

City of San Antonio



Minutes

Transportation and Mobility

Tuesday, January 18, 2022

1:30 PM

Municipal Plaza Building

Members Present: Melissa Cabello Havrda *Chair*, Mario Bravo *Member*, Teri Castillo *Member*, Ana Sandoval *Member*, Clayton Perry *Member*

Members Absent: None

Approval of Minutes

1. Approval of minutes for the November 16, 2021 Transportation and Mobility Council Committee Meeting.

Councilmember Castillo moved to Approve. Councilmember Sandoval seconded the motion. The motion carried by the following vote:

Aye: Cabello Havrda, Castillo, Sandoval

Absent: Bravo, Perry

Councilmembers Bravo and Perry joined the meeting after the vote was taken on the minutes.

Public Comment

There was no Public Comment.

Briefing and Possible Action on

2. **Briefing on the Bicycle Network Plan Update.** [Roderick Sanchez, Assistant City Manager; Tomika Monterville, Director, Transportation]

Tomika Monterville, Director of Transportation Department, provided an overview of the Bicycle Network Plan which would begin with a contract for planning and conceptual design services for a

network of bicycle infrastructure. Monterville provided the history of funding for bicycle infrastructure under the Public Works Department which was moved to the Transportation Department when it was created. Monterville provided a map of existing bicycle facilities and explained that the goal was a connected network. Key goals of the Plan included: integration with the Howard Peak Greenway Trails, completion of a Health Impact Assessment, a funding strategy to accompany the plan, establishment of measurable goals, and incorporation of city and community initiatives for collective impacts. Monterville provided a timeline for the planning process of the Bicycle Network Plan.

DISCUSSION:

Chair Cabello Havrda stated that she was particularly interested in learning who was using the bicycle infrastructure. Chair Cabello Havrda expressed concern of vehicles sometimes parked in the bicycle lanes and asked about the definition of “protected” bike lanes. Monterville described several different types of lanes: Zebra painted lanes which were the striped lanes and Delineators which were physical separation. Monterville noted that bicycle lanes should not be implemented on roadways with speed higher than 35 miles per hour for automobiles. Monterville further explained that the plan would identify safe roadways for bicycles. Chair Cabello Havrda asked about the process for developing primary and secondary networks for bicycles. Monterville stated that the firm selected for the project would be required to utilize the Equity Atlas, Vision Zero report, and other data as well as implement a robust public engagement plan that would set the basis for the plan.

Chair Cabello Havrda recommended an education plan that included outreach for residents that use bicycles to get to work bearing in mind the digital divide.

Councilmember Perry requested a report on the usage of bike lanes considering the amount of funding spent on bike lanes as well as a survey of the community and also requested to see the RFP prior to its issuance. Monterville confirmed that the consultant would propose a process and recommended allowing the consultant to use their expertise to develop the plan. Monterville committed to providing a Councilmember Perry with copy of the RFP prior to issuing it. Councilmember Perry noted that not too many residents bicycled from District 10 to downtown.

Chair Cabello Havrda requested review of the RFP by the entire Committee individually but noted that many people in Council District 6 rode their bicycles to the bus stop and then took the bus.

Councilmember Sandoval recommended the development of an advisory committee to help oversee the development of the plan as well as a report on the development of the plan. Monterville explained that the scope of work for the consultant would include an “after-action report” that would provide information on the process that was utilized for development of the Plan.

Councilmember Castillo expressed that Council District 5 residents often used bicycles for mobility,

but many pedestrians utilized the sidewalks which should be considered as well as bike lanes. Councilmember Castillo recommended green space separation between the protected bike lanes or sidewalks and the street to help provide safe and environmentally friendly delineators. Councilmember Castillo recommended review of bus stops in relation to the bike lanes and requested a list of bike lanes and sidewalks within Council District 5. Monterville stated that she would ask Public Works to help provide the list.

Councilmember Bravo asked for safety data regarding road speeds and the different types of bike lanes such as the Zebra painted lanes or Delineators. Monterville explained that many factors helped determine the safety level of a roadway, however, protection on a higher speed limit roadway was decreased even with the same treatment versus a slower speed for automobiles.

Councilmember Bravo requested an update on the pilot project and suggested that physical barriers might be more useful than simply changing the color of the road. Monterville stated that the strategy of changing the color of the asphalt might encourage more use by cyclist and this was included in the pilot project in order to determine its impact since the cost to maintain is much lower than developing physical delineators. Councilmember Bravo requested clarification on the terminology “Safe Streets” versus “Slow Streets.” Monterville explained that the pilot was using the terminology “Safe Streets” as a more accurate reflection of the outcome desired.

No action was required for Item 2.

3. A briefing on the Transportation Department’s Culebra Corridor Study & other Alamo Area Metropolitan Planning Organization (AAMPO) corridor studies. [Roderick Sanchez, Assistant City Manager; Tomika Monterville, Director, Transportation]

Tomika Monterville, Director of Transportation, provided an overview of Culebra Road Corridor study which included \$3 million in construction grant funding from the Alamo Area Metropolitan Planning Organization (AAMPO) for a traffic study of the portion of Culebra Road from IH 10 to Callaghan Road. Monterville recommended return of the AAMPO grant and reallocation of the City’s \$600,000 in match funding so the City could develop additional planning in conjunction with the 2022 Bond Project for Culebra Corridor. Monterville reported that next steps would include a Health Impact Assessment, preliminary environmental analysis and a design charette focused on the limits of the proposed 2022 Bond Project.

