

MEMORANDUM
September 2, 2009

TO: Members, Bicycle Mobility Advisory Committee
FROM: Lydia Kelly, Bicycle/Pedestrian Transportation Planner
SUBJECT: Meeting Notice and Agenda

The next meeting of the **Bicycle Mobility Advisory Committee (BMAC)** is scheduled for
Wednesday, September 9, 2009 at 8:00 a.m.
at 825 S. St. Mary's St, San Antonio, Texas 78205

The following agenda items will be discussed and action will be taken as appropriate.

AGENDA

1. Roll Call
2. Citizens to be Heard
3. Discussion and Appropriate Action on the July 8, 2009 BMAC Meeting Minutes
4. Discussion and Appropriate Action on Incorporating Social Media to Support MPO Projects and Programs (Ashley Harris, from Roger Christian & Co Advertising)
5. Discussion and Appropriate Action on Update of the Linear Creekway Parks Advisory Board (Greg Hammer/BMAC Citizen Member)
6. Discussion and Appropriate Action on Update on the City of San Antonio Bicycle Initiatives (Julia Diana/CoSA)
7. Discussion and Appropriate Action on Continued Discussion of VIA Metropolitan Transit's Bus Rapid Transit (BRT) Project and Cyclists (Abigail Kinnison/VIA)
8. Discussion and Appropriate Action on Review of July Bike Night Meeting and Development of the October Bike Night Agenda (Lydia Kelly/MPO)
9. Discussion and Appropriate Action on the Draft Bicycle Chapter of the San Antonio – Bexar County Metropolitan Planning Organization's Metropolitan Transportation Plan 2035 (Lydia Kelly/MPO)
10. Discussion and Appropriate Action on Interest for T-shirts and Jerseys with the Bicycle Mobility Advisory Committee Logo (Lydia Kelly/MPO)
11. BMAC Communication

MPO meetings are accessible to persons with disabilities. For special assistance or an interpreter, please call 227-8651 or TDD 1-800-735-2989 (Relay Texas) at least two working days in advance

825 S. St. Mary's St, San Antonio, Texas 78205 – (210) 227-8651

TDD 1 (800) 735-2989 - Fax (210) 227-9321

www.sametroplan.org

1. Roll Call

Judge Oscar Kazen	Chairman		210-865-2354
Ken Zigrang (Vice Chair)	Planner	TxDOT	210-615-5923
Andrew Hudgins	Transportation Coordinator	AACOG	210-362-5228
Richard Higby	Bicycle Coordinator	Bexar County	210-335-6785
Roger Christian		Citizen	210-829-1953
Greg Hammer		Citizen	210-678-3310
Cindi Snell		Citizen	210-828-5558
Jeff Russell		Citizen	210-829-7003
Julia Diana	Planner	CSA Office of Environmental Policy	210-207-6321
Samuel Sanchez	Planner	CSA Parks and Recreation	210-207-4091
John Osten	Planner	CSA Planning and Development Services	210-207-2187
Valerie Flinn	Leon Valley resident	GBCCC	210-857-3123
George Aguilar	VIA Police Department	Law Enforcement Bicycle Patrol	210-362-2436
Lt Charles Garcia	City of San Antonio PD	Bicycle Patrol	210-207-8217
Allen Hodapp	Cycle Logic	Rotating Bicycle Org	210-490-8251
Dr. Della Corales (alt)	Cool Cats		210-224-0888
John Mayfield	Citizen	SA Wheelmen	210-662-2612
Luis Marti	NISD	School District Rep	210-397-1251
Dave Foegelle	Citizen	STORM	210-722-5864
George Longoria	Citizen	Tx Bicycle Coalition	210-325-0265
Abigail Kinnison	Planner	VIA Metropolitan Transit	210-362-2564

2. Citizens to be Heard

3. Discussion and Appropriate Action on the July 8, 2009 BMAC Meeting Minutes

Issue

The July 8, 2009 BMAC meeting minutes are presented for the committee's review.

Action Requested

A motion to approve the July 8, 2009 BMAC meeting minutes is requested.



**BICYCLE MOBILITY ADVISORY COMMITTEE
MEETING MINUTES
July 8, 2009**

Voting Members Present:

Judge Oscar Kazen	Chair
Ken Zigrang (Vice Chair)	Texas Department of Transportation
Annette Prosterman	Alamo Area Council of Governments
Richard Higby	Bexar County
Roger Christian	Citizen
Cindi Snell	Citizen
Greg Hammer	Citizen
Jeff Russell	Citizen
Julia Diana	CoSA Office of Environmental Policy
John Osten	CoSA Planning and Development Services
George Aguilar	Law Enforcement/Bicycle Patrol
Allen Hodapp	Rotating Bicycle Organization
John Mayfield	San Antonio Wheelmen
Luis Marti	School District Representative
David Foegelle	STORM
George Longoria	Texas Bicycle Coalition
Abigail Kinnison	VIA Metropolitan Transit

Voting Members Absent:

Samuel Sanchez	CoSA Parks and Recreation Department
Valerie Flinn	Greater Bexar County Council of Cities

Others Present:

Clayton Elkins	MPO
Scott Ericksen	MPO
Jaclynn Fragoso	MPO
Jeanne Geiger	MPO
Lydia Kelly	MPO
Stephanie Lee	MPO
Kelly Marquis	MPO
Cecilio Martinez	MPO
Sid Martinez	MPO
Nick Page	MPO
Ambar Perez	MPO
Mona Lisa Zertuche	MPO

1. Roll Call

Judge Kazen called the meeting to order at 6:35 p.m. A quorum was present.

2. Review of the Citizens to be Heard Agenda Item

Richard Higby addressed Justin Moore's concerns on Blanco Road. Ken Zigrang addressed Marty Burke's concern along the UTSA Boulevard. John Osten addressed Daniel Day's on-going concern for more bicycle facilities in the region. Lydia Kelly stated Robert Davidson attended last Bike Night in April 2009. She stated he presented information on Hausman Road using the maps on Google groups. She is in the process of having a Walkable Community Workshop within his community.

