



**BICYCLE MOBILITY ADVISORY COMMITTEE
 MEETING MINUTES
 May 12, 2010**

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
Able Gonzales (alt)	Citizen
Greg Hammer	Citizen
John Osten	CoSA Planning and Development Services
Julia Diana	CoSA Office of Environmental Policy
David Arciniega	CoSA Parks and Recreation Department
Dr. Della Corales	Rotating Bicycle Organization
Jim Doersam	San Antonio River Authority
John Mayfield	San Antonio Wheelmen/John Mayfield
Luis Marti	School District Representative
David Foegelle	STORM
Abigail Kinnison	VIA Metropolitan Transit

Voting Members Absent:

Roger Christian	Citizen
Jeff Russell	Citizen
Valerie Flinn	Greater Bexar County Council of Cities
George Aguilar	Law Enforcement/Bicycle Patrol
George Longoria	Texas Bicycle Coalition

Others Present:

Mona Lisa Zertuche	MPO
Lydia Kelly	MPO

1. Roll Call

Judge Kazen called the meeting to order at 8:05 a.m. and there was a quorum present.

2. Citizens to be Heard

Daniel Day: Inquired about signage along the San Antonio River as the improvements are completed. It would be nice to have signage explaining the route. Mitchell is one street that could benefit from letting cyclists and walkers know the Mission Trail is near. Jim Doersam will relay the suggestion to the appropriate people at the San Antonio River Authority.

Daniel also suggested that agencies set up tables at H.E.B.s, in malls and other locations where people are all the time and provide education both to motorists and cyclists.

3. Discussion and Appropriate Action on the April 14, 2010 BMAC Meeting Minutes

Ken Zigrang moved to approve the minutes as written. Annette Prosterman seconded the motion. The motion carried unanimously.

After the meeting it was brought to Lydia Kelly's attention that there was an error in the April 14th meeting minutes. The minutes reflect that Daniel Day approves of a law requiring bike helmets; when in fact, he specifically said he does not agree with passing an ordinance to require bike helmets. This topic will be on the June agenda to correct.

4. Discussion and Appropriate Action on the City of San Antonio (CoSA) Bicycle Master Plan Update and Implementation Plan

Representatives from the consulting team for the Bicycle Master Plan Update and Implementation Plan attended the meeting. These included Jim Carrillo, Project Manager from Half Associates, Meghan McCarthy, Project Planner from Half Associates, Annie Melton from Bowman-Melton, and Pete Lagerwey from Toole Design Group. Jim Carrillo explained that the BMAC was determined to be the best group to serve as the master plan advisory committee for the Bicycle Master Plan Update and Implementation Plan.

Jim Carrillo led the group in a visioning / goal making exercise. Each person on the BMAC and audience was asked to identify one thing – the most important thing – that they hope comes out of the Bicycle Master Plan Update and Implementation Plan. Each statement was written on a board at the front of the room for everyone to see. They are listed below:

VISION / GOAL STATEMENTS

- Accessibility between trail system and on-road network
- When people think of San Antonio, they think bicycle-friendly city
- Educate drivers and cyclists about safety and trail locations
- Create many destinations to create bicycling, give bicycling a purpose
- Emphasis on education of same roads, same rules, same rights
- Real funding commitment by agencies – MPO, cities, TXDOT, VIA, etc

- More involvement by local bike shops to show people where to go – communicate the knowledge
- Concrete steps for implementation for the MPO Policy Board – so that the plan is more than “lip service”
- Politicians need to realize the bicycling community has real voice – if policy makers don’t vote to improve bicycling conditions, then they won’t be re-elected. Does this require that the bicycling community be more organized/unified? [Ongoing public involvement and accountability keeps the momentum up.]
- Funding source for on-road facilities. In past, MPO Policy Board removed dedicated funding source for bicycle facilities – need to bring it back
- Keep agencies focused on multi-modal resources throughout city. Focus has come a long way; but could be better. Trending in the right direction. Keep momentum and increase focus.
- Connectivity between existing and future facilities. Linkages are meaningfully planned. Comfortable facilities.
- Educating youth about bicycling rules and safety – getting to the kids at the Jr High level to learn to ride correctly. And for those kids that don’t ride, that when they start driving, they know how to respect bicyclists. Education at jr high/high school level has been a challenge.
- Other stakeholders (e.g., schools) – accountability.
- Know that the average citizen is comfortable riding, see progress of implementation
- Know that people feel safe on bicycle facilities in San Antonio
- Incorporate improvements along the San Antonio River – promote them among citizens as well as visitors. How can SARA trails be incorporated into the network?
- Target people who don’t ride – educating public that they can get out and on a bike. Organize short rides.
- Bicycle parking! Most places don’t have bicycle parking – what’s the point in having lanes if there’s no place to secure bike at destinations.
- Ensuring a full network connecting all the destinations.
- Educate the engineers who design the projects from the start; especially designing streets as complete streets. Need emphasis at top level.
- Need connectivity between destinations
- ADA accessibility – have someone on staff to ensure requirements are really met
- Improve facilities and educate employers, retail, etc about their requirements how they can promote their use.
- Educate public and politicians on how cycling can improve air quality. The “powers that be” don’t believe that there is any benefit because they don’t believe/see that people will ride their bicycles. But there is an opportunity!
- Currently, resources are tight. Focus funding sources in area or on route that we know will be 100% successful so we can show the community that it can be successful.
- Improve connectivity to and around USAA
- As thoroughfares are improved or built, the bicycling community needs to be considered. Culture shift with the city as well as the development community. Find balance in implementing.
- Identify the things that are already done, or track their implementation.
- Need more ROW on arterials (especially type A secondary arterial [86’ ROW, 52’ of pavement]).
- More emphasis on designing facilities.
- Encourage employers to have a changing facility for their bicycle commuters. Encouragement in the corporate culture. (USAA has LAB Community Friendly Business). (Walk & Roll Corporate Challenge).

The group then voted on their priorities of the list. Each person got 5 votes total, and was asked to vote for their top 5 from the goals / vision statements identified. In some cases, similar goal or vision statements were combined into one, broader statement. The priorities are identified below, and the top five priorities (based on number of votes) are identified in bold:

PRIORITIES

Connectivity – 23 votes

End of Trip – 8 votes

Complete Streets – 15 votes

Accountability – 15 votes

Funding (designating a reliable funding source) – 18 votes

Staff development – 10

Institutionalizing the complete street concept among staff

Image of SA as a Bicycling City – 9

****Education Category – 17**

(Needs to be narrowed down to identify targeted groups and purpose of educating)

Advocacy – 8

For the next part of the discussion, the committee and attendees were asked to identify what is working and what is not working for bicycle planning and implementation in San Antonio:

WHAT IS WORKING

- Have a lot, it's just not gelled. Have really good foundation.
- Trails/greenways are coming along great
- SAMPO or San Antonio? has done great studies – road diet study, data collection, etc. Planning has been ongoing for 15 years; we're at the point that we need to implement
- Road diet study highlights what we do have – the infrastructure that is available to improve bicycling facilities
- Political environment is getting better – safe passing law, light law
- Great infrastructure for bicycling – gridded road network
- Trail system
- Great foundation of number of cyclists that ride recreationally; bicycling community is large
- A lot of efforts have been "grass roots" / volunteer efforts to develop off-road network
- Print media coverage has been pretty positive
- Strong cycling organizations – both on and off-road
- Cycling orgs are good at educating bicyclists (individually)
- VIA added racks on buses – VIA has been great team player for bicyclists – racks went on about 10 years ago (pilot program in early 1990s)

WHAT IS NOT WORKING

- Cycling organizations could be more organized/unified
- No funding for infrastructure improvements; off-road communities/linear parks are funded, but beyond that, there is none
- Political will beyond linear creekways and the plan – it's a combination of their perception of the number of cyclists, as well as the presence of the cycling organizations. Most comments in news paper (online) are anti-bicycling.

- State support – especially for county and TXDOT action
- Need dedicated funding source
- New development needs to be more mindful of pedestrian and bicycle facilities and connectivity.
- UDC not being enforced – bike lanes, connectivity requirements, bicycle parking
- New areas are NOT bike and pedestrian friendly. Development over the last 25 years in NW San Antonio is not conducive to bicycling.
- Education stops in elementary school, there is no education in middle school or high school

Finally, the group was asked to identify other parties or stakeholders that the planning team should speak with during the process:

OTHER STAKEHOLDERS

- School districts and school board
- Elected officials
- Planning Commission
- Engineers – city and county
- Development community
- Homeowner associations
- Retail property owners
- Members of San Antonio boards and commissions
- Churches
- Head of universities
- Head of medical center/medical community
- Public Health
- Corporate centers (USAA, HEB)
- Law enforcement
- Chamber of Commerce
- Convention and Visitors Bureau
- Realtors

The planning team then thanked the committee for participating in the exercise and the valuable input they provided. Jim Carrillo explained that there would be future meetings with the BMAC as the process moves forward.

For information and discussion only.

5. BMAC Communications

Dr. Corales reminded all of the Tour de Cour ride on May 22nd at Retama Park.

John Mayfield announced the San Antonio Wheelman are starting their Beginners Class soon. He also announced the Wheelmen will also have an Intermediate Class beginning at the same time.

Julia Diana announced Bulverde Rd from Loop 1604 to Evans Road will have a bike lane. She also announced thirty two bike racks will be installed in the community in the near future.

Lydia Kelly reminded everyone the Walk & Roll Fest is May 15th and bike to work day is May 21st.

David Arciniega moved to adjourn. David Foegelle seconded the motion. The motion carried unanimously.

A handwritten signature in black ink, appearing to read 'Oscar Kazen', with a long horizontal flourish extending to the right.

**Bicycle Mobility Advisory Committee
Judge Oscar Kazen
Chair**