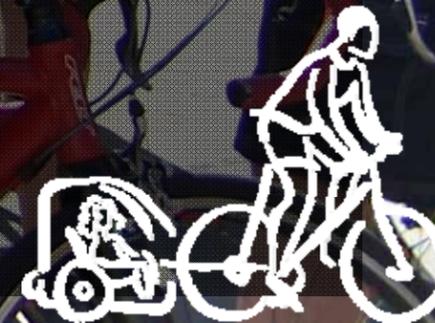


CITY OF SAN ANTONIO
bicycle master plan update
and implementation

Open House Meetings
October
11, 12, 13, and 19, 2010



Making the Case for Bicycling

Why create a master plan for bicycling in San Antonio?

- **Sets vision for the future and roadmap to get there**
- **Builds on strategies and past successes**
- **Guides where to place bicycling infrastructure such as bike lanes**
- **Helps determine the level of funding that is needed and where it should be used**
- **Guides efforts to encourage increased ridership in the area (recreation and utilitarian)**
- **Guides efforts to make bicycling safer**

San Antonio Bicycle Master Plan Bicycle Network Hierarchy

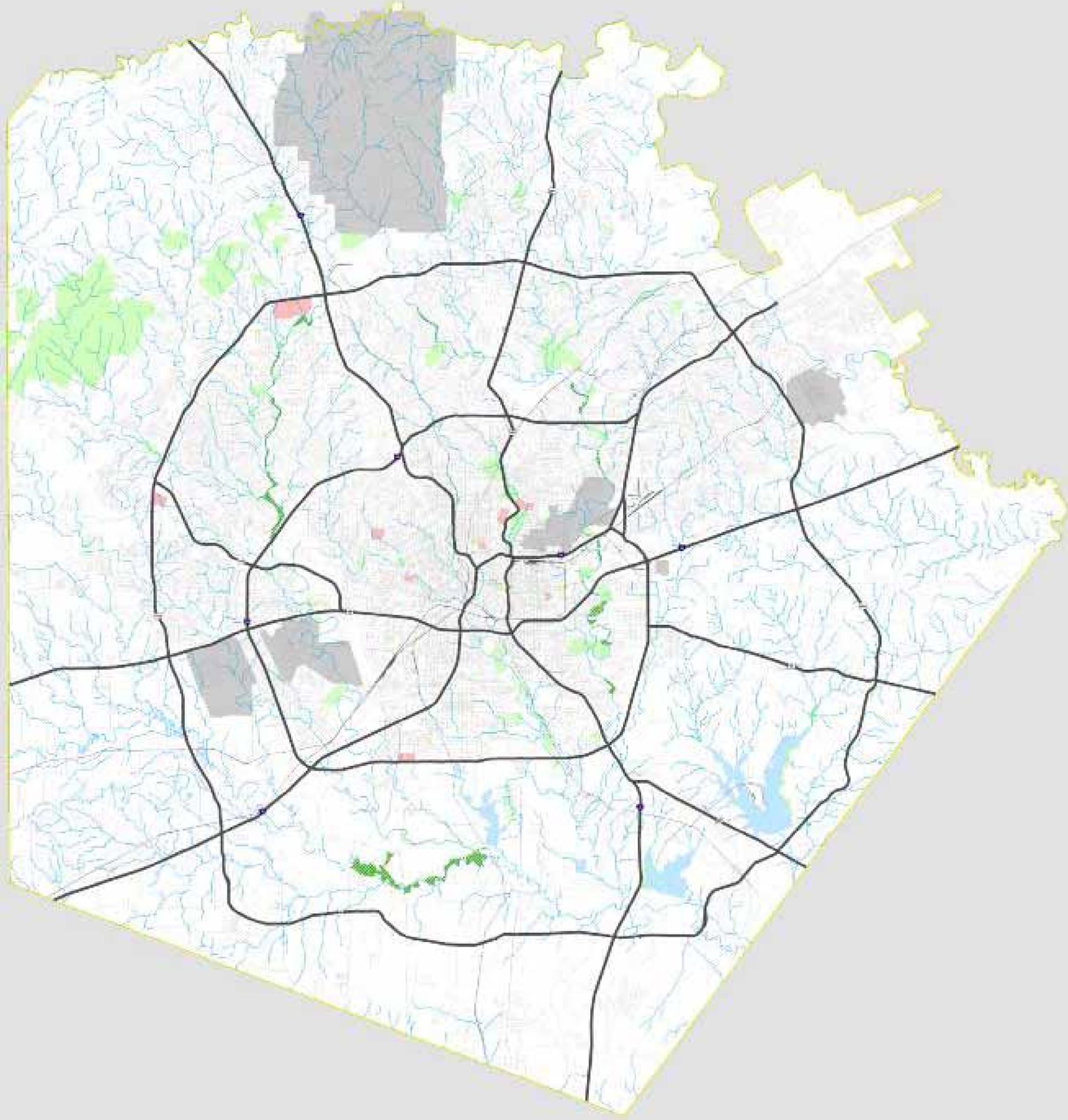




Making the Case for Bicycling

- Reduces need for roads and parking
- Can reduce number of cars on our streets (even a small reduction in trips by car can make a difference)
- Helps improve air quality
- Helps promote healthier habits for life among our youth
- Our competitor cities are making themselves premier places to live – we need to keep up or fall behind
- Has a relatively low cost





What areas
does this
master plan
cover?

**All of San Antonio and
Bexar County**

**Encourages other area
cities to participate**



The **Current State** of Bicycling in San Antonio

Where is San Antonio Today?

