



JULY 2023

Garden Ridge Walkable Community Workshop Report



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INTRODUCTION

The Alamo Area Metropolitan Planning Organization (AAMPO) conducts Active Transportation Planning to support development of an equitable and sustainable transportation system for the Alamo Area. AAMPO recognizes the need to plan for people of all ages and abilities and for all transportation modes. A system designed to accommodate people walking and biking improves safety, not only for these users, but every user of the transportation system.

The Active Transportation Program supports the following AAMPO goals:

- Meet needs of a growing region while advancing alternative modes of transportation and increasing accessibility for all users;
- Facilitate the involvement and participation of communities, agencies, organizations and the general public in the transportation planning process; and
- Maintain a focus on safety.

The Walkable Community Workshop (WCW) component, of the Active Transportation Program, is designed to engage residents in the planning process for their neighborhoods. It is modeled after a national program that encourages communities to design a comprehensive and coordinated system that is safe and welcoming for people walking and biking. Community leaders and residents who identify a need within a specific geographic area may apply for a Walkable Community Workshop. Workshops are intended to:

- Educate participants about the benefits of active transportation;
- Assist communities in identifying policy and infrastructure improvements that support walking and bicycling; and
- Provide the community with an opportunity for two-way communication with local transportation agency staff.

Benefits of Walkability

Neighborhoods and streets that are safe and welcoming for people walking have many broader benefits for the community. They can:

- Increase safety for all users
- Provide transportation choices
- Increase quality of life
- Support economic development
- Improve health by providing greater opportunities for exercise
- Improve air quality by reducing the need to drive alone
- Conserve energy and natural resources
- Reduce automobile ownership costs
- Provide opportunities for community engagement

Walkable communities typically have sidewalks, trails, shared use paths, pedestrian amenities (such as benches), sufficient lighting, shade, and good access to destinations.

BACKGROUND

The City of Garden Ridge submitted an application to AAMPO to organize a Walkable Community Workshop for its residents in January 2023. This report details the process taken to gather public input on barriers to walkability within their community and outlines infrastructure improvements that can be implemented to mitigate for those barriers.

STUDY AREA

The City of Garden Ridge is located northeast of downtown San Antonio, TX in Comal County. The Study Area, which is smaller than the city limits, is bound by the cities of Selma and Schertz to the south, the local quarry to the northeast, unincorporated Comal County to the north, and the unincorporated community of Bracken to the southwest (see Figure 1).

LAND USE AND CIVIC AMENITIES

The study area is primarily zoned as Residential Estates (RE) with minimum lot areas of 3/4 acre. The community is served by a public water supply, private sewerage facilities, and is located over the Edwards Aquifer Recharge Zone. Municipal and civic facilities including the community and events center, elementary school, and city hall can be found on the northeast side of FM 3009. Paul Davis Park, 20685 Grass Creek Road, is embedded in a residential area and only accessible from the main entrance, limiting its accessibility and connectivity. Davenport High School is located on the southwest side of FM 3009, and is inaccessible from the rest of the city due to the development of a gated community. FM 3009, FM 2252, Bat Cave Road, and Schoenthal Road act as barriers for pedestrians and cyclists coming from the neighborhoods to parks, civic amenities, schools, and shopping. Further planned residential development just northwest of Garden Ridge city limits along Bat

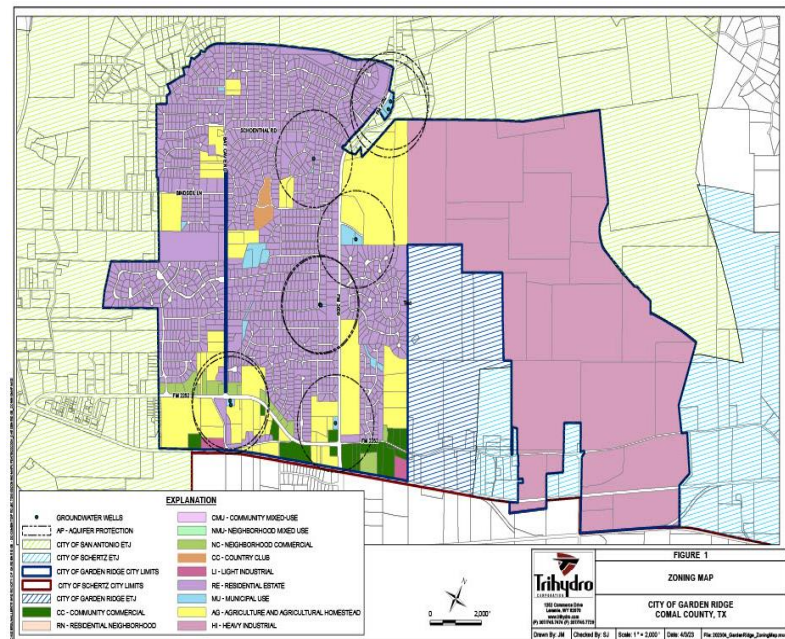


Figure 1: City of Garden Ridge Zoning Map

CURRENT BICYCLE AND PEDESTRIAN FACILITIES

TRAFFIC COUNTS



4

Traffic counts within Garden Ridge neighborhoods are low, with higher numbers along streets that connect to FM 3009. Neighborhood streets may be comfortable to walk on without sidewalks as a result of the low amount of traffic, but vehicle speeds and the lack of traffic-calming (speed reducing) measures play a more significant role in terms of pedestrian safety and comfort. FM 3009 and FM 2252 have the highest traffic counts within the city, particularly at their intersection. Automobile traffic is primarily using these corridors as through-streets, with high traffic counts along FM 3009 going towards Davenport High School and truck traffic to the adjacent quarry along FM 2252. As a result of the traffic counts along these thoroughfares, and speed limits of 45 miles per hour or more along these corridors, suggested treatments for pedestrian and cyclist infrastructure will mostly be off-street. These infrastructure improvements will require a physical barrier for the upmost safety, with street crossings and intersections requiring a greater significance of infrastructure to separate transportation modes. Areas within the neighborhoods with lower traffic counts and speed limits will require less physical infrastructure (e.g., restriping, buffers, etc.) as the context allows for greater transportation mode cooperation.

COMMUNITY OUTREACH AND EARLY ENGAGEMENT

FLYERS AND NOTICES

Leading up to the workshop, AAMPO and City of Garden Ridge staff shared materials to encourage participation in the initiative. AAMPO created a webpage, e-mail notices for distribution by local schools, water bill inserts, and flyers (see Appendix B) advertising the



Figure 3: Outreach Materials

Walkable Community Workshop. AAMPO also participated in the Garden Ridge Market Days, mapping community concerns on the crowdsourcing map, showing others how to map their input on their own, and advertised the upcoming workshop. While the crowdsourcing tool could be accessed on one's own time, the Market Days and Walkable Community Workshop at the Garden Ridge Community and Event Center heightens awareness of the effort and allows the City to gain a diverse perspective from area residents as well as visitors.

NEWS ARTICLES

The City of Garden Ridge notified local news media of the walkability events and the workshop. The article, shown in Figure 4, advertised the online crowdsourcing map as well as participation at the Garden Ridge Market Days and the Walkable Community Workshop.

