



# City of San Antonio

## Agenda Memorandum

**File Number:**  
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**Agenda Item Number:** 4

**Agenda Date:** September 26, 2023

**In Control:** Transportation and Infrastructure Committee

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**DEPARTMENT:** Transportation Department

**DEPARTMENT HEAD:** Catherine Hernandez

**COUNCIL DISTRICTS IMPACTED:** Citywide

**SUBJECT:**

Implementation of the 2011 Bike Master Plan

**SUMMARY:**

A Briefing and status update on the Bike Network Plan and report on the implementation of the 2011 Bike Master Plan.

**BACKGROUND INFORMATION:**

In November 2022, City Council approved a contract award to update a 12-year-old Bicycle Master Plan. The Bicycle Master Plan was originally adopted in April 2005 by City Council as a component of the 1997 City Master Plan. In September 2011, the San Antonio City Council adopted the San Antonio Bike Plan + Implementation Strategy – an update the Bicycle Master Plan. The 2011 Plan was funded by the Energy Efficiency Conservation Block Grant Program under the American Recovery and Reinvestment Act of 2009.

The 2011 Plan's purpose was to describe existing cycling conditions in San Antonio, develop an integrated cycling network, and recommend policies to complete the plan's vision – that “by 2030, bicycling in San Antonio would be accessible to residents and visitors of all ages and abilities due to the construction of well-designed bicycle facilities.”

The 2011 Plan identified approximately 209 miles of existing bike facilities and recommended the construction of 1,288 miles of new bike facilities throughout all areas of the city. It designated 171 miles of facilities into tier 1 and tier 2 priorities, which would be implemented between 2012-2017 and 2018-2022 respectively. However, only 48% of the recommended tier 1 facilities were constructed and only 27% of recommended tier 2 facilities were constructed. Additionally, some of the recommended designs from the 2011 Plan became outdated due to new best practice standards from the National Association of City Transportation Officials Urban Bikeway Design Guide, Second Edition released in 2014. While the 2011 plan was successful in constructing key parts of the bicycle network, important policies outlined in the plan were only partially implemented.

In 2016, the City adopted the Multimodal Transportation Plan to provide policy guidance that creates a roadmap to transform our transportation system into one that is sustainable, safe, convenient and efficient, including all modes and providing our residents with transportation options in 2040. Part of the Plan included elements to help achieve the 2011 Bicycle Master Plan's overarching goals, which included enhancing and maintaining a comprehensive bicycle facilities network that focuses on mobility within neighborhoods and connectivity to destination areas. It also identified areas of the Bicycle Master Plan to improve upon such as increase funding in appropriate areas to implement the goals, institutionalize bicycle planning through code amendments and update of the bicycle master plan on a regular basis. As the city has quickly grown and changed, San Antonians have voiced their desire for more and better multimodal connections. The BNP seeks to build upon the progress achieved since 2011 and alter the strategies and design guidelines adopted to create a network of safe cycling facilities that connect the entire city. The plan will guide, prioritize, and implement a network of quality bicycle facilities to improve access to options that result in enhanced connectivity and improved public health, physical activity, safety, employment, recreational opportunities, and overall quality of life for San Antonians.

Like the 2011 plan, the Bike Network Plan will include an existing conditions analysis, robust community engagement, and an implementation and funding plan. As a first step in the planning process, the planning team identified 523 miles of existing bike facilities in San Antonio as of September 2023. To develop a community vision for cycling in San Antonio, a four-phase survey has been launched, with phase one completed in August of 2023. In contrast to the 2011 Bike Plan, the Bike Network Plan will focus on integrating on-street cycling facilities with the Howard W. Peak Greenway Trail system, completing a Health Impact Assessment to identify the health disparities experienced in San Antonio relating to mobility, and providing a funding strategy to accompany the Implementation Plan including assisting the City with federal grant applications to help realize the vision of the Bike Network Plan.

The BNP will open its Phase 2 survey on October 1st seeking input from San Antonians on the

design of bike facilities - it will remain open through the end of the year. Accompanying this survey the BNP team will take part in 11 engagement events across the City for its phase 2 engagement – at least one in every City Council district.

**ISSUE:**

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**FISCAL IMPACT:**

**This briefing is for informational purposes only.**

**ALTERNATIVES:**

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**RECOMMENDATION:**

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