3. Citizens to be Heard

Cliff Hickel: announced a petition to Governor Perry concerning the safe cycling bill.

Daniel Day:

- a. Has a concern that bike lanes are being put on local streets and residents park in the lanes. He suggested bike lanes be limited to main roads where there would not be parking in the bike lanes.
- b. Proposed 3rd edition bike make: Rigsby should be graded an E or F because there is no shoulders and lots of pot holes
- c. The suggested hike and bike routes on the abandoned Kerrville Rail Line should be for light rail, too, not just bicycles and pedestrians

Farris Hodge:

- a. Roads with bike lanes should have them on the same side (I believe he is talking about Commerce and Buena Vista)
- b. Advertise where bike racks are located; possibly as part of a show on Channel 20: Public Access
- c. Bexar County, CoSA, VIA and the MPO need to give money to VIA for Light Rail; not BRT
- d. Streets are not lit up enough in the CoSA for cyclists and pedestrians

Justin Moore:

- a. Commented that it would be nice when Blanco Road is finished. It would be nice to have specific markings and signage for the bike lane.
- b. Huebner Road: any improvement would be nice.
- c. Salado Creek: is beautiful

Mike Pompa:

- a. Should use social marking to get the word out about Bike Night; such as face book
- b. Need bike lanes or shoulders around Hausman, IH 10 and around UTSA/1604
- c. Babcock at DeZavala: needs lanes or at least shoulders

David Alvarado: a recent graduate of Church Hill High School explained that he was recently involved in a hit and run collision by someone who was making a left hand turn. He is concerned with the general lack of education about the rights that cyclists have on the road. He spoke of Senate Bill 2041.

Chris Michaut commented that he has recently started riding his bicycle but he isn't ready, quite yet, to commute to work. He said he is interested in volunteering in a capacity that is beneficial to cyclists. He thought the idea of having more exposure by television time was a good idea.

John commented that using CPS Energy easements for hike and bike trails as part of the transportation system should be considered.

Bill Simon presented BMAC Chair, Judge Kazen, with 400 additional petitions requesting dedicated and guaranteed funding for bicycle facilities. He also commented that if routes could be identified on local roads most cyclists would be able to stay off the busy streets in the region.

4. Discussion and Appropriate Action on the June 10, 2009 BMAC Meeting Minutes

Ken Zigrang moved to approve the June 10, 2009 meeting minutes and Richard Higby seconded the motion. The motion carried unanimously.

5. Discussion and Appropriate Action on the San Antonio – Bexar County Metropolitan Planning Organization's 3rd Edition Bike Map

Cecilio Martinez provided a status update of the 3rd Edition Bicycle Map. He reviewed the process associated with the last two maps and explained how the third edition map is being developed. Cecilio explained that in 2003, the San Antonio – Bexar County Metropolitan Planning Organization (MPO) studied one thousand miles of roadway which included thirty-four miles of bicycle facilities. Ten thousand copies of the first map were printed and distributed. In 2005, the MPO studied additional roadways that brought the total mileage to approximately one thousand four hundred which included sixty six miles of bicycle facilities. Forty-five thousand copies of the second edition map were printed and distributed. In 2009, the MPO study identified the bicycle level of suitability for a total of 1,664 miles of roadway which included one hundred and thirty six miles of bicycle facilities. There is funding to print thirty thousand copies of the third edition map.

Cecilio unveiled the cover page of the map and reviewed the timeline for completion for the 3rd Edition Bike Map. The expected distribution date is mid October 2009.

Ken Zigrang added to the discussion by explaining the Texas Department of Transportation's (TxDOT) Rural Bicycle Study that began in May 2005. He stated this was through an interagency contract with UTSA. The purpose of the study is to identify rural roads that cyclists use and make recommendations on what roads could be easily improved for safer cycling. The total budget for the TxDOT study was \$200,000 and the report will be finalized in late September 2009. Ken encouraged the public to visit the bicycle rider information map at <http://apps.dot.state.tx.us/gis/SATPublicBikeMap/>.

For information and discussion only.

6. Discussion and Appropriate Action on Regional Bicycle Related Initiatives

Greg Hammer provided an update on the progress of the linear creekway projects. Greg presented numerous pictures of the creekways and showed examples of the available amenities along the multi-use paths.

Greg provided status and estimated construction schedules as of March 2009 for all segments of multi-use pathway open for the use of the public. Additional information can be found by visiting www.sanantonio.gov/creekways

Abigail Kinnison, who represents her neighborhood, reviewed the ongoing planning efforts for the Alazán Creek, Apache Creek, Martinez Creek and the San Pedro Creek. She provided an update of the upcoming Westside Creekways Committee meetings and dates. In addition, she explained the most recent initiative of the San Antonio River Authority. For more information on the Westside Creekways visit their website: www.westsidecreeks.com.

Juila Diana provided an update on the City of San Antonio's (CoSA) recent projects and future initiatives. Julia announced a potential bike station in downtown San Antonio and addressed the issue of why San Antonio needs a bike station. She explained why it makes sense to place a bike station downtown, where it can tie into existing infrastructure and service a variety of customers. Julia explained that CoSA has applied for grant money to fund the bike station. At this time, CoSA is considering plans to partner with an independent, non-profit agency to be responsible for the bike station's daily operations.

Julia explained that in addition to secure bicycle storage, a bike station could offer lockers, showers, bike repairs, bike rentals, bike tours, and possible snack bars. She stated the Downtown Bike Station is a green initiative that promotes stewardship on earth, offers employment opportunities for marginalized populations, offers employment training in bike safety or maintenance, and is a vehicle for community outreach and awareness.

For information and discussion only.

