



MEMORANDUM
July 8, 2009

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, July 15, 2009 at 3:30 p.m.
at 825 S. St. Mary's St, San Antonio, Texas 78205

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

AGENDA

1. Roll Call
2. Citizens to be Heard
3. Discussion and Appropriate Action on the June 17, 2009 Meeting Minutes
4. Discussion and Appropriate Action on the Pedestrian Mobility Advisory Committee's By-Laws (Lydia Kelly/MPO)
5. Discussion and Appropriate Action on the Draft Pedestrian Chapter of the San Antonio – Bexar County Metropolitan Planning Organization's Metropolitan Transportation Plan 2035 (Lydia Kelly/MPO)
6. PMAC Communications

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Pedestrian Mobility Advisory Committee**July 15, 2009****1. Roll Call**

Commissioner Adkisson	Chairman	Bexar County	210-335-2614
David Frost	Vice Chair	VIA ADA	210-362-5101
Annette Prosterman	Transportation Coordinator	AACOG	210-362-5228
Anne Larme	Citizen	Bexar ADA Council	210-735-5161
Richard Higby	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
Erica Haller-Stevenson		CSA Metro Health	210-207-0160
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
Julia Diana	Bicycle Pedestrian Coordinator	CSA Office of Environmental Policy	210-207-6321
Rick Schroder	City of Helotes	GBCCC	210-695-8877
Eloy Rosales	Representative	SAUCC	210-207-6949
Ken Zigrang	Ped.Coord.	TXDOT	210-615-5923
Abigail Kinnison	Planner	VIA Planning	210-362-2564
Lillie Harris	New Jefferson Heights NA	Walking Organization	210-223-4753

2. Citizens to be Heard

3. Discussion and Appropriate Action on the June 17, 2009 Meeting Minutes

Issue

The June 17, 2009 PMAC Minutes are presented for review.

Action Requested

A motion to approve the June 17, 2009 PMAC Meeting Minutes is requested.



**Pedestrian Advisory Mobility Committee
Meeting Minutes
June 17, 2009**

VOTING MEMBERS PRESENT:

Commissioner Adkisson (Chair)	Bexar County
David Frost (Vice-Chair)	VIA Metropolitan Transit ADA
Annette Prosterman	Alamo Area Council of Governments
Anne Larmer	Bexar ADA Council
Richard Higby	Bexar County
Brian Crowell	Citizen
Rachel Cywinski	Citizen
George Burton	Citizen
Mark McDonald (alt)	City of San Antonio Disability Department
David Arciniega	City of San Antonio Parks and Recreation Department
Priscilla Rosales-Piña	City of San Antonio Planning and Community Development Department
Eloy Rosales	San Antonio Utilities Council
Ken Zigrang	Texas Department of Transportation
Abigail Kinnison	VIA Metropolitan Transit Planning

VOTING MEMBERS ABSENT:

Bill Peters	Bexar Schools
Chip Henderson	Citizen
Erica Haller-Stevenson	City of San Antonio Metro Health Department
Rick Schroder	Greater Bexar Council of Cities
Lillie Harris	Walking Organization

OTHERS PRESENT:

Clayton Elkins	Metropolitan Planning Organization
Nick Page	Metropolitan Planning Organization
Ambar Perez	Metropolitan Planning Organization

1. Roll Call

Commissioner Adkisson called the meeting to order at 3:45 p.m. The roll was read and a quorum was present.

2. Citizens to be Heard

There were no citizens to be heard.

3. Discussion and Appropriate Action on the May 20, 2009 PMAC Meeting Minutes

Commissioner Adkisson asked if there were any changes to the minutes. Rachel Cywinski stated the minutes did not include her comments of not attending the PMAC meeting in three months. She stated she asked her alternate to attend the meetings, but her alternate attended only once. Cywinski asked that this be added to the minutes. Ambar Perez will make the necessary changes to the minutes.

Commissioner Tommy Adkisson approved the May 20, 2009 Meeting minutes with the amendment.

4. Discussion and Appropriate Action on Strategies to encourage the implementation of the Complete Streets Policy

Commissioner Tommy Adkisson reviewed the two letters addressed to municipalities and agencies responsible for the construction of sidewalks. The committee agreed to change the last sentence in the first paragraph of the letter to: A copy of the resolution is attached for your information and consideration. Rather than: A copy of the resolution is attached for your review.

