



ALAMO AREA MPO REGIONAL BICYCLE & PEDESTRIAN PLANNING STUDY



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VOLUME 1 PEDESTRIAN & BICYCLE RECOMMENDATION REGIONAL SUMMARY REPORT



January 29, 2016

Jeanne Geiger, Assistant Director
Alamo Area Metropolitan Planning Organization
825 S St. Mary's St.,
San Antonio, TX 78205

Reference: Regional Bicycle and Pedestrian Study Compiled Reports

Dear Ms. Geiger:

Halff Associates, Inc. is pleased to submit the final Alamo Area MPO Regional Bicycle & Pedestrian Planning Study compiled report. These documents summarize the process and recommendations for each of the five study areas in this planning effort. Together, they create a compelling picture of both the challenges and opportunities facing each community as they work to build stronger active transportation networks. Indeed, many of the recommendations and global strategies identified in this study can be applied to other communities throughout the Alamo Area Metropolitan Planning Area region, and we hope that the strong interest in both walking and bicycling that we have found is replicated regionally.

The layout for this report is unique. The process and recommendations for each study area is included in a volume of its own, so that each community has a document that they can use to generate more detailed planning and on-the-ground implementation. The initial volume summarizes the citizen input and findings in a manner that may be useful to communities elsewhere in the MPO region. The final volume incorporates a "toolkit" of facilities and strategies that can serve as a template for communities throughout the region.

Many of the recommendations in this study are immediate in nature and can be developed as initial "rapid implementation" efforts. Others can be developed as part of future private development, and still others are longer term in nature, but are identified to ensure that they are considered in each study area's planning for the future.

Ultimately, this study stresses what citizens of the region and each study area have told us - there is a high level of interest in the development of strong pedestrian and bicycle networks in each community. A strong focus on improving walking and bicycling infrastructure can transform our region and help make it one of the best places to live in the United States.

We greatly appreciate the opportunity to have worked with you, the Alamo Area MPO, representatives from each of the study areas, and the residents of the region.

Sincerely,

Halff Associates, Inc.

A handwritten signature in black ink that reads "Jim Carrillo". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Jim Carrillo, FAICP, ASLA

Vice President/Director of Planning

PEDESTRIAN & BICYCLE RECOMMENDATION REGIONAL SUMMARY REPORT

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The provision of safe, adequately sized bicycle and pedestrian facilities can encourage residents of all Alamo region cities to choose walking or riding for both transportation and recreation.

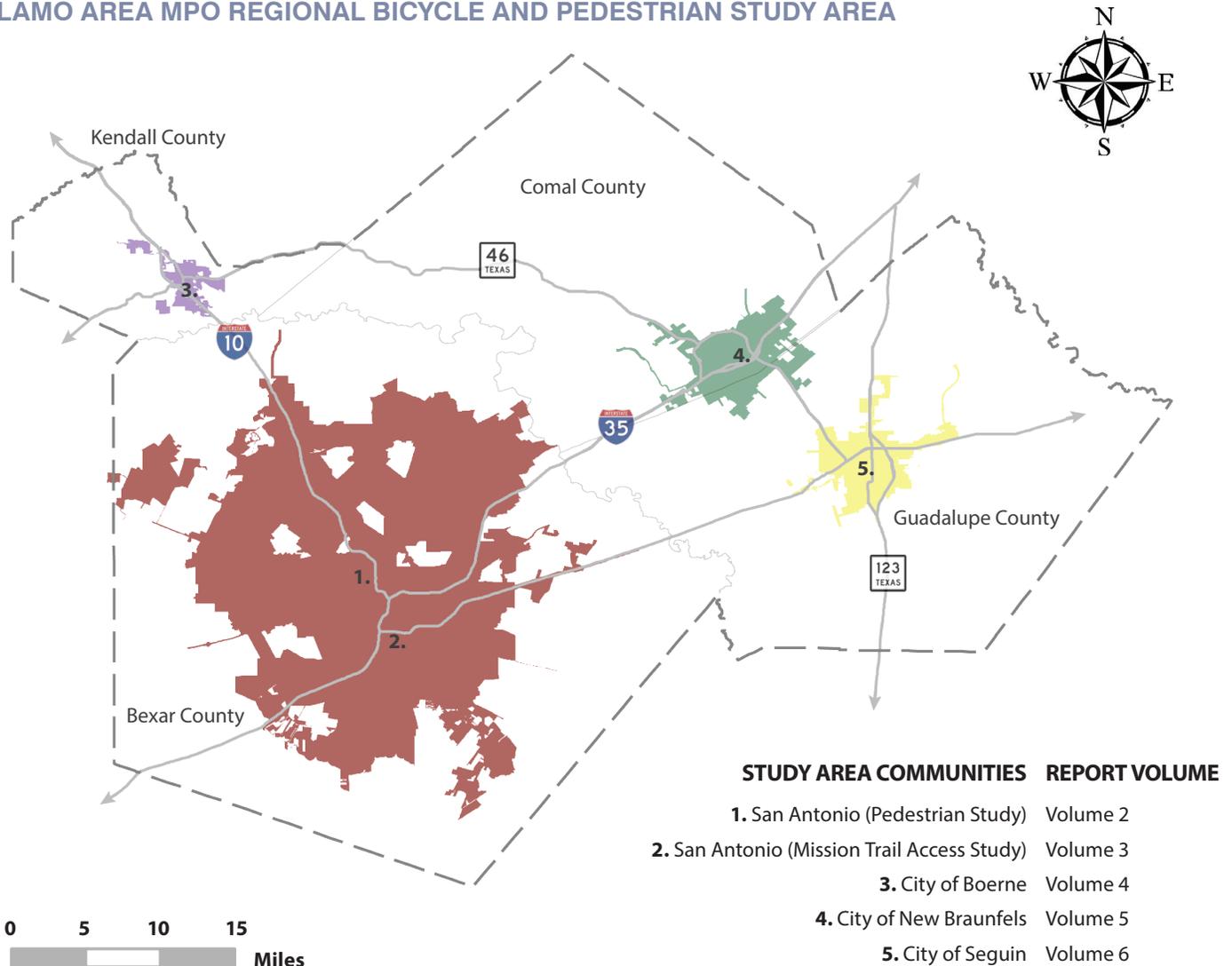
Working together as part of the Alamo Area Metropolitan Planning Organization (AAMPO), member communities have committed themselves to improving walking and bicycling throughout the region as a way of developing an efficient and inclusive transportation system. Many region-wide advances have been made over the past several years to implement this commitment, but as the region continues to grow, so does the need to plan for and implement walking and biking facilities and programs.

The AAMPO planning region includes both incorporated and unincorporated areas of Bexar County, Comal and

Guadalupe counties, and a portion of Kendall County. All communities outside of Bexar County were added to the AAMPO region as part of a 2013 expansion. This planning area expansion resulted in the addition of the cities of Boerne, New Braunfels, and Seguin.