- Progress over the past two decades
- Comparison with other large peer cities

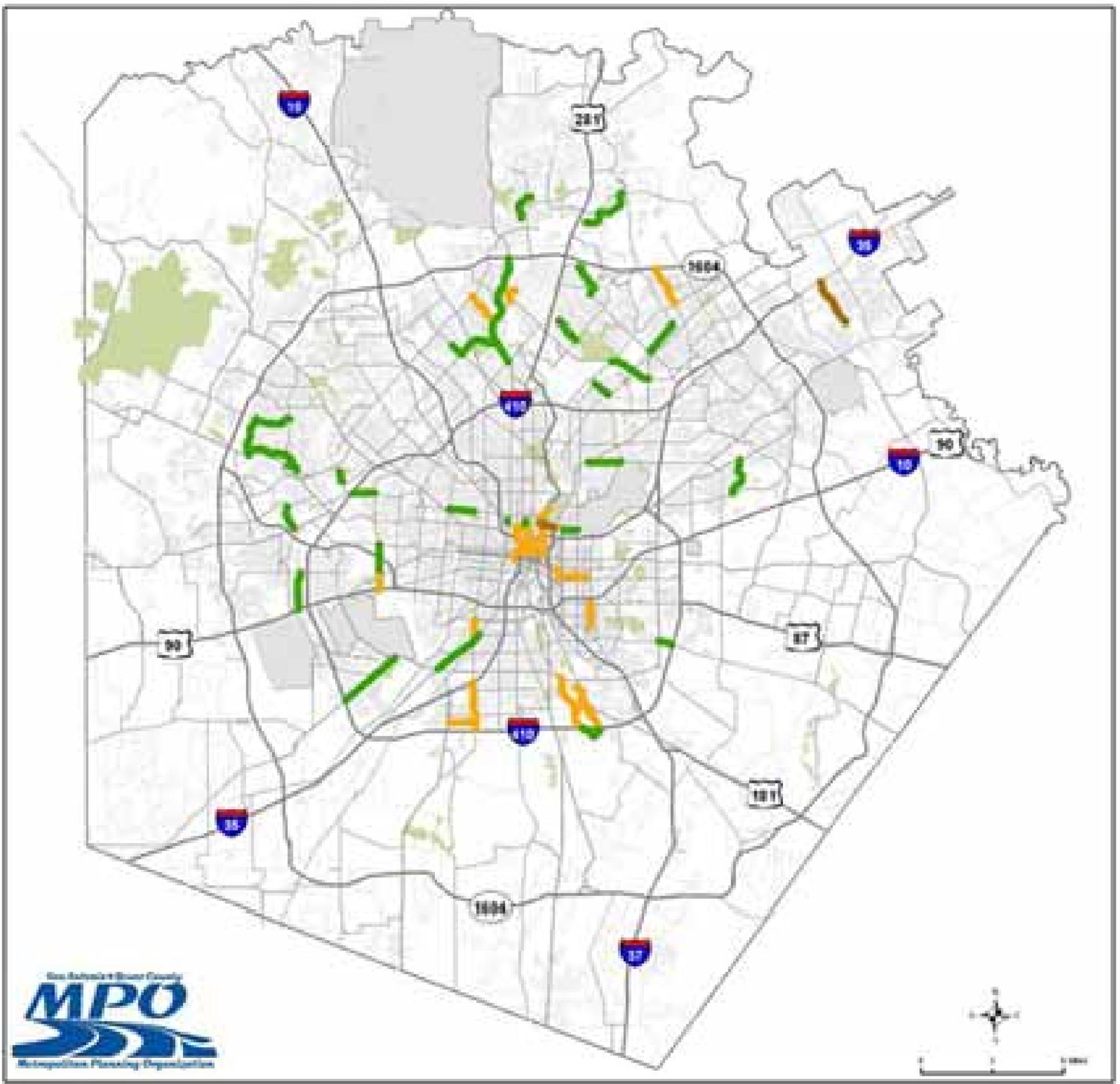
Bicycle Facilities in 2004

Legend

- Lane
- Route
- Path

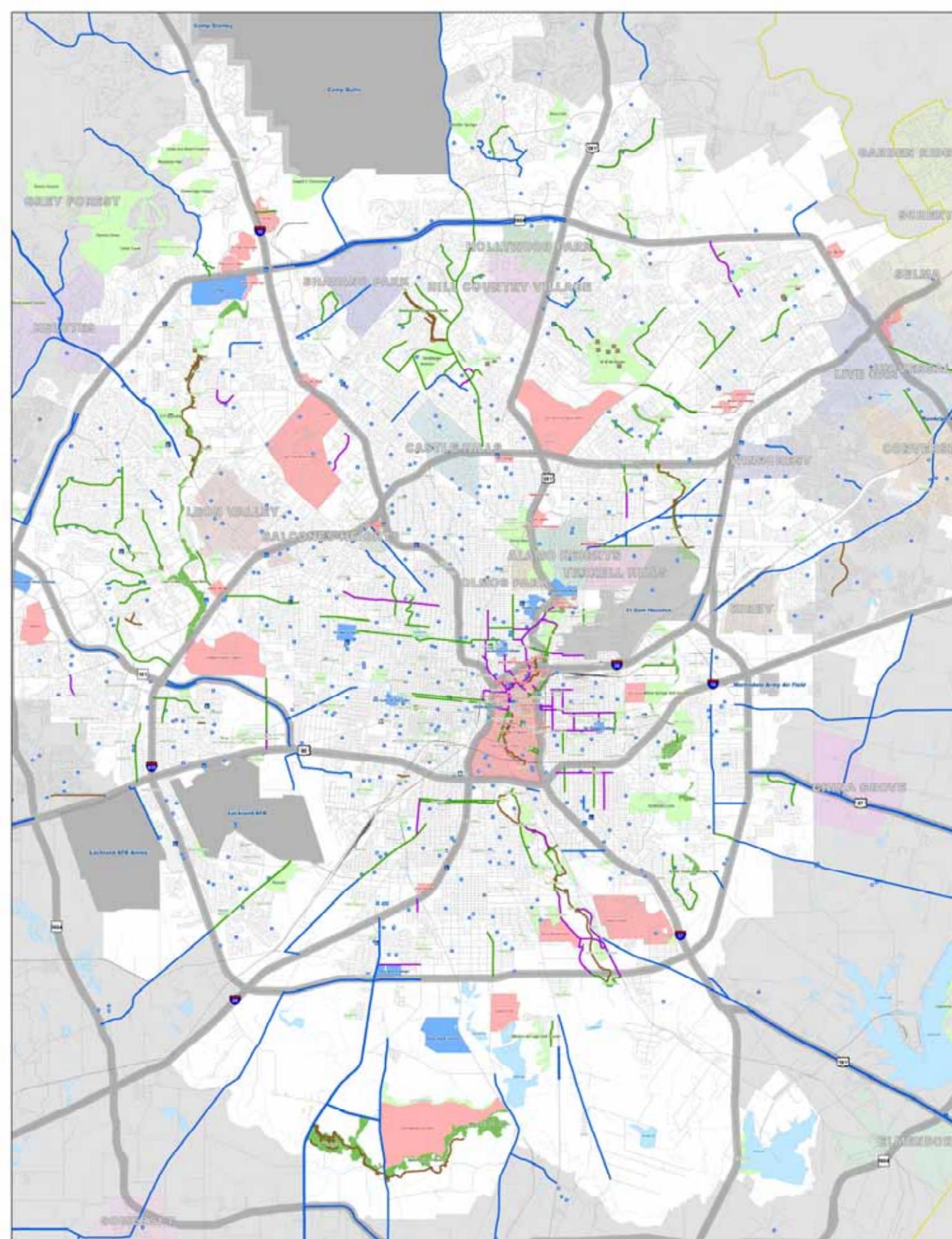
~66 miles of bicycle facilities

Progress over the past decade



Progress over the past decade

- 34 miles of facilities in 2000
- Previous bicycle master plan in 2004 – 66 miles of facilities
- Today, over 200 miles of facilities, and 371 miles of shoulders
- Road Diet Study in 2009/2010
- Bicycle Travel Patterns Survey in 2010



