

VI. Transportation Agency and Private Sector Initiatives

A. City of San Antonio

The City of San Antonio has worked over the past few years to bring more bicycling amenities to the citizens. Many projects that currently under way are listed below:

1. City-wide Bicycle Rack Installation – This is a federally funded project that will install 40 new bike racks at key destinations throughout the City of San Antonio in hopes to encourage bicycle usage to these locations.
2. Capital Improvement Program – This is a collection of seven stand-alone bicycle lane projects. With the completion of these projects, a total of 34 miles will be added to the City’s bicycle network.
3. Creekways - The City currently has projects in both the Salado and Leon Creek ways that will be including both bicycle lanes and bicycle paths. These types of projects are in hopes to create connectivity near roadways that may not be able to support bicycling in addition create a wonderful atmosphere for recreational usage.
4. Mission Trails – This project includes both on-road and off-road facilities and will create a wonderful recreational biking loop though some of San Antonio’s significant historical sites.
5. Bicycle Suitability Map – Working with the other transportation partners, the City of San Antonio provided the local match to produce the region’s first Bicycle Suitability Map which is shown below. The bicycle project was funded with Surface Transportation Program – Metropolitan Mobility Funds and is shown below.
6. Work with the MPO’s Bicycle Mobility Task Force and other organizations to promote bicyclist and motorist safety and education outreach programs.
7. Improve bicycle safety through the enforcement of bicycle rules and regulations.
8. Create and promote greater respect for bicyclists by other roadway users with an on going “Share the Road” campaign.
9. Increase public information through the development of a regional interactive web-based bicycle facility map.
10. Provide consistent safety messages and training to all roadway users through expanding the range of education through driver licensing and training.

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15. Provide consistent safety messages and training to all roadway users through expanding the range of education through driver licensing and training.
16. Increase understanding of traffic laws pertaining to bicyclists.

Safety and Education Issues:

1. Placement of new bicycle signs will be equipped with the high intensity sheeting and placed in clear and visible locations along bike facilities.
2. Bicycle signs will convey a clear and concise message to both the bicyclist and motorist.
3. Bicycle maintenance is often an overlooked aspect of safety. We will incorporate bicycle maintenance into the education outreach programs.
4. Enforcement of the rules and laws will be accomplished through education outreach programs.
5. Promote the use of proper communication between bicyclist and motorist through education outreach programs.
6. Promote use of helmets and proper use of helmets through education.
7. Educate motorists regarding bicycle facilities

B. Bexar County

In an effort to make county roads safer for the traveling public, the Bexar County Public Works Division of the Infrastructure Services Department has begun adding paved shoulders to existing county roads where right-of-way and terrain will allow. The added shoulders make it safer, particularly for bicyclists and pedestrians traveling on these roads. Safety is, has been, and will continue to be a primary reason for making improvements to roadway facilities a continuing effort.

This effort began in the spring and summer of 2000 with the addition of four feet wide shoulders on each side of approximately twenty-five miles of county roads.

Bexar County has previously, and intends to continue to:

- Install bicycle warning signs to alert motorists on those County Roads where bicycles frequently ride.
- Add paved shoulders (as right-of-way and funding will allow) to provide safe areas for bicycles along rural roadways.
- Participate in the MPO's Bicycle Mobility Task Force and Hike and Bike Month to the degree staffing allows.

C. Texas Department of Transportation

In February 1994, the Texas Department of Transportation (TxDOT) issued a guidance memo regarding the implementation of bicycle and pedestrian accommodations. The guidance memo recognizes Senate Bill 352 that was passed during the 72nd Legislative Session. Senate Bill 352 directed TxDOT to enhance the use of the state highway system for bicyclists.

This memo recognizes “that every road, with a few exceptions, is a potential bicycle way” and that “on both new transportation projects and to retrofit, over time, the backlog of roadways not currently scheduled for improvement.” Furthermore, “Accommodation for both bicycle and pedestrian traffic shall be considered on all projects, including those under construction where reasonably possible.”

The San Antonio TxDOT District has embraced the concepts of this guidance memo and have incorporated both bicycle and pedestrian facilities on new construction and rehabilitation projects.

D. VIA Metropolitan Transit

The VIA Bike and Ride Program was initiated in 1997 as a result of recommendations made in the MPO funded study, *Integration of Public Transportation and Bicycle Services*. Since then, the program does just that: it seamlessly links bicycling and transit trips.