In addition to addressing specific needs within the city of San Antonio, the *Alamo Area MPO Regional Bicycle and Pedestrian Planning Study* is intended to help integrate the Alamo Area's three (3) new member cities into the region's overall active transportation planning framework.

ALAMO AREA MPO REGIONAL BICYCLE AND PEDESTRIAN STUDY AREA



Purpose of this Study

The MPO has a vision to build a safe, accessible, comprehensive, and seamless bicycle and pedestrian network. This active transportation network requires establishing a bicycle and pedestrian plan in each community of the AAMPO region. *The Regional Bicycle and Pedestrian Planning Study* is intended to help cities accomplish the vision and goals for bicycling and walking in the region by identifying priorities, projects, and activities to improve safety and mobility. The study assesses current bicycle and pedestrian conditions in the cities of Boerne, New Braunfels, and Seguin, and makes recommendations regarding future facilities necessary to create comprehensive active transportation networks. Work specific to Bexar County and the City of San Antonio includes the development of a Pedestrian Master Plan. More detailed connectivity work has also been conducted within the San Antonio Missions National Historical Park and surrounding neighborhoods.

GOALS OF MOBILITY 2040

The goals of Mobility 2040, the long-range transportation plan for the AAMPO region, provide a framework for building a multi-modal transportation system. Increasing walking and bicycling can help meet all the goals of Mobility 2040.

- Identify opportunities to improve and enhance the regional transportation system and preserve the investment in the existing transportation system.
- Increase the efficiency of the transportation system and decrease traffic congestion.
- Invest in a public transit system that meets the needs of the region.
- Address the social and environmental issues of the region in transportation planning efforts.
- Support economic activity, employment growth and encourage innovative partnerships.
- Continue to facilitate the involvement and participation of communities, agencies, organizations and the general public in the transportation planning process.
- Ensure the transportation planning efforts are coordinated with local land use plans to support future growth and development patterns.
- Maintain a focus on safety.
- Continue to pursue long-term, sustainable revenue sources to address regional transportation system needs.



Teaching area children and youth to embrace riding and walking from an early age will encourage them to embrace active transportation as they become adults.

Document Organization

The document not only serves as a regional planning study, but also a plan for a bicycle and pedestrian system in specific cities that were incorporated into the AAMPO boundaries in 2013.

This document includes recommendations for physical improvements to develop a pedestrian and bicycle network and policy and program recommendations to promote walking and bicycling in cities and throughout the region. The components of this study are organized into six volumes:

VOLUME 1

Alamo Area

Regional Summary Report

Provides a planning study description, an overview of benefits of walking and bicycling, a summary of recommendations for the participating cities.

VOLUME 2

San Antonio Pedestrian Study

A study of the pedestrian network in the City of San Antonio. It builds on the MPO Pedestrian Safety Action Plan and includes recommendations for implementation .

VOLUME 3

Mission Trail Access Study

Makes recommendations to improve bicycle and pedestrian access to the San Antonio Missions National Historic Park and along the Mission Trail.

VOLUME 4

City of Boerne

An analysis and plan for a bicycle and pedestrian network specifically for the City of Boerne, including recommendations and implementation strategies.

VOLUME 5

City of New Braunfels

An analysis and plan for a bicycle and pedestrian network specifically for the City of New Braunfels, including recommendations and implementation strategies.

VOLUME 6

City of Seguin

An analysis and plan for a bicycle and pedestrian network specifically for the City of Seguin, including recommendations and implementation strategies.

APPENDIX A Bicycle & Pedestrian Planning Toolkit

A toolkit of both physical improvements that can promote and encourage bicycling and walking. Cities throughout the AAMPO region can apply elements from the toolkit that are appropriate for their community and residents.

Increasing Demand for Transportation

As the population of the region grows so will demands on the transportation system. Between 2010 and 2013, the population of the Alamo Area increased by 48,024 people - with an increase in over 60,000 jobs.

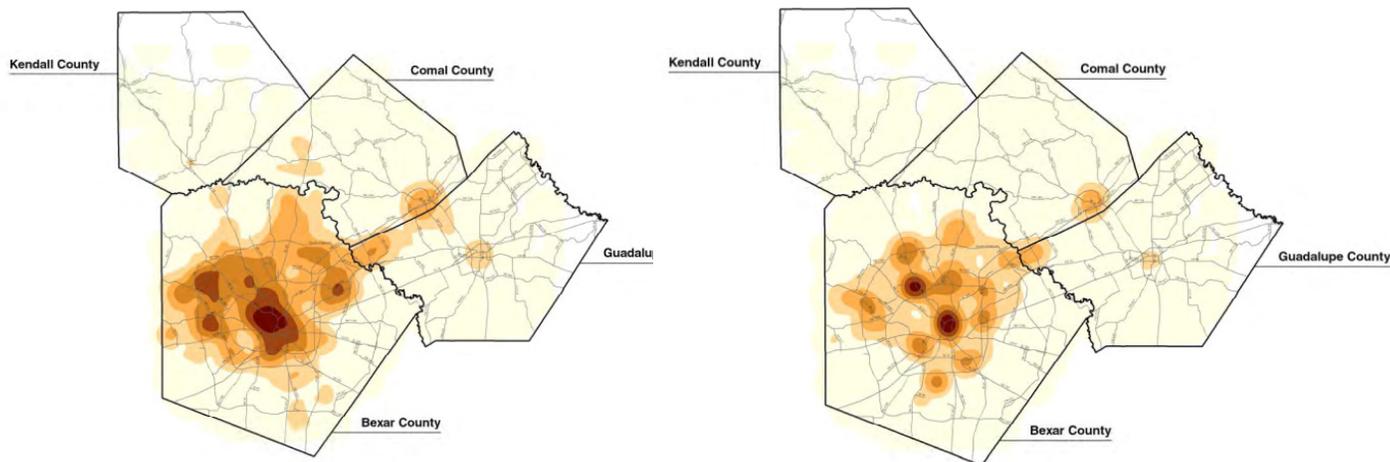
According to Mobility 2040, the region is anticipated to grow to over 3 million people by 2040 - an addition of 1.5 million people. Most of the growth is expected to occur in outlying counties surrounding Bexar County, especially in Comal and Guadalupe counties. A higher percentage of corresponding job growth will also occur in these outlying areas.

Based on these growth projections, the AAMPO anticipates that daily vehicle miles of travel will increase to 93-98 million miles, an increase of about 100 percent from the 2010 baseline estimate.¹

Local Growth

San Antonio experienced an 8% percent growth rate between 2010 and 2014, and has accounted for most of the growth in the region (68.9% of total). While accounting for a smaller portion of total regional growth, Boerne, New Braunfels, and Seguin are still experiencing significant growth rates. Between 2010 and 2014, Boerne grew by over 20% percent, New Braunfels by more than almost 15% percent, and Seguin by near 8% percent. Cities are under pressure to plan for transportation system enhancements to effectively and efficiently support this rapid growth.