SAN ANTONIO BICYCLE MASTER PLAN UPDATE
Existing Bicycle Facilities

EXISTING BICYCLE FACILITIES
Bike Lane
Path
Shoulder
Route

DESTINATIONS
Schools
Elementary
Middle
High

VIA Park & Ride
Trailhead
Libraries



Progress over the past decade

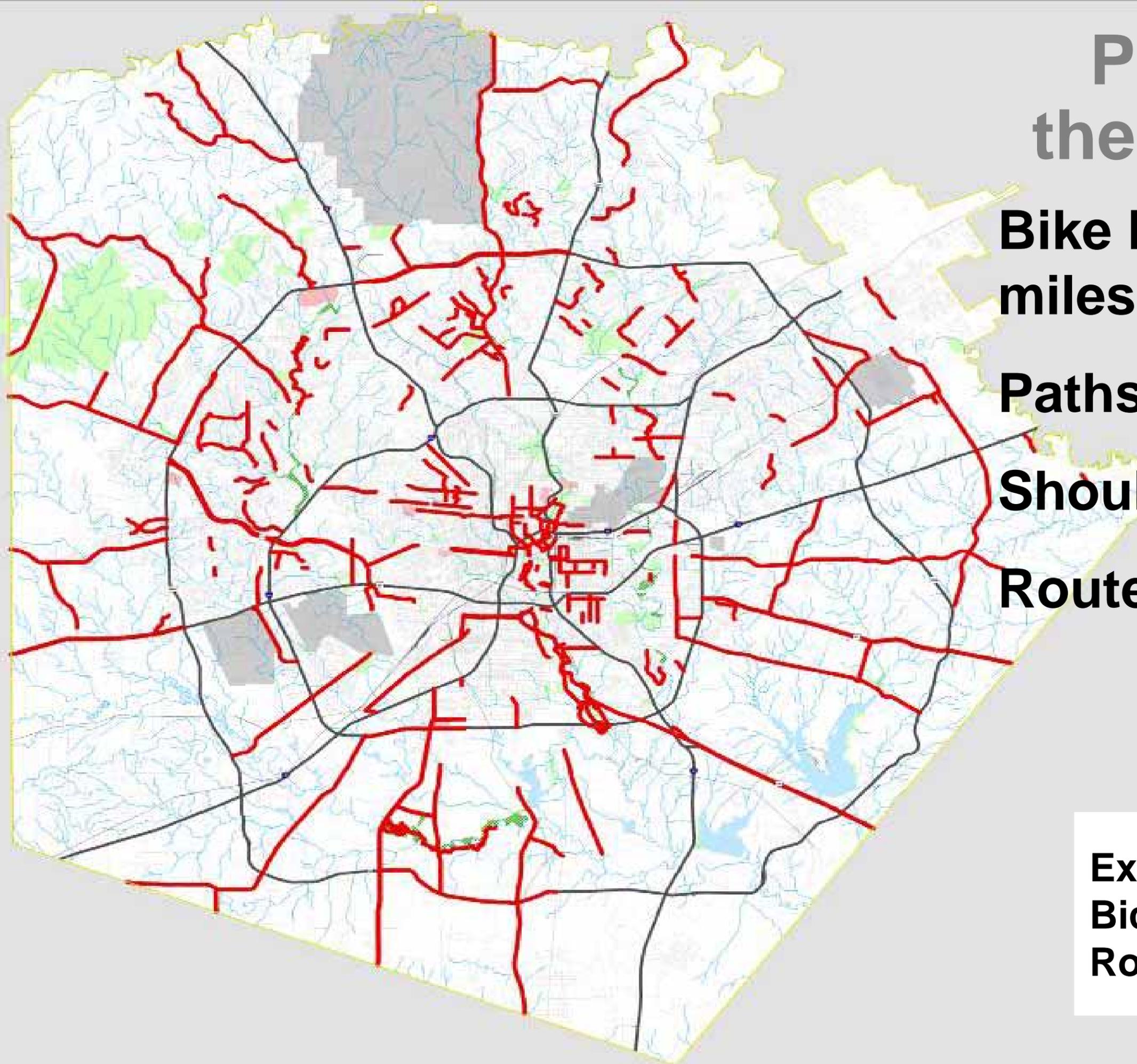
