



August 2, 2016

The Honorable Timothy Howell
City of Castle Hills Mayor
209 Lemonwood Drive
Castle Hills, TX 78213

Dear Mayor Howell:

The Alamo Area Metropolitan Planning Organization (AAMPO) was created by federal law to provide a comprehensive, cooperative and continuous transportation planning process for cities with a population of 50,000 or greater. The MPO's mission is to provide for the safe and efficient movement of people and goods consistent with the region's overall economic, social and environmental goals. The Walkable Community Program is one initiative by the MPO to move the region towards a system that supports active transportation such as walking, bicycling and transit as viable options to driving in a single occupancy vehicle.

The MPO's Walkable Community Program is designed to encourage and promote physical activity by identifying issues that prohibit children and adults from walking, bicycling and using transit. On June 5, 2016, the MPO staff, in cooperation with our transportation partners, conducted a Walkable Community Workshop at the Castle Hills Farmer's Market. The workshop was attended by approximately 30 residents and agency staff. Feedback from the event is summarized in the attached report.

Please consider this report as you identify future projects for funding. AAMPO will be seeking project applications during our Transportation Alternatives (TA) Funding Program project call, scheduled to open October 1, 2016. We would appreciate the opportunity to visit with you about our Walkable Community Program, the specific findings of this report and/or the TA program. For more information, please contact Linda Vela, AICP, Planning/Public Involvement Program Manager at 210-230-6929 or by email at alvarado-vela@alamoareampo.org.

Sincerely,

Isidro G. Martinez

cc: The Honorable Ray Lopez, Chair, AAMPO Transportation Policy Board
The Honorable Kevin Wolff, Bexar County Commissioner, Precinct 3
Mr. Mario Jorge, P.E., San Antonio District Engineer, Texas Department of Transportation
Ms. Diane Rath, Executive Director, Alamo Area Council of Governments
Ms. Renee Green, P.E., County Engineer, County of Bexar
Mr. Jeff Arndt, President and CEO, VIA Metropolitan Transit

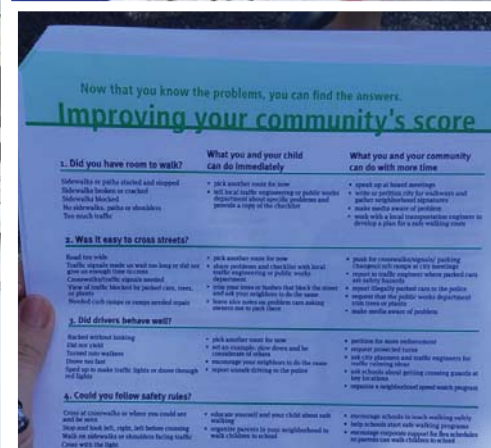
825 South Saint Mary's Street • San Antonio, Texas 78205

☎ (210) 227-8651 📠 (210) 227-9321 📠 TTD 1 (800) 735-2989

💻 www.alamoareampo.org



Walkable Community Workshop:



Alamo Area
Metropolitan Planning Organization

"We Plan to Keep You Moving!"

825 South Saint Mary's Street
San Antonio, Texas 78205
www.alamoareampo.org
(210) 227-8651 (210) 227-9321
www.alamoareampo.org



Castle Hills, TX | June 2016

Prepared in cooperation with the Texas Department of Transportation and the U.S. Department of Transportation, Federal Highway Administration, and Federal Transit Administration

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Castle Hills Walkable Community Workshop Report June 5, 2016

Introduction

AAMPO was selected for the 2004 Walkable Community Workshop (WCW) Program – part of an effort by the National Center for Bicycling & Walking to help people make a difference in the livability of their communities. WCWs are interactive events that bring together residents, elected officials, advocates, public agency staff, health practitioners and educators to make our communities safer and enjoyable for walking. Since 2004, AAMPO has held workshops throughout the region, providing information to community members on how we can turn our communities into the kinds of people-friendly places we all like to experience.

What is AAMPO?

The Alamo Area Metropolitan Planning Organization (MPO) is the local agency responsible for long-range transportation planning for a region that includes the Counties of Bexar, Comal and Guadalupe and a portion of Kendall County. Our Transportation Policy Board, made up of elected and appointed officials representing the state and the counties, cities and transit agencies within the Alamo Area, leads the MPO. We are responsible for educating and involving the public and local agencies in the decision-making process that channels federal and state funding to transportation projects in our region. Among other goals, our Metropolitan Transportation Plan, Mobility 2040, calls for:

- Identifying opportunities to improve and enhance the regional transportation system and preserve the investment in the existing transportation system
- Increasing the efficiency of the transportation system and decrease traffic congestion
- Investing in a public transit system that meets the needs of the region
- Addressing the social and environmental issues of the region in transportation planning efforts
- Supporting economic activity, employment growth and encouraging innovative partnerships
- Continuing to facilitate the involvement and participation of communities, agencies, organizations and the general public in the transportation planning process
- Maintaining a focus on safety

Making our communities more walkable achieves these goals and more.

Why are walkable communities important?