AAMPO POPULATION & EMPLOYMENT GROWTH PROJECTIONS: 2010-2040



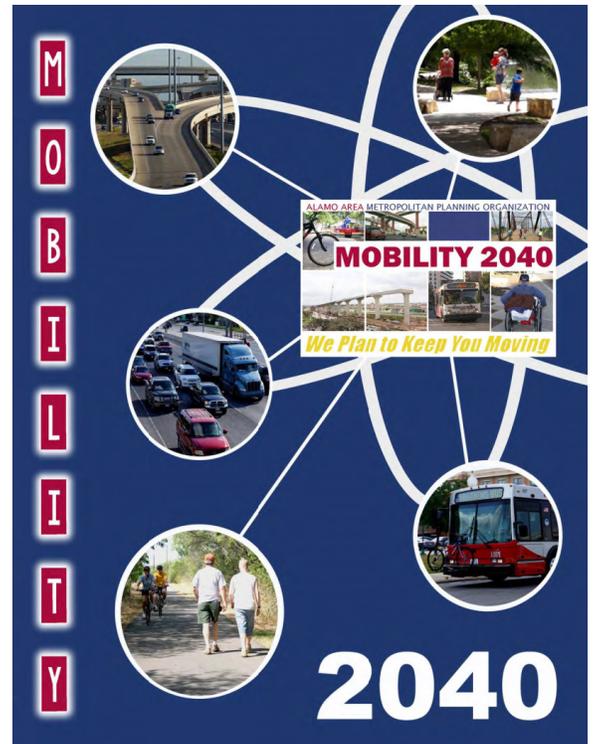
The maps generated in the AAMPO's Mobility 2040 Plan illustrate "hot spots" of anticipated population (upper left) and employment (upper right) growth.²

Relation to Other Plans

The *Regional Bicycle and Pedestrian Planning Study* is the latest component of a broader regional plan and network for walking and bicycling. Other existing planning initiatives establish the foundation for a regional active transportation plan and network such as the *San Antonio-Bexar County Pedestrian Safety Action Plan (2012)* and *San Antonio Bicycle Master Plan (2011)*.

This study augments and supports existing AAMPO and local policy and planning initiatives, including the *Mobility 2040 Long Range Plan*, "Complete Streets Resolution," *Pedestrian Safety Action Plan*, *San Antonio Bike Plan 2011 + Implementation Strategy*, as well as pre-existing policies and plans of the participating communities.

This study builds on prior efforts related to walking and bicycling as part of improving mobility throughout the region.



RELATION TO OTHER POLICIES AND PLANNING INITIATIVES

The following is a list of plans that were referenced as part of this planning process. The Regional Bicycle and Pedestrian Planning Study also may impact these plans and future plans as they are developed and implemented. In addition to reviewing these plans, the development codes and ordinances of each city were reviewed to understand challenges and opportunities to implementing the network.

Regional Documents

- Walkable Communities Program (MPO)
- Mobility 2040 Long Range Plan (MPO, 2014)
- Pedestrian Safety Action Plan (MPO, 2012)
- Smart Ways SA: VIA Long Range Plan (VIA, 2011)
- Complete Streets Resolution (MPO, 2010)
- San Antonio Bike Plan 2011 + Implementation Strategy (COSA, 2011)
- Road Diet Study (MPO, 2010)
- Bicycle Travel Patterns Survey (MPO, 2010)
- Safety Study (MPO, 2009)
- Bicycle Suitability Study (MPO, 2001)

City of San Antonio

- SA 2020 (2010)
- Inner City Reinvestment Plans, Neighborhood Plans, and Sector Plans
- Greenway Trails Program

City of Boerne

- Boerne ISD Demographic Study (2015)
- Economic Development Work Plan (2015)
- Parks, Recreation, and Open Space Master Plan (2012)
- Walkable Communities Project
- Boerne Trails Map
- Hill Country Mile Map
- Westside Mobility and Connectivity Project (2010)
- Master Plan (2006)

City of New Braunfels

- Economic Development Strategic Plan (2012)
- Regional Transportation Plan (2012)
- Downtown Plan (2010)
- Trail Master Plan (2010)
- Comprehensive Plan Goals and Objectives (2006 update)

City of Seguin

- The Seguin Comprehensive Master Plan (2010)
- Nolte Farms development plan (2015)
- College-Cedar Street Sidewalk Expansion Project
- Hoermann Community Park Project

PEDESTRIAN & BICYCLE MILESTONES IN THE ALAMO AREA

1975

The City of San Antonio adopts its first bicycle master plan.

1994

The Long Range Transportation Plan for the Metropolitan Planning Organization includes a bicycle component. This leads to the establishment of the Bicycle Mobility Advisory Committee; the MPO Walk & Roll Program (1996); and the Pedestrian Mobility Advisory Committee (1997).

2001

The MPO commissions a bicycle suitability study of 1,000 miles of roadways in Bexar County to determine the level of suitability of bicycle use.

This leads to the development of the first bicycle suitability map in 2003.

2009

The MPO passes a Complete Streets Resolution.

The City of San Antonio establishes the "San Antonio Bikes" program in the Office of Sustainability.

2010

The MPO conducts a bicycle travel patterns survey, including a statistically valid phone survey and bicycle GPS mapping and journals, to better understand current and potential bicycle use in the Alamo Area.

2011

The City of San Antonio with the MPO develop a regional bicycle master plan.

2012

The MPO develops the San Antonio-Bexar County Pedestrian Safety Action Plan to identify and prioritize improvements to the pedestrian system to make walking safer in the region.

2013

The MPO area expands to include Comal, Guadalupe, and a portion of Kendall counties.

National Travel Patterns

Understanding a community’s travel patterns and characteristics can assist local governments in making informed decisions on not only walking and bicycling facilities, but also on growth and development patterns that are more amenable to walking and bicycling.

While the United States may be considered an auto-centric nation, there are trends suggesting a greater emphasis on active transportation . According to the American Community Survey Report on Bike/Walk to Work in the U.S.: 2008-2012, the number of workers who commuted to work by bicycle increased from 488,000 in 2000 to 786,000 in the 2008-2012 survey period.

Additionally, the 2009 National Household Travel Survey (NHTS) reports that walking or bicycling account for 11.9 percent of all daily trips (work and non-work related) - up from 9.5 percent in 2001. The NHTS survey also estimates that there are 127 million walking trips and nine million bike trips in the U.S. every day, and that about 40 percent of all trips are shorter than 2 miles (a 30-minute walk or 10-minute bike ride).

NATIONAL JOURNEY TO WORK CHARACTERISTICS

Highlights from the US Census Bureau’s American Community Survey Report on Bicycling and Walking to work in the United States include:

- Workers living in principal cities walked to work at a rate of 4.3 percent, compared to suburbs (2.4%).
- “College towns” had higher rates of walking.
- Younger workers had higher rates of walking.
- Workers who walked or biked to work had shorter average commute times.
- Bicycling and walking rates are influenced by community design (size, density, proximity of destinations, infrastructure, climate, affordability of mode of travel, etc).