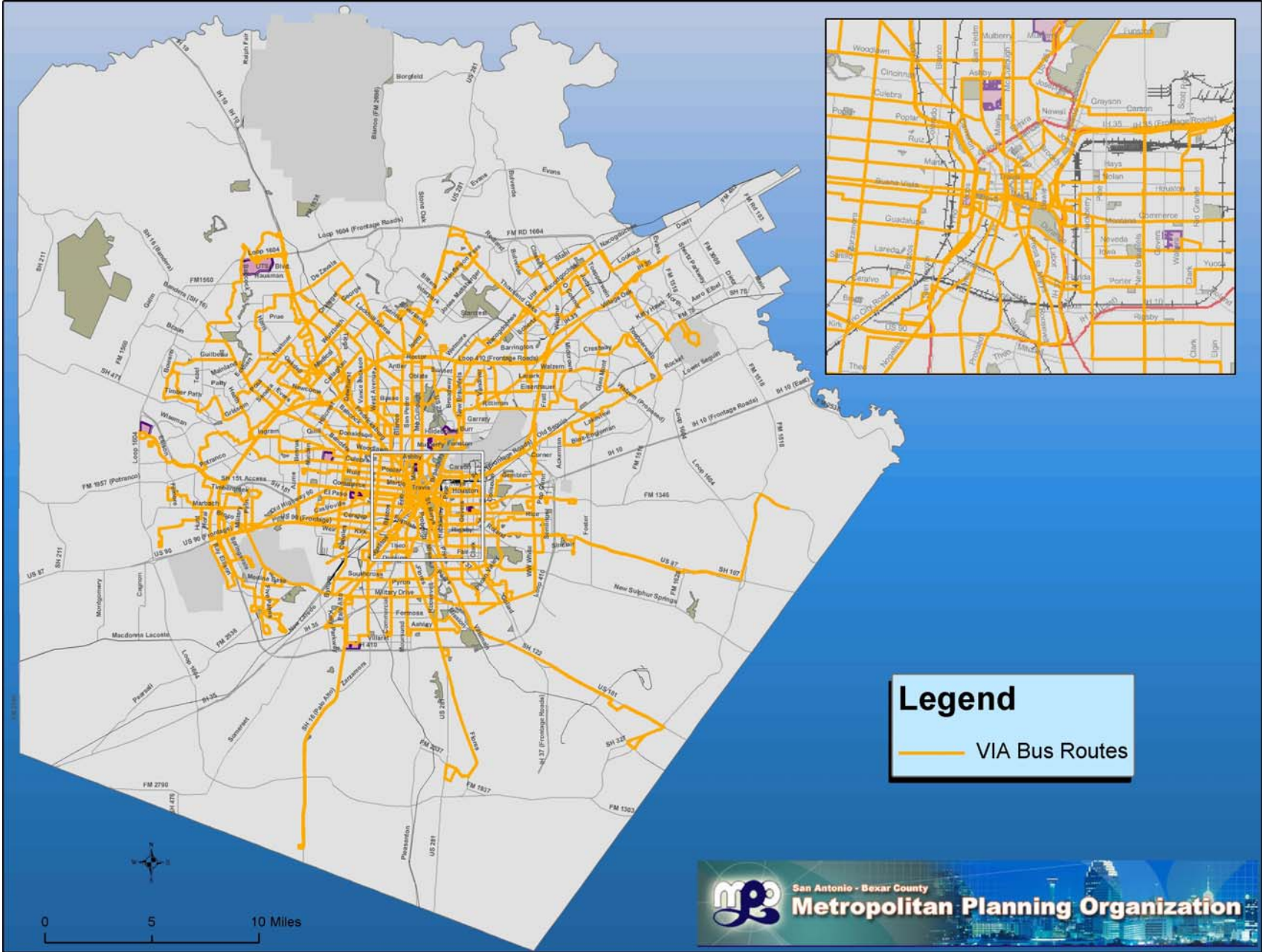
As part of the Bike and Ride Program, the entire VIA bus fleet (excluding downtown streetcars) is equipped with a bike rack for two bicycles so that riders can take their bike wherever VIA goes, and then farther. Bicycle storage lockers are available for a small deposit at six transit facilities throughout San Antonio.



The program serves four broad purposes. First, it creates a link between segments of the current bicycle network and thereby offers bicycle riders a safe, cost-efficient manner to complete trips that are not entirely accessible by bicycle or by transit. Second, it offers bike riders a safe, cost-efficient method to transport their bicycle should they be unable to ride due to weather conditions, bicycle failure, or injury. Third, it promotes physical fitness. Fourth, by linking two environmentally responsible modes of travel, the program contributes to air quality improvement and decreases in traffic congestion.

Figure 4 depicts the VIA fixed route network which covers approximately 700 miles of roads in Bexar County, serving most primary and secondary arterials and certain freeways. Places of interest for bicycling which are accessible through the VIA network include neighborhoods such as King William, Monte Vista, Alamo Heights and Olmos Park and public parks like O.P. Schnabel Park, Brackenridge Park, San Pedro Park, and Mission Trails. Other activity centers accessible through the VIA network are the South Texas Medical Center, shopping malls, schools and universities.

Figure 4. VIA Metropolitan Transit Bus Service



E. Private Sector

Private Sector Support from the private sector will be imperative in order for this plan and any facilities to be used. Bicycle facilities on roadways, but no place to lock and store bikes at the destinations will effectively render the bike network useless except for recreational purposes. Providing bicycle amenities at shopping malls and movie theaters, for example, should be a major part of the enticement for people to use bikes as an alternate mode of transportation.

VII. Existing and Programmed Bicycle Network

A. On-Road Facilities

As of January 2004, the existing and programmed (i.e., funded) on-road bicycle network consists of approximately 195 miles of bicycle facilities/accommodations representing approximately 70 existing and programmed future projects. These on-road projects consist of two types of bicycle facilities and one safety accommodation:

- Bike Lanes – the safest type of on-road facility with dedicated lane stripings, markings and bike lane signage
- Bike Routes – shared, unmarked roadways generally with wider outside lanes, lower traffic volumes and lower posted speeds. Green bike route signs are posted approximately every 500'. These routes are primarily intended for Class A (experienced) and Class B (adult basic) cyclists.

B. On-Road Accommodations

- Paved Shoulders – a minimum 3' shoulder with a white stripe at outside edge of the vehicle travel lane and yellow bike warning signs for motorists. These are generally found on state and county roads outside the urban area and intended for Class A cyclists.

A listing of existing and funded future on-road bicycle facilities as of January 2004 is shown in Appendix F.

C. Off-Road Facilities

As of January 2004, the region had approximately 10 miles of completed and 23 miles of programmed off-road bicycle paths. The City of San Antonio intends to use its rivers and creekways to create a system of hike and bike trails and linear parks. Mission Trails along the San Antonio River as well as hike and bike projects on Leon Creek to the west and Salado Creek to the east are already programmed and being designed. At this time the following areas are the most currently used off-road facilities: