



**TRANSPORTATION
DEPARTMENT**

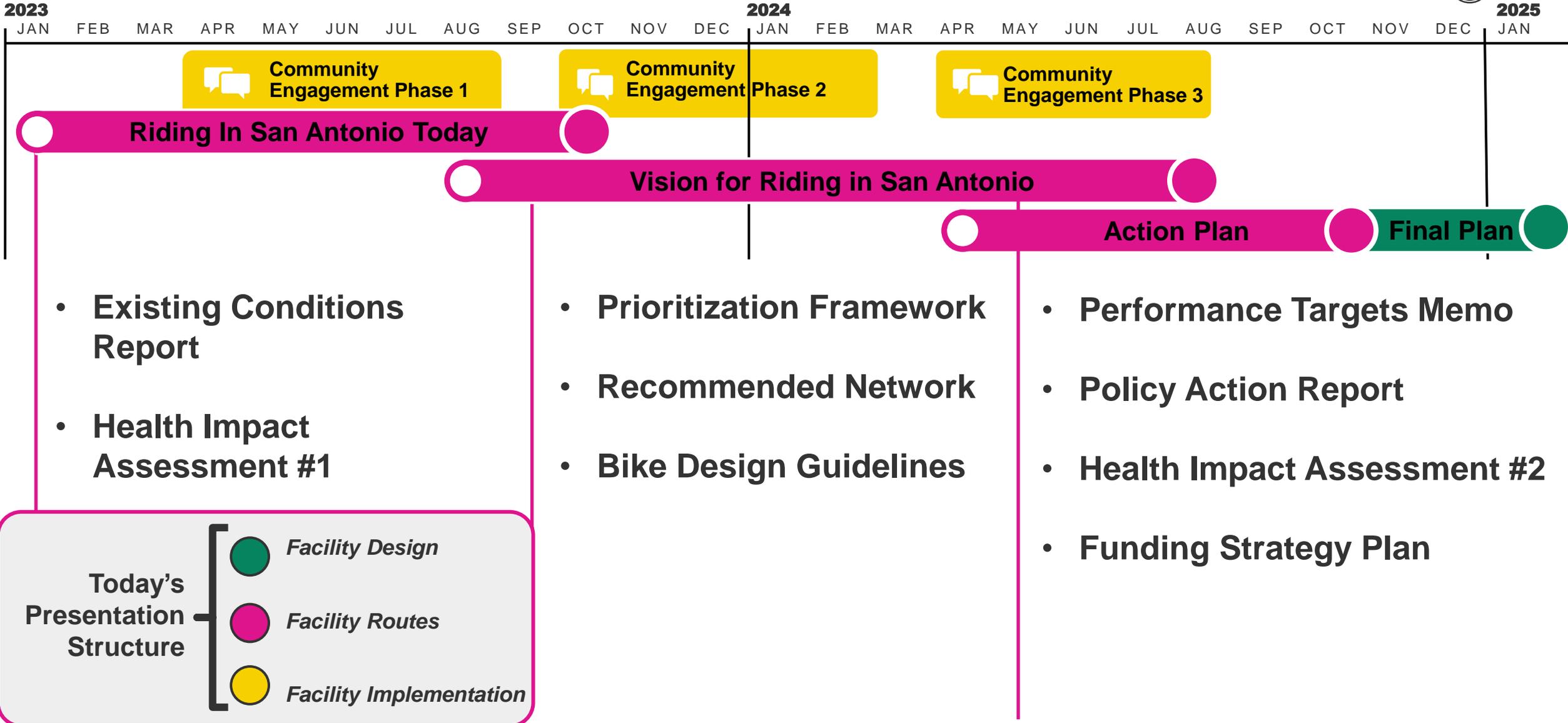
Bike Network Plan

“Defining a network of safe and comfortable bike facilities to connect us to the places we want to go and people we want to see”

October 14, 2024



Plan Timeline and Components



Public Engagement

- **Three phases** of public engagement
- **Over 3,600** survey responses were received
- **43 Engagement Events**



Stakeholder Engagement

4 Stakeholder Committees met 4 times each to guide the plan's development, provide input on policies, and ensure partners are in the know about the plan's progress:

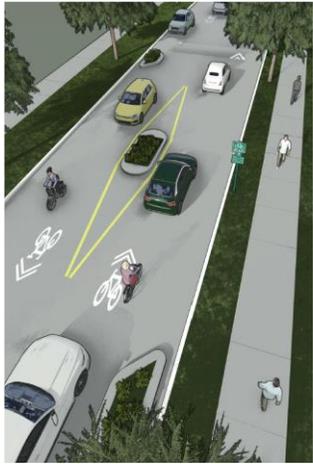
- **Internal Advisory Committee (IAC)** - 55 members
- **Technical Advisory Committee (TAC)** - 30 members
- **Mobility Working Group (MWG)** - 33 members
- **Health Impact Assessment Committee (HIAWG)** - 17 members



The BNP held 5 stakeholder roundtables:

- Developers
- Disability Advocacy Organizations
- Partner Cities
- School Districts
- Research Institutions

Existing Bike Network



**Bike
Boulevard**



**Traditional
Bike Lane**



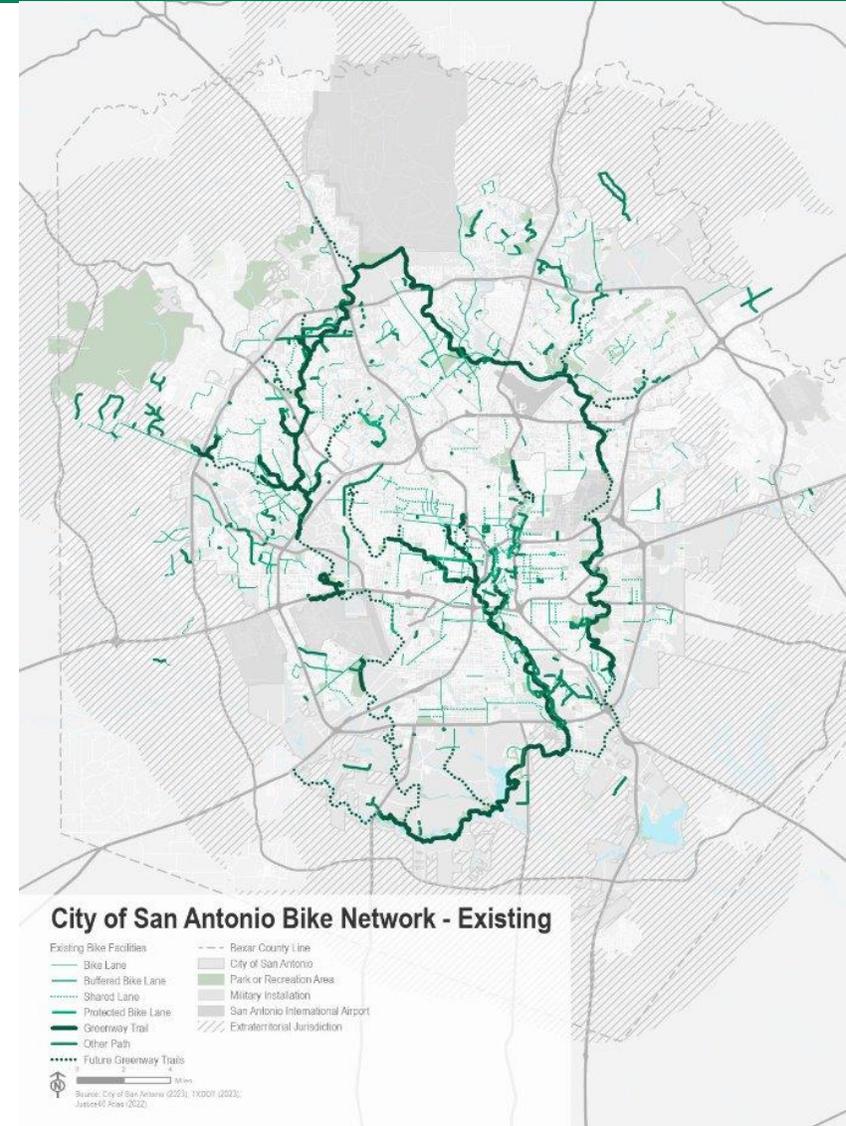
**Buffered
Bike Lane**



**Protected
Bike Lane**

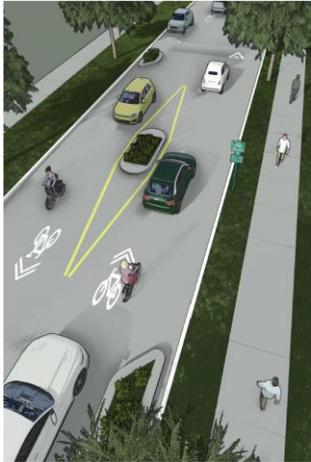


**Shared
Use Path**



Recommended Bike Facility Designs

- San Antonio's bicycle facility guidance is context-sensitive.



