will tell us he will call and never does. We have NO sidewalks, NO Curbs on higher ground, poor drainage and only places where there is improvement is where the actual home owner pays out of pocket for something. PLEASE HELP! David 210 421 6929

There are paths along Harry Wurzbach that show that people walk there. It is sad to see people struggling in the grass when there is so much space for a sidewalk! Why can’t we walk from 410 to Fort Sam? Lots of people do it with difficulty!

Thanks for inviting us to share our input.

No mobility limitation, but travel with stroller and this can be difficult b/c of lack of good handicapped crossings

Would like to see more access to sidewalks, well lit areas, walking/biking trails, and more parks for both people and dogs. Need to really enforce giving the right of way to pedestrians and bicyclists, especially sharing the road.

It would be great to have a bus cut out in front of South West ST.Phillis collage {A places where the bus can pull out of the traffic and sidewalks and bike lanes.

Overall I would say that the walking and pedestrian facilities are in pretty good shape. However, the city for some reason or another refuses to install speed bumps on Cumberland Rd. Traffic is moderate and at times becomes heavy especially when people are racing down Cumberland to beat the train at Frio City Rd, - I see it all the time. I guess someone needs to get runned over before the city will do anything. And speaking of trains, many times one will park and block access to the neighborhoods on both sides of the tracks from S. Zarzamora to past Brazos for 15 minutes or longer.

Walking from Durango to the Alamodome and back is hazardous where cars turning off Durango onto
the frontage road of I-37 going North on the frontage road. The cars turning right onto the frontage road have the green light but peds walking across the frontage road to go under I-37 have the walk light. I have seen many a car almost hit someone and the police are inconsistent with stopping it.

In general, sidewalks are narrow and difficult to navigate. In most neighborhoods built since 1980, the sidewalks are up against the curb and have up and down slopes at every driveway it crosses, plus it is narrow, thus making neighborhood walking difficult. Developers eager to get as many houses in to as few square feet as possible make living in those areas dangerous and difficult to walk in.

Major streets should have some separation between the curb and the sidewalk just because of high speed traffic and the dangers it poses.

Walking is very dangerous in San Antonio. Crosswalks are poorly marked, inattentive drivers, not enough time to get across the street, drivers not yielding to pedestrians in crosswalks, bus stops placed on uneven ground, poor quality/narrow sidewalks, low conviction and trial rates of drivers who have hit pedestrians, no sidewalks, poor lighting of streets and sidewalks, confusing intersections, lack of respect for pedestrians and more all play roles in making San Antonio very dangerous to pedestrians.

PSAs should be generated to let drivers know they are to share the road with bikes. When I ride my bike on the road, many drivers are not courteous and go as far to be threatening to both bikes and pedestrians.

Several areas of our town have no sidewalks at all and thus we have to walk the middle of the street to get to our bus stop.

Why is it that at busy intersections and regular streets with crosswalk signs, drivers do not let pedestrians cross. They are all in a hurry and never mind the people trying to get across. I bet if one of their family members was crossing, they would want other drivers to stop for them. Once in a while you will see a courteous driver and will let you get across. Bus drivers always let me get across the street---no problem with them. Thank you.

More sidewalks would be great for distance running.

Comment: thanks for this survey. Nice work. My thought - i often see sidewalks on minor/major arterials but there are so many driveways that any pedestrian would have to have her/his head on a swivel. Kinda challenging to walk these sidewalks if you ask me.

Would like to see pedal-power taxi's and mopeds for rent throughout the city.

I just want to again say I'm not sure how you are supposed to cross 281 near 1604. Timing of the Express Bus downtown becomes more difficult because of this. Also I am sure it is a problem for people working in the 281 / 1604 area and for people living in that area that would like to be able to walk across 281.

Make core downtown area (an area from Houston to Nueva and Santa Rosa to St. Paul Square) more pedestrian friendly by narrowing streets to 1 lane each way, widening sidewalks, developing low cost parking lots/garages outside the core downtown area and offering more trolleys, 6-8 passenger shuttles (similar to golf carts), multi-passenger tricycles, and reduced rates for “B” Cycle program to encourage more people walking instead of driving in that core area.