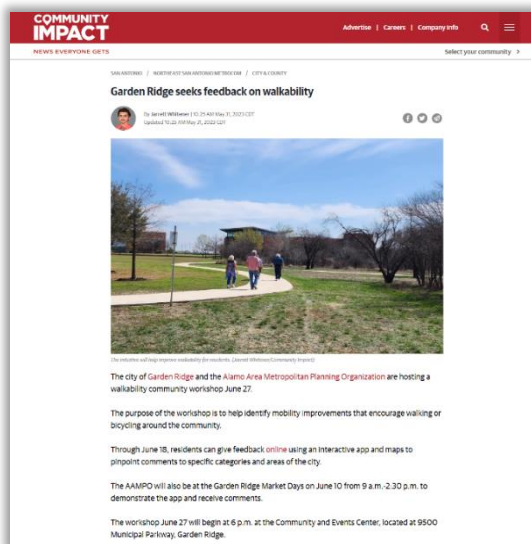


Figure 4: Local News Article

WEBPAGE



Figure 5: AAMPO-Hosted Webpage

A landing page for the City of Garden Ridge Walkable Community Workshop was created by AAMPO to help the community understand how to provide input, advertise the schedule, provide information about Complete Streets, and showcase access to the Walkable Community Workshop Crowdsourcing Tool. The crowdsourcing tool was listed under “Provide Your Input Online”.

CROWDSOURCING TOOL

The crowdsourcing tool was featured on AAMPO’s website alongside information about engagement opportunities. The digital map was split into five sections: Aesthetics and Geography, Bicycle Facilities, Intersection Safety, Pedestrian Facilities, and Recommended Mobility Improvements. In total, over fifty online entries were received including requests for



Figure 7: Online Crowdsourcing Tool

improvements with lighting, connectivity, and more. All entries and comments have been taken into account within the table below.

City of Garden Ridge Walkability/Bikeability Concerns <i>AAMPO Garden Ridge Walkable Community Workshop Crowdsourcing Tool Results</i>	
Area of Interest	Concern
Pedestrian Facilities	Lack of comfortable pedestrian facilities, reducing connectivity along: <ul style="list-style-type: none"> • FM 2252 • FM 3009 • Bat Cave Road • Schoenthal Rd • Municipal Parkway
	Disjointed street network reduces connectivity around Paul Davis Park, potential off-street facilities at these locations could make walking more comfortable: <ul style="list-style-type: none"> • Adjacent to Bat Cave Rd • Adjacent to FM 3009 • Along high-voltage electric right-of-way • Along creek beds throughout the city
	Lack of off-street walking and biking infrastructure. One resident noted that these facilities should be paved and smooth. Most residents that suggested building pedestrian facilities wanted off-street infrastructure as opposed to sidewalks or wide shoulders.
Driver Behavior	Drivers cut corners at intersections within the neighborhoods, increasing vehicular speeds and the possibility for a collision.
	Aggressive drivers were reported, particularly along FM 3009, FM 2252, Schoenthal Rd, and Bat Cave Rd.
	Development north of Garden Ridge may increase vehicular traffic along: <ul style="list-style-type: none"> • Bat Cave Rd • Schoenthal Rd • FM 3009
	Speed limits of 30mph within the neighborhoods are too high.
	Speed limit of 45mph on FM 2252 near the quarry is too high.
	Traffic calming requested on neighborhood entrance streets.
Crossing and Intersection Safety	Wide, high-speed roadways with limited safe crossing points pose risks to pedestrians. Safe crossings are needed at: <ul style="list-style-type: none"> • FM 3009 and Municipal Parkway • FM 3009 and Schoenthal Rd

City of Garden Ridge Walkability/Bikeability Concerns AAMPO Garden Ridge Walkable Community Workshop Crowdsourcing Tool Results	
	<ul style="list-style-type: none"> • FM 3009 and Davenport High School • FM 3009 and Trophy Oaks Dr • FM 2252 and Hickory Bend • FM 2252 and Regency Run • Bat Cave Rd and Garden Arbor • Bat Cave Rd and Bindseil Ln • Bat Cave Rd and Blazing Star Trail • Bat Cave Rd and Garden Ridge Dr • Schoenthal Rd and Deer Canyon <p>Many residents requested a pedestrian bridge connecting Garden Ridge Elementary and city amenities across FM 3009.</p> <p>Additional pedestrian safety measures could be taken at FM 3009 and FM 2252 neighborhood entrances.</p> <p>Traffic lights at:</p> <ul style="list-style-type: none"> • Major intersections along FM 3009 • Bat Cave Rd and FM 2252
Bicycle Facilities	<p>Bicycle facilities requested on:</p> <ul style="list-style-type: none"> • FM 2252 • FM 3009 • Bat Cave Rd • Schoenthal Rd • Tonkawa Pass • Numerous potential off-street trailways
Micromobility Facilities	<p>Interest on the possibility of providing infrastructure, such as off-street trailways that accommodate for golf carts.</p>
Lighting	<p>No street lighting reduces visibility, particularly along:</p> <ul style="list-style-type: none"> • FM 2252 • FM 3009 • Bat Cave Rd • Schoenthal Rd
Comfort	<p>Trees lining roadways could help reduce speeds, create a physical barrier, and provide shade for pedestrian facilities.</p> <p>Traffic calming throughout neighborhoods would dramatically improve pedestrian safety and comfort.</p>

City of Garden Ridge Walkability/Bikeability Concerns AAMPO Garden Ridge Walkable Community Workshop Crowdsourcing Tool Results	
	Resident noted a lack of dog waste facilities.
Parks & Recreation	Lack of connections to Paul Davis Park
	No trails or connections to regional trailways
	No wayfinding signage to Paul Davis Park
	New recreational area desired at Bat Cave Rd and Bindseil Ln to reduce distances to parks
	New public open space between Garden Ridge Estates Neighborhood and Arrowhead Estates Neighborhood
	New recreational area desired near Tonkawa Pass and FM 2252
Connectivity	Desired connections to Garden Ridge Elementary School from: <ul style="list-style-type: none"> • Regency Run • Trophy Oaks Dr • Schneider Ln • Sumac Cir
	Desired connections to Davenport High School from: <ul style="list-style-type: none"> • Cinnabar Ct • Schoenthal Rd • Neighborhoods along Bat Cave Rd
	Desired connections to Paul Davis Park from: <ul style="list-style-type: none"> • Wild Wind Park • Glen Cove • Creekview Oaks • Georg Ranch Neighborhood • The Woods of Garden Ridge Neighborhood

WALK AUDIT

A walk audit was conducted in which AAMPO and City of Garden Ridge staff traveled segments of the area as a pedestrian and noted barriers within the experience. The walk audit routes were chosen based on the stated goals of the City of Garden Ridge councilmembers and staff and within existing transportation corridors. Routes surrounding the park and other green

space were given priority as existing neighborhood features. Another area considered was the intersection of FM 3009 and Municipal Parkway to explore potential solutions for connecting the neighborhood to the west to Garden Ridge Elementary and municipal facilities on the eastside of the highway. The intersection of FM 3009 and Davenport High School's entrance was also considered. These areas were eliminated from consideration for the walk audit exercise due to the lack of sidewalks or other pedestrian facilities along FM 3009.

