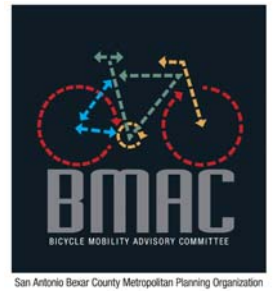




MEMORANDUM
March 1, 2010



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, March 10, 2010 at 8:00 a.m.
at the MPO office located 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 February 10, 2010 Meeting Minutes
4. Discussion and Appropriate Action on the Road Diet Study (Bruce Landis and Peyton McLeod/Sprinkle Consulting)
5. Discussion and Appropriate Action on the Linear Greenways Projects (Greg Hammer)
6. Discussion and Appropriate Action on the Westside Creekways (Abigail Kinnison)
7. Discussion and Appropriate Action on the City of San Antonio's Bicycle Initiatives (Julia Diana/CoSA)
8. Discussion and Appropriate Action on VIA Metropolitan Transit's Bicycle Initiatives (Abigail Kinnison/VIA)
9. Discussion and Appropriate Action on the "Alternate to the Rotating Bicycle Organization" Vacancy (Lydia Kelly/MPO)
10. Discussion and Appropriate Action on the Bicycle Mobility Advisory Committee's By-Laws (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
Annette Prosterman	Transportation Coordinator	AACOG	210-362-5213
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
Dr. Della Corales Alternate/Vacant	Cool Cats	Rotating Bicycle Org	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 February 10, 2010 BMAC Meeting Minutes

Issue

The February 10, 2010 BMAC meeting minutes are presented for the committee's review.

Action Requested

A motion to approve the February 10, 2010 BMAC meeting minutes is requested.



**BICYCLE MOBILITY ADVISORY COMMITTEE
MEETING MINUTES
February 10, 2010**

Voting Members Present:

Ken Zigrang (Vice Chair)	Texas Department of Transportation
Annette Prosterman	Alamo Area Council of Governments
Richard Higby	Bexar County
Abel Gonzales (alt)	Citizen/Cindi Snell
Georgianne Gale (alt)	Citizen/Roger Christian
Julia Diana	CoSA Office of Environmental Policy
David Arciniega	CoSA Parks and Recreation Department
Dr. Della Corales	Rotating Bicycle Organization
John Mayfield	San Antonio Wheelmen
Luis Marti	School District Representative
Abigail Kinnison	VIA Metropolitan Transit

Voting Members Absent:

Judge Oscar Kazen	Chair
Greg Hammer	Citizen
Jeff Russell	Citizen
John Osten	CoSA Planning and Development Services
Valerie Flinn	Greater Bexar County Council of Cities
George Aguilar	Law Enforcement/Bicycle Patrol
David Foegelle	STORM
George Longoria	Texas Bicycle Coalition

Others Present:

Ambar Perez	MPO
Lydia Kelly	MPO
Jim Doersan	San Antonio River Authority
Jim Britton	Britton Bike Shop
Phil Crane	The Real Estate Council of San Antonio
David Clear	City of San Antonio/City South

1. Roll Call

Ken Zigrang called the meeting to order and there was a quorum present.

2. Citizens to be Heard

Jim Doersan, an engineer from the San Antonio River Authority, introduced himself and stated he is an avid cyclist and very interested in participating in the Bicycle Mobility Advisory Committee.

Jim Britton stated he will be attending the National Bike Summit in Washington DC and extended an invitation to BMAC to also send someone who can represent the San Antonio area. He went on to suggest that if there is a particular workshop of interest to let him know and he'll try to attend.

Phil Crane introduced himself. He represents the Real Estate Council of San Antonio and is interested in being involved with BMAC. Phil stated the Real Estate Council could be a liaison for communication to the development community.

David Clear introduced himself as a former BMAC member when he was with the San Antonio Parks Department. He is currently working in the Economic Development Department for the City of San Antonio at City South and would like to see City South gain permanent membership on BMAC.

3. Discussion and Appropriate Action on the January 13, 2010 Meeting Minutes

Lydia Kelly corrected the BMAC Communications to read Flat Rock Ranch instead of Flat Ranch. This correction was made.

Abigail Kinnison moved to approve the January 13, 2010 meeting minutes with the correction and Annette Prosterman seconded the motion. The motion carried unanimously.

4. Discussion and Appropriate Action on Linear Greenways Projects

Brandon Ross, Manager for the Linear Greenways Project, City of San Antonio Parks and Recreation Department, presented a monthly update for Greg Hammer. Brandon went over a recent survey used to gather information about visitors to Salado Creek, Leon Creek and Medina River. The survey gained feedback on the creekway facilities to include: level of satisfaction, how often they are visited, what benefits are gained and what improvements would like to be seen. Brandon presented the results of the survey in PowerPoint format. The document is included in these minutes.

Brandon stated there are five segments completed totaling 16 miles and that over 1000 acres of property has been purchased. It is a continuous process with support from the community.

For information and discussion only.

5. Discussion and Appropriate Action on the Westside Creekways

Abigail Kinnison is a representative for the Westside Creekways Oversight Committee and provides monthly updates on the San Antonio River Authority project. Abigail stated they were preparing for the last public meeting for the Westside Creeks Project that will be held on Saturday, February 27th at 9:00 a.m. at the VIA Metro Center. All are encouraged to attend.