Commissioner Adkisson suggested the committee to present a PowerPoint Presentation demonstrating examples and pictures of the "Complete Streets" concept to those recipients of the letters. He advised to target a number of the critical and larger utility companies during their public meetings.

Ken Zigrang suggested developing a PMAC sub-committee to gather this information and prepare the presentation. The sub-committee members are Richard Higby, Rachel Cywinski, George Burton, David Arciniega, Mark McDonald, Abigail Kinnison, Brian Crowell, and Ken Zigrang. Commissioner Adkisson asked to be kept in the loop concerning the sub-committee decisions.

Priscilla Piña moved to accept the two letters with final changes. Rachel Cywinski seconded the motion. The motion was unanimously approved.

5. Discussion and Appropriate Action on the Pedestrian Mobility Advisory Committee's By-Laws

Nick Page explained that the current by-laws include the City of San Antonio (CoSA) Public Works Department. The Bicycle/Pedestrian Coordinator position has been moved to the Office of Environmental Policy. This makes changes to the by-laws necessary so the CoSA Bicycle/Pedestrian retains membership on PMAC as a voting member. An update of the by-laws will reflect the Bicycle/Pedestrian Coordinator position rather than the department since the position may not always be located in the

in the Office of Environmental Policy. This change will be on the Transportation Policy Board agenda for approval on June 22, 2009.

Ken Zigrang moved to approve the update of the PMAC By-Laws to remove the CoSA Public Works position and replace it with the CoSA Bicycle/Pedestrian Coordinator. George Burton seconded the motion. The motion carried unanimously.

6. PMAC Communications

Commissioner Adkisson suggested inviting Patti Radle to a future PMAC meeting and present ADA accomplishments that her non-profit organization has accomplished in the community.

With there being no other business, Commissioner Adkisson adjourned the meeting at 4:10 p.m.

**Commissioner Adkisson
Chair,
Pedestrian Mobility Advisory Committee**

4. Discussion and Appropriate Action on the Pedestrian Mobility Advisory Committee's By-Laws

Issue

Per the by-laws, a position is considered vacant when the member, or an alternate, has not attended for six consecutive meetings. A letter explaining the situation and announcing the position is considered vacant will be sent to individuals who do not attend six consecutive meetings. This is an opportunity to discuss one such vacancy.

Action Requested

No formal action by PMAC is required.

5. Discussion and Appropriate Action on the Draft Pedestrian Chapter of the San Antonio – Bexar County Metropolitan Planning Organization’s Metropolitan Transportation Plan 2035

Issue

Planning for the future transportation needs of this region requires a comprehensive look at the current transportation system, future demographics, the preferred growth scenarios and the anticipated available funding for the area for transportation projects. Every five years MPOs are required to document the process. Currently the MPO is planning for the Metropolitan Transportation Plan (MTP) 2035. Included in the planning process is planning for pedestrians in the region. This is an opportunity for committee members to comment on the draft Pedestrian Chapter of the MTP 2035. The project list PMAC has developed will be included in the Pedestrian Chapter of the MTP 2035.

Action Requested

No action is requested this month. Opportunity for comment is open through September 30, 2009.

5. Pedestrian System

Accomplishments over the Past Five Years

The MPO study area has seen a steady increase in population in the past five years and continues to grow. As travel time and congestion increases the concept of complete the streets and smart growth have surfaced as plausible development styles for the region. The MPO's Pedestrian Mobility Advisory Committee (PMAC) introduced the "Complete Streets" Resolution and saw it adopted by the Transportation Policy Board. This is the cornerstone for planning "for pedestrians first" in the region. It is hoped that policies will be developed that support implementation of the "Complete Streets" concept at the partner agency levels, as well.

In January 2005, the MPO expanded the Bicycle/Pedestrian program with the addition of a full time planner. Shortly thereafter the City of San Antonio appointed a full time Bicycle/Pedestrian Coordinator. With the addition of these two positions the region's commitment to pedestrian and cyclists became more evident.

The Walkable Community Program continues to be a resource for communities. During the last five years it developed from four independent activities. The program includes public involvement workshops, bicycle and pedestrian safety classes for both children and adults, and facilitation and support of bike rodeos. The program's emphasis is on awareness of the benefits of including pedestrian and bicycle facilities whenever feasible. The program also focuses on safety as it pertains to pedestrians and cyclists. Working with residents of a neighborhood or within school boundaries, MPO staff educate on the elements of a walkable community with complete streets. During a mapping exercise residents identify concerns that limit the walkability of their community. A report is developed from the workshop and provided to elected officials and appropriate agency staff. Residents feel empowered by the process. They have written documentation of the communities desired improvements to work with as funding becomes available.