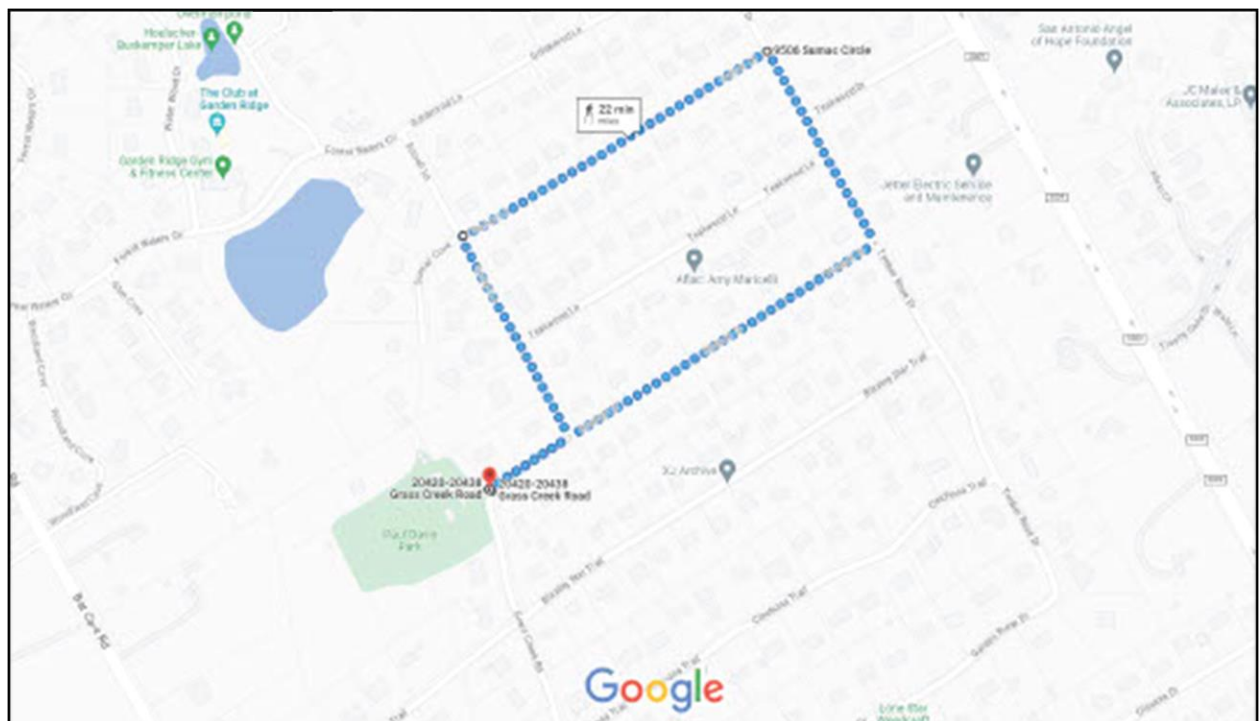


Figure 8: Walk Audit Route 1 - Paul Davis Park

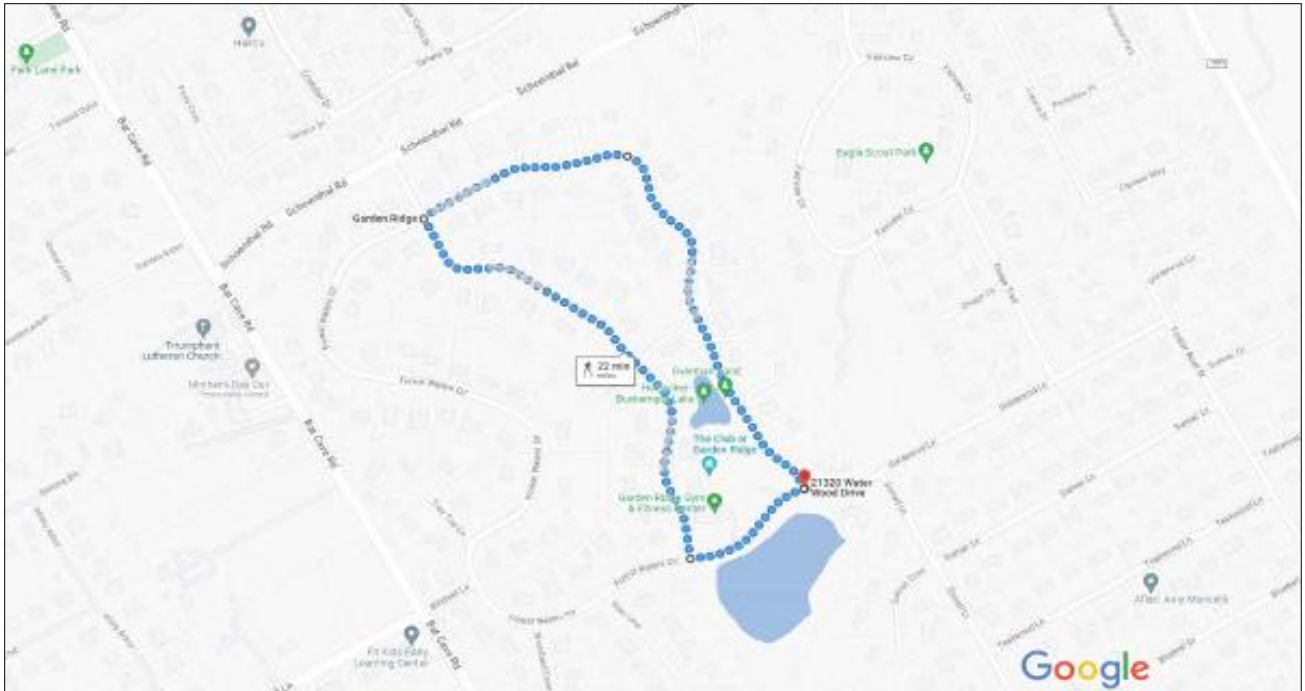


Figure 9: Walk Audit Route 2 - Country Club

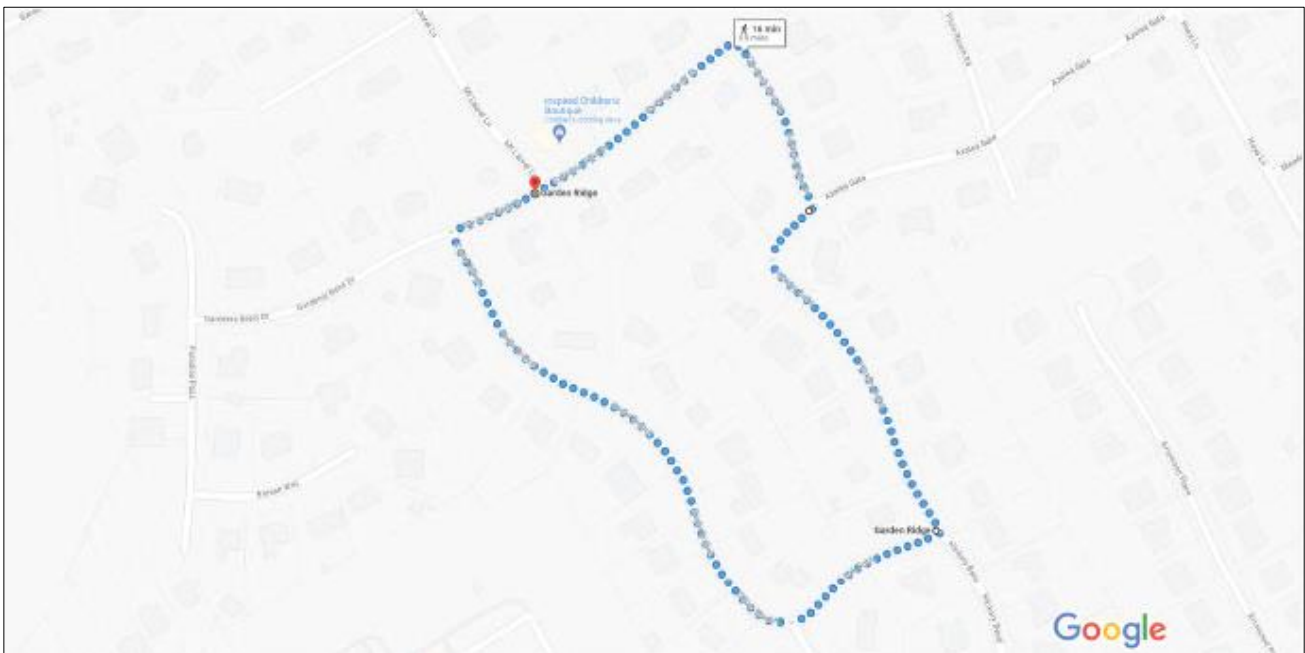


Figure 10: Walk Audit 3 - Neighborhood

GARDEN RIDGE MARKET DAYS

A walk-up “workshop” was held at Garden Ridge Market Days at Northeast Bible Church on Saturday June 10, 2023 from 9:30 a.m. – 2:30 p.m. Participants were given the opportunity to talk with AAMPO staff about the benefits of a walkable and bikeable community, along with recording their areas of concerns/needed improvement via the online crowdsourcing map. Overall, the Market Day effort yielded over a dozen in-person comments, which have been included within the crowdsourcing tool results table.



Source: <https://gardenridgemarketdays.com/>

WALKABLE COMMUNITY WORKSHOP

The workshop was held at the Jay F. Feibelman Garden Ridge Community and Event Center located at 9400 Municipal Pkwy, Garden Ridge, TX 78266 on June 27, 2023 at 6pm. The workshop agenda consisted of summary background information and goals for the workshop, a presentation on walkability and AAMPO’s Walkable Community Program with highlights from the crowdsourcing tool, followed by the workshop session with facilitated table groups and report outs of priority concerns, and closed with next steps. For more information, see Appendix A. Approximately 25 participants attended the event, in addition to AAMPO and Great Springs Project staff and City of Garden Ridge elected officials and other personnel.



The workshop session had attendees split into three groups – one to cover half of the WCW study area, another to cover the other half of the area, and a third to review and comment on Great Springs Project plans. The two groups covering the Garden Ridge WCW study areas provided table facilitators with input on areas that need improvement, desired connectivity, and overall topics of comfort and safety as it relates to the community. In addition to identifying issues in the neighborhood, workshop attendees were asked to work in groups and prioritize their most pressing concerns. A list of priority concerns is shown in Table 1 below.

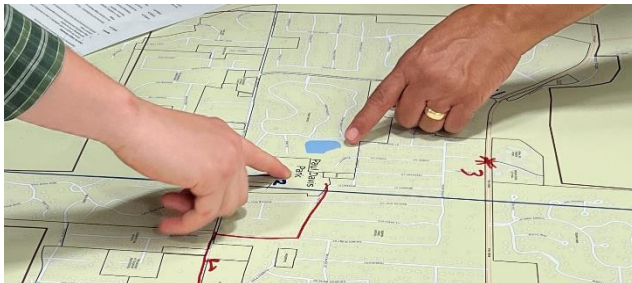


Table 1: City of Garden Ridge Priority Concerns	
Priority Rank	Issue
1	Lack of walk and bike connections to Garden Ridge Elementary
2	Lack of walk and bike facilities along and across Bat Cave Rd and Schoenthal Rd
3	Lack of walk and bike connections to Paul Davis Park
4	Lack of walk and bike connections to Davenport High School
5	Safe crossings across FM 3009 and FM 2252

IMPROVING WALKABILITY AND BIKEABILITY

Based on the desire to improve pedestrian access and safety within neighborhoods and throughout the community, the following infrastructure improvements may be appropriate.

INFRASTRUCTURE

Off-Street Multi-Use Paths/Trails

Multi-use paths and trails would provide people with space to travel completely separated from motor vehicles. These trails have the potential to connect disjointed street networks with pedestrian and bicycle access while decreasing travel distance. Trails often serve active transportation modes most effectively in areas with low population density and/or high automobile traffic. Multi-use paths should be well connected to neighborhood amenities and be fully accessible to all users, including those in wheelchairs.

