

# Bridges to Community

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# The Story

## The Origin

The impetus of this project is 2 parts. Initially it leads back to the traffic safety considerations surrounding the new LBJ middle school project and secondly after the chip seal project was completed, just prior to the start of my term, I have had a great number of citizens call to stop to discuss the state of walkability on the west side of town.

During those Middle School project discussions I proposed a neighborhood traffic circle at the intersection of Pecan @ Ave L, which would, in my opinion, have a greater safety impact to pedestrians than the 4 way stop signs would, as drivers routinely blow through the intersection of Pecan @ Avenue N and there is very little reason to believe the new stop signs would be any different. Additionally, during these discussions the problem of where the children would be walking was identified, as there are no sidewalks available near the new middle school project and it is very likely that children who walked to school would be walking in the roadway, negating any positive impact a stop sign would have. This revealed a need for a more comprehensive project focused on safe routes to school, and this new project could be leveraged to improve not only school children's safety but improve quality of life in Johnson City for all citizens.

The improved quality of life aspects were highlighted by the citizens' comments expressing interest in sidewalks I received from the literally dozens of people who exercise, walk their dogs, explore with their children, ride bikes and scooters, in some cases commute and generally enjoy what Johnson City has to offer. Walkability makes communities a better place to live.

## The Plan

With these two drivers in mind, I started looking at where sidewalks would improve walkability. Johnson City has an expansive sidewalk network through the central part of the city, so the obvious place to start would be expansion of that existing system west down Pecan, which in turn raised the question of where to stop.

The natural place to stop would be Pecan @ Ave Q, however stopping the sidewalks here would be only a few hundred feet away away the Hill Country Springs development, which at full capacity will represent around a quarter of the population of Johnson City, and especially the some of the demographics that would benefit from walkability the most. The challenge that arises here however, is crossing US-290, which is now 6 lanes wide with higher traffic speeds than through the middle of town.

To me, a raised Pedestrian Bridge over US-290 at this location (290 @ ave Q) is the most effective solution to this problem, as it would allow safe and unimpeded pedestrian and bike traffic over the highway without causing an impact on traffic. The other potential solutions of a

crosswalk or Pedestrian Hybrid Beacon or a tunnel under the road come with greater challenges and costs with limited or no additional benefits.

Using the concepts of pedestrian bridges and sidewalks to craft a walkability plan, a few more options and routes arose. Branching the sidewalk system up Avenue N from Pecan @ Avenue N would connect the Winding Oaks subdivision to the main sidewalk system and thus the schools and downtown districts.

Additionally, a similar populace to those who will be living at the Hill Country Springs apartments live on the east side of town, but are separated by US-281 in one of the most dangerous stretches of rural highway in Texas in terms of both pedestrian and vehicle accidents. There is not a single "safe" place to cross US-281 from Marble Falls to Blanco. The addition of a Pedestrian Bridge across US-281 @ A Robinson would connect the existing sidewalk network on the west side of the road with high density population areas on the east side of town. From this pedestrian bridge, a sidewalk could be extended down A Robinson to N Winters Furr, then up N Winter Furr to the Creekview apartments.

Lastly in my preliminary plan, a third pedestrian bridge downtown would complete the route. Not only would this third bridge over US-290 at Avenue G or Avenue F, give citizens to walk to schools, to the grocery store, and from the far east side of town to the far west side of town a walking path without ever having to set a foot on a major US Highway, it would give Johnson City the opportunity to alleviate much of the congestion associated with Lights Spectacular during the Holiday season.

For part of this plan, I would like to revisit the issue of neighborhood traffic circles vs stopsigns at Pecan @ Avenue L, and also consider adding a traffic circle at Pecan @ Avenue N.

## The Icing on the Cake

In addition to these proposed improvements I would like to consider a Pedestrian Hybrid Beacon (PHB) on Nugent near the high school, near Pecan, or in the middle of the two as well as consider 3 Additional sidewalk routes.

The PHB across Nugent would ease the crossing of this street, especially at high traffic times such as when school starts or lets out for the day. This is not included in the main part of the plan however, as there is an existing crosswalk just 1 block south at Nugent @ US-290, and while there would undoubtedly be benefits to pedestrian traffic there are considerations that need to be made for vehicular traffic, as well as a more in depth cost benefit analysis that would need to be done to justify it.

The first Additional Sidewalk Expansion I would like to consider is up Nugent from the city center to the Fair and Rodeo grounds. This would allow for a safe route to one of the busiest event centers in the county from the rest of the Johnson City pedestrian network.

The second Additional Sidewalk Expansion to consider is through the Ranchers Neighborhood, from 290 up Liveoak, across Post Oak drive, and back down to 290 via Ranchview. A spur could also be extended off this network down Bar S drive to connect the housing authority. This expansion would be the longest proposed here and by far the most costly, with the fewest number of new residents connected, however this would support safer trick or treating on Halloween, one of Johnson City's most beloved traditions.