The San Antonio Express-News newspaper supports the safety aspect of program by allowing monthly safety Public Service Announcements in the Metro Section. This is a public outreach opportunity as the MPO receives feedback on the tips by phone from individuals who are unaware of who or what the MPO is or does.

The Walk & Roll Program continues to be a practical program that introduces the public to the alternative transportation planning aspect of the MPO. The MPO has partnered with the Alamo Area Council of Governments for four events.

The MPO is the lead agency on the Walk & Roll to Work Rally and the Walk & Roll Fest that take place each May. Residents of the community are asked to walk, roll (wheelchair), cycle, car/vanpool or bus to work and for trips that are one mile or less. May 2009 marked the thirteenth anniversary for the Walk & Roll program. The City of San Antonio has consistently been an integral partner of the success by allowing space

for the events. Beginning in May 2007, VIA Metropolitan Transit provides free rides to cyclists who bring their bikes on the bus the day of the Walk & Roll Rally. With the support of the partner agencies, the Walk & Roll events never have less than five hundred participants. These events are also an opportunity to partner with the community. The Texas Wanderers, San Antonio Wheelmen, South Texas Off Road Mountain Bikers and businesses throughout the region support the event by participating or providing door prizes for the events. Both the Rally and Fest are celebrations of the benefits of active transportation.

Alamo Area Council of Governments is the lead agency for the Walk & Roll Corporate Challenge and the Walk & Roll Independent Challenge. These challenges focus on the benefits to air quality when people get out of their single occupancy vehicles and use active transportation. The events happen during ozone season. Corporations are encouraged to support employees who use alternative transportation. Individuals are asked to use alternative modes of transportation for any trip that is a mile or less from home or the office.

The entire Walk & Roll Program stresses the impact each individual can make on their own health and the health of the environment by choosing active transportation over driving in a single occupancy vehicle. The program educates on the substantial cumulative effect active transportation has on improving air quality.

Public involvement is essential to the success of the Walkable Community and Walk & Roll programs. Understanding where the community would like to see pedestrian and bicycle facilities supports effective planning.

Background

Walking is the primary means of human locomotion and is a viable, active, alternative mode of transportation for residents of the study area. Nearly every trip starts and ends as a pedestrian, including trips that involve the use of an automobile. The pedestrian environment is about the foundation of basic transportation; walking. Streets serve a multitude of social, recreational and ecological needs that must be considered in planning the transportation system. A comprehensive approach to planning facilities identifies pedestrian needs and current system deficiencies, examines optional improvements and prioritizes implementation strategies. An all-inclusive approach ensures the needs of all potential users are addressed, including people with disabilities.

Alternative transportation systems can enrich the livability of a community and reduce congestion, improve mobility, as well as improve the over all quality of life for residents. It is not the intention to prioritize pedestrian projects for each jurisdiction, identify specific funding sources for each jurisdiction, or review and recommend specific ordinances for each jurisdiction. This chapter is designed to offer a regional perspective of pedestrian connectivity.

The San Antonio-Bexar County Metropolitan Planning Organization's (MPO) strives toward a regional network of diverse, walkable, bikeable, and transit-friendly communities linked by a comprehensive multi-modal system that provides access to home, work, education, commerce, transit, and recreation. This vision recognizes the importance of balance among all transportation modes, connects transportation and land use, and understands that economic and community development is sustained by the region's quality of life and environmental health. It serves as the framework toward a regional Walkable community which includes an accessible pedestrian facilities system that is safe, continuous, convenient, attractive, and affordable. This is evident from the "Complete Streets" resolution passed by the MPO Transportation Policy Board on March 23, 2009.

Existing Pedestrian System

The existing pedestrian system continues to be composed of areas with new sidewalks, areas with very old sidewalks and areas with no sidewalks. Pedestrian travel does not stop where the sidewalk ends. This is easily identified by the worn pathways seen throughout the study area especially along transit routes. A 2005 study conducted by the MPO estimated the cost of rehabilitating the entire pedestrian system in the region to cost approximately three billion dollars. A 2009 study conducted to determine the pedestrian level of suitability rated the region a D out of a possible A to F scoring system.