Regional Travel Patterns & Attitudes

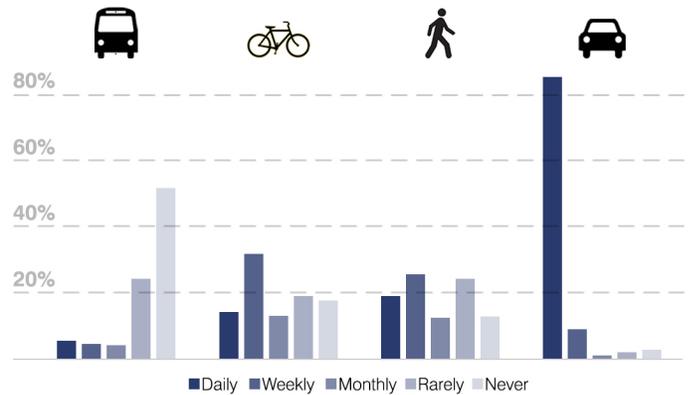
Driving alone is the predominant form of commuting in the Alamo Area, with 79 percent of the workforce driving alone to work. This compares to only 1.8 percent and 0.2 percent who choose to walk or bicycle. For commuting to work purposes, 2.4 percent of the work force population uses public transit.

In a region the size of the Alamo Area, it is important to consider where people are living and working before suggesting that bicycling or walking to work may be a viable transportation option. (It is not a viable option for all of a community’s residents.) About 40 percent of all trips are shorter than 2 miles. The workforce that works within its hometown represents a more viable population to choose walking or bicycling. A majority of the workforce population worked in their hometown (62.9%). This statistic of course is dependent on the availability of jobs in the hometown and ranges from 88 percent in San Antonio to 48 percent in Boerne.

As part of this planning process, a regional survey was

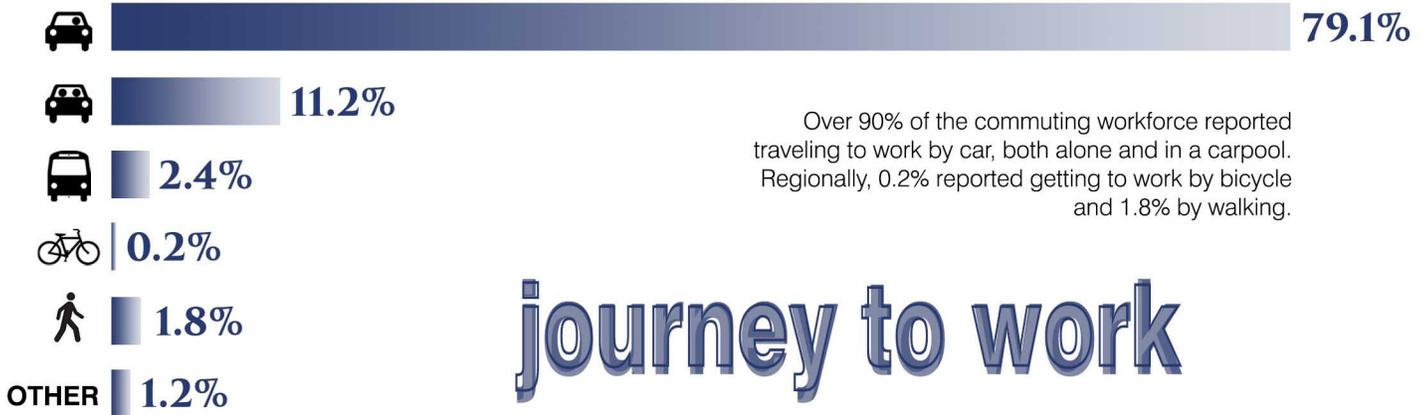
conducted to evaluate attitudes about walking and bicycling. Generally, walking and bicycling are described as “dangerous” methods of transportation. Still, 87 percent of respondents agreed or strongly agreed that they would like to rely on their car less. Nearly 86 percent said having better walking, bicycling, and transit options would impact how much they drive.

MODE USE THROUGHOUT THE REGION ³



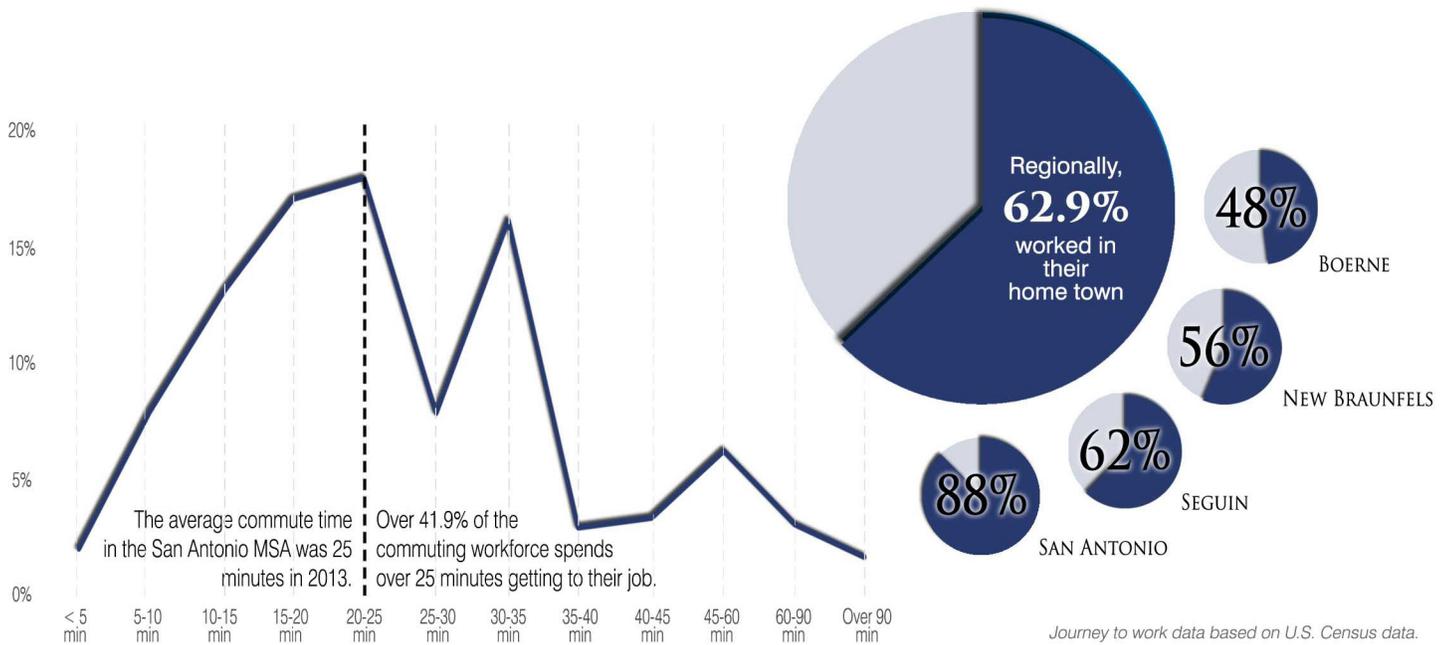
While a significant number of regional survey respondents reported that they walk or ride a bike on a daily or weekly basis, nearly as many also reported that they never or rarely do so.

