

WEDNESDAY, MAY 8, 2024 | 6:00 P.M.

The Planning and Zoning Commission will meet in a regular session on Wednesday, May 8, 2024, at 6:00 p.m. in the City Council Chambers, 9400 Municipal Parkway, Garden Ridge, Texas. This is an open meeting, open to the public, subject to the Open Meetings Law of the State of Texas, and as required by law, notice is hereby posted providing time, place, date, and agenda thereof. The meeting facility is wheelchair accessible and accessible parking spaces are provided. Requests for accommodations or interpretative services must be made to the City Secretary 48 hours prior to this meeting.

1. Call to Order/Roll Call**2. Pledge of Allegiance****3. Citizen Comment Period – limited to 30 minutes total**

Rules for Citizens' Participation: The Commission welcomes citizen participation and comments at all Commission Meetings. If you speak, you must follow these guidelines:

a) Respect and courtesy:

1. Direct your comments to the entire Commission, not to an individual member, nor to the audience.
2. Show the Commission the same respect that you would like to be shown.
3. End your speaking at the time allotted below.

b) Speaking:

1. First citizen comment period.

- 1.1. You are required to sign up to speak and you are limited to one 3-minute period.

2. Second citizen comment period.

- 2.1. You are not required to sign up and you are limited to one 2-minute period.

3. State your name and address before your comments begin.

4. You are only allowed to speak once per topic, unless also speaking during a posted Public Hearing.

NOTE: The Texas Open Meetings Act permits a member of the public or a member of the governmental body to raise a subject that has not been included in the notice for the meeting. However, any discussion of the subject must be limited to a proposal to place the subject on the agenda for a future meeting and any response to a question posed to the City Council is limited to either a statement of specific factual information or a recitation of existing policy. TEX. GOV'T CODE § 551.042.

4. Business Items

The following items are for discussion, consideration, and action.

- a) Approval of Minutes for April 10, 2024, Planning and Zoning Commission Regular Meeting.
- b) Proposed Amendments to Ordinance No. 13-032023, Section 2.04.02. Natural Features Overlay (NFO) District.
- c) Garden Ridge Walkable Community Workshop Report findings related to speed limits and marked crosswalks.
- d) Items applicable to the Planning and Zoning Commission discussed at City Council meetings.
- e) Future Agenda Items.
 1. Commissioners input on agenda items.
 2. Announce date, time, and location for next meeting (June 12, 2024, at 6:00 p.m. at City Hall).

5. Citizen Comment Period – limited to 20 minutes total

See "Rules for Citizens' Participation" under Item 3.

6. Adjournment

AGENDA NOTICES:

Decorum Required: Any disruptive behavior, including shouting or derogatory statements or comments may be ruled out of order by the Presiding Officer. Continuation of this type of behavior could result in a request by the Presiding Officer that the individual leave the meeting, and if refused, an order of removal.

Action by Commission Authorized: The Commission may vote or act upon any item within this Agenda.

Attendance By Other Elected or Appointed Officials: It is anticipated that members of the City Council, other city boards, commissions, and/or committees may attend the meeting in numbers that may constitute a quorum of the other city boards, commissions, and/or committees. Notice is hereby given that the meeting, to the extent required by law, is also noticed as a meeting of the City Council, other boards, commissions, and/or committees of the City, whose members may be in attendance. The members of the boards, commissions, and/or committees may participate in discussions on the same items listed on the agenda, which occur at the meeting, but no action will be taken by such in attendance unless such item and action are specifically provided for on an agenda for that board, commission, or committee subject to the Texas Open Meetings Act.

This is to certify that I, Marisa Spencer, posted this Agenda at 11:00 a.m. on May 2, 2024, on the bulletin board located at the entrance to Garden Ridge City Hall, 9400 Municipal Parkway, Garden Ridge, Texas.

Marisa Spencer

Marisa Spencer
City Secretary

Commissioners Present:

Chair Kerim Jacaman
Vice-Chair Karen Diaz
Commissioner Dr. Jim Miller
Commissioner Darren Bates
Commissioner Joe Maloney
Commissioner Gwen Estrada
Commissioner Richard Howard

Commissioners Absent:

None

City Staff and City Councilmembers Present:

Nancy Cain, City Manager
Marisa Spencer, City Secretary
Michelle Hinojosa, Administrative Coordinator
Cyndi Simmons, Assistant City Secretary/Communications Specialist
Sam Johnson, City Engineer
Cynthia Trevino, City Attorney
Bryce Cox, Planner
Mayor Robb Erickson
Mayor Pro-Tem Lisa Swint

1. Call to Order/Roll Call

With a quorum of the Planning and Zoning Commissioners present, Chair Jacaman called the regular meeting of the Garden Ridge Planning and Zoning Commission to order at 6:00 p.m. on Wednesday, April 10, 2024, in the City Council Chambers of Garden Ridge City Hall, 9400 Municipal Parkway, Garden Ridge, Texas 78266.

2. Pledge of Allegiance

Chair Jacaman led the Pledge of Allegiance.

3. Citizen Comment Period

Wes Kleckley, 19515 Windswept Cove, spoke regarding proposed development in the City of Garden Ridge.

Nicolas Guerra, 7711 Ramble Ridge, spoke regarding proposed development in the City of Garden Ridge.

Scott Miller, 9312 Berean Way, spoke regarding proposed development in the City of Garden Ridge.

Marc Mulkey, 7634 Ramble Ridge, spoke regarding proposed development in the City of Garden Ridge.

Sharilyn Krauss, 19522 Creekview Oaks, spoke regarding proposed development in the City of Garden Ridge.

4. Business Items

The following items are for discussion, consideration, and action.

a) Approval of Minutes for February 14, 2024, Planning and Zoning Commission Regular Meeting.

Motion: A motion was made by Vice-Chair Diaz, seconded by Commissioner Bates, to approve the Minutes for February 14, 2024, Planning and Zoning Commission Regular Meeting. The Commission voted six (6) for and none (0) opposed. The motion carried unanimously.



b) Natural Features Overlay (NFO) District Technical Committee Update.

Bryce Cox, Planner, presented the Natural Features Overlay (NFO) District Technical Committee Update and addressed questions from Commissioners.

c) Petition by Eric Fischer for three (3) Specific Use Permits for The Revival to be located on a 1.707-acre tract and a 1.40-acre tract totaling 3.107 acres zoned as Community Commercial (CC) District, and further located at 19186 FM 2252, Garden Ridge, Texas.