7. Discussion and Appropriate Action on the Draft Bicycle Chapter of the San Antonio – Bexar County Metropolitan Planning Organization’s Metropolitan Transportation Plan 2035

Judge Oscar Kazen addressed the importance of planning for the future and having those plans develop from a comprehensive look at the current transportation system, future demographics, the preferred growth scenarios and the anticipated available funding for the area. Lydia Kelly explained the Metropolitan Transportation Plan 2035 is designed to do just that. She explained that the process is underway and the Bicycle Chapter will be available for review and comments through September 30, 2009. There will be meetings in September for public comment, as well.

For information and discussion only.

8. BMAC Communications

George Longoria summarized two state legislative bills that would affect cyclist.

With there being no other business, Judge Kazen asked for a motion to adjourn.

Greg Hammer moved to adjourn the meeting and Abigail Kinnison seconded the motion. The motion carried unanimously.

**Bicycle Mobility Advisory Committee
Judge Kazen
Chair**

4. Discussion and Appropriate Action on Incorporating Social Media to Support MPO Projects and Programs

Issue

Ashley Harris, from Roger Christian & Co Advertising, will explain the process of using social media to educate and engage the public.

Action Requested

No action is being requested this month.

5. Discussion and Appropriate Action on Update of the Linear Creekway Parks Advisory Board

Issue

This is an opportunity for a monthly update on the progress of the Linear Creekway Parks Advisory Board. Greg Hammer, as a San Antonio City Council district representative, will continue to update BMAC on the progress of the projects.

Action Requested

No action is being requested this month.

6. Discussion and Appropriate Action on Update on the City of San Antonio Bicycle Initiatives

Issue

Julia Diana will provide an update on several initiatives the City of San Antonio (CoSA) is currently working on:

- a. Update and implementation plan of the current Bicycle Master Plan (draft included in packet)
- b. CoSA employee bike share pilot program
- c. CoSA's SA Bikes Downtown committee and survey results (included in packet)
- d. Northside Independent School District on the Creekways: February 6th at O.P. Schnabel Park
- e. CoSA Bicycle program is on Facebook

Action Requested

No action is being requested this month.

I. Background

The City of San Antonio, *Office of Environmental Policy* Department (“City”) seeks proposals from qualified Respondents interested in providing the services as described in this RFP to update the San Antonio-Bexar County Bicycle Master Plan including an Implementation Plan .

The City of San Antonio (COSA) City Council adopted the current San Antonio-Bexar County Bicycle Master Plan on April 21, 2005 under Ordinance 100741. A copy of the Regional Bicycle Master Plan is available online at the San Antonio-Bexar County Metropolitan Planning Organization’s (MPO’s) website at www.sametroplan.org.

In recent years, COSA’s bicycle facilities have been funded through Advanced Transportation District (ATD) allocations, discretionary Council District monies (NAMP), included in select 2007 Bond street improvement and parks projects, and through federal funding allocated by the MPO. Additionally, the construction and installation of the Linear Creekway System is underway and is providing miles of off-road multi-use urban trails to abundant public acclaim. Nevertheless, San Antonio continues to lag behind other large cities in the area of bicycling. The system currently comprises 134 miles of on-road facilities. When complete, the Linear Creekway System will comprise approximately 16 miles along Leon Creek, 22 miles along Salado Creek, and 12 miles along the Medina River.

COSA, MPO, Bexar County, Texas Department of Education, and VIS Metropolitan Transit (VIA) employ Bicycle and Pedestrian Coordinators (both full and partial positions) who meet regularly to collaborate on projects in addition to providing guidance through the Bicycle Mobility Advisory Committee (BMAC) to the MPO Transportation Policy Board.

In 2008, COSA established the Office of Environmental Policy to promote and implement sustainable goals and objectives in order to the augment the City’s economic viability while protecting its critical resources. Falling under the category of Sustainable Transportation, COSA’s full-time Bicycle and Pedestrian Coordinator was relocated from the City’s Public Works Department to the Office of Environmental Policy.

In addition to building infrastructure, additional regional efforts by CoSA and its transportation partners to support cyclists have included providing bicycle racks on all VIA buses, publishing the 3rd edition of the “Bicycling Conditions” map for the San Antonio region, hosting evening BMAC meetings to encourage citizen input and participation, expanding a successful Walkable Community Program that includes bicycle rodeos for school age children, bicycle helmet distribution to adults and children, and bicycle safety classes to adults and children. The San Antonio region has also annually held the successful Walk &

Roll to Work Rally and Walk & Roll Fest event to expand the educational component of bicycling in the region. This year the MPO and CoSA's Risk Management Division began an innovative partnership to educate motorists about "Sharing the Road" with bicyclists. MPO staff presents a curriculum on bicycle safety to over 700 motorists to date in CoSA's defensive driving classes. In March 2009, the MPO Transportation Policy Board adopted a "Complete Streets" resolution and sent it to all local governmental jurisdictions encouraging them to adopt similar resolutions supporting multi-modal travel in certain corridors.

Significant work has been accomplished for much of the City's collector and arterial roadways. Further analysis, study and planning of the City's on-street facilities should build upon the work within the recent "Road Diet Study" (e.g., recommended roadway's bicycling accommodation threshold improvements via restriping, lane reconfigurations, paved shoulders, corridor studies, etc.) conducted by the San Antonio-Bexar County MPO and its operating jurisdictions to ensure connectivity, continuity and consistency throughout the City and the region. The results of the analysis will be made available to the awarded vendor. Analysis is expected to be completed in Spring 2010. Additionally, GIS data and analysis compiled for the 3rd Edition Bicycle Level of Suitability Map published in October 2009 will provide a fundamental basis for prioritizing gaps in the system.