Paths can be easily aligned in a developed area by way of utility and stormwater easements. Paths adjacent to a high-traffic or high-speed roadway should include trees, street lighting, a curb, or guard-rails, and a physical element separating the path from automobile traffic. Small-scale lighting may be considered for trails intended for commuting, such as trails connecting to schools and area destinations. Trails crossing streets should be well marked and may require traffic calming elements and street lighting. Trails would increase pedestrian and bicyclist access, safety, and comfort to local destinations while maintaining a small town feel in the City of Garden Ridge.



Trails provide an off-street option for pedestrians and cyclists to travel without conflicts with automobiles.

Sidewalks and Walkways

Sidewalks and walkways provide people with space to travel within the public right-of-way that is separated from motor vehicles by a vertical curb. Wider sidewalks should be installed near schools, parks, civic amenities, or anywhere high concentrations of pedestrians exist. Sidewalks should be continuous along both sides of a street and sidewalks should be fully accessible to all pedestrians, including those in wheelchairs. Sidewalks along high traffic roads should be set back from the curb and may include trees and lighting to increase comfort and safety. Sidewalks or walkways would increase pedestrian comfort in the City of Garden Ridge, particularly on Municipal Parkway or to connect cul-de-sacs to the larger area within a neighborhood.



Sidewalks provide a safe space to travel on foot.

Marked Crosswalks

Marked crosswalks indicate optimal or preferred locations for pedestrians to cross and help delineate where vehicles are to stop so as not to interfere with the pedestrian crossing. Marked crosswalks can increase visibility of people walking and encourage yielding among people driving. Marked crosswalks can be especially useful at transit stops or other pedestrian generators located on long blocks, where the distance between existing marked crosswalks is greater than 1,000 feet. This treatment would be useful along residential streets to nearby parks, at trail crossings, and other civic destinations.



Marked crosswalks indicate a preferred crossing location and increase pedestrian visibility.

Crossing Islands/Pedestrian Refuge Islands

Crossing islands (also known as pedestrian refuge islands) are raised islands placed in the center of the street at intersections or mid-block. Crossing islands allow pedestrians to deal with only one direction of traffic at a time by enabling them to stop halfway across the street and wait for an adequate gap in traffic before crossing the second half of the street. They are especially effective at reducing crashes at uncontrolled locations on busy roadways where gaps are difficult to find, particularly for slower pedestrians, such as pedestrians with disabilities, older pedestrians, and children. Roads with high-speed or multi-lane traffic should include a pedestrian hybrid beacon (see below), in addition to a pedestrian refuge island, to increase vehicular awareness. Crossing islands would increase pedestrian comfort when crossing wide roadways such as FM 2252 or FM 3009.