Eric Fischer presented the petition for three (3) Specific Use Permits for The Revival to be located on a 1.707-acre tract and a 1.40-acre tract totaling 3.107 acres zoned as Community Commercial (CC) District, located at 19186 FM 2252.

1. Restaurant or Cafeteria, Bar/Tavern: To be allowed an indoor/outdoor bar area serving beer, wine, and mixed drinks with inside and outside seating on premises.

1.1 Hold a public hearing.

Chair Jacaman opened the public hearing at 7:08 p.m.

The following nine (9) citizens spoke regarding the petition:

- Steve Stedman, 20011 Hickory Bend
- Rickie Baker, 21029 Hickory Bend
- Jereme Jump, 211 S Main Street
- Brian Krauss, 19522 Creekview Oaks
- David Biersner, 19446 Arrowood Place
- Eric Fischer, 7703 Ramble Ridge
- Marc Mulkey, 7634 Ramble Ridge
- Katie Guerra, 7711 Ramble Ridge
- Daniel Hodgson, 9428 Bluebell Drive

City Secretary Marisa Spencer read five (5) written comments submitted by the following citizens:

- Bharat Shah, 21018 Plum Ranch Road
- Shirin Blackwell, 9303 Berean Way
- Tim Sturman, 9404 Gardenia Bend Drive
- Jennifer and Jason Pickett, 19423 Arrowood Place
- Kenneth Smith Jr., 19435 Arrowood Place

Chair Jacaman closed the public hearing at 7:38 p.m.

1.2 Discuss and make a recommendation.

The Commission discussed the Petition, the Zoning Ordinance, and Master Land Use Plan.

Motion: A motion was made by Commissioner Dr. Miller, seconded by Vice-Chair Diaz, to recommend to City Council the approval of the petition by Eric Fischer for a Specific Use Permit for The Revival located at 19186 FM 2252 to allow an indoor/outdoor bar area serving beer, wine, and mixed drinks with inside and outside seating on premises. The Commission voted three (3) for (Commissioner Estrada, Commissioner Dr. Miller, and Vice-Chair Diaz) and three (3) opposed (Commissioner Bates, Commissioner Howard, and Commissioner Maloney). Due to a tie vote, Chair Jacaman voted in favor and the motion passed by a vote of 4-3.

2. Amusement, Commercial (Outdoors): To be allowed up to four (4) pickleball courts on premises.

2.1. Hold a public hearing.

Chair Jacaman opened the public hearing at 8:09 p.m.

The following four (4) citizens spoke regarding the petition:

- Scott Miller, 9312 Berean Way
- Eric Fischer, 7703 Ramble Ridge
- Nicolas Guerra, 7711 Ramble Ridge
- Brian Krauss, 19522 Creekview Oaks

City Secretary Marisa Spencer stated all written comments were read during the first public hearing.

Chair Jacaman closed the public hearing at 8:19 p.m.

2.2. Discuss and make a recommendation.

The Commission discussed the Petition, the Zoning Ordinance, and Master Land Use Plan.

Motion: A motion was made by Commissioner Bates, seconded by Commissioner Howard, to recommend to City Council the denial of the petition by Eric Fischer for a Specific Use Permit for The Revival located at 19186 FM 2252 to allow up to four (4) pickleball courts on premises. The Commission voted one (1) for (Commissioner Bates) and five (5) opposed. The motion failed by a vote of 1-5.

Motion: A motion was made by Commissioner Dr. Miller, seconded by Vice-Chair Diaz, to recommend to City Council the approval of the petition by Eric Fischer for a Specific Use Permit for The Revival located at 19186 FM 2252 to allow up to four (4) pickleball courts on premises. The Commission voted five (5) for and one (1) opposed (Commissioner Bates). The motion passed by a vote of 5-1.

Chair Jacaman recessed the meeting for a short break at 8:29 p.m and reconvened the meeting at 8:37 p.m.

3. Food Truck and Mobile Retail Park: To be allowed up to four (4) food trucks with electric and water hookups on premises.

3.1. Hold a public hearing.

Chair Jacaman opened the public hearing at 8:37 p.m.

The following one (1) citizen spoke regarding the petition:

- Scott Miller, 9312 Berean Way

City Secretary Marisa Spencer stated all written comments were read during the first public hearing.

Chair Jacaman closed the public hearing at 8:40 p.m.

3.2. Discuss and make a recommendation.

The Commission discussed the Petition, the Zoning Ordinance, and Master Land Use Plan.

Motion: A motion was made by Commissioner Dr. Miller, seconded by Commissioner Maloney, to recommend to City Council the approval of the petition by Eric Fischer for a Specific Use Permit for The Revival located at 19186 FM 2252 to allow up to four (4) food trucks with electric and water hookups on premises. The Commission voted one (1) for (Commissioner Dr. Miller) and five (5) opposed. The motion failed by a vote of 1-5.

Motion: A motion was made by Commissioner Maloney, seconded by Commissioner Estrada, to recommend to City Council the denial of the petition by Eric Fischer for a Specific Use Permit for The Revival located at 19186 FM 2252 to allow up to four (4) food trucks with electric and water hookups on premises. The Commission voted five (5) for and one (1) opposed (Commissioner Dr. Miller). The motion passed by a vote of 5-1.

d) Garden Ridge Walkable Community Workshop Report findings related to speed limits and marked crosswalks.

Chair Jacaman stated due to time this item will be tabled and placed on a future agenda.

e) Items applicable to the Planning and Zoning Commission discussed at City Council meetings.

Chair Jacaman provided the Commission with an update on items applicable to the Planning and Zoning Commission discussed at City Council Meetings.

f) Future Agenda Items.

1. Commissioners input on agenda items.

None at this time.

2. Announce date, time, and location for next meeting (May 8, 2024, at 6:00 p.m. at City Hall).

Chair Jacaman stated the next meeting is scheduled for May 8, 2024, at 6:00 p.m. at City Hall.

5. Citizen Comment Period

Marc Mulkey, 7634 Ramble Ridge, spoke regarding food truck regulations related to proposed development in the City of Garden Ridge.

6. Adjournment

There being no further business, the Wednesday, April 10, 2024, Planning and Zoning Commission Regular Meeting was adjourned at 8:59 p.m. by Chair Jacaman.

ATTEST:

Kerim Jacaman
Chair

Marisa Spencer
City Secretary

CITY OF GARDEN RIDGE

Exhibit A

All text which is underlined denotes addition of new text. All text which is ~~stricken through~~ denotes removal of existing text. All other text is existing, unchanged text. Any existing text which has been omitted shall be considered unchanged. The City of Garden Ridge, Texas, Ordinance No.13-032023 “Zoning Ordinance” Section 2.04.02 Natural Features Overlay (NFO) District is hereby amended as follows:

2.04.02. Natural Features Overlay (NFO) District

A. Intent

The purpose of the Natural Features Overlay (NFO) District is to retain the rural and natural character of FM 3009 and FM 2252 while still allowing for future growth in a responsible manner.

