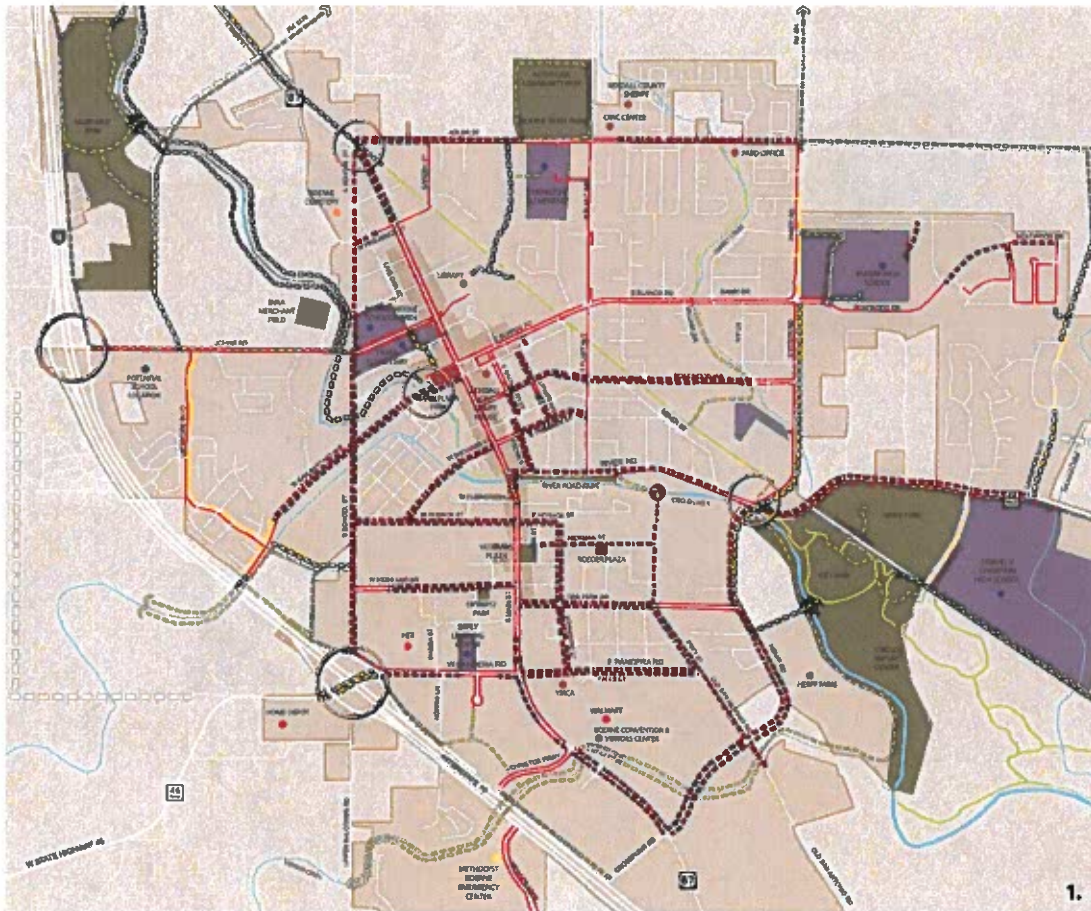
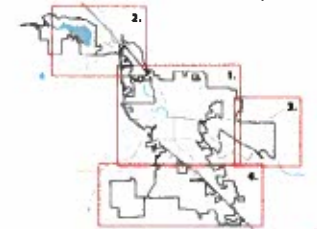


MAP 4.3A: BOERNE PEDESTRIAN FACILITIES (ON-STREET & SHARED USE)



- LEGEND**
- Proposed Creek Crossing
 - Proposed Intersection Enhancement
 - Sidewalk, First Priority
 - Sidewalk, Existing
 - Trail, First Priority
 - Trail, Second Priority
 - Trail, Existing
 - Sidepath, First Priority
 - Sidepath, Second Priority
 - Sidepath, Existing
 - Bike Lane, First Priority
 - Bike Lane, Second Priority
 - Bike Route, First Priority
 - Bike Route, Second Priority
 - Historic District
 - Boerne ISD Properties
 - Parks
 - Future Roads
 - Waterways
 - City Boundary
 - Cemetery
 - Civic Destination
 - Hospital
 - Library
 - School
 - Shopping Destination