Crossing islands provide refuge for people crossing the street and enable them to cross a single direction of traffic at a time.

Pedestrian Hybrid Beacons

Pedestrian hybrid beacons allow for additional safety when crossing a street mid-block, particularly on roads with high-speed or multi-lane traffic. This overhead stoplight activates only when a pedestrian is present and pushes the cross button. Pedestrian signal indicators tell the pedestrian when the stop-lights are activated for automobile traffic and the amount of time in seconds that is available to safely cross, in addition to the “DO NOT WALK” phase. As vehicles approach shortly after the cross button is pushed, the lights will turn yellow, similar to a standard traffic light.



Pedestrian hybrid beacons offer clear guidance on when pedestrians may cross the street at a mid-block crosswalk and raise awareness to automobile traffic

A solid red signal is the same as a standard red-light, in which the walk-sign will enable for the pedestrian to cross. Shortly thereafter, the solid red signal transitions into a flashing red sign, indicating that the crosswalk should be treated by vehicular traffic as a stop sign and wait for pedestrians to finish crossing before continuing through the intersection, one-vehicle per lane at a time. After the flashing-red phase is complete, the light will simply turn off, allowing automobile traffic to continue through the crosswalk uninterrupted. Pedestrian hybrid beacons

would increase pedestrian comfort and safety when crossing roads such as FM 3009 and FM 2252.

Pedestrian Signal Indicators

Pedestrian signal indicators ensure pedestrians will know when the signal phasing allows them to cross and when they should not be crossing. Countdown pedestrian signals inform pedestrians of the amount of time in seconds that is available to safely cross during the flashing “DO NOT WALK” phase. This device is particularly useful at crosswalks with long crossing distances. The walk phase should allocate enough time for pedestrians of all abilities to safely cross the roadway. In cases with a high number of pedestrians crossing or along roads with a long crossing distance, a leading pedestrian interval (allowing pedestrians a three-second walk phase head start prior to the automobile lane lights turning green) may help increase pedestrian safety and driver awareness. Additional pedestrian signals along FM 3009 and FM 2252 would facilitate safer crossing of major streets.



Pedestrian crossing signals provide clear guidance on when people walking may cross the street.

Chicanes

Chicanes are a traffic calming measure that divert the path of travel along a roadway, causing vehicles to slow in order to make lateral shifts and/or pass through a narrowed section of roadway. Chicanes can take the form of curb extensions, center islands, or staggered on-street parking. On low-speed and low-volume residential streets, chicanes are often mid-block curb extensions used to slow traffic by introducing lateral shifts to both sides of the roadway, at times resulting in one-lane of travel. They are most effective on long, straight neighborhood streets with little to no truck traffic.



Chicanes compel people driving to slow down on neighborhood streets.

Mini-Traffic Circles

Mini-traffic circles are circular islands installed in the center of appropriate residential street intersections to reduce traffic speeds and collisions. Traffic circles require people driving to slow down while allowing continuous traffic flow. They can be installed in lieu of signals or stop signs, especially in residential areas where streets make sudden directional changes (also known as modified T-intersections). Mini-traffic circles can be an effective traffic calming measure where cut-through or speeding traffic is common. This treatment could be a useful tool for reducing speeding within residential areas. Traffic circles, compared to signalized intersections, require less maintenance and because they do not rely on electricity or overhead structures to be effective, they are considered resilient in the face of extreme conditions (wind, power failure, etc.).



Mini traffic circles help slow vehicular traffic on residential streets.

Choker/Pinch Point

Chokers, or pinch points, can be an effective traffic calming measure where speeding traffic is common. They are curb extensions that reduce the width of the road to a narrow two-lane channel or to one lane. They are installed mid-block of an appropriate residential street to reduce traffic speeds. Pinch points require people driving to slow down as the travel lane's width decreases, some larger vehicles may even need to yield the right-of-way to ensure their vehicle has adequate space to continue. They can be installed in conjunction with marked crosswalks along pedestrian routes to reduce vehicular speeds and decrease the crossing distance for pedestrians. This treatment could be a useful tool for traffic calming in the City of Garden Ridge.



Chokers serve to reduce the width of travel lanes, slowing down vehicular traffic. They can be used in conjunction with marked crosswalks to reduce the crossing distance for pedestrians.

Raised Crosswalks

Raised crosswalks are highly effective at reducing vehicle speeds and increasing driver awareness. The pedestrian crossing is generally flat and at the same height as the sidewalk, whereas a raised crosswalk ramps up. In that way, the raised crosswalk acts as a speed table, ensuring pedestrians are given priority on the crossing. This treatment is especially effective in areas of low to medium car traffic or on right-turn slip-lanes, connecting the main sidewalk to the pedestrian island. When used on a right-turn slip lane, it increases attention by drivers, who may be looking to their left when merging into traffic, inadvertently ignoring the pedestrian crossing. Raised crosswalks may be most effective along the FM 3009 and FM 2252 corridors.



Raised crosswalks raise awareness and lower vehicular speeds on the approach to a crosswalk, particularly in areas like slip lanes.

Curb Radius Reduction

In areas with high curb radii, vehicles are allowed to turn at higher speeds, similar in function to a slip-lane. This gives less time for vehicles to react to the surrounding environment, encourages higher-speed travel, and increases the crossing distance for pedestrians. Reducing the curb radius is highly effective in residential areas or corridors where greater pedestrian traffic is expected. It forces drivers to take extra caution on turns, giving more time for driver attention and decreases crossing distances for pedestrians. It is important to understand the type of traffic that frequents the intersection as high-volume truck traffic may require greater turning radii. Curb radius reductions would be beneficial to much of the residential areas throughout Garden Ridge.



Reducing the curb radius, even in places without sidewalks, reduces the crossing distance for pedestrians and requires vehicles take the turn at slower speeds.

POLICY

Mixed-Use Zoning

Mixed-use zoning is a type of zoning that, in smaller town contexts, can be used to develop a town center or along major corridors to encourage denser development conducive to walking, cycling, and a high density of businesses and amenities. When used over a larger area, mixed-use development is highly effective at reducing car dependency and creating a wider range of viable transportation options. Overall, increasing the population density of an area will increase the economic viability for commercial development, decreasing the distance between areas of interest. Generally, mixed-use districts are between 2-5 stories, but single-story developments can also be effective in town centers. Larger lot sizes, setbacks, and Euclidean zoning (separation of land uses by type—residential, commercial, retail, industrial, etc.), as currently seen within the City of Garden Ridge, increase the distance between destinations and results in an area being less walkable.² This policy change is overseen by the City of Garden Ridge Planning and Zoning Commission and may require City Council involvement.



Mixed use developments are conducive to a “town center” built environment and increases population density around amenities, decreasing walking distances.

Reducing Speed Limits

Vehicular speed is one of the most significant factors in relation to the safety of pedestrians and bicyclists. As vehicle speed increases, its momentum increases exponentially, especially along roadways with a large volume of truck traffic. Reducing speed limits are most effective in areas near amenities such as schools, parks, libraries, or around areas with pedestrian crosswalks. According to the Federal Highway Administration, a vehicle traveling at 30 mph has a 45% chance of killing or seriously injuring a pedestrian, while at



Reducing speed limits around areas of interest allows pedestrians and bicyclists to traverse the areas more safely.