Bike Boulevard



Traditional Bike Lane



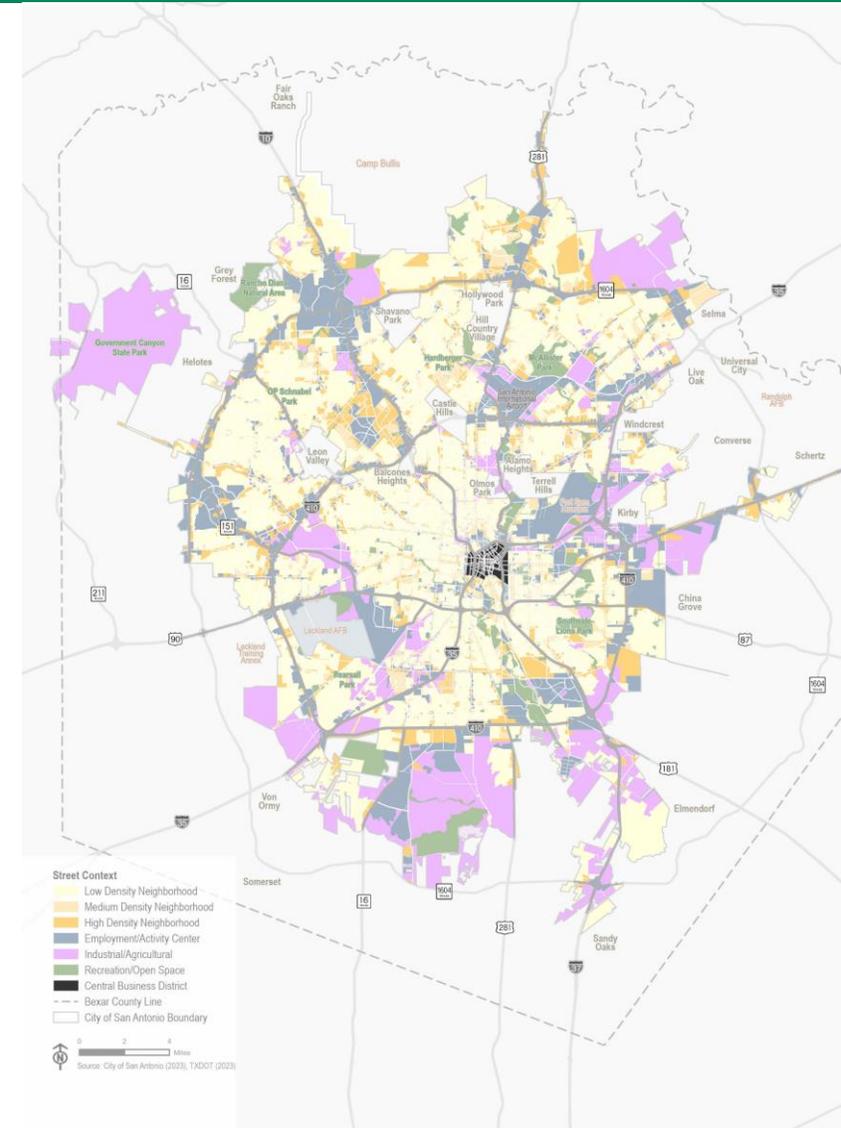
Buffered Bike Lane



Protected Bike Lane

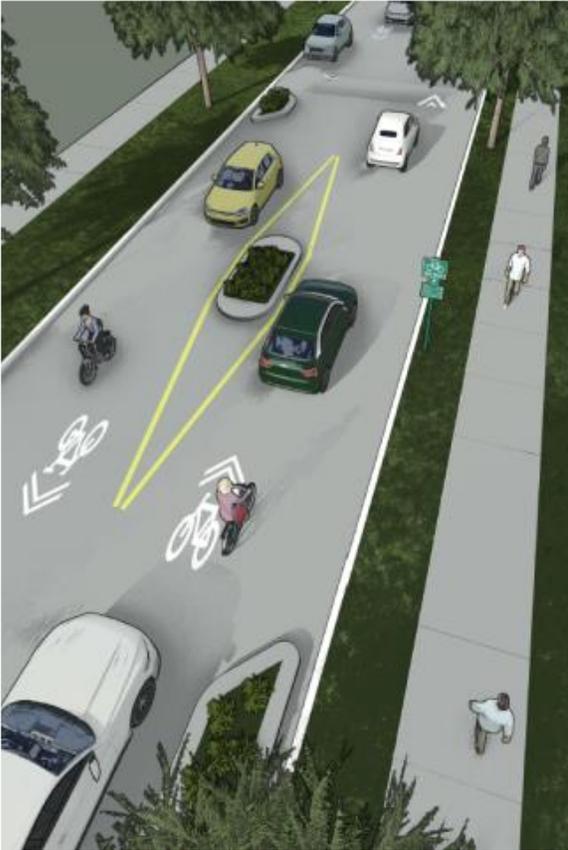


Shared Use Path



Special Facility Considerations

Bike Boulevard