**Bike Lanes - 118
miles**

Paths - 44 miles

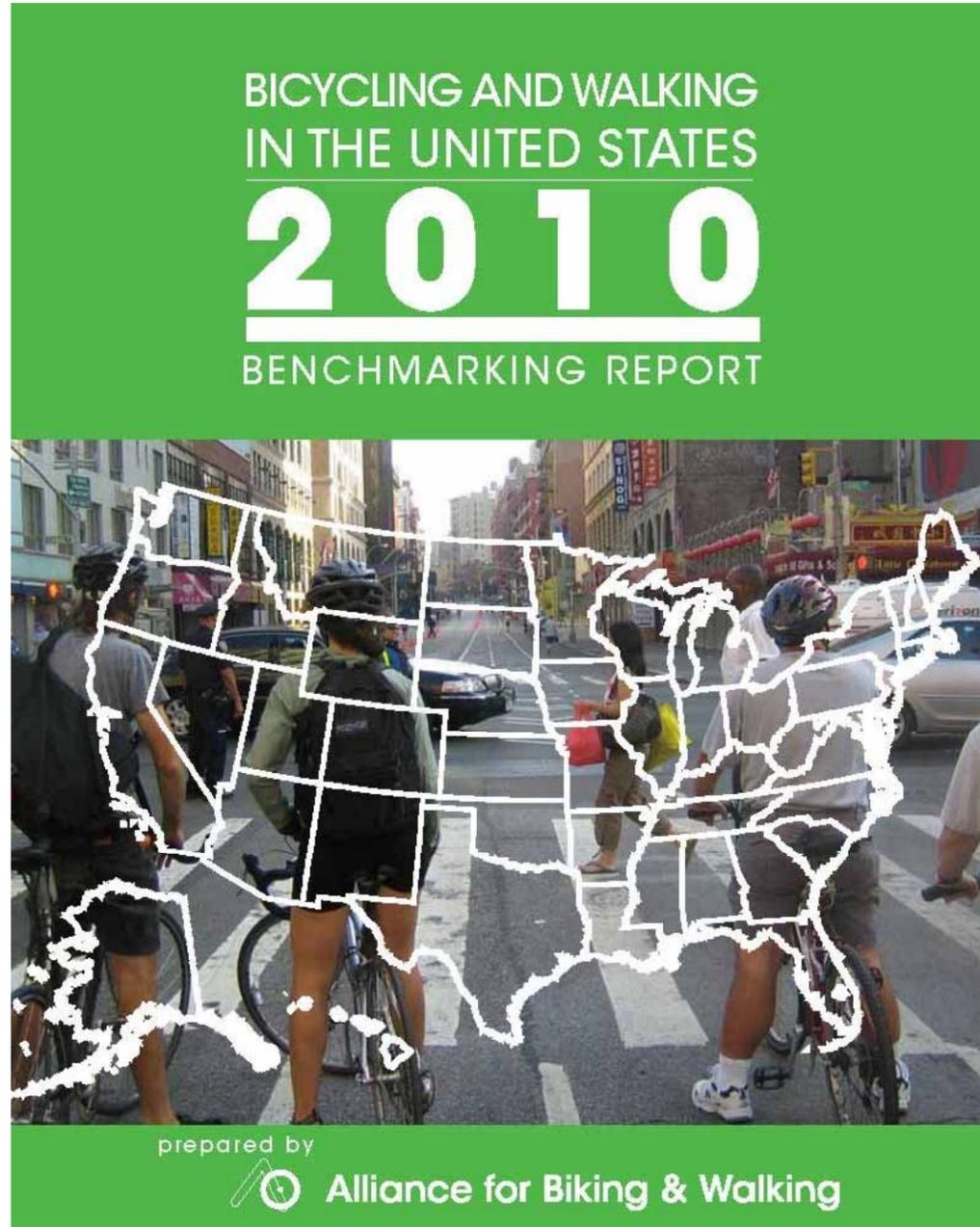
Shoulders - 371 miles

Routes - 39 miles

**Existing Network of
Bicycle Lanes, Bicycle
Routes, and Shoulders**



How does San Antonio compare to other large cities?