For information and discussion only.

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

Julia Diana provided an update on several initiatives the City of San Antonio (CoSA) is currently working on. Julia distributed a copy of the online survey of persons who live, work or plays downtown about their perceptions and preferences for riding bikes in San Antonio. Julia stated that a total of 559 responses were received. The results of the survey are included in the end of these minutes.

The Safe Passing Ordinance passed and Julia thanks everyone who wrote in and attended the Governance Committee and City Council meetings.

Julia provided a brief update on the process underway for consideration of very creative proposals for a bike share / bike rental / bike station program in San Antonio.

Julia announced that the consultant for the Bicycle Master Plan Update is being finalized and she hopes the process begins soon.

Julia reported that the Texas Trails and Active Transportation Conference was well-attended and San Antonio is on the map for a number of initiatives to include the Safe Passing Ordinance and the Linear Creekway projects. There seems to be lots of interest in our bike initiatives from around the state. Lydia commented on the workshop, as well, and stated that she will submit a review of the workshops she attended. The review is attached to the end of these minutes.

For information and discussion only.

7. Discussion and Appropriate Action on VIA Metropolitan Transit's Bicycle Initiatives

Abigail Kinnison provides monthly update on the Bus Rapid Transit (BRT) project along Fredericksburg Road and VIA's SmartWaySA Long Range Comprehensive Transportation Plan is moving forward. Abigail invited all to visit www.smartwaysa.com.

For information and discussion only.

8. Discussion and Appropriate Action on Bicycle Mobility Advisory Committee's By-Laws

Lydia Kelly explained that the vacant position was posted it seemed to spark interest from organizations wishing to be included in bicycle planning in the region. Three letters of interest were received. Betsy Erne, Special Projects Manager for City South San Antonio, Suzanne Scott, General Manager for San Antonio River Authority and Martha Mangum, Executive Director for Real Estate Council of San Antonio submitted letters of interest to BMAC.

Ken Zigrang suggested that a subcommittee be formed to further discuss the request for permanent status and report back to BMAC next meeting. Lydia agreed and she will send out a couple of possible dates to meet. She asked that this meeting be combined with a subcommittee meeting to review applications for the Alternate to the Rotating Bicycle Organization position. There was consensus that two meetings back to back would be appropriate.

For information and discussion only.

9. BMAC Communications

John Mayfield stated that the San Antonio Wheelmen's Beginner Rider Education Course will be beginning soon along with an intermediate class. More information can be found by visiting www.sawheelmen.com.

Abigail Kinnison announced VIA is conducting some quick education classes for the bus drivers for the requirements that come with the Safe Passing Ordinance which is effective immediately.

Lydia Kelly reminded everyone the Walk & Roll Event has been finalized for May 15th at HemisFair Park. There will be a 5k and a 10k walk sponsored by Volksmarchers along with biking events. The bike rides will be handled differently this year. Instead of riding away from the event, cyclists will ride into the event producing spokes to a wheel. HemisFair Park is the hub of the wheel. Lydia asked all BMAC members to please consider leading a ride from a location of their choice and to get Lydia the information as soon as possible. Additional details will be forthcoming by email and also by visiting www.walkandrollsa.com.

**With there being no other business Ken Zigrang
adjourned the meeting at 9:45 a.m.**



Usership Survey

In order to improve our Creekways Facilities, your input is needed and greatly appreciated. Thank you for your time in completing this questionnaire. Enjoy your creekways/greenways.

Please circle your answer or write down your response in the provided space below.

1. Who do you come with today? (You can circle more than one)
 - a. no one b. family c. friend/s
 - d. pet/s e. other (specify) _____
2. How did you get to this park/creekway today? (You can circle more than one)
 - a. walked/jogged b. inline skates/skateboard c. bike
 - d. bus e. car f. other (specify) _____
3. Which days do you most probably go to the creekway? (You can circle more than one)
 - a. Mon b. Tue c. Wed e. Thu f. Fri g. Sat h. Sun
4. What time do you most probably go to the creekway? _____
5. How many times a week do you come to the creekway:
 - a. less than once a week b. once a week
 - b. 2 or 3 times a week d. more than 3 times a week
6. Please rate 1 to 5 (1 = the most; 5 = the least) for the benefits you feel you have gained from using the creekway:

a. better Social Life	()
b. better Health	()
c. better Family Life	()
d. more efficient commuting	()
e. more positive attitude to Nature	()
f. other (Please specify) _____	()
7. Please rate your satisfaction level of using the park and its facilities:
 - a. very satisfied b. satisfied c. not sure d. somewhat satisfied e. not satisfied
8. What improvements would you like to see at this creekway?

