

City of San Antonio



Minutes Transportation and Infrastructure Committee

2023 – 2025 Council Members

John Courage, Dist. 9, Chair

Dr. Sukh Kaur, Dist. 1 | Jalen McKee-Rodriguez, Dist. 2

Melissa Cabello Havrda, Dist. 6 | Marina Alderete Gavito, Dist. 7

Tuesday, April 16, 2024

1:30 PM

City Hall

The Transportation and Infrastructure Committee convened a regular meeting in the City Hall Council Briefing Room beginning at 1:34 PM. Deputy City Clerk Aurora Perkins took the Roll Call noting a quorum with the following Committee Members present:

Members Present: John Courage, *Chair*
Dr. Sukh Kaur, *Member*
Jalen McKee-Rodriguez, *Member*
Melissa Cabello Havrda, *Member*
Marina Alderete Gavito, *Member*

Members Absent: None

Approval of Minutes

1. Approval of minutes from the March 19, 2024 Transportation and Infrastructure Committee meeting.

Councilmember Cabello Havrda moved to Approve the minutes of the March 19, 2024 Transportation and Infrastructure Committee meeting. Councilmember Kaur seconded the motion. The motion carried by the following vote:

Aye: Courage, Kaur, McKee-Rodriguez, Cabello Havrda, Alderete Gavito

Public Comment

None.

Briefing and Possible Action on

2. **Briefing on the Bike Network Plan and implementation strategy.** [John Peterek, Interim Assistant City Manager; Catherine Hernandez, Director, Transportation]

Transportation Director Catherine Hernandez provided a briefing on the Bike Network Plan (BNP) engagement results from the first two phases of the Plan, opportunities for improvement within the Plan, current conditions, and the implementation strategy to be implemented for Phase 3 of the Plan. She stated that Phase 1 of the Plan began in January 2023 and the Plan had just passed the half way point of the engagement stages.

Hernandez elaborated on the Phase I outreach results stating that most respondents stated that most travel trips taken by foot or bike were for recreation and not commuting. She added that many trips within the City, especially within Loop 410, were short enough to be taken by bike and were not near recreational facilities.

Hernandez stated that Phase 1 outreach took place from May 2023 through September 2023 with the goal to determine how residents felt about the current level of the Bike System, safety, and what they wanted to see implemented within the Plan. She noted that 68% of respondents stated that it was difficult or very difficult to travel around San Antonio without a car, 75% stated that they were concerned about biking in San Antonio because they felt unsafe near fast moving cars; and that safety and accessibility for all ages were key themes in this Plan's update. She added that there were over 1,300 respondents within Phase 1 of the survey and Phase 2 respondent numbers were being finalized.

Hernandez stated that Phase 2 of the Bike Network Survey was conducted in October 2023 and December 2023 which focused on opportunities for improvements to the Bike Network and included education efforts on different types of bike lanes/facilities. She noted that respondents were split on taking a direct route on a busy street in a safe bike lane or taking a detour to ride on a quieter street/path. She reviewed respondent's comments stating that they wanted both more greenway trails and protected on street bike lanes than either of one or neither of both. She added that survey respondents reported predictably greater levels of perceived safety on bike lanes with greater protection.

Hernandez stated that data from the Texas Department of Transportation (TXDoT) showed that bike and pedestrian accidents which led to fatalities or serious injury increased drastically from 2020 to 2022 (127%). She mentioned that this was largely due to driver inattentiveness and high speed. She added that road conditions also contributed to accidents and bike safety concerns and San Antonio could do more to avoid all injuries and fatalities for bike users.

Hernandez reviewed existing constraints within the Bike Network that included high speed limits mixed in with bike lane endings, conflicted road marking of bike lanes along high speed vehicle lanes, unexpected bike lane terminations and over all poor road/facility conditions with poor markings or hazards within the lane. Hernandez spoke to existing opportunities to improve bike travel and discussed efforts in traffic calming, facility/road separations, better facility connections, and improved facility maintenance.