B. Boundaries and Location

The NFO District generally consists of all properties contiguous to FM 3009 and FM 2252 creating an overlay district in these areas with additional site design standards for the first one ~~two~~ hundred and fifty (200150) feet of the property overlay in these areas, measured as the ~~first one hundred and fifty (150) feet of property from the property line.~~ The overlay ~~only~~ applies to those properties as shown on the City’s zoning district map. the first two hundred feet (200’) of property adjacent to the roadway measured from the property line.

C. Procedures and Standards are provided in 2.06.15. Development in the Natural Features Overlay (NFO) District.

2.06.15. Development in the Natural Features Overlay (NFO) District

A. Applicability

Unless otherwise stated in this section, the following regulations apply to all properties within the Natural Features Overlay (NFO) District. The intent of this district is to preserve existing trees and landscaping to those areas that serve as gateways to the City. The following regulations are in addition to the underlying base district regulations. In the event of a conflict, the more restrictive regulations shall apply.

B. Buildings and Site Development

1. Street Frontage Buffer

In addition to the requirements of 2.06.01. Landscaping, a street frontage buffer forty (40) feet in width shall be provided along the Right-of-Way of each designated corridor. This street frontage buffer shall be increase to sixty forty (6040) feet to each side where a public or private street intersects the designated corridor.

- a. Parking areas are prohibited within this buffer.

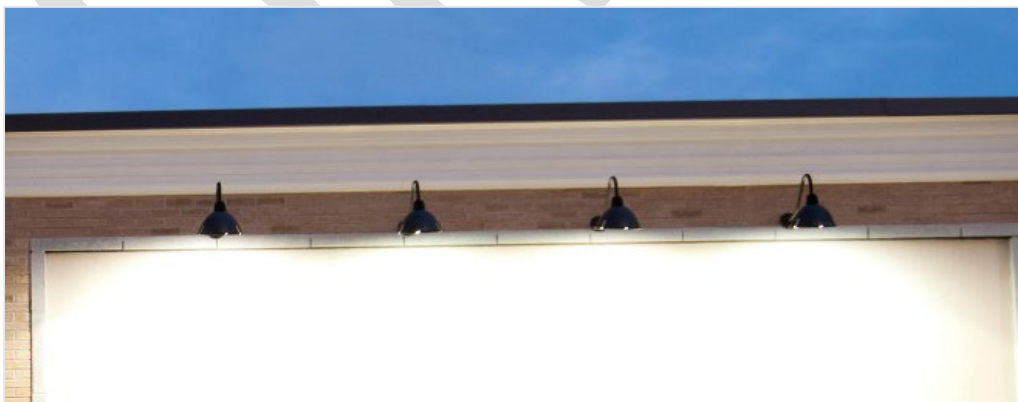
- b. Eighty percent (80%) of Protected Trees or Heritage Trees shall be preserved in the street frontage buffer.
 - i. Protected and Heritage trees located in the street frontage buffer which are preserved above and beyond the 80% minimum shall be credited towards any required tree mitigation for the site. Credits shall be granted at a ratio of one (1) inch of preserved tree to one (1) inch of required mitigation.
- c. Shared driveways are encouraged and it is recommended that shared driveways shall incorporate a divided landscaped median at least ~~tent~~twenty (2010) feet in width for the entire depth of the street frontage buffer.
- d. The street frontage buffer shall be left in its natural state, except that it shall be augmented with additional trees and landscaping to achieve the following through combination of existing vegetation and new plantings:
 - i. A minimum of one (1) Shade Tree per twenty five (25) linear feet of street frontage buffer. At least two-thirds (2/3) of the shade trees in the street frontage buffer shall be evergreen trees and no single tree species shall constitute more than one-third (1/3) of all new trees to be planted.
 - ii. A minimum of one (1) Ornamental Trees per forty (40) linear feet of street frontage buffer.
 - iii. A minimum of one (1) Shrub per seven (7) linear feet of street frontage buffer. The clustering of shrubs is encouraged to promote site aesthetics.
 - iv. Certification of the street frontage buffer as a Texas Parks and Wildlife Department Texas Wildscape shall serve in lieu of ii. and iii. and shall reduce the number of required Shade Trees by fifty (50) percent.
- ~~e. The street frontage buffer shall be left in its natural state, except that it shall be augmented with additional trees and landscaping for each one hundred fifty (15) linear feet (or fraction thereof) of the street frontage buffer to achieve the following through combination of existing vegetation and new plantings:~~
 - ~~i. A minimum of six (6) Shade Trees, of which at least four (4) shall be evergreen trees and no single tree species shall constitute more than one third (1/3) of all required trees.~~
 - ~~ii. A minimum of four (4) Ornamental Trees.~~
 - ~~iii. A minimum of thirty (30) Shrubs.~~
 - ~~iv. Certification of the street frontage buffer as a Texas Parks and Wildlife Department Texas Wildscape shall serve in lieu of ii. and iii. and shall reduce the number of required Shade Trees by fifty (50) percent.~~

2. Alternative Street Frontage Buffer Compliance

- a. Where conformance with the Street Frontage Buffer requirements above is not feasible or where doing so would be detrimental to the feel and function of the NFO district or compromise its purpose and intent, the applicant may request alternative compliance.
- b. The request for alternative compliance shall be accompanied by exhibits illustrating what strict compliance would look like on the site as well as what alternative is being proposed.
- c. A request for alternative compliance may be approved by City Council with a recommendation from the Planning and Zoning Commission and City Administrator or his/her designee.

- d. In acting on a request for alternative compliance, the following criteria should be considered:
 - i. The proposed alternative does not reduce a standard unless it is, to the greatest extent practical, equally mitigated or improved by increasing standards or other requirements;
 - ii. The proposed alternative preserves and enhances quality existing landscaping to the greatest reasonable extent;
 - iii. The proposed alternative is in agreement with, and shall promote, the recommendations and policies within the City's Comprehensive Plan;
 - iv. The proposed alternative enhances the site, and therefore, the overall built environment of the City; and
 - v. The proposed alternative meets the spirit and intent of the NFO overlay district.
- 3. Streetscape
 - a. In addition to all other City Ordinances pertaining to signs, all lighted signs must use reverse channel lettering (i.e., backlighting) or fully shielded downward-facing lamps (i.e., gooseneck lighting).

Reverse Channel Lettering (Top) and Downward-Facing Lamps (Bottom)



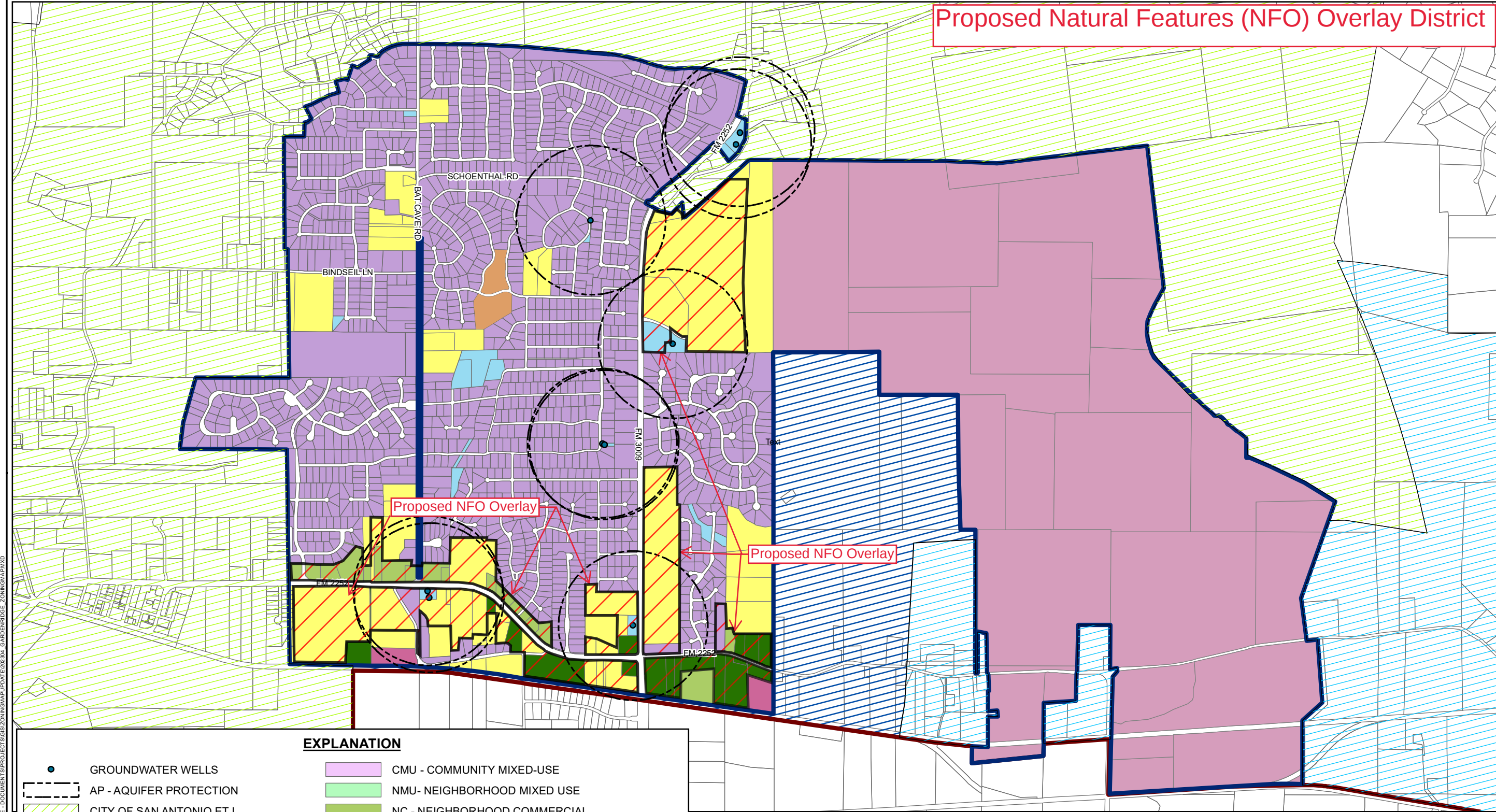
C. Site Design Elements

All buildings or sites, except for those buildings or sites used for single-family residential, must incorporate at least four (4) of the following design elements:

- 1. Stained wood building accents (e.g., columns, shutters, trim).

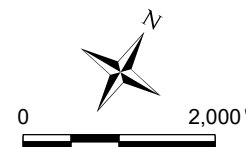
2. No parking located in front of the building face.
3. Covered porch at least ten (10) feet deep and at least fifty (50) percent of the building face width (porch may extend into the required buffer above and must have a roof material consistent with remainder of structure).
4. Bicycle parking within fifty (50) feet of the main entrance, with dedicated spaces accessible without moving another bicycle to accommodate at least:
 - a. Five (5) bicycles for buildings less than seven thousand (7,000) square feet.
 - b. Ten (10) bicycles for buildings between seven thousand (7,000) and thirty thousand (30,000) square feet.
 - c. Twenty (20) bicycles for buildings larger than thirty thousand (30,000) square feet.
5. All hardscape in front of the building face constructed entirely of an enhanced design, such as stained concrete, pavers, or stone.
6. Pedestrian open space such as a park, square, piazza, green, or plaza. Pedestrian open space shall be programed appropriately with seating and landscaping as to activate the space for pedestrian oriented activity.
7. Provide public art equivalent to one percent (1%) or more of the overall project cost. Examples of public art include but are not limited to sculpture, mosaics, earthworks, and wall murals. Public art must be outside and visually and physically accessible to the public. Public art shall not contain advertisements for businesses or products.
8. Achieve the requirements of 2.06.11. C Low-Impact Site Development.

Proposed Natural Features (NFO) Overlay District



EXPLANATION

	GROUNDWATER WELLS		CMU - COMMUNITY MIXED-USE
	AP - AQUIFER PROTECTION		NMU - NEIGHBORHOOD MIXED USE
	CITY OF SAN ANTONIO ETJ		NC - NEIGHBORHOOD COMMERCIAL
	CITY OF SCHERTZ ETJ		CC - COUNTRY CLUB
	CITY OF GARDEN RIDGE CITY LIMITS		LI - LIGHT INDUSTRIAL
	CITY OF SCHERTZ CITY LIMITS		RE - RESIDENTIAL ESTATE
	CITY OF GARDEN RIDGE ETJ		MU - MUNICIPAL USE
	CC - COMMUNITY COMMERCIAL		AG - AGRICULTURE AND AGRICULTURAL HOMESTEAD
	RN - RESIDENTIAL NEIGHBORHOOD		HI - HEAVY INDUSTRIAL



Trihydro
CORPORATION
1252 Commerce Drive
Laramie, WY 82070
www.trihydro.com
(P) 307/745.7474 (F) 307/745.7729

FIGURE 1

ZONING MAP

**CITY OF GARDEN RIDGE
COMAL COUNTY, TX**

C:\USERS\JILL\TRIHIDRO\CITY OF GARDEN RIDGE - DOCUMENT\PROJECT\GIS\ZONING\MAP\UPDATE\202304_GARDENRIDGE_ZONINGMAP.MXD



Future Agenda Item: Garden Ridge Walkability Study conducted on June 27th by the Alamo Area Metropolitan Planning Organization (AAMPO). I ask that the P&Z have further discussion, consideration and ~~the~~ action on two recommendations of the AAMPO.

Agenda Item

Planning and Zoning (P&Z) Commission

December 13, 2023

The Alamo Area Metropolitan Planning Organization (AAMPO) conducted a Walkable Community Workshop for Garden Ridge on June 27, 2023.

The AAMPO reported the results of the workshop on August 9, 2023 to the Planning and Zoning Commission (P&Z). At the August 9th meeting, The P&Z recommended the City Council review the AAMPO workshop results and take action.

The City Council, at the October 6, 2023 meeting, moved to approve the Garden Ridge Walkable Community Workshop Report as an official document for use in future planning efforts within the City of Garden Ridge.

I recommend P&Z have further discussions and consideration to act on two the AAMPO's findings:

1. City Speed Limit: A reduction of the speed limit in Garden Ridge from 30 mph to 25 mph. The Federal Highway Administration shows a vehicle traveling at 30 mph has a 45% chance of killing or seriously injuring a pedestrian. Currently, Texas cities may not reduce speed limits below 25 mph without conducting a traffic study.

Note: This action requires partnership with state and county agencies.

2. Marked Crosswalks: AAMPO found city drivers cut corners at intersections within neighborhoods, increasing vehicular speeds and the possibility for a collision. Marked crosswalks can increase visibility of people walking and encourage yielding among people driving. Marked crosswalks indicate optimal or preferred locations for pedestrians to cross and help delineate where vehicles are to stop to not interfere with pedestrian crossing.

Note: This action requires the city to fund the labor and materials to paint white striped lines at our cities stop signs/crosswalks.



JULY 2023

Garden Ridge Walkable Community Workshop Report



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



www.alamoareampo.org



(210) 227-8651

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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

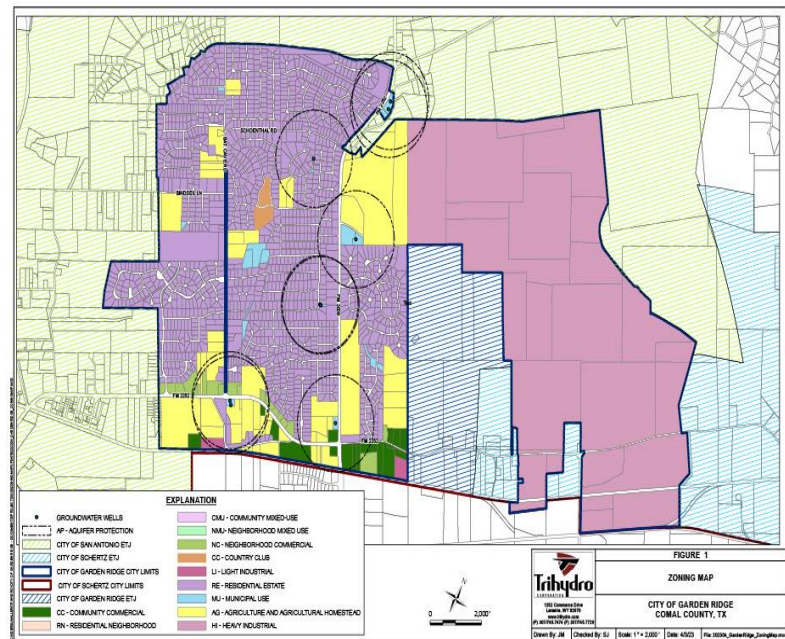


Figure 1: City of Garden Ridge Zoning Map

Cave Road will increase vehicular traffic along the corridor, with potential impacts to Schoenthal Road.

CURRENT BICYCLE AND PEDESTRIAN FACILITIES

Throughout the city of Garden Ridge, there is a general lack of sidewalks and other pedestrian facilities. Cyclists and pedestrians traverse neighborhood streets and wide shoulders along major thoroughfares with no protection or separation from automobiles. The Federal Highway Administration recommends sidewalks or side paths. Although, wide shoulders along rural highways are acceptable with a 6-foot wide minimum, entire neighborhoods with no sidewalks or paths are not good practice, according to FHWA.¹