The third sidewalk expansion to consider I am calling the "South 290 Trail" and would extend from the south side of the Ave Q pedestrian bridge to the entrance to the Settlement on US-290. Today, the settlement is only accessible from Ladybird Ln on the eastern side, or by car to its main entrance on US-290 without having to run across US-290 at an uncontrolled section of highway that has seen its fair share and more of MVAs in recent years. The South 290 Trail and access via the Ave Q Bridge would make this National Park Service property much more accessible in a safe fashion.

The TxDOT TA program has also been used to fund utilities such as Bike share and mobility programs that may be worth exploring.

# The Gameplan

## The Why: Addressing Safety and Connectivity in Johnson City

This project originates from two key concerns identified during recent discussions and citizen feedback: pedestrian safety, particularly for schoolchildren, and the need for improved walkability throughout Johnson City.

- **Safe Routes to School:**  
During the planning for the new LBJ Middle School, it became clear that children walking to school would be navigating streets without sidewalks, often sharing the road with vehicles. This presented an immediate safety issue that cannot be ignored. Discussions around the intersection at Pecan @ Avenue L highlighted the potential for a neighborhood traffic circle, which could significantly enhance pedestrian safety in areas where stop signs might be insufficient.
- **Community Feedback on Walkability:**  
Residents have voiced consistent concerns about the state of walkability, particularly on the west side of town. Many citizens—families, seniors, and active community members—expressed the need for better pedestrian infrastructure to safely enjoy walking, biking, and exploring Johnson City.

By addressing these concerns, the **Bridges to Community - Johnson City Walkability and Connectivity Project** seeks to improve not only safety but also the quality of life for all residents, making Johnson City a safer, more accessible, and more vibrant community.

## The Plan: Building a Safer, More Connected Johnson City

The **Bridges to Community - Johnson City Walkability and Connectivity Project** is a multi-faceted initiative that addresses pedestrian safety, mobility, and quality of life through strategic infrastructure improvements. The plan is divided into three main components:

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### Sidewalk Expansions

1. **Primary Sidewalk Routes:**
  - Extend sidewalks west along Pecan to Avenue Q to connect dense population areas like Hill Country Springs.
  - Create a north-south connection along Avenue N from Pecan to Winding Oaks, linking residential areas with the central sidewalk network.
  - Expand sidewalks east along A Robinson to connect Creekview Apartments and other neighborhoods to the existing network.
2. **Additional Sidewalk Routes for Future Consideration:**

- **Nugent Avenue:** Extend sidewalks from the city center to the Fair and Rodeo grounds, providing safe access to a major event hub.
  - **Ranchers Neighborhood Loop:** Create a loop through Ranchers Neighborhood, improving connectivity and safety for high foot traffic areas, especially during Halloween.
  - **South 290 Trail:** Extend sidewalks south from Avenue Q to the entrance of The Settlement, improving access to National Park Service properties.
- 

## **Pedestrian Bridges**

To overcome the challenges posed by Johnson City's division by two major highways, the plan includes the installation of three pedestrian bridges:

1. **US-290 @ Avenue Q:**
    - A raised bridge will connect Hill Country Springs to the central sidewalk network, allowing safe, uninterrupted crossing of the six-lane highway.
  2. **US-281 @ A Robinson:**
    - This bridge will provide safe passage across one of the most dangerous stretches of US-281, connecting dense population areas on the east side with the west side's amenities and schools.
  3. **US-290 @ Avenue F or Avenue G (Downtown):**
    - A central bridge downtown will connect the east and west sides of Johnson City, easing congestion during events like Lights Spectacular and completing a fully walkable path from one side of town to the other.
- 

## **Traffic Calming Measures**

1. **Neighborhood Traffic Circles:**
    - Proposed at key intersections like Pecan @ Avenue L and Pecan @ Avenue N, traffic circles will enhance pedestrian safety and improve vehicle flow compared to traditional stop signs.
  2. **Pedestrian Hybrid Beacon (PHB):**
    - Consideration of a PHB on Nugent near the high school to improve pedestrian crossing safety during high-traffic times, though this requires further cost-benefit analysis.
- 

## **Scaling and Flexibility**

The plan is designed to be scalable, allowing for phased implementation based on funding availability and public interest. Priority will be given to high-need areas, such as school routes and dense population centers, with additional components added as resources allow.

## **The Benefits: Creating a Safer, Healthier, and More Connected Johnson City**

The **Bridges to Community - Johnson City Walkability and Connectivity Project** offers wide-ranging benefits for residents, businesses, and visitors, making it a transformative initiative for the entire community.