Hernandez spoke to next steps of the Plan to include the development of typologies and design guidelines which would lead to newer bike design informed by street design. She stated that a formation of a network GIP map that illustrated bike facility placement based on what was gathered from community feedback on desired routes. She added that next steps would lead to the creation of a Funding and Prioritization Plan with short/mid/long range projects and goals.

Hernandez noted that the survey data was available on the BNP 2024 website and included confirmed 2024 engagement events. She mentioned that engagement began at the April 7th Siclovía Event and would extend from April 2024 to August 2024 with concentration on respondents' specific preferences and priorities to the Plan.

DISCUSSION

Chair Courage stated that much work was done but more was still needed due to obstacles in bike lanes or the conditions of the bike lanes. He stated that he would like to have increased survey feedback and asked that surveys be conducted two or three times a year with follow up to the Committee on the results.

Councilmember McKee-Rodriguez asked if demographic data had been collected during the survey. Harley Hubbard, Transportation Assistant to the Director, stated that demographics had been collected and that over 2,000 entries had been made so far. She did clarify that demographic data could be skipped over by survey takers.

Councilmember McKee-Rodriguez requested that consideration be given to conducting surveys at such facilities as grocery stores and community facilities to make sure that data was captured by all users.

Councilmember Kaur asked what the budget impact would be based on the survey input. Hernandez stated that the formation of a network Geographic Information System (GIS) map and creation of the typologies for the design guidelines would be outlined. She stated that based on what was collected in the surveys, staff would set up priorities and development into the Infrastructure Management Program (IMP) or Bond Programs and would provide input to budget requests.

Councilmember Kaur stressed that it was important to still be able to build on community engagement opportunities and input off the street and intersections that had been identified so far.

Hadley stated that an interactive map had been created for Phase 1 and was continuously updated in Phase 2 to reflect community input.

Councilmember Kaur emphasized the need for quick build bike lane solutions within all council districts and asked for consideration of five quick build lanes within busy intersections in each council district. She requested feedback from the quick build options and input on engagement. Hernandez stated that this was something that was being reviewed under the Vision Zero Plan.

Chair Courage asked for clarification on the upcoming 18 outreach events and asked if staff had reached out to higher education institutions/universities and larger corporations/hospitals to share feedback on the survey. Hadley stated that staff was reaching out to all institutions and would conduct round table discussions.

Councilmember Alderete Gavito stated that she looked forward to the finish of the Plan and spoke to the need for Woodlawn Lake bike lanes that went around the entirety of the lake.

Councilmember Alderete Gavito expressed concern that it would take over two years to build the final Plan. Hernandez stated that the previous 10 year Plan required updating and input from the community during four rounds of engagement. Hernandez stated that much field work was needed to update the GIS map of the 500 miles of bike lanes and update of other impactful reports to the Plan. She stated that staff was researching grant opportunities and making recommendations on best fit applications. Councilmember Alderete Gavito stressed that it was important to look at low hanging fruit so to build as many lanes as quickly as possible.

Councilmember Cabello Havrda asked what new comments had been provided to take into consideration. Harley stated that biker feedback on the type of bike lanes was not supporting the most expensive type of infrastructure but more of the low barrier and delineators rather than hard separate lanes. Councilmember Cabello Havrda reiterated that it was important to gather data on all the reasons why people decided to bike.

Councilmember Cabello Havrda spoke to the challenges of painted bike lanes and having cars parked in the bike lanes. She stated that she had learned it was not illegal to park in bike lanes and that was concerning since there was still a need to use the lanes by riders. She noted that she would be working with the City Council to work for more enforcement of parking cars in lanes.

Councilmember Cabello Havrda stressed the importance of bike safety at community events to both bike riders and motorists. Councilmember Cabello Havrda asked if the Plan outreached to all populations and not just bike riders. Harley confirmed that outreach was made to bike riders, pedestrians, and motor vehicle operators. Councilmember Cabello Havrda requested that more education be provided on VIA options for bike riders extended commuter options.

Councilmember Kaur asked, in considering quick build solutions to identify sites at each council district, to address urgent need areas. Hernandez stated that staff were doing that with the

Vision Zero Plan as well and staff would tie those with the Plan.

Chair Courage asked if outreach had been conducted at the higher education facilities or large corporations to gain input. Harely stated that outreach had begun and that later in the summer round tables would be conducted at college campuses. Chair Courage stressed the need for surveys to be sent to those institutions so that they could share it with their students/employees to get as much feedback as we could.

Chair Courage asked if bikes were allowed to be ridden on sidewalks. Hernandez stated that the current City Code stated that streets were the only approved passage for bikes to ride on. She stated that through the survey input, the Plan could make recommendations to expand sidewalk travel for bicycles outside the downtown area. Chair Courage asked if a widening of sidewalks would be considered. Hernandez confirmed that the width of sidewalks would be considered when addressing possible expansion of sidewalk travel for bikes.

The Item was for briefing purposes only.

3. Briefing on the status of the City's Streets, Sidewalks, and Bond programs as well as an overview of other Capital Project Delivery updates. [John Peterek, Interim Assistant City Manager; Razi Hosseini, Director, Public Works]

Razi Hosseini, Director of Public Works, provided an update on the status of streets, sidewalks, and Bond Programs and an overview of other Capital Project deliveries. He stated that under the Streets Maintenance Program, there were 4,242 centerline miles with \$116 million in funding in the FY 2024 Budget. He stated that the current projects were 48% completed.

Hosseini provided an overview of the current Sidewalks Program which included 5,417 sidewalk miles with \$21.5 million of funding for projects in the FY 2024 Budget. He stated that \$14.5 million of funding was spent with 47% of projects completed to date. Hosseini stated that \$500,000 of FY 2024 funds were allocated for sidewalk condition assessments and indexing. He added that \$1.5 million would be spent over the next three years (2024-2026).

Hosseini stated that traffic improvements in the FY 2024 Adopted Budget included \$700,000 for up to 100 radar feedback signs and \$300,000 for up to 100 flashing stop signs.

Hosseini stated that to date, 97% of the FY 2017 Bond Programs had been completed with funding of \$850 million. He reviewed the projects that were completed under the 2017 Bond Program and spoke to the remaining projects to include the Prue Road, Broadway Lower Corridor, various downtown projects, public art projects, and a World Heritage Center.

Hosseini provided an overview of current FY 2022 Bond projects and stated that 89% of projects were underway with two projects having been completed which were the Greater Love Multigenerational & Recreation Center and the Stinson Park (Five Diamonds Little League) Park

in Council District 3.

Hosseini reviewed activity associated with the Streets, Sidewalks and Sidewalks Management Advisory Board who first met in February 2024. He stated that the second meeting of the Advisory Board would be held that evening (April 16, 2024) and would meet quarterly thereafter. He noted that the Board would be advised and requested input on a communications plan and outreach.

Hosseini provided an overview of the City of San Antonio Projects Dashboard which could be found at [SA.gov/RoadToProgress](https://sa.gov/RoadToProgress). He noted that the Dashboard provided status updates of Bond and Stormwater Drainage Projects and provided opportunities for input on current and upcoming projects. Hosseini stated that the goal of the Dashboard was to provide improved communications with a focus on transparency, accessibility, support, and accountability.

Hosseini reviewed the goals of the Pothole Patrol and made the Committee aware that the goal for the month of April was to repair 10,000 pot holes within the City limits. He stated that since April 13, 2024, the division had repaired 5,392 pot holes and were in line to repair over 10,000 potholes by the end of the month.

DISCUSSION

Chair Courage stated that he would once again like to go out with the Pot Hole Team and repair some pot holes in his council district. Hosseini stated that he would coordinate an opportunity with his office.

Chair Courage asked for clarification on when the last phases of the Dashboard phases going back five years were to be completed. Hosseini stated that those updates would be completed by the end of 2024 reflecting Phase 2 projects which were to be completed by this summer. Chair Courage requested that the data be made available by council district.