9. Your Neighborhood location/address: _____ Zip Code: _____

(Please answer a few more questions at the back of this page)

Official use only		
Date & Day: M T W Th F Sa Su	Time Start & End: Temperature:	Location:
Weather: Sunny Partly Cloudy Cloudy Raining		



10. Your Work/Office/School location/address: _____
 _____ Zip Code: _____
11. What activity category are you doing at the moment:
 a. Recreation
 b. Commuting (going to work, school, or grocery store, etc.)
 c. Both
 d. other (please specify) _____
12. Please choose your specific activity:
 a. biking b. walking/jogging c. inline skating
 d. other (please specify) _____
13. **If your response to No.11 is Recreation**, do you also use the facility for commuting at other time? a. Yes b. No
14. **If your response to No.11 is Commuting/Both**, do you also use the facility only for recreation at other time? a. Yes b. No
15. **If you are Commuting at the moment**, where are you going?
 a. shopping b. work c. school d. friend's home d. other: _____
16. Your gender: a. Female b. Male
17. Your age group:
 a. below 18 (children) b. 18 to 64 (adult) c. 65 or older (senior)
18. Your ethnic background:
 a. Asian b. Black/Afro c. Latino/Hispanic d. White/Anglo e. Other _____
19. If there would be a public voting in the future to get more funding for Creekway Project from salex tax, would you vote yes?
 a. yes b. not sure c.no d. N/A
20. Other suggestions you might have for the City in regards with other Creekways/Greenways around San Antonio: _____

Official use only		
Date & Day: M T W Th F Sa Su	Time Start & End: Temperature:	Location:
Weather: Sunny Partly Cloudy Cloudy Raining		



San Antonio
**Parks and
Recreation**
Department

**San Antonio
greenways**

SALADO CREEK

LEON CREEK

MEDINA RIVER

SAN ANTONIO RIVER

For Information Visit www.sanantonio.gov/creekways

Usership Survey



Purpose:

- To get the average number of visitors at Salado Creek, Leon Creek, and Medina River
- To get general feedback from public on creekways facilities, such as their level of satisfaction, how often they visit the creekways, what benefits they feel they gain from the creekways, what improvements they want to see at the facilities, etc.



Points of Location for Observation:

- Upper Salado Creek: Hardberger Temporary Trailhead
- Lower Salado Creek: Tobin Trailhead
- Leon Creek: Buddy Calk Trailhead
- Medina River: Medina River Natural Area

Average Number of Visitors per hour:

- Leon Creek: 28 people
- Salado Creek:
 - Hardberger Temporary Trailhead: 11 people
 - Tobin Trailhead: 8 people
- Medina River: 5 people

Sunny Weather; 52-62 F

Level of Satisfaction:

- Leon Creek: out of 37 respondents,
30 (81%) very satisfied; 6 (16%) satisfied; 1 not sure
- Salado Creek:
 - Hardberger Temporary Trailhead: out of 58 respondents,
43 (74%) very satisfied; 13 (22%) satisfied; 1 not sure;
1 somewhat satisfied
 - Tobin Trailhead: out of 37 respondents,
22 (60%) very satisfied; 14 (38%) satisfied; 1 not sure
- Medina River: out of 34 respondents,
20 (61%) very satisfied; 12 (36%) satisfied; 1 not sure; 1 no answer

The benefits that users feel they gain from using the facilities:

- Leon Creek: from 37 respondents,
 - 35 (95%) rate “better Health” as no.1
 - 32 (86%) rate “more positive attitude to Nature” as no.2
 - 25 (71%) rate “more efficient commuting” as no.3
- Medina River: from 34 respondents,
 - 32 (94%) rate “better Health” as no.1
 - 32 (94%)rate “more positive attitude to Nature” as no.2
 - 31 (91%) rate “better family life” as no.3

The benefits that users feel they gain from using the facilities:

- Salado Creek:
 - Hardberger Temporary Trailhead: from 58 respondents, 53 (91%) rate “better Health “ as no.1
28 (48%) rate “more positive attitude to Nature” as no.2
27 (46%) rate “better social life” as no.3
 - Tobin Trailhead: from 37 respondents, 36 (97%)rate “better Health” as no.1
34 (92%) rate “more positive attitude to Nature as no.2
18 (48%) rate “better family life” as no. 3

Suggested improvements:

- Leon Creek: clean dog poop, water fountains along the trail, graffiti, expand to UTSA 1604
- Salado Creek:
 - Hardberger Temporary Trailhead: water fountains, expand the trails through Hardberger Temp park, better parking lot
 - Tobin Trailhead: expand the trail, more presence of security officer, lights, get trash out of the creek
- Medina River: water fountains along the trail, make path for easier access to the edge of the river for fishing, lights, keep preserving the nature

How often do people visit the creekways?

- Leon Creek: from 37 respondents,
 - 15 (41%) visit 2 or 3 times a week
 - 11 (30%) visit less than once a week
 - 8 (21%) visit once a week
 - 3 (8%) visit more than 3 times a week
- Medina River: from 34 respondents,
 - 16 (50%) -- less than once a week
 - 11 (34%) – once a week
 - 5 (16%) – 2 or 3 times a week
 - none – more than 3 times a week;
 - 2 -- no answer

How often do people visit the creekways?

- Salado Creek:
 - Hardberger Temporary Trailhead: from 58 respondents,
 - 22 (39%) visit less than once a week
 - 13 (23%) – once a week
 - 11 (20%) – 2 or 3 times a week
 - 10 (18%) – more than 3 times a week
 - 2 no answer
 - Tobin Trailhead: from 37 respondents,
 - 11 (31%) – less than once a week
 - 9 (26%) – once a week
 - 8 (23%) – more than 3 times a week
 - 7 (20%) – 2 or 3 times a week
 - 2 no answer

How do people get to the creekways?