AAMPO REGIONAL TRAVEL PATTERNS & ATTITUDES ³

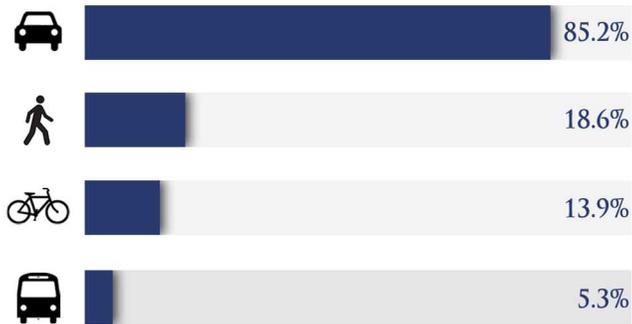


Over 90% of the commuting workforce reported traveling to work by car, both alone and in a carpool. Regionally, 0.2% reported getting to work by bicycle and 1.8% by walking.

journey to work



everyday travel



Based on responses to a regional survey.

A regional survey* of the population indicates that people are ready for more transportation options such as walking and bicycling.

**Not a statistically valid survey.*



interest in biking and walking

VOLUME 1
ALAMO AREA REGIONAL
SUMMARY REPORT

CHAPTER 2
THE NEED FOR
BICYCLING & WALKING

A growing segment of the population recognizes that the benefits of walking and bicycling extend beyond just exercise. As communities experience the mobility, economic, environmental, health and quality of life benefits of active transportation, more states and local entities are taking steps to promote walking and bicycling as a mode of travel. Such steps include sidewalk modifications, pedestrian oriented commercial centers and dedicated bicycle lanes and bike-share programs, to name a few. These facilities influence decisions people make about how they travel to work, school, to go shopping or other destination.

Promoting active transportation assists Alamo Area communities in meeting regional goals of better air quality and sustainable living. Walking and bicycling serves those who must rely on non-motorized means of travel, such as children, the elderly, and those with meager finances.

Walking and bicycling are economical transportation modes of transportation that promote an improved quality of life for Alamo Area residents - a factor that both people and businesses consider when choosing where to locate.

Key statistics that help illustrate the mobility, economic, environmental and health benefits of active transportation are summarized on the following pages.



Active transportation trips, such as bicycling in the Mission Trails area along the San Antonio River corridor, enhance the transportation options in the region.

BENEFITS OF ACTIVE TRANSPORTATION (Sources: Page 1-14)

Increased rates of bicycling and walking rates reduce traffic congestion, improve safety, calm traffic, and preserve road infrastructure. Travel characteristics indicate that many trips are short and can be replaced with walking and bicycling. Enhanced transportation choice improves mobility options for persons who are not able to drive.

MOBILITY

One-third of all Americans **CANNOT DRIVE** because they're too **OLD**, too **YOUNG**, too **POOR** or have a **DISABILITY**.¹

40% of trips are less than **2 MILES**²

In 2008:



National VMT declined **3.6%**

Congestion dropped **30%** in most congested areas³

44% of vehicle trips during morning rush hour are not work-related.⁴



Vehicle travel use, miles traveled, and fuel consumption **PEAKED** in mid-2000s and have **DECLINED** since.⁵

BENEFITS OF ACTIVE TRANSPORTATION (CONT.) *(Sources: Page 1-14)*

ECONOMIC

A multiuse trail has a **300%** return on investment.⁶



Studies have shown that bicyclists and pedestrians **SPEND MORE** per month than their driving counterparts.⁷
Based on studies done in Portland, OR and New York City.

The annual cost of owning a car:
\$8,876⁸

The annual cost of owning a bike:
\$308⁹



And walking is virtually free!



Bicycle and walking projects create **8-11** jobs for every \$1 million spent.
Compared to 7 jobs for road projects¹⁰

Bicycling and walking is a cost-effective transportation option. Studies show that bicycling and walking rates can increase retail sales, encourage job growth, and enhance nearby property values. Improving walking and bicycling is a cost effective solution for extending the longevity of the transportation system.

BENEFITS OF ACTIVE TRANSPORTATION (CONT.) (Sources: Page 1-14)

Personal health benefits from a more active lifestyle. Providing places for “active” transportation such as bicycling and walking offers residents the opportunity to incorporate physical activity into daily routine trips, such as to school, work, and errands, and promotes healthy choices.

**35%****13%**

Rise in obesity rates since 1960.¹¹

The U.S. has the **LOWEST** rates of walking, biking, and mass transit trips, and **HIGHEST** rates of obesity.

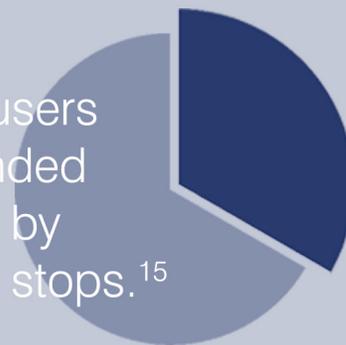
Compared to countries that have higher rates of walking, biking, and mass transit trips and lower rates of obesity.¹²

43% of people who live within 10 minutes of safe walking places **MET RECOMMENDED ACTIVITY LEVELS.**¹³

Every **0.62** mile walked per day **=** A **5%** decrease in likelihood of obesity.¹⁴



Nearly one-third of transit users accumulate the recommended amount of physical activity by walking to and from transit stops.¹⁵

**HEALTH**



Sources

- 1 America Walks, Social Equity Benefits of Walking
- 2 America Walks, Transportation Benefits of Walking
- 3 Smart Growth America, National Complete Streets Coalition: Ease Congestion
- 4 Smart Growth America National Complete Streets Coalition: Ease Congestion
- 5 America Walks, Transportation Benefits of Walking
- 6 America Walks, Health Benefits of Walking
- 7 America Walks, Health Benefits of Walking
- 8 American Automotive Association: Your Driving Costs 2014
- 9 League of American Bicyclists, The New Majority: Pedaling Toward Equity
- 10 Alliance for Biking and Walking, Bicycling and Walking in the United States: 2014 Benchmarking Report
- 11 America Walks, Health Benefits of Walking
- 12 America Walks, Health Benefits of Walking
- 13 Smart Growth America, National Complete Streets Coalition: Health
- 14 America Walks, Health Benefits of Walking
- 15 TR News 280, p 19
- 16 EPA Fast Facts: US Transportation Sector Greenhouse Gas Emissions, 1990-2012
- 17 European Cyclists' Federation, Cycle More Often 2 Cool Down the Planet! Quantifying CO2 savings of Cycling
- 18 Alamo Area Metropolitan Planning Organization, Mobility 2040
- 19 Assumes an average of 1 pound of CO2 emission per mile

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SUMMARY REPORT

CHAPTER 3
CITIZEN INVOLVEMENT
IN THE PROCESS

Public Participation

Preparation of the *Alamo Area MPO Regional Bicycle and Pedestrian Planning Study* occurred over a 14 month timeframe. The staff of participating communities were integral stakeholders in the planning process - serving as advisors, providing data - critical to the preparation of study facility maps, and reviewing draft materials.