They benefit the transportation system. Walkable communities that give people the option to walk, bike or ride the bus can reduce overall traffic congestion and preserve existing road infrastructure by converting trips many of us drive alone into bus rides, bike rides and walks. Many traffic-calming techniques that improve the walkability of a street also improve safety for all road users,¹ so even if you do not personally enjoy walking or biking, you still benefit from living in a walkable community.

Walkability boosts the local economy. Communities that have taken steps to increase their walkability are reporting increased retail sales² and enhancement of nearby property values³.

They benefit the environment. Pollutants are released into the air when we make trips alone in a vehicle. Walking and riding a bike emit no pollutants. Communities that are pedestrian-friendly contribute to better air quality, and their density consolidates energy usage.

It's easier to be active. Walkable communities allow routine trips to be made by biking, walking and using a wheelchair, helping residents meet their recommended minimum amount of physical activity.



Figure 1: Walkability yields many benefits. Photo credit: WalkDenver.org

population is smaller (13.7%) but one in three (33.1%) residents is a senior. Thirteen percent of the region's residents and 18% of residents in Castle Hills, report having a disability. There are almost double the number of households in Castle Hills than the region that have no vehicle available (13.7% vs. 7.3%). Biking, walking and wheelchair rolling are necessary for many people in these population groups to lead active and independent lives.

They benefit our quality of life.

Communities with inviting public spaces and accessible greenspace provide opportunities for neighborly interaction.

Walking gives those who don't

drive a travel choice. In the Alamo Area, almost one in five people (19.3%) is school-age (5 to 17), and more than one in ten (11.3%) others are seniors age 65 or older⁴.

In Castle Hills, the school-age

¹ Federal Highway Administration. Road Diets (Roadway Reconfiguration). FHWA. 29 Jan 2015. Web. 2 Nov 2015.

² Salt Lake City Division of Transportation. 300 South Progress Report. Salt Lake City, UT: Salt Lake City Division of Transportation, 2015.SLC Gov. Sept 2015. Web. 2 Nov, 2015.

³ Majors, Jessica, and Sue Burow. Assessment of the Impact of the Indianapolis Cultural Trail: A Legacy of Gene and Marilyn Glick. Indianapolis, IN: Indiana U Public Policy Institute, 2015. Indy Cultural Trail. 23 July 2015. Web. 2 Nov 2015.

⁴ U.S. Census Bureau, 2010-2014 5-Year American Community Survey

What is a Walkable Community Workshop (WCW)?

WCWs can be flexed to the needs of the community. Workshops begin with an educational presentation on what makes a community walkable and may include a walking audit of a surrounding street or streets. Participants are then tasked with a mapping exercise to identify existing challenges to walking and biking in their community and potential solutions. The process concludes with a report summarizing the feedback from workshop participants and recommendations for realistic next steps that the community can take to achieve their ideas.

A traditional workshop includes:

Part 1: Presentation – AAMPO’s Active Transportation Planner talks to the group about why walkability matters and the elements that encourage or discourage walkability. The planner provides examples of programs, policies and projects that can create walkable communities.

Part 2 (optional): Walking Audit – The walking audit gives participants a chance to walk through the area and connect what they learned from the presentation to the actual challenges they experience when using the street as a pedestrian.

Part 3: Mapping – During the mapping exercise, the planner divides participants into small groups to document on maps where they observe challenges to biking and walking – either from the walking audit or in their day-to-day use of the area. Each small group is asked to prioritize their Top 3 potential connections identified during the mapping exercise and report these back to the group.



Figure 2: AAMPO staff present to attendees of a Walkable Community Workshop



Figure 3: Groups experience a walk to nearby destinations



Figure 4: Participants map challenges to biking and walking

Castle Hills Workshop

Area Background

With the support of the City of Castle Hills, the AAMPO partnered with area residents to facilitate this workshop focused on bicycle and pedestrian mobility in the Castle Hills area.

The workshop was held from 10 a.m. to 2 p.m. on June 5, 2016, in conjunction with the community's weekly Farmer's Market. The study area encompassed the city limits of Castle Hills and the immediate surrounding area (see Figure 5). City of Castle Hills Councilmembers JR Trevino, Matthew Daggett, John Squire, Frank Paul, and Douglas Gregory; Bexar County Commissioner Kevin Wolff, Precinct 3; Texas Representative Diego Bernal, District 123; and Texas Senator Donna Campbell, M.D., Senate District 25, represent the workshop area.

The area is home to more than 4,200 residents, more than 600 small and medium businesses, and several schools. Approximately 30 residents and transportation professionals attended the WCW. Local elected officials, including Castle Hills Mayor Tim Howell, Councilmember JR Trevino and Councilmember Frank Paul, also took part in the workshop.