TRAFFIC COUNTS

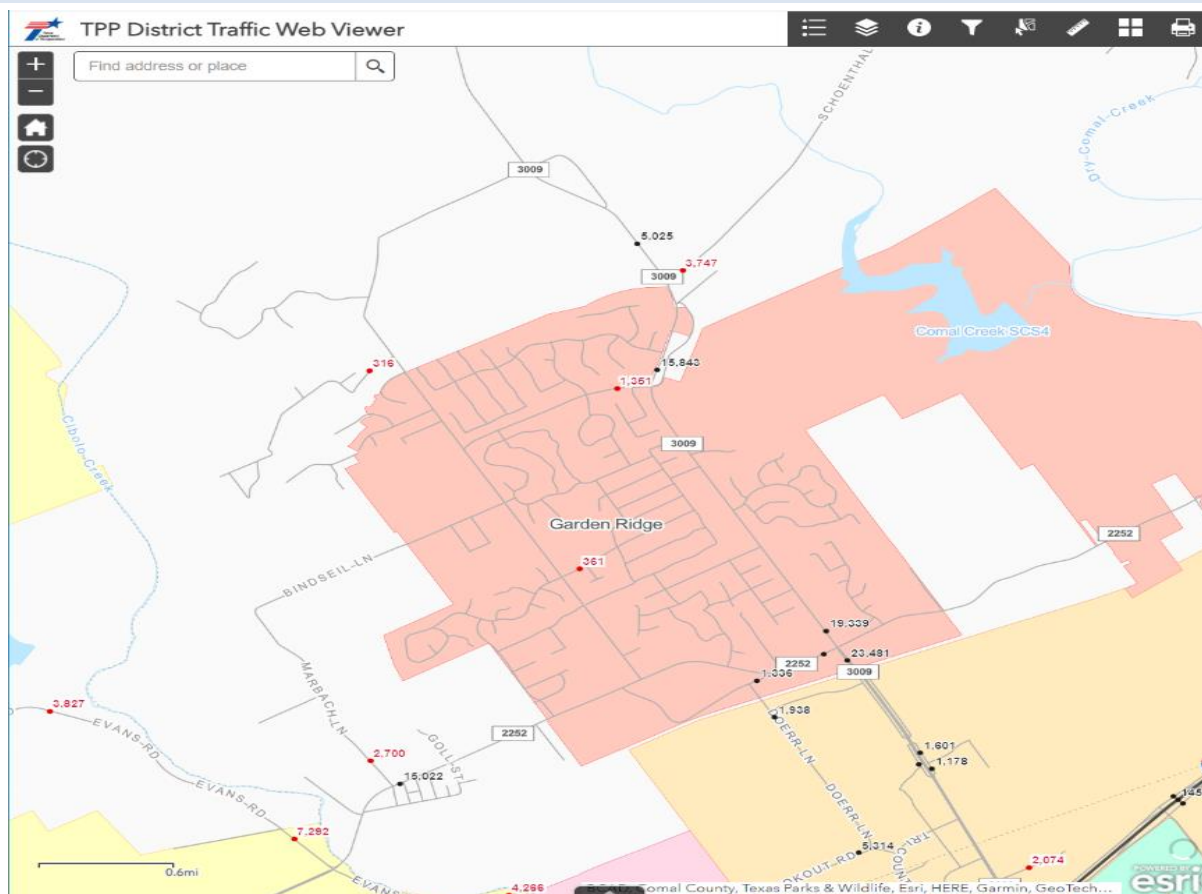


Figure 2: TxDOT Average Daily Traffic (2021)

¹ Pedestrian Safety Guide and Countermeasure Selection System (2013). Retrieved May 2023, from http://www.pedbikesafe.org/pedsafe/resources_guidelines_sidewalkwalkways.cfm.

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.

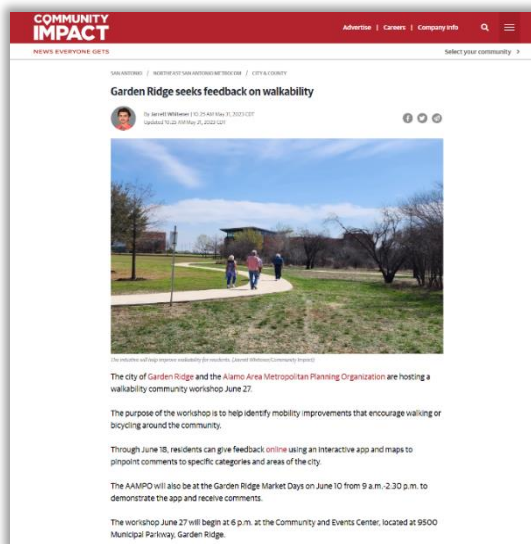


Figure 4: Local News Article

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: • 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: • 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: • 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: • 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	
	• 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 Many residents requested a pedestrian bridge connecting Garden Ridge Elementary and city amenities across FM 3009. Additional pedestrian safety measures could be taken at FM 3009 and FM 2252 neighborhood entrances. Traffic lights at: • Major intersections along FM 3009 • Bat Cave Rd and FM 2252
Bicycle Facilities	Bicycle facilities requested on: • FM 2252 • FM 3009 • Bat Cave Rd • Schoenthal Rd • Tonkawa Pass • Numerous potential off-street trailways
Micromobility Facilities	Interest on the possibility of providing infrastructure, such as off-street trailways that accommodate for golf carts.
Lighting	No street lighting reduces visibility, particularly along: • FM 2252 • FM 3009 • Bat Cave Rd • Schoenthal Rd
Comfort	Trees lining roadways could help reduce speeds, create a physical barrier, and provide shade for pedestrian facilities. Traffic calming throughout neighborhoods would dramatically improve pedestrian safety and comfort.

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: • Regency Run • Trophy Oaks Dr • Schneider Ln • Sumac Cir
	Desired connections to Davenport High School from: • Cinnabar Ct • Schoenthal Rd • Neighborhoods along Bat Cave Rd
	Desired connections to Paul Davis Park from: • 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.