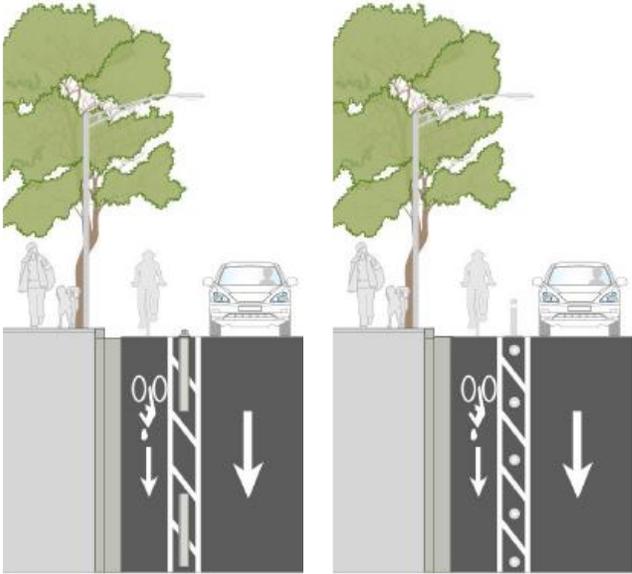


Slow-speed neighborhood streets where bikes & cars can share space safely

Protected Bike Lane



On-street bike lanes that feature protective barriers between bikes & car traffic