4.3 Recommendations



REGIONAL BICYCLE & PEDESTRIAN PLANNING STUDY

MAP 4.3B: BOERNE PEDESTRIAN FACILITIES (ON-STREET & SHARED USE)

LEGEND

- Proposed Creek Crossing
- Proposed Intersection Enhancement
- Sidewalk, First Priority
- Sidewalk, Existing
- Trail, First Priority
- Trail, Second Priority
- Trail, Existing
- Sidewalk, First Priority
- Sidewalk, Second Priority
- Sidewalk, Existing
- Bike Lane, First Priority
- Bike Lane, Second Priority
- Bike Route, First Priority
- Bike Route, Second Priority
- Historic District
- Boerne ISD Properties
- Parks
- Future Roads
- Waterways
- City Boundary
- Cemetery
- Civic Destination
- Hospital
- Library
- School
- Shopping Destination

0 1/8 1/4 1/2
Miles



OPEN

Key Pedestrian Facilities

The core area of Boerne lends itself to walking from nearby neighborhoods. Sidewalks are not found on many streets in the City. Therefore this study focuses on recommending sidewalks along major streets in the center area of Boerne. These can help connect more of the City together and greatly encourage walking as an option. These also help to link neighborhoods to the Number 9 trail that bisects the City. Sidewalk recommendations for Boerne are shown on **Maps 4.3A and 4.3B** on the previous two pages.

Key pedestrian areas of focus include:

West San Antonio Ave. to Lattimore Boulevard – links areas west of the downtown to the historic downtown area.

Rosewood Avenue to downtown Boerne – helps link the Esser Road corridor and neighborhoods in that area to the downtown area.

North right-of-way of River Road – provides additional walking capacity along the scenic roadway, and helps link area neighborhoods to the park and trail along Cibolo Creek.

East Bandera Road – helps link neighborhoods on the east side of the City to the commercial uses along West Bandera Road.

Schweppe Street – provides a parallel pedestrian route to South Main Street.

Herff Road to Old San Antonio Road – creates a strong pedestrian route and connection between the Menger Creek area and the River Road/Cibolo Nature Center area.

West Bandera Road from the I.H. 10 frontage road to past Norris Lane – completes a gap in sidewalk coverage along a major commercial corridor.



The intersection of South Main and Bandera Road illustrates the challenge that large intersections pose to pedestrians.

Downtown Pedestrian Crosswalks - create two to three additional locations with median refuges to cross Main Street. The distance between current crossing locations tempts pedestrians to cross mid-block. The reality is that downtown Boerne benefits more from being recognized as a great place to walk, and additional vehicular routes around the city (such as the new Herff Road to River Road connection) may alleviate the traffic volumes along Main in the downtown area.

Key intersection improvements - enhance the Herff Road/Esser Ave./River Road, the Bandera/ Main Street, and the South Main/Crosspoint intersections with improved pedestrian landings and distinctive crosswalks to facilitate pedestrian crossings.

TABLE 4.3 PROPOSED ON-STREET PEDESTRIAN NETWORK PRIORITIES

Facility Category*	Facility Type*	Priority	Length (Miles)**
On-Street Facilities	Sidewalks	Tier 1	19.6
		Tier 2	0
Shared Use Paths (See Table 4.7, Proposed Shared Use Network Facilities)			
Sidepaths (See Table 4.7, Proposed Shared Use Network Facilities)			
ON-STREET PEDESTRIAN FACILITIES (Sidewalks Only - Cumulative Length):			19.6 Miles

*Facility categories and type defined in Appendix A: *Bicycle and Pedestrian Toolkit*.

** Single segment length - with facility striping and/or signage located on both sides of the street.