The workshop coincided with several construction projects scheduled within and along the perimeter of the community. These include:

- Improvements to traffic signals and safety lighting at the intersection of FM 1535 (NW Military Highway) and West Avenue estimated to go to construction September 2018 (TxDOT Project ID 065801041) ⁵
- Improvements to traffic signals and safety lighting at the intersection of FM 1535 (NW Military Highway) and Lockhill Selma estimated to go to construction September 2018 (TxDOT Project ID 065801042)
- Overlay and pavement markings on eastbound frontage road of Loop 410 from Fredericksburg Road to IH 35 estimated to go to construction February 2017 (TxDOT Project ID 052104278)

⁵ For updates on this and other TxDOT projects, visit <http://www.txdot.gov/inside-txdot/projects/project-tracker.html>

City of Castle Hills Walkable Community Workshop
Exercise Map: Tell us about your walking and biking concerns.

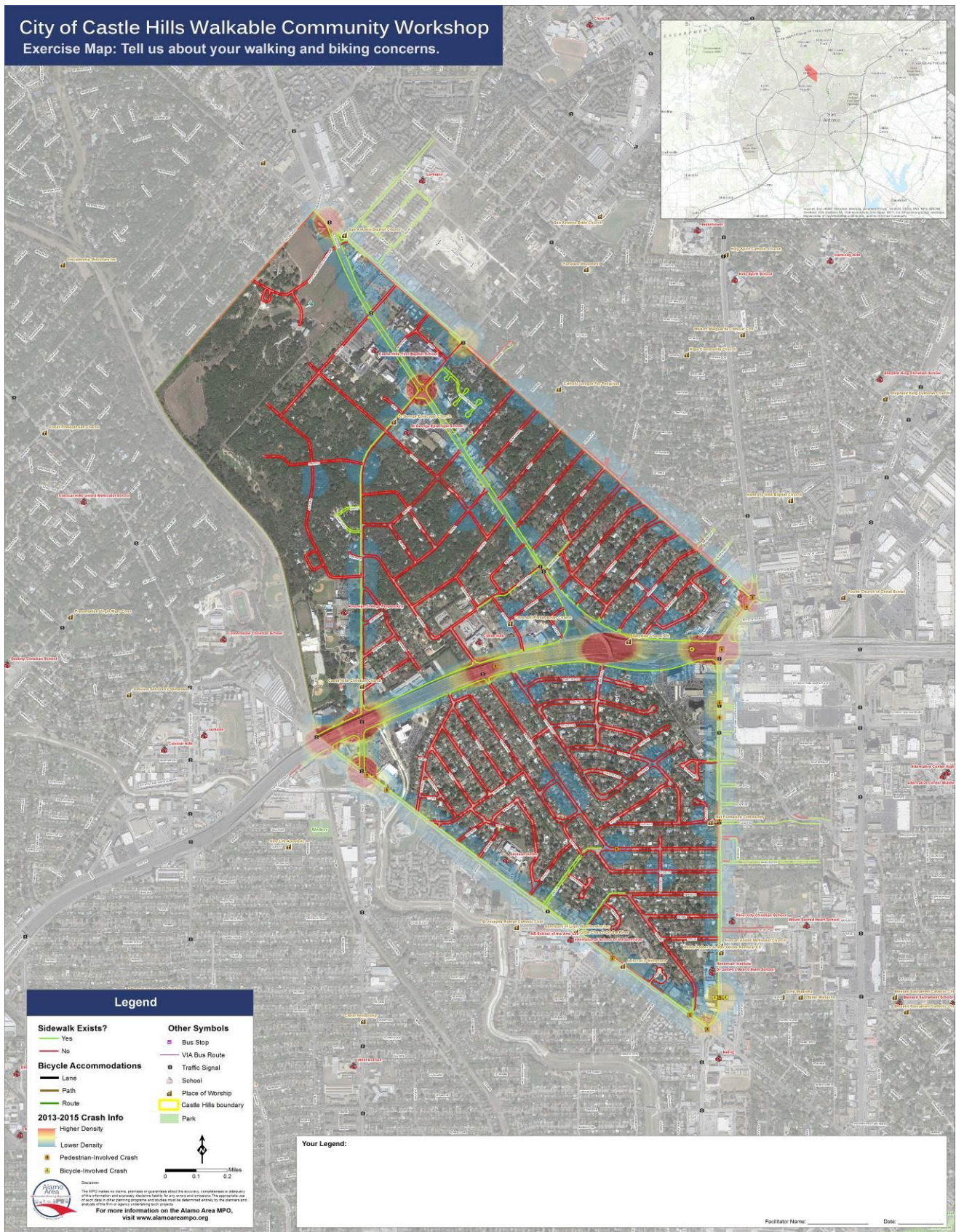


Figure 5: Map of the study area boundary for the Castle Hills workshop

The Workshop

Unlike a typical workshop, AAMPO staff set up a booth at the weekly Castle Hills Farmer's Market on Sunday, June 5, 2016 from 10 a.m. to 2 p.m. to solicit feedback from the community. Fact sheets were on hand describing the building blocks and benefits of walkable communities. Twice during the day, interested participants were led on a 0.5 mile round-trip walkabout to observe the neighborhood on foot. The walking routes began at the Farmer's Market and traveled south along NW Military Highway.

Throughout the day, participants used the exercise map (Figure 6) to provide comments about the walkability and bikeability of the neighborhood. The study area map showed whether sidewalks exist as well as the locations of automobile crashes during 2012-2014. The group's ideas for improving bicycling and walking are listed in Table 1 and summarized by the map shown in Figure 8.