DISCUSSION:

Chair Cabello Havrda gave pause on returning funding, but asked Monterville if returning the construction funding might put the City in a favorable position for planning funds. Monterville felt that returning the funding this way was a more measured approach since the need was to study the corridor prior to construction. Monterville indicated that the City had had the funding for several years.

Councilmember Castillo was also concerned about returning the funding. Monterville explained that once the funding was returned, the Metropolitan Planning Organization (MPO) would be able to use the funding for other important projects in the region for immediate use for construction. Councilmember Castillo asked if the funding could be used to study the entire length of Culebra Road. Monterville responded that the road was long and different sections of the roadway were very different from each other and the study would be lengthy.

Monterville explained that the funding was for a traffic study that would be obsolete by the time the project was ready for construction and would need to be repeated.

Councilmember Sandoval asked if the City could request an extension. Monterville explained that the project continued to be delayed over and over which did not bode well for the City with the other MPO partners. Councilmember Sandoval recommended that staff inform City Council the next time projects were paused as it impacted the Councilmember's communications with their Council District residents. Monterville explained that the staff paused the study once the community engagement was completed but added that the engagement was not sufficient for a multi-modal study.

Councilmember Sandoval suggested that the City could possibly find other projects to utilize the funding, particularly projects that fell below the line for being included on the 2022 Bond. Monterville stated that she would inquire with the MPO but thought that because of the length of time that the City had the funding without spending it, prospects did not look good and might open up questions of the original intent of allocating construction grant funding for a traffic study.

Councilmember Perry did not support returning the funding to the MPO and supported the suggestion to find another City project to request for reprogramming. Assistant City Manager Rod Sanchez stated that staff would discuss options with the MPO.

Chair Cabello Havrda expressed concern that there would not be a study of Culebra Road. Monterville explained that \$1 million was for the Culebra study and the additional \$2 million was for two other unidentified streets that would undergo multi-modal transportation studies. Monterville indicated that all studies were to have been completed by 2022. Assistant City Manager Rod Sanchez confirmed that staff would return to the Committee with results of the conversation with the MPO.

No action was required for Item 3.

4. **A briefing and possible action on the agreements for dockless vehicle operators Razor USA, LLC, and Bird Rides, Inc., and a recommendation to extend the existing agreements for one year.** [Lori Houston, Assistant City Manager; John Jacks, Director, Center City Development and Operations]

John Jacks, Director of the Center City Development and Operations Department, presented an

overview of the program which was introduced in 2018 as a pilot. Jacks reported that in 2019, the Department issued a Request for Proposals (RFP) and awarded contracts to Razor and Bird for up to 1,000 dockless vehicles each per contract. Jacks indicated that the two-year contract expired on January 12, 2022 and staff recommended a one-year extension to the contracts while the Department issued a new high-profile RFP which would begin in January 2023. Jacks stated that historical ridership levels which were decreased during the COVID-19 pandemic, were increasing.

DISCUSSION:

Chair Cabello Havrda asked of the compliance by the two vendors. Jacks replied that both were compliant. Chair Cabello Havrda asked why staff were recommending an extension. Jacks responded that it was a matter of timing that was impacted by the COVID-19 Pandemic.

Councilmember Perry asked about the revenues produced by the contracts. Jacks replied that the total revenue was \$269,000 and would be deposited into the General Fund. Councilmember Perry expressed concern that parking revenues were being adversely impacted by the parking of dockless vehicles and requested a parking plan for them. Councilmember Perry asked how information was disseminated to riders about where dockless vehicles could be parked. Jacks stated that some of the revenues were used to pay for information and outreach to riders' information was provided through the smartphone application required for riders to utilize to access the dockless vehicles.

Councilmember Perry inquired about enforcement of dockless vehicles riding on the street versus on the sidewalk. Jacks responded that originally, off-duty police were hired to enforce and mostly issued warning citations unless the person was being unsafe, but when ridership declined due to COVID-19, the police presence was discontinued.

Councilmember Castillo requested a report of the most common complaints received regarding dockless vehicles. Jacks stated that he would send the report to the Committee Members before taking the contract extension to City Council.

Councilmember Castillo suggested collaboration with VIA Metropolitan Transit since many people who worked downtown in the service industry used dockless vehicles if they missed the bus. Jacks stated that a heat map indicated that most of the usage were for visitors to the Alamo and other downtown attractions but added that he would leverage the Information Technology Services Department (ITSD) and Transportation Department's information.

Councilmember Sandoval asked for clarification on the timeline for the contracts and RFP and expressed concern regarding issues with the vendors related to users not following the rules. Councilmember Sandoval recommended staff develop performance metrics for the contract extension.

Councilmember Bravo noted that ridership had dropped prior to the pandemic and suggested that staff should study the trends. Jacks stated that ridership trends correlated with the level of visitors to San Antonio which indicated that most of the riders were visitors. Jacks suggested that a survey of riders would provide additional information that could be used to help inform the new RFP. Councilmember Bravo asked for clarification on the timing of the current contracts. Jacks replied that the contract terms were on a month-to-month basis, but staff recommended a one-year extension to go before City Council in February 2022. Councilmember Bravo felt more public input was needed.

Councilmember Perry moved to forward the item to full City Council for consideration in February 2022. Councilmember Bravo seconded the motion. The motion carried by the following vote:

Aye: Cabello Havrda, Bravo, Castillo, Perry
Abstain: Sandoval

Adjournment

There being no further discussion, the meeting was adjourned at 3:17 P.M.

Melissa Cabello Havrda, Chair

Respectfully Submitted

Debbie Racca-Sittre, Interim City Clerk