Residents of the Alamo Area also provided input into the development of this study. Open house meetings and online survey tools were used to inform residents about the study, and to gather information that helped form recommendations in each of the study areas.

Online Survey

Over 1,400 residents in the San Antonio region participated in the online survey about bicycling and walking. It gathered information about attitudes about bicycling and walking as well as opinions of critical issues and desired elements of a bicycle and pedestrian network. Key region-wide survey results are summarized in **Figure 1.A, Key Regional Survey Results**. Community-specific survey results are distributed throughout the study.

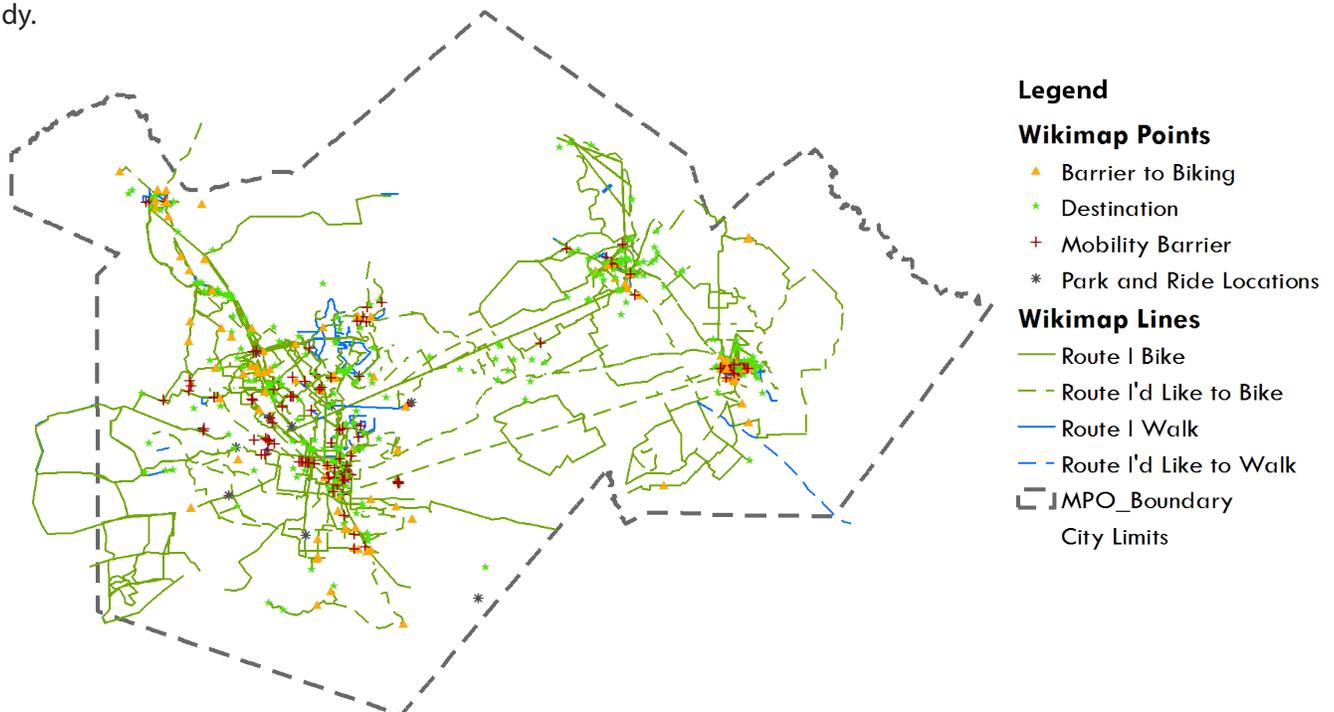
Wikimaps

An online mapping tool called Wikimaps was used to collect geographical information about obstacles to bicycling and walking. By providing an alternative way to comment, this data helped identify needs to improve walking and bicycling in the study area.

The maps were available online for the same duration as the online survey. Over 1,100 separate comments were made on the maps during that timeframe; comments related to each of the study areas are summarized in each individual volume.

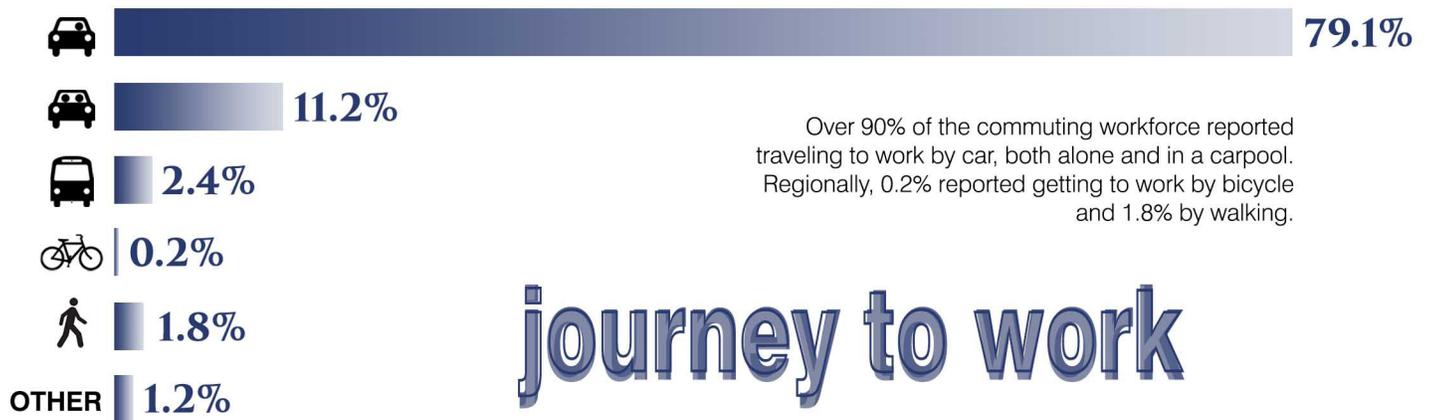
Open House Meetings

In each community, an open house meeting was held that focused on existing conditions and identifying critical barriers to bicycling and walking in their community and throughout the region.