Councilmember McKee-Rodriguez asked for photos of before and after photos of major projects so to demonstrate to residents of work completed. Hosseini stated that staff would provide the photos for requested areas. Councilmember McKee-Rodriguez stated that it was important to educate residents of completed improvements.

Councilmember McKee-Rodriguez provided input to the Dashboard map and search option refinements of the site. He expressed his support of the projects completed in Council District 2 and thanked the team for their work. Hosseini stated that staff welcomed input on the dashboard and would provide feedback to staff.

Councilmember McKee-Rodriguez asked for clarification on Phase 1 Sidewalk projects. Hosseini stated that there were challenges to the selected vendor for the work and that an alternative vendor was selected and he expected a quick start to the sidewalk projects once the contract was

approved by the City Council on May 2, 2024

Councilmember McKee-Rodriguez stated that more education was needed to communicate that sidewalk maintenance was the responsibility of a homeowner. Hosseini stated that over \$30 million had been spent for current sidewalks. Councilmember McKee-Rodriguez asked how much it would cost to repair all needed sidewalks. Hosseini stated that it would take over \$60 million per year to repair all sidewalks and it would take \$600 million to repair all sidewalks in their entirety.

Councilmember Cabello Havrda stated that it had been her goal to remove the responsibility of sidewalk repair from the homeowners and that it was challenging for many to repair or maintain their sidewalks. She stressed that many people considered their sidewalks as a part of public safety.

Councilmember Cabello Havrda asked if the current economy had impacted sidewalk projects. Hosseini stated that while sidewalk projects were not impacted as much as capital projects, there was a challenge in using low bid contracts on projects which had lower quality finishes.

Councilmember Alderete Gavito agreed with her colleagues that it was important for the City to take over maintenance of sidewalks. Councilmember Alderete Gavito requested that dashboard data be provided by council district.

Councilmember Kaur noted that the Bond Dashboard was much stronger than the Streets and Sidewalks Dashboard and asked that some mapping options mirror those of the Bond Program Dashboard.

Councilmember Kaur asked how often the street scoring review was conducted. Hosseini stated that street condition studies were conducted every three years and updated on an annual basis based on improvements conducted. Councilmember Kaur asked that more requested updates be conducted on the dashboard in order to gain up to date conditions.

Councilmember Kaur asked what identified a sidewalk as failed. Hosseini stated that major cracks or a major obstacle on the sidewalk usually identified it as such. Kaur stated that she would provide data for sidewalk projects around schools so to prioritize. Councilmember Kaur requested data on what it would cost to repair a quarter mile of sidewalks surrounding a school.

Councilmember Kaur noted that many older neighborhoods in Council District 1 had challenges due to narrow streets but still needing sidewalk improvements. She requested a meeting to further discuss challenges in certain areas.

Chair Courage noted that there were opportunities where residents were able to share the cost of sidewalk repairs with the City. Hosseini stated that \$150,000 was allocated each year to assist residents with larger scale repairs. Public Works Assistant Director, Anthony Chukwodolue, reviewed the process for shared cost sidewalk improvements and stated that not all of the funds

were used in the past year. Chair Courage stressed that it was important to educate the community of the assistance available for home and sidewalk repairs.

Councilmember McKee-Rodriguez noted that Council District 2 was deeply impacted by industrial vehicles and asked for clarification on repairs for streets that have larger scale industrial traffic. Hosseini reviewed the assessment used to monitor street conditions and the need for repair. Councilmember McKee-Rodriguez asked if there were projections for future traffic patterns. Interim Assistant City Manager, John Peterek, stated that under the Development Services Department review there was a requirement for traffic impact studies and impact to current traffic conditions and projected road traffic which was provided to the Public Works Department. Peterek stated that gaps could exist based on projected and actual traffic, but that adjustments could be made to seek improved roads. Chair Courage stated that bus routes along residential streets could also prove damaging to roads.

No action was taken on this item.

Adjournment

There being no further discussion, the meeting was adjourned at 2:47 p.m.

John Courage, Chair

Debbie Racca-Sittre, City Clerk