To summarize the discussion, the workshop participants prioritized the top three ideas they believed could make a large impact on the walkability of the neighborhood. These priorities are noted below in **bold** and pictured in Figure 7.

Additionally, coverage of the workshop by local news outlet, Time Warner Cable News, is included in Appendix A.

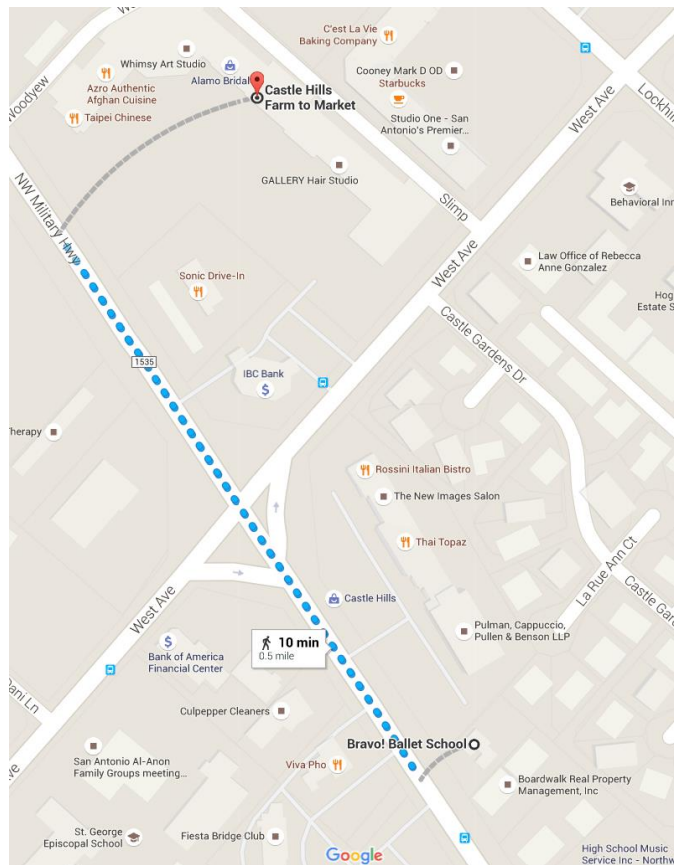


Figure 6: Groups walked a 0.5 mile round-trip route along FM 1535

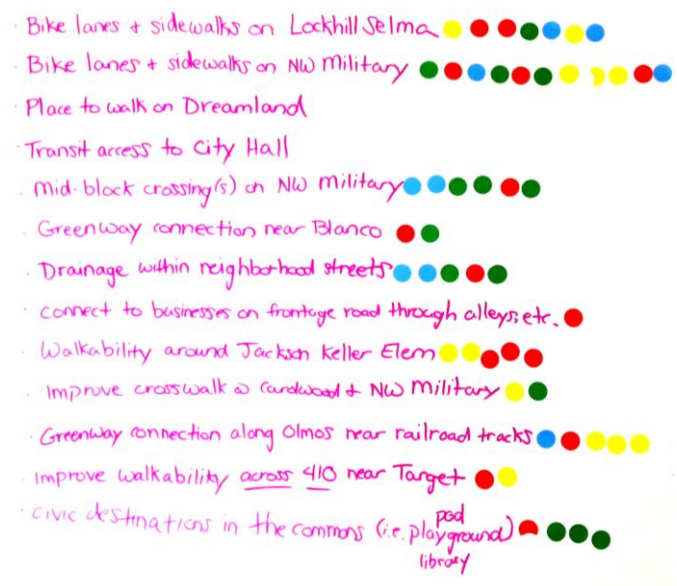


Figure 7: Residents had three stickers each to demonstrate their support for an idea(s). The more stickers, regardless of color, an idea earned, the more support it had.

List of All Neighborhood Concerns Identified

Crossings	<p>People don't have many safe options for crossing NW Military Highway: the distance between lights at West Avenue south to Carolwood is 2/3-mile</p> <ul style="list-style-type: none"> • Install flashing-activated mid-block crossings between businesses on NW Military Highway and/or enhance intersections at cross-streets such as Dogwood Lane or Sunflower Lane • Enhance existing crosswalk at Carolwood to make walking more viable for residents who attend Castle Hills Elementary or visit City Hall <p>People don't have many safe options for crossing Lockhill Selma Road: the distance between lights at West Avenue south to Blanco Road is 1.22 miles</p> <ul style="list-style-type: none"> • Enhance intersections with Northcrest Drive, Tamworth Drive, or another cross-street <p>Crossing Lockhill Selma Road at NW Military Highway feels risky on foot <i>or</i> in a car</p> <p>Crossing Loop 410 is a major obstacle to walking to the Target complex:</p> <ul style="list-style-type: none"> • Two families noted they live a walkable one-half mile from Target but drive there to the shopping center because the intersections of Blanco Road with Lockhill Selma and Loop 410 feel extremely uncomfortable to cross on foot <p>Driving north on Honeysuckle south of Loop 410, it's difficult to see the westbound frontage road traffic and dangerous to turn right</p>
Sidewalk and Bike Lanes	<p>Would like to see bike lanes and improved, complete sidewalks along:</p> <ul style="list-style-type: none"> • NW Military Highway • Lockhill Selma Road (one resident noted she avoids this road because it makes her nervous to push a stroller next to the traffic) <p>Would like to complete the sidewalk along:</p> <ul style="list-style-type: none"> • West Avenue west of NW Military Highway to Loop 410 (it currently exists just on one side) • Blanco Road south of Loop 410 • Blanco Road north of Loop 410 to Lockhill Selma Road <p>Dreamland Drive is shaded and pretty but people walking have no shoulder or sidewalk</p> <p>ADA ramps need improvement along NW Military Highway</p> <p>The only entrance to the Jackson Keller Elementary School is on Jackson Keller Road. Existing sidewalks are only 4 feet and should be wider to accommodate kids walking to school</p>

