

Objectives

- a. Identify and obtain adequate funding from local, state and federal sources for bicycle improvements to the bicycle network.
- b. Seek grant sources for additional bicycle funding as well as private funding.

Goal # 4: Make Bicycling Safer through Education and Enforcement

Develop a program to educate elected officials and the general public concerning the opportunities, benefits, and safety aspects of bicycling in the San Antonio and Bexar County region.

Objectives

- a. Work with the MPO's Bicycle Mobility Task Force and other organizations to create and promote bicyclist and motorist safety and education outreach programs.
- b. Improve bicycling safety through the enforcement of bicycle rules and regulations.
- c. Promote greater respect for bicyclists by other roadway users with a continuous on-going "Share the Road" campaign.
- d. Increase public information through the development of a regional interactive bicycle web site.
- e. Continue to use Hike & Bike Month as a forum for education and promotion of bicycling activities.

III. Background

In early 1975 the City of San Antonio Department of Planning and Community Development published a draft Bicycle Master Plan. That plan recommended a network of corridors suitable for development of bikeways. The Bicycle Master Plan was accepted by various public agencies such as the Planning and Zoning Commission and the San Antonio River Authority. It was also presented to the City Council but not adopted as City policy at that time.

In December 1994 the San Antonio – Bexar County Metropolitan Planning Organization (MPO) approved a long-range Metropolitan Transportation Plan (TransVision 2015) which contained a Bicycle Mobility Plan. Goals of the 1994 Bicycle Mobility Plan were to 1) double bicycle ridership by 2005, 2) decrease the bicycle accident rate by 15% by 2005 and 3) increase the awareness of bicycling as a valid form of transportation throughout the community. The Bicycle Mobility Plan called for the creation of the MPO's Bicycle Mobility Task Force as well as

identification of bicycling funding and the appointment of full-time bicycle coordinators within the City and County.

Throughout 1996 and 1997, the MPO funded the Community Based Bicycle Planning Study that built on the Bicycle Mobility Plan and recommended over 150 bicycle routes totaling 463 miles. Additionally it recommended adding 13 new bicycle corridors to the 1994 Bicycle Mobility Plan network. To date, none of this study's recommendations have been accomplished.

In May 1997 the San Antonio City Council approved the City Master Plan that included goals supporting bicycle transportation:

- Neighborhood Goals, Policy 5d – “Create pedestrian ways, people mover systems and bicycle trails to connect downtown with adjacent neighborhoods, open spaces, retail, medical and other support facilities”;
- Urban Design Goals, Policy 3b – “Plan and develop a citywide system of linear parks and hike and bike trails which incorporate drainage ways and open spaces which link parks, schools, institutions, and neighborhoods”;
- Urban Design Goals, Policy 5h – “Promote the safe use of bicycles as an efficient and environmentally sound means of recreation and transportation by encouraging a citywide network of lanes, trails, and storage facilities.”

In December 1999, the MPO Metropolitan Transportation Plan (Mobility 2025) updated the 1994 Bicycle Mobility Plan. Mobility 2025 also established a recommended bicycle facilities funding goal of 6% of the MPO's Surface Transportation Program – Metro Mobility (STP-MM) funding which was approximately equivalent to \$1 million per year.

During 2000 and 2001, the MPO funded a Bicycle Route Suitability Study. The purpose of the study was to collect data on 1,000 miles of regional roadways and identify those routes most suitable for a regional bicycle network. The data was processed through a Bicycle Level of Suitability Model resulting in identifying 700 miles of potentially usable roadways within the region. The Bicycle Route Suitability Study is one component of the recommended bicycle network proposed in this Bicycle Master Plan.

Also in 2001, the San Antonio City Council approved the new Unified Development Code (UDC) that will require bikeways on specified types of roadways as part of new development or infill redevelopment when enabled by this Bicycle Master Plan.