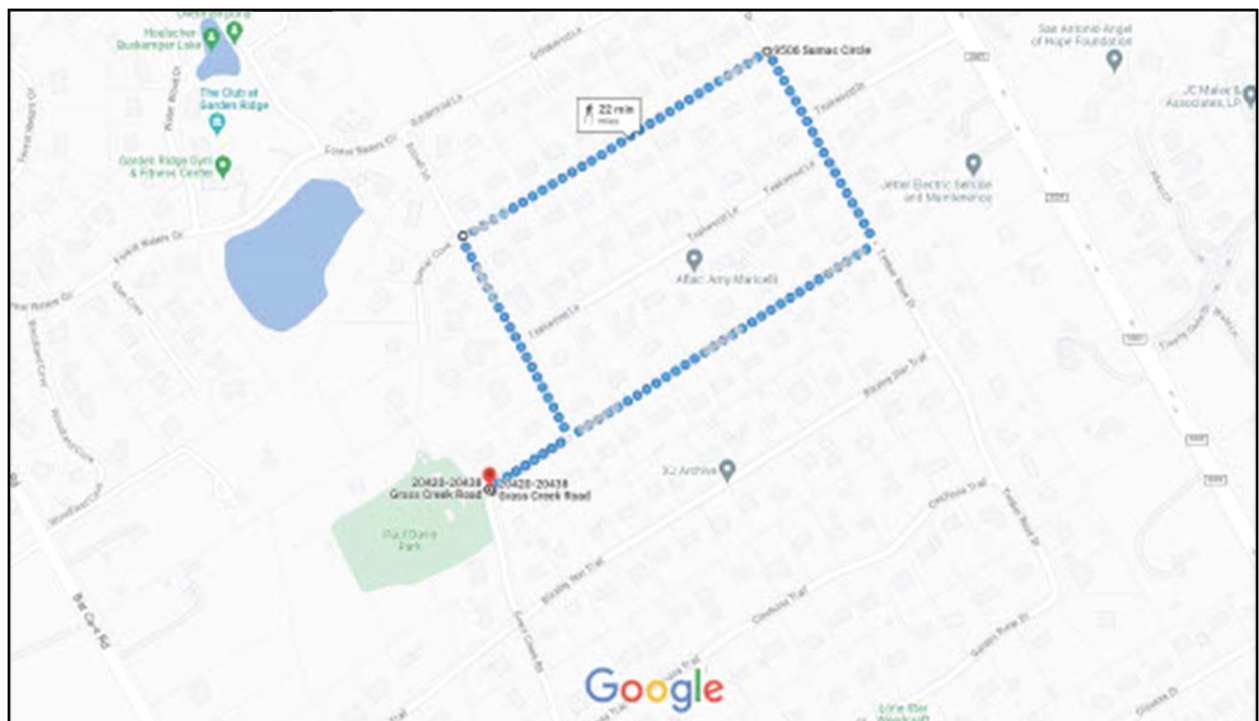


Figure 8: Walk Audit Route 1 - Paul Davis Park

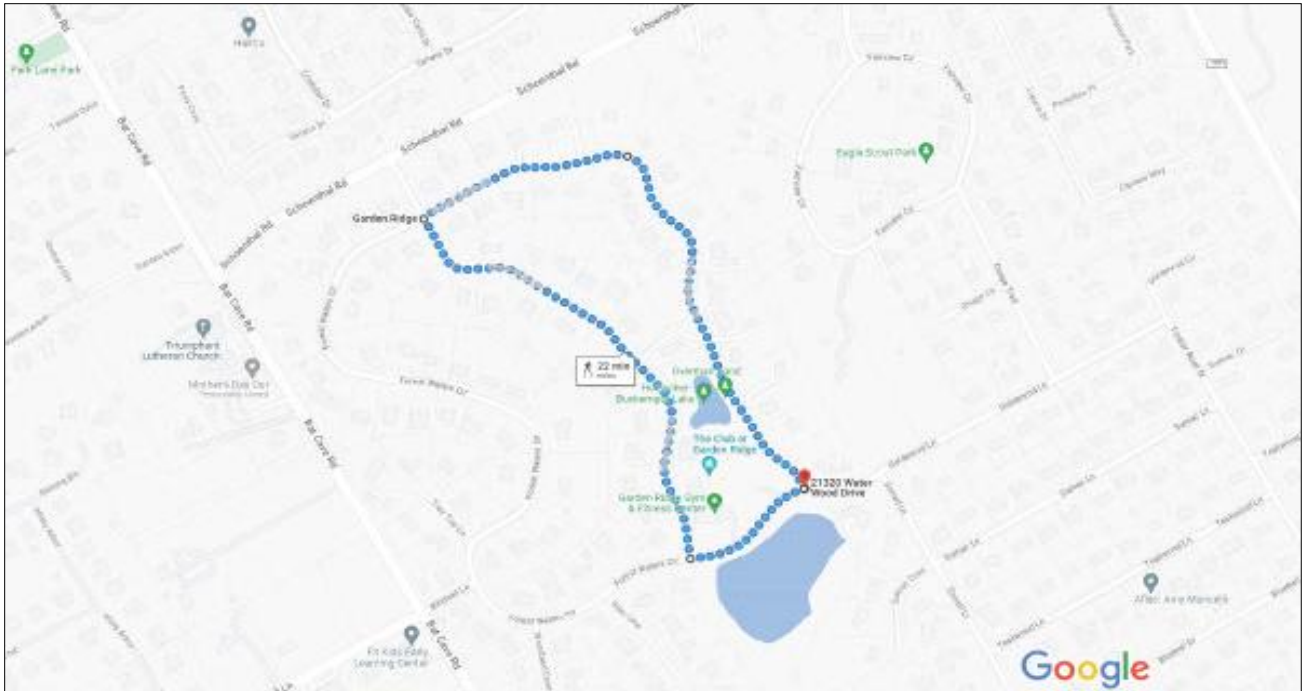


Figure 9: Walk Audit Route 2 - Country Club

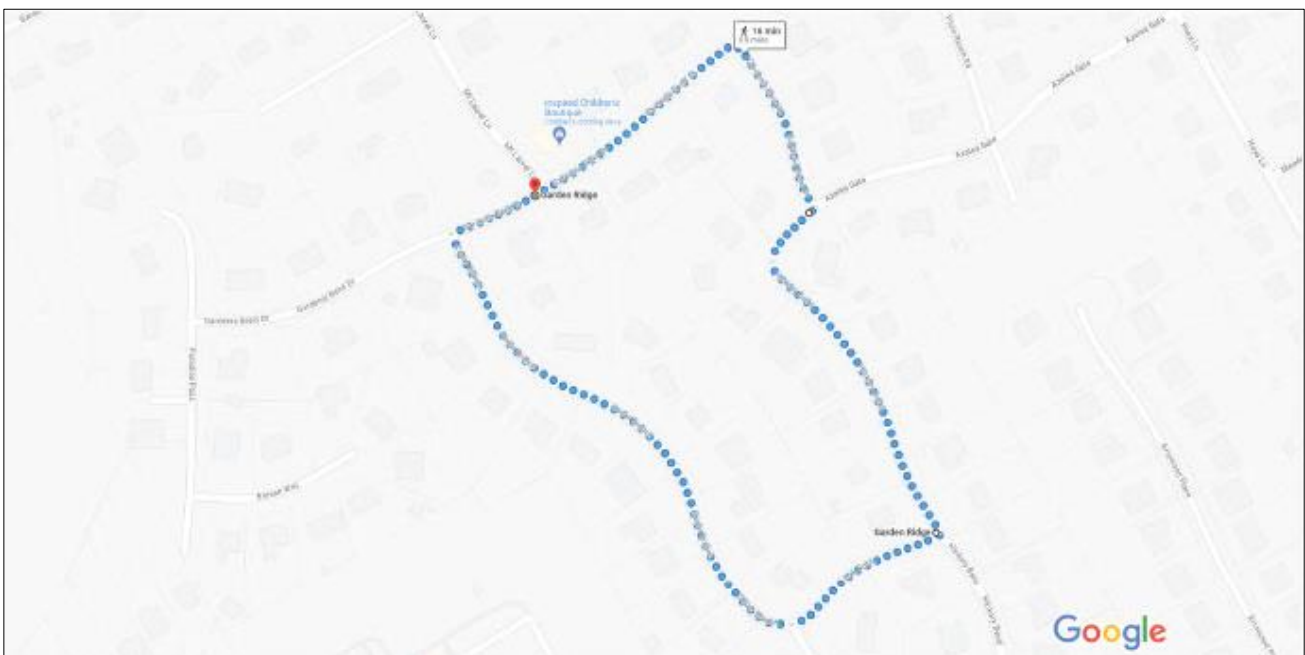


Figure 10: Walk Audit 3 - Neighborhood

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 6 p.m. 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 the table 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



Sidewalks provide a safe space to travel on foot.