Table continued on next page

Greenways and off-road access	<p>The community voiced a great desire for greenway access and identified potential locations along:</p> <ul style="list-style-type: none"> • Railroad and NW Military north of Winston (potential power line easement) • Along railroad paralleling Castle Hills boundary and drainage ditch • Existing drainage ditches south of Halbert Drive and along Blanco Road that would connect to Olmos Park • Continuing Sunflower west of NW Military Highway <p>The alley connection from Halbart Drive to the Loop 410 access road, if finished off, could offer a pedestrian connection to the businesses along the access road</p>
Transit	<p>There is no public transit access to the Castle Hills City Hall. Request to install a VIA stop at:</p> <ul style="list-style-type: none"> • Carolwood Drive/Lemonwood Drive and NW Military Highway (Route 534) or • Along Loop 410 access road and Honeysuckle Lane (Route 550/551) <p>The existing bus stops along Blanco Road and Riviera Road and Barchester Drive serve a SAMMinistries transition home, and may be good candidates for improved bus stop shelters</p> <p>The northbound bus stop in front of Jackson Keller Elementary should have a shelter</p>

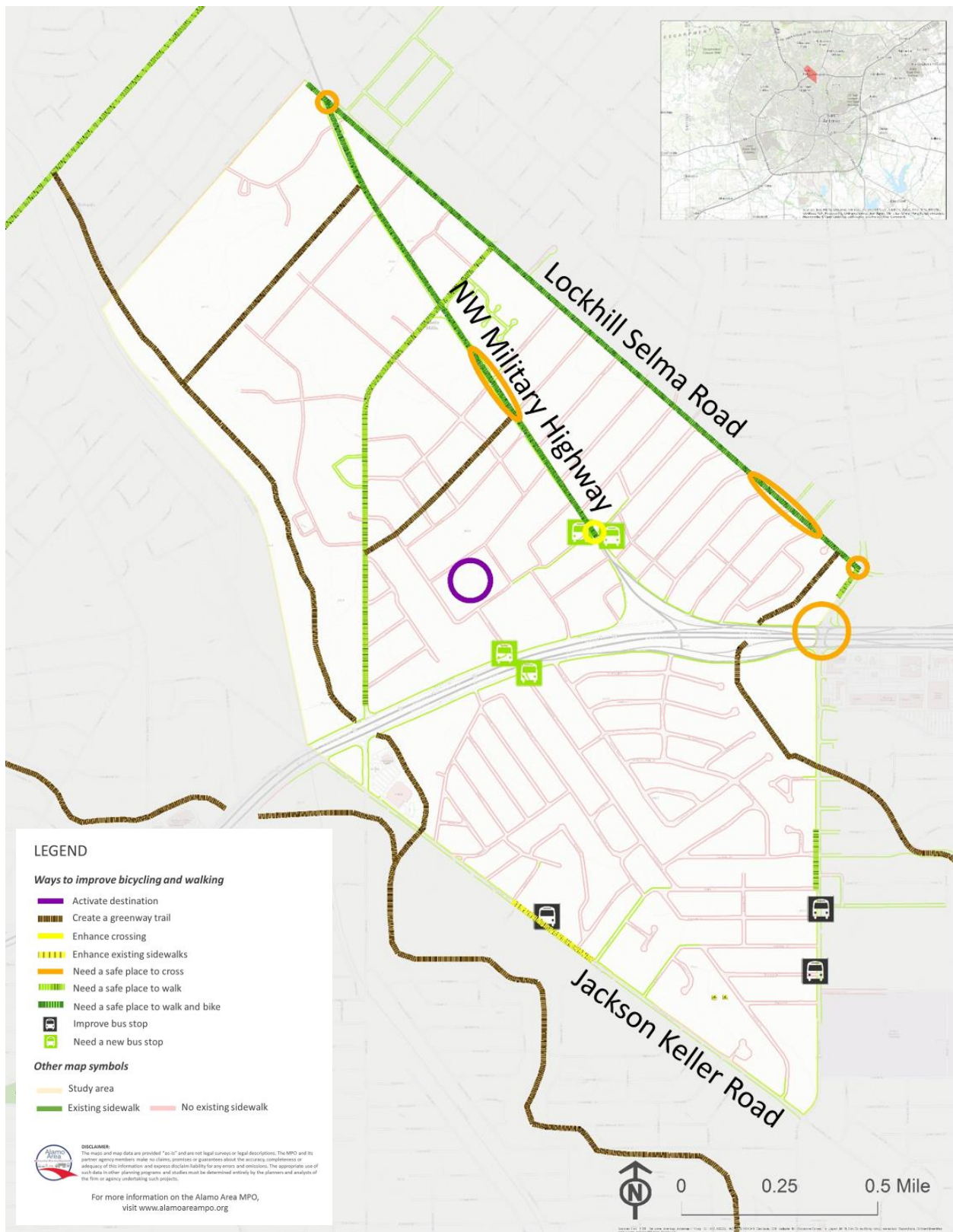


Figure 8: Residents within the workshop study area identified ways to improve walking and bicycling

Potential Treatments

The MPO's Pedestrian Safety Action Plan (PSAP) contains profiles of 43 street treatments for improving safety for people walking. The full PSAP may be downloaded at www.alamoareampo.org/Studies. Based on residents' expressed desire to improve access within the neighborhood, we recommend traffic calming treatments (in **bold**) for the area such as:

A large corner curb radius (Figure 9) typically results in high-speed turning movements by motorists, which increases the risk of being hit while crossing the street on foot. **Reconstructing the curb radius to create a sharper turn** reduces turning speeds, shortens the crossing distance for pedestrians, and improves visibility between people walking and driving (PSAP, p. 58-59).

Right-turn slip lanes should be used sparingly in cases when intersections have high numbers of right-turning buses and trucks or require large curb radii. Well-designed **directional islands** (also known as pork chops) can improve overall signal timing of these intersection and enable people walking and driving to negotiate one conflict point at a time (PSAP, p. 62-63). The island should have the longer tail pointing upstream to the approaching right-turn driver and be designed so drivers approach the pedestrian crossing at a nearly 90-degree angle. It should also provide adequate space for people to wait and accommodate wheelchair users and strollers (Figure 10).