Can MPO do a comparison on how many bus shelters exist in other cities as compared to SA? Same for sidewalks, parks, bike lanes, etc.?

For the most part I was not able to think of one particular place near my residence or workplace, mostly because I live near downtown and really everything is in desperate need of fixing. It's galling that the only stretches anyone's bothered to fix were mere blocks from my residence and that was only because they were on the Rock 'n' Roll Marathon route! Also, in the questions asking what deters me/people from walking and asking for only 3 choices? Just about every one of those except for ability and weather are equally at fault. Bad sidewalks, no sidewalks, drivers not respecting pedestrian/bicyclist right-of-way or driving in biking lanes ALL of the time! On and on. What IS there is falling apart and the mindset/culture of SA citizens needs to be changed.
I am sight impaired. Too many streets have obstructions like utility poles and their guy wires in the sidewalk, narrow sidewalks, broken or slanted or nonexistent sidewalks. A stoplight should be added on McCullough roughly halfway between Oblate and Rexford, should be positioned where there are bus stops on both sides. A stoplight should be added on McCullough either at Jackson-Keller, Basin Drive, or at the entrance to the golf course with a link to the nearby loop trail. More bike lanes or dedicated bike avenues would make for friendlier commutes on bikes. Sharing the road with cars isn’t always the best option for cyclists. We need corridor plans for different major corridor streets in the city. F’berg, Blanco, Hildebrand etc should all have plans guiding their street section for vehicles, bicycles and pedestrians. This should include street trees; wider sidewalks and bike lanes. Similar to Austin’s great streets program in their downtown.

There are a lot of sidewalks in San Antonio but many are less than 36” wide and I see a lot of people avoid them in the neighborhoods and walk on the street. Many times mailboxes or planters are in the middle of sidewalk and this is also a barrier and it appears that inspectors in the neighborhood never followed up with home builders to insure that they put in complete sidewalks. There are breaks in sidewalks that make absolutely no sense. Connectivity could be improved.

It really bothers me that we rent a huge piece of public land to a private gun club for like a dollar a year and that the citizens pay for the upkeep! I think that the Gun Club should be shut down, the lead contaminated soil removed, and the land reclaimed to link the Basin park to the neighborhoods. Better planning and action need to be implemented for the tremendous amount of traffic to and from Ft. Sam Houston. The traffic goes through residential roads and makes it very dangerous, loud (starting at 5:30 a.m) and affects my breathing due to the car fumes.

My theme on this survey became the major places where autos dominate and pedestrians have to risk their lives to negotiate. There is some enlightened improvement going on, such as San Pedro at 410, but all such intersections need review. We and gas prices are trying to encourage people to walk more, drive less, save gas, and also hope to re-link neighborhoods sliced up by freeways. While helping the ped, we need to figure out how all modes can integrate into complete streets, including wheelchairs, bike lanes versus bus stops and parking spaces. etc. to create complete passageways that are convenient and safe for all... creating integrated circulation paths and knitting communities back together that traffic dominated planning sliced up in the interest of most quickly getting through to where we’re heading. We all need to enjoy the process of getting there more. (I was entertained by one earlier question: "I do not walk in the city... frequently, sometimes or rarely" - the "not" tends to reverse the intended answer’s meaning… I rarely do not walk in the city because I usually do)

Bravo for new linear creekway trails. Should not be legal to use sidewalks as telephone pole planters. Sidewalks in Bexar County demonstrate the real disparities within the region. There are areas where no sidewalk infrastructure exists in areas where more people walk and use transit. While developing this plan, be cognizant of equity issues. Please do not waste resources in the north were existing sidewalks are agreeably insufficient, but focus on other regions where sidewalks are completely nonexistent. The real indicators of need are the naturally beaten down paths in the weeds along major arterials. Investment in these areas will ensure use and appreciation by the most number of users. Also, note the power of economic development with these public improvements. Focus areas of investment were other investment is focused like TIRZ districts or reinvestment zones. The concentration of many resources has the potential to be powerful.