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### **Safer Routes for Families and Children**

1. **Safe Routes to School:**
    - Provides children with safe walking and biking paths to school, reducing their exposure to traffic hazards.
    - Addresses immediate safety concerns near the new LBJ Middle School and other school zones.
  2. **Reduced Auto-Pedestrian Incidents:**
    - Creates dedicated pedestrian crossings over US-290 and US-281, removing pedestrians from high-traffic roadways and lowering the risk of accidents.
- 

### **Improved Quality of Life**

1. **Encourages Active Lifestyles:**
    - Walkable communities promote physical activity, contributing to improved health and well-being for all age groups.
  2. **Fosters Community Connection:**
    - Well-designed sidewalks and bridges bring neighbors together, encouraging interactions and enhancing Johnson City's small-town charm.
- 

### **Economic Growth**

1. **Supports Local Businesses:**
  - Increased foot traffic near the Downtown District and other commercial areas boosts local retail and dining establishments.
  - Enhances tourism by making Johnson City more attractive to visitors, especially those traveling without personal transportation.

## **2. Prevents Bypass Development:**

- Improved walkability and pedestrian infrastructure help strengthen the local economy, reducing the likelihood of bypass construction that could divert traffic and hurt Johnson City businesses.
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## **Enhanced Accessibility for All**

### **1. Senior Citizens:**

- Improves mobility and independence for seniors who may not drive, giving them safe and convenient access to local services and amenities.

### **2. Equity in Access:**

- Connects underserved neighborhoods, such as Hill Country Springs and Creekview Apartments, to essential services and recreational opportunities.
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## **Event and Traffic Management**

### **1. Lights Spectacular:**

- Reduces congestion during major events by providing safe pedestrian crossings over US-290, improving traffic flow and visitor safety.

### **2. Everyday Traffic Flow:**

- Traffic calming measures, such as neighborhood traffic circles, create safer and more efficient intersections for drivers and pedestrians alike.
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## **Long-Term Community Resilience**

### **1. Increased Property Values:**

- Studies show that walkable neighborhoods enjoy higher property values, benefiting homeowners and strengthening the local tax base.

### **2. Environmental Impact:**

- Encourages walking and biking, reducing reliance on vehicles and contributing to environmental sustainability.
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## **Metrics for Success**

To measure the success of the project, the following metrics will be tracked:

- Reduction in auto-pedestrian accidents.
- Increased number of students walking or biking to school.

- Improved pedestrian traffic counts across key routes.
- Traffic improvements during major events like Lights Spectacular.

## Funding and Feasibility

A critical component of the **Bridges to Community - Johnson City Walkability and Connectivity Project** is identifying sustainable funding sources and ensuring the project's feasibility. By leveraging both external grants and local partnerships, Johnson City can minimize the financial burden on taxpayers while delivering transformative improvements.

### Funding Sources

The project will utilize a combination of federal, state, local, and private funding sources:

- **TxDOT Transportation Alternatives (TA) Program:**  
The TA program is a primary funding opportunity, covering up to 80% of eligible costs for pedestrian and bicycle infrastructure. This program aligns directly with project goals such as safe routes to school, pedestrian safety, and improved connectivity across major highways.
- **Local Contributions:**  
The city can allocate budgetary resources and fundraising tools for project match and if needed raise capital specifically for this project.
- **Private Partnership Potential:**  
Stakeholders such as Hill Country Springs, JCISD, and the National Park Service could potentially contribute to components that directly benefit their interests, such as the South 290 Trail or pedestrian routes to schools and residential developments.

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### Leveraging the TxDOT TA Program

The TxDOT TA program represents a cornerstone of the funding strategy for this project. Here's why:

1. **Program Overview:**  
The TA program funds projects that enhance pedestrian and bicycle mobility, emphasizing safety, accessibility, and community connectivity.
2. **Alignment with Project Goals:**
  - **Safe Routes to School:** The program prioritizes infrastructure that supports safe school commutes, a central focus of this initiative.
  - **Connectivity:** Projects that link residential areas, schools, and downtown districts score favorably in evaluations.
  - **Safety Enhancements:** Pedestrian bridges over US-290 and US-281 address critical safety concerns, earning bonus points in the application process.

### 3. **Competitive Position:**

Johnson City's unique challenges—being bisected by two major highways—make this project a compelling candidate for funding. Emphasizing community engagement, safety impacts, and scalability will strengthen the application.

### 4. **Next Steps:**

- **Early 2025:** Submit a detailed application during the 2025 TA Program Call for Projects, including engineering designs, cost estimates, and community input.
  - **October 2025:** Secure funding and finalize plans for phased implementation.
  - **2026:** Begin construction, with a goal of project completion in time for Lights Spectacular Kickoff in November 2026. The TxDOT TA Program especially favors projects that can be completed within 1 year.
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## **Ensuring Feasibility**

### 1. **Cost Management:**

The project will include robust budgeting practices with contingencies for unexpected costs. Pre-fabricated bridge components will minimize construction disruptions and associated expenses.

### 2. **Community Engagement:**

Public forums and stakeholder outreach will ensure the project reflects community priorities, building public support and confidence.