A partnership with all transportation partners is underway and is improving the existing pedestrian system. Prioritizing projects and funding that address pedestrian needs is essential for the region to truly become walkable. It must be the will of the residents, the will of the TPB and the will of each partner agency that the region be walkable and include complete streets before there is success in the pedestrian transportation system.

Pedestrian Needs and Issues

Pedestrians need facilities that are safe and convenient. Complete Streets are defined as roadways that enable safe and convenient access for all users, including pedestrians, bicyclists, transit riders, and drivers (of all ages) and is conducive to efficient movement of people.

There are barriers within the region to effective planning. The intense heat in the summer and the fact that most of the roads are not built on a grid pose a challenge to effective planning. Parallel routes for pedestrian travel are difficult to identify and the weather in San Antonio requires that a successful pedestrian system include tree canopy where possible along with sidewalks. Other barriers to effect pedestrian facility planning includes the number of gated communities, the number of streets with cul-de-sacs and the number of schools and public buildings built on major roadways.

Pedestrian facility goals for the region

The goals developed for pedestrian facilities are based on a process which includes comprehensive, coordinated and continuous regional planning.

Goal 1 Provide a pedestrian network that is responsive to the region's diverse population and is safe for general travel and for extraordinary travel circumstances

Objective 1.1 Link and expand greenways to provide pedestrian facilities separate from roadways at safe distances from curbs and improve existing facilities to enhance safety

Objective 1.2 Promote a high level of pedestrian confidence by furnishing security features such as mid-block lighting and low level vegetation

Objective 1.3 Ensure safe and accessible pedestrian crosswalks in all parts of the study area, particularly in areas with high volumes of pedestrian traffic, such as schools, the downtown area, the medical center area, between high traffic transit routes, and within ¼ mile of all transit stops

Objective 1.4 Ensure safe pedestrian crossings over railroad tracks by providing accessible, well designed and constructed walkways with adequate warning systems to allow pedestrians ample time to cross without the fear of getting a foot or the wheel of a wheelchair caught between the walkway facilities and the tracks

Goal 2 Continue the Walkable Community Program and the safety educational and outreach programs to promote the benefits of pedestrian-orientated design.

Objective 2.1 Engage the public in the transportation planning process

Objective 2.2 Encourage partnerships with organizations and agencies to implement improvements to the pedestrian system

Goal 3 Provide a regional pedestrian network that safely links pedestrian facilities into a whole, workable system by completing on-road and off-road system gaps, providing linkages to activity centers and intermodal facilities, and connects with other modes of travel such as transit

Objective 3.1 Promote land use that encourages pedestrian travel

Objective 3.2 Complete sidewalk gaps, replace substandard or deteriorated sidewalks to improve and encourage pedestrian mobility throughout the study area

Objective 3.3 Promote sidewalk continuity within and between neighborhoods and activity centers; limiting cul de sacs and dead ends

Objective 3.4 Foster partnerships and coordination with activity centers to provide dedicated, safe pedestrian ways across parking lots and open areas, connecting with the public walkway system which will encourage pedestrian traffic

Objective 3.5 Extend pedestrian facilities to serve all transit stops and all transfer facilities

Objective 3.6 Make pedestrian facilities an integral element of existing and future “park and rides” and other transit stations for large volumes of pedestrian traffic

Objective 3.7 Encourage public and commercial parking operators to provide dedicated, safe pedestrian ways that connect with the public walkway system

Goal 4 Employ accessible, barrier-free, state-of-the-art design for all new and replacement pedestrian facilities

Objective 4.1 Designing pedestrian facilities should incorporate the needs of the community whether it will be a local sidewalk, collector sidewalk, multi-use path, urban greenway or crossing

4.1.1 Local Sidewalk: A hard surface walkway, for exclusive pedestrian use, along the side of a street, within the right-of-way

4.1.2 Collector Sidewalk: A hard surface walkway, for exclusive pedestrian use, along the side of a street, within the right-of-way

4.1.3 Multi-Use Path: A hard surface way for shared use by multiple alternative transportation users, for instance pedestrians, bicyclists, and other non-motorized users

4.1.4 Urban Greenway: A separated hard surface walkway with parallel bikeway within a street right-of way that follows the street, but features a physical separation between users