² Guide to Community Preventive Services. *Physical Activity: Built Environment Approaches Combining Transportation System Interventions with Land Use and Environmental Design*. (2017) <https://www.thecommunityguide.org/findings/physical-activity-built-environment-approaches.html#print>.

20 mph this change drops to 5%³. Reducing speed limits may be most successful in areas with high pedestrian activity, but roads with a wide right-of-way may see non-compliant drivers as the built environment is conducive to higher speeds. This policy change may require City Council involvement, partnership with state and county agencies, and a number of Homeowner's Associations to ensure consistency throughout the city. Currently, cities within Texas may not reduce speed limits below 25 mph without conducting a traffic study. However, current legislation is aiming to reduce the barrier to 20 mph.

IMPLEMENTATION

Arguably the most difficult part of a plan is implementation. Variables outside of the municipality's control can make projects difficult to implement. Developing a coalition of local and regional organizations may help convince agencies to support and sponsor Garden Ridge's efforts. If the priorities of a road outside of Garden Ridge's jurisdiction do not align with the City's priorities, it may be best to look into off-street infrastructure options. In addition, the creation of implementation committees has generally resulted in greater efforts to complete plans in a timely manner. On top of an implementation committee, Garden Ridge may wish to identify pedestrian corridors, prioritizing infrastructure improvements to these areas first. In finding priority areas, the City would be giving safer pedestrian access in a timelier manner to corridors where the greatest number of people would benefit. Overall, implementing changes to the transportation system will require support from the Texas Department of Transportation, local officials, community organizations, businesses, property owners, residents, and the public.

³ Pilkington P. (2000). Reducing the speed limit to 20 mph in urban areas. Child deaths and injuries would be decreased. *BMJ (Clinical research ed.)*, 320(7243), 1160.
<https://doi.org/10.1136/bmj.320.7243.1160>

REMINDERS



A combination of infrastructure improvements may serve to increase safety and comfort for pedestrians (and cyclists). The image above is a raised, mid-block crosswalk with protected bicycle intersection and pinch point for vehicular traffic.

A combination of infrastructure and policy improvements can serve to further the goals of Garden Ridge’s effort to increase walkability, specifically when connecting residents to amenities and trail crossings. It is pertinent that all tools are considered and that improvements are based on a **priority of safety** when looking to increase walkability in an area. On through-streets, particularly on roads not owned by the City of Garden Ridge, it is important to work with the governing entity to express the interests of the area.

FUNDING SOURCES

Funding is not guaranteed for projects identified through the Walkable Community Workshop Program. Rather, the workshop is intended to bring together community members, transportation agency representatives, and other stakeholders to identify and prioritize transportation needs. This report is a way for the community to speak with one voice to assist decision makers in identifying transportation solutions specific to the local community.

Leveraging various funding sources can be helpful in getting desired projects implemented. Some examples of various funding sources are listed below. This is not an exhaustive list, and some funding sources may only be relevant for certain types of projects. Local government representatives and staff are encouraged to work with community members and other

stakeholders to identify funding opportunities for projects that address the needs listed in this report.

The funding sources listed below involve a competitive process for funding awards, either through a project call or notice of funding opportunity for grants. It is important to note that AAMPO, and others, may allow for additional points to be earned during the competitive process, as a result of planning for improvements listed in this report. The City is encouraged to reach out to these entities and request being added to their information distribution database.

Potential Project Funding Sources		
Source	Program	Description
Alamo Area Metropolitan Planning Organization	Congestion Mitigation and Air Quality Program (CMAQ)	CMAQ is a reimbursable federal funding program for construction costs focused on reducing congestion and improving air quality to help meet the requirements of the Clean Air Act. Examples of eligible projects include bicycle and pedestrian facilities, transit improvements, congestion reduction, traffic flow improvements, and freight. All applicable federal rules apply. For more information, contact aampo@alamoareampo.org .
	Surface Transportation Block Grant Program (STBG)	The STBG is AAMPO's broadest federal funding program. Projects are selected on a competitive basis. Eligible projects include, but are not limited to, improvements to major roads, bicycle and pedestrian facilities, and public transportation projects. STBG is a reimbursable program for construction costs and all applicable federal rules apply. For more information, contact aampo@alamoareampo.org .
	Transportation Alternatives	Transportation Alternatives is a federal funding program that is specifically for bicycle, pedestrian, and transit projects. This is a reimbursable program for construction costs and all applicable federal rules apply. For more information, contact aampo@alamoareampo.org .
Texas Department of Transportation	District Discretionary Funds	These funds address miscellaneous projects selected at the TxDOT San Antonio District's discretion. Projects must be on the state highway system. For more information, visit http://www.txdot.gov/inside-txdot/district/san-antonio.html .
	Transportation Alternatives	Transportation Alternatives is a federal funding program that is specifically for bicycle and pedestrian

		<p>projects. This is a reimbursable program for construction costs and all applicable federal rules apply. TxDOT administers TA funds to projects independently from AAMPO. More information available at: https://www.txdot.gov/business/grants-and-funding/bicycle-pedestrian-local-federal-funding-programs.html.</p>
Texas Parks and Wildlife	Local Parks Grants	<p>The Local Park Grant Program consists of 5 individual programs that assist local units of government with the acquisition and/or development of public recreation areas. The program provides 50% matching grants on a reimbursement basis to sites that are dedicated as parkland. More information available at: https://tpwd.texas.gov/business/grants/recreation-grants/about-local-parks-grants.</p>
	Recreational Trails Grants	<p>Administered under the approval of Federal Highway Administration, this federally funded program reimburses cities up to 80% of project cost. Awards are limited to \$300,000 for non-motorized trails or \$600,000 for motorized trail grants. More information available at: https://tpwd.texas.gov/business/grants/recreation-grants/recreational-trails-grants.</p>
United States Department of Transportation	Safe Streets and Roads for All Grant Program (SS4A)	<p>These funds support initiatives to prevent roadway deaths and serious injuries. Counties, cities, transit agencies, MPOs, and Tribal governments are eligible to apply. More information available at: https://www.transportation.gov/grants/SS4A</p>
	Rebuilding American Infrastructure with Sustainability and Equity Grant (RAISE)	<p>A competitive grant process for numerous transportation projects, including highway, bridge, or other road projects. The federal cost share may not exceed 80% of total project cost. Minimum rural awards for capital projects are \$1 million; minimum urban awards for capital projects are \$5 million. More information available at: https://www.transportation.gov/RAISEgrants.</p>

NEXT STEPS

AAMPO will provide copies of this report to the elected officials and appropriate departments within the City of Garden Ridge, Comal County, Alamo Area Council of Governments, and Texas Department of Transportation. This report will also be available on AAMPO's website at <https://www.alamoareampo.org/ActiveTransportation/>.

Here are some steps community members can take after the Walkable Community Workshop to build momentum and get desired results:

- Share the report. Talk to neighbors, community leaders, and other stakeholders who could not attend the workshop.
- Identify community and individual actions that can help move ideas toward implementation.
- Use this report as a resource. It includes contact information for agencies and individuals who can answer questions and provide guidance.
- Partner with local groups on events that promote safety and accessibility for non-motorized transportation.
- Advocate for policy changes that support safe and walkable communities.
- Work with the City to include provisions for non-motorized facilities in future plans and projects.
- Attend government meetings to express interest in improving walking and biking infrastructure.
- Contact your local elected representatives and officials to voice specific concerns in your area.