## **Community Engagement**

Community involvement is a cornerstone of the **Bridges to Community - Johnson City Walkability and Connectivity Project**. This initiative aims to reflect the needs and priorities of Johnson City residents, and their input will be critical throughout the planning and implementation process.

## **Public Outreach**

### 1. **Community Forums:**

- Host town hall meetings to present the project's goals, gather feedback, and answer questions from residents.
- Utilize these forums to highlight how the project addresses safety, connectivity, and quality of life.

### 2. **Walking Tours:**

- Organize "walking meetings" with residents and stakeholders in the areas targeted for improvements.
- Allow participants to see firsthand the current challenges and visualize the proposed solutions.

### 3. **Surveys and Polls:**

- Distribute online and paper surveys to gather input from a broad spectrum of residents, ensuring diverse perspectives are included.

- Include targeted questions about priorities, perceived needs, and suggested routes.
- 

## **Partnerships**

### **1. Local Stakeholders:**

- Collaborate with organizations like JCISD, local businesses, and neighborhood associations to align project goals with community needs.
- Highlight partnerships with stakeholders who will directly benefit, such as Hill Country Springs and the National Park Service.

### **2. Civic Organizations:**

- Present to local groups like the Chamber of Commerce, Rotary Club, and other civic organizations to build broader support and encourage active involvement.
- 

## **Ongoing Communication**

### **1. Project Updates:**

- Regularly update the community on project milestones through newsletters, social media, and public meetings.
- Establish a dedicated project page on the city's website to share timelines, budgets, and progress reports.

### **2. Feedback Mechanisms:**

- Create channels for ongoing feedback, such as an email address or phone line dedicated to the project.
- Use this feedback to adjust plans and address concerns promptly.

## **Metrics and Accountability**

To ensure transparency and measure the success of the project, clear metrics and accountability measures will be established from the outset.

### **Success Metrics**

#### **1. Pedestrian Safety:**

- Reduction in auto-pedestrian incidents at key intersections and along high-traffic routes.
- Increased number of safe pedestrian crossings at US-290 and US-281.

#### **2. School Commutes:**

- Higher percentages of students walking or biking to school safely.

#### **3. Community Usage:**

- Increased pedestrian and cyclist traffic along expanded sidewalks and across new bridges.

- Enhanced participation in community events like Lights Spectacular due to improved walkability.
- 4. Economic Impact:**
- Increased foot traffic in downtown businesses.
  - Positive feedback from tourists and new residents about the community's walkability.
- 

## **Accountability Measures**

- 1. Transparent Reporting:**
  - Provide regular financial updates on project spending, including detailed breakdowns of grant funding and local contributions.
  - Publish progress reports on milestones, such as engineering plans, construction starts, and completed phases.
- 2. Clear Timelines:**
  - Develop a project timeline with clear milestones and deadlines for each phase.
  - Share these timelines publicly and update them as necessary.
- 3. Oversight:**
  - Establish a committee of city officials, stakeholders, and community representatives to oversee the project.
  - Ensure that decisions are well-documented and aligned with the project's goals.
- 4. Contingency Planning:**
  - Prepare for unexpected challenges, such as funding delays or construction issues, by building contingency plans into the project framework.

## Map List

Project Map Link -

<https://www.google.com/maps/d/u/0/edit?mid=1X4HOjGG6GwmhYyNbtF1E4BiDrBfdidU&usp=s>  
haring