- Leon Creek: out of 37 respondents,
 - 22 (62%) – car
 - 10 (27%) – bike
 - 4 (11%) – walked/jogged
 - 1 – inline skate
- Medina River: out of 34 respondents,
 - 30 (88%) – car
 - 3 (9%) – bike
 - 1 (3%) walked/jogged

How do people get to the creekways?

- Salado Creek:
 - Hardberger Temporary Trailhead: out of 58 respondents,
 - 40 (69%) – car
 - 15 (30%) - walked/jogged
 - 3 (1%) - bike
 - Tobin Trailhead: out of 37 respondents,
 - 18 (50%) – car
 - 14 (39%) – bike
 - 3 (8%) walked/jogged
 - 1 – trike
 - 1 – inline skate

Additional information:

- Majority of people use car to get to the creekways, because:
 - lack of or no public transportation, especially Medina River (very remote)
 - Lack of or no safe bike lanes . For example, many people felt that traveling by bike on Blanco Rd was unsafe. They expect there would be bike trails in Hardberger Temporary Park for easier access.

If there would be a public vote to get more funding from sales tax for Creekways project, would you vote yes?

- Leon Creek: out of 37 respondents,
18 (49%) – yes
12 (32%) – not sure
4 (11%) – no
3 (8%) N/A
- Medina River: out of 34 respondents,
20 (59%) – yes
11 (32%) – not sure
1 (3%) – no
2 (6%) – N/A

If there would be a public vote to get more funding from sales tax for Creekways project, would you vote yes?

- Salado Creek:
 - Hardberger Temporary Trailhead: out of 58 respondents,
 - 39 (67%) – yes
 - 13 (22%) – not sure
 - 4 (7%) – no
 - 2 (4%) – N/A
 - Tobin Trailhead: out of 37 respondents,
 - 25 (67%) – yes
 - 7 (19%) –not sure
 - 3 (8%) – no
 - 2 (6%) – N/A

Cyclist Preferences and Perceptions Survey Summary



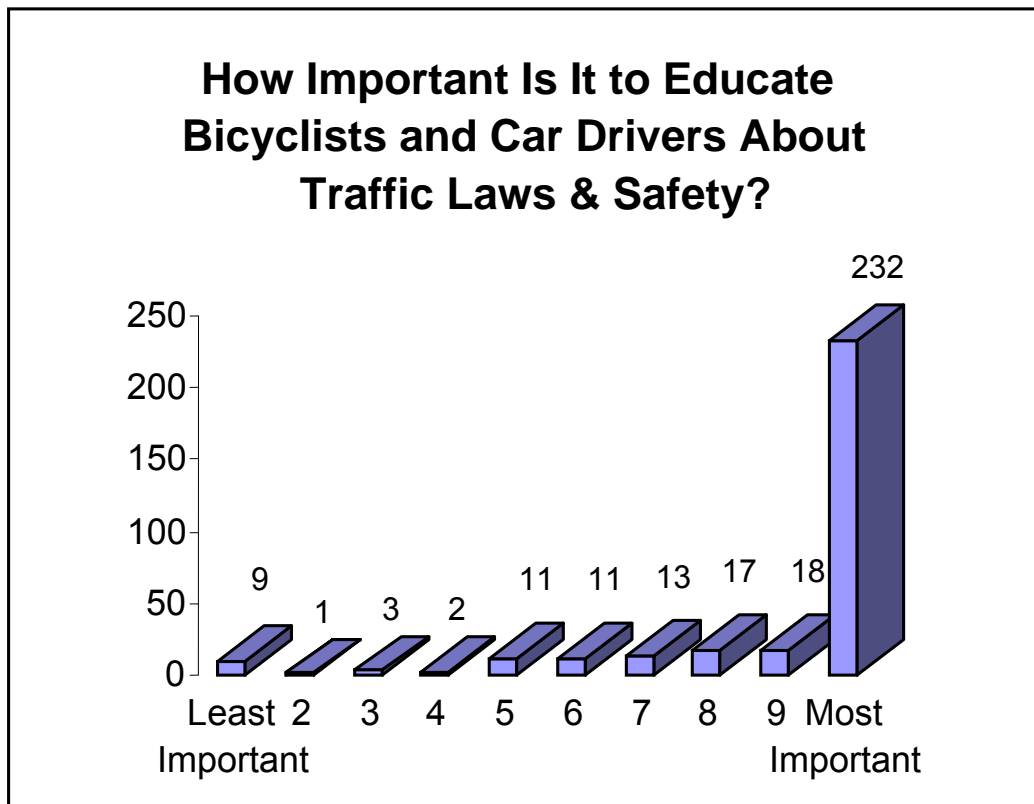
In November 2009, the Office of Environmental Policy posted an online survey and asked persons who live, work, or play downtown about their perceptions and preferences for riding bikes in San Antonio. A total of 559 responded, and here is a summary of what they said:

- 13% of survey respondents reside within ZIP code 78212; 8% within ZIP code 78209; 6% within ZIP codes 78201 and 78210.
- 12% of respondents' work/school hours begin at 0900; 30% of respondents work/school hours end at 1700 (278 Valid Responses)
- 66% of respondents indicate they ride a bicycle somewhere between 1 to 6 times per week.
- 40% of respondents ride a bicycle to benefit from exercise and enhance personal health.
- 68% of respondents feel that rain and extreme temperatures deter their bicycling.
- 62% of respondents commute between <1 – 10 miles to work
- 58% of respondents do not have adequate bicycle parking/storage provided by their employer.
- 72% of respondents do not have access to showers or locker room facilities provided by their employer.

For the following questions, respondent ranked their answers on a scale from 1 to 10, with 1 being LEAST important and 10 being MOST important:

- 60% of respondents feel that adding bicycle lanes downtown is MOST important for downtown cyclists with a ranking of 10 out of 10.
- 52% of respondents feel that adding wayfinding signage on downtown streets is MOST important for downtown cyclists with a ranking of 10 out of 10.
- 46% of respondents feel having more bike parking and/or bike racks is MOST important for downtown cyclists with a ranking of 10 out of 10.
- 58% of respondents indicate that improving street maintenance is MOST important for downtown cyclists with a ranking of 10 out of 10.

- 73% of respondents feel that educating bicyclists and motorists about traffic laws and safety is MOST important for downtown cyclists with a ranking of 10 out of 10. Here is a graph illustrating this statistic:



-
- 59% of respondents feel that bicycle storage should be provided for free or cost no more than \$1 per day.
 - 46% of respondents feel that shower facilities, a locker to store a change of clothes and secure bicycle storage should be provided for free of cost no more than \$1 per day.
 - 52% of respondents surveyed indicate they would purchase a monthly contract for the ability to shower, store a change of clothes and have secure bicycle storage.
 - 63% of respondents feel that the ability to shower and store a change of clothes is the most important issue facing bicyclist commuters.
 - 51% of respondents say they would ride a bicycle if their employer provided one at personal cost.
 - 72% of respondents would ride a bicycle if provided with a tax incentive.
 - 73% of respondents would ride a bicycle if their employer rewarded alternative transportation choices.
 - 86% of respondents surveyed indicate they would ride a bicycle if they felt safer downtown.

- 58% of respondents would ride a bicycle if the cost of gasoline were to increase.
- 61% of respondents have free parking provided by their employer.
- 39% of respondents would be willing to walk 1 – 2 blocks and 29% would walk 3-4 blocks from bicycle storage to their place of employment.
- 57% of respondents commute to work in their own private vehicle, usually alone.
- 48% of respondents feel government should definitely assist those who seek to commute by bicycle.
- *When asked to provide additional comments*, 38% of respondents commented that additional bicycle lanes and safer bicycle routes should be added (197 Valid Responses)

Texas Trails & Active Transportation Conference February 3rd through the 6th, 2010

Lydia Kelly: 210-230-6911; kelly@sametroplan.org

Wednesday, February 3rd:

Bicycle/Ped and Safe Routes to School Coordinators Workshop.
Michael Ronkin, Paul Douglas, Robin Stallings

This was an “all day” information sharing on the different initiatives throughout Texas, the country and the world. Discussion included coordination of health departments with transportation planners. A number of health department staff attended because of an Active Living Initiative in Texas. It was an excellent opportunity to speak with counterparts from Austin, Houston, Arlington, El Paso and Dallas. Approximately 30 participants were at this workshop.

- Accommodations for pedestrians and bicyclists must be routine and not allowed to be excluded even when costs increase
- Limit parking in a city and increase the walkability instantly
- Connectivity is crucial for walking, biking and transit
- Land use: destinations must be within close proximity of each other; for instance grocery stores and theaters and home
- Reduced speed limits support walkability and bikeability
- Level of service above D is for people traveling through your community. Level of service for cars D and below increases likelihood of people stopping to shop, etc, and also is safer for pedestrians and cyclists
- High density supports safe walkable and bikeable community
- An auto-dominated culture is a health department concern. Linking transportation planners and health departments will encourage walkable community policies

Thursday, February 4th:

Putting a Wasteful Resource to Work: Making Streets Work for Everyone
Michael Ronkin: Designing Streets for People, LLC

- Cities are a place for people to interact; cars are just one means of transportation within the cities
- Intersections are opportunities
- “This road needs widening”: Roads have no needs
- People have needs: food and shelter. Inanimate objects don’t have needs; we should consider the “needs” of people, not inanimate objects such as cars
- How much room do we need? Do not just consider the street but from building front to building front. Currently needed measurements are taken

- from the inside lane out to the curb. Measurement needs to start from the outside and move to the inside lane. Take care of people first.
- Context sensitive design starts from the outside.
 - Road diets are another way of taking the care of the needs of people; adding sidewalks and/or bike lanes
 - Cities where there are narrow streets have 25% fewer crashes and 19% lower crash rate
 - Cities with high rates of cyclists have low rates of cyclist/motorist crashes. Also have low incidence of motor vehicle/motor vehicle crashes
 - If a city is just beginning to utilize road diets: if at all possible gather data before road diet to be able to show the reduction in crashes after the road diet
 - LOWERING SPEED IS A SINGLE SILVER BULLET TO REDUCE INJURIES
 - Start counting pedestrians and cyclists. They are not represented well in the travel demand models; must be considered and counted
 - Changing configuration of a street along a corridor to accommodate different aspect and uses is OK! (speaker restated this a few times). For instance if a corridor begins rural, comes into residential, commercial, downtown, etc.
 - When jumping over a canyon don't do it in two little leaps. In other words, once a region has decided to become bicycle/pedestrian friendly: full speed ahead. If 65% have buy-in to change; generally 85% will be for it once it is in place
 - Lots of available parking at low cost does not produce a walkable neighborhood, tourist or non tourist city included. Studies have shown that 85% of the time the parking spaces are empty
 - On street parking is better for walk ability than parking lots. Provides a buffer and calms traffic and lessens the number of driveways and takes up ½ the space
 - A healthy program: No net gain in pavement for every new road, street or highway, for every widening project, an equal amount of pavement must be returned to the earth
 - Change can start anywhere: advocates, staff, elected officials. To make change happen successfully, at least 2 out of the 3 mentioned must be involved.

The Value of Trails: Building Creatively for Real Return: Jim Carrillo: Halff Associates

Getting More Trails for your Money-Lessons Learned from San Antonio's Trail Building: H. Wayne Cooper: Vice President, Halff Associates and Brandon Ross: City of San Antonio, Parks and Recreation

- Value of trails and parks is impacted by proximity, by quality of experience and amount and type of use
- Trails and parks impact the economic health of a city

- Proximity Principle by Dr. John Crompton, Texas A&M: 200ft, 400ft, 600ft. After that the value goes down exponentially
- Adding amenities adds value worth more than the cost of the amenity (for instance an art or a simple overlook)
- Local projects are easier to get completed quickly than those using federal dollars; not to say that federal dollars are not welcomed...they are.
- Less costly and easier to acquire land through cooperation verses condemnation

Lessons Learned on a Very Long Walk: Mark Fenton

- Mark Fenton was so full of energy and passionate about active living, he was contagious. Wonderful speaker.
- This country needs to go back to the time of “Free Range” Children. When children played outside without organized sports and constant adult supervision and electronic devices
- To make change involvement is needed from individuals, community and public policy
- Destinations need to be convenient: no cul de sacs, barriers between developments, etc
- Destinations need to be within walking/biking/transit: 3 miles
- Destinations need to be connected by infrastructure other than roads made for cars
- Destinations need to be inviting (streetscape)
- Destinations need to be safely accessible (both in perception and actual)
- Policies need to be rewritten to support walkable streets

Safe Routes to School: Completing a Top Scoring Application/Preparing a Successful Plan: Carol Campa: Texas Department of Transportation and Lourdes Cardenas: consultant from El Paso

- Target is schools that include kindergarten through 8th grade
- There was a lot of information for an agency submitting for a grant. The plan that was presented showed that a good plan encompasses a great deal of staff time (more than one or two people) and needs the support and complete cooperation of the school district and the principals, teachers and parents at each school. This plan was completed by a consulting firm for 45 schools in El Paso.

Completing Texas Streets with Context Sensitive Solutions: Andrew Howard

- Supported by the Congress of New Urbanism
- Supported by the Walkable Urban Thoroughfares Manual

- Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities has been adopted by Texas Department of Transportation
- Some TxDOT employees at the workshop did not know TxDOT had adopted the concept
- Context Sensitive design works even when the road changes characteristics.
- Can be used in network and corridor planning
- Can be used on major roadways such as boulevards and on arterials and collectors such as streets and avenues
- Different is planning design criteria:
Traditional: Functional class, design speed, forecast travel demand, level of service
- Context Sensitive: Community objectives, functional class, thoroughfare type (Blvd, Ave, St), adjacent land use

Friday, February 5th

Biking for All Texans; For Health, For Fun, for Transportation: John Pucher
PhD/Rutgers University

- Indicator species for cycling friendly city/region is women
- Walking and biking are the two most sustainable forms of transportation for environmental, equitable and economic reasons
- Cycling doesn't need the degree of infrastructure as motorized vehicles so a lot can be improved upon without a lot of money being spent
- Medical study: for every hour you walk and cycle adds MORE than an hour to your healthy life
- Integrating active transportation into one's lifestyle is easier than integrating a gym workout into one's lifestyle
- People in English speaking countries are fatter than people in non-English speaking countries
- People in English speaking countries tend to be auto-dependent
- Typically 25% of all trips in metro areas are a mile or less
- Typically 40% of all trips are less than 2 miles
- A package/campaign/program to increase cycling must include improvements in policies to be successful
- Study: as percentage of people who cycle increases the rates of fatalities per trip and per km traveled fall dramatically
- Public Policy is Crucial: Pro Car Policy = more crashes, less walking and cycling, and decline in population's health
- German cities: Speed limit = 20 miles an hour (whatever that is in km).
- Key to safest facilities: Separation from motor vehicle
- Holland: Bicycle expressway: 50,000 bicyclists a day: Build it and they will come

- Germany: Required by law that bicycle facilities must be included in All developments urban and suburban
- Children have extensive bicycle safety classes in early elementary school
- Tight right hand turns make for safer intersections for cyclists and for motorists
- Network of facilities is a must and connectivity is the key to a successful network

