

City of Kyle, Texas

SIDEWALK MASTER PLAN



MAY 2025

Prepared by



This report was prepared in partnership with the City of Kyle, Texas.

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List of Acronyms

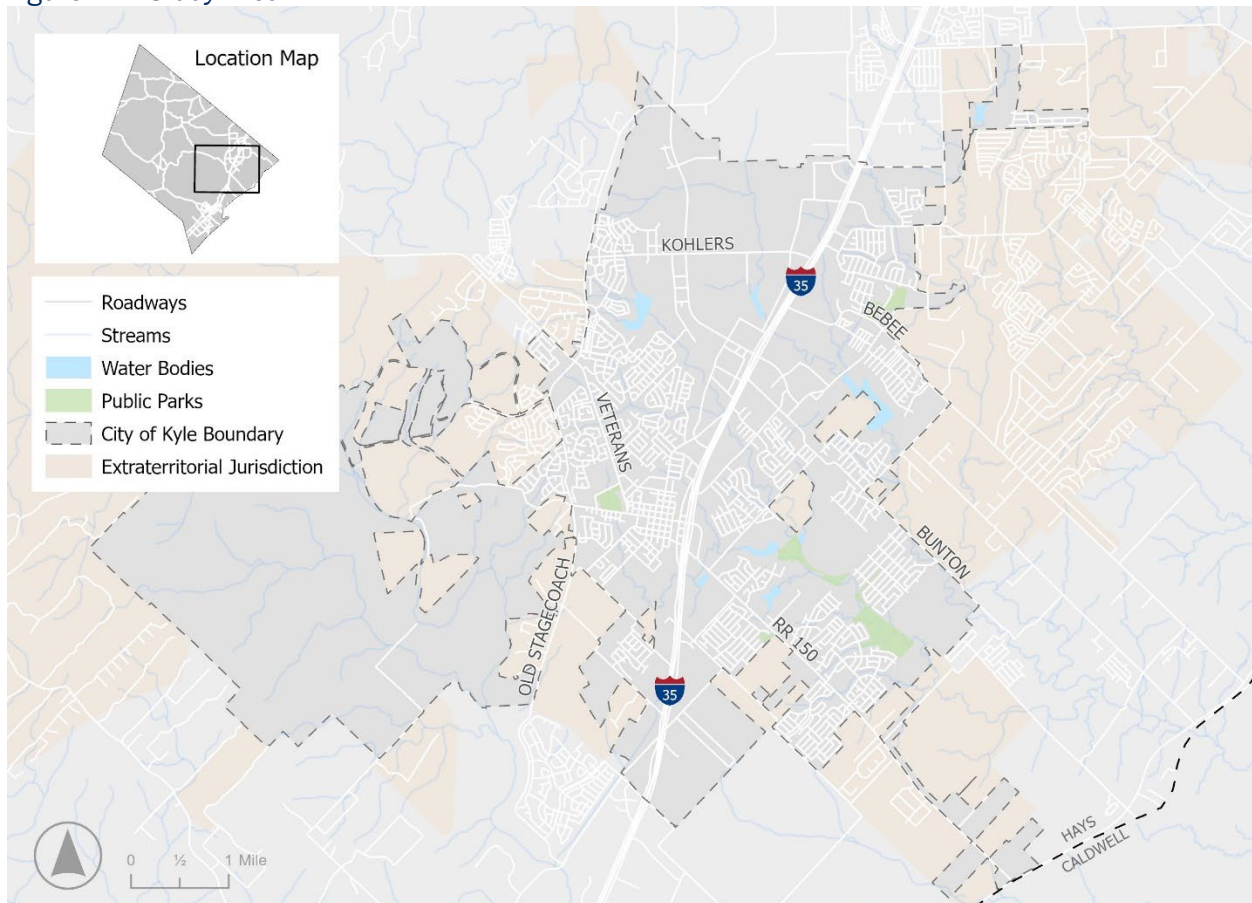
ADA	Americans with Disabilities Act
CAMPO	Capital Area Metropolitan Planning Organization
CIP	Capital Improvement Plan
CRIS	Crash Records Information System
FHWA	Federal Highway Administration
LTS	Level of Traffic Stress
PHB	Pedestrian Hybrid Beacon
RRFB	Rectangular Rapid Flashing Beacon
STBG	Surface Transportation Block Grant
SS4A	Safe Roads and Streets for All
TA	Transportation Alternatives Program
TIA	Traffic Impact Analyses
TIRZ	Tax Increment Reinvestment Zone
TxDOT	Texas Department of Transportation

1.0 Introduction

The City of Kyle is one of the fastest growing jurisdictions in Texas. Located in eastern Hays County, Kyle is situated approximately 20 miles southwest of Austin and 50 miles northeast of San Antonio, along the I-35 corridor (Figure 1-1). Rapid residential and commercial development in Kyle has resulted in the need for additional investment in the city's sidewalk network to improve pedestrian safety and mobility by addressing gaps where they exist.

Active transportation facilities, including sidewalks and trails, are critical elements of a well-planned transportation system. The City of Kyle Sidewalk Master Plan serves as a guide for future sidewalk investment to support the city in meeting its pedestrian mobility, safety, and connectivity goals.

Figure 1-1. Study Area



1.1 Purpose and Need

The City of Kyle has grown steadily over the last 20 years, from 5,314 people in 2000 to a population of 45,828 as recorded during the 2020 U.S. Census. More recently, the City of Kyle Economic Development department reports Kyle's growth has increased by an additional 36%, to approximately 62,548 people. This explosive population growth has spurred rapid residential and commercial development, resulting in islands of pedestrian connectivity linked by roadways that lack active transportation facilities. As the city continues to grow, additional investments in the sidewalk

network will help ensure that comfortable and connected pedestrian facilities are available to all residents of Kyle.

This plan identifies priority roadway segments and planning-level budget guidance to support future decision-making regarding sidewalk investments. This plan can also be used as a resource to coordinate active transportation investments along state routes with the Texas Department of Transportation (TxDOT).

1.2 Goals and Objectives

The following goals and objectives were developed through coordination with stakeholders and the public to define the direction of this sidewalk master plan.

- Goal 1: Improve roadway safety for all pedestrians.
 - Objective 1.1 - Pedestrian facilities (including walkways, crossings, and supportive infrastructure) are provided, particularly along roadways with high speeds and vehicular volumes.
- Goal 2: Improve connections between community destinations.
 - Objective 2.2 - Prioritize sidewalk connections that enhance access between residential neighborhoods and parks, schools, existing and future trails, retail areas, and other community destinations.
- Goal 3: Identify cost-effective solutions to expand Kyle's sidewalk network.
 - Objective 3.1 - Coordinate with TxDOT during redesign and/or maintenance projects along state routes to ensure active transportation facilities are incorporated.
 - Objective 3.2 - Pursue state and federal grant opportunities to assist in implementing the recommendations included in this plan.

1.3 Previous Plans and Studies

The City of Kyle's most recent comprehensive and transportation master plans were adopted in 2024 and 2021, respectively. Both plans include general recommendations for improving sidewalk connectivity and expanding pedestrian networks. This sidewalk master plan builds upon the recommendations, challenges, and opportunities identified in previous planning efforts by documenting the community's long-term vision for active transportation and identifying a prioritized list of sidewalk improvements.

Planning documents from the City of Kyle, Hays County, and Capital Area Metropolitan Planning Organization (CAMPO) were reviewed to ensure that previously identified pedestrian needs, opportunities, and major project recommendations were considered as part of the development of this plan. Key findings are summarized in Table 1-1.

Table 1-1. Previous Planning Resources

Plan Name	Year	Relevant Findings
Kyle Parks, Recreation, and Open Space Master Plan	2016	Location of existing parks and future service areas, as well as the need for a highly linked network of pedestrian facilities.
CAMPO 2045 Regional Active Transportation Plan	2017	Recommendation to improve regional walking and bicycling connectivity.
Hays County Transportation Plan Update	2021	Significant public support for active transportation facilities. Recognition of the need to include multimodal improvements (including accommodations for bicycle and pedestrian travel) in roadway planning and design projects.
City of Kyle Transportation Master Plan	2021	Recommendation to include sidewalks and/or shared use paths in all new roadway and reconstruction projects and identify opportunities to address east-west connectivity over I-35 and frontage roads.
Citywide Trails Master Plan	2021	Location of existing, under construction, and planned extensions to the Vybe Trail Network and the proposed Emerald Crown Trail.
City of Kyle Capital Improvement Program (CIP)	2024	Location of funded sidewalk and sidepath projects.

*Sidewalk in Mary Kyle Hartson Park*

2.0 Public and Stakeholder Engagement

City of Kyle residents, community stakeholders, council members, and City staff provided essential input throughout the creation of this plan. Feedback received early in the planning process was particularly useful in understanding community priorities, key issues, opportunities, and challenges facing the active transportation system in Kyle. The engagement approach and key takeaways are summarized below. Additional details, survey response summaries, and map comments are included in Appendix A.

2.1 Community Engagement Approach

In-person and virtual engagement opportunities were offered to garner as much participation during the planning process as possible. A project website served as a resource for planning documents, progress updates, schedule announcements, and a survey and interactive mapping application. The survey and interactive map were available throughout the month of June 2024 and received 1,141 unique visitors, 413 survey responses, and 266 map comments.

In addition, two in-person open houses were held on June 6, 2024, at Kyle City Hall and Lehman High School. During these events, attendees shared their priorities and preferences related to the locations of new sidewalks, sidewalk connectivity, and issues and opportunities they wished to share with the project team (Figure 2-1). In addition to members of the public, four City Council members (Dr. Lauralee Harris, Michael Tobias, Daniela Parsley, and Miguel Zuniga, PhD), attended the in-person open houses.

Figure 2-1. Open House at Kyle City Hall



2.2 Key Takeaways

Input received through public and stakeholder engagement yielded critical information regarding travel behavior, preferred mode choice, and priorities and preferences for the sidewalk network in Kyle. This information was used to develop the evaluation criteria that were used to score and rank the sidewalk recommendations.

Key findings from the public and stakeholder engagement include:

- Enthusiastic support for walking (70% of survey respondents noted that walking was “very important” to them).
- Preference for sidewalks and other pedestrian areas that are separated from roadways.
- The most cited barriers to walking are lack of sidewalks or sidewalks in poor condition, lack of pedestrian crossings, and high roadway speeds and traffic volumes.
- Preference for sidewalk investment along major street corridors and neighborhood streets. The need for additional sidewalk connectivity along FM 150, Veterans Drive, Bebee Road, and Bunton Creek Road was frequently noted.
- Residents prioritized addressing sidewalk gaps to support better pedestrian connections to schools, parks, and Vybe Trails in both neighborhoods and Original Town areas.
- Residents recommended improvements to pedestrian infrastructure, including enhanced lighting, sufficient tree cover, crossing beacons, and crosswalks, to improve safety and the pedestrian experience.
- Schools were identified as key destinations for pedestrians. Development of new sidewalks near schools should be prioritized.
- Current gaps in the existing sidewalk network, as well as perceived safety issues related to crossings and high-speed roadways, are major barriers to pedestrian travel.



Sidewalk along Garner Drive

3.0 Existing Conditions and Trends

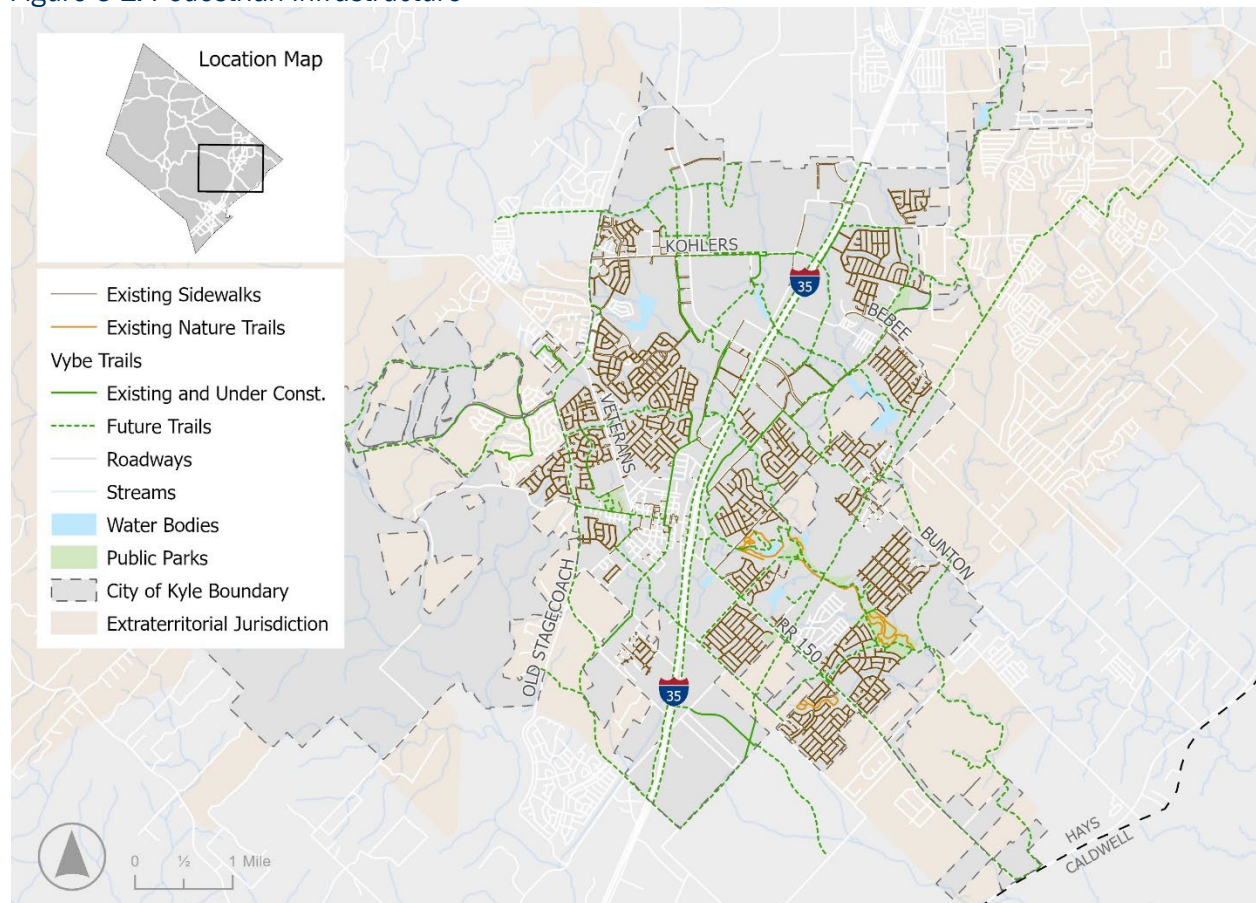
The location of the City of Kyle's existing sidewalk and trail networks affect how and where people feel comfortable traveling as pedestrians. The following sections provide an overview of existing conditions and trends in Kyle, with a focus on pedestrian safety and connectivity.

3.1 Existing Pedestrian Network

Three types of pedestrian facilities are present in Kyle: sidewalks, multi-use trails, and natural surface trails. The multi-use trail system, called the Vybe, was approved by City Council in 2021 and when fully constructed, will connect neighborhoods to business, recreation, and entertainment destinations through a network of more than 80 miles of paved trails. As of 2024, more than 9 miles of Vybe trails have been completed, while an additional 1.1 miles are under construction near Six Creeks Boulevard and Old Post Road. The remaining 70 miles of trails are currently under review or are proposed to be considered for construction as future funding is secured.

Existing sidewalks are primarily located in neighborhood developments along local roads. Newly constructed neighborhoods have good sidewalk coverage that reflects the city's requirements for pedestrian facilities as part of new residential developments (Figure 3-1).

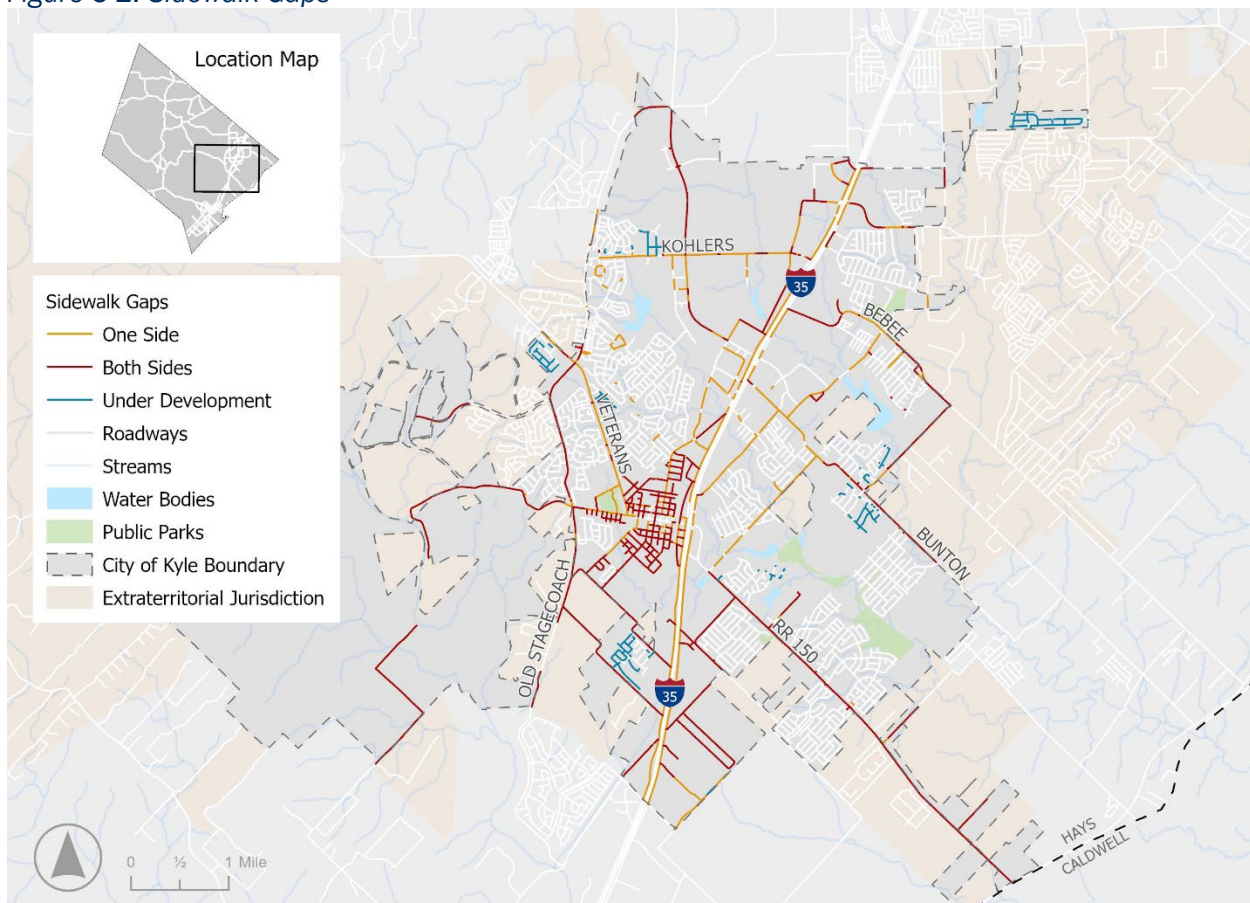
Figure 3-1. Pedestrian Infrastructure



Note: The existing sidewalks layer is current as of 2022 and excludes facilities located on State Routes.