- Among 1/3 bottom of 50 largest cities
- 45th in bicycling to work at less than 1/10th of one percent – ½ of 1% of all types of trips
- 44th out of 50 largest cities for ratio of bicycle fatalities (10.7 per 10,000 bicyclists, average is 3.3)
- 0.16 miles of bicycle facilities per square mile in Bexar County
- 0.4 miles of facilities per square mile in San Antonio – average among 50 cities is 1.6 miles per square mile

Survey Says.... Findings that give us direction

- Potential number of adult riders in the area – as many as 167,000 or more than 15% of the area adult population
- Potential number of youth or child riders – as many as 158,000 or 48% of the area population under 20 years of age
- Reasons for riding
 - 93% - for recreation
 - 17% - for errands
 - 7% - to get to work
 - 4% - to get to school (most likely post high school)

Source – 2010 San Antonio/Bexar County MPO and ETC Institute

Survey Says.... Findings that give us direction

Commuter Findings

- Average trip length is about 25 minutes
- Percent of bicycle commuters using public transportation at least $\frac{1}{2}$ of the time or more = 5%
- Percent never using public transportation as part of their commute = 70%
- Only 23% of commuters said their route was good or excellent. 77% rated their route as poor or average

Survey Says.... Findings that give us direction

Reasons we don't ride more often (all respondents)

- Do not feel safe in traffic – 24%
- Too busy – 20%
- Bike lanes or paths not available – 19%
- Weather – 19%

Reasons we don't ride more often (non-riders)

- Do not feel safe in traffic – 24%
- Too busy – 20%
- Poor health – 19%
- Takes too long, no lanes or paths available, too busy – 16%

Survey Says.... Findings that give us direction

Where we prefer to ride

- 69% - off-street (all respondents)
- Among riders, overwhelmingly prefer streets with bike lane vs. street with no bike lane (85%)
- Among all respondents, most (77%) would go to an off-street facility if it made the trip up to 25% longer

Survey Says.... Findings that give us direction

Most Important improvements (all respondents)

1. Making intersections safer for bicyclists
2. Adding safe ways to cross major roads
3. Adding bike lanes
4. Repairing grates and fixing potholes
5. Make bike lanes more visible
6. Connecting existing trails and paths
7. Adding more off-street bike routes

Survey Says.... Findings that give us direction

Importance of Improving Facilities and Increasing Funding

- 72% said it was important or very important to improve bicycle facilities
- 64% supported somewhat or much greater levels of funding for bicycle facilities
- 16% said stay the same
- Only 8% said somewhat or much less



Key Issues

**Address gaps in facilities
citywide**

**Address where bicycle lanes
are added**

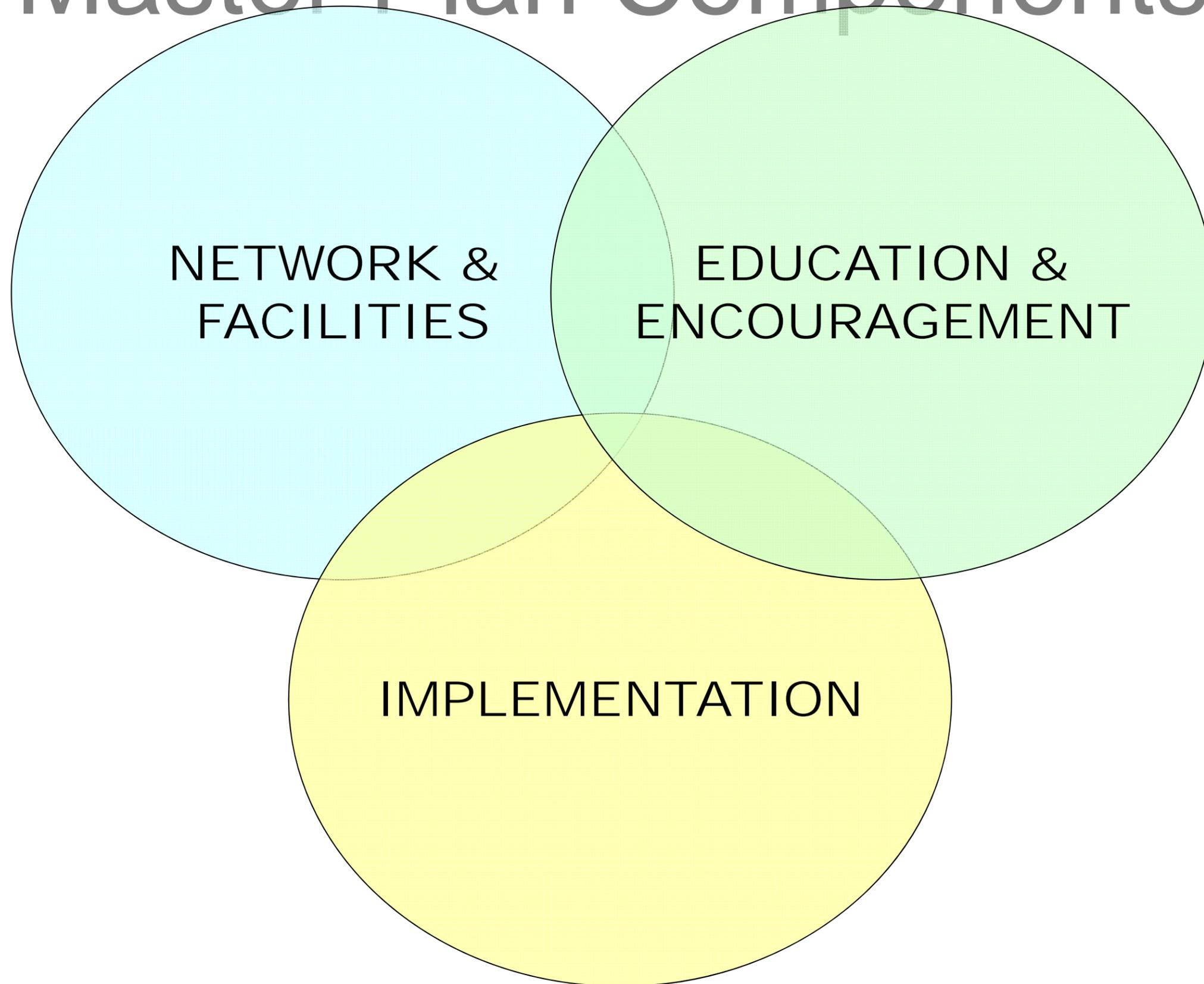
**Focus on facilities around
key nodes**

