

IV. Public Involvement and Community Support

A. San Antonio – Bexar County Metropolitan Planning Organization

Throughout the development of the San Antonio – Bexar County Metropolitan Planning Organization's (MPO) update to the Metropolitan Transportation Plan (MTP) in 1994, 1999 and 2004, as well as in other activities undertaken over the past ten years, the citizenry continues to express the desire to have a comprehensive bicycle network.

In accordance with the MPO's public involvement procedures for planning studies, the MPO hosts at least one formal public meeting to solicit comments on all alternative strategies to be considered in the early stages of the significant transportation study process. The MPO holds three public meetings throughout many of its planning studies.

Several transportation planning studies funded by the MPO have included a bicycle component supported by public involvement:

- Mission Trails Planning Study October 1993
- Community-Based Bicycle Planning Study April 1997
- Olmos Park Transportation Management Plan September 2001
- Bicycle Route Suitability Study October 2001
- Multi-Modal Downtown Alternatives Analysis April 2003
- Brooks City-Base Infrastructure Development Plan May 2003
- East Corridor Multi-Modal Alternatives Plan May 2003

On April 26, 2004 the MPO held a public meeting to receive comments on the draft Regional Bicycle Master Plan. Approximately 70 persons attended the meeting. Attendees were asked to comment on the goals and objectives and the recommended bicycle corridors. The meeting input has been incorporated into the Regional Bicycle Master Plan.

B. City of San Antonio

Community support for bicycle facility planning has also been evidenced through numerous planning processes in the City of San Antonio. The 1997 City Master Plan and the 2001 revision to the unified Development Code (UDC) both include significant references to bicycle facilities resulting from heavy public involvement. Community support in bicycle facility planning has also been evidenced through the City of San Antonio's Neighborhood, Community and Perimeter plans. Table 1 shows those plans that have incorporated bicycle facilities. These plans, once adopted by San Antonio City Council, become integral components of the City of San Antonio's Master Plan. The 1997 City Master Plan, 2001 UDC as well as the neighborhood, community and perimeter plan were all considered in the development of this Regional Bicycle Master Plan.

**Table 1. City of San Antonio
Adopted Neighborhood, Community and Perimeter Plans
with Bicycle Components**

PLAN NAME	CITY COUNCIL APPROVAL DATE	POPULATION	ACREAGE	SQUARE MILES
Arena District/Eastside CP	Dec. 4, 2003 Ord. 98562	32,062	5,056	7.9
Highlands CP	April 4, 2002 Ord. 95578	29,864	3,642	5.7
Huebner-Leon Creeks CP	Aug. 23, 2003 Ord. 98049	15,691	3,143	4.9
IH-10 East Corridor Perimeter Plan	Feb. 22, 2001 Ord. 93493	34,139	66,635	99.4
Lavaca NP	Sept. 27, 2001 Ord. 94640	2,659	257	0.4
Mahncke Park NP	Sept. 27, 2001 Ord. 94641	3,408	445	0.7
Midtown Neighborhoods NP	Oct. 12, 2000 Ord. 92700	10,057	936	1.0
Near Northwest CP	Feb. 14, 2002 Ord. 95325	34,231	5,306	8.3
Northeast Inner Loop NP	March 22, 2001 Ord. 93626	8,707	1,586	2.0
Northwest CP	Sept. 24, 1998 Res. 93-35-35	57,500	9,171	14.3
River Road NP	Apr. 4, 1985 Res. 85-24-44	N/A	N/A	N/A
South Central San Antonio CP	Aug. 19, 1999 Ord. 90309	55,000	7,325	12.0
Southside Initiative CP	June 26, 2003 Ord. 97875	7,641	46,944	73
Tanglewoodridge NP	Apr. 28, 1994 Res. 94-21-21	4,010	1,040	1.6
TOTAL		362,626	163,553	249.9

V. Programs and Policies

A. Bicycle Route Suitability Study

During 2000 and 2001, the MPO's Bicycle Route Suitability Study collected data on approximately 1,000 miles of roadways throughout the region. These roads were selected through a comprehensive public involvement process and workshop. The consultant for the study was a nationally respected bicycle expert who created and tested a Bicycle Level of Suitability (BLOS) Model currently being used by many city governments and several state departments of transportation. The data collected was used in two ways: 1) to evaluate the existing BLOS on selected roadways, and 2) to identify candidate roadways as primary corridors to build an on-road bicycle network.