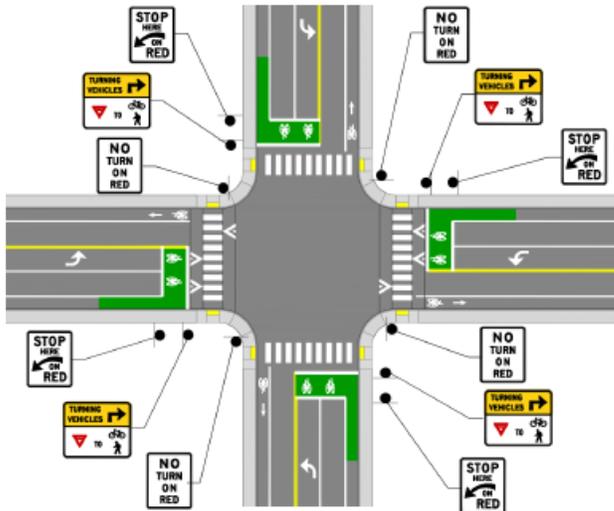


Parking Stops

Flex Posts

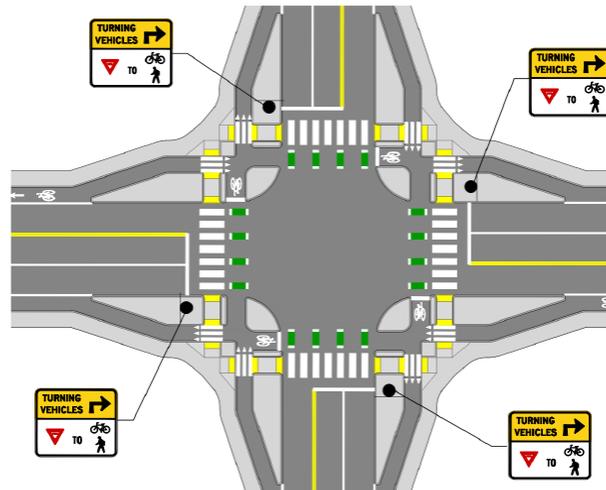
Intersections Designs

Bike Boxes



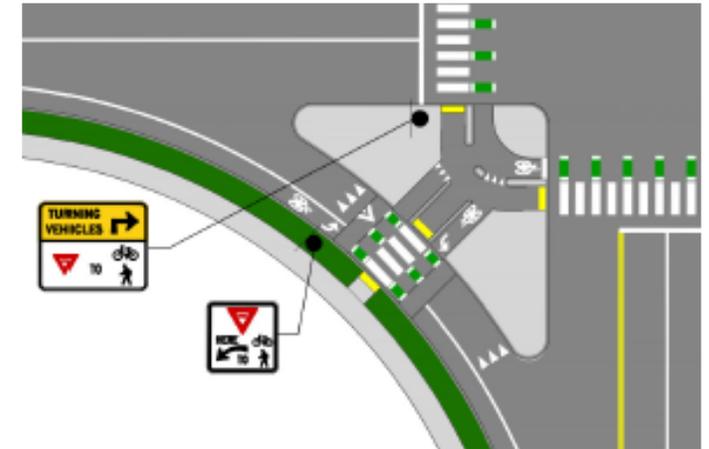
Bike boxes provide designated spaces for people biking to queue in front of vehicles and/or transition to left-turn lanes at red lights.

Protected Intersections



The best practice in safe bike intersections - dedicated and protected bike path to traverse through the intersection.

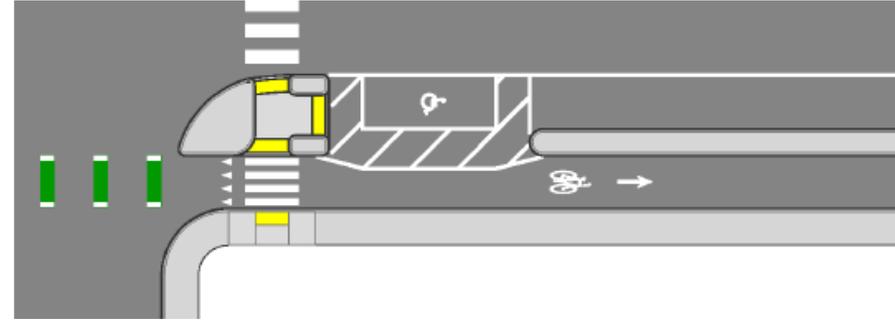
Slip Lane Redesigns



Slip lanes may encourage higher right-turning speeds, which can reduce driver reaction time in the same area that people walking and biking must cross the intersection.