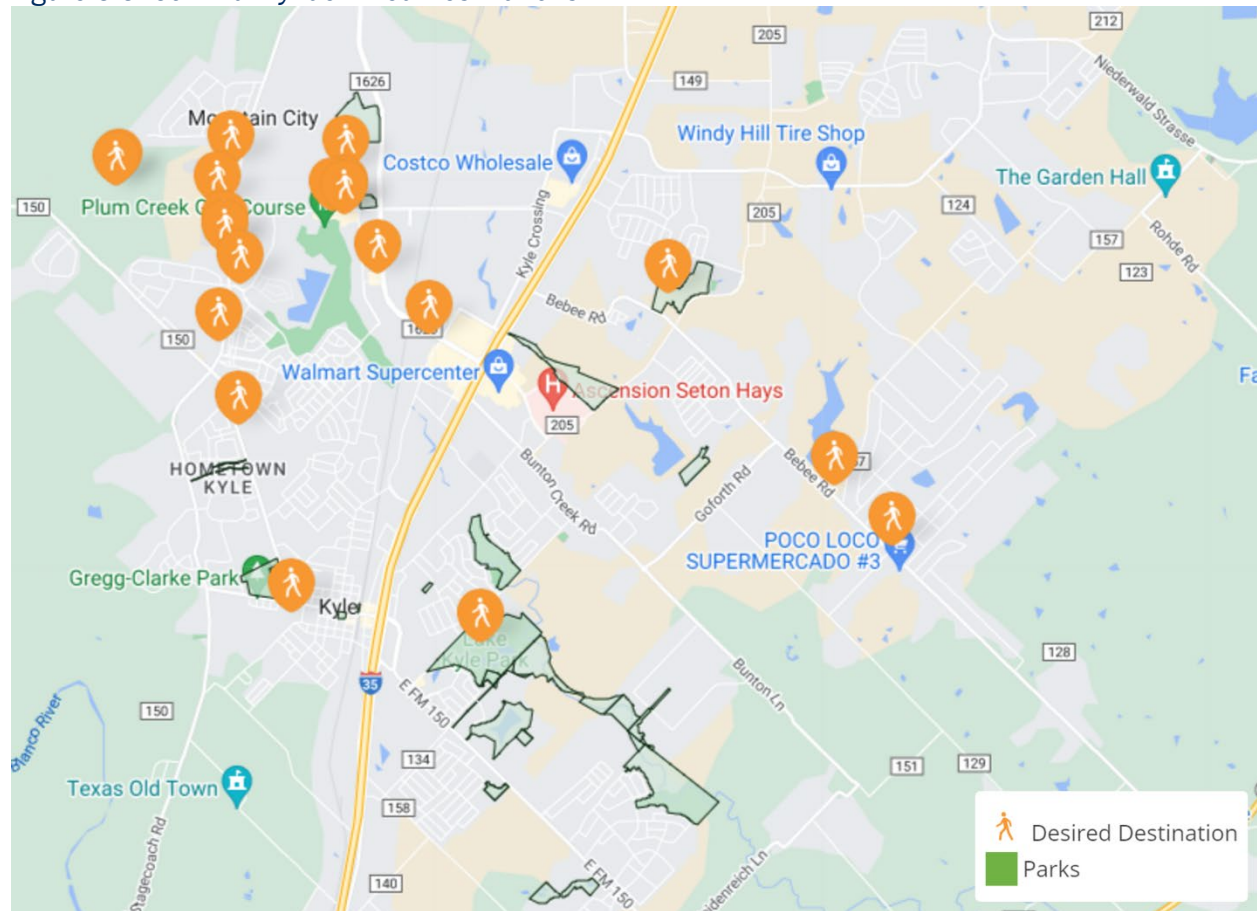
However, sidewalk gaps remain widespread, especially along higher volume streets. These include FM 150, Bunton Creek Road/Bunton Lane, Beebee Road, Old Stagecoach Road, Veterans Drive, Kohlers Crossing, and FM 1626 (Error! Not a valid bookmark self-reference.). While new residential developments have provided good sidewalk facilities within the neighborhoods, gaps remain between neighborhoods along these major roadways. This makes walking to destinations located beyond these residential neighborhoods difficult.

Figure 3-2. Sidewalk Gaps



As part of the public and stakeholder engagement process, key community destinations were identified through the Social Pinpoint interactive mapping platform and included retail centers, restaurants, parks, schools, civic centers, and neighborhoods (Figure 3-3).

Figure 3-3. Community-Identified Destinations



3.2 Network Analyses

In addition to the above assessment of the existing pedestrian network, the following sections examine trends related to pedestrian crashes and identify high-stress roadway segments within the City of Kyle.

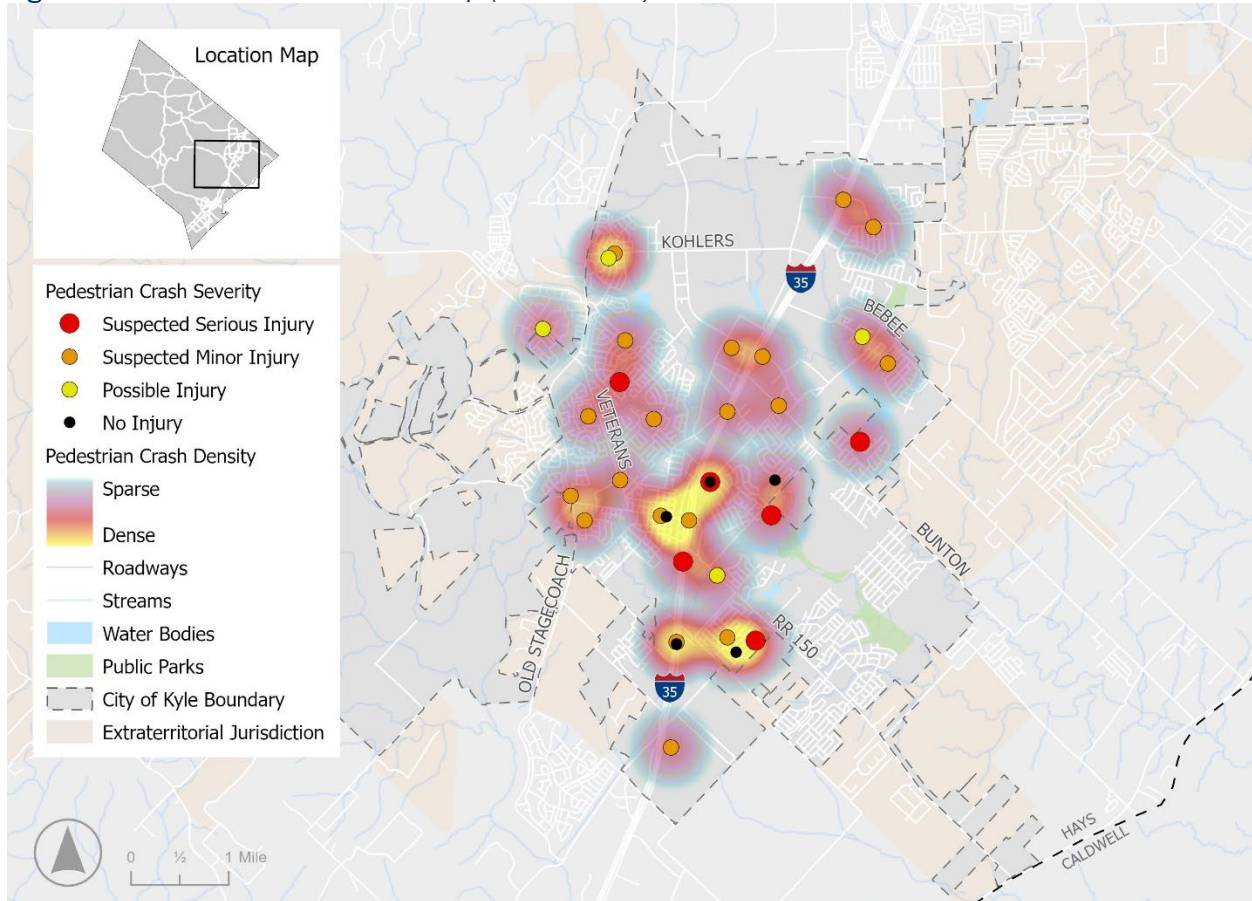
Pedestrian Crashes

Pedestrian crashes within the City of Kyle were evaluated between February 2014 and February 2024 using data sourced from the TxDOT Crash Records Information System (CRIS) database to identify safety trends and high-crash locations. Over the past decade, 63 pedestrian crashes occurred within the city. Of these, 34 crashes occurred along public roadways. The remaining 29 crashes were recorded on private residential or commercial property. Of these private property crashes, 10 crashes occurred in the HEB grocery parking lot, and driver inattention was the leading contributing factor.

Of the 34 pedestrian crashes that occurred on Kyle roadways, six crashes (17.6%) resulted in a serious injury and 20 crashes (58.8%) resulted in a minor injury. Of the remaining eight crashes, four (11.8%) resulted in a possible injury, and four (11.8%) resulted in no injury. No pedestrian fatality crashes were reported during this period.

As illustrated in Figure 3-4, the highest number of pedestrian crashes were concentrated near West Center Street/West FM 150/Masonwood Drive, near the I-35 Frontage Road south of County Road 158, and near the intersection of Kohler's Crossing and Sanders. All six serious injury pedestrian crashes occurred at night.

Figure 3-4. Pedestrian Crash Heatmap (2014-2024)



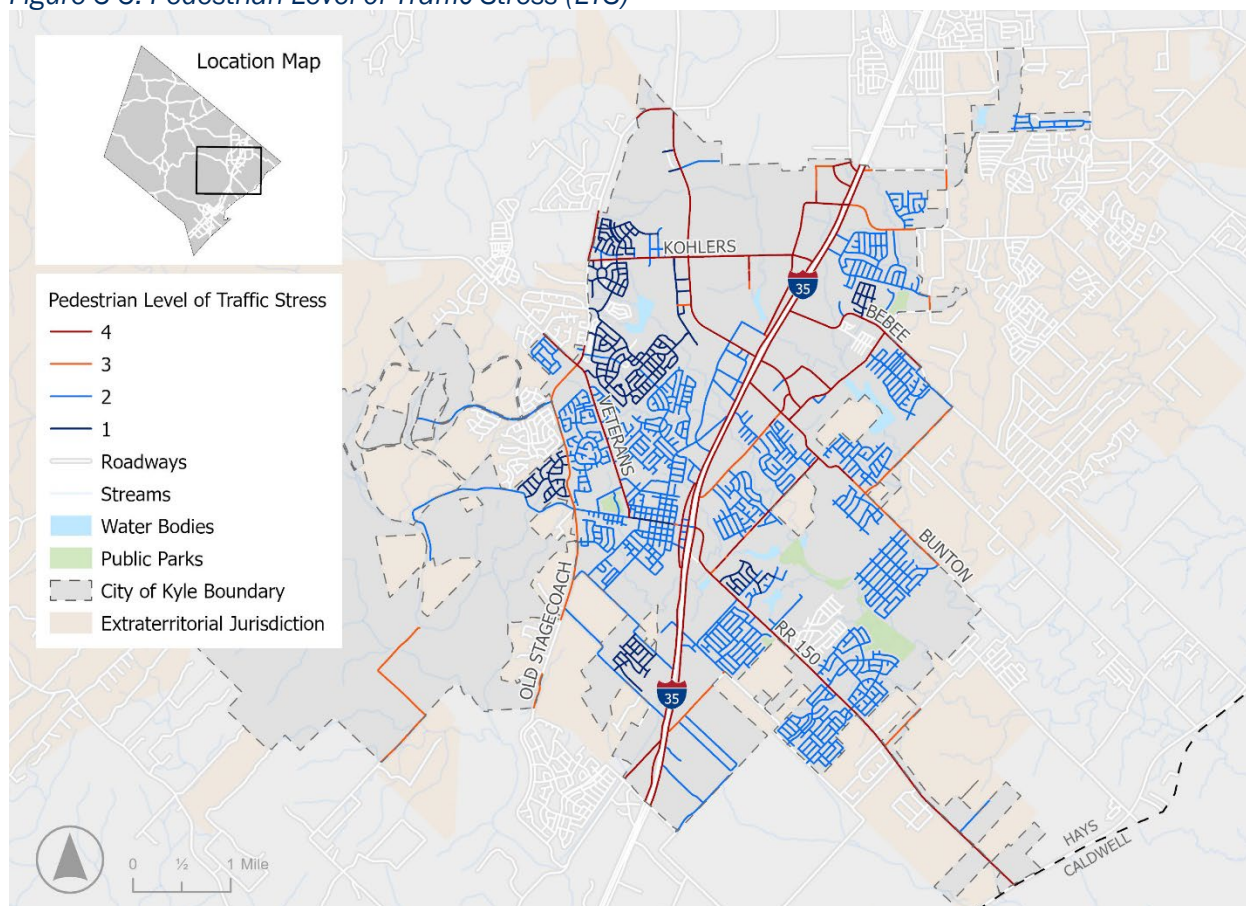
Pedestrian Level of Traffic Stress (LTS)

Pedestrian Level of Traffic Stress (LTS) is an assessment method used to identify how comfortable roadway segments are for people traveling as pedestrians along them. Lower LTS scores of one or two are assigned to lower-stress roadways with posted speeds between 25-30 miles per hour, lower traffic volumes, fewer lanes, and/or dedicated pedestrian infrastructure. These facilities tend to be comfortable for most pedestrians. Roads with higher posted speeds and volumes, 3 or more lanes, and lack of pedestrian facilities are assigned higher LTS scores of three or four. Higher LTS roadways are typically less comfortable for most pedestrians.

Within the City of Kyle, neighborhood streets have formed islands of low stress pedestrian connectivity separated by high stress roadways that often lack sidewalks or similar pedestrian facilities (Figure 3-5). These higher stress roadways include the frontage roads along I-35, arterials, and major collectors. The addition of pedestrian facilities along these higher stress roadways would

improve safety and comfort for pedestrians while connecting pedestrians to desired destinations in many instances.

Figure 3-5. Pedestrian Level of Traffic Stress (LTS)



3.3 Key Takeaways

The following are key themes related to the assessments of existing conditions and trends, including existing pedestrian networks, crashes, and pedestrian level of traffic stress:

- The three most concentrated locations of pedestrian crashes occurred near West Center Street/West FM 150/Masonwood Drive, near the I-35 Frontage Road south of County Road 158, and near the intersection of Kohler's Crossing and Sanders.
- All six serious injury crashes occurred during nighttime hours. The addition of pedestrian-scale lighting could help address this safety issue.
- Neighborhood streets serve as areas of low stress pedestrian connectivity separated by high stress arterials and collectors. Lack of connectivity between low stress islands is particularly common east of I-35. Additional sidewalks along these major corridors will improve the pedestrian experience and connectivity to desired destinations. Coordination with TxDOT will be required along state routes.
- At a city-wide scale, the I-35 corridor and associated frontage roads act as significant high stress barriers to east-west pedestrian travel.

4.0 Recommendations and Implementation

The following recommendations were developed from observations of existing conditions and crash history, public and stakeholder input, and pedestrian safety best practices, which included consideration of network completeness and facility comfortability. The following recommendations are intended to guide the City of Kyle as they continue to invest in sidewalk improvements.

Infrastructure recommendations are provided related to costs and budgeting, funding sources, sidewalk segment prioritization scoring, and maintenance. Non-infrastructure recommendations related to policy and programs are also included to speak to broader implementation strategies.

Implementation of the completely recommended sidewalk network will occur as funding is secured and development and/or redevelopment continues within the City of Kyle. The following sections provide guidance on where funding can be used most effectively to meet the needs of the community. Cost information is intended to inform planning-level budget efforts and should be updated as projects proceed through the design process.

4.1 Costs and Funding

TxDOT's average bid unit price for a four-inch-thick, five-foot-wide concrete sidewalk was used to develop a "per-mile" cost for sidewalk construction. This price specifically reflects the average for Hays County projects from 2023 that had a cost ceiling of \$5 million. The cost of \$148.00 per square yard includes excavation, removal of existing concrete, repair of the adjacent street, labor, materials, and equipment. It does not include site-specific items, such as curb ramps, crosswalks, or lighting. Quantities and costs for these items will need to be developed during the design phases of future projects. In addition, the per-mile estimate would need to be modified for sidewalks wider than five feet that may be appropriate in areas with higher pedestrian activity. Contingencies and fees were then applied to develop a per-mile cost of \$1,016,400, or \$192.50 per linear foot of sidewalk (Table 4-1). A complete list of planning-level cost estimates for each project recommendation is included in Appendix B.

Table 4-1. Per-Mile Cost Estimate

Facility Type	Unit Cost Per Mile
Sidewalk Construction	\$434,133.33
Construction Contingencies and CEI (40%)	\$173,653.33
Utility Relocation (15%)	\$65,120.00
Stormwater Improvements (20%)	\$86,826.67
Right-of-Acquisition (20%)	\$86,826.67
Construction Total Per Mile Cost*	\$847,000.00
Design Fee (20% of Construction Total)	\$169,400.00
Estimated Total Per Mile Cost	\$1,016,400.00

*Rounded to the nearest thousand dollars

A variety of federal, state, and local funding opportunities are available to the City of Kyle to support the planning, funding, and maintenance of new and existing pedestrian facilities. Table 4-2 summarizes these sources, which could be utilized as Kyle continues to expand its active transportation network.

Table 4-2. Active Transportation Funding Sources

Funding Source	Description	Notes	Eligibility	Funding Details
Bonds	Voter-approved debt typically financed through property taxes	Authority to establish bonds for sidewalk construction found in Texas Government Code Chapter 1331	Municipalities and counties	New bonds must be approved by a majority of qualified voters during an election
Development Impact Fees	Fee utilized to create offsite pedestrian infrastructure (and other capital improvements) to connect to new developments	Statutory requirements outlined in Texas Local Government Code Chapter 395	Municipalities and counties	Impact fees may only be collected for new facilities, not maintenance of existing
Local Option Sales Tax	Voter-approved sales tax to fund a variety of activities, depending on the type of tax	Requirements and authorization outlined in the Texas Tax Code, Chapter 327	Cities, counties, or special purpose districts	A Street Maintenance Sales Tax can be utilized to maintain and repair existing roads and sidewalks; Combined local sales taxes may not exceed 2%.
Tax Increment Reinvestment Zones (TIRZ)	Special tax areas established to fund the creation of public infrastructure and improvements within the Zone	Requirements and authorization outlined in the Texas Tax Code, Chapter 311. Kyle has authorized six TIRZs since 2004, all of which are still active.	Municipalities and counties	TIRZ funds can finance a variety of public improvements, including sidewalks, crosswalks, and other pedestrian infrastructure (among a wide variety of other non-pedestrian improvements)
Safe Streets and Roads for All (SS4A)	For the development of comprehensive safety action plans, including planning/design, and implementation of projects or strategies identified in safety action plans	Administered by United States Department of Transportation	Cities, counties, and MPOs	20% match required by local jurisdiction
Surface Transportation Block Grant (STBG)	Supports the construction and maintenance of highways, bridges, tunnels, pedestrian and bicycle infrastructure, transit capital projects, and more	Administered by Federal Highway Administration (FHWA)	Cities with populations of 5,000 or more	20% match typically required by local jurisdiction. For some safety-related projects, 100% federal funding is available.

Table 4-2. Active Transportation Funding Sources, continued

Funding Source	Description	Notes	Eligibility	Funding Details
Transportation Alternatives Set-Aside (TA) Program	Funding for construction of on- and off-road bicycle and pedestrian facilities, pedestrian bridges/underpasses, bicycle and pedestrian amenities, rail-to-trail projects, scenic overlooks, and safe routes to school projects	Administered by TxDOT Public Transportation Division	All government agencies	20% local construction match required, plus all preliminary engineering, design, and right-of-way expenses.

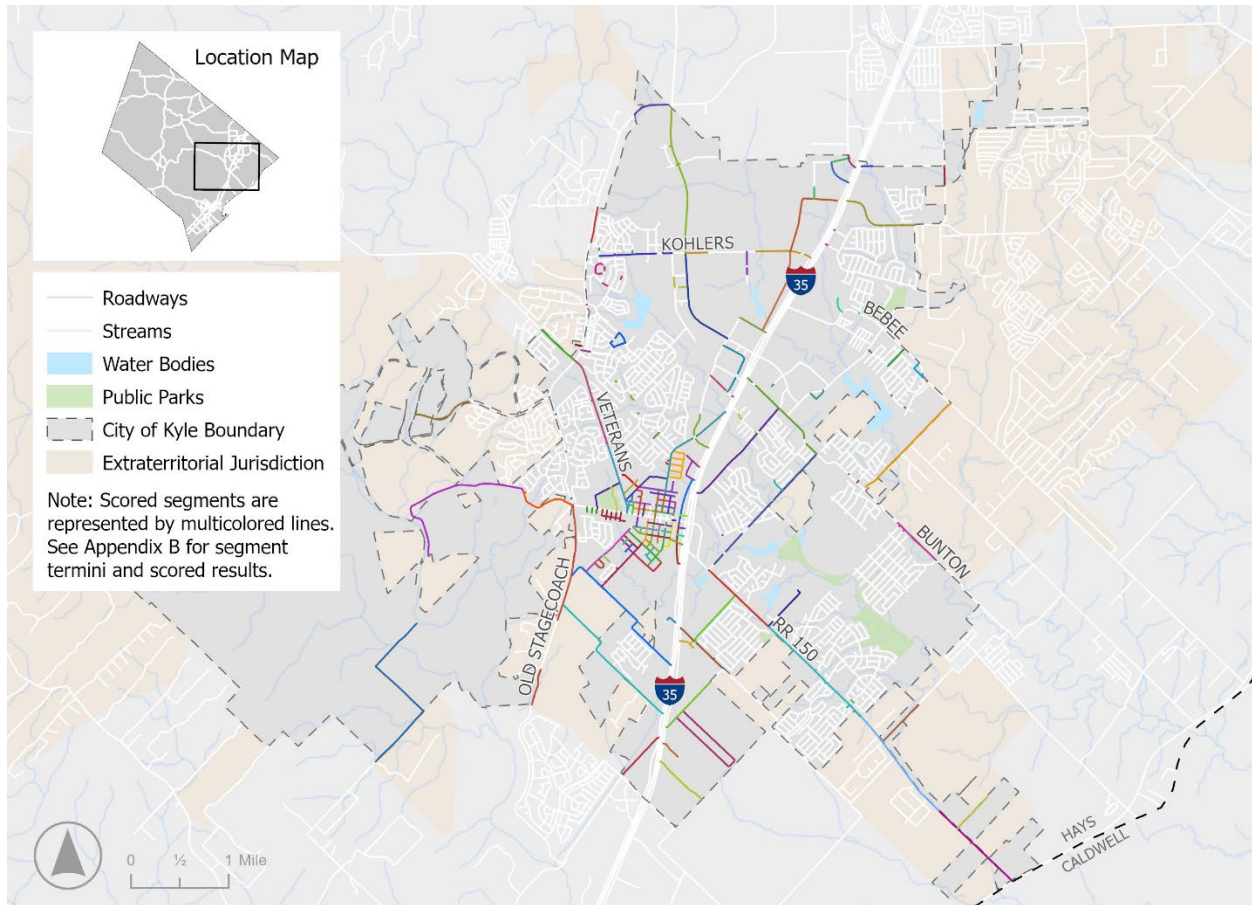


Sidewalk on West Center Street, near City Hall

4.2 Sidewalk Segmentation

Gaps in the existing pedestrian network were identified and organized into specific segments (Figure 4-1). Logical termini were developed, and smaller segments were bundled together where appropriate. These segments were evaluated against criteria developed from community priorities identified through the public engagement. This evaluation produced a scored ranking of each segment to assist with prioritization. The prioritization tool is further discussed below, and a complete list of these scores is included in Appendix B.