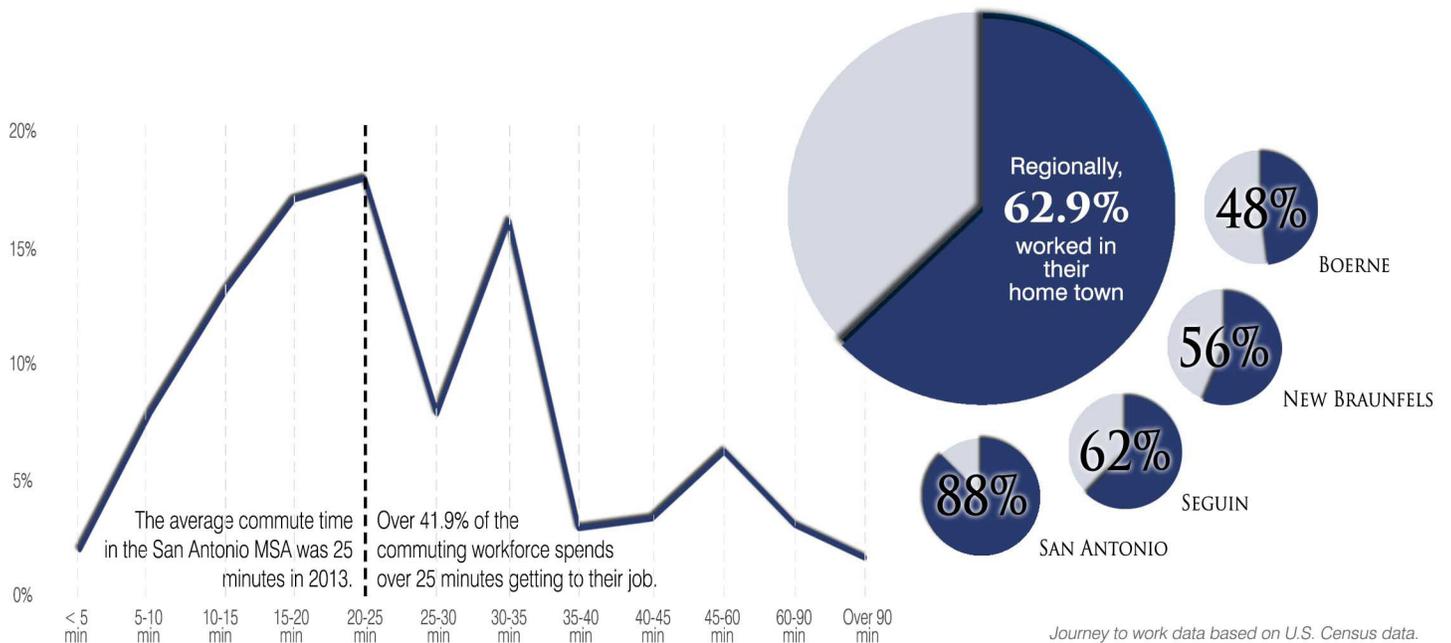


The on-line mapping tool (Wikimaps) allowed residents from each study area to provide ideas for their community.

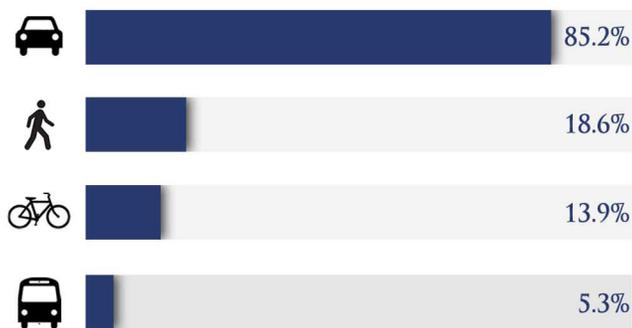
FIGURE 1.A: KEY REGIONAL SURVEY RESULTS



journey to work



everyday travel



Based on responses to a regional survey.

A regional survey* of the population indicates that people are ready for more transportation options such as walking and bicycling.

**Not a statistically valid survey.*



interest in biking and walking

Meetings

In-person input and review efforts related to this study revolved around stakeholders and staff members in each of the five individual focus areas. Multiple review meetings were held with staff in each study area, so that

recommendations and strategies could be considered and vetted. Stakeholder public workshops were also used to get specific information and strategies for each of the individual areas. Efforts in each area are summarized below.



New Braunfels area residents work together in small groups to provide input at a workshop in January 2015.

San Antonio Pedestrian Study

Since the San Antonio Pedestrian Study built upon previous efforts with extensive public input, efforts related to this component focused on a city staff stakeholder group.

The team included key staff from the city's Transportation and Capital Improvements and Planning departments. The group met frequently over the course of the effort to discuss the process, the analysis results and key recommendations. The results of the plan will feed into other comprehensive and transportation planning efforts.



San Antonio area residents provide input at the March 2015 Siclovía event.

Mission Trail Access Study

Stakeholder and public input for the Mission Trails Access study included a design charrette with National Park Service (NPS) staff and input received during San Antonio's Siclovia event in March 2015.

During March 2015, a stakeholder "charrette" involving a dozen key National Park Service and City of San Antonio staff was conducted. Over the course of the day-long workshop, maps were used to identify access points to the Missions from surrounding neighborhoods. These were linked to points of interest within each Mission site, such as the churches, visitor centers and the historic Mission gates. The workshop identifies several key principles for the access features, including safety, directness and the attractiveness of access routes.

Input was also received at the San Antonio Siclovia (Open Streets) event in March 2015. A booth manned by NPS and planning team staff queried interested residents on how they currently viewed and accessed the Mission sites, and where improvements might be made.



National Park Service staff members map out access points to connect area neighborhoods to each historic Mission.

City of Boerne

An ad-hoc committee of city staff from various departments, elected official representation, planning and zoning board members and citizen users met informally during the process. A meeting was held at the beginning to discuss key issues in the city, possible opportunities as well as areas of concern, and ideas that should be considered. A follow-up meeting was held further into the process to review preliminary concepts and possible solutions, and to get feedback on those. During each meeting, maps were provided where attendees noted issues or ideas.

A citywide workshop was held in December 2014 at the Boerne Community Center. Approximately 40 attendees participated in the meeting, including Boerne residents, city staff, the planning team and representatives from the Alamo Region MPO. After a brief introductory presentation, citizens participated in six smaller groups who outlined key challenges, opportunities and constraints, and indicated their potential routes on maps of Boerne.

Key comments included the need to address sidewalk gaps, establishing looped bicycle networks for distance

riders, continuing to develop the city's trail system and connecting nearby areas of the city to the trails, and the need to address both pedestrian and bicycle safety concerns at key intersections throughout the city.



Boerne area residents consider possible routes at a workshop held at the Boerne Community Center.

City of New Braunfels

Meetings were held during the planning process with city staff to discuss opportunities and constraints in the city and to evaluate proposed options as they were explored.

A citywide public workshop was held in January 2015 at the Landa Haus in Landa Park. Over 80 attendees participated in the meeting, and these included residents of New Braunfels and nearby areas, city staff, the planning team, and representatives from the Alamo Region MPO. The meeting started with a brief introductory presentation, followed by small group discussions. A total of 10 smaller groups were formed, and each group addressed questions related to current opportunities, constraints challenges to walking and bicycling in the city, as well as outlining key destinations and potential routes on maps of New Braunfels.

Key comments included focusing on using routes along major drainage corridors, creeks and rivers in the city, such as Dry Comal Creek, Comal and Guadalupe River. Attendees were also greatly concerned about making it



New Braunfels residents discuss possible ideas at a workshop held at the Landa Haus in Landa Park.

easier to get through the barrier that Interstate Highway 35 and the Guadalupe River create. Improvements to walking in Downtown New Braunfels were also mentioned frequently.