During the walkabout, residents and staff walked north across West Ave at NW Military Highway. Several drivers passed without yielding to the group of

pedestrians trying to reach the island, and the push button pole stood in the middle of the island, making it difficult to negotiate with a wheelchair or stroller.



Figure 9. Large turning radii increase pedestrian crossing distance and enable vehicles to turn at high speeds

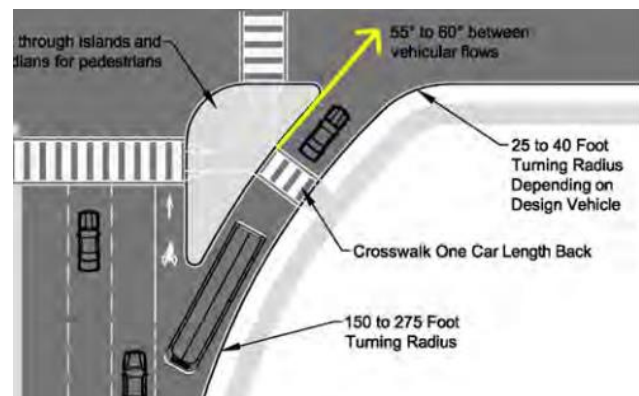


Figure 10: A right-turn slip lane with directional island (top) should provide adequate space for people using wheelchairs and strollers as in this example

During the workshop, members of the public voiced a need for safer ways to cross major streets in Castle Hills. At intersections without traffic lights or signs, a **rectangular rapid flash beacon** (Figure 11) is an effective way to increase the rate that drivers yield to people trying to cross a street. Before crossing, people activate flashing beacons to alert drivers to their presence in the crosswalk (PSAP, p. 38-39). Proper overhead **illumination at pedestrian crossings** is also important (PSAP, p. 50-51). This type of crosswalk may be appropriate for mid-block crossings on Lockhill Selma Road within the 1.22 mile stretch between traffic lights at West Ave and Blanco Road or to help families cross Jackson Keller Road near Jackson Keller Elementary.



Figure 11. Rectangular Rapid Flash Beacon with median

Where traffic volumes are high or there are more than four travel lanes to cross, a **High Intensity Activated Crosswalk (HAWK) signal** (also known as a pedestrian hybrid beacon) may be needed to foster a safe mid-block crossing. Unlike a rectangular rapid flash beacon crosswalk, a HAWK actually stops traffic with a red traffic light when activated by someone waiting to cross the street.



Figure 12. This High Intensity Activated Crosswalk (HAWK) is located on Fredericksburg Road north of Santa Anna Street in San Antonio, TX

One of the priorities residents voiced at the workshop is a safe place(s) to cross NW Military Highway within the 2/3-mile stretch between traffic lights at West Avenue and Carolwood Drive. Currently five lanes wide at this segment, NW Military Highway sees between 23,000-25,000 vehicles each day, likely warranting a HAWK signal over a rectangular rapid flash beacon. The environment is similar to the location on Fredericksburg Road north of Santa Anna Street, where a HAWK was installed in 2013 (Figure 12).