Figure 4-1. City of Kyle Sidewalk Segments



4.3 Sidewalk Segment Prioritization Scoring

The sidewalk segments were scored using the evaluation criteria summarized in Table 4-3. This prioritization methodology was used to evaluate each project (or bundle of projects) based on their impact related to improving safety, network connectivity, and trip potential. The resulting scores are meant to serve as a resource for City of Kyle staff to identify the highest priority projects as implementation opportunities arise. The resulting scores are not intended to imply a strict order for construction. The highest-scoring sidewalk project recommendations are listed in Table 4-4, and the complete prioritized list, including additional details regarding segment termini, is included in Appendix B. Where projects received the same score as other projects, they share the same rank ID. Digital shapefiles of the project segments and scores are available through the City's GIS department.

As the City of Kyle continues to invest in improvements to the pedestrian network, the recommendations included in this plan should be viewed as a guide for future sidewalk expansion. Implementation schedules will depend on a variety of factors, including budget availability, the location of complementary projects, and opportunities to partner with private development, in addition to project scores. Additionally, site-specific constructability factors should be considered as sidewalk projects are selected for implementation. These factors include right-of-way width, necessary stormwater improvements, utility conflicts, and other issues that may affect sidewalk design. These factors can add additional time and costs to sidewalk design and construction.

Table 4-3. Project Scoring Methodology

Evaluation Criteria	Safety (35 points possible)
	1) Improves safety for segments experiencing crashes (i.e., all pedestrian crashes between February 2014 and February 2024)
	2) Improves infrastructure for segments that received Pedestrian LTS scores of 3 or 4
	Network Connectivity (20 points possible)
	3) Addresses existing gap
	4) Extends existing sidewalk infrastructure
	5) Provides a connection less than 1,000' in length
	Trip Potential (45 points possible)
	6) Improves connectivity within and/or to activity generators (i.e., parks, schools, Vibe Trails, and retail areas)

Table 4-4. Highest Scoring Segments

Rank	Score	Project ID	Road	From	To	Linear Feet	Cost Estimate	Side of Street*
1	90	117	Veterans Dr	Hawthorn Dr	W Center St	4,220	\$812,350	Varies
1	90	8	Kohlers Crossing	Powell	Cromwell Dr	3,782	\$728,035	Varies
1	90	36	Philomena Dr	IH 35 Frontage Rd	Bunton Creek Rd	6,533	\$1,257,603	Varies
2	80	6	FM 150	Dove Hollow Dr	Jack C Hays Trail	2,925	\$563,063	Varies
2	80	55	FM 150	Lehman Rd	Creekside Trail	4,433	\$853,353	South
2	80	56	S Old Hwy 81	E Center St	IH 35 Frontage Rd	3,668	\$706,090	Varies
2	80	54	Bunton Creek Rd	IH 35 Frontage Rd	Lehman Rd	5,404	\$1,040,270	Varies
3	70	45	FM 150 / New Country Rd / Mineral Springs Dr / Woodlands Dr	Creekside Trail	Kyle City Limits	7,671	\$1,476,886	Varies

Table 4-4. Highest Scoring Segments, continued

Rank	Score	Project ID	Road	From	To	Linear Feet	Cost Estimate	Side of Street*
3	70	51	Lehman Rd	E FM 150	Bunton Creek Rd	7,223	\$1,390,428	Varies
3	70	62	S Main St	W 3rd St	Existing sidewalk approx. 150ft south of W Center St	2,225	\$428,313	West
3	70	118	Veterans Dr	N Old Stagecoach Rd	Hawthorn Dr	5,114	\$984,445	Varies
3	70	12	Kyle Center Dr	Marketplace Ave	Physician's Way	3,114	\$559,445	West/South
3	70	124	Jack C Hays Trl	Carmello	700' N of Jack Ryan	1,927	\$370,948	East

*Note: "Side of Street" denotes if a sidewalk segment is recommended on only one side of the street (in which case the cardinal direction is listed), both sides, or if its location varies along the length of the roadway segment.

4.4 Pedestrian Network Maintenance and Repair

Sidewalk maintenance is crucial for ensuring the safety and functionality of pedestrian infrastructure. Key maintenance approaches are summarized below, and additional information is provided in Appendix C. Maintenance and Rehabilitation.

- Patching - patch and crack repairs are effective ways to address minor gaps and corner panel breakage. Patching is typically a temporary measure, often utilizing asphalt or concrete.
- Wedging - wedge repairs using asphalt or concrete fillers are similar to patch repairs but are typically appropriate for areas where sidewalk panels have shifted uniformly at their joint.
- Grinding and horizontal cutting - grinding and cutting sidewalk panels to address areas that have shifted vertically,
- Mud-jacking, concrete raising, or slab jacking - utilizing injected material below sidewalk panels to fix panel sinkage,
- Tree root management, including removing and trimming roots where they have caused uplift or damage to sidewalk panels, and
- Complete panel replacement where necessary.

4.5 Planning, Policy, and Programmatic Recommendations

In addition to the capital sidewalk recommendations included in this plan, a variety of planning, policy, and programmatic strategies should be considered to further support the creation of a cohesive pedestrian network in Kyle. These strategies include the following:

- Planning activities:
 - Within Original Town, consider modifications to existing roadways to create one-way streets, yield streets, or other configurations to utilize existing pavement for pedestrian space (Figure 4-2).

Figure 4-2. Example Pavement Revision to Increase Pedestrian Space



Source: KCI

- Update the current Americans with Disabilities Act (ADA) Transition Plan to address ADA compliance challenges, particularly in older neighborhoods, and ensure appropriate ADA budget allocations are included in the CIP.
- Complete citywide assessment of locations requiring new and improved pedestrian crossings (at both midblock crossings and intersections) and formalize an approach to applying advanced warning signals, such as Pedestrian Hybrid Beacons (PHBs) and Rectangular Rapid Flashing Beacons (RRFBs), as well as other crossing devices.
- Update street and sidewalk typical sections to align with national best practices, streamline requirements for new developments, and ensure typical sections reflect varying land use contexts as appropriate.
- Maintain an updated GIS inventory of existing sidewalks and trails (including private development sidewalks and trails) to provide an accurate inventory of maintenance needs, gaps, and future projects.
- Policies:
 - Update Kyle's subdivision regulations to include requirements for subdivision assurances to support the completion and maintenance of pedestrian facilities within new developments.
 - Formalize requirements for Traffic Impact Analyses (TIA) for new developments to require consideration of active transportation modes and facilities.
 - Formalize the city's requirements for street trees species and planting details within the right-of-way to minimize disruptions to existing and future sidewalks/trails.
 - Establish commercial development requirements/site plan review standards to address pedestrian circulation and safety concerns to reduce the number of pedestrian crashes that occur on private property.
 - Consider adopting a Complete Streets policy to formalize consideration of active transportation facilities in all future roadway improvement projects.

- Programmatic:
 - Establish a city-wide Traffic Calming Program to address concerns related to pedestrian safety and vehicular speeds and allow residents to request improvements such as speed cushions, traffic circles, signage, pavement markings, and speed limit reductions.



Vybe Trail near the Kyle Police Department

5.0 Conclusion

The City of Kyle is rapidly growing, which necessitates continued investment in its sidewalk network to enhance pedestrian safety, mobility, and connectivity. This sidewalk master plan addresses existing gaps in the network and guides future sidewalk development, focusing on improving connections to key community destinations like schools, parks, and retail areas. The plan is informed by input from stakeholders and the public, who emphasized the need for safe, well-connected sidewalks, particularly along major roads. This plan also identifies a method to prioritize sidewalk investments, outlines planning-level cost estimates, and suggests potential sources of funding, while considering community priorities, safety considerations, and pedestrian stress levels on roadways within Kyle.

Recommendations provided by this plan are designed to be used as flexible resources to guide annual budget decisions and work plans related to sidewalk investments. This plan should be updated to reflect changes as sidewalk projects are completed or new destinations are identified over time.

Recommendations included in this plan will support the city in its active transportation goals and can be implemented over time as funding becomes available. With this plan in place, the City of Kyle is well-positioned to strategically invest in its pedestrian infrastructure as the city continues to grow.



Sidewalk in Downtown Kyle

Appendix A.
Public and Stakeholder Engagement

Press release and advertisements for Open Houses:




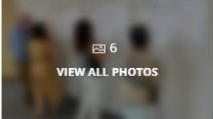
← → ↻ cbsaustin.com/news/local/why-kyle-is-going-the-extra-mile-to-make-the-city-safer-and-more-walkable

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☰ CBS AUSTIN NEWS WEATHER WE ARE AUSTIN SPORTS GAME CENTER WATCH

Why Kyle is going the extra mile to make the city safer and more walkable

by Bettie Cross | Thu, June 6th 2024 at 5:28 PM
Updated Thu, June 6th 2024 at 7:00 PM


VIEW ALL PHOTOS

One Hays County community is going the extra mile to make the city safer and more walkable. The City of Kyle is investing in a Sidewalk Master Plan so residents don't have to walk in streets to get to schools and parks. (Photo: Bettie Cross)

TOPICS: KYLE SIDEWALKS WALKABLE SIDEWALK MASTER PLAN

KYLE, Texas — One Hays County community is going the extra mile to make the city safer and more walkable. The City of Kyle is investing in a [Sidewalk Master Plan](#) so residents don't have to walk in streets to get to schools and parks.

"It's important for me to have my local streets walkable and my street where I am, there are no sidewalks," said Kyle resident Steve Delory.


 The City of Kyle, TX - Local Government

6 days ago · 🌐

👤 Today's (6/6) the day!

Drop by the [Kyle Sidewalk Master Plan Open House #1](#) from 11 a.m. - 1 p.m. at Kyle City Hall or the [Kyle Sidewalk Master Plan Open House #2](#) from 6-8 p.m. at the Lehman High School Cafeteria and tell us about the sidewalks in your neighborhood.

We want to hear what can be improved, what's working, what you'd like to see and suggestions related to walkability, including ADA accessibility. ... [See more](#)




Sidewalk Master Plan

Come to an open house and take the online survey!

Open House #1 June 6, 11 AM - 1 PM @ City Hall, 100 W. Center St
Open House #2 June 6, 6 - 8 PM @ Lehman High School, 1700 Lehman Rd

👍 7 1 💬 13 ➦


👍 Like 💬 Comment

 City of Kyle @CityofKyleTX · Jun 6

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Drop by the Kyle Sidewalk Master Plan Open House #1 from 11am-1pm at Kyle City Hall or the Kyle Sidewalk Master Plan Open House #2 from 6-8pm at the Lehman HS & tell us about the sidewalks in your neighborhood. [#KyleTX](#)

Info: cityofkyle.com/communications...



Sidewalk Master Plan

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Open House Boards:

SIDEWALK MASTER PLAN

OVERVIEW

The City of Kyle is developing a Sidewalk Master Plan that will focus on the city's existing sidewalk system, identify gaps, and suggest where to prioritize new sidewalk connections in the future.

STUDY AREA & FOCUS

The plan will address sidewalk gaps and identify new sidewalk connections along city-owned and maintained streets to improve safety for people walking within the City of Kyle. Cost estimates will be included to address community needs.



SCHEDULE



WANT TO STAY CONNECTED?



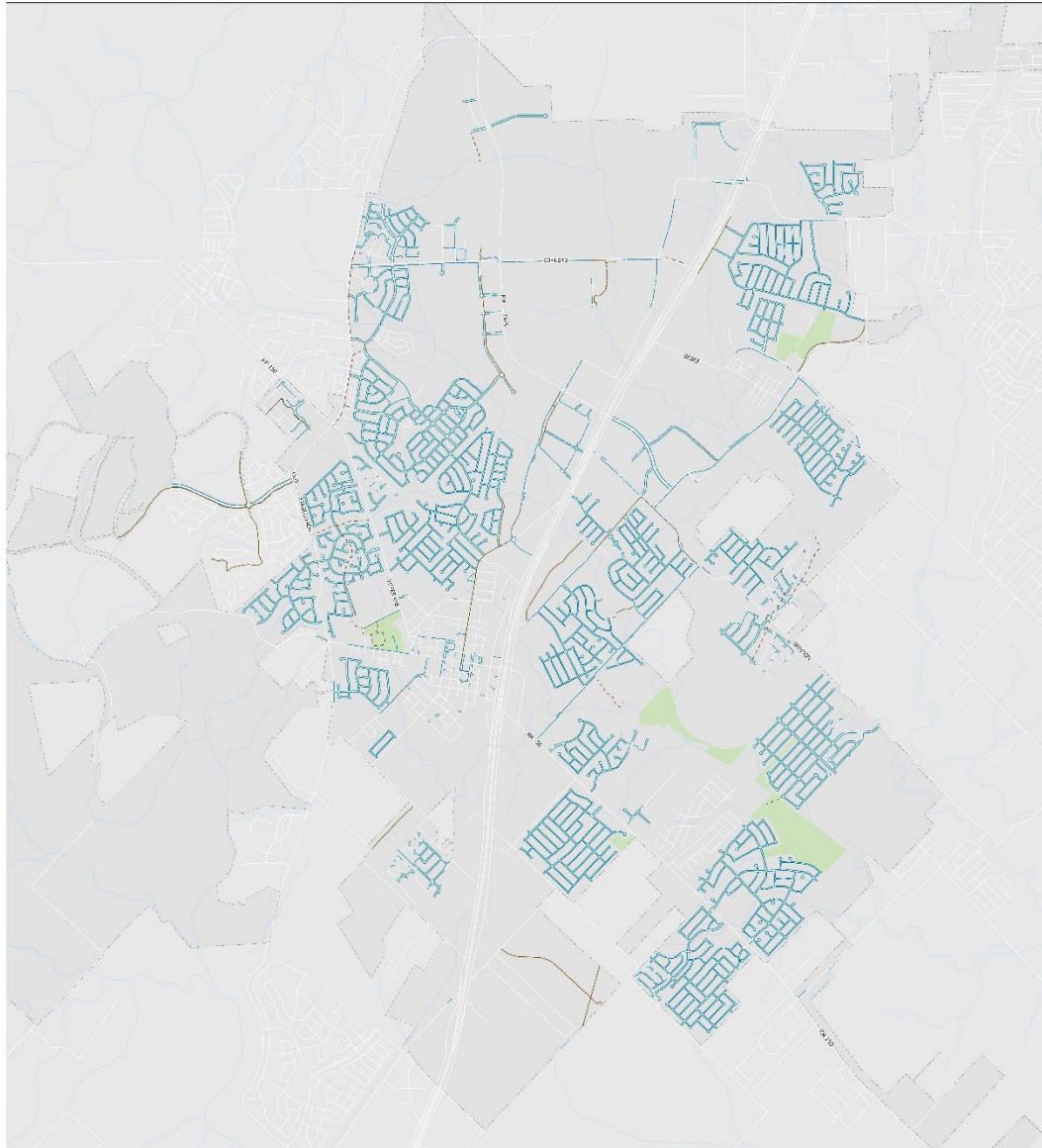
1. Visit our website: <https://bit.ly/KyleSidewalks>
2. Share feedback via the survey and interactive map
3. Stay tuned for future engagement opportunities!

SCAN HERE



CITY OF KYLE SIDEWALK MASTER PLAN

PEDESTRIAN NETWORKS



- Vybe Trails - Existing and Under Construction
- Vybe Trails - Planned Upgrades
- Existing Sidewalks
- Roadways
- Streams
- Water Bodies
- Public Parks
- City of Kyle Boundary

0 0.5 1 Mile



CITY OF KYLE SIDEWALK MASTER PLAN

PRIORITIES

What priorities do you have for the sidewalk network?

(Compare each item as shown below and choose which is most important to you).

A. MAINTENANCE
Address Maintenance Needs - Cracks, faulting, damaged signs, warning striping, etc.

A	or	B

B. EXPANSION
Expand System - Build new sidewalks to areas with no facilities

C. GAPS
Complete Missing Gaps - Construct missing sidewalks to existing ones

A	or	C

B. EXPANSION
Expand System - Build new sidewalks to areas with no facilities

B	or	C



CITY OF KYLE SIDEWALK MASTER PLAN

PRIORITIES

What priorities do you have for sidewalk connectivity?

(Compare each item as shown below and choose which is most important to you).

A. COMMERCIAL AREAS
Build sidewalks to connect neighborhoods to commercial areas

A	or	B

B. SCHOOLS
Build sidewalks to connect neighborhoods to schools

B. SCHOOLS
Build sidewalks to connect neighborhoods to schools

C. GAPS
Complete Missing Gaps - Construct missing sidewalks to existing ones

A	or	C

B	or	C

C. PARKS
Build sidewalks to connect neighborhoods to parks and community facilities

D. DOWNTOWN
Build sidewalks to connect neighborhoods to downtown

A	or	D

B	or	D

C	or	D



CITY OF KYLE SIDEWALK MASTER PLAN

PRIORITIES

Where would you most like to see new sidewalks?

(Compare each item as shown below and choose which is most important to you).

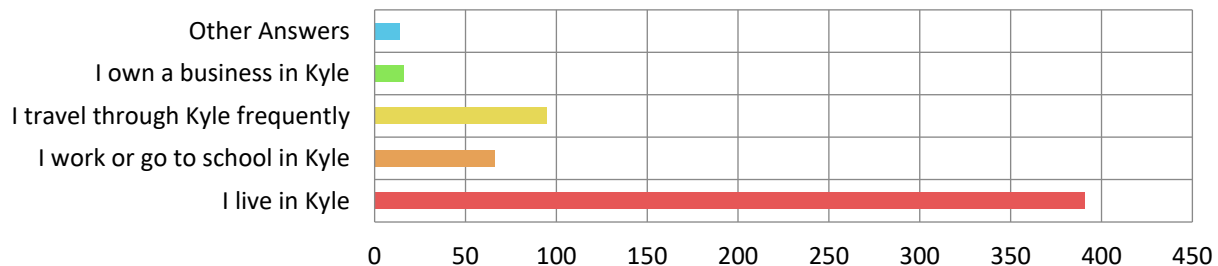
A. MAJOR ROADS Build sidewalks along major streets and highways	B. NEIGHBORHOOD STREETS Build sidewalks in neighborhoods	C. DOWNTOWN STREETS Build sidewalks in downtown	D. OPEN SPACES Build sidewalks along rivers, streams, etc.
	A or B <div></div>	A or C <div></div>	A or D <div></div>
	B. NEIGHBORHOOD STREETS Build sidewalks in neighborhoods	C. DOWNTOWN STREETS Build sidewalks in downtown	D. OPEN SPACES Build sidewalks along rivers, streams, etc.
	B or C <div></div>	B or D <div></div>	C or D <div></div>



CITY OF KYLE SIDEWALK MASTER PLAN

Online Survey Responses:

1. Why are you interested in sidewalks in Kyle? (Select all that apply)

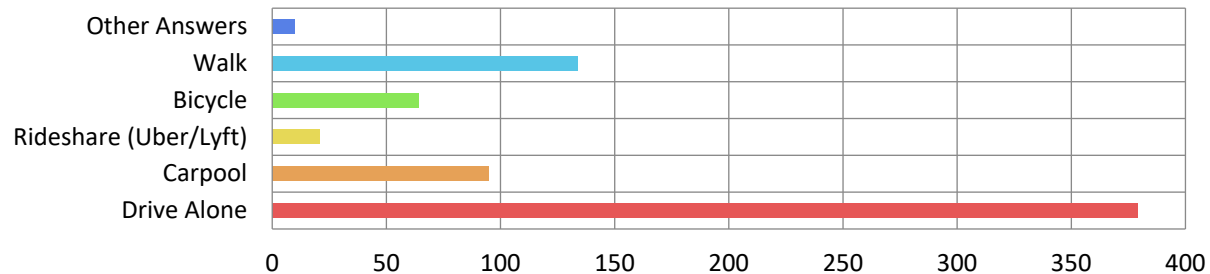


Question 1 "Other" Responses:

Response #	Comment
1	I live in 6 Creeks and frequent Kyle businesses and public services.
2	My kid goes to school in Kyle
3	Kyle ETJ
4	I work for the local school district. It is a huge benefit for students to have well built, safe, and well lit walk ways.
5	I can throw a rock at the line between Kyle and Buda
6	I walk my dog in different parts of Kyle

Response #	Comment
7	Have Uhland address but do everything in Kyle
8	It's tough to run throughout Kyle because you hit spots on a run where the sidewalk turns into road.
9	We need sidewalks to connect the community to local business.
10	School children safety.
11	I live in an area of Kyle where sidewalks are undeveloped, and I want my family to be able to walk around safely.
12	There should be not one single gap without a sidewalk/trail. Walking is healthy. Make it so that you can walk anywhere in Kyle. Don't simply focus on something gimmicky like the Vybe. Can you walk to the Vybe?
13	My kids go to school in Kyle
14	I own property in Kyle, TX