Special Guidance

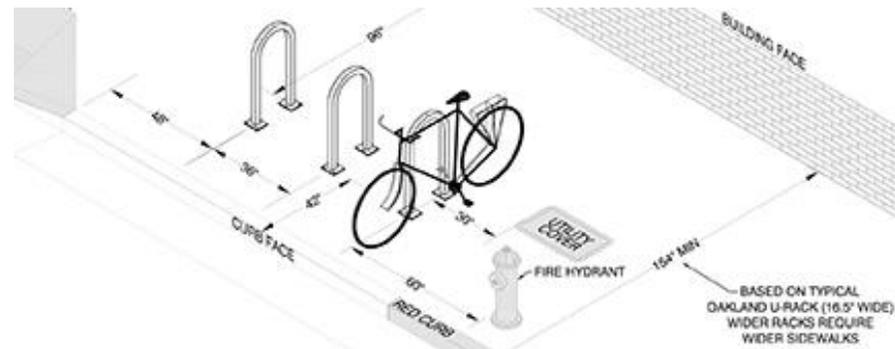
ADA-compliant parking with Bike Lanes



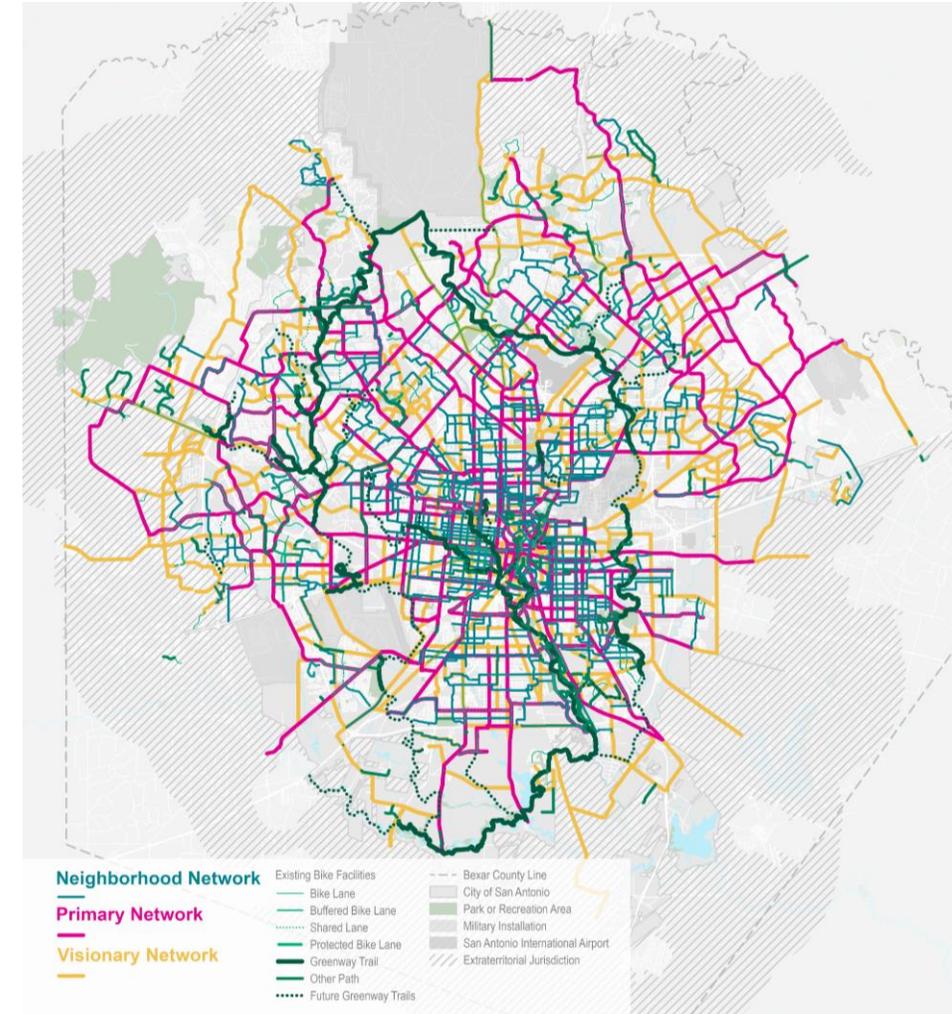
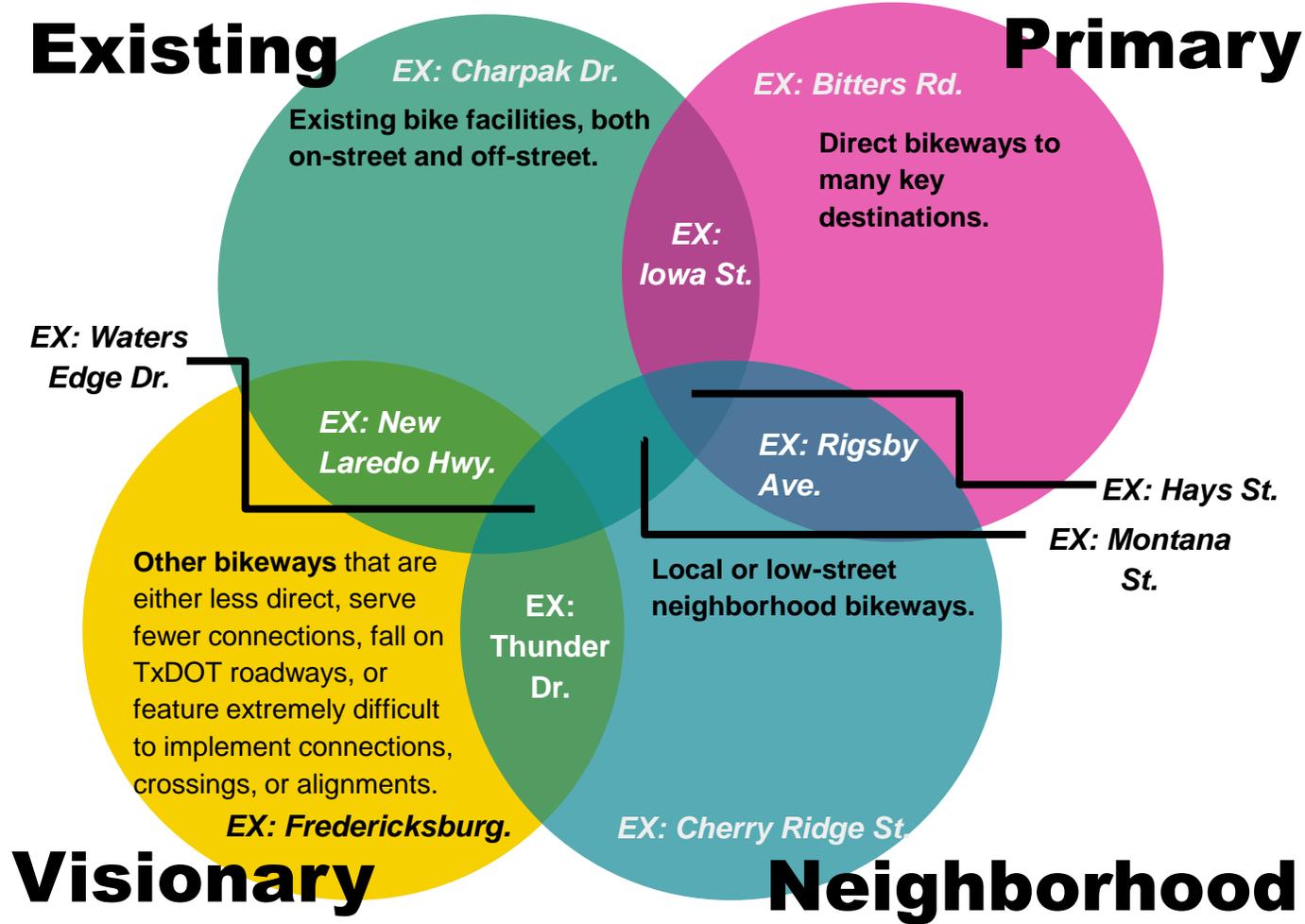
Bus Stops with Bike Lanes