A minimum 10-foot wide **crossing island** (PSAP, p. 44-45) would improve the visibility and comfort of people crossing NW Military Highway at the staggered intersection with Carolwood Drive/ Lemonwood Drive (Figure 13). The intersection is the primary access point for people walking to Castle Hills Elementary or the City Hall from the east side of NW Military Highway, and is a barrier cited by many residents as a reason they choose not to walk.



Figure 13. Crossing islands are often installed near schools

Sidewalks and walkways (PSAP, p. 64-65) provide people with space to travel within the public right-of-way that is separated from motor vehicles. Sidewalks are associated with significant reductions in pedestrian collisions with motor vehicles. The recommended minimum clear width (free from obstructions) for a sidewalk or walkway is 5 feet, which allows two people to pass comfortably or to walk side-by-side (Figure 14). Wider sidewalks should be prioritized near schools and in downtown areas where many people walk. Sidewalks should be continuous along both sides of a street, fully accessible to all pedestrians, including those in wheelchairs, and buffered from the street's curb.



Figure 14. Sidewalks should be at least five feet wide, which allows two people to walk side-by-side

Existing Plans and Potential Programs and Funding Sources

There are no guaranteed funding sources for projects identified through the WCP. By holding a workshop, though, community members can connect with transportation agencies to identify and prioritize their transportation needs for cars, transit, walking and bicycling. This report represents the community speaking with one voice to assist elected officials and potential funding entities in seeking solutions to their transportation needs.

Sharing project costs among several funding sources may be the best opportunity for funding desired projects. Examples of potential funding sources and programs are listed below. This is not a comprehensive list of funding resources and examples may not be appropriate for certain types of projects. Residents are encouraged to work with local government representatives and staff to develop applicable grant and direct project funding.

Alamo Area Council of Governments (AACOG)

Potential Program

Walking School Bus: The Walking School Bus program helps to match parents who live in the same neighborhood and would like to have their children walk to and from school together in a group for added safety.

Commute Solutions for Schools

Phone: (210) 362-5213

Email: aprosterman@aacog.com

Web: <http://www.aacog.com/index.aspx?NID=371>

Alamo Area Metropolitan Planning Organization (MPO)

The MPO's Transportation Policy Board is advised by several standing committees: Technical Advisory Committee (TAC), Bicycle Mobility Advisory Committee (BMAC) and Pedestrian Mobility Advisory Committee (PMAC). Contact information, meeting agendas and packages can be found at:

BMAC: <http://www.alamoareampo.org/Committees/BMAC>

PMAC: <http://www.alamoareampo.org/Committees/PMAC>

TAC: <http://www.alamoareampo.org/Committees/TAC>

Existing Plans

- The MPO's Pedestrian Safety Action Plan (PSAP) defines a set of actions to encourage walking and to make it safer. This plan is a visionary, yet practical, action strategy to make the Alamo Area a great place to walk. Taking advantage of the latest research, national guidance, and practice throughout the United States, the PSAP provides a framework for making decisions about facility design and allocating resources necessary to make walking a viable choice for a wide variety of trips.

Phone: 210-227-8651
Email: aampo@alamoareampo.org
Web: www.alamoareampo.org/Bike-Ped

Potential Funding Sources

- Surface Transportation Program – Metropolitan Mobility (STP-MM): The STP-MM is the MPO's discretionary federal funding program. Projects are selected on a competitive basis. Eligible projects typically include improvements to major roads, streets, highways, bicycle and pedestrian facilities and public transportation projects within the MPO study area. This is a reimbursable funding program and all applicable federal rules apply. Projects may be required to meet a minimum construction cost to be eligible for funding consideration. It is necessary for a public agency, such as TxDOT or the City of Castle Hills, to submit the project during a call for projects. Information on the MPO's future project calls will be posted on the website below.

Phone: 210-227-8651
Email: aampo@alamoareampo.org
Web: www.alamoareampo.org/Plans/TIP

- Transportation Alternatives (TA): TA funds projects that improve access for alternative modes, such as walking, biking and transit. Like STP-MM, it is a reimbursable funding program and all applicable federal rules apply. Projects are selected on a competitive basis and may be required to meet a minimum construction cost to be eligible for funding consideration. It is necessary for a public agency, such as TxDOT or the City of Castle Hills, to submit the project during a call for projects, scheduled to begin October 1, 2016. Information on the MPO's upcoming project call will be posted on the website below.

Phone: 210-227-8651
Email: aampo@alamoareampo.org
Web: www.alamoareampo.org/Bike-Ped

City of Castle Hills

When location and service really matter: The City of Castle Hills lists contact information for all city staff and representatives on its website at <http://www.cityofcastlehills.com>. City of Castle Hills representatives who attended the workshop were:

Mayor Tim Howell: timothyallanhowell@yahoo.com or 210-342-2341
Councilman JR Trevino: jtrevino@cityofcastlehills.com or 210-559-5940
Councilman Frank Paul: fpaul@cityofcastlehills.com or 210-846-7741

Potential Funding Sources

- The City of Castle Hills approves an annual budget of approximately \$6.3 million, which includes funding for Administration, Municipal Court, Police and Fire

Departments, Street and Sanitation Departments, Comp Liability and capital expenses.