Objective 4.2 Acquire sufficient right of way clear of utility conflict and design pedestrian facilities with adequate capacity to accommodate anticipated traffic

Objective 4.3 Blend pedestrian facility design with area type and natural environment to determine if a pedestrian corridor or pedestrian district is appropriate

4.3.1 Pedestrian Corridor: A street segment characterized by a linear distribution of dense mixed uses supported by adjacent residential land use and served by co-linear transit routes

4.3.2 Pedestrian District: An area characterized by a density of mixed uses and clustered pedestrian destinations

Objective 4.4 Provide for landscaping and aesthetics as part of the overall facility design

Objective 4.5 Strive for barrier free expansion on sidewalks such as mailboxes and vehicle parking that limits access

Goal 5 Effectively utilize available resources to provide for basic pedestrian mobility and accessibility needs before providing enrichments

Objective 5.1 Identify stand alone, dedicated funding throughout the study area for pedestrian facilities

- Objective 5.2** Develop regional strategies and guidelines for expenditure of resources on capital improvements to optimize the available funding
- Objective 5.3** Encourage area governments to adopt effective preventive maintenance programs in extending the life of existing pedestrian facilities
- Objective 5.4** Explore public-private partnership possibilities in financing new and replacement pedestrian facilities

Future Pedestrian System

At this time the need for pedestrian facilities is still great. A lot has been accomplished in the last five years, especially in the way of identifying need and planning for improvements. Funding continues to be a hindrance to an extensive pedestrian system. A successful pedestrian transportation system of the future depends on the regional partners' ability to work together to enhance the pedestrian environment, experience and safety; increase opportunities to choose walking; and develop connectivity, continuity and accessibility for residents and visitors. Expanding on the model of Complete Streets and developing policies and programs that support the concepts is the road to successfully having truly walkable communities in the region. Included at the end of this chapter is a potential list of projects that expands the current pedestrian system and improves connectivity within the region for residents.

Established Programs to Meet Future Goals

Pedestrian Mobility Advisory Committee (PMAC)

PMAC is comprised of representatives from neighborhood and community organizations, public agency representatives and other entities and its purpose is to advise the Transportation Policy Board on issues relating to pedestrian concerns. PMAC continues to work with partner agencies and members of the community to identify needs and plan for improvements.

Walk & Roll Program

The Walk & Roll Program is a regional effort to focus on pedestrian and cycling issues during the month of May. The program encourages residents to try walking, cycling, transit or car/vanpooling instead of driving in a single occupancy vehicle. It identifies active transportation as viable options that can be chosen to improve the health of the individual as well as the environment.

Walkable Community Program

The Walkable Community Program (WCP) is available to neighborhood associations, religious organizations, Parent Teacher Associations, or a group of active citizens who

identify a need within a geographic boundary. Components of the Program are public workshops, safety classes, bicycle helmet distribution and bicycle rodeos. The MPO intends to continue the program and perhaps expand it. The reports documenting individual Walkable Community Workshops are available on the MPO's website at www.sametroplan.org and are provided to TPB members, elected officials and partner agency staff to assist in identifying where the greatest transportation needs exist within the study area. Awareness of the potential improvements in the community and safety are the primary focus of the program. The MPO intends to address safety concerns and solutions more in the next five years than in years past.