Core Map

Attached

Whole Map

Attached

## Preliminary Costs Worksheet

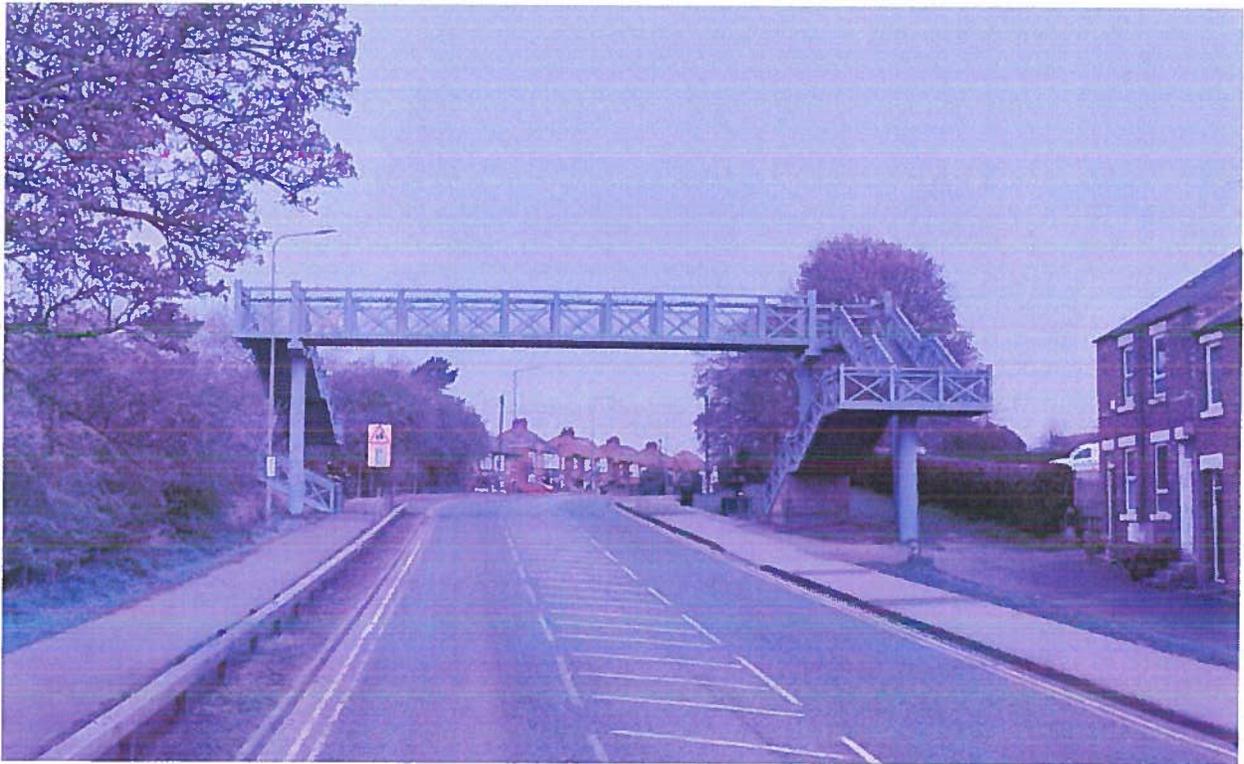
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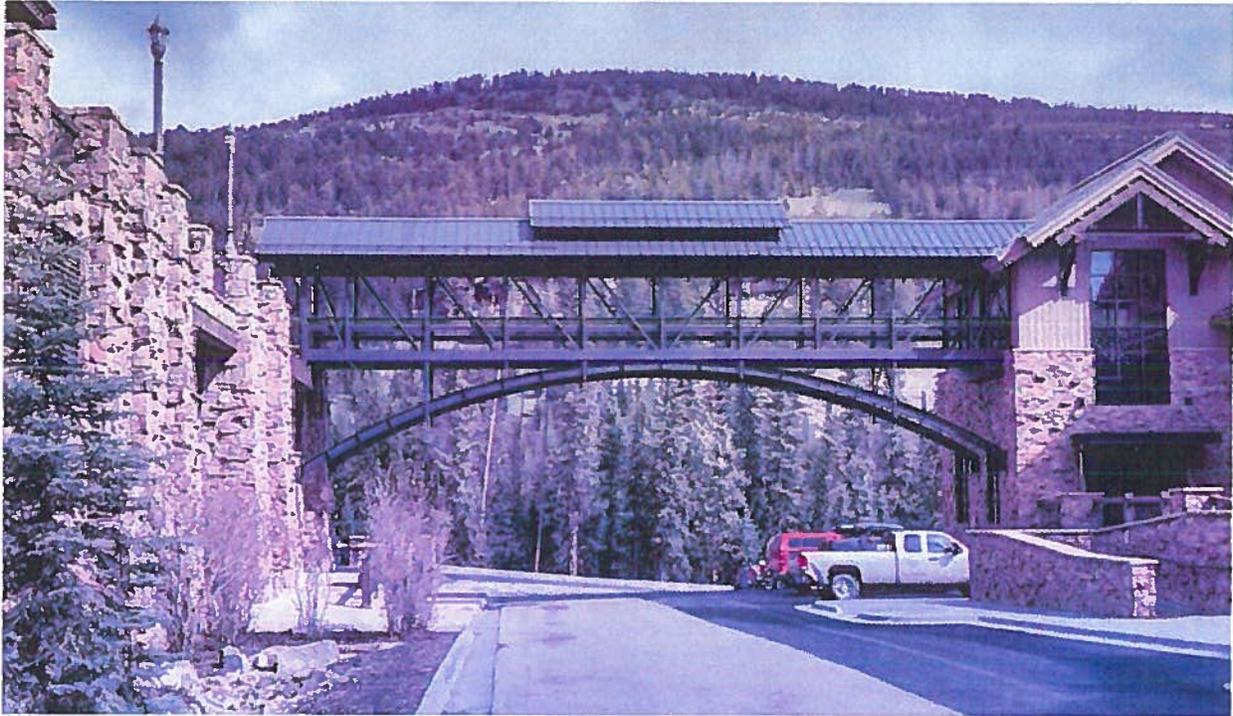
Link -

<https://docs.google.com/spreadsheets/d/1IGBi8PISBc9Y4I-dbjvgHVXNI4KO9RPE4ct7cODLBko/edit?usp=sharing>

