

IX. IMPLEMENTATION

A. Funding the System

Financing bicycle facility construction is undoubtedly the greatest challenge in building the system but efforts that have started should be continued: (1) committing 6% of the Surface Transportation Program – Metropolitan Mobility funds for bicycle facilities, including bicycle facilities in new roadway construction projects and rehabilitation projects, and (2) local programs (restriping, bike routes, paved shoulders, and signage).

Existing funding programs could be used to build the bicycle system: (1) Community Development Block Grants, (2) City of San Antonio General Fund, (3) General Obligation Bonds, (4) City of San Antonio Neighborhood Accessibility and Mobility Program and (5) the State of Texas' Transportation Enhancement Program.

New financing opportunities should also be pursued. This includes, but is not limited to: (1) developer built facilities, (2) public/private partnerships, (3) Advanced Transportation District, (4) bicycle licensing fees/registration fees (exclusively for bike facilities), and (6) vehicle registration fees. These financing strategies could be used to develop a local "Safe Routes to Schools" program.

The following table shows examples of revenue that could be generated by various levels of fees for vehicle registration and bicycle licensing. Adult bicycle licenses could rate a higher fee than juvenile bicycle licenses. Vehicle registration fees are based on 1,200,000 registered vehicles, and would be in addition to the fees currently collected (State legislation would be required to increase the current fees). Bicycle licenses are based on an estimated 500,000 bicycles (250,000 adult and 250,000 juvenile).

Table 2. Conceptual Funding Sources for Bicycle Facilities

Vehicle Registration Fee			Bicycle License Fee		
Number of Vehicles Registered	Annual Fee	Annual Revenue Generated	Number of Bicycles Registered	Annual Fee	Annual Revenue Generated
1,200,000	\$2.50	\$3,000,000	250,000 (Adult)	\$5.00	\$1,250,000
1,200,000	\$2.00	\$2,400,000	250,000 (Adult)	\$4.00	\$1,000,000
1,200,000	\$1.50	\$1,800,000	250,000 (Adult)	\$2.50	\$625,000
1,200,000	\$1.00	\$1,200,000	250,000 (Juvenile)	\$2.50	\$625,000
1,200,000	\$0.50	\$600,000	250,000 (Juvenile)	\$1.00	\$250,000
			250,000 (Juvenile)	\$0.50	\$125,000

B. Evaluation Process

Several evaluation measures are proposed to track the effectiveness of the bicycle network development and education and safety campaigns. These evaluation measures include:

- Incorporating the use of Geographical Information Systems to tally the number of miles of bicycle facilities annually
- Tracking and documenting bicycle-related public presentations
- Tracking and documenting bicycle-related stories in print and electronic media
- Tracking and mapping number of bicycle-related crashes/injuries/fatalities
- Measuring bicycle ridership increases through:
 - a. bicycle retailers
 - b. VIA Metropolitan Transit
 - 1. bicycle rack on buses counts
 - 2. tracking locker usage
 - c. local bike organizations
- Performing periodic surveys regarding the use of bicycle routes and lanes through:
 - a. Mailouts
 - b. Bicycle retailers
 - c. Print media
 - d. Electronic media