**Address crossing barriers at
intersections and highways**

**Link on-street and off-street
facilities**

Improve end of trip facilities

Master Plan Components



NETWORK &
FACILITIES

EDUCATION &
ENCOURAGEMENT

IMPLEMENTATION

Master Plan Components

- **Network & Facilities**
 - Full city-wide network of on and off-street bicycle facilities
 - Recommendations for types of bicycle facilities (bicycle lane, bicycle boulevard, multi-use path, route)
 - Prioritization of network recommendation







Cincinnati near IH 10



Avenue B



Estonia Drive

Master Plan Components

- Education & Encouragement
 - Opportunities for education and promotional events
 - Potential partnership among City of San Antonio, MPO, and advocacy groups
 - Target groups for education and promotion

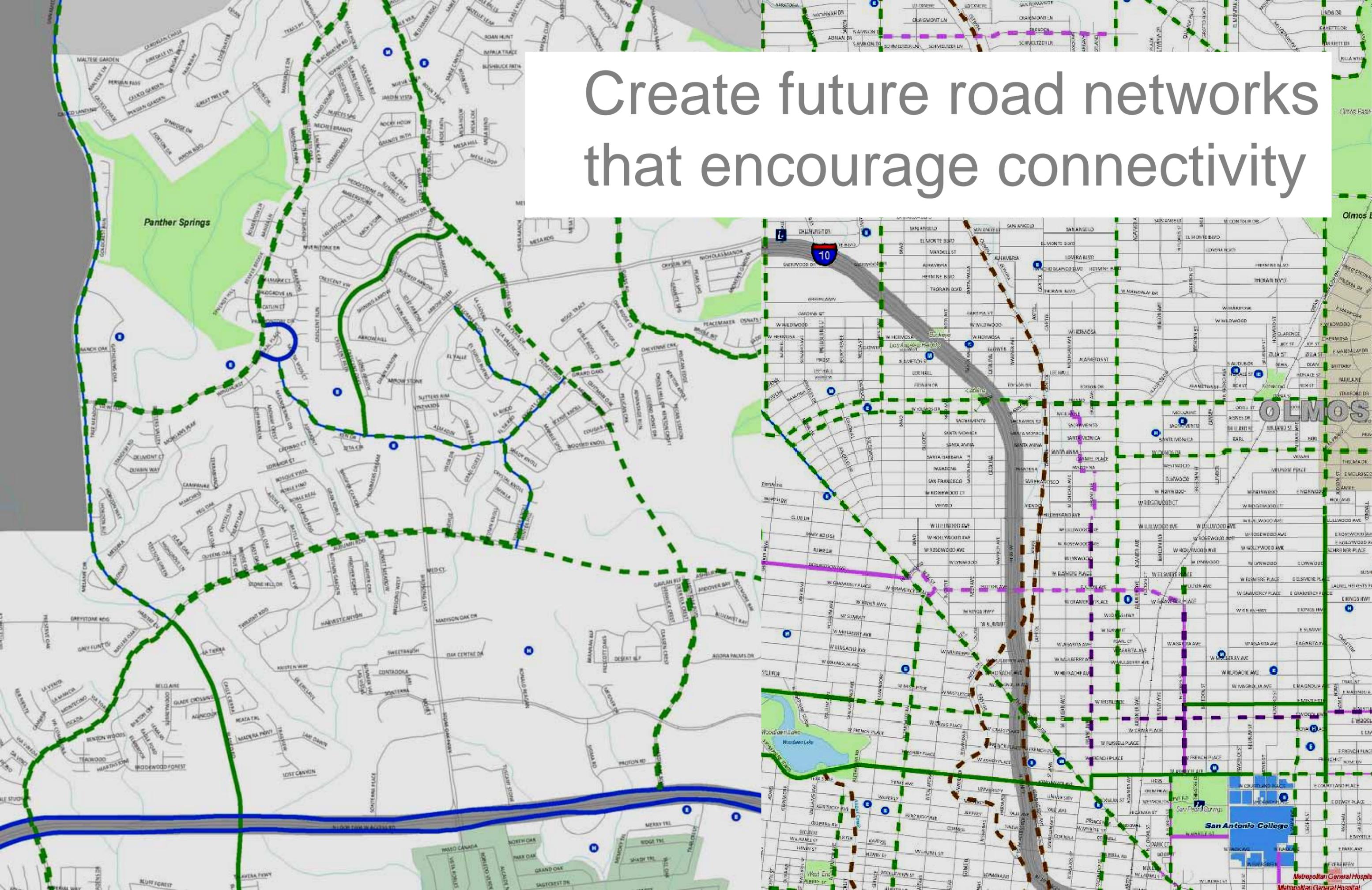


Master Plan Components

- Implementation
 - Prioritization of network and facility recommendations
 - Opportunities for implementation in upcoming and future roadway projects
 - Identify funding sources for implementation
 - Opportunities for near and long term Bond Packages



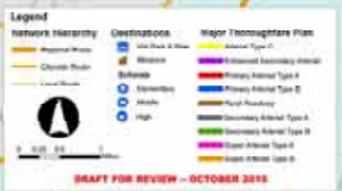
Create future road networks that encourage connectivity



Preliminary Network Recommendations

Citywide

San Antonio Bicycle Master Plan Bicycle Network Hierarchy



Potential Miles of bicycle facilities by type:

Bike Lane	850+/-
Bike Boulevard	2 to 5 miles
Cycle track/buffered lanes	5 to 10 miles
Path (including linear greenways)	220+/- miles
Route	96
Shared Lane	30
Shoulder	450+/-

Preliminary Network
Recommendations
**Potential Initial
Facilities**

What are the most important routes? What are the most important destinations to focus on initially?