Cycling in the City: Encouraging Ausinites to Arrive by Bike: Nadia Barrera

- Austin has incorporated the bicycle box so cyclists get a head start at the green light; also Sharrows which is proving to be very successful
- Austin goes to a proposed new facility and video and count the location for cars and cyclists; then they go back shortly after the facility is in place and video and count again. Shows success of program
- A lot of the other initiatives San Antonio is also doing

Increasing Physical Activity through Community Transformation: The Growing Community Media Initiative: Natalie Clifton

Texas Active Living Network Presents a Downloadable Presentation for Your Community: Marta Newkirk

- Three things Texas Active Living Network is focusing on increasing: physical activity, fruits and vegetables in the diet, and breast feeding
- Three things focused on decreasing: amount of time spent watching television, amount of sugar in the diet and the amount of high energy junk food in the diet
- <http://www.dshs.state.tx.us/obesity/default.shtm> is the link for Texas Bringing Healthy Back : they want us to watch and share the videos
- www.texasactivelivingnetwork.org is also a link of interest
- Presented a power point presentation with script that can be used by anyone. It is in the development stage but available soon. Very similar to the SA-BC MPO's Walkable Community Program
- Lydia has a copy of the DVD: Inspire Change: Growing Community

Bicycle Programs at Educational Institutions: Sam Cortez, Desiree French, Rachael Atkens, Paul Hamilton, Joe Richmond

- Making parking safe, secure and convenient is the key to success
- Providing ample bike parking
- Identifying shared ped/bike paths and enforcing the rules
- Registration on site cuts down on theft and helps to recover bikes
- Locating mobile and stationary stations with air pump/tools/supplies for purchase/maps/rental locks: very successful
- Reduces the number of parking spaces needed on campus

- Reduces congestion in and around the institutions
- A component of alternative, active transportation that is good for the environment
- To be successful must be part of the institutions master plan with decision maker buy-in
- Determine where students are traveling in from and work with the responsible agency to include bicycle facilities on the roadway

Saturday, February 6th

Phenomenon of Community-Run Bike Shops: Desiree French, Peter Wall
Tulsa Hub's Community Cycling Project
Ren Barger

- Three different bike share/bike rental programs. One was formally the free Yellow Bike Project in Austin but was not successful because the bikes were not cared for and would disappear
- All three have cooperative design in the business process
- University of Texas at Austin rents the bikes out for a mere \$40 dollars a semester. Bikes sometimes come back with amenities like lights and baskets. Completely volunteer program; space is donated and parts and supplies come from everywhere
- The program that was formerly Yellow Bike is now a coop where people can earn a bicycle with sweat equity
- Tulsa Hub's Community Cycling Project is a 501 c-3 organization that began as a totally volunteer program to help individuals get to work and school if they didn't own a car. The bus doesn't run on weekends so individuals without a car didn't have a way to get to work on weekends. The program is volunteer run and individuals work in the program to get a bicycle
- Tulsa Hub project sees themselves as petroleum conservationists. The more people ride bicycles the longer we will be able to rely on petroleum

Federal Transportation Legislation and the Campaign for Active Transportation
Karitik Sribarra, Robin Stallings

- When anyone can play (as in drive/ride/walk/bus) on the roads: everyone wins
- We will have a successful transportation system when a person is not judged by one's preferred mode of transportation but by the content of their character
- 2020 Goal of Campaign for Active Transportation: 90% of Americans will live within 3 miles of a local trail system
- www.enhancements.org
- Build a network that includes the cultural shift that "thinks out of the car"

- Recurring themes for an “out of the car” system: make transit work better, increased congestion, connectivity, peoples’ health
- Increasing bicycle, walking and transit in a region can save 10-66 Billion annually in the United States. Maintenance costs, building costs and health care costs are lowered
- Currently federal dollars go: 79% to road building and maintenance, 20% to Public Transit, 1% to Bike and Walking
- Healthy and more economic budget would see federal dollars go: 37% Roads, 41% Public Transit, 22% Biking and Walking
- <http://supporttrailstotrails.org/clean-tea>

Communicating with the Media: Jeff Mapes and Gary Scharrer

- When talking to media explain why subject is important to the “average” person
- Don’t lie, you lose creditability
- Realize that you might be quoted; even with off the record comments. Media staff are after the story
- Embrace conflict as an opportunity; sometimes talking to the media is like trying to take a sip from a fire hydrant (I liked that saying)
- Jeff Mapes, “Pedaling Revolution: How Cyclists are Changing American Cities”. Lydia has the book; but has not had time to read it, yet

Other notes that came from the conference:

- A successful bike share program includes a guaranteed ride home in case of family emergency
- Bicycle ambassadors: trained by the police to hand out warning tickets when a car is parked in a bike lane
- A year long bus wrap Share the Road program (I don’t remember what city, though): 93% of adult population in the city saw the add 85 times over a year (one bus in different areas of the city at different times)
- To have a successful bicycle culture: bicycle retailers must be engaged and active in the process
- Helmets are important safety equipment but they don’t prevent crashes: design and enforcement reduce and prevent crashes

4. Discussion and Appropriate Action on the Road Diet Study

Issue

This work element builds on the previous Bicycle Level of Service data collection efforts. The objective is to identify and analyze roadways that would benefit from the “road diet” technique. The project is nearing completion.