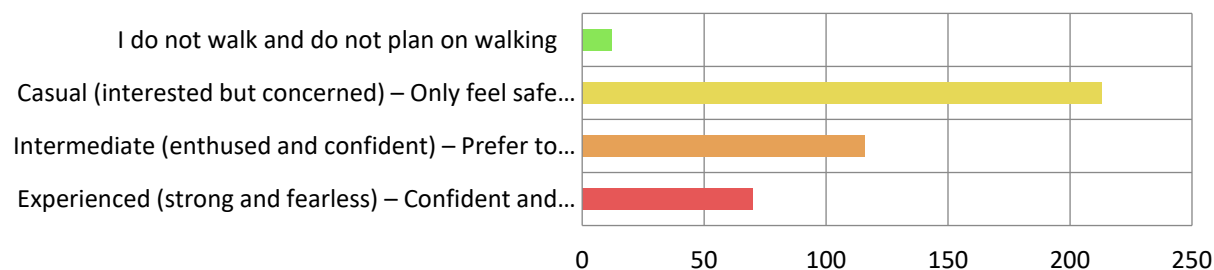
2. How do you most often travel within Kyle? (Select all that apply)



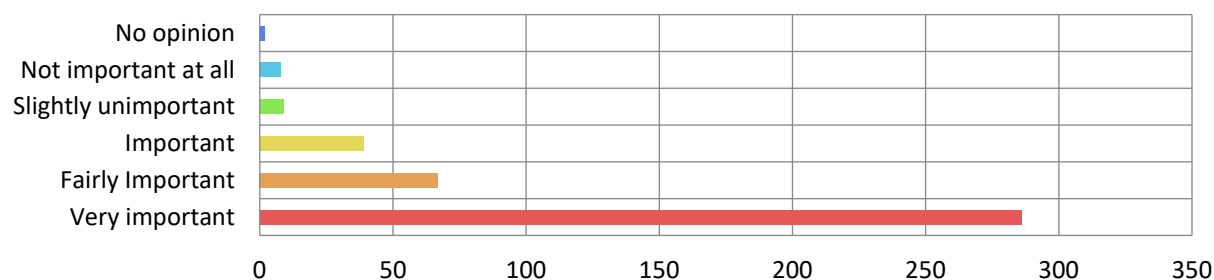
Question 2 Other" Responses:

Response #	Comment
1	Recumbent tricycle
2	Golf Cart
3	For the students of the school district, a bus is needed to transport those who do not have safe walk ways to travel for the use of walking to school.
4	Run/jog
5	running
6	Skateboard
7	Golf cart
8	Run but there are no trails.
9	Drive with family or Golf cart
10	2 to 3 persons in one car

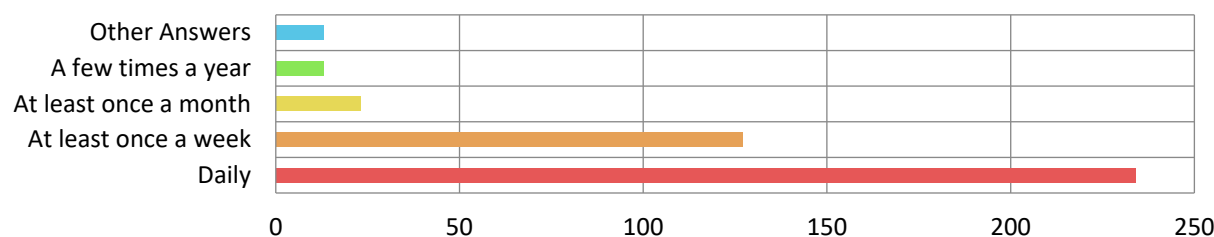
3. How would you describe your level of confidence in walking?



4. How important is walking in your community to you?



5. How frequently do you walk outside?

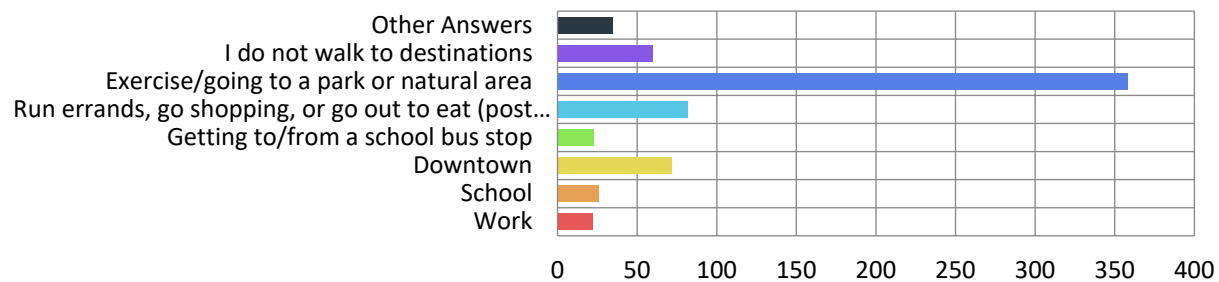


Question 5 Other" Responses:

Response #	Comment
1	I'm not able to walk because of disability, but I do ride my recumbent tricycle
2	Three times a week
3	For the students, the walk ways would be under regular use if they met all the safety requirements. This would also give peace on mind to the parents of all students.
4	several times a week
5	Heat has curtailed daily walking
6	Never
7	It's been too hot
8	Never; would like to but everything is too far
9	None

Response #	Comment
10	This is not an important concern in Kyle. What pea brain came up w this
11	Weather dependent.
12	Would walk way more if I felt like the side walks were more
13	My family prefers to bike around our local neighborhoods. (Im treating this survey as both walking and biking. We bike around a few times per month as weather permits. As my kids grow older we are able to go longer distances and explore further. Safe sidewalks, crosswalks and trails are very helpful in allowing us to explore. I am hopeful that by the time my children are grown they will be able to bike anywhere in Kyle.

6. What are the most common destinations you walk to?

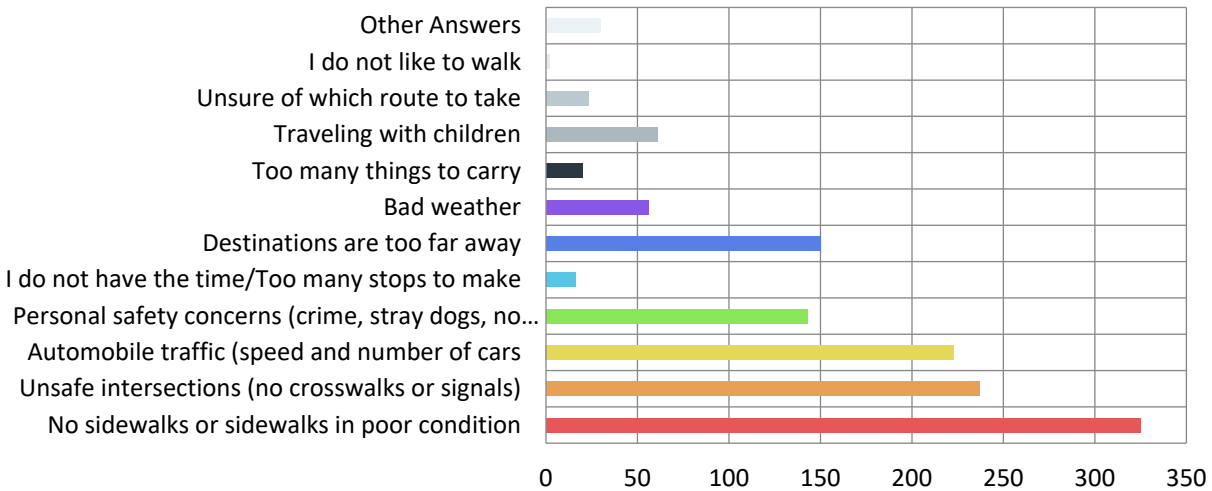


Question 6 Other" Responses:

Response #	Comment
1	To friends, to the park, etc
2	walk the dog in neighborhood to mailbox
3	Walk my dogs 1 to 2 times a day.
4	Dog walking
5	I use my recumbent tricycle as a mobility device to run errands as well as for exercise.
6	just in my neighborhood
7	I walk in my neighborhood because there is nowhere to walk to. Kyle is not walkable in any way.
8	I would walk to places if there were any sidewalks or ways to get somewhere from buntun creek. As it stands now I walk in the neighborhood
9	Library
10	School campuses would become a common destination for many students to travel to with the proper walk ways.
11	Friends houses
12	Walk my dog in my neighborhood daily and occasionally on the PC lake trail
13	Mail Box
14	Your moms house
15	To visit neighbors
16	Walk to mailbox (2 blocks away).

Response #	Comment
17	I walk my neighborhood every day for exercise. There are many trip hazards on the sidewalks as they are uneven and the concrete is cracked. Repair is needed on existing sidewalks to bring all of them up to a standard where there are no trip hazards or a kid on a skateboard will not loose teeth when he/she falls because of a sidewalk defect.
18	Neighborhood sidewalks
19	I walk around my neighborhood, but I don't usually leave because there are no sidewalks connecting us to the rest of kyle. There is a gap between Anthem and plum creek without any sidewalks along 150
20	Lived in ATX and NYC and walked everywhere. Don't do so in Kyle.
21	I cannot walk because there are no sidewalks leading out of my neighborhood
22	Daycare
23	Walking the dog through the neighborhood and walking trails
24	I would like to walk for errands, however, 150 is not pedestrian friendly
25	Leisure walks to nearby local businesses.
26	I would walk to corner stores and places to eat if there were more sidewalks in East side of Kyle. It seems like all the connectivity is focused on west side.
27	I strongly believe this is a vital time (as our city is growing) to include walkable paths to more than just parks around here. Reducing traffic, increasing health, and just downright it's more convenient sometimes for some of us, we NEED to be making our city more walk-friendly!!!
28	Just walk around my neighborhood (paramount park) because there is no safe way to leave on foot
29	I like to bike from home in kyle downtown to restaurants kyle pkwy but it is very scary.
30	Mailbox down the street
31	In my neighborhood.
32	I walk to strengthen my legs
33	Exercise. We live less than a mile from my sons elementary school and there are no sidewalks on 150 to walk to school which would be nice to have
34	Mailbox, around my neighborhood
35	On our property

7. Which of the following are reasons that you do not walk or are hesitant to walk? Select all that apply

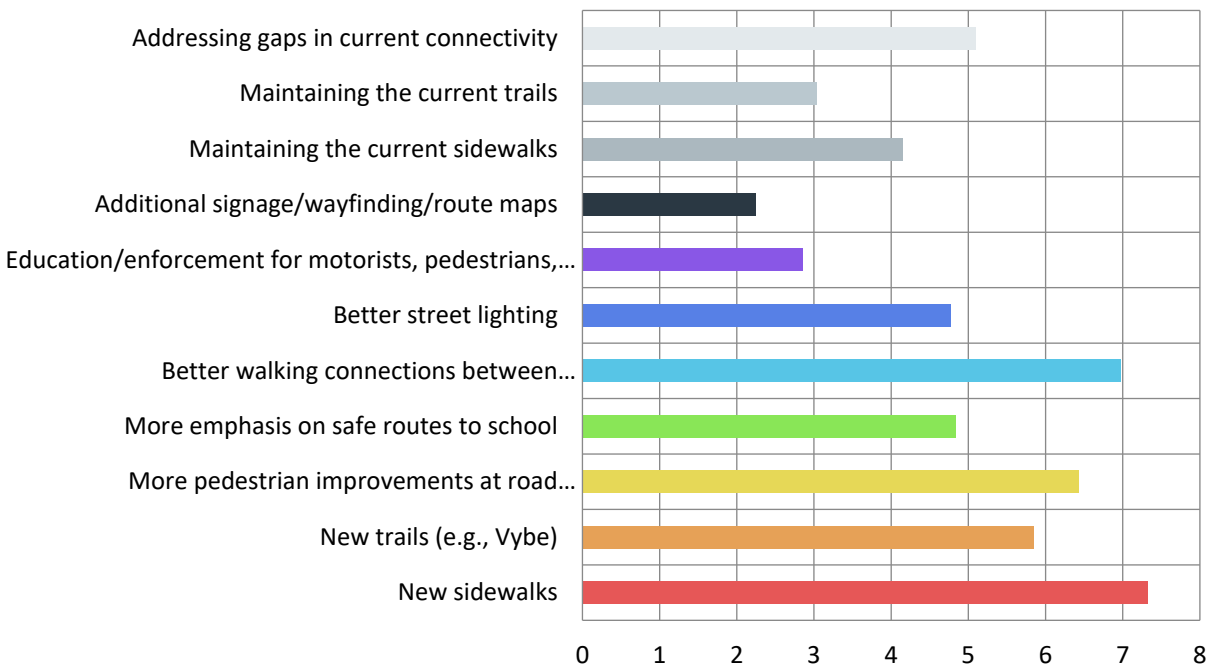


Question 7 Other” Responses:

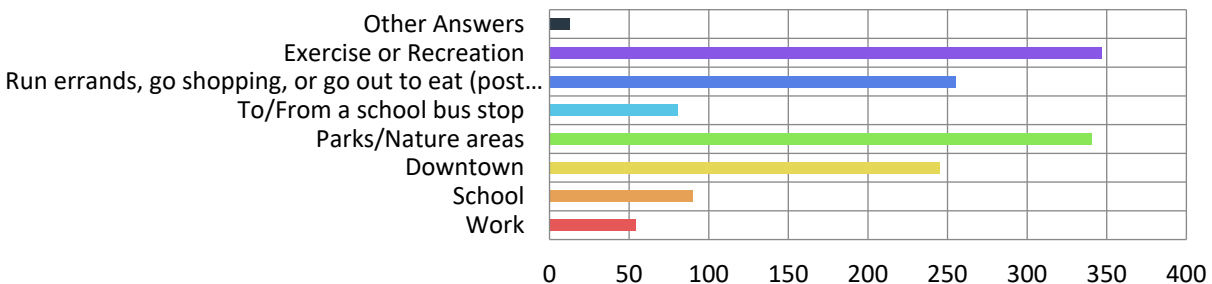
Response #	Comment
1	texas heat
2	Am mobility challenged
3	The lack of safe spaces to ride my recumbent tricycle from place to place inhibit riding even more. I would like safe, connecting sidewalks from the west to the east sides of the highways and all over.
4	There is not a negative reason i do not
5	none
6	Without sidewalks, students do not have a safe way to travel outside of the school bus.
7	It's like an oven outside for months on end, and the sidewalks to where I want to go don't get shade so it's unbearable to walk
8	none
9	none
10	If your mom doesn't let me over
11	none
12	Physical limitations that are hopefully temporary
13	Has anyone ever seen the weather in Texas? This isn't a walking town, other than individual neighborhoods who already pay for infrastructure. The city needs to stop trying to find ways to spend money and realize that we are tired of the waste with these types of things.
14	none
15	disability diminishes walking capabilities.

Response #	Comment
16	The sidewalks in my neighborhood (Southlake Ranch) slope down for each driveway. This constant change and lack of consistent flat sidewalk makes walking much more difficult and painful (causes blisters faster)
17	I drive a vehicle. I don't walk.
18	Too hot
19	none
20	TOO HOT in Texas.
21	none
22	Not a direct route available that is walkable or bicycle friendly.
23	Old Downtown neighborhoods and streets need sidewalks hard to wslk with children and dog. Drivers speed through our streets the old downtown neighborhood west and east off burleson rd need sidewalks
24	If it were safer to walk with children (more sidewalks, crosswalks, enforced speed limits, more owner control of dogs), I'd love to walk to the library and downtown with them instead of driving.
25	"Not enough connections!
26	Many of the sidewalks are limited and just END. We should aim to making our city, walkable and connectable! In Europe, the folks overall health and general emotional wellness, because the cities are designed to allow more walking."
27	just want to emphasize "bad weather" includes the heat, shade is important!
28	I want to take my children with me but without safer options, they end up having to stay home.
29	No trails between other cities / areas
30	none

8. Please rank the following from most to least important in addressing walking needs in Kyle.



9. If it were safe and convenient, where would you prefer to walk? Select all that apply.

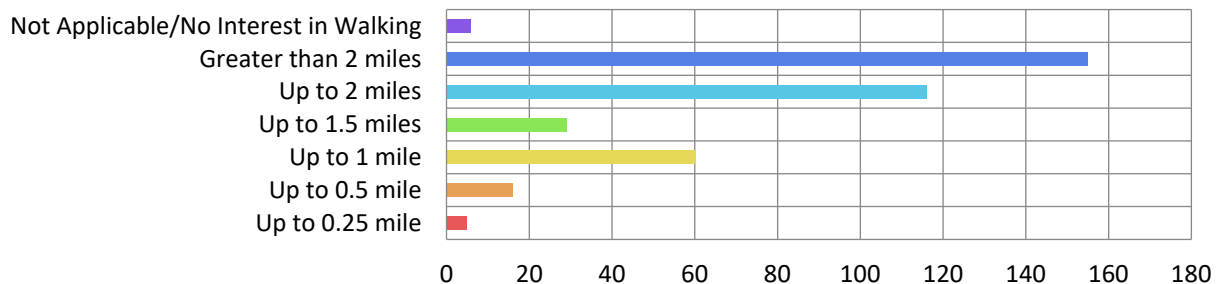


Question 9 Other" Responses:

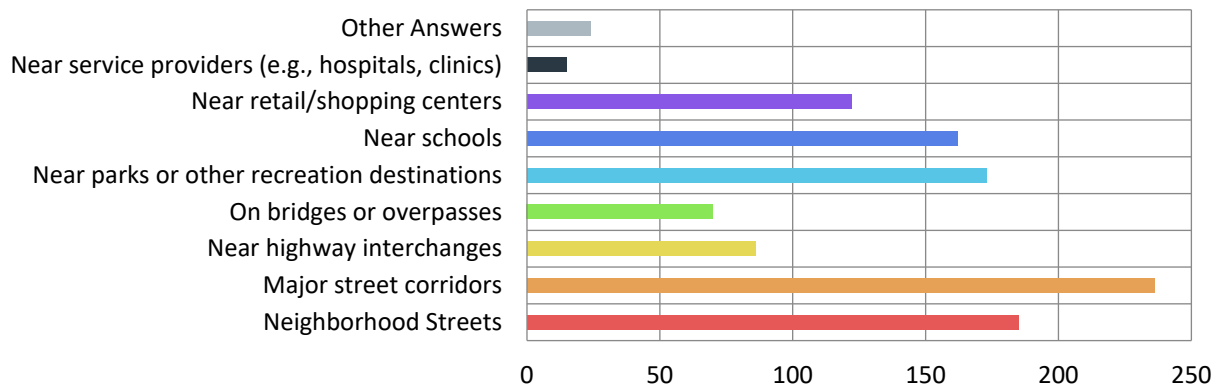
Response #	Comment
1	Around my neighborhood
2	I would go almost everywhere on my recumbent tricycle if there were safe connections between places.
3	To Kyle Public Library. The only sidewalks available are on Center St for a limited span, and you have to walk on the roads to get the rest of the way.
4	Just like 90% of residents, zero interest in walking anywhere other than a morning or evening walk for exercise. This may be the dumbest thing most of the community has seen.

Response #	Comment
5	I don't walk anywhere, I drive. We need better roads. Road conditions are terrible around windy hill. Also no turn lanes causes tons of unnecessary traffic during the school year in the same area. Turn lanes would go a long way in helping solve safety issues on our roads.
6	This is stupid.
7	To visit friends and family that live in Kyle/Buda.
8	Within my own street i live in old downtown we have no sidewalks in our street in-front of our homes streets from center, main, north, Saint Anthony schlemmer etc people driving speed through our streets hard to walk with children and dog
9	i'm autistic and hate driving so i would literally rather walk anywhere than drive if it were close enough to reasonably do so. city busses would be ideal though :)
10	My daughters on McNaughton
11	Between San Marcos and Buda. I hate that I have to drive!
12	Bike from buda
13	In my neighborhood to the neighborhood gas station

10. How far would you be willing to walk if you had access to safe and comfortable sidewalks or pedestrian walkways?



11. Which areas within Kyle need the most walking improvements (such as new sidewalks, safer crossings)? Select up to three.