Traffic calming/slowing is a major issue on all streets.
Community Walk Survey Results

Community Walk Points
1. Route I use frequently or my favorite route to walk
2. I take the bus (on & off points)
3. Traffic is uncomfortable
4. Difficult intersection
5. Barrier in sidewalk zone
6. Pedestrian-vehicle accident location
7. Unappealing pedestrian environment
8. Personal safety concerns
9. Route I would like to see improved for pedestrians
10. Bridge improvement needed (existing or new)
11. Adjust pedestrian signal
12. Better access to bus needed
13. Need sidewalk or path connection
14. Need pedestrian crossing

Community Walk Lines
(Frequently Used Route or Route that Needs Improvement)
COMMUNITY WALK SURVEY
Locations of Public Comments
You can use this computer to log onto CommunityWalk, an online mapping tool that allows you to interactively identify walking conditions and issues that should be addressed. Please go to www.communitywalk.com/walkSanAntonio-Bexar.

You will need to log in in order to add information to the map or provide comments. Once you are at the link provided above, instructions for logging in and adding information to the map are provided in the left-hand bar on the map. You can also provide feedback on walking in the San Antonio-Bexar County region by taking an online survey. Go to www.surveymonkey.com/s/walkSanAntonio-Bexar to take the survey. The CommunityWalk tool and survey will be available online until April 30, 2011.

The San Antonio-Bexar County Pedestrian Safety Action Plan will identify pedestrian priorities throughout the region, determine solutions for improving pedestrian accommodations, and develop policies and projects that will have a positive impact on the pedestrian environment in the San Antonio-Bexar County region in years to come. Your input is critical to help develop a plan that addresses the needs of people traveling on foot in neighborhoods and streets across the City and County.

For more information about the Pedestrian Safety Action Plan please contact the MPO at 210.227.8651. For special accommodations due to disability contact Michael Hintze at Toole Design Group, 206.860.5654 or mhintze@tooledesign.com.
APPENDIX C – DATA MAPS

To better identify and understand pedestrian safety and access issues, a wide range of data was reviewed and mapped. It was used to develop policy, planning and project recommendations found in this Plan.

The following maps are represented:

- Major corridors
- Future land use
- Registered neighborhood associations
- Community centers
- Population density
- Economically stressed areas
Community Centers
* denotes Center listed 1st, Park listed 2nd

1. Bode, Highland
2. Commanders House
3. Copernicus
4. Cuellar
5. Dawson
6. Denver Heights
7. Dorie Miller
8. Fairchild
9. Father Roman, Villa Coronado
10. Frank Garrett, West End
11. Garza
12. Granados
13. Harlandale
14. Jean Yates, Rainbow Hills
15. Joe Ward
16. John Tobin
17. Lincoln
18. Lou Hamilton, Lady Bird Johnson
19. Meadowcliff
20. Millers Pond
21. Normoyle
22. Palm Heights
23. Ramirez, Arnold
24. San Juan Brady
25. Sonny Melendrez, Monterrey
26. South San
27. Southside Lions
28. Virginia Gill, Lackland Terrace
29. Ruth Woodard
Linking NEPA and Planning

% Minority

% Economically Stressed

Population Density

Environmental Justice

Legend
Percent Minority
PERSC

Legend
Percent Economically Stressed
ECONC:

Legend
Population Density
POPSC

Legend
Minority and Poverty > 50%

Geographic Information System Screening Tool
Source: EPA Region 6 Office of Planning & Coordination

Legend
Added Capacity & Transit
MTP Analysis

Legend
Type

Using ArcGIS geodatabases and shapefiles.

Worthiness criteria based on available datasets. 1 as low concern and 9 as high concerns.

Using mathematical algorithm that is "natural weighting" in order to identify and map environmental concerns.
APPENDIX D – DATA MAPS

To better identify and understand pedestrian safety and access issues, crash data was reviewed and mapped. It was used to develop policy, planning and project recommendations found in this Plan.

The following maps are represented:

- Compilation of crashes
- Crash clusters
- Blocks with high crashes
- High crash signal locations
- High crash locations within 100 feet of bus stops
High Crash Traffic Signals

7 - 8
5 - 6
3 - 4
2
1

High Crash Signals

- 7 - 8
- 5 - 6
- 3 - 4
- 2
- 1
Crashes Within 100 ft of Bus Stops

High Crash Bus Stops

Crashes Within 100 ft of Bus Stops

- 6 - 7
- 4 - 5
- 3
- 2
- 1

Miles

N