Pedestrian Mobility Advisory Committee proposed projects: Sidewalks

Street	From	To	Owner	Requested by	Teir Selection
Aransas	Palmetto	Denver	CoSA	Walkable Community Workshop	
Ashby	San Pedro	N Flores	CoSA	VIA Request	
Austin Hwy	Broadway intersection	Loop 410	CoSA	PMAC discussion	
Babcock Rd	DeZavala	Loop 410	CoSA	PMAC discussion	
Babcock Rd	Overlook	Pedestrian bridge for children	CoSA	Walkable Community Workshop	
Benrus	Ridge Dr	Blessing St	CoSA	Walkable Community Workshop	
Broadway	Downtown	Loop 410	CoSA/Alamo Hts	PMAC discussion	
Bulverde Rd	Evans	Marshall	Bexar County	PMAC discussion/sidewalks entire length	
Castroville	Acme	41st	CoSA	VIA Request	
Commerce St	Coca Cola	just west of Houston St	CoSA	VIA Request	
Commerce St	Old Hwy 90	New Braunfels Ave	CoSA	PMAC discussion	
Commerce St	New Braunfels Ave	IH 10	CoSA	PMAC discussion	
Commerce St	Union Pacific tracks	Kraft	CoSA	VIA Request	
Eckert	Huebner	Babcock	CoSA	PMAC discussion	
El Sendero	Thousand Oaks	Las Cruces	CoSA	VIA Request	
Evers Rd	Forest Meadow	Forest Way	City of Leon Valley	Walkable Community Workshop	
S Flores	Formosa	Ashley	CoSA	VIA Request	
Floyd Curl Dr	Louis Pasteur	Hamilton Wolfe	CoSA	PMAC discussion	
Fredericksburg Rd	IH 10	Loop 410	CoSA	PMAC Discussion/Bus Rapid Transit	
Frio City Road	Brazos	Zarzamora	CoSA	VIA Request	
Goliad Rd	Southcross	Military Dr	CoSA	PMAC discussion	
Hackberry (fill gaps)	Virginia	Westfall	CoSA	Walkable Community Workshop	
Hamilton Wolfe	Oakdell Way	Fredericksburg	CoSA	PMAC discussion	
Hwy 16	Loop 410		TxDOT	PMAC discussion	
Houston	Commerce St	Eastwood	CoSA	VIA Request	
Huebner	in front of Leon Valley Elementary School		City of Leon Valley	Walkable Community Workshop	
Ingram (fill gaps)	Darwin	Broadview	CoSA	Walkable Community Workshop	
Josephine	Broadway	US 281 Access Rd	CoSA	VIA Request	
SW Loop 410 Access Rd	Marbach	Timbercreek Dr	TxDOT	Walkable Community Workshop	
Louis Pasteur	Babcock	Fredericksburg	CoSA	PMAC discussion	
Lynhaven	E. Houston	320' South of Houston	CoSA	VIA Request	
Martin Luther King	Freedom Bridge	IH 10	CoSA	PMAC discussion	
Martin Luther King	Poppy	Lacey	CoSA	VIA Request	
Military Dr (Loop 13)	IH 37	S. Presa	TxDOT	PMAC discussion	

Pedestrian Mobility Advisory Committee proposed projects: Sidewalks/continued

Street	From	To	Owner	Requested by	
W Military Dr	Woodgate Dr	Timbercreek Dr	CoSA	Walkable Community Workshop	
Mulberry St	US 281	Broadway	CoSA	PMAC discussion	
New Braunfels Ave	Commerce St	Military Dr	CoSA	PMAC discussion	
New Braunfels Ave	Hot Wells	SE Military	CoSA	VIA Request	
Old Highway 90	San Felipe	San Joaquin	CoSA	VIA Request	
Old Highway 90	Suzette	Acme	CoSA	VIA Request	
Nogalitos	Downtown	Military Dr	TxDOT	PMAC discussion	
NW 36th	Culebra	Bandera Rd	CoSA	PMAC discussion	
Presa	Steves	Llano	CoSA	Walkable Community Workshop	
Probandt	S Flores	S Alamo	CoSA	PMAC discussion	
Roosevelt	Kirkpatrick	Eads	CoSA	Walkable Community Workshop	
San Pedro Ave	Ave Marie	Nova Mae	CoSA	VIA Request	
San Pedro Ave	Downtown	Loop 410	CoSA	PMAC discussion	
Stardust	Ingram	Rejilas	CoSA	Walkable Community Workshop	
Stolnet	Algruth	Leonides	CoSA	VIA Request	
Thousand Oaks	Nacodoches	El Sendero	CoSA	VIA Requests (gaps)	
West Ave	Military Dr	Bitters Rd	CoSA	PMAC discussion	
Wurzbach	Babcock Rd	Fredericksburg	CoSA	PMAC discussion	
WW White (Loop 13)	Military Dr	IH 10	TxSOT	PMAC discussion	
Zarzamora	Kirk	Linares	CoSA	VIA Request (gaps)	
Zarzamora	French Place	Cincinnati	CoSA	VIA Request (gaps)	
Zarzamora	Nogalitos	Fredericksburg Rd	CoSA	PMAC discussion	
Zarzamora	Saltillo	Merida	CoSA	VIA Request (gaps)	
Zarzamora	Woodlawn	French Place	CoSA	VIA Request/fill gaps	

Non-Functionally Classified Projects (will require other than federal funding)