Question 11 Other” Responses:

Response #	Comment
1	Old stagecoach & west center st
2	These safe spaces need to be accessible to recumbent tricycles or other mobility devices for people who can't walk but who can ambulate in non traditional ways.
3	Connections between these zones - there are often great sidewalks in neighborhoods and along major thoroughfares but small missing segments of sidewalk that prevent neighborhood residents from accessing the destinations beyond their neighborhood
4	Older downtown streets need sidewalks.
5	Downtown
6	All of the above including connecting all of the neighborhoods and ETJ
7	Along east FM 150
8	All the way down veterans and center st.
9	bunton lane
10	Brick and Mortar district. There is only one crosswalk at Kohlers and 1626 if you're trying to cross from old Plum Creek to Plum Creek North.
11	Kyle is pretty big. To go anywhere other than a nearby park you need to bike. As long as there are biking trails/sidewalks I think you will see a lot of use but and trail or sidewalk needs to actually go somewhere.
12	Sage Hollow community to 150/old stagecoach intersection
13	Mathias Ln
14	My biggest concern is the Bunton Creek and Bunton Reserve neighborhoods without sidewalks to Lehman and so many students walking in the grass and on the road.
15	Neighborhoods with. I curbs/sidewalks
16	All down Veterans Way.
17	We need a sidewalk on FM 150 near Hometown Kyle. Residents of that neighborhood do not have a safe way to cross the street to get to the sidewalk across the highway. Having one lining the side of the road near Hometown Kyle would be much safer and convenient.
18	We live off Sledge St. Downtown Kyle does not have an adequate sidewalk system.
19	East Kyle needs more trails and sidewalks. Lots of people biking and running on two way narrow streets and it's dangerous
20	I live on Sledge. Cross traffic to stagecoach is very fast and unregulated. There are no sidewalks, you must walk in road to get downtown or to burleson sidewalk. It is very scary to walk dog despite visibility measures.
21	From neighborhoods to downtown, parks, and recreation areas.
22	East side streets, roads, and intersections.
23	The intersection of Burelson and Spring Branch Dr needs a light/crosswalk and sidewalks on the side without them! This is pretty important because a lot of people just have to watch and run across the street but then no sidewalks
24	We need sidewalks along stagecoach road. Too many bicycles and not enough road. That area really needs a bike lane on the shoulder and sidewalks.

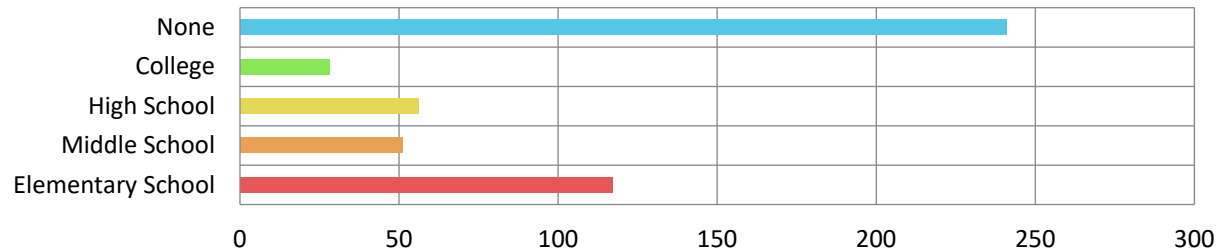
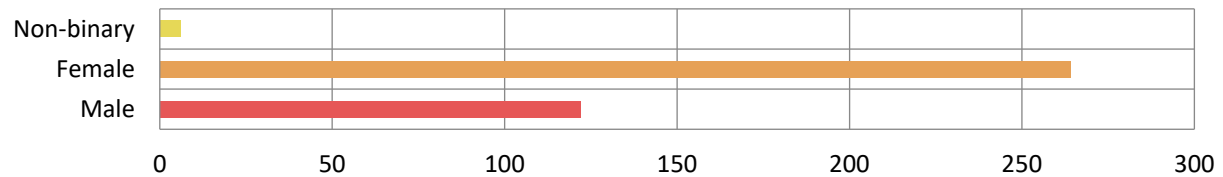
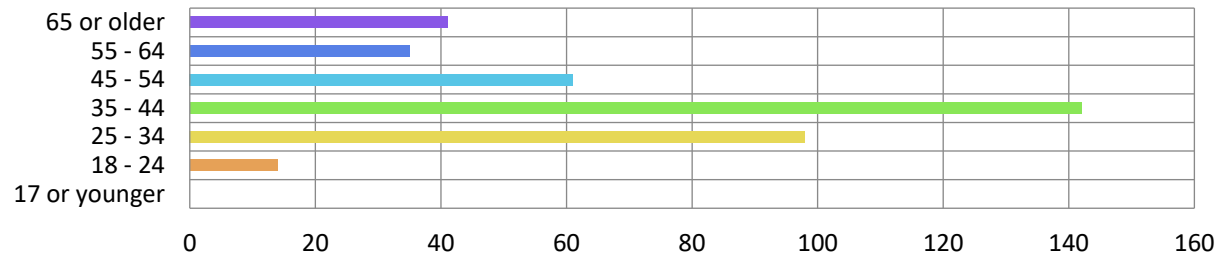
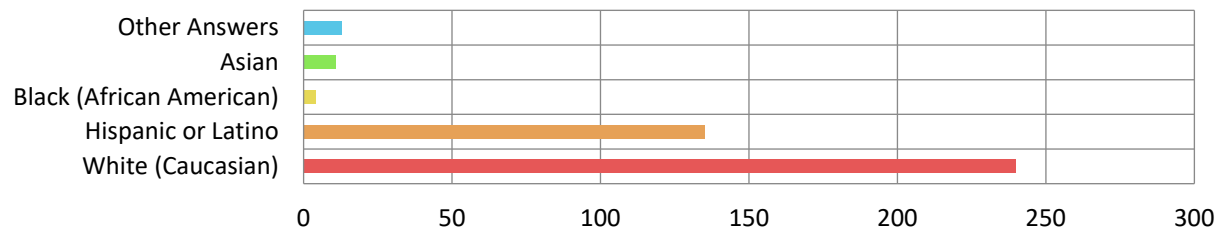
12. Including yourself, do any members of your household attend school in Kyle or Hays County? (Select all that apply)**13. What is your gender?****14. What is your age range?****15. What ethnicity do you consider yourself to be? Select all that apply**

Table A-1. Interactive Mapping Comments

Comment	Upvote	Downvote	Latitude	Longitude
The sidewalk ADA ramps that lead to the street corner(s) in spots like this one (Camelia and Bottle Brush, Hometown Kyle) are sinking. Other sections of sidewalk are sinking to the point that they are detaching from stormdrain spots along the sidewalks, creating a trip hazard and maybe difficulty with some wheelchair users. Can we mark and geotag them all for City of Kyle remediation?	4	0	30.0029	-97.8917
The sidewalks on this intersection need some improvement and are only on one side of the street when there are pedestrian needs on both sides.	9	0	29.98955	-97.8831
It'd be great to get some sidewalks on the south side of center street or some protected pedestrian crossing signs to cross. Connecting the neighborhood across from Greg Clark park to the downtown area where there already are some established sidewalks would make it so much easier for families to walk to downtown events, the library, and in general. I have a baby and it's a hazard to cross center street from Gonzales Street just to get to current sidewalks	9	0	29.99	-97.8871
Appreciate there's currently a well maintained, well lit, and used sidewalk that connects downtown to the shopping center where the Kohls/Target are located.	2	0	29.98879	-97.8772
There are protected pedestrian crossings here that I really appreciate!	0	0	29.99694	-97.8755
This intersection can get people out of Plum Creek into the businesses on the north side. Same for Plum Creek North to the south business (Texican, etc). Crossing Kholers Crossing (heh) is a real pain. Drivers constantly speed on that road and I hear street racing going on at night. Having a very visible (lights and such) pedestrian crossing would encourage more foot/scooter/bike traffic to close businesses.	10	0	30.02782	-97.8847
Sidewalks and crosswalks to Wallace Middle school. There is a sidewalk partway up Old Stagecoach Rd, by the Stagecoach Crossing subdivision, but it dead-ends. Sidewalks along Center Street by Wallace would be fantastic!	9	0	29.99094	-97.8922
this intersection has no pedestrian walkways from Veterans to 150 West. With the opening of new elementary, we need safe sidewalks all the way to Arroyo Ranch. If they existed, we could walk to stores/restaurants along Veterans & 2770.	14	0	30.01212	-97.8916
sidewalks are not available along whole route	11	0	30.02512	-97.9073
need a sidewalk on the North side of Bunton all the way down to allow for safe walking from Hotel at IH-35 to restaurants, laundry matt and hospital.	5	1	30.00919	-97.8616
There also needs to be crosswalks added along the route.				
Need West side sidewalks along 2770 at 150W to allow safe access to Barton/Hays High School and local restaurants/business on West side. Need additional lighting along west side as well.	11	0	30.01242	-97.8912

need North and South side of road sidewalks for safe walking from Lehman all the way to Hemphill Elementary. There are many neighborhoods along this route that would walk to local business if they were available. I see walkers all the time walking in the brush to get to business. Crosswalks & additional lighting are also needed along this entire stretch of 150.	14	0	29.97887	-97.8683
Crossing Veterans Drive between Brooks Crossing and HomeTown Kyle--traffic comes over a hill at a high rate of speed.	7	0	30.00069	-97.8868
no sidewalks on either side of Stagecoach to Veterans; to reach Walgreens and retail at 150 and 2770 intersection on foot, residents of 6 Creeks must walk around and through HomeTown Kyle and cross Veterans Drive at their peril to access the sidewalk on the east side of Veterans	14	0	30.00569	-97.8961
There 100% needs to be a sidewalk along 150. Starting at Anthem to Jack C Hays Trl. Lighting is also a necessity since there is no current lighting after dark and this road is pitch black at night.	3	2	30.02512	-97.9073
Completely agree on this path along the noted section of 150	4	0	30.02512	-97.9073
This area is growing fast. There are zero sidewalks. Traffic is heavy. Supermarket is local grocery destination. Very dangerous for pedestrians.	0	0	29.99434	-97.8145
Major safety concern. Highly trafficked area. No sidewalks in neighborhoods or main road leading to grocery store.	8	0	29.99434	-97.8145
This whole area does not have sidewalks, making recreational and necessary walking a safety concern.	6	0	29.99003	-97.8085
This 500' stretch of sidewalk would connect the 200 homes of Sage Hollow to established sidewalks along Jack C Hays and Veterans Dr, giving our families safe walk and bike routes to Barton Middle, Hays High, and tons of restaurants, shops, parks, and services.	7	0	30.01295	-97.8927
There needs to be safe walkways from 6Creeks to Walgreens, Sonic etc. Right now even riding a bike is dangerous.	12	0	30.00711	-97.8961
It would be nice to safely walk to the new Chevron Station. Right now we have to take a long winding route through Cypress Forest to do that	6	0	29.99181	-97.8929
Cars and trucks drive too fast down Cromwell and the roundabouts dont seem to slow people down. There are kids and people walking the cars just speed by	3	0	30.01842	-97.8737
Same issue on Sampson the cars drive way too fast and even on the sidewalks you dont feel safe	1	0	30.01599	-97.8733
Requesting crosswalk further north on Lehman to access Lake Kyle (preferably in front of Lake Kyle). Neighborhoods further north on Lehman have to walk further down Lehman Rd to cross the road and then back track to get to Lake Kyle. This would increase crosswalk visibility if there was a crosswalk in front of the Lake Kyle Park entrance. Currently, vehicles do not stop at the Masonwood/Lehman crosswalk.	4	0	29.98767	-97.8619

This area experiences heavy traffic and has seen several near-accidents. Improving traffic control here will enhance safety for all residents.	3	0	30.01334	-97.8415
This area experiences heavy traffic and has seen several near-accidents. Improving traffic control here will enhance safety for all residents.	3	0	30.00534	-97.8534
I agree with this. The roadway is too narrow for the traffic that has increased since the new subdivisions were put in. Sidewalks on both sides of the street & lighting are necessary for that whole stretch from Center St to 2770/150.	0	0	30.00711	-97.8961
There needs to be a sidewalk on the West side of Veterans Drive from Center St to 2770/150 W, and from FM 150 w all the way to Arroyo Ranch. I see kids walking in the grass from Hometown down to Wallace MS. It would also keep those kids from having to cross Veterans to the East side sidewalk, then cross again by the post office to get to Wallace MS.	2	0	30.00069	-97.8868
There also needs to be cross walk added at Dollar General entrance.				
We need North side of street sidewalks from Simon MS to Hwy 21. This would allow pedestrian traffic from Simon to Hemphill, and from Hemphill down to the convenience store. Walking on the road, with no separation of auto traffic is very dangerous.	4	0	29.93925	-97.8245
The sidewalk here is extremely broken and is an extreme trip hazard.	5	0	29.98939	-97.8808
Walking between the library and the downtown park and back, we need a sidewalk here, preferably on this side of the street as that is where the sidewalk in front of the library lines up.	6	0	29.98764	-97.8815
Sidewalks needed for students to walk from Stagecoach Crossing Neighborhood to Wallace Middle School as well as a crosswalk across Center Street.	8	0	29.98768	-97.8918
When sidewalks were installed along 2770 from Plum Creek to the schools, the sidewalk width was barely 4 feet wide. They are not fully ADA accessible. Other areas in the City have sidewalks that are 10 feet wide. The sidewalks along 2700 need to be brought up to the same level of 10 feet wide and not have sidewalks that are part of the water drainage ditch.	8	0	30.01827	-97.8894
How is anyone meant to cross from the PAC/Memorial Park side of Kohlers to the south side? Or almost anywhere along Kohlers...It is like 'Frogger'.	11	0	30.02838	-97.8751
Crossing 2770 is hugely difficult if one is nowhere near one of the traffic signals, particularly since the speed limit of 45 is mostly just a suggestion - have never seen anyone pulled over for speeding on 2770 or Kohlers.	3	0	30.01609	-97.8901
How can we have a brand new sidewalk by the new Chick-fil-A and Lash where there is a huge height discrepancy?	0	0	30.02816	-97.8538
People on the south side of Kohlers cannot easily get across the La Verde...	2	0	30.03134	-97.8766

Pedestrians walking in the streets or in the ditch going to and from Lehman Highschool. High priority to have sidewalks in place or an alternate route.	8	0	29.9961	-97.8464
Would like to see a sidewalk installed from FM 2770 (Walgreens) to Center Street along the west side of Veterans Drive along Hometown Kyle, the post office, the VFW and the landscaping store.	5	0	30.01157	-97.8913
This would allow neighbors along Veteran's to walk a loop around Veteran's for exercise and to access places like the Post Office and the Dollar Store by foot.				
I know there is a sidewalk along Brooks Crossing, but it stops at the property just south of Brooks Crossing and pedestrians have to walk along a very busy Veteran's Drive. If this sidewalk is added one could make a complete lap around Veteran's to get out and walk or traverse to the respective location for businesses along Veteran's.	2	0	30.00112	-97.8864
Would like to see a traffic circle at this location.	4	2	29.99781	-97.8854
Sidewalk to EVO on either side of 171/Kohlers Crossing to get pedestrians to walk to EVO. I understand it may not be on this side of the hwy as this is the blasting zone.	7	0	30.0284	-97.8719
i think there should be a red light here. I have almost been rear ended on more than one occasion because people don't realize there is a stop sign at this intersection	3	0	30.02795	-97.8848
Students do not have a safe walkway to school.	8	0	29.99253	-97.8423
These students are also not eligible to ride the bus due to their proximity to the school.	1	0	29.99253	-97.8423
Bushes in this area make visibility difficult	2	0	30.02764	-97.8887
Non ADA curb on sidewalk	2	0	29.99	-97.8887
It is on the west corner of Ranger Drive and Center Street	0	0	29.99	-97.8887
No sidewalk from end of school to intersection. Start of sidewalk is not ADA compliant.	3	0	29.99062	-97.8901
No sidewalk from bus entrance to intersection.	2	0	29.99185	-97.8884
Sidewalk missing in this section.	4	0	29.99855	-97.8856
And if it would be wide enough for bikes or more than two walkers that would be helpful.	0	0	30.00112	-97.8864
I'm also surprised I rarely see anyone pulled over for speeding on 2770 or Kohler's Crossing	0	0	30.02782	-97.8847
Sidewalk from businesses to neighborhood is missing. Have to cross street to LHS and then cross again to get to businesses from neighborhood.	4	0	29.99705	-97.8499
Sidewalk from roundabout to Bunton Creek neighborhood. Have seen kids walking through knee high brush to get home. Might help parking issue with Blacks Sports Complex.	9	0	29.99219	-97.8418
The traffic signal crossing Kohlers does not have an option for pedestrians to cross safely	4	0	30.02764	-97.8894
This intersection should have a pedestrian crossing (including ADA ramps) across Kohlers.	1	0	30.02782	-97.8847
Extend sidewalk along Bunton in front of Lehman HS for bikers and walkers. We see many people (especially	7	0	29.99793	-97.8505

students) walking or riding their bike on the street on the narrow road.				
Sidewalks for students to walk/bike safely too and from school! This could help alleviate school traffic, too, if there was a safer option for kids to walk/bike.	7	0	29.99607	-97.8466
Major safety concern - have seen NUMEROUS people run this stop sign, especially when dark out.	2	0	30.00359	-97.8553
People drive extremely fast through this roundabout and do not yield to oncoming traffic.	2	0	29.99288	-97.8423
The entire Bebee road is in poor condition and needs to be resurfaced.	3	0	30.01095	-97.8327
People drive extremely fast. The road is in such poor condition it only makes the speeding issue more dangerous	2	0	30.00767	-97.817
Very busy area with numerous businesses. Many people walking or riding bikes in the street.	4	0	30.00457	-97.8274
The entrance/exit from the Frontage road into these businesses is extremely dangerous.	1	0	30.02675	-97.8512
Should be a traffic light here to facilitate traffic and increase pedestrian safety. Traffic backs up here now that there is a light at Lehman.	3	0	30.00383	-97.8555
Agreed. This road is a nightmare. It backs up for 20+ minutes or longer sometimes.	0	0	30.01095	-97.8327
Agree. This round about is insane with people blitzing through and not yielding properly. I was once almost hit in the circle by the school bus that was blitzing	0	0	29.99288	-97.8423
Agreed. This stop sign creates so much back up and reduces the efficiency of the light. The light has been great but this intersection also needs a light to facilitate safe traffic flow.	0	0	30.00383	-97.8555
Full sidewalks on the north side of Kohler's Crossing, leading to the memorial park.	5	0	30.02792	-97.8838
Children walk along Stagecoach maybe to visit friends without safe sidewalks all the way to Texas old Town	1	0	29.98471	-97.8923
I agree. Also, Moore Street is getting busier with all the new neighborhoods going up and a safe place to walk is essential. Another reason is that this area is near downtown and if we want to make downtown a destination we need to make it more walkable.	0	0	29.98764	-97.8815
Cars speed along this road, and the sidewalk is immediately next to the road with no barrier than a curb. There's also no shade, it's dangerous to one's health to walk here on a hot day.	2	0	29.98549	-97.8846
Public Library	1	0	29.98785	-97.8826
This intersection needs a zebra crossing.	0	0	30.02782	-97.8847
This path also needs street lights. It's gets dark in the night and more street lights is definitely gonna help.	0	0	30.02782	-97.8847
Sidewalk extremely unlevel	1	0	30.01467	-97.8838
Sidewalks unlevel	1	0	30.01438	-97.8847
Cars park too close to middle of the road island. Very difficult for cars and trucks to get by. In case of emergency, emergency vehicles would not be able to pass	1	0	30.01464	-97.884
Sidewalks unlevel. Very dangerous for kids walking or biking to Negley	1	0	30.01303	-97.8831

A sidewalk from Dorman to Marketplace to safely walk over the skyway, and connect to the crosswalk to get to HEB would be nice.	6	0	30.021	-97.8723
We need side walk here. It's completely disconnected without a sidewalk.	1	0	30.02793	-97.8842
This is a very dangerous intersection and it needs a 4 way stop or the left turn needs to be closed.	5	0	30.02803	-97.879
More street lights in this area.	1	0	30.03023	-97.8791
This whole stretch needs street lights. Its get awfully dark in the night	2	0	30.02744	-97.881
Totally agree. The trees needs to be pruned in that area	0	0	30.02764	-97.8887
More street lights in this area	1	0	30.03088	-97.8852
A permanent traffic signal needed here with wider turns	2	1	30.0277	-97.8547
Excessive speed!! Many drivers thing it's a drag strip. Kids have to cross to the other side of the street to catch the bus and I've seen drivers ignore the STOP on the bus and just keep going. The City NEEDS to install speed HUMPS on many roads.	0	0	29.98549	-97.8846
Speed HUMPS are needed down Center Street, Just like San Marcos has. Rarely do I see cars doing the 25mph Speed limit. Normally the speed I see cars and semis going is 40+mph	1	1	29.98955	-97.8831
Nor do they STOP at the Stop signs by the library.	0	0	29.98549	-97.8846
This area has a drop off (short) sidewalk, but students walk through here to get to and from Lehman and their homes. Adults walk through this area to get to the Washeteria, to the hospital and other business around this area.	0	0	30.00065	-97.8525
Uneven sidewalk	0	0	30.01055	-97.8799
The missing section of sidewalk, just north of the intersection of Veterans Dr. and Silverado Dr. is the only gap between my home and downtown Kyle. I frequently use this path, on my bicycle, to access the businesses and services in downtown Kyle. Completing this small section of sidewalk would greatly improve the connectivity between many neighborhood/residents and the downtown area. Please include this minor improvement in your sidewalk planning.	2	0	29.99818	-97.8855
Missing sidewalks, on the west side of Jack C. Hays Trail, between Witte Rd and Kirkham Cir., leave pedestrians and cyclist walking/riding through drainage ditches and parking lots.	2	0	30.01351	-97.8906
No connecting sidewalk, on the west side of Jack C Hays Trail, between Kirkham Circle and the existing sidewalk Walgreens parking lot sidewalk.	2	0	30.01295	-97.8909
This retail center includes multiple stores that I frequent, and that I would prefer to access via bicycle or walking path.	1	0	30.02296	-97.8902
This a major point of community service, that could be more accessible by bike or walking, if we had more sidewalks on the west side of the of Jack C Hays Trail, and traffic light controlled pedestrian crosswalks on this road.	1	0	30.02389	-97.8903