Within 5 Years

6 to 10 Years

Long Term (Beyond 10 years)

Opportunities to Get Involved

- Citizen Questionnaire
- Bicycle Travel Patterns Survey (July – August 2010)
- Bicycle Master Plan Public Meetings (October)
- CommunityWalk website
<http://www.communitywalk.com/sabikes>



San Antonio Bike Plan

san antonio, tx

Hello! As part of the effort to update the San Antonio Bicycle Master Plan, we've created this interactive map to gather community input about the conditions for bicycling in San Antonio. We are looking for you to tell us what routes you use, what routes you believe are bicycle friendly or unfriendly, and areas where improvements are needed. These comments will be used in the development of the San Antonio Bicycle Master Plan Update and Implementation Plan.

INSTRUCTIONS:
On the upper right hand corner, click on "Login".
Login: sabikes
Password: sabikes

THREE WAYS TO COMMENT:
(1) Add a marker on a point and make a comment about the issue or condition. Click on the "Add Marker" link at the top of the page and then click on the location in the map. Please enter a short descriptive title (such as the intersection or address). Select the appropriate Category from the drop down menu, and use the Description field to elaborate on the issue, condition, or suggest an improvement.

(2) Draw a path to represent a route. To do this, click on "Start a Path" at the top of the page and then click at successive points on the map to indicate the direction of the path. A "tool bar" appears on the screen where

Hide Description

Categorized Markers

- Uncomfortable Traffic
- Street Sweeping Is Needed
- Poor Drainage
- Difficult Intersection to Cross
- 1604 at Bandera**
Dangerous Intersection
[view locations on satellite view](#)

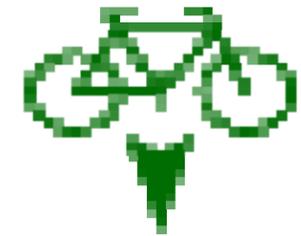
The map shows San Antonio with various markers. A prominent red 'X' marker is located at the intersection of Bandera and 1604. A tooltip for this marker reads: "1604 at Bandera", "Directions: from here | to here", "Dangerous intersection", and "Comments (0) | Add Comment". Other markers include purple arrows for "Network Connection is Needed", a black car icon for "Uncomfortable Traffic", and a broom icon for "Street Sweeping Is Needed". A legend on the right lists these categories with checkboxes, all of which are checked. The legend also includes "Route I Frequently Ride by Bike", "Route Needs A Bicycle Lane", "Uncomfortable Traffic", "Street Sweeping Is Needed", "Poor Drainage", "Difficult Intersection to Cross", "Bridge is Needed / Needs Improvement", and "Other Comment".

Sample of user feedback on Community Walk's San Antonio page

www.communitywalk.com/sabikes

- Add points where improvements are needed
- Add routes that you ride
- Add routes that should be improved for bicycling
- Identify areas that are bicycle friendly and un-friendly

Example of Categories:



Route You Frequently Ride



Route that Needs
Street Sweeping



Difficult / Dangerous
Intersection

Schedule

- Evaluation and Analysis (April – Aug 2010)
 - Kick Off Meetings with City and Agencies
 - Workshop with BMAC (oversight committee)
 - Review of Existing Studies and Facilities
 - Field Analysis
- Public Input (April – October 2010)
 - Citizen Questionnaire (currently)
 - MPO Bicycle Travel Patterns Survey (Draft Results in October)
 - Master Plan Public Meetings (October)
- Recommendations, Prioritization, and Review (Early 2011)
- Anticipated Completion and Adoption – Spring 2011



For more information about the Bicycle Master Plan Update, go to the City of San Antonio site shown below.

www.sanantonio.gov/oep/sabikes

**Questions and
Discussion**



engage - internal

Ensure uniformity of vision and purpose as the master planning process moves forward

- Establish technical advisory committee with key City departments
- Workshop with TxDOT, VIA, MPO, and other partner agencies such as SARA
- Workshop with BMAC and BMPAC to identify issues and ideas
- Meetings with elected officials to identify perceptions and areas of concern

¡Éntrale!

¡Yo camino Yo cuento!

I walk I count!

Come in!



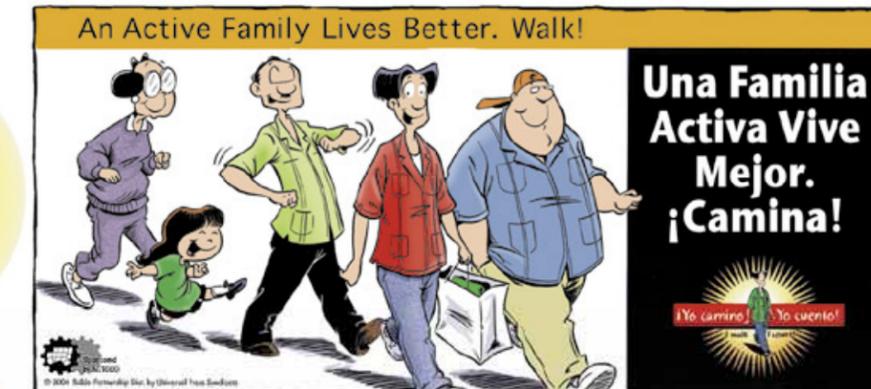
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engage - external

