



City of San Antonio

Agenda Memorandum

File Number:
{{item.tracking_number}}

Agenda Item Number: {{item.number}}

Agenda Date: October 14, 2024

In Control: Planning Commission Technical Advisory Committee

DEPARTMENT: Transportation Department

DEPARTMENT HEAD: Catherine Hernandez

COUNCIL DISTRICTS IMPACTED: Citywide

SUBJECT:

Briefing and Action on the Bike Network Plan, a component of the City's Master Plan.

SUMMARY:

This item is a briefing and action on the Bike Network Plan.

BACKGROUND INFORMATION:

In September 2011, the San Antonio City Council adopted the San Antonio Bike Plan + Implementation Strategy – an update of the Bicycle Master Plan, originally adopted by City Council in April 2005, as a component of the 1997 City Master Plan. In 2022, City Council approved a Professional Services Agreement to provide consultant services for the update and development of a Bike Network Plan. The development of the plan includes elements such as Community Engagement, Recommended Network, Prioritization, Typologies and Policy Action Report.

Our 1st Phase of Public Engagement lasted from May 1st to September 31st of 2023. The goal of the 1st phase was to gauge residents and visitors, both bike riders and non-bike riders, level of bike safety, their current issues regarding our current bike system, and what they want to see from the BNP. To gain the observations of our residents, we conducted and collected almost 1,700 surveys. To help disseminate our survey, we attended fifteen (15) public events throughout all ten (10) of our council districts. Included in these public events was our 1st “Let’s Ride” biking engagement event, which occurred at two (2) trailheads along the Salado Creek Greenway, Voelker Homestead and Walker Ranch. We also hosted our 1st meeting with each of our stakeholder groups: Health Impact Assessment Working Group (HIA), Internal Advisory Committee (IAC), Mobility Working Group (MWG) and Technical Advisory Committee (TAC). By the completion of the efforts during this phase, we were able to establish our existing conditions, goals, and visions for the BNP. Lastly, we made our BNP-dedicated website available to the public. This website includes our mission, highlights our press releases, informs visitors of upcoming events, allows users to submit an event for us to participate in, allows visitors to research our outreach results, and illustrates, in great detail, San Antonio’s existing bike facilities (sabikenetwork.com).

During the 2nd phase of Public Engagement, which lasted from October 1st to December 31st of 2023, the BNP pivoted to ask our residents and visitors their perceived opportunities for the improvement of our bike network. This included educating our residents and visitors on the different types of bike facilities that could be used on our system and observing how, when, and why they would travel by bike. During this phase, we conducted and complied over 1,100 survey responses from our residents and visitors at eleven (11) public events in all ten (10) of our council districts. This would include our 2nd “Let’s Ride” biking engagement event, this time at two (2) Leon Creek trailheads, Cathedral Rock and O.P. Schnabel. We also hosted our 2nd HIA, IAC, MWG, and TAC meetings during this phase. We used these survey responses, and feedback from our various committees and working groups, to help form our Existing Conditions Report and Health Impact Assessment, which was drafted through early-2024.

Lastly, our 3rd and final phase of Public Engagement lasted from April 1st to July 30th of 2024. The goal of Phase 3 was to educate the public on bike infrastructure typologies, display the recommended bike network, and introduce a phased approach to build the network. We also wanted to identify the criteria needed to rank alternative routes, which would ensure that the Final Bike Network Plan would satisfy our communities’ needs. We released our 3rd and final survey on April 7th at Siclovía, where we also revealed the recommended bike network. Citizens were able to select what type of cycling infrastructure they would like to see added to parts of the network and if protective barriers should be included on their selected route, as well as recommend alternative routes or routes that should be removed. The survey was closed on July 30th, signaling the end of our community engagement for Phase 3 and the Bike Network Plan in totality. We received 919 survey responses, which mentioned 483 roads that encompass our city’s, and surrounding areas, road network(s). These responses were used to finalize the recommended network, by adding recommended facility type to the map, tuning the Bike Network Plan into its final form.

During this last phase of engagement, we were also selected by the Federal Highway Administration (FHWA) to be recipients for the Safe Streets & Roads for All (SS4A) Demonstration & Implementation Grant we applied for in May of 2024. This grant will help us

establish our quick build program, Quick Builds for Safe Communities. We've received buy-in from multiple internal departments, who see the quick build program as a necessary tool for our transportation system. This program will also allow for us to deploy bike facility applications prior to major road projects or in between bond cycles.

In September 2024, we've presented our latest findings to our Health Impact Assessment Working Group, Internal Advisory Committee, Mobility Working Group, and Technical Advisory Committee. Our next steps include a briefing and action from Planning Commission in November and December with Council consideration in January 2025.

The components of the plan can be found at the following link: www.sabikenetwork.com. "Plan Updates" Tab includes Bike Facility Guidelines, Engagement Report, Existing Conditions, Needs Assessment and Inventory Report, Health Impact Assessment, and the link for the "Draft Network" is the proposed future network in a GIS format.

ISSUE:

The 2011 Bike Plan, while holistic and widespread, was a 10-year implementation effort, did not address policy issues that provided a barrier to cyclists, and needed an update. The Bike Network Plan creates focused and safe corridors that lead to our Greenway Network "trunk" routes and other necessary, daily destinations, addresses policy issues like Parking in Bike Lanes, identifies funding opportunities, and provides guidance on phasing of building the bike network.

ALTERNATIVES:

The Planning Commission Technical Advisory Committee could choose to not recommend approval of the Bike Network Plan in favor of keeping the 2011 Bike Plan as the current bike plan for the City. However, as the City has grown exponentially in the past 14 years and our core street network has changed, the Bike Plan is in need of an update that remedies the current needs of the City.

RECOMMENDATION:

Staff recommends the approval of the proposed Bike Network Plan, by PCTAC, for advancement to Planning Commission Consideration in November and Council Consideration in January.