City of San Antonio Parks & Recreation Department

Because of Castle Hills is encompassed within the City of San Antonio (CoSA), many potential projects that reach beyond the Castle Hills city limits would require coordination with CoSA. For instance, many residents voiced a desire to build a greenway system and link it with existing Howard W. Peak Greenway Trail System. To find out more, visit the Greenways page on CoSA's Parks & Recreation site:

City of San Antonio Parks & Recreation Department

Email: brandon.ross@sanantonio.gov

Web: <https://www.sanantonio.gov/ParksAndRec/ParksFacilities/Trails/GreenwayTrails.aspx>

Texas Department of Transportation (TxDOT)

Existing Plans

- The workshop coincided with several construction projects scheduled within and along the perimeter of the community. See page six for more information.

Potential Funding Sources

- District Discretionary Funds: The San Antonio District of TxDOT encompasses 12 counties including and around Bexar County. It is one of 25 districts that oversees the construction and maintenance of state roadways. District discretionary funds address miscellaneous projects selected at the district's discretion. Projects must be on the state roadway system.

Phone: 210-615-1110

Web: <http://www.txdot.gov/inside-txdot/district/san-antonio.html>

Examples of National and Private Programs

- National Center for Safe Routes to School: Safe Routes to School (SRTS) programs use a variety of education, engineering and enforcement strategies that help make routes safer for children to walk and bicycle to school and encouragement strategies to entice more children to walk and bike. The National Center for Safe Routes to School compiles information on program tools, funding, training, and data that can provide communities and schools the background to initiate their own SRTS program.

Phone: 866-610-SRTS

Web: www.saferoutesinfo.org

Next Steps

The MPO provides copies of this report to the elected officials and appropriate departments within the City of Castle Hills, City of San Antonio, Bexar County, VIA Metropolitan Transit, Alamo Area Council of Governments and TxDOT. This report is also available on the MPO's website at www.alamoareampo.org.

Here are some steps you can take after your community's Walkable Community Workshop to build interest, momentum and get desirable results:

- ☐ Share the report: talk to neighbors, community leaders and other stakeholders who could not attend the WCW.
- ☐ Identify community and individual actions that can help move your community in the right direction towards implementation.
- ☐ Use your community's report as a resource. It includes contact information for agencies and individuals who can help.
- ☐ Take small steps towards accommodating safe walking and biking, such as promoting safe crossing and riding practices.
- ☐ Partner with local groups on events that promote safety and accessibility for non-motorized transportation.
- ☐ Advocate for necessary policy changes that support safe and walkable communities.
- ☐ Work with the city to include provisions for non-motorized facilities in future city plans.
- ☐ Attend government meetings to express interest in having more walking and bicycle facilities and improvements to existing facilities.
- ☐ Contact your Legislators to address specific non-motorized concerns in your area.
- ☐ Develop support at your neighborhood level with groups such as the PTA to assist in advocacy activities and implementation.
- ☐ Get the media involved in bringing awareness to the problems and highlighting solutions. Be specific about the issues and use a variety of communication strategies.

Planning for the future is a dynamic process, and planning for an environment that encourages safe and active transportation ensures a healthy, safe and vibrant community.

MPO Contact Information:

Allison "Allie" Blazosky
Regional Transportation Planner
Alamo Area Metropolitan Planning Organization
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E-mail: aampo@alamoareampo.org
Website: www.alamoareampo.org

Appendix A – TWC News. “Castle Hills Residents Look to Improve ‘Walkability’” TWCNews.com. 6 June, 2016.



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Monday, June 20, 2016

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Castle Hills Residents Look to Improve 'Walkability'

By TWC News

Monday, June 6, 2016 at 01:42 PM CDT



5 5



SAN ANTONIO - Improving walkability in neighborhoods.

That was the idea behind a community meeting held June 5.

Castle Hills residents and city leaders are talking about ways to make it easier to walk and bike in their neighborhood.

After months of planning, the first Alamo Area Metropolitan Planning Organization held a meeting at the Castle Hills Farmer's Market. Organizers conducted workshops, walking tours, and looked at ways to make streets more walkable, bike friendly, and safer.

"There's no bike lanes in the City of Castle Hills. As soon as you leave Castle Hills you start entering San Antonio. For example, Northwest Military, you have bike lanes as soon as you are in the City of San Antonio, but in the City of Castle Hills you don't have any bike lanes," said resident Rafael Veraza.

With the help of the Alamo Area planners, Castle Hills residents will continue to find ways to fund the project.

[See More](#)


TEA: No Plans to Take Handwriting Out of Schools

01:30 PM



Father's Day Event Focuses On Health And Fun

11:49 AM



Man Stabbed In Apparent Road Rage Incident

11:25 AM



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90°

Broken Clouds

3PM	6PM	9PM	12AM	3AM
92°	93°	85°	80°	76°

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PICTURE OF THE DAY

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