Bike Parking Guidance



Recommended Bike Network



Note: Network includes both existing and proposed facilities. Facilities can be associated with more than one network type.

Project Tiers

	Priority Score one standard deviation above the mean	Priority Score above mean	Priority Score below mean	Priority Score one standard deviation below the mean
Very Feasible	1	1	2	3
Feasible	1	2	3	4
Less Feasible	2	3	4	4

	Timeframe	Tier Description
Tier 1	1 – 5 years	Very high priority projects that should be completed in the near term with minimal feasibility concerns that can be quickly deployed.
Tier 2	3 – 10 years	Lower priority projects that also have minimal feasibility concerns or Priority Projects with more constraints
Tier 3	5 – 15 years	Projects with serious feasibility concerns that are not a very high priority, but due to changing circumstances could become feasible or a higher priority.
Tier 4	10 – 25 years	Long-term visionary needs that should be implemented as opportunities arise.

Note: *Projects* are network facilities that are proposed for implementation or upgrade.

Policy Recommendations on Using Bike Infrastructure

- Helmet Laws
- Riding on Sidewalks
- Parking Obstructing Bicycle Lanes
- Idaho Stops
- Safe Passing
- Bicycle Security
- Pedicab Permitting and Operations

Policy Recommendations on Deploying Bike Infrastructure

- Complete Streets
- Right of Way Acquisition
- Right of Way Maintenance
- Utility Relocation
- Roadway Reallocation
- Setting Speed Limits
- Prima Facie Speed Limits
- Traffic Study Requirements
- Cyclist Visibility

Performance Metrics and Targets



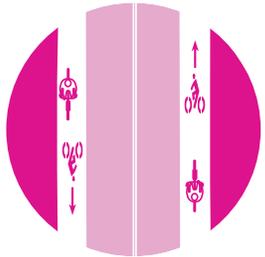
Safety



**Community
Engagement**



**Bike
Counts**



**Roads
Improved**



**Policies
Implemented**



**Bike/Bus
Trips**



**Intersections
Improved**



**Commute
Mode Change**



**Health
Outcomes**

Funding Opportunities for Bike Facilities

Local

- City of San Antonio, Partner City, Bexar County, and TIRZ funds

Regional

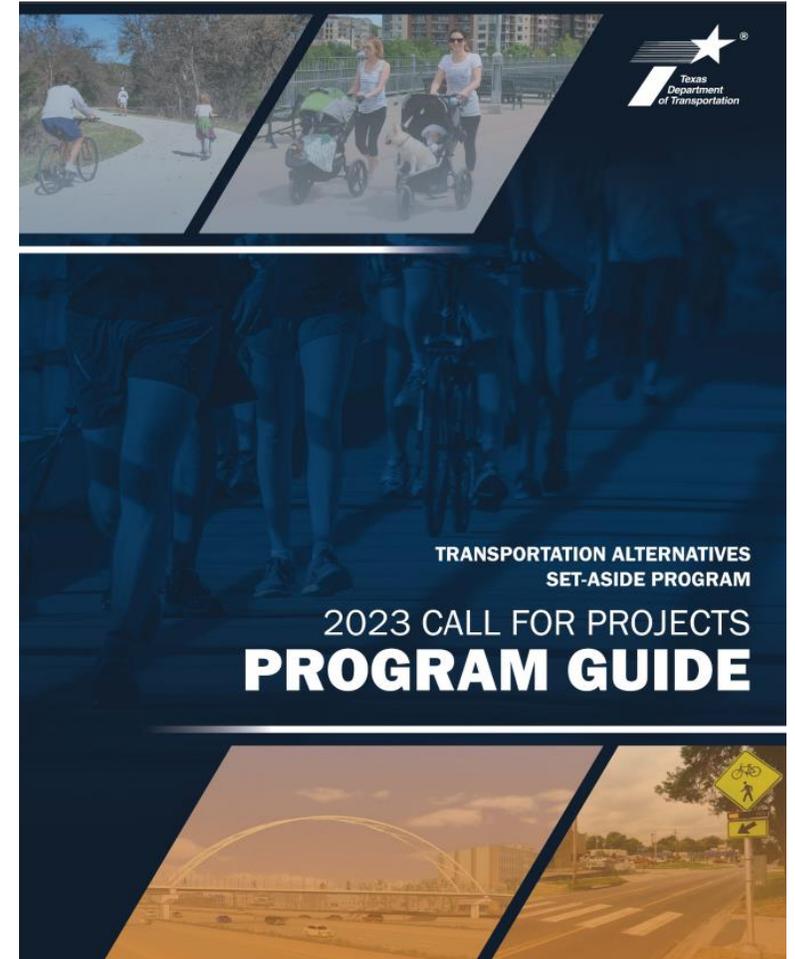
- Matching funds distributed by AAMPO

State

- Projects and matching funds distributed by TxDOT

Federal

- Direct funding to cities through The Bipartisan Infrastructure Law, passed in 2021





Thank You!

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