During FY 2010, the MPO has funded a "Bicycle Travel Patterns Study". The study is envisioned to occur as follows: both commuter and recreational bicyclists will be recruited to participate and a representative sample will be drawn. The collection of data is proposed to occur through attaching small, portable GPS devices to the users' bicycles. Data collected will include time of day, frequency, speed, bus/bike usage, general travel patterns and trip length. Through collection of data, major travel corridors, popular bicycling destinations and potential bike amenity locations may be identified and used to determine future bicycle facility locations. In addition, demographic data for each bicyclist is expected to be obtained.

Local cycling efforts have been outlined in this section reflecting the region's growing interest. Our objective is to institutionalize cycling by making our bicycle network accessible, direct, and continuous, thereby raising the visibility of cycling as an alternative, viable mode of transportation in our community. The update of the Regional Bicycle Master Plan should embrace the philosophy of "Complete Streets" and include both a short term (5 year) and long term (20 year) implementation plan.

II. SCOPE OF SERVICES

Task 1: Project Management and Coordination to include:

- Project management plan
- Monthly progress reports, invoices, and billings
- Project schedule with key milestones
- Organization and coordination of technical committee meetings, including supporting collateral materials
- Organization and coordination of public involvement to include meetings, fact sheets, information to incorporate into the transportation partners' websites, and other activities as agreed on by the oversight committee and consultant

Task 2: Project Initiation

- A coordinated effort will utilize data and studies completed by the San Antonio-Bexar County MPO, the previously adopted Regional Bicycle Master Plan(s), CoSA's Major Thoroughfare Plan, CoSA's Unified Development Code, existing ordinances, CoSA's Master Plan Policies, CoSA's Mission Verde Plan, VIA Long Range Comprehensive Transportation Plan, and other documents as appropriate.
- The consultant will help define the level of bicycling in San Antonio to be sustainable in consultation with CoSA's Office of Environmental Policy.
- The consultant will participate in a work session with a designated Bicycle Master Plan Advisory Committee (BMPAC) to further refine the project's goals and objectives and employ backcasting to determine the feasibility of achievement.

Task 3: Public Involvement Plan / Campaign

The consultant will design and present, for BMPAC's approval, a comprehensive public involvement and media plan, schedule, and campaign to meet the agreed upon goals and objectives for the public involvement efforts. A significant public component will be necessary to reflect the wishes of all cycling constituencies including commuters, recreational, and casual riders. A number of public meetings will be set and the consultant will be responsible for:

1. Advance notice and advertising
2. Agenda preparation
3. Professional facilitation
4. Data recording / note taking
5. Report generation following meeting

Task 4: Update existing San Antonio-Bexar County Bike Master Plan to reflect program goals of increasing level of bicycle riding for daily use as well as improve cycling safety. Both policy and implementation plans should be included (see below).

The update to the existing Bicycle Master Plan will identify the current state of and create benchmarks for the following measures:

1. Bicycle infrastructure (new construction and maintenance of existing facilities)
2. Target number of commuter bicyclists
3. Critical corridors, both on and off-road
4. Education and outreach efforts through various media
5. Transportation agency bicycle staffing and necessary inter- and intra-agency coordination

Each benchmark must include at a minimum:

1. Quantity
2. Date of implementation / installation
3. Prioritization matrix to assist with the ranking of projects stressing place-making and multi-modal connectivity
4. Necessary short and long term policy / funding commitments linked to goals and objectives
5. Critical steps to achieve Gold Status with the American League of Bicyclists (define)

Additionally, the consultant will provide recommendations on :

- Bicycle facility design guidelines (to include bicycle parking, storage, and rider amenities such as showers and lockers)
- Proposed maintenance plan for each facility type
- Right of way requirements
- Partner agency roles, responsibilities, and ownership
- Innovative funding opportunities
- Innovative outreach techniques to both cyclists and motorists
- Private sector opportunities for outreach and infrastructure investment
- Creation of a bike sharing program
- Bike only streets, permanent and/or temporary (cyclovia concept)
- Full service bike stations
- Rails with trails
- Rails to trails
- Trails in utility easements

Task 4.1: Develop both a short term (5 year) and long term (20 year) implementation plan to include tasks, agency responsibilities, and funding levels.

Task 4.2: Develop a policy plan that identifies partner agency roles and responsibilities as well as COSA departmental roles and responsibilities related to implementation goals.

Task 5: Provide tool to assess connectivity and evaluate specific projects with a cost/benefit ratio.

DRAFT

Overall Rank	IDEA	Score: Max 10
I. Bike Parking / Bike Storage		
1	Proactive installation of evenly distributed bike racks	9.67
2	Secure bike racks and storage	9.67
4	Secure Bike Parking	9.41
5	Add bike racks to locations with existing security/staffing	9.40
6	Secure Bike Storage	9.30
8	Additional downtown bike racks	9.17
9	Safe bike parking locations in close proximity	9.13
12	Free secure bike storage	9.00
18	Bike station staffed and equip.for pd. Repairs and DIY repairs	8.67
46	Bike lockers @ VIA; bike confiscation if failure to pay	6.56
53	Foldable bike racks that lock bicycle	4.26
# Mentions	11	Average Score 8.57
II. Bike Infrastructure		
11	Cont.bike lanes to and from maj. business areas and attractions	9.00
13	Bike lanes	8.94
14	Develop urban bike routes	8.89
16	Better maintained bike lanes	8.83
17	Bike lanes or at a minimum bike safety awareness classes	8.75
19	Install bike lanes at regular intervals along major arteries	8.63
21	Bike rental and routes for downtown	8.50
22	More signage for bike lanes	8.44
23	Bike lanes leading downtown	8.35
26	Marked bike routes	8.13
28	Properly placed bike lanes	7.93
36	Plentiful signage that downtown SA is bike friendly w/promo	7.15
47	Dedicated street sweeper for bike facilities	6.13
50	Allow bikes on sidewalks leading into town	5.33
# Mentions	14	Average Score 8.07
III. Commuter Support		
3	Offer matching funds for priv.bldg. owners for bike friendly fac.	9.50
15	Ability to take bike on bus	8.85
25	Build bike station similar to Chicago Millenium Park	8.17
27	Support and encourage private bike commuting stations	7.94
29	Shower facilities	7.85
30	Increase # of bikes that busses can accommodate	7.71
31	Bike amenities for City staff	7.69
38	Incentives to cyclists for commuting, reduced veh. Reg. fees	6.94
39	Employer incentives to commute by bike to work	6.94
43	Employer understanding benefits and offering incentives	6.78
55	Encourage Amtrak to have open bike racks	2.61
# Mentions	11	Average Score 7.36

Overall Rank	IDEA	Score: Max 10
IV. Education / Public Awareness		
7	Safe for parents and kids riding to school on bikes	9.18
10	Campaign needed to promote bike riding	9.00
20	Downtown Bike Events (Closed streets for races, carnivals, etc.)	8.56
24	Driver's license test to include bicycle awareness	8.22
34	Urban biking classes, cycling education in school	7.39
35	Study/research, survey 84,000 employees	7.17
37	Yellow Bike Project: teaching bike maint. & bike distribution	7.07
49	Safety and maint. Classes @work	5.67
54	Law to allow rolling stop signs and stop lights	3.67
# Mentions	9	Average Score 7.32
V. Bike Rental / Bike Share		
32	Bike share program	7.63
33	Bike share/bike rental fac.joining inner loop w/center city	7.61
40	Bikes to borrow at work	6.88
42	Develop a yellow bike or bike share program	6.81
44	Automated bike rental	6.60
45	Bike share program	6.59
# Mentions	6	Average Score 7.02
VI. Policy		
41	Require min. bike fac.for comm./office dev.within certain \$ amt.	6.83
48	Bus lanes shared by bikes	6.06
51	City funded "Mellow Johnny's"	4.62
52	Limits on gated neighborhoods for easier downtown access	4.31
# Mentions	4	Average Score 5.45

7. Discussion and Appropriate Action on VIA Metropolitan Transit's Bus Rapid Transit (BRT) Project and Cyclists

Issue

This is an opportunity for an update on the VIA BRT project on the Fredericksburg Road Corridor.

Action Requested

No action is being requested this month.

8. Discussion and Appropriate Action on Review of July Bike Night Meeting and Development of the October Bike Night Agenda

Issue

This is an opportunity to review the Citizens to be Heard portion of the July Bike Night meeting minutes and determine which items may need follow-up and additional resources. This is also an opportunity to discuss what agenda items will be included on the October Bike Night meeting.

Action Requested

No action is being requested this month.

Comments from July 8, 2009
BMAC Bike Night meeting

The topics presented were pertinent to the cycling community:

Strongly agree: 9

Agree: 11

Did not answer question: 5

Topics I would like to see as future agenda items:

- Ways to educate motorists on cyclists rights on the road
- Update on stimulus funding projects
- Linking routes so bikes can be used to go places
- Making downtown a more bicycle friendly urban area
- Keep the bicycling going
- Design of bike lanes, the lanes should have barriers so cars cannot drive on them
- Put map on overhead so speaker can point to area they are talking about
- New cyclist information
- Biker/Citizen awareness Programs/Education
- San Antonio needs a rail (I support Daniel Day)
- Riding community networking clubs, etc
- Public outreach, Walkable/Bikeable Neighborhoods
- Effort to educate the motoring public on cyclists' rights
- Bike paths (non auto)
- Like to see a bicycle depot at edge of downtown someday; Woah...you're calling it a bike station! Great! Address the most dangerous commuting missing links; for my specific concern, Austin Highway between McNay and Broadway, Broadway from Austin Hwy to the Witte, and Corinne

Businesses to thank for adding bicycle parking recently:

- Planet Fitness/410 & McCullough (I requested bike racks and they went out of their way to install one)
- Cody Library
- Park North Shopping Center and Starbucks on San Pedro across from North Star Mall
- Byron Trott; Dignowity Center 908 a Nolan: remodeled and added bicycle rack

Businesses (with address) that needs bicycle parking:

- Valero Stores
- HEB's, Wal-Marts, Walgreens, Most major businesses
- Southwest School of Arts and Craft
- Sip Coffee House
- All of the downtown metro area needs safe bike parking
- West Business Services: 11330 IH-10 West, Woodway Park, San Antonio, TX 78249
- Wal-Mart
- Big Lots
- San Antonio City Hall; all city halls

What' the one thing you would do to make San Antonio more bike friendly?

- Educate cyclists and motorists on safely sharing the road
- Establish a dedicated funding source for cycling related projects
- Well Done!
- Public outreach and targeted media campaign for bicycle safety
- Make bike routes obvious and easy. People don't do things that aren't easy. You shouldn't have to drive to get to a bike park.
- There are not enough bicycle lane; Farris Hodge, Jr.
- San Antonio needs to think in a more multi medieval method instead of just car to bike. Think more transit, more walkable community. Bikes shall follow
- Educate the drivers of cars on proper ways to pass bicycles. Tougher laws for drivers who pass bicycles too fast or too close
- More organized bike rides
- Better road enforcement of existing traffic laws as related to bicyclists
- Increased legal protection from drivers for bike riders
- Have bike lane included in all road renovations and new roads. New roads are being established with no bike lanes and no shoulder which means less roads bikers can safely bike on
- Create funding to educate children in elementary, middle and high schools on biking and the positive environmental/health benefits it provides
- Bicycle Parking
- Provide televised education to non-commuters, more pamphlets. Also, we can use more bicycle space on VIA buses. I'd like to hang my bike. The bike station is a spectacular idea!
- Improve new neighborhood design, fix paving on older streets
- Bike only roads, perhaps a rails-to-trails area, in relatively straight lines to get from one side of town to another (see the Monon Trail in Indianapolis)
- Some crucial roads have no shoulder, no bike lanes or other "facilities". What option does a cyclist have other than ride like hell and hope for the best?
- An online feature that maps optimal bike routes between 2 points-similar to MapQuest-but with bike routes instead of car routes
- Education and awareness
- Educate people on the importance of having an urban bike friendly city-especially downtown and inside Loop 410

How did you hear about the meeting: (not everyone responded)

Newspaper: 3

Website: 3

E-mail: 12

Internet: 2

Other: 3

T.V.: 2

Review of Citizens to be Heard from the July 8, 2009 meeting

1. Cliff Hickle: announced a petition to Governor Perry concerning the safe cycling bill:

Suggested follow-up: Continued updates by George Longoria at monthly meetings as necessary

2. Daniel Day:
 - a. Has a concern that bike lanes are being put on local streets and residents park in the lanes; he suggests bike lanes be limited to main roads where there would not be parking in the bike lanes
 - b. Proposed 3rd edition bike make: Rigsby should be graded an E or F because there is no shoulders and lots of pot holes
 - c. The suggested hike and bike routes on the abandoned Kerrville Rail Line should be for light rail, too, not just bicycles and pedestrians

Suggested follow-up:

- a. Invite Julia to present the process the City of San Antonio uses to decide where to put the bike lanes on city streets
 - b. Re-visit the process for scoring the Bicycle Level of Suitability
 - c. Invite Abigail to continue providing monthly updates concerning various rail options
3. Farris Hodge:
 - a. Roads with bike lanes should have them on the same side (I believe he is talking about Commerce and Buena Vista)
 - b. Advertise where bike racks are located; possibly as part of a show on Channel 20: Public Access
 - c. Bexar County, CoSA, VIA and the MPO need to give money to VIA for Light Rail; not BRT
 - d. Streets are not lit up enough in the CoSA for cyclists and pedestrians

Suggested follow-up:

- a. Invite Julia to re-visit the process for deciding which side of the street bike lanes are striped
 - b. The MPO is in the process of developing a Public Communication Plan and will take this comment into consideration.
 - c. As an advisory committee BMAC has no authority for this
 - d. This has been an ongoing discussion; CPS Energy and the City of San Antonio determine this policy; currently streets are lighted at intersections for cars to see other cars
4. Justin Moore:
 - a. Commented that it would be nice when Blanco Road is finished; it would be nice to have specific markings and signage for the bike lane
 - b. Huebner Road: any improvement would be nice
 - c. Salado Creek: is beautiful

Suggested follow-up:

- a. Ken will look into striping the Blanco Road project with specific striping
- b. Huebner Rd and safety has been an ongoing discussion
- c. Comment was a compliment; no action needed

5. Mike Pompa:
 - a. Should use social marking to get the word out about Bike Night; such as face book
 - b. Need bike lanes or shoulders around Hausman, IH 10 and around UTSA/1604
 - c. Babcock at DeZavala: needs lanes or at least shoulders

Suggested follow-up:

- a. The MPO is in the process of developing a Public Communication Plan and will take this comment into consideration
 - b. Concern is part of an ongoing discussion among agencies
 - c. Suggest discussion during September BMAC meeting
6. David Alvarado: a recent graduate of Church Hill High School explained that he was recently involved in a hit and run collision by someone who was making a left hand turn. He is concerned with the general lack of education about the rights that cyclists have on the road; he spoke of Senate Bill 2041

Suggested follow-up: research Senate Bill 2041 and continue the education process whenever possible; MPO staff attends health fairs and other activities to get the word out about Share the Road; the MPO also partners with the CoSA to provide a briefing during the Defensive Driving classes; MPO staff is available to provide safety classes for neighborhood associations, schools and any other public or private organizations requesting information

7. Chris Michaut: commented that he has recently started riding his bicycle but he isn't ready, quite yet, to commute to work. He said he is interested in volunteering in a capacity that is beneficial to cyclists. He thought the idea of having more exposure by television was a good idea.

Suggested follow-up: none needed at this time

8. John: commented that using CPS Energy easements for hike and bike trails as part of the transportation system should be considered.

Suggested follow-up: Greg Hammer discussed the arrangement being worked out on the Linear Creekways and Lydia explained a citizen is working with CPS Energy and landowners on the same concept by Bandera Rd and Loop 1604; George Longoria reminded all that there are legal concerns that need to be worked out with such efforts

9. Bill Simon: presented BMAC Chair, Judge Kazen, with 400 additional petitions requesting dedicated and guaranteed funding for bicycle facilities. He also commented that if routes could be identified on local roads most cyclists would be able to stay off the busy streets in the region.

Suggested follow-up: Lydia provided Julia with copies of the petitions and she will make them know to the appropriate CoSA representative; Julia will advise if any action is taken

9. Discussion and Appropriate Action on the Draft Bicycle Chapter of the San Antonio – Bexar County Metropolitan Planning Organization’s Metropolitan Transportation Plan 2035

Issue

Currently the MPO is planning for the Metropolitan Transportation Plan (MTP) 2035. Included in the planning process is bicycle facility planning. The opportunity to comment on the draft Bicycle Chapter of the MTP 2035 remains open through September 30, 2009. The chapter discusses the accomplishments as well as the desires for the future as they relate to regional cycling. Planning for the future transportation needs of this region requires a comprehensive look at the current transportation system, future demographics, the preferred growth scenarios and the anticipated available funding for the area for transportation projects. Every five years MPOs are required to document the process. This is an opportunity for committee members to review the chapter.

Action Requested

No action is requested this month. Action to recommend approval for inclusion in the MTP 2035 will be requested in October.

4. Bicycle System - DRAFT

Accomplishments Over the Past Five Years

In January 2005, the San Antonio-Bexar County MPO took a significant step in expanding its Bicycle/Pedestrian program with the hiring of a full time Bicycle/Pedestrian Planner. Shortly thereafter the City of San Antonio also hired a full time Bicycle/Pedestrian Coordinator. With the addition of these two positions the region's commitment to pedestrian and cyclists became more evident. The Regional Bicycle Master Plan was adopted by the MPO, Bexar County, the City of San Antonio in April 2005 and the City of Helotes. The MPO has published three editions of its Bicycle Route Suitability Map (in 2001, 2006 and 2009). The current map shows completed on-road and off-road bicycle facilities and the bicycle conditions for major roadways. The number of miles of on-road bicycle facilities has increased from 66 in 2005 to 136 in 2009.

The MPO has also expanded its Walkable Community Program (WCP) to now include four activities: Walkable Community Workshops, Safe Routes to Schools Workshops, safety classes for adults and children and bike rodeos. The WCP continues to be available to a wide variety of organizations and groups and now includes a written report available to elected officials, agencies and the community. The MPO was successful in receiving a federal grant, Steps to a Healthier San Antonio, in which the City of San Antonio was the primary grantee. With this grant the MPO has been able to encourage safe bicycle riding by purchasing and distributing xxxxx bicycle helmets over the past five years. With this grant funding, the MPO has also been able to develop and print both English and Spanish bicycle related brochures for distribution. To publicize the Walk & Roll Program, MPO staff created a Spanish language video describing the program, its benefits and the application process. The Walk & Roll program has expanded its annual Walk & Roll Rally and Walk & Roll Fest events and has two added activities: the Walk & Roll Corporate Challenge (throughout the month of June) and the Walk & Roll Individual Challenge (throughout the month of September). The MPO also conducted a pilot project, Southtown Walk & Roll for Life, a day long event comprised of walking and riding events targeted to a specific neighborhood. MPO staff also participates in many community events to publicize the MPO, and, in particular, its bicycle and pedestrian efforts. These events include the annual Earth Day Celebration, Solar Fest, and Fresh Air Friday.

To improve travel safety, MPO staff initiated a partnership with the City of San Antonio's Risk Management Division to educate motorists about "Sharing the Road" with bicyclists. MPO staff presents a curriculum on bicycle safety in the City's defensive driving classes. To date, the curriculum has been presented in more than eleven classes, reaching over 502 motorists. In addition, the City of San Antonio has

implemented 12 miles of multi-use paths along the linear creekways. The San Antonio Express-News newspaper supports the safety aspect of bicycling program by printing, at no charge to the MPO, monthly safety tips in the Metro Section. The MPO's Bicycle Mobility Advisory Committee (BMAC) meets monthly, and now holds three evening meetings each year (April, July and October) to encourage citizen participation and provide two-way communication between the public agency staff and other stakeholders that serve on BMAC. MPO staff created a "BMAC Friends" e-mail distribution list of over 200 individuals that keeps cyclists informed of local, state and federal bicycling issues. BMAC has sent out letters to local businesses encouraging them to include bike parking amenities at their locations for both employees and shoppers. In March 2009, the MPO Transportation Policy Board approved a "Complete Streets" resolution and also sent it to all governmental jurisdictions encouraging them to adopt similar resolutions supporting multi-modal travel in certain corridors.

Background

With the increased concern for personal and environmental health in the last ten years, the number of cyclists in the region is growing. People moving from other areas of the country that have provided bicycle facilities routinely expect the same conveniences in our region and are vocal about their desires. Add to that the number individuals who use cycling as the primary means of transportation because of the cost of gas and/or the cost of a motorized vehicle, and the region has seen a substantial increase in the need for bicycle facilities. In our region, for example the bike racks on the VIA Metropolitan Transit vehicles are used regularly on most routes.

The Regional Bicycle Master Plan continues to be the primary document considered in planning for bicycle facilities in the region. Not all goals and objectives have been accomplished, but a number of them have been addressed. The goals continue to be paramount to the development of a successful bicycle system. The plan is designed to provide guidelines for the implementation of bicycle facilities throughout the region. The foundation of the plan is to include bicycle facilities on all functionally classified roads except where bicycles are specifically not allowed. There are a various types of bike facilities, for example where a lane might be inappropriate, a route might make sense.

Regional leaders are beginning to understand the importance of creating and maintaining a multi-modal transportation system. As funding becomes more and more limited and gas prices increase, prioritizing bike facilities over more expensive big road improvements may demonstrate the saying, "build it and they will come". To that end, the MPO has adopted the following vision statement for bicycling in the region:

San Antonio and Bexar County recognize bicycling as a clean, healthy and affordable form of transportation and recreation. A comprehensive on-road and off-road bicycle network will make our community a place where bicycling will be desirable for trips of all kinds by all segments of the population.



Photos courtesy of the City of San Antonio's Office of Environmental Policy



Goals and Objectives

The following achievable goals and objectives support the adopted vision for a bicycle friendly community.

Goal 1 Institutionalize bicycling: recognize and incorporate bicycling as a significant and required element for all transportation, land use, and economic development planning for the MPO region.

Objective 1.1 Continue full time Bicycle and Pedestrian Coordinator staff positions at the local governmental and transportation agencies.

Objective 1.2 Continue including bicycle transportation needs in the review process during the planning and design of projects as well as during the review of subdivision and development proposals to ensure proper inclusion of bicycle, pedestrian and transit needs in plans, projects and design.

Objective 1.3 Continue to coordinate bicycle planning with other communities and agencies through participation in the MPO's Bicycle Mobility Advisory Committee, Bike Night and the Walkable Community Program.

Objective 1.4 Conduct periodic surveys of bicyclists in the MPO region to determine bicycle use patterns and collect other information useful in development of the local bicycle network.

Objective 1.5 Continue to assist local agencies, neighborhood groups and user groups in developing future neighborhood and corridor plans for safe bicycling.

Goal 2 Build the network to increase ridership: create a comprehensive on-road and off-road bicycle network throughout the MPO region

Objective 2.1 Promote uniform facility design and implementation throughout the region.

Objective 2.2 Plan and prioritize reasonably direct routes between major activity centers while emphasizing the use of collector streets to increase bicycle access throughout the urban area.

Objective 2.3 Continue to maintain and improve the quality, quantity and operation of bikeway network facilities.

- Objective 2.4 Continue the development of a regional off-road system of creek-based linear parks connected by hike and bike trails.
 - Objective 2.5 Connect existing bicycle facilities and eliminate gaps in the region's current bicycle network.
 - Objective 2.6 Continue and enhance the GIS database of all regional facilities and develop a regional bicycle facility map.
 - Objective 2.7 Develop standards for bicycle parking in existing and new land use development including possible changes to local parking ordinances.
 - Objective 2.8 Continue to work with VIA Metropolitan Transit to further integrate bicycling with the transit system.
- Goal 3 Find the funding: identify and secure local, state, federal and private funding to expand and improve bicycle transportation facilities and programs in the MPO region.
- Objective 3.1 Identify and obtain continuing sources of funding from local, state and federal sources for bicycle improvements to the bicycle network.
 - Objective 3.2 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 MPO region.
- Objective 4.1 Continue working with the MPO's Bicycle Mobility Advisory Committee and other organizations to create and promote bicyclist and motorist safety and education outreach programs such as a "Share the Road" campaign.
 - Objective 4.2 Continue to improve bicycling safety through encouraging the enforcement of bicycle rules and regulations.
 - Objective 4.3 Continue to increase the availability of information through the development of a regional interactive bicycle web site.

Objective 4.4 Continue to use Walk & Roll programs as a forum for education and promotion of active transportation including bicycling activities.

Public Involvement

Throughout the development of the update to the Metropolitan Transportation Plan public involvement is recognized as essential for developing a comprehensive, multi-modal transportation network. In addition to the MPO's standard advertising for public meetings, cyclists are included in electronic announcements about the opportunities and asked to share the information with others. Public interest has been high. Public involvement from the cycling community continues to grow with each opportunity. Not only are cyclists included in the regional transportation system planning efforts, specific planning for bicycle facilities has become custom for the MPO.

There has been an increase of community support in the last five years, too. Bicycle shops and bicycle organizations see the importance of public involvement. Support from these entities is essential in getting the word out to cyclists when the opportunities present themselves.

BMAC holds three evening meetings during the year. This gives cyclists an opportunity to provide input on specific concerns they have in the region. The participation at these meetings has grown from twenty attendees when the evening meetings were first introduced, to most recently close to one hundred attendees.

The 2009 Bicycle and Pedestrian Data Collection Study, as well as the development of the 3rd edition Bike Map, included public involvement. The MPO recognizes the importance of the inclusion of the public is essential to developing a comprehensive regional bicycle facility network.

MPO Programs

Bicycle Mobility Advisory Committee (BMAC)

BMAC advises the Transportation Policy Board issues relating to bicycling concerns. BMAC membership includes representation from interested citizens, the Alamo Area Council of Governments; Bexar County; City of San Antonio Parks and Recreation Department, Planning and Development Services Department, and Office of Environmental Policy; Texas Department of Transportation, VIA Metropolitan Transit; Greater Bexar County Council of Cities, VIA Transit Police and City of San Antonio Bicycle Patrol, San Antonio Wheelmen, South Texas Off Road Mountain Bikers, Texas Bicycle Coalition, school districts, and a bicycle organization.

Walk & Roll Program

The Walk & Roll Program is a regional effort to focus on pedestrian and cycling issues during the month of May. The program encourages residents to try walking, cycling, transit or car/vanpooling instead of driving in a single occupancy vehicle. It identifies active transportation as viable options that can be chosen to improve the health of the individual as well as the environment.



Walk and Roll Fest 2009

(photo courtesy of the City of San Antonio's Office of Environmental Policy.)

Walkable Community Program

The Walkable Community Program (WCP) is available to neighborhood associations, religious organizations, Parent Teacher Associations, or a group of active citizens who identify a need within a geographic boundary. The WCP is comprised of four components: Walkable Community Workshops and Safe Routes to School Workshops, safety classes for adults and children, bicycle rodeos for school age children and bicycle helmet distribution to adults and children. The workshop reports are available on the MPO's website at www.sametroplan.org. These reports document the process used for each workshop and assist in identifying where the greatest transportation needs exist within the study area. Awareness of the potential improvements within the study area, safety, and providing the community with an opportunity for two-way communication with local agency staff are the primary goals of the program.

Future Bicycle Facility System

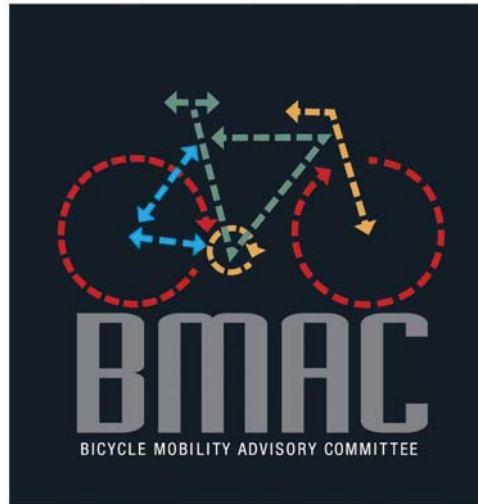
As more individuals are finding ways to become healthier and conserve scarce resources the region is seeing an increase in the need for a comprehensive system of transportation that understands the needs of the cyclist. Included in this chapter is a list of potential projects for future development. The focus of these projects is to produce a seamless, connected system of commuting within the region and at the same time support the recreational cyclist.

An unfunded project list will be included.

10. Discussion and Appropriate Action on Interest for T-shirts and Jerseys with the Bicycle Mobility Advisory Committee Logo

Issue

This is a continuation of the discussion on T-shirts and Jerseys for BMAC members. Lydia Kelly will provide an update on her research into the process with associated estimated costs.



San Antonio Bexar County Metropolitan Planning Organization

Action Requested

No action is being requested this month.

11. BMAC Communications