Improving a neighborhood takes time, funding, and dedication, and planning for the future is an ever-changing process. Planning for a safe walking and biking environment contributes to a healthy and vibrant community. AAMPO supports the City of Garden Ridge in its efforts to improve walkability, safety, and quality of life for its residents.

For more information on the Walkable Community Workshop Program, contact Matthew Moreno at (210) 230-6931 or moreno@alamoareampo.org.

APPENDIX A

GARDEN RIDGE WALKABLE COMMUNITY WORKSHOP, WORKSHOP AGENDA JUNE 27, 2023



City of Garden Ridge
Walkable Community Workshop
Garden Ridge Community and Event Center
9400 Municipal Pkwy, San Antonio, TX 78266
Tuesday, June 27, 2023
6:00 PM – 8:00 PM



Background

This workshop seeks to identify transportation and land-use concerns in the area that pose a barrier to the community being pedestrian and cyclist friendly. It is intended to help prepare the City of Garden Ridge for future pedestrian and bicycle infrastructure improvements by identifying and prioritizing the areas of need and explore potential solutions. Any potential solutions will require further study and engineering and will be based on need and feasibility.

Goals for Today's Workshop

- Inform the public on what walkability is, how it is beneficial, and why Garden Ridge is participating in this workshop.
- Map walkability and bikeability concerns using AAMPO's online crowdsourcing tool findings and physical maps.
- Identify community priority areas for improvements and explore potential solutions.

Agenda

- 6:00 p.m.** Welcome and Introductions – City of Garden Ridge and Alamo Area MPO
- City of Garden Ridge Master Land Use Plan and Goals for Walkability – City of Garden Ridge
- What is AAMPO, Walkability, and the Walkable Community Program? – Matthew Moreno, AAMPO
- Mapping Concerns and Ideas Within the Workshop – Matthew Moreno, AAMPO
- 6:30 p.m.** Facilitated Group Discussion and Mapping
- 7:30 p.m.** Group Reports
- 7:50 p.m.** Next Steps and Closing Remarks

For more information, please visit <https://alamoareampo.org/yourmove/gardenridge/>, use the QR code, or contact Matthew Moreno at (210) 230-6931 or moreno@alamoareampo.org



APPENDIX B

GARDEN RIDGE WALKABLE COMMUNITY WORKSHOP, FLYER 2023

AAMPO

GARDEN RIDGE

WALKABLE COMMUNITY WORKSHOP



The City of Garden Ridge and the Alamo Area MPO (AAMPO) are hosting a Walkable Community Workshop to help identify mobility improvements that encourage walking or bicycling to schools, businesses, and recreation. This workshop brings the community and partner agencies together to discuss barriers to walking and biking and developing concepts to overcome these barriers.

Tuesday, June 27, 2023

6:00 P.M. - 8:00 P.M.

Community and Events Center

9500 Municipal Pkwy

Garden Ridge, TX 78266



AAMPO has developed an interactive online app to gather input for active transportation mobility improvements. **AAMPO will also be at Garden Ridge Market Days on June 10, 2023 from 9 AM – 2:30 PM** demonstrating the app and capturing comments related to walkability in the area.

We encourage you to visit www.alamoareampo.org/yourmove/gardenridge/. Input will be accepted online through Sunday, June 18, 2023 and at the workshop.

For more information, contact Sonia Jiménez at (210) 668-3614 or jimenez@alamoareampo.org.

APPENDIX C

GARDEN RIDGE WALKABLE COMMUNITY
WORKSHOP, ALAMO AREA MPO
PRESENTATION
JUNE 27, 2023



GARDEN RIDGE WALKABLE COMMUNITY WORKSHOP

JUNE 27, 2023

Matthew Moreno, Multimodal Transportation Planner

www.alamoareampo.org

AAMPO

OVERVIEW

What is the AAMPO?

What is Walkability?

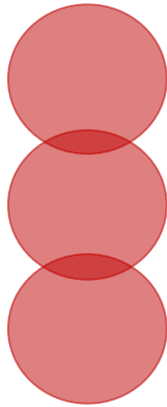
What is a Walkable Community Workshop?

What is Next?

www.alamoareampo.org

AAMPO

We Plan to Keep you Moving



Cooperative: No single agency has responsibility for the entire transportation system

Comprehensive: Encompassing all transportation modes, as well as local land use/economic development plans

Continuous: Ongoing planning to address short and long term transportation vision and needs

MPO PLANS AND DOCUMENTS



Unified Planning Work Program (UPWP)

AAMPO staff budget and smaller regional planning studies over a two year timeframe



Transportation Improvement Program (TIP)

Short-range planning document highlighting funded transportation projects/programs within a four-year timeframe



Metropolitan Transportation Plan (MTP)

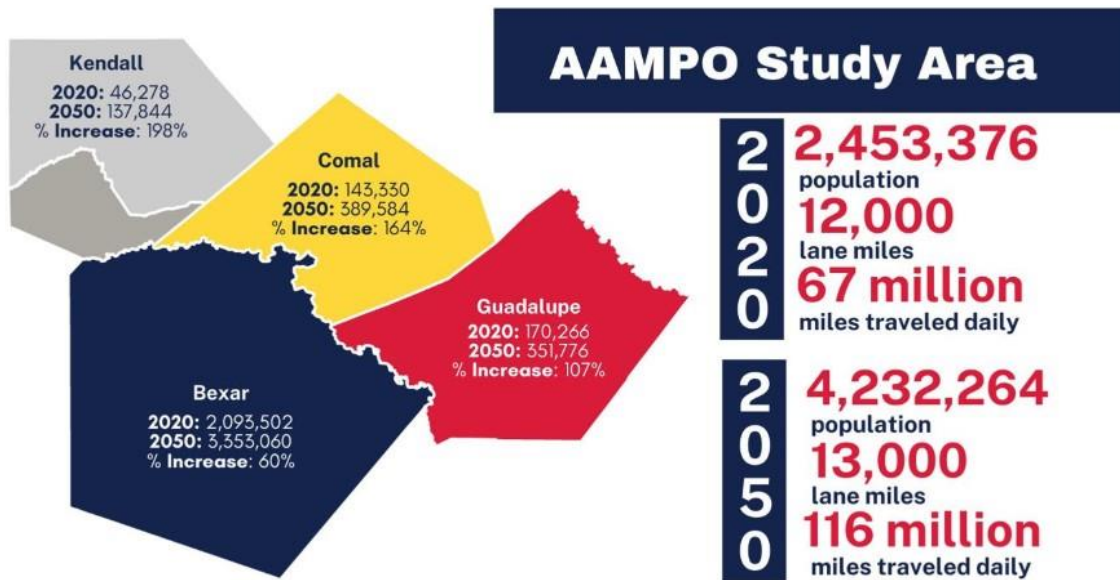
Long-range planning document outlining future goals, strategies, and transportation projects for 20-25 years



Transportation Conformity Document (TCD)

Evaluates future transportation projects to ensure they cause no further harm to air quality; approved through a significant interagency consultation process.

Study Area



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AAMPO

WHAT IS WALKABILITY?



Walkability is a measure of how friendly an area is to pedestrians.

Walkable communities are pedestrian-friendly and where local trips can be made without a car.

WHY IS WALKABILITY IMPORTANT?