This retail center includes multiple stores that I frequent, and that I would prefer to access via bicycle or walking path.	0	0	30.01444	-97.891
This retail center includes multiple stores that I frequent, and that I would prefer to access via bicycle or walking path.	3	0	30.02116	-97.8728
I agree. Kohlers Crossing lacks the infrastructure needed to for pedestrians and cyclists to access the service and amenities on both side of the road. Please add more traffic controls to calm traffic, and improve the north and south accessibility.	0	0	30.02838	-97.8751
This retail center includes multiple stores that I frequent, and that I would prefer to access via bicycle or walking path.	2	0	30.02738	-97.8767
Fairway, between Sanders and Sampson. is a very wide road, which encourages speeding, and I often witness vehicle driving left of center or illegally parking on the wrong side of the road. Fairway could easily benefit from traffic calming features, such as center striping, improved pedestrian crosswalks, and dedicated two-way cycle lane, on ethe north side of the road.	1	0	30.01956	-97.8877
The sidewalk is incomplete on the south side of the street. It needs to go all the way to the corner and even a bit farther so people can cross the street at all points at the turn of Center Street. I've witnessed on my morning walks children crossing the street farther down in the dark during winter so they can be on the sidewalk on the north side to get to Wallace Middle School. This would also help folks going from Gregg-Clark down to the square from either side of the street.	4	0	29.98935	-97.8828
Sidewalk needs to continue so the kids going to and from Kyle Elementary School can walk all the way to Center Street. Now they either walk in the grass or on the street.	3	0	29.99141	-97.8827
Sidewalk needs to continue so the kids going to and from Kyle Elementary School can walk all the way to Center Street. Now they either walk in the grass or on the street.	2	0	29.99109	-97.8809
Sidewalk that does exist along here is broken up and not very wide. Could definitely use replacing.	0	0	29.99123	-97.8816
If there is money, the sidewalk is pretty much singlefile through this area. Would be good to update to help people get from Gregg-Clarke all the way to the square.	0	0	29.98943	-97.8818
Total dropoff with no warning once east across Sledge. Sidewalk or no (could use a more continuous way to navigate across the parking lot), past time to at least put up a barrier.	1	0	29.98912	-97.8792
Need sidewalk along Mathias.	5	0	30.03205	-97.8006
Need sidewalks down Windy Hill Rd	6	0	30.03881	-97.8041
Neighborhoods are large in this side of Kyle, we can benefit from paths to walk to convenience stores such as Poco Loco, Texaco, Dollar General.	6	0	30.03572	-97.8055
Many accidents at this intersection. This road needs to be improved.	1	0	30.0447	-97.8021
Please put a sidewalk here. The kids from the high school always walk to their houses after school ends.	3	0	29.9918	-97.8414

This helps promote bike riding to downtown Kyle.	3	0	30.02512	-97.9073
Connecting pedestrian/bike path from end of cromwell to new shopping/dining off marketplace and 1626.	5	0	30.01521	-97.8713
Need additional sidewalks on Sledge. It would be nice to walk to downtown without having to walk in the street.	5	0	29.98164	-97.8841
the sidewalk just ends in this area and with no shoulder area across the bridge makes pedestrian travel impossible.	2	0	30.02819	-97.8595
connect the gap on sledge	3	0	29.98105	-97.8843
This is what I came to mention! My kiddos and I like to walk over to the parks from our neighborhood but getting across this street is a dangerous rush. The safest crossing right now is way down at the four way stop at Kohler's and Sanders (and then you go through the neighborhoods). Anything closer to the amenities would be great. Even one of those "stop for pedestrian" lights that you have to press to get a chance to cross would be helpful.	0	0	30.02838	-97.8751
This must be a priority, we must be able to walk safely to schools and downtown.	2	0	30.01295	-97.8927
Sidewalks are needed down Windy Hill from IH35 to 2001. The road is only one lane each direction with no sidewalks and there are far too many citizens walking or riding bikes along the roadway.	2	0	30.03881	-97.8041
With the traffic in this area, a permanent light is needed at this intersection as well as sidewalks down Kyle Crossing in front of the businesses/apartments. It would be nice to be able to enjoy the new establishments, by foot, but there are not safe routes due to no sidewalks in part of the area, as well as the intersection with temporary lights.	0	0	30.0277	-97.8547
There needs to be sidewalks due to no shoulders on Windy Hill. There is nowhere to safely travel by foot or bicycle and the road is only one lane each way, without any middle turn lanes. There is tremendous growth all through Kyle and it would be nice if we could travel safely, by foot or bicycle.	6	0	30.03078	-97.8257
This is what I came her to write— we need a pedestrian walkway across to the performing arts center. That way we can walk from our neighborhood over in Plum Creek. The walkways are beautiful and there is a great park but this intersection is so dangerous and there is no crossing for pedestrians.	0	0	30.02838	-97.8751
There is a sidewalk here that the developers constructed but most of the time, it is unusable due to flooding/accumulated mud that occurs whenever it rains due to its lower elevation and location right on a ditch.	1	0	29.99571	-97.8395
Agreed	0	0	30.03078	-97.8257
Agreed much needed	0	0	30.03572	-97.8055
Agreed	1	0	30.03881	-97.8041
Agreed	0	0	30.0447	-97.8021
It would be nice to connect the new neighborhood and kyle park/pool to the 5 mile dam park with a sidewalk along old stage coach road	1	0	29.99062	-97.8922

NEED side walk on sledge. I've almost been hit numerous times walking from my neighborhood to downtown.	5	0	29.98238	-97.8835
Yes, we need a safe sidewalk or walkway over the skywalk/overpass to walk to marketplace and over to H-E-B/Target	1	0	30.021	-97.8723
Need a sidewalk here! Dangerous to walk between neighborhoods	1	0	29.97832	-97.8877
In addition to a sidewalk, this stretch needs some street lights	3	2	30.01999	-97.9004
There is a gentleman who uses a motorized wheelchair that needs to cross Stagecoach to 6 Creeks regularly. Some cars do not stop. If a police vehicle happens to be driving by, they will stop traffic to allow him to cross. One time, he got stuck on rocks. I was so upset for him.	2	0	30.00125	-97.8941
My kids cannot traverse this roadway safely and they've been wanting to walk/bike to Hays & Barton. One of my children did make the walk and was too scared to do it again!	1	0	30.00711	-97.8961
Dangerous intersection with drivers on windy hill driving in the middle turning lane to bypass traffic. Some of us live in these neighborhoods and have almost been hit.	5	0	30.03154	-97.8371
The sidewalks definitely need improving (both maintenance and wider) all along the north side of Center, and need to be built all along the south side of Center. However, the plan for a vybe trail multi-use path here in the road bond project for Center is dangerous. Pedestrians will be dodging golf carts in the multi use path in addition to bicycles. It also isn't clear how much of a buffer there will be between the multi use path (and thus pedestrians) and cars driving down Center.	3	0	29.98919	-97.8804
We need more vehicle lanes and sidewalks for pedestrians.	2	0	30.0323	-97.8389
As with the other end of the parking lot there is not very much denoting a level change here multiple trip hazards in and around this corner.	1	0	29.98907	-97.8784
Most of this section to the Baptist church is very narrow and over grown with trees and bushes needs a total clean up and better lighting if possible. Makes walking difficult as you have to step off the path to get around branches. At the one end of this block there is a utility cap that is either misplaced or broken causing a several foot hole that is extremely dangerous if your not paying attention to it along the street side of the path.	2	0	29.98948	-97.8815
As well as the curb on the west side of center near the gravel/dirt yard has a very deep drop off that is completely filled with water when it rains causing you to have to exit the path and either walk on the road to get around it or trek through the mud to access the crossing. The crosswalk is not painted well enough and at night it is very dangerous to cross here without a handheld light source as people tend to California roll this stop sign from multiple directions without checking for peds.	2	0	29.98955	-97.8831
This whole west side desperately needs a sidewalk I should not have to cross this busy road to use one or be	3	0	29.98962	-97.883

forced to cross through drainage culverts to walk on this side of the roadway				
Not a fan of these especially since we have so much heavy truck and bus traffic on this road.	1	0	29.99781	-97.8854
A side walk down both sides of this road would be great 6 creeks is huge and will continue to grow, right now old stage coach is very dangerous to walk on even in the day due to no shoulder and a massive oak tree that causes traffic to have to veer around it. A two sided side walk one on each side would be great. Preferably a wider one like on the main section of six creeks blvd.	3	0	29.99241	-97.8931
Somewhere in this section there is a large height difference between the sidewalk sections most likely from tree roots but it is in a dark area of the street that causes a huge tripping hazard.	0	0	29.99752	-97.8914
Is this new neighborhood going to replace the sidewalk from hometown kyle parkway to the cul-de-sac that students utilize to get to Wallace?	0	0	29.99475	-97.8896
While we are at it let's improve roads first then put new neighborhoods. So many new ones getting put in especially near windy hill that have zero care about how it affects traffic flow or safety for residents. Not sure if windy hill is part of Kyle's discussion but it desperately needs a sidewalk the entire length of it on both sides.	0	0	30.00383	-97.8555
Having a sidewalk on both sides would be ideal for parents that want to walk their kiddos to school at science hall as dacy lane is very busy and the speeds are excessive.	2	0	30.0159	-97.8383
This school zone is ignored daily, I see so many people speeding through this area especially now that Dacy has its upgrade and has been widened. I realize KPD can't sit here every day to slow drivers down but someone is going to get hurt due to no enforcement of the school zone speeds.	2	0	30.01656	-97.8391
There is a neighborhood going in along Beebe and the highway which will not have a sidewalk on either side or from the neighborhood back up the northbound access road to the businesses there.	1	0	30.01961	-97.8548
Agreed with acc being just up the road and the new police department here we need pedestrian access to this entire stretch of kholers	1	0	30.02819	-97.8595
A safe crosswalk would be nice. People are going to speed no matter what we do but having a sidewalk on both sides of kholers from 1626 to the corner near Barton would be great. Plus creek north is starting to add one that is on the north side of the street but it doesn't go all the way down yet.	0	0	30.02838	-97.8751
Sidewalk added to heidenrich to get to gas station would be nice	4	0	29.95557	-97.8395
Agreed, pedestrian traffic in the neighborhoods along Windy Hill are cut off from the rest of town due to no sidewalks. I don't even trust riding my bike along Windy Hill. Dacy Lane is the closest sidewalk from the neighborhoods but it's risky getting there.	1	0	30.03881	-97.8041
The most unsafe place to get from the back entrance of Shadow Creek to the nearest sidewalk is on Dacy Lane	1	0	30.03633	-97.8281

north of Windy Hill. If there is at least 1 sidewalk on this section of Dacy Lane residents can access the Poco Loco and the rest of the town safely on Dacy Lane south of Windy Hill.				
Windy Hill is in dire need of an entire traffic overhaul. The one lane each way does not work for the amount of vehicles that drive through the area on a daily basis. A two lane each way would be more ideal along with sidewalks for safe pedestrian traffic.	1	0	30.03078	-97.8257
I would love to see an innovation in Kyle with pedestrian walk overs over congested roads. The residents apartments along Cromwell, the residents of Plum Creek, the ACC students living here, and the Senior living apartments would greatly benefit being safely able to reach the ACC campus and La Verde district without getting in a car. Walkers, joggers, students, seniors, strollers, could easily access shopping and educational opportunities. Let's get healthy Kyle!	3	0	30.02894	-97.8759
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Add a direct pedestrian route between Spring Branch, Plum Creek and all the retail, restaurant and commercial development near Target and Chipotle and the rest. Currently we're forced to make a giant detour and it's completely impractical.	3	1	30.00973	-97.872
Improve the route between Silverado and Spring Branch and the retail shops and restaurants along this street. Make it attractive to encourage usage. Currently it's a blank sidewalk with some lights along a busy street. It's not encouraging or inviting at all despite being between a main residential area and a main commercial/restaurant area.	2	0	30.00419	-97.8701
High speeds and no way for Hometown Kyle kids to cross to Children's Lighthouse. Would love a stop light, cross walk, sidewalks on the HTK side and more awareness that there are children around.	0	0	30.00062	-97.8865
Sidewalks end before intersection and no sidewalk along veterans on the hometown kyle side. Only option is to cross Veterans (highly dangerous, especially with children).	2	0	30.00621	-97.8887

Sidewalks end before intersection and no sidewalk along veterans on the hometown kyle side. Only option for walking is to cross Veterans (highly dangerous, especially with children). Please add sidewalks on the Hometown Kyle side of Veterans that connect to downtown	0	0	30	-97.8865
A pedestrian crosswalk is needed near the new poco loco. It's so unsafe to cross around here and I think there are going to be a lot of people doing so.	4	0	29.99983	-97.8733
Riding a bicycle down windy hill is insanely dangerous. Cars driving so fast and coming around the corners hot can be so risky to a bike rider. Sticking to the outside of the lane can even be more risky because vehicles may feel comfortable getting close to bike riders to pass	3	0	30.03024	-97.8138
Windy hill has so much heavy vehicle traffic that having a safe alternative may inspire the many residents of these neighborhoods to walk/bike.	3	0	30.03492	-97.8446
Agreed. Having to cut through Lehman when I go for a run is awkward, but running along side the road I have had to dive for the ditch as people take the curve too fast. Neither is good and having a sidewalk would increase safety for everyone.	0	0	29.99705	-97.8499
Railroad tracks, cars going too fast, congested , hard to get out the neighborhood and kids in elementary and middle school are walking to school.	0	0	30.00007	-97.8727
Barely 2 cars fit. No space for runners or bikers.	0	0	29.98564	-97.8339
I would 100% walk more frequently if there was a sidewalk that connected the community to the rest of the intersection.	0	0	30.02512	-97.9073
I want a way to access Lake Kyle through the land my subdivision gave to the City. I do not appreciate having to drive to the Lake when I could walk to it.	4	0	29.98106	-97.8606
A formal cross walk is needed for pedestrians to get to Poco Loco. Cars drive fast here and will not yield for walking pedestrians who are trying to cross the street safely.	1	0	29.99993	-97.8732
Kids cross here for school. A crosswalk would be nice for times there isn't a crossing guard.	0	0	29.99143	-97.8768
The entire downtown area needs sidewalks and curbs. Kids walk all through here and it's so unsafe. MS & HS kids too!!	0	0	29.99065	-97.8775
The sidewalk from Silverado to Wallace MS needs improvement. Kids walk and bike up and down and the sidewalk isn't straight or connected well, and an overall hazard when trying to cross all the parking lot entrances with so much traffic.	2	0	29.99657	-97.885
I agree. Veterans Way does not have sidewalks completely from Center Street to 2770. Hometown Kyle side has no sidewalks along Veterans Way. No crosswalks are currently on either entrance into Hometown Parkway (Hawthorne) and there is no way to cross the dangerous Veterans Way. Just today I watched a lady and her two small children cross Veterans Way, so dangerous. They barely made it and cars do not slow down. There have been so many hit and runs in Kyle, so I am glad to see this action.	0	0	30	-97.8865

Absolutely agree! I see many people walking on E 150 and it seems very unsafe for anyone to be walking/biking/running. We need a sidewalk on 150 to 21!	0	0	29.97887	-97.8683
I agree! Get a sidewalk established now before the area expands with new homes	0	0	29.95557	-97.8395
I live in Post Oak, and there's no sidewalk to get from Lox Lane to PAWS Shelter/Sonic, where the sidewalk begins. I'd love to be able to walk along this strip.	3	0	29.97459	-97.8616
Sidewalk needed from center street to Brooks Ranch subdivision.	1	0	29.98947	-97.8819
I ride my bike most everyday and I do not like stagecoach so I ride through Hometown Kyle; there is a nice sidewalk/trail connection through there but then it just ends before getting to Veterans Drive. So much potential for better connections.	0	0	30.00711	-97.8961
How about one nice great connection from 2770/Veterans intersection all the way to Barton Middle School. This is a big missed opportunity. Make it wide enough for walking and bicycles.	1	0	30.0122	-97.8926
Connect Center, Veterans, 2770, Old Stagecoach, Kohler's Crossing, Kyle Parkway, Burleson, Marketplace; they have the potential for great streets for pedestrians and bicycles. There should be no gaps along this path. Try riding your bike or walking along the Kyle Parkway overpass.	0	0	29.9911	-97.8857
Roots have destroyed the sidewalk along this street. Since this is across from the school many children walk along this sidewalk and the sidewalk is just a hazard to all ages! The broken edges of walkway cracks catch your toe and cause falls. I'm older & falls terrify me. When I park along McNaughton to meet my grandkids I have tripped multiple times! I'd really like to see this danger addressed & not left to homeowners who for the most part inherited the sidewalk already destroyed by tree roots	0	0	30.01333	-97.8827
This strip of housing has caused created a serious congestion for cars approaching one another in a very crowded area. The cars parked along the road need an alternative parking location since the road there is more narrow than in regular housing areas. Perhaps a solution like the one utilized by both pools with the insert of parking into the landscaped area. This is not an area vital to the gated houses or golf course I do not think, and it would easily solve the congestion along that strip.	0	0	30.02123	-97.8867
Disagree, pedestrian traffic at night would be minimal. Streetlights would only provide unnecessary light pollution.	0	0	30.01999	-97.9004
Not only is this a safety issue for excluded sidewalk areas, but the accessibility of the sidewalks from Wallace to the park and pool is shameful. My son is in a wheelchair and should be able to access the sidewalks and not drive his chair in the street, due to the absence of ramps. In addition, the little "bridges" that lead to the park over culverts are not safe and there is absence of	1	0	29.99094	-97.8922

railing or curbs in some areas. Someone in a wheelchair or stroller could easily fall off of the side.				
Need this to be a Light not a Four way Stop. With another School being built next to the Animal Hospital this is becoming a high traffic area and the children crossing are not safe.	2	0	29.98955	-97.8831
As a frequent daily driver using this route, this needs a controlled light. Too many uncertainties with a blind hill with medical offices nearby. Very bad highway design.	0	0	30.00534	-97.8534
Agreed. This intersection needs a controlled light. Too many stop sign runners. Turning left from bread basket to Dacy Lane is too wide of an intersection. Almost always someone tries to jump that Stop sign. Night drivers are way worse.	0	0	30.00359	-97.8553
Connecting Opal Ln to downtown Kyle with sidewalks would be a great idea for Paramount, Opal Meadows, and new surrounding neighborhoods	2	0	29.97412	-97.885
Sidewalks in our neighborhood are all unlevel and busted up. These need attention and have for quite some time.	0	0	29.99693	-97.8448
Yes I would love this it would help the kids who go to Wallace middle School too	0	0	30.01157	-97.8913
There are several elementary kids who live on this side of Burleson and have to cross over the street at two separate points one here on Austin where there is no crossing gard and no stop sign or they walk down a block to where there is a crossing gard but then have to walk with our a side walk back to Austin	0	0	29.99141	-97.8767
There needs to be a stop sign here for the kids who walk to Wallace they have a crossing gard during school hours but when the kids have after school programs and need to walk home it's dangerous	0	0	29.99404	-97.8842
It would be nice to get kids from the Spring Branch neighborhood to Kyle Elementary without having to walk/bike on Burleson alongside heavy traffic. Currently, the neighborhoods are unconnected, so getting from San Felipe to Live Oak isn't easily done.	1	0	30.00673	-97.8761
Agree. We need sidewalks from Center to opal. I have to run into the ditch with my kids when traffic bad.	0	0	29.98238	-97.8835
A sidewalk from Opal to Center along Stagecoach Rd. Would be much appreciated.	0	0	29.98471	-97.8923
There is no pedestrian crossing to go across Jack Ryan	0	0	30.03256	-97.886
A walking path from Amberwood to the new Vybe Spot that avoided having to walk out to 35 Frontage road, and then down said road, would create a safe easy connection	0	0	30.02356	-97.8454
This is a wild West area. Pedestrians are unexpected and not watched for, with no clear markings for pedestrians	2	0	30.03549	-97.8454
Windy Hill road is abysmal for everyone involved - Motorists, Pedestrians, bicyclists, etc. ANY pedestrian on this road is risking their life.	2	0	30.03359	-97.8417
I would like to be able to walk with my family to go out to eat.	1	0	30.02695	-97.8768
I would like to be able to walk to work at the coffee shop	1	0	30.02715	-97.878