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.

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

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.

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.).

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 to reduce vehicular speeds and decrease the crossing distance for



Chicanes compel people driving to slow down on neighborhood streets.



Mini traffic circles help slow vehicular traffic on residential streets.



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.

pedestrians. This treatment could be a useful tool for traffic calming in the City of Garden Ridge.

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 traffic study threshold 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 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 .
Texas Parks and Wildlife	Local Parks Grants	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 .
	Recreational Trails Grants	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 .
United States Department of Transportation	Safe Streets and Roads for All Grant Program (SS4A)	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
	Rebuilding American Infrastructure with Sustainability and Equity Grant (RAISE)	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 .

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?

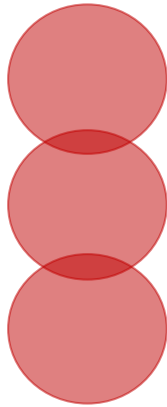
What is a Walkable Community Workshop?

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



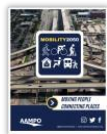
Unified Planning Work Program (UPWP)

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)

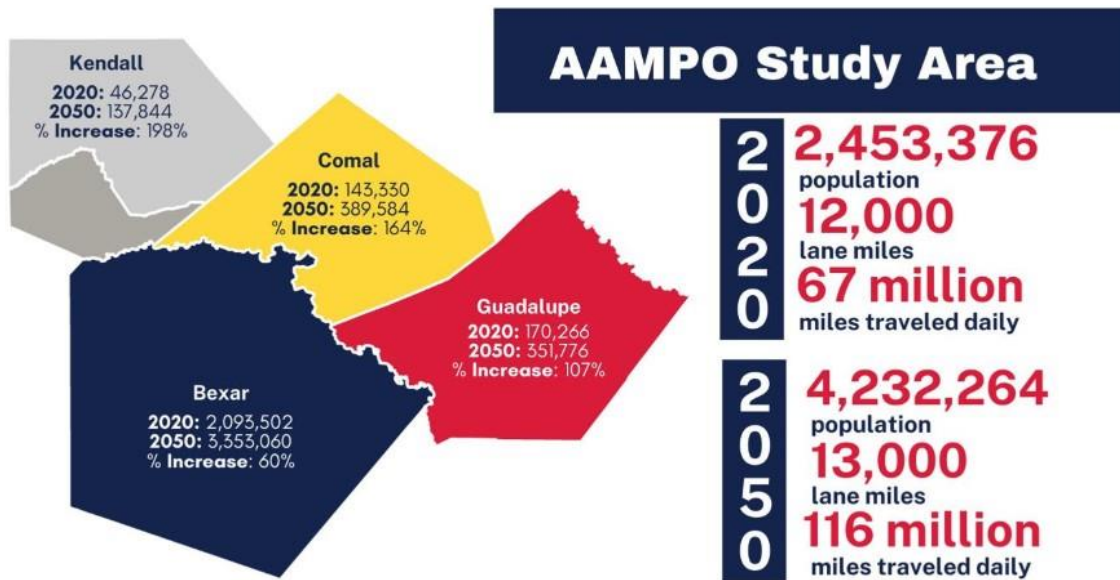
Long-range planning document outlining future goals, strategies, and transportation projects for 20-25 years



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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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

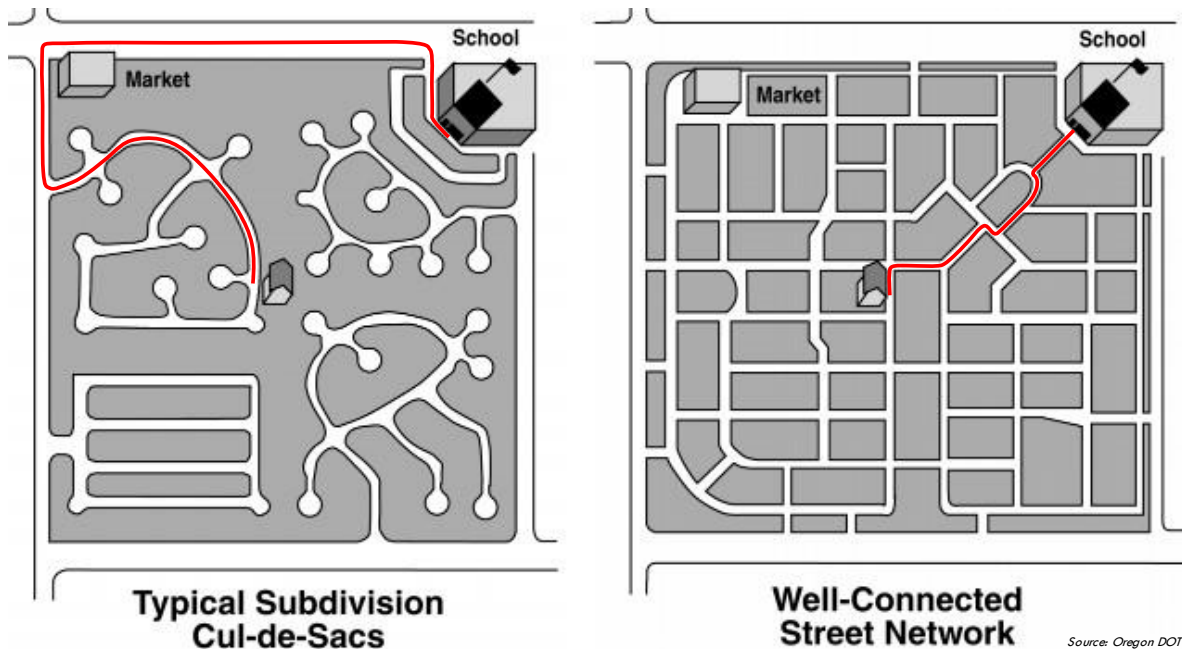
Multimodal transportation system

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



CHARACTERISTICS OF WALKABLE COMMUNITIES

Street and sidewalk connectivity



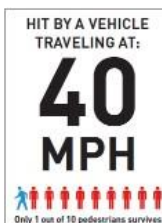
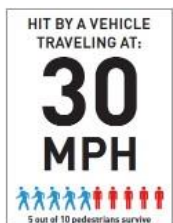
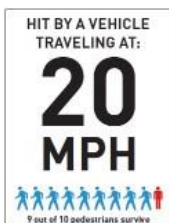
CHARACTERISTICS OF WALKABLE COMMUNITIES



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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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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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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THANK YOU!

Matthew Moreno
AAMPO Multimodal Transportation Planner
moreno@alamoareampo.org
210-230-6931