# Examples of Pedestrian Bridges



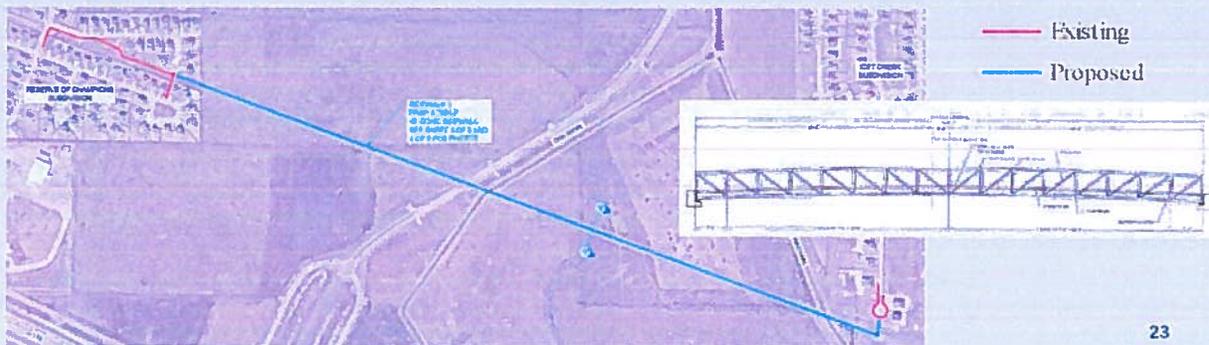


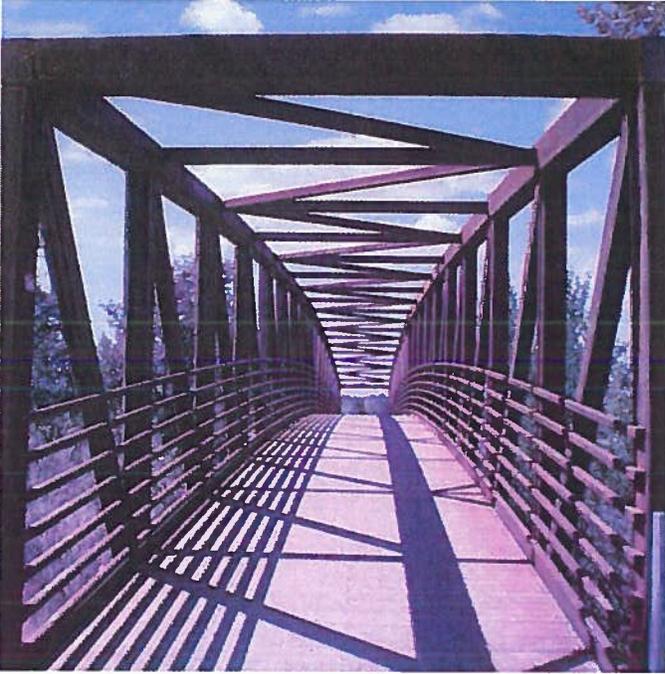


## Examples of Community-Based projects, part 1

### Filling bike/ped network gaps (City of Mont Belvieu)

- 10-foot wide Concrete Shared Use Path – 5,700 ft long, 6-inch thick SUP between subdivisions
- 2 Pedestrian bridges – Pre-fabricated





# Presentation Development Questions and Considerations

## About the Vision

1. What is the long-term goal of the **Bridges to Community - Johnson City Walkability and Connectivity Project**? How do you see this project transforming the city in 5–10 years?

The benefits of walkable communities are well known and I won't go in depth on them here specifically, although amongst them are improved property values, health of residents, increased test scores in students and greater sense of community. One of the most important unique benefits would be the potential for delaying a bypass around Johnson City. Bypasses are the kiss of death for small communities like ours, especially ones that rely on tourism dollars to fund many of our projects. Walkability also improves a community's tourism attractiveness especially for those travelers who come to our area via airplane and may not have access to personal ground transportation.

2. What inspired this project? Are there specific challenges or opportunities in Johnson City that you aim to address (e.g., pedestrian safety, economic development, community connectivity)?

As addressed above, this project was initially driven by safe routes to school and can easily be leveraged into all of the above, pedestrian safety, economic development, and community connectivity.

3. Are there examples from other cities or communities that demonstrate the benefits of similar projects? How might their successes resonate with Johnson City?.

There are other towns who have undertaken similar projects to each part covered under the scope of this project, however the implementation of pedestrian bridges in this configuration may be relatively unique, driven by Johnson City being bisected by two major US highways.

## About Logistics and Implementation

4. What are the key milestones or phases for this project? How will you prioritize sidewalks, pedestrian bridges, or other traffic improvements?