Yes, this would make a huge difference for my family and I.	0	0	30.02792	-97.8838
Bread Basket has a small market that would be nice to access more safely via walking.	0	0	30.02002	-97.8886
I frequent many restaurants here and it would be nice to walk or bike ride with my family there.	1	0	30.01514	-97.8672
Implementing a physical barrier, such as a railing or buffer, between pedestrians/bicyclists and the busy road would greatly enhance safety measures.	1	0	30.0168	-97.8686
There is already a dirt pedestrian walkway here. However, vehicles also use it since it is not a "sidewalk." It would be nice to have a sidewalk here to ensure people's safety.	2	0	30.02012	-97.8417
I would love to see the same wide sidewalks down Windy Hill as there are along Frontage RD near Amberwood.	0	0	30.03881	-97.8041
Old Stagecoach, Veterans, and Center Street are three primary arteries for residents of 6 Creeks, Hometown Kyle, and Cypress Forest, but there are almost no sidewalks – especially on Old Stagecoach. We in 6 Creeks are essentially cut off from the rest of the city.	0	0	29.99916	-97.8941
Many of us in 6 Creeks bought here because they told us there would be an elementary school here. Now that there's not, we would still like a safe walkway to Cullen Elementary over in Anthem.	0	0	30.00775	-97.8962
Many of us bought in 6 Creeks because we were told we'd have an elementary school now. Now that it's going to Anthem instead, we in 6 Creeks would still wish for a safe, walkable route to Cullen Elementary from our neighborhood	1	0	30.00624	-97.8963
Old Stagecoach is a major road for us in 6 Creeks and Cypress Forest. We're essentially cut off from the rest of the city, even by bicycle!	1	0	30.01198	-97.8917
Yes please! 6 Creeks needs connections very much.	0	0	30.0122	-97.8926
Old Stagecoach is extremely unsafe and doesn't allow for pedestrians to walk to any locations in Kyle safely. The road is in awful condition and drivers do not yield to pedestrians or bicyclists.	1	0	30.00743	-97.8956
No sidewalk for pedestrians. Pedestrians are often walking on private property or along the road with oncoming traffic	0	0	30.00862	-97.8948
Sidewalks between 6 Creeks/Cypress Forest to Plum Creek would enhance community safety and help businesses attract customers who may want to walk/bike to the business centers there.	0	0	30.00663	-97.8963
Yes please. My boyfriend bikes to work in this direction and he has to bike through grass and other nonsense to get over to the shopping center on Kohlers and 35.	0	0	30.02819	-97.8595
The curb median here is unnecessary and invisible, and forces strange maneuvers in order to turn get the gas station back onto Kohlers. All kinds of curb hits and wrong way traffic and weird U-turns going on here. Level this thing.	0	0	30.02801	-97.8521
This road is too narrow, no one follows the speed for the school zone flashing lights because they are too close to the school entrance and should have been set further back, especially coming from 35 the light is around a	2	0	30.03247	-97.8096

curve. I see kids crossing this very dangerous section of the road in front of the school. The roads should be two lane each direction, but there should at the very least be sidewalks and children crossing signs. I wouldn't want my own children walking across that road ever.				
Need additional children crossing signs here. I've seen kids waiting to cross the road while people are speeding through the school zone. Too dangerous.	1	0	30.03167	-97.8105
A route along Old stagecoach from 6 creeks to 2770	0	0	30.00686	-97.8957
This corner is hidden and narrow. Widen it. The limited street light creates a danger for drivers, walkers and cyclists.	0	0	30.00902	-97.8953
This road is 45 mph, Old Stage coach is only 35 mph. Please lower the speed on 6 Creeks Blvd and in the neighborhood. Other mains streets are 35 mph. Please speed, don't know how to use the round about (turn it into 1 lane) and do t stop at stop signs.	0	0	30.00842	-97.8974
The railing is hard to see around when trying to exit onto Burleson.	0	0	29.99463	-97.8762
Windy Hill desperately needs to be widened to 4 lanes (2 in each direction) and include bike lanes or at the very least a sidewalk from beginning to end. The growth in this part of town is only ramping up and not only is traffic is getting worse, there is no mobility for the families in these neighborhoods. I would love to walk my kids across the street to a poco loco for chips, treats, beverages but it's wildly unsafe to do so at the moment.	0	0	30.04502	-97.8029
The neighborhood of shadow creek would love to utilize this poco loco as well as the dollar tree down the road but cars and 18 wheelers fly through this intersection and there is unstable ground, no sidewalks, no crosswalk etc. you feel trapped in here when all we want to do is get out for some light shopping or groceries without having to take a car.	1	0	30.03611	-97.8052
Any access from within Post Oak to other neighborhoods as well as to the sidewalks on RR 150 at Lehman Rd would be a boon to safe pedestrian travel. Currently there is no safe way to get to any other neighborhood, except Four Seasons Farm through Tobias Elementary property, and from Post Oak safely to the sidewalks at Lehman Rd on into downtown from LOX Ln or from exits onto Old Post Rd, down Old Post Rd, and to the sidewalks at Lehman Rd.	0	0	29.97459	-97.8616
Plan to provide access to Kyle Park/Lake Kyle from all neighborhoods along RR 150. This could entail connecting neighborhoods along RR150 to the nearest neighborhoods on the south of Kyle Park/Lake Kyle either down RR 150 and/or along the unimproved pathway along Plum Creek	0	0	29.98106	-97.8606
It is unsafe to walk to/from any neighborhood east of Lehman Rd along RR 150 to the intersection of RR 150 and Lehman Rd or between neighborhoods along RR 150. The only safe passage is by motor vehicle.	0	0	29.97698	-97.8644
visibility for both cars and pedestrians	0	0	30.00826	-97.8314
Cars are often driving very fast around the curve.	0	0	30.00784	-97.8481
Parks are always beneficial.	1	0	30.01913	-97.8399

Connect the two subdivisions through a park.	0	0	30.00343	-97.8355
Should be accessible by walking	0	0	29.98481	-97.8612
We should be able to cross I35 safely,	0	0	29.98789	-97.873
We should be able to cross I35 safely. Important to connect east and west sides of Kyle.	1	0	30.0131	-97.8611
It is important to connect the east and west sides of Kyle.	0	0	29.98789	-97.873
Really need this to be taken seriously. There is no type of security measures here. No sidewalks, No signs of pedestrians, little to no lights. This area is highly populated with pedestrians walking alongside the road.	0	0	29.99434	-97.8145
There is also a school here with little to no sidewalks, with the insane traffic we get. This needs to be addressed.	0	0	30.01095	-97.8327
Sidewalks are a major thing missing here. We have been neglected on this side of kyle. There is no street lights what so ever. Sidewalks are needed. Many people go to shops here walking, some are kids some are families.	0	0	30.00457	-97.8274
If we could get a public park here thats maintained for our neighbors all around this area of kyle would be great. We have no nearby parks close to walking distance here.	0	0	30.00035	-97.821
Need better use of lights and lanes all around this area. All we have is stop signs which make traffic way worse.	0	0	29.99912	-97.8198
Need sidewalks. pedestrians always crossing the road with cars speeding.	0	0	29.99503	-97.8153
Neighborhoods all around this area need sidewalks. High speed cars always crossing by. Speed bumps don't work. They aren't even painted to acknowledge them.	0	0	29.99215	-97.8106
I agree, the speed is technically 45mph but there isn't any safe way to walk. There are multiple neighborhoods but they are not connected at all so it impairs a friendly neighborhood environment. I would love to walk beyond my small subdivision without fear of being run over.	0	0	30.03492	-97.8446
This area is so unsafe for children who could potentially walk home. No one follows the school zones! I had a Tesla tail gating me and whip around me in the school zone and try to pass a school bus with their stop sign out! It's so dangerous!	0	0	30.03247	-97.8096
South Grove really needs sidewalks. Right now, it's too dangerous to walk down to places like Poco Loco or the pool on Mathias. Cars are often speeding at 45-50 mph, and the ground is uneven, making it really unsafe. Sidewalks would make it a lot safer for everyone in the neighborhood to get around.	1	0	30.02961	-97.7972

Appendix B.
Recommended Sidewalk Segment
Prioritization Scoring

Table B-1. All Sidewalk Recommendations
Note: Digital shapefiles of the project segments and scores are available through the City of Kyle’s GIS department.

Rank	Project ID	Road	From	To	Linear Feet	Estimated Cost	Safety Score		Connectivity Score			Trip Potential Score				Total Score	Side	Notes
							Crash	LTS	Expand	Gap	Length	Schools	Parks	Retail Areas	Trails			
1	117	Veterans Dr	Hawthorn Dr	W Center St	4,220	\$812,350	10	20	0	15	0	20	10	10	5	90	Varies	
1	8	Kohlers Crossing	Powell	Cromwell Dr	3,782	\$728,035	10	20	0	15	0	20	10	10	5	90	Varies	
1	36	Philomena Dr	IH 35 Frontage Rd	Bunton Creek Rd	6,533	\$1,257,603	10	20	0	15	0	20	10	10	5	90	Varies	
2	6	FM 150	Dove Hollow Dr	Jack C Hays Trl	2,925	\$563,063	10	20	0	15	0	20	10	0	5	80	Varies	
2	55	FM 150	Lehman Rd	Creekside Trl	4,433	\$853,353	10	20	0	15	0	20	10	0	5	80	South	
2	56	Old Hwy 81	E Center St	IH 35 Frontage Rd	3,668	\$706,090	15	20	0	0	0	20	10	10	5	80	Varies	
2	54	Bunton Creek Rd	IH 35 Frontage Rd	Lehman Rd	5,404	\$1,040,270	10	20	0	15	0	20	0	10	5	80	Varies	
3	45	FM 150/New Country Rd/ Mineral Springs Dr/ Woodlands Dr	Creekside Tr	Kyle City Limits	7,671	\$1,476,668	0	20	0	15	0	20	10	0	5	70	Varies	
3	51	Lehman Rd	E FM 150	Bunton Creek Rd	7,223	\$1,390,428	0	20	0	15	0	20	10	0	5	70	Varies	Gaps alternate sides along Lehman Rd between E FM 150 and Bunton Creek Rd
3	62	S Main St	W 3rd St	Existing Sidewalk approx. 150ft south of W Center St	2,225	\$428,313	10	0	0	15	0	20	10	10	5	70	West	
3	118	Veterans Dr	N Old Stagecoach Rd	Hawthorn Dr	5,114	\$984,445	0	20	0	15	0	20	10	0	5	70	Varies	
3	12	Kyle Centre Dr	Marketplace Ave	Physician's Way	3,114	\$599,445	10	0	0	15	0	20	10	10	5	70	West/South	
3	124	Jack C Hays Trl	Carmello	700' North of Jack Ryan	1,927	\$370,948	0	20	0	15	0	20	10	0	5	70	East	
4	52	Hallie Dr	Lehman Rd	Kym Way	751	\$144,568	10	0	0	15	5	20	10	0	5	65	West	
4	71	S Meyer St	W Moore St	Existing Sidewalk approx. 115ft south of W Center St	514	\$98,945	0	0	0	15	5	20	10	10	5	65	East	
4	88	N Old Highway 81/ Martinez Loop	E Center St	IH 35 Frontage Rd	4,940	\$950,950	0	20	0	0	0	20	10	10	5	65	Both	
4	122	Mather/Mendez/ Donn Brooks	See Notes Column	See Notes Column	482	\$92,785	15	0	0	15	0	20	10	0	5	65	Varies	Includes gaps on Donn Brooks Dr south of Horseshoe Cv, the west side of Mendez Loop, and Mather Rd west of Kirkland
4	9	Sanders Vicinity	See Notes Column	See Notes Column	458	\$88,165	0	0	0	15	5	20	10	10	5	65	Varies	Fill approx. 100ft of gap along San Juan south of

Rank	Project ID	Road	From	To	Linear Feet	Estimated Cost	Safety Score		Connectivity Score			Trip Potential Score				Total Score	Side	Notes
							Crash	LTS	Expand	Gap	Length	Schools	Parks	Retail Areas	Trails			
																		Barcelona and approx. 50ft gap along Powell St south of Carmello
4	125	RM 150	Kyle City Limits	Simon Middle School Western Driveway	13,062	\$2,514,435	0	20	10	0	0	20	10	0	5	65	Both	
5	114	N Burleson St	Schlemmer St	IH 35 Frontage Rd	7,602	\$1,463,385	10	0	0	15	0	20	10	0	5	60	Varies	
5	87	E Center St	Front St/Existing Sidewalk	Existing Sidewalk east of rail ROW	371	\$71,418	0	0	0	15	0	20	10	10	5	60	Both	
5	101	N Groos St	Blanco St	W Center St	1,304	\$251,020	0	0	0	15	0	20	10	10	5	60	Both	
5	11	FM 1626	Kohlers Crossing	Marketplace Ave	8,405	\$1,617,963	0	20	0	15	0	0	10	10	5	60	Varies	
5	17	Kohlers Crossing	FM 1626	IH 35 Frontage Rd	4,591	\$883,768	0	20	0	15	0	0	10	10	5	60	Varies	
5	18	1626/ Subdivision Connectors	Jack C Hays Tr	Kohlers Crossing	16,619	\$3,199,158	0	20	0	15	0	0	10	10	5	60	Both	
5	34	Anton Dr	Bebee Rd	Bebee Rd	1,781	\$342,843	0	15	10	0	0	20	10	0	5	60	Varies	
5	39	Cypress Rd	Arapaho Dr	Old Stagecoach Rd	258	\$49,665	10	0	10	0	5	20	10	0	5	60	Varies	Includes approx. 110ft of Arapaho Dr to connect to existing sidewalk
5	64	S Nance St	W 1st St	W Center St	3,488	\$671,440	0	0	0	15	0	20	10	10	5	60	Both	
5	65	S Sledge St	W 1st St	Existing Sidewalk approx. 160ft south of W Center St	2,269	\$436,783	0	0	0	15	0	20	10	10	5	60	Varies	
5	67	W Moore St	Scott St	S Front St	3,327	\$ 640,448	0	0	0	15	0	20	10	10	5	60	Varies	
5	68	S Sledge St	Miller St	S Front St	1,970	\$379,225	0	0	0	15	0	20	10	10	5	60	Varies	
5	92	Austin St/N Front St	N Nance St	Existing Sidewalk approx. 60ft south of W Lockhart St	2,969	\$571,533	0	0	0	15	0	20	10	10	5	60	Varies	
5	93	W Lockhart St	Existing Sidewalk approx. 115 ft east of N Sledge St	N Front St	2,026	\$390,005	0	0	0	15	0	20	10	10	5	60	Varies	
5	94	Blanco St	Existing Sidewalk approx. 60 ft west of N Nance St	N Front St	2,105	\$405,213	0	0	0	15	0	20	10	10	5	60	Both	
5	95	N Nance St	Schlemmer St	W Center St	2,980	\$573,650	0	0	0	15	0	20	10	10	5	60	Both	
5	99	Blanco St	Veterans Dr	N Sledge St	1,965	\$378,263	0	0	0	15	0	20	10	10	5	60	Varies	
5	103	N Meyer St/Austin St	W Center St	Live Oak St, inc. Austin St spur off N Meyer St	3,511	\$675,868	0	0	0	15	0	20	10	10	5	60	Both	
5	104	Woods St/Wallace St	Blanco St	W Center St, inc. Wood St between Barber St and Wallace St	1,624	\$312,620	0	0	0	15	0	20	10	10	5	60	Varies	

Rank	Project ID	Road	From	To	Linear Feet	Estimated Cost	Safety Score		Connectivity Score			Trip Potential Score				Total Score	Side	Notes
							Crash	LTS	Expand	Gap	Length	Schools	Parks	Retail Areas	Trails			
5	105	Barbee St	Veterans Dr	Blanco St	860	\$165,550	0	0	10	0	5	20	10	10	5	60	Varies	
5	106	Wallace St	Blanco St	Live Oak St	811	\$156,118	0	0	10	0	5	20	10	10	5	60	Both	
5	110	Live Oak St/ Saint Anthonys St	Veterans Dr	N Burleson St	5,457	\$1,050,473	0	0	0	15	0	20	10	10	5	60	Varies	
5	115	Ranger Dr/Gregg Dr	W Center St	Veterans Dr	2,854	\$549,395	10	0	0	15	0	20	10	0	5	60	Varies	
5	119	Muscadine Dr/ Condalia Dr/ Spicebush Ln	Old Stagecoach Rd	Existing Sidewalk approx. 50 east on Muscadine Dr/Condalia Dr/Spicebush Ln	6,098	\$1,173,865	10	0	10	0	5	20	10	0	5	60	Both	
5	37	Old Stagecoach Rd/ Co Rd 136	Cypress Rd	Kyle City Limits	11,503	\$2,214,328	0	15	10	0	0	20	10	0	5	60	Varies	
6	26	Windy Hill Rd/ Purple Martin Ave	IH 35 Frontage Rd	Park S Dr	6,800	\$1,309,000	10	15	0	15	0	0	10	0	5	55	Varies	
6	85	Blas M. Subd. West	West Center St	All Streets in Blas M. Subd. West, inc. Romero Dr, Falcon, and Castillo	1,582	\$304,535	0	0	0	15	5	20	10	0	5	55	Both	
6	57	W South St	S Front St	IH 35 Frontage Rd	1,234	\$237,545	0	0	10	0	0	20	10	10	5	55	Varies	
6	58	E Moore St	Old Hwy 81	IH 35 Frontage Rd	516	\$99,330	0	0	10	0	0	20	10	10	5	55	Varies	
6	59	E Hays St	Old Hwy 81	IH 35 Frontage Rd	553	\$106,453	0	0	10	0	0	20	10	10	5	55	Varies	
6	15	Kyle Crossing	Old Bridge Tr	Kohlers Crossing	7,425	\$1,429,313	0	20	10	0	0	0	10	10	5	55	Varies	
6	32	Kensington Trails	See Notes Column	See Notes Column	746	\$143,605	0	0	0	15	5	20	10	0	5	55	Varies	Includes approx. 250ft gap along Downing Way east of Dacy Ln, approx. 40ft gap along Downing Way west of Bebee Rd, approx. 70ft gap on Covent Dr west of Westminster Dr, and approx. 70ft gap on Covent Dr between Paddington Dr and Picadilly Dr
6	33	Kensington Blvd	Downing Way	Bebee Rd/Co Rd 122	1,345	\$258,913	10	0	0	15	0	20	10	0	0	55	Varies	
6	35	Brent Blvd	Existing Sidewalk west of Lexword and between Retana and Lexington	Philomena Dr	497	\$95,673	0	0	0	15	5	20	10	0	5	55	West	

Rank	Project ID	Road	From	To	Linear Feet	Estimated Cost	Safety Score		Connectivity Score			Trip Potential Score				Total Score	Side	Notes
							Crash	LTS	Expand	Gap	Length	Schools	Parks	Retail Areas	Trails			
6	50	Sapphire Lake Dr/ Talavera Dr/ Teychas Dr	Bunton Creek Rd	See Notes Column	403	\$77,578	0	0	0	15	5	20	10	0	5	55	Both	Existing sidewalk begins approx. 30ft east of intersection with Sapphire Lake Dr, approx. 145ft east of Talavera Dr, and approx. 30ft west on Teychas Dr
6	60	S Front St/Thiele St	Existing Sidewalk approx. 70ft south of W Center St	S Main St	3,131	\$602,718	0	0	10	0	0	20	10	10	5	55	Varies	
6	69	W Allen St	S Sledge St	S Main St	1,939	\$373,258	0	0	10	0	0	20	10	10	5	55	Varies	
6	70	W Allen St/ W South St/ S Groos St	Scott St	S Sledge St	2,258	\$434,665	0	0	10	0	0	20	10	10	5	55	Varies	
6	74	S Burleson St/ W 2nd St	S Main St	W Allen St, inc. approx. 90ft spur along 2nd St west of S Burleson St	2,224	\$428,120	0	0	10	0	0	20	10	10	5	55	Both	
6	76	W 2nd St	Scott St	S Sledge St	1,910	\$367,675	0	0	10	0	0	20	10	10	5	55	Varies	
6	80	S Sledge St	Opal Ln	First St	6,619	\$1,274,158	0	0	10	0	0	20	10	10	5	55	Varies	
6	81	Scott St	Opal Ln	Existing Sidewalk approx. 160ft east of 1st St	4,823	\$928,428	0	0	10	0	0	20	10	10	5	55	Varies	
6	96	N Burleson St	Schlemmer St	W Lockhart St	1,167	\$224,648	0	0	10	0	0	20	10	10	5	55	East	
6	100	W Lockhart St	Wallace St	N Sledge St	1,812	\$348,810	0	0	10	0	0	20	10	10	5	55	Both	
6	109	Post Road Cr	N Burleson St	N Burleson St	401	\$77,193	0	0	0	15	5	20	10	0	5	55	Varies	Fill multiple gaps along Post Road Cir
6	123	Haupt/Hartson/ Fairway St	Existing Sidewalk stretching approx. 250ft west of Hutton	Hutton	2,138	\$411,565	10	0	0	15	0	20	10	0	0	55	Varies	Includes gaps along Fergus, Hartson, Fairway St, and Haupt.
6	30	Seton Pkwy	End of Stub Street	Existing Sidewalks approx. 200ft from end of Seton Parkway stub street	155	\$29,838	0	0	10	0	5	20	10	10	0	55	West	
7	86	Blas M. Subd. East	West Center St	All Streets in Blas M. Subd. East, inc. Zapata St, Cisneros St, Saucedo St, Ramirez St, Gonzales St, and W Hays St	6,863	\$1,321,128	0	0	0	15	0	20	10	0	5	50	Both	