Algruth	Eastwood	Stolnet	CoSA	VIA Request	
Apple Valley Rd	6100 Block		CoSA	Walkable Community Workshop	
Benita	Roosevelt	Mission	CoSA	Walkable Community Workshop	
Brockman	end to end through	Benrus	CoSA	Walkable Community Workshop	
Chester Hill	Ingram	Hemphill Dr	CoSA	Walkable Community Workshop	
Colfax	end to end		CoSA	Walkable Community Workshop	
Country Corner	entire length		CoSA	Walkable Community Workshop	
Culebra	Oakwood	Loop 410	CoSA	PMAC discussion	
Cuney	Olive	Pine	CoSA	Walkable Community Workshop	
Denver (fill gaps)	New Braunfels Ave	Cherry	CoSA	Walkable Community Workshop	
Eastwood	Readwell	Algruth	CoSA	VIA Request	
El Paso	SW 34th	San Joaquin	CoSA	VIA Request	
Estate	E Houston	South of Frostwood	CoSA	VIA Request	
Fairbanks	Kirkpatrick	School	CoSA	Walkable Community Workshop	
Felisha	Roosevelt	Mission	CoSA	Walkable Community Workshop	
Hansord St	Presa	Naylor	CoSA	Walkable Community Workshop	
Hansord St	Roosevelt	Mission	CoSA	Walkable Community Workshop	

Havana	Roanoke West	to end of street	CoSA	Walkable Community Workshop	
Hayloft	S Ellison Dr	Harbour Grey	CoSA	Walkable Community Workshop	
High Basin	Big Horn Dr	White Tail	CoSA	Walkable Community Workshop	
Hildebrand	Broadway	San Pedro	CoSA	PMAC discussion	
Indiana	Mesquite	Hoefgen	CoSA	Walkable Community Workshop	
Isabel	Roosevelt	Mission	CoSA	Walkable Community Workshop	
Kalteyer	Mitchell	Hansford	CoSA	Walkable Community Workshop	
Kirkpatrick	Parker	Roosevelt	CoSA	Walkable Community Workshop	
McMullen (west side)	Presa	Whiting	CoSA	Walkable Community Workshop	
McNeal	Overlook	Pedestrian bridge for childr	CoSA	Walkable Community Workshop	
Palo Blanco	Roosevelt	Mission	CoSA	Walkable Community Workshop	
Readwell	Stolnet	Eastwood	CoSA	VIA Request	
Royal View	E Houston	Way View	CoSA	VIA Request	
Rockwood St	Railroad tracks	Roosevelt	CoSA	Walkable Community Workshop	
Royal View	E Houston	Way View	CoSA	VIA Request	
Springfield	WW White	Dietrich	CoSA	VIA Request	
Stolnet	Algruth	Leonides	CoSA	VIA Request	
Wapiti Trail	Big Horn Dr	White Tail	CoSA	Walkable Community Workshop	
Way View	Royal View	Lawn View	CoSA	VIA Request	
Weaver	Roosevelt	Mission	CoSA	Walkable Community Workshop	
White Tail (fill gaps)	Ingram	Silvertip	CoSA	Walkable Community Workshop	
Whiting	McMullen	Eads	CoSA	Walkable Community Workshop	

Scoring Pedestrian projects

Street	Both WCP and NA Plan +2	One or the other +1	1/2 mile from a school +1	PLOS (if greater than C +1)	Score
Aransas					
Ashby					
Austin Hwy					
Babcock Rd					
Babcock Rd					
Benrus					
Broadway					
Bulverde Rd					
Castroville					
Commerce St					
Commerce St					
Commerce St					
Commerce St					
Eckert					
El Sendero					
Evers Rd					
S Flores					
Floyd Curl Dr					
Fredericksburg Rd					
Frio City Road					
Gembler					
Goliad Rd					
Hackberry (fill gaps)					
Hamilton Wolfe					
Hwy 16					
Houston					
Huebner					
Ingram (fill gaps)					
Josephine					
SW Loop 410 Access Rd					
Louis Pasteur					
Lynhaven					
Martin Luther King					
Martin Luther King					
Military Dr (Loop 13)					
W Military Dr					
Mulberry St					
New Braunfels Ave					
New Braunfels Ave					
Old Highway 90					
Old Highway 90					
Nogalitos					
NW 36th					
Presa					
Probandt					

6. PMAC Communications