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Bikes and vehicles can share the road

EXPRESS-NEWS EDITORIAL BOARD : JANUARY 3, 2014

SAN ANTONIO — Few topics inspire more passion than bikes vs. cars.

Many drivers want cyclists off the roads, even though they have a right to be there. Many cyclists feel threatened by drivers, only to invite danger by running stop signs, hogging lanes and riding the wrong way on roads.

Despite the high-volume rhetoric, bikes and vehicles can share the road. The city of San Antonio should remember this as it evaluates plans to improve a stretch of Theo Avenue and West Malone on the South Side.

Some residents would like bike lanes removed for better parking and sidewalks. This idea has caught the attention of BikeTexas, an Austin-based advocacy group, which has characterized the possibility of removing bike lanes as backward thinking.

We agree. Removing bike lanes runs counter to the city's goals of increasing bike lanes and improving safety.

“There is a way to do everything we need to do and maintain the bike lanes,” said District 5 City Councilwoman [Shirley Gonzales](#), a cyclist.

Over the last decade, the city has added hundreds of miles of bike lanes, bike routes and improved shoulders. Its bike-share program, B-Cycle, has been a stunning success. The city has a 45-mile greenway trail system with ambitious plans to double it.

As cycling has grown in popularity, deaths have also risen. Five cyclists were killed in traffic accidents in 2013, the San Antonio Express-News' [Vianna Davila](#) reported. Bicycle safety can't be optional.

People will ride, so let's have safe roads. And that doesn't exclude parking for motorists.

Cycling has many community benefits. It is an environmentally friendly way to travel, and it has the potential to ease congestion. Year-round warm weather and Bexar County's rolling hills make San Antonio a potential cycling destination.

The city should continue embracing plans to keep the roads safe for all users.