Rank	Project ID	Road	From	To	Linear Feet	Estimated Cost	Safety Score		Connectivity Score			Trip Potential Score				Total Score	Side	Notes
							Crash	LTS	Expand	Gap	Length	Schools	Parks	Retail Areas	Trails			
7	3	Witte Rd	Jack C Hays Tr	Negley	507	\$97,598	0	0	10	0	5	20	10	0	5	50	South	
7	7	Kirby Cir Vicinity	See Notes Column	See Notes Column	1,815	\$349,388	0	0	0	15	0	20	10	0	5	50	Varies	Includes approx. 50ft gap on Fairway St east of Jack C Hays Trail, gap on Kirby Ln near Herzog, gap along Greene near Sanders, and gap along Kirby Ln/Hellman near roundabouts
7	13	City Lights Dr	Marketplace Ave	Kyle Ctr Lp	1,219	\$234,658	0	0	0	15	0	20	10	0	5	50	South	
7	14	Old Bridge Tr	Marketplace Ave	IH 35 Frontage Rd	3,207	\$617,348	0	15	10	0	0	0	10	10	5	50	Both	
7	20	Kyle Crossing	Kohlers Crossing	Existing Sidewalk approx. 500ft west of I-35 ramp	7,166	\$1,379,455	0	20	0	15	0	0	0	10	5	50	Varies	
7	29	Sunlight Blvd/ Republic Dr	Bebee Rd	Dead End	1,745	\$335,913	0	0	0	15	5	20	10	0	0	50	Both	
7	47	Creeside Tr	FM 150	End of Stub Street	4,128	\$794,640	0	0	0	15	0	20	10	0	5	50	Varies	
7	49	Goforth Rd/ Possum Kingdom Dr	Existing Sidewalk approx. 100ft east of Bunton Creek Rd.	Bebee Rd	11,358	\$2,186,415	0	0	0	15	0	20	10	0	5	50	Varies	Existing sidewalk on Possum Kingdom Dr ends approx. 50ft from intersection with Goforth.
7	63	S Burleson St	Miller St	End of S Burleson St	1,838	\$353,815	0	0	0	0	5	20	10	10	5	50	Varies	
7	77	S Groos St/W 3rd St	W 2nd St	S Sledge St	1,895	\$364,788	0	0	0	0	5	20	10	10	5	50	Both	Includes Groos St from W 2nd St to dead end and W 3rd St between Groos St and S Sledge St
7	78	W 3rd St	Scott St	S Groos St	1,342	\$258,335	0	0	0	0	5	20	10	10	5	50	Both	
7	79	S Meyer St	End of Road	W Second St	776	\$149,380	0	0	0	0	5	20	10	10	5	50	Both	
7	89	E Lockhart St	N Old Highway 81	IH 35 Frontage Rd	347	\$66,798	0	0	0	0	5	20	10	10	5	50	South	
7	116	Gregg-Clark Park PI	Gregg Dr	W Center St	1,404	\$270,270	0	0	0	15	0	20	10	0	5	50	Varies	
7	120	Marketplace Ave	N Old Highway 81	Existing Sidewalk approx. 250ft from intersection with N Burleson St	2,037	\$392,123	0	0	0	15	0	20	10	0	5	50	East	
7	121	Hunters Dr	Existing Sidewalk approx. 125 ft from intersection with Star of Texas Dr	Spring Branch Dr	487	\$93,748	0	0	0	15	5	20	10	0	0	50	Varies	Project ID 121 is also bundled with a small segment located at the end

Rank	Project ID	Road	From	To	Linear Feet	Estimated Cost	Safety Score		Connectivity Score			Trip Potential Score				Total Score	Side	Notes
							Crash	LTS	Expand	Gap	Length	Schools	Parks	Retail Areas	Trails			
																		of the Western Cv cul-de-sac
8	42	Post Rd	Yarrington Rd	IH 35 Frontage Rd	5,412	\$1,041,810	0	20	10	0	0	0	10	0	5	45	Varies	
8	48	Bunton Ln/ Violet Ln/ Twin Estates Dr	Porter Cv	Bunton Reserve Blvd	6,150	\$1,183,875	0	15	0	15	0	0	10	0	5	45	Varies	
8	107	Schlemmer St/ N Main St	Live Oak St	End of W Schlemmer St/N Main St	5,292	\$1,018,710	0	0	10	0	0	20	10	0	5	45	Both	
8	108	Jose Addition Subd.	N Burleson	All Streets in Jose Addition Subd., inc. Rodriguez St, Barrera St, Selvera St, Tenorio St, Moreno St, and Deleon St	9,445	\$1,818,163	0	0	10	0	0	20	10	0	5	45	Varies	
8	22	Vista Ridge Dr/Gateway Blvd	Kyle Crossing	Existing Sidewalk/S Loop 4	2,995	\$576,538	0	20	10	0	0	0	0	10	5	45	Varies	
8	44	Old Post Rd	Co Rd 158	FM 150	3,440	\$662,200	0	0	10	0	0	20	10	0	5	45	Varies	
8	66	W South St	S Sledge St	S Front St	2,603	\$501,078	0	0	0	0	0	20	10	10	5	45	Both	
8	73	1st St	Scott St	Sewell St	4,990	\$960,575	0	0	0	0	0	20	10	10	5	45	Both	
8	90	Cortez St/ Martinez Loop	Multiple	Multiple	4,338	\$835,065	0	0	10	0	0	20	10	0	5	45	Both	
8	97	N Main St	North St	W Lockhart St	1,917	\$369,023	0	0	0	0	0	20	10	10	5	45	Both	
8	126	RM 150	Simon Middle School Western Driveway	SH 21/ Camino Real	11,010	\$2,119,425	0	20	0	0	0	20	0	0	5	45	Both	
9	16	Marketplace Ave	Existing Sidewalk	Kohlbers Crossing	1,048	\$201,740	0	20	0	15	0	0	0	0	5	40	West	
9	23	Chula Hill Dr	Gateway Rd	IH 35 Frontage Rd	1,940	\$373,450	0	20	0	15	0	0	0	0	5	40	Varies	
9	111	Porter St	Existing Sidewalk approx. 250ft east of Veterans Dr	Live Oak St	2,153	\$414,453	0	0	10	0	0	20	10	0	0	40	Varies	
9	4	Hall Professional Center	End of Cul-de-sac	Jack C Hays Tr	708	\$136,290	0	0	0	0	5	20	10	0	5	40	Both	
9	10	Wittenburg	Existing Sidewalk approx. 250ft east of Cromwell Dr roundabout	FM 1626	1,046	\$201,355	0	0	0	15	0	0	10	10	5	40	South	
10	46	Sunnyside Dr	Existing Sidewalks approx. 40ft west of Waterleaf Blvd	Existing Sidewalks approx. 40ft east of Waterleaf Blvd	166	\$31,955	0	0	0	15	5	0	10	0	5	35	South	
10	98	North St	Hays Special Education Driveway	End of North St	2,642	\$508,585	0	0	0	0	0	20	10	0	5	35	Both	
10	112	Cockerham St	Veterans Dr	End of Road	2,168	\$417,340	0	0	0	0	0	20	10	0	5	35	Both	
10	28	Dacy Ln/Co Rd 205	Kelly Smith Ln/Co Rd 149	Kyle City Limits	2,039	\$392,508	0	15	0	0	0	20	0	0	0	35	Both	

Rank	Project ID	Road	From	To	Linear Feet	Estimated Cost	Safety Score		Connectivity Score			Trip Potential Score				Total Score	Side	Notes
							Crash	LTS	Expand	Gap	Length	Schools	Parks	Retail Areas	Trails			
11	24	FM 967/S Loop 4	Existing Driveway	IH 35 Frontage Rd	1,608	\$309,540	0	20	0	0	5	0	0	0	5	30	Both	
11	25	Amberwood North/Amberwood South	IH 35 Frontage Rd	Existing Sidewalks - see Notes Column	234	\$45,045	0	0	10	0	5	0	10	0	5	30	Varies	Existing sidewalks begin approx. 60ft from intersection of IH 35 Frontage Rd and Amberwood N, and approx. 100ft from intersection of IH 35 Frontage Rd and Amberwood S
11	31	Dacy Ln	Dacy Ln	Dacy Ln	2,054	\$395,395	0	0	0	15	0	0	10	0	5	30	Varies	
11	53	Whispering Hollow Dr	Existing Sidewalk extending approx. 950ft from Fairfield Dr	Existing Sidewalk approx. 250ft west of Thicket Ln	31	\$5,968	0	0	10	0	5	0	10	0	5	30	South	Approx. 80ft of sidewalks are missing on the south side of Whispering Hollow Dr, roughly 250ft west of Thicket Ln
12	75	W 3rd St/Sewell St	S Sledge St	First St	4,091	\$787,518	0	0	10	0	0	0	10	0	5	25	Varies	
12	21	Opal Ln/FM 138	S Old Stagecoach Rd	IH 35 Frontage Rd	16,716	\$3,217,830	0	0	10	0	0	0	10	0	5	25	Both	
12	27	Kelly Smith Ln/ Co Rd 149	IH 35 Frontage Rd	Kyle City Limits	1,226	\$236,005	0	15	0	0	5	0	0	0	5	25	Both	
12	61	Logistics Dr	IH 35 Frontage Rd	Goforth Rd	4,099	\$789,058	0	0	10	0	0	0	10	0	5	25	Varies	
12	72	Edwards Dr	IH 35 Frontage Rd	End of Edwards Dr	2,198	\$423,115	10	0	0	0	0	0	10	0	5	25	Both	
13	19	Jack C Hays Tr	Existing driveway	FM 1626	4,009	\$771,733	0	20	0	0	0	0	0	0	0	20	Both	
13	84	Parke Pl	Scott St	End of Cul-de-sac	985	\$189,613	0	0	0	0	5	0	10	0	5	20	Both	
14	2	Roland Ln	Old Stagecoach Rd	IH 35 Frontage Rd	13,514	\$2,601,445	0	0	0	0	0	0	10	0	5	15	Varies	
14	5	Six Creeks Blvd	Dead end	Existing Sidewalks - see Notes Column	6,579	\$1,266,458	0	0	10	0	0	0	0	0	5	15	Both	Future extension of Six Creeks Blvd should include sidewalks on both sides
14	41	Weldon Johnson Way/Old Post Rd	See Notes Column	See Notes Column	2,314	\$445,445	10	0	0	0	0	0	0	0	5	15	Both	Includes Weldon Johnson Way between IH 25 Frontage Rd and dead-end, and Old Post Rd between Weldon Johnson Way and County Rd 158
14	43	Co Rd 158/Musgrav	IH 35 Frontage Rd	Post Rd/Co Rd 140	5,439	\$1,047,008	0	0	0	0	0	0	10	0	5	15	Varies	
14	82	Hitching Post Dr	Soctt St	Scott St	2,222	\$427,735	0	0	0	0	0	0	10	0	5	15	Both	

Rank	Project ID	Road	From	To	Linear Feet	Estimated Cost	Safety Score		Connectivity Score			Trip Potential Score				Total Score	Side	Notes
							Crash	LTS	Expand	Gap	Length	Schools	Parks	Retail Areas	Trails			
14	83	Quail Ridge Dr	E Post Rd	E Post Rd	16,404	\$3,157,770	0	0	0	0	0	0	10	0	5	15	Both	
14	91	E Post Rd	IH 35 Frontage Rd	Kyle City Limits	6,930	\$1,334,025	0	0	0	0	0	0	10	0	5	15	Both	
14	113	Heidenreich Ln	E RR 150	Wastewater Treatment Driveway	5,138	\$989,065	0	0	10	0	0	0	0	0	5	15	Varies	
15	38	Cypress Rd	Arapaho Dr	Kyle City Limits	19,293	\$3,713,903	0	0	0	0	0	0	10	0	0	10	Both	
15	40	Co Rd 138/ Co Rd 208	End of Stub Street	IH 35 Frontage Rd	752	\$144,760	0	0	0	0	5	0	0	0	5	10	Varies	
16	102	CR 202	E RR 150	End of Road/ Driveway	4,720	\$908,600	0	0	0	0	0	0	0	0	5	5	Both	
17	1	Lime Kiln Rd/FM 225	Dead End	South Gate Rd	21,047	\$4,051,548	0	0	0	0	0	0	0	0	0	0	Both	

Appendix C.

Maintenance and Rehabilitation

Sidewalk Maintenance and Rehabilitation

Sidewalk maintenance is crucial for ensuring pedestrian safety, enhancing the aesthetics of urban areas, and extending the lifespan of the infrastructure. Recommended techniques for extending the life of concrete sidewalks are included here, as well as a table of improvement locations where these techniques could be applied.

Patching

Patching is a conventional and often effective remedy for minor sidewalk panel corner breakage or the formation of minor gaps between sidewalk panels. It is typically a temporary measure, commonly performed using asphalt. When a concrete filler is used, it is preferable to undercut the hole to facilitate a more permanent bond with the existing sidewalk. It is important to note that asphalt patching, as well as wedging, results in a lip that is at least as substantial as the size of the aggregate used in the material.

- **Cold Patch:** Used for small cracks and holes, especially in concrete sidewalks. It involves filling the cracks with a cold-mix asphalt or concrete patch.
- **Hot Mix Asphalt:** This method is used for larger cracks or holes. It involves heating the asphalt before applying it to ensure a strong bond.



Areas of missing concrete have been identified for repair.



Affected areas have been temporarily fixed using asphalt patches. Note that the patching material covering the concrete extends beyond the perimeter of the hole.

Cracking Repairs

Cracking of concrete sidewalks can take many forms. Expansion joints control cracking but this is only partially effective because of the constant deformation forces at work below the grade of sidewalks. Sealants used for other forms of cracking should only be considered a preventive measure. They are only effective in keeping water and moisture from descending into the void. If cracks are currently creating a tripping hazard or will very soon, sidewalk replacement is a better and necessary option. Under the best of scenarios, sealing cracks buys you time and helps defer more costly repairs.



Cracking can cause trip hazards for pedestrians and wheelchair users.

Wedging

Wedging involves placing an asphalt or concrete filler in front of a raised or shifted part of a sidewalk or shared-use path to create a ramp and eliminate a tripping hazard. This is typically done when there is a formed or saw joint in a concrete sidewalk and the concrete has lifted uniformly at the joint. This method can provide an ADA accessible solution when done correctly on a sidewalk that is not severely displaced. In the below images, the wedge on the left is only a few days old, while the wedge on the right is likely several years old and shows significant deterioration, demonstrating the short-term effectiveness of this technique. It's also important to note that the gradual slope of the wedge on the left is consistent with a 5% grade or less, aligning with the ADA draft guidelines for public rights-of-way.



Wedge has been placed to mitigate the hazard caused by a raised sidewalk slab. Note the extensive and appropriate ramping of the wedge.



A small wedge may still create a hazard or be difficult to navigate in a wheelchair. This wedge had deteriorated over time.

Grinding and Horizontal Cutting

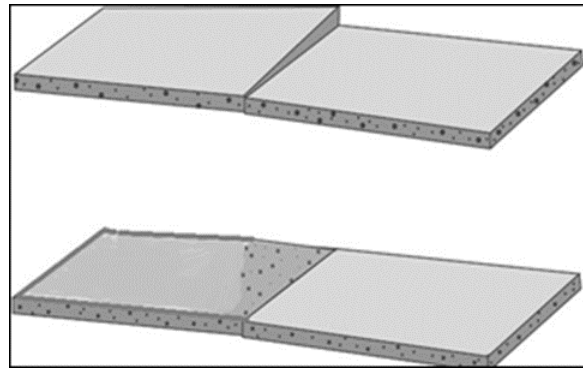
Another set of treatments that can be used for heaved concrete sidewalk segments is grinding and cutting. Displacement of concrete in the sidewalk will often occur at the joints. More communities

are using grinding and cutting methods to make more permanent repairs to these types of displacements.

Grinding and horizontal cutting are similar treatments. New cutting technology is allowing tighter tolerances with horizontal cutting saws. The photo on the left is of a horizontal cut at a sidewalk panel displacement at a joint. Note that the panel has uniformly lifted allowing a straight cut across the width of the panel. The panel being cut has not settled from one side to the other, just lengthwise. Therefore, there is no change in the cross slope, making cutting or grinding an appropriate treatment for this sidewalk displacement. The panels depicted on the right show uneven settling, so grinding or cutting will eliminate the tripping hazard, but will likely leave a warped condition.



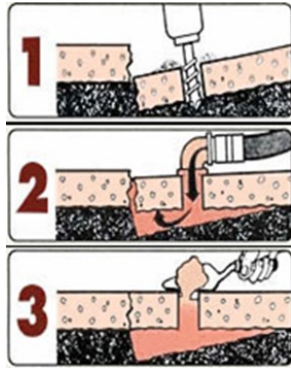
A raised sidewalk block has been ground down to provide a smoother transition.



The diagram shows how an unevenly raised slab can be ground to provide a smoother transition.

Mud-jacking, Concrete Raising, or Slab-jacking

This repair method involves the process of lifting concrete sidewalk slabs back to their original position through pressure grouting. This is achieved by injecting cementitious or non-cementitious material beneath the concrete panel. The procedure includes drilling holes through the slab and injecting grout to either raise the concrete slab or fill the voids under it. It is crucial to identify the underlying cause of the voids to prevent the inadvertent pushing of mud into storm sewers or other utilities. Although this method is less costly than complete replacement, it is only effective for sunken panels in sidewalks and Vibe trail. The mud-jacked sidewalk segment shown below has remained in good condition and compliant with industry standards for more than two decades.



Graphic detail of the mud-jacking process



These panels were mud-jacked more than 20 years ago and are still in good condition

Sidewalk Panel Replacement

Although many repairs can provide temporary solutions to sidewalk problems, especially tripping hazards, at some point it becomes necessary to completely replace sidewalks or Vybe trail panels. This involves the entire removal and replacement of sidewalk sections or small Vybe trail segments. It is imperative that agencies understand the underlying causes of sidewalk and Vybe trail failure. Many of the failures for sidewalks and Vybe trails are caused by poor subgrade or tree roots. Without addressing the underlying problems, the sidewalk being replaced will have a shortened life.

There are two basic approaches to replacement: zone-by-zone replacement and spot replacement. Often, communities combine both into a replacement program. The zone-by-zone approach to concrete panel replacement is common in Midwestern states. It is typically cost-effective for moderately sized or larger communities to manage an annual program to replace sidewalk and Vybe trail sections in sub-areas or zones of their community. Another common way sidewalk and Vybe trail replacement is used is to make spot repairs when hazards are reported.



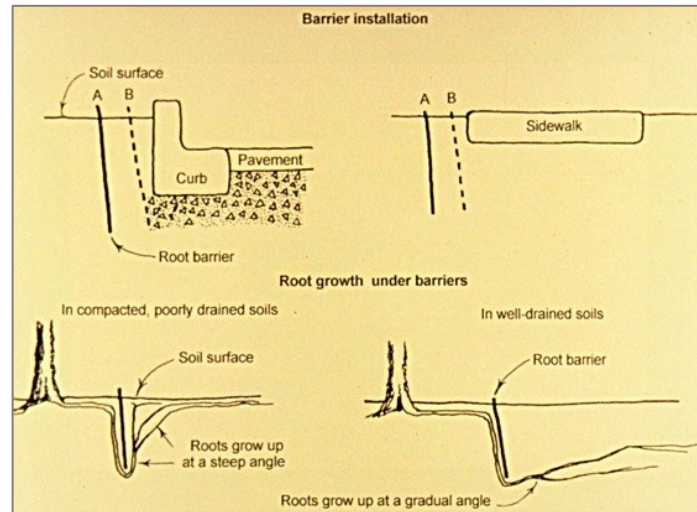
Sidewalk concrete panel replacement.

Tree Root Management

Tree root management includes removing or trimming tree roots that have caused sidewalks and Vybe trail panels to lift. In some cases, root barriers may be installed to prevent future damage. This approach can accommodate tree roots while minimizing damage to pedestrian infrastructure.






Vertical tree root barriers are utilized within the soil to divert root growth away from hardscapes. The barriers need to be positioned at an adequate distance from the structure, approximately six inches, to safeguard it from root expansion that could otherwise contact walkways or curbs. The top of the barriers must protrude above the soil surface to effectively deter root overgrowth.







As illustrated to the right, most barriers deflect roots horizontally and down. In compacted soils and soils with a high water table, roots grow under the barrier and up the other side. In well-drained soil, roots may remain at deeper depths longer.







How root barriers deflect roots. (Source: <http://hort.ifas.ufl.edu/woody/urban-sidewalk-barriers.shtml>)

The following locations should be considered for improvement/repair using the techniques described above:

Treatment Recommendation	Reference Image	Location
Patching		120 Peach Tree Pass
Patching		Amber Ash Dr east of Amberwood Loop
Crack Repair		150 Peach Tree Pass
Crack Repair		Seton Pkwy east of Kyle Pkwy intersection
Concrete Raising/Slab Jacking		120 Rudy Ln

Treatment Recommendation	Reference Image	Location
Concrete Raising/Slab Jacking		4573 Mathers Rd
Concrete Raising/Slab Jacking		1425 Fairway St
Concrete Raising/Slab Jacking		187 Skinner
Grinding or Horizontal Cutting		541 Whispering Hollow Dr
Grinding or Horizontal Cutting		361 Thicket Ln
Panel Replacement		Bunny Trl at the intersection of Masonwood Dr

Treatment Recommendation	Reference Image		Location
Slab Jacking			New Bridge Dr between Holly Grove St and Pasture Cv
Panel Replacement			621 Skinner
Panel Replacement			Waterleaf Blvd south of Mistletoe Ln
Panel Replacement			Intersection of Rudy Ln and Waterleaf Blvd
Panel Replacement/Tree Root Management			2203 Herzog