Sidewalks are obviously the easier lift. They can be constructed in existing rights of way and are comparatively less expensive per foot than the bridges. The pedestrian bridges have slightly more of stigma, as the pedestrian bridges many people have had experience with are eyesores on the highway in bad parts of town, but on a per benefit scale the bridges are actually very cost effective. The critical path as explored above would be primary infrastructure expansion with the ability to scale with funding and public interest.

5. Do you have any preliminary cost figures to share, or will that be part of the exploration process in the meeting?

Please see the “Connecting Johnson City Sidewalk System Calc” Google Sheet, that is a live document and can be modified played with for different scenarios and updated as more info comes in.

6. How will you address potential concerns about disruptions during construction (e.g., traffic, access issues)?

Most of these improvements will have little impact on traffic and access during construction. The largest impact would be while installing the bridges, however the bridges will be pre fabricated and will only require short shutdowns to fly them into place and attach them to preconstructed abutments.

## **About Stakeholders and Funding**

7. What stakeholders have you engaged with so far (e.g., school districts, business owners, TxDOT)? How have they reacted to the project concept?

I have discussed this plan with several Johnson City citizens and local businesses, the JCISD school board president and I have reached out to TxDOT. Whether we proceed with the TxDOT TA grant program or not, public outreach and input will be critical to this projects success.

8. What partnerships or funding sources do you envision playing a key role in the project's success? Are there specific grants or contributions you're optimistic about?

The TxDOT Transportation Alternative grant is likely the best program for the City to leverage as this is exactly what the grant was developed for and this project fits nicely into the “bonus point” categories they use for evaluation. That being said there are several private and public stakeholders such as Hill Country Springs and JCISD that would benefit from this project and would be worth exploring partnering with on this project.

9. How will this project align with or complement other city initiatives already in progress?

This is an expansion of our already existing sidewalk network, however the city does not have many transportation initiatives in place currently. There is the possibility that this project could be engineered in a way to help with surface water runoff and drainage issues that exist throughout town.

## **About Public Reception**

10. How do you plan to address concerns from taxpayers about the project's cost and prioritization?

In the conversations I have had presenting this program, I have been met with overwhelming support, even from unlikely sources. While parts of this are a bit “out of the box” the thought process I believe follows a very common sense approach. Utilizing grant money and outside funding sources for the bulk of the project helps ease peoples issues, but when it comes to funding this is a very easy project to see where your tax money is being put to work and the direct and long term benefits those tax dollars will generate.

11. What benefits can you highlight for key groups, such as families with children, business owners, or senior citizens?

These groups are the exact ones that will benefit the most. We have already discussed safety when walking to and from school, businesses will benefit from increased foot traffic and being in a more attractive tourism area, and there are many studies that show a direct correlation between walkability and longevity in seniors, not to mention to freedom and dignity that can be returned to seniors who can no longer drive.

12. How will you involve the community in the planning process to ensure their input is considered?

Public forums and open houses will be our best bet, as well as presenting to local civic organizations throughout the planning process. I also believe several coordinated walking meetings would be beneficial to see firsthand the need for this program as well as potential pitfalls.

## **About Metrics and Accountability**

13. What metrics will you use to measure the success of the project (e.g., increased pedestrian traffic, reduced vehicle-pedestrian incidents)?

This is a great question! The obvious low hanging fruit is reduced auto pedestrian accidents, but seeing the number of students who walk and bike to school would be very interesting. We should also see a tangible difference made during Lights Spectacular in traffic backlogs on 290 and on pedestrian traffic through the center of town.

14. How will you ensure transparency in project costs, progress, and decision-making?

Much of this will be handled through the TxDOT TA program if we can get awarded a grant, and if we proceed via another avenue the same reporting standards can be implemented.

15. What safeguards will be in place to ensure the project stays on budget and on schedule?

Again, good bidding and contracting practices will keep the project on budget and on schedule, as well as appropriate planning up front to ensure reliable contractors and enough contingency in both time and money to prevent coming up short.

## Stakeholders

### City Councilors

- **Strengths:**
  - The agenda item is broad enough to encompass multiple aspects of walkability and connectivity while remaining focused on safety and functionality.
  - It explicitly outlines key areas for discussion (e.g., cost estimates, funding sources, engineering services), which helps facilitate productive debate.
  - The inclusion of "safe routes to school" highlights a specific and relatable goal that resonates with public safety priorities.
- **Potential Concerns:**
  - Some councilors may question whether the scope is too ambitious, particularly if the city has limited resources or competing priorities.
  - They might want more clarity on how decisions will be phased or prioritized (e.g., focusing first on areas with the highest pedestrian traffic).

### Citizens

- **Strengths:**
  - The name "Bridges to Community" is engaging and conveys a sense of unity and purpose.
  - Emphasis on safe routes to school and children's safety is likely to resonate strongly with families and school stakeholders.
  - A focus on connectivity between dense population areas and key locations shows consideration for the needs of the broader community.
- **Potential Concerns:**
  - Citizens may wonder how this project will impact them personally—whether they will see improvements in their neighborhood or face potential disruptions during construction.
  - Cost could be a significant concern, especially for taxpayers. The inclusion of funding sources like TxDOT grants may alleviate this, but explicit mention of how much local funding is anticipated could be helpful.