- Exercise
- Cleaner air
- Cleaner water
- Reduced automobile costs
- Energy and natural resource conservation
- Social engagement
- Economic development
- Increased safety
- Transportation choices/equity
- Greater quality of life



THE DEMAND FOR WALKABILITY

56.9%

of respondents say **connectivity**

and **walkability**

are **needed**

CHARACTERISTICS OF WALKABLE COMMUNITIES

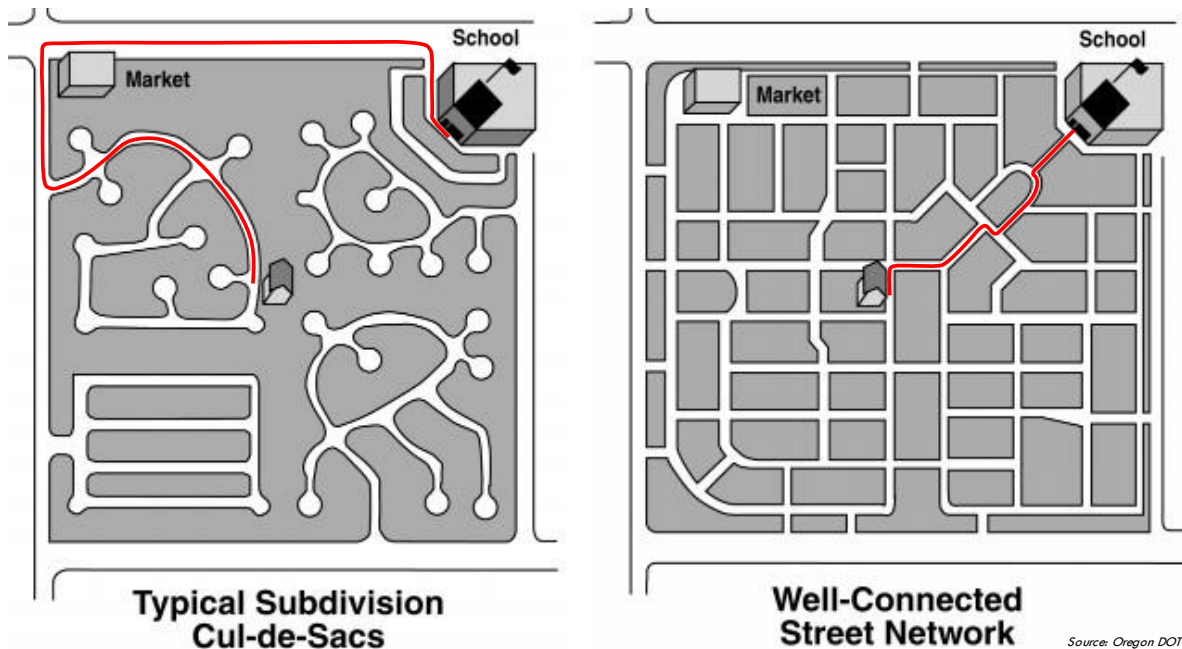
Multimodal transportation system

A variety of modes are available, and connections exist between modes.



CHARACTERISTICS OF WALKABLE COMMUNITIES

Street and sidewalk connectivity



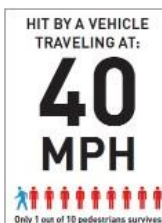
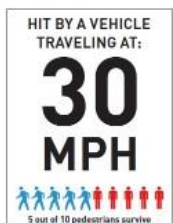
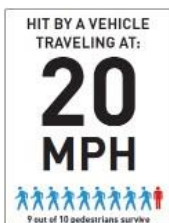
CHARACTERISTICS OF WALKABLE COMMUNITIES



Connectivity
Safety
Comfort

WALKABLE NEIGHBORHOODS - SAFETY

VEHICLE SPEED IS THE **GREATEST FACTOR** IN PEDESTRIAN SAFETY



SIGHTLINES AND REACTION
TIME DECREASE AS SPEED
INCREASES



CHECK YOUR LOCAL PLANS

City of Garden Ridge Master Land Use Plan 2018



<https://www.ci.gardenridge.tx.us/DocumentCenter/View/2471/GardenRidgeMasterLandUsePlan>



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AAMPO

WALKABLE COMMUNITY WORKSHOPS

Walkable Community Workshops help plan for active transportation modes (walking/biking/micromobility).

Discuss barriers to walking and biking in the area.

Documenting these issues in an AAMPO study raises awareness. It is not a guarantee that projects will be completed.

If a project from this workshop were to be submitted for AAMPO funding, it would receive extra points.

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AAMPO

GARDEN RIDGE WCW

AAMPO

GARDEN RIDGE WALKABLE COMMUNITY WORKSHOP

The City of Garden Ridge and the Alamo Area MPO (AAMPO) are hosting a Walkable Community Workshop to help identify mobility improvements that encourage walking or bicycling to schools, businesses, and recreation. This workshop brings the community and partner agencies together to discuss barriers to walking and biking and developing concepts to overcome these barriers.

Tuesday, June 27, 2023
6:00 P.M. - 8:00 P.M.
Community and Events Center
9500 Municipal Pkwy
Garden Ridge, TX 78266

 SCAN ME

AAMPO has developed an interactive online app to gather input for active transportation mobility improvements. AAMPO will also be at Garden Ridge Market Days on June 10, 2023 from 9 AM - 2:30 PM demonstrating the app and capturing comments related to walkability in the area.

We encourage you to visit www.alamoareampo.org/yourmove/gardenridge/. Input will be accepted online through Sunday, June 18, 2023 and at the workshop.

For more information, contact Sonia Jimenez at (214) 658-2614 or sonia.jimenez@alamoareampo.org.



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AAMPO

MAPPING YOUR CONCERNS

Garden Ridge Walkable Community Workshop

Aesthetics and Geography

Bicycle Facilities

Intersection Safety

Pedestrian Facilities

Recommendations

Garden Ridge Walkable Community Workshop

Pedestrian Facilities

To create a location marker
 Click the map to select the location.
 111-0330, San Antonio, TX

Select from the drop down menu. Tell us more below.

Pedestrian Facilities

Select...

Intersecting streets, dead-end streets, etc.

Click the map to select the location.

Submit...

Email (to receive meeting notices and updates)

Click Browse button to add photos, or documents from your phone, tablet, or computer.

Browse...

Report it

Cancel

<http://alamoareampo.org/yourmove/gardenridge/>

www.alamoareampo.org

AAMPO

GARDEN RIDGE WCW



Goals

1. Inform the public on what walkability is, how it is beneficial, and why Garden Ridge is participating in this workshop.
2. Map walkability and bikeability concerns using AAMPO's online crowdsourcing tool findings and physical maps.
3. Identify community priority areas for improvements and explore potential solutions.

NEXT STEPS AFTER WORKSHOP

AAMPO staff will develop workshop report

AAMPO will present findings to Zoning Commission and City Council

AAMPO will submit report to TxDOT and partner agencies

Area leadership works with partner agencies to identify funding for projects

STAY CONNECTED



www.alamoareampo.org



aampo@alamoareampo.org



825 South Saint Mary's Street
San Antonio, Texas 78205



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www.youtube.com/thealamoareampo



www.instagram.com/alamoareampo

www.alamoareampo.org

AAMPO



THANK YOU!

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210-230-6931