Understand citizen priorities about bicycling in San Antonio

- Use many techniques to reach San Antonians
- Scheduled campaign with goals and objectives
 - Major kick off event
 - Surveys
 - Companion media campaign
 - Open house meetings
 - Coordinate with other campaigns (i.e., health initiatives, Safe Routes to School)
 - Social media
 - Interactive project website



Planning Process

- Evaluation and Analysis
- Public Input
- Draft Network and Recommendations & Review
- Prioritization and Action Plan



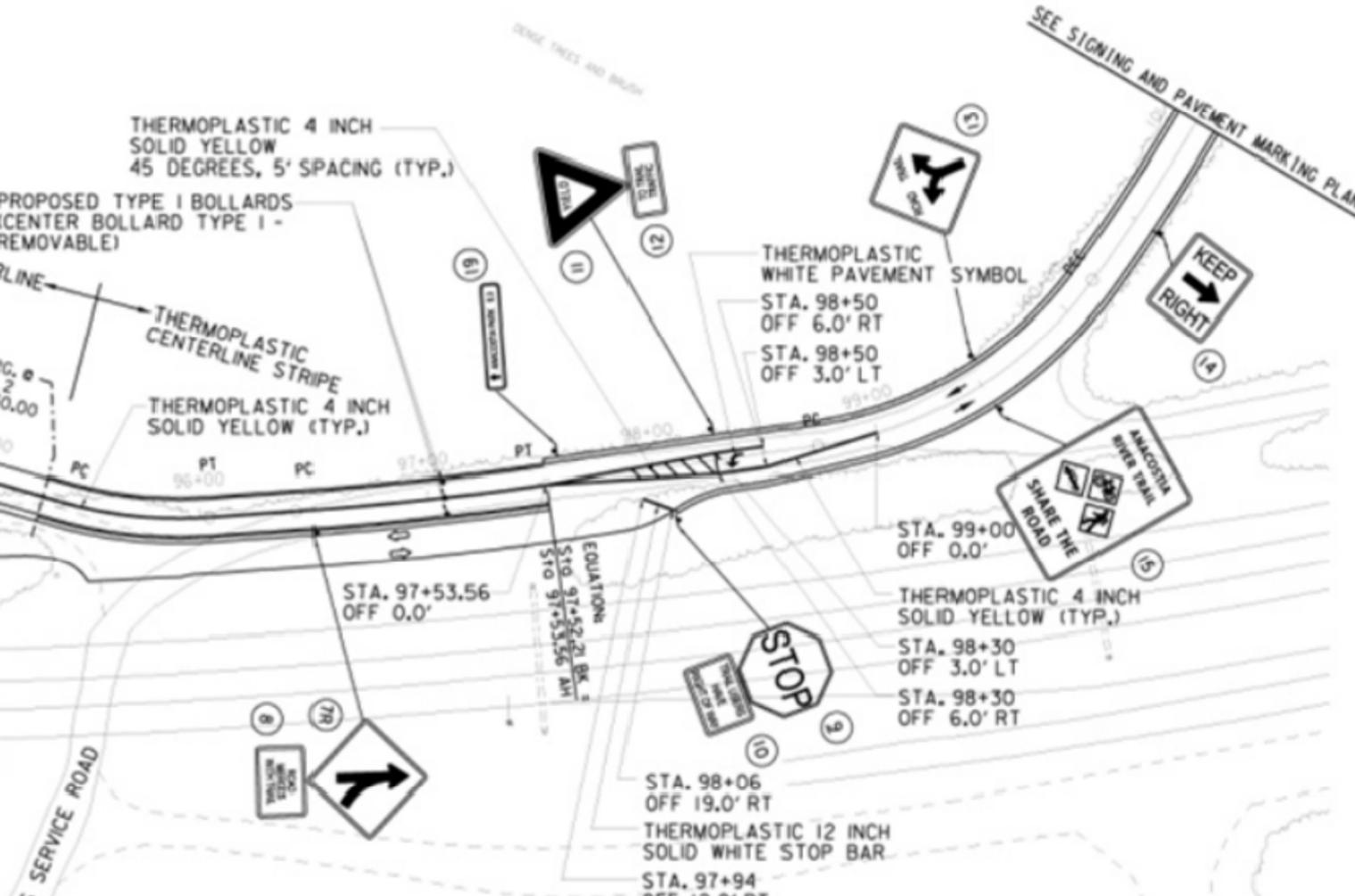


encourage

Increase ridership through three key strategies:

- Change current perceptions
- Build a palette of great tools
- Identify and use non-traditional funding sources

Tailor preferred solutions and layer on to existing efforts in San Antonio



implement

Outcome: To create a detailed plan that is embraced by San Antonians

Key Steps:

- Prioritize infrastructure actions
- Identify early wins
- Create facility guidelines
- Identify solutions for key policy issues
- Incentivize end-of-trip facilities
- Identify funding mechanisms and funding sequence
- Staffing and departmental structures
- Establish plan goals and benchmark



- New Braunfels north of Fort Sam Houston (North of Downtown)
- McCullough from Hildebrand to Loop 410 (North of Downtown)
- Extension of Ave. B Cycle track (North of Downtown)
- Hays Street Bike Boulevard (Near Eastside)
- Quarry/Wetmore Sidepath (Northeast)
- Medical Center Sidepath/Floyd Curl Lanes (NE)
- Rittiman Road Extension to East of IH35 (E)
- Babcock Road (NE)
- Gevers Road (SE)
- Roland/Porter (SE)
- Huebner Creek to Medical Center (NE, off-street)

Preliminary Network Recommendations Potential Initial Facilities

What are the most
important routes?

- Within 5 Years
- 6 to 10 Years
- Long Term
(Beyond 10 years)