City of Seguin

Stakeholder input in Seguin followed the pattern set by the City of Boerne, and included stakeholder input via an ad-hoc group, as well as input from the public at large at a workshop.

Stakeholder meetings with staff, key elected officials and board members were held at the beginning of the process and followed by reviews of preliminary recommendations. Meetings with city staff were also held separately to discuss and vet the technical details of recommendations as they were prepared.

A citywide workshop was held in December 2014 at the Guadalupe County Community Building, and was attended by approximately 50 participants. These included residents of Seguin, city staff, members of the planning team and representatives from the Alamo Region MPO. After a brief introduction, attendees broke into five groups and addressed key questions relating to current needs and issues and possible alternatives to consider.

Key comments included the development of a variety of alternative “loop” configurations around the city, as well as identification of key streets or corridors to consider



Multiple alternatives and ideas were developed by Seguin residents during their workshop for this planning process.



Involving residents and users in bicycle and pedestrian planning decisions leads to greater community buy-in and recommendations that are more frequently used.

VOLUME 1 ALAMO AREA REGIONAL SUMMARY REPORT

CHAPTER 4 SUMMARY OF RECOMMENDATIONS

Essential Active Transportation Program Components

Each volume of the *Alamo Area MPO Regional Bicycle and Pedestrian Planning Study* provides recommendations on how to build a comprehensive active transportation program. The study serves as a framework for bicycle and pedestrian “program” development, rather than merely identifying locations where a physical “network” should be located. Successful local active transportation programs must merge network infrastructure investments with initiatives that encourage facility usage; educate pedestrian, bicyclists, and motorists on shared responsibilities; and that ensure user safety.

Recommendation Parameters

Program recommendations contained within the *Regional Bicycle and Pedestrian Planning Study* may best be described as either “infrastructure,” or an “initiative.” These broad terms encompass five (5) specific categories that the League of American Bicyclists identifies as essential to creating bicycle-friendly environments: engineering, education, encouragement, enforcement, evaluation and planning.⁴

The so-called “Five E’s” apply equally well to pedestrian programming as they do to bicycle programming. Within this study the framework is utilized to categorize active transportation program recommendations according to the following categories:

- **Network recommendations.** Includes recommended bicycle and pedestrian facility locations and types. In some cases the study also considers necessary adjustments to development regulations and design policies.
- **Education and encouragement recommendations.** Initiatives to ensure safe operation of motor vehicles, and bicycles, and use of shared facilities with pedestrians.

- **Enforcement recommendations.** Procedures for the enforcement of laws in a uniform fashion - and in a manner that recognizes the rights and responsibilities of bicyclists and pedestrians.
- **Implementation recommendations.** Monitoring study implementation, and evaluating relevant data, to determine success and/or the need initiate corridor or area-specific planning initiatives.

Applicability of Recommendations

The volumes of this study related to the cities of Boerne, New Braunfels, and Seguin, have been drafted to serve as stand-alone reviews for each community. All volumes of the study contain context-specific active transportation network facility recommendations which consider a variety of factors including roadway characteristics and available “space”, adjacent properties, linkages, perceived public preferences, and more. Still, many active transportation program “best practices” are universal - and are relevant to a wide range of Texas communities as well as other areas of the nation.

Due to the uniform applicability of many of the educational, encouragement, and enforcement initiatives that promote bicycling and walking, multiple program recommendations are repeated throughout stand-alone volumes of this study. This consistency is particularly evident in the study volumes dedicated to Boerne, New Braunfels, and Seguin. Nonetheless, each study volume - and corresponding recommendations - consider the unique attributes of participating Alamo Area communities and are adjusted accordingly.

AAMPO Regional Bicycle & Pedestrian Study: Summary of Recommendations

VOLUME 2: SAN ANTONIO PEDESTRIAN STUDY

- Possible solutions for major corridors in each of the 10 districts of the city are included.
- Where right of way limits parallel facility options, recommendations highlight potential lane or road diet solutions, reductions in speed limits, or in some cases protected facilities.

VOLUME 3: MISSION TRAILS ACCESS STUDY

- Specific solutions for improved connectivity to each mission are included.
- Recommendations primarily focus on pedestrian improvements from nearby neighborhoods.
- Bicycling connections to the San Antonio River trails are highlighted.

VOLUME 4: CITY OF BOERNE

- Improve pedestrian and bicycling infrastructure at the four major I.H. 10 intersections that separate the core area from areas west of the city (S.H. 46, Johns Road, Scenic Loop Road and Business 87).
- Continue shared use paths along Frederick Creek and Cibolo Creek to connect to existing trails and the downtown area.
- Create a bicycling corridor along Plant Street to link River Road and
- Focus on walking and bicycling improvements along key corridors, including West San Antonio Road, N. Main Street, Blanco Road, Adler Road, and Esser/Herff Roads.
- Improve pedestrian/trail connections at the intersection of Esser/Herff Roads and River Road.

VOLUME 5: CITY OF NEW BRAUNFELS

- As a high priority, improve pedestrian and bicycling options at the three primary I.H. 35 underpass intersections (Highway 46, Seguin Avenue, and Walnut Avenue) that link most of east and west New Braunfels together.
- Complete the Walnut Avenue bicycle gap between Business 35 on the west and ___ on the east side of I. H. 35.
- Address pedestrian needs along Liberty Street and Union Street between the two main Schlitterbahn attractions.
- Through traffic calming treatments, encourage use of West Mill Street as a key bicycling corridor between Walnut Avenue and downtown New Braunfels
- Address sidewalk gaps or inconsistent sidewalk types along West San Antonio Street between I. H. 35 and downtown, and between downtown and Union Street.
- Create a strong bicycling corridor between Union Street and Loop 337 in east New Braunfels, either along Common Street or via parallel side streets.

VOLUME 6: CITY OF SEGUIN

- Develop a bicycling corridor along College Street that links destinations along State Highway 123 to Austin Street
- Extend the Walnut Branch trail to beyond I. H. 10 to serve as a “spine” bicycling/pedestrian connection from fast growing areas north of I. H. 10 to the downtown area.
- Improve bicycling and walking infrastructure in fast growing area of the city southeast of S.H. 123.
- Complete the Walnut Branch connection between the downtown area and Max Starke Park.
- Enhance trails and bicycling areas within Max Starke Park on both sides of South Austin Street.
- Improve bicycling and pedestrian facilities near Texas Lutheran University that enhance connectivity to the university.



References

1. Alamo Area Metropolitan Planning Organization. *Mobility 2040*. San Antonio, Texas. 2014.
2. Alamo Area Metropolitan Planning Organization. *Mobility 2040*, Figure 1.1 and Figure 1.6. San Antonio, Texas. 2014.
3. Alamo Area Metropolitan Planning Organization. Alamo Area MPO Bicycle and Pedestrian Study Survey. 2015.
4. "The Essential Elements of a Bicycle Friendly America." *The League of American Bicyclists*. Accessed June 26, 2015. bikeleague.org/content/5-es.