### Taxpayers

- **Strengths:**
  - Including a review of funding sources and partnerships emphasizes efforts to reduce the burden on local taxpayers.
  - The structured approach to cost estimation shows fiscal responsibility.
- **Potential Concerns:**
  - Some taxpayers may worry about long-term maintenance costs and whether the project will require future tax increases.

- Others might question the balance between investments in walkability and other pressing city needs, such as roads or utility infrastructure.

Other Relevant Positions (e.g., School Administrators, Planners)

- **Strengths:**

- The focus on safe routes to school aligns well with school district priorities and could foster partnerships.
- Traffic calming and pedestrian safety measures will likely benefit school zones and reduce congestion.

- **Potential Concerns:**

- School administrators might seek assurance that their campuses are part of the planning process and that the timeline aligns with the school calendar to avoid disruptions.
- Planners may request more specificity regarding how pedestrian bridge locations will be identified and integrated into existing infrastructure.

Link to the TXDOT PSAP program - For reference

<https://www.txdot.gov/about/advisory-committees/bicycle-pedestrian-advisory-committee/pedestrian-safety-action-plan.html>

Interactive PSAP screening Tool

<https://experience.arcgis.com/experience/77c682fe18614881a1f045e64ca07f21>

Open Data on Pedestrian and Pedalcyclist Crashes - Theres a neat video on here too at the bottom...

<https://data.texas.gov/stories/s/Texas-Department-of-Transportation-Traffic-Safety-/5eri-a9fr/>

Streetmix and Streetplan Softwares

<https://streetmix.net/-/2778845>

<https://streetplan.net/MyState/MyOrg/MyProj/88337>

2023 Previous Projects

<https://storymaps.arcgis.com/stories/48203c8e0c06424e8498a0571a8f4431>

# Connecting Johnson City Preliminary Project Map



Map illustrating the preliminary proposed improvements for the Connecting Johnson City Sidewalk and Pedestrian Bridge Project

Alt- South 290 Trail End



Alt- South 290 Trail

281 Pedestrian Bridge



281 Pedestrian Bridge Start



281 Pedestrian Bridge



281 Pedestrian Bridge End

Main Street Pedestrian Bridge



Main Street Pedestrian Bridge Start



Main Street Pedestrian Bridge



Main Street Pedestrian Bridge

Ave Q Pedestrian Bridge



Begin Ave Q Pedestrian Bridge

Avenue Q Pedestrian Bridge



End Ave Q Pedestrian Bridge

Traffic Circles



Traffic Circle Pecan @ Ave L



Traffic Circle - Pecan @ Ave N

Pedestrian Hybrid Beacon



Pedestrian Hybrid Beacon -  
Nugent @ Pecan

# Connecting Johnson City Preliminary Project Map

- West Side Sidewalk System Expansion
  - Begin W Pecan Sidewalk Addition
  - W Pecan Sidewalk
  - W Pecan/Ave Q Sidewalk Intersection
  - Ave Q Sidewalk
  - End Ave Q Sidewalk
  - W Pecan/Ave N Sidewalk Begin
- N Ave N Sidewalk
- Avenue N Sidewalk End
- East Side Sidewalk System
  - Robinson Rd Sidewalk Begin
  - Robinson Rd/N Winters Furr Sidewalk Intersection
  - East Side Sidewalk System
  - N Winters Furr Sidewalk End
- Alt- Nugent Sidewalk
- Alt- Nugent Sidewalk Start



Map illustrating the preliminary proposed improvements for the Connecting Johnson City Sidewalk and Pedestrian Bridge Project

Alt - Nugent Sidewalk



Alt -Nugent Sidewalk End

Alt - Ranchers Sidewalk



Alt - Ranchers Sidewalk Start



Alt - Ranchers Sidewalk



Alt- Ranchers Sidewalk End

Alt - South 290 Trail



Alt- South 290 Trail Start



Alt- South 290 Trail End



Alt- South 290 Trail

281 Pedestrian Bridge



281 Pedestrian Bridge Start



281 Pedestrian Bridge



281 Pedestrian Bridge End

Main Street Pedestrian Bridge



Main Street Pedestrian Bridge Start



Main Street Pedestrian Bridge



Main Street Pedestrian Bridge

Ave Q Pedestrian Bridge



Begin Ave Q Pedestrian Bridge

Avenue Q Pedestrian Bridge



End Ave Q Pedestrian Bridge

Traffic Circles



Traffic Circle Pecan @ Ave L



Traffic Circle - Pecan @ Ave N

Pedestrian Hybrid Beacon



Pedestrian Hybrid Beacon -  
Nugent @ Pecan