The detailed analyses identifies approximately 300 miles of roadways in the San Antonio region that are candidates for roadway restriping (narrowing of existing lanes) to create bike lanes. An additional 80 miles of road diet candidates, which involve the removal of travel lanes where motor vehicle capacity is sufficiently maintained, are recommended.

The Sprinkle Consulting, Inc presentation will explain the analysis procedure, describe the results, and introduce the recently completed “representative case studies” for selected roadways.

The information will be presented a second time at the April 14th Bike Night meeting. The information will also be presented to the MPO Transportation Policy Board (TPB) in March.

A resolution is attached for review in March and action in April requesting the TPB encourage decision makers to consider the implementation of bicycle lanes within their respective jurisdictions.

Action Requested

No action is requested this month.



A Resolution Supporting the Implementation of Bicycle Lanes in the San Antonio-Bexar County Metropolitan Planning Organization Study Area (DRAFT)

WHEREAS, the San Antonio-Bexar County Metropolitan Planning Organization (MPO) is responsible for a multi-modal transportation planning process; and

WHEREAS, the MPO has recently completed its Bicycle and Pedestrian Data Collection project; and

WHEREAS, this project identified two low cost methods of adding bicycle lanes to existing roadways: 1) through restriping and, 2) using the road diet technique; and

WHEREAS, the road diet is a technique in which the width of a road or lane is narrowed, or lane(s) are eliminated, in order to achieve improvements to the transportation system; and

WHEREAS, the Bicycle and Pedestrian Data Collection project identified up to 274 miles of bicycle lanes that could be implemented through restriping roadways and 106 miles of bicycle lanes that could be implemented through the road diet technique; and

WHEREAS, these bicycle lanes could be implemented through agencies' routine maintenance programs; and

WHEREAS, implementation of these bicycle facilities supports the:

- Overall mission statement of the MPO's Long Range Transportation Plan, "Mobility 2035" adopted by the Transportation Policy Board on December 7, 2009;
- Vision statement, goals and objectives of the "Bicycle System" Chapter as adopted as part of the "Mobility 2035" on December 7, 2009
- Future population and employment growth scenario adopted by the Transportation Policy Board on March 23, 2009;
- "Complete Streets" resolution adopted by the MPO Transportation Policy Board on March 23, 2009;
- "Regional Bicycle Master Plan" adopted by the MPO Transportation Policy Board on August 31, 2004
- MPO's Safe Routes to School Program; and
- MPO's Walk & Roll Program

NOW, THEREFORE BE IT RESOLVED that the San Antonio-Bexar County Metropolitan Planning Organization's Transportation Policy Board, in order to provide safer transportation facilities for bicyclists, ensure all transportation options are available, and to improve air quality and the quality of life for residents in our communities, strongly encourages decision makers to consider the implementation of bicycle lanes within their respective jurisdictions.

PASSED AND APPROVED this 26th day of April 2010.

Tommy Adkisson, Chair
San Antonio-Bexar County Metropolitan Planning Organization

5. Discussion and Appropriate Action on the Linear Greenways Projects

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 requested this month.

6. Discussion and Appropriate Action on the Westside Creekways

Issue

Abigail Kinnison, a representative of the Westside Creekways Oversight Committee, will provide an update of the San Antonio River Authority's most recent initiative.

Action Requested

No action is being requested this month.

7. Discussion and Appropriate Action on the City of San Antonio's Bicycle Initiatives

Issue

Julia Diana, City of San Antonio (CoSA) Bicycle Coordinator, will provide a monthly update on CoSA bicycle related initiatives.

Action Requested

No action is requested this month.

8. Discussion and Appropriate Action on VIA Metropolitan Transit's Bicycle Initiatives

Issue

Abigail Kinnison will provide a monthly update on the Bus Rapid Transit project along Fredericksburg Road and VIA's SmartWaySA Long Range Comprehensive Transportation Plan.

Action Requested

No action is being requested this month.

9. Discussion and Appropriate Action on the “Alternate to the Rotating Bicycle Organization” Vacancy

Issue

There were two applications received for the current “Alternate to the Rotating Bicycle Organization” vacancy position. The subcommittee of Abigail Kinnison (VIA), Annette Prosterman (AACOG), Cindi Snell (Citizen), Ken Zigrang (TxDOT) and Richard Higby (Bexar County) met on February 22, 2010 to review the applications.

The subcommittee will present a recommendation to fill the vacancy.

Action Requested

Action is requested to approve filling the vacancy.

10. Discussion and Appropriate Action on the Bicycle Mobility Advisory Committee's By-Laws

Issue

This is a continuation of the February discussion. Three organizations have requested consideration for permanent status on the Bicycle Mobility Advisory Committee. The topic was sent to subcommittee for further discussion for a recommendation in March.

The following is a review of the requests:

Betsy Erne, Special Projects Manager, has submitted a letter for consideration of City South San Antonio.

Suzanne B. Scott, General Manager, has submitted a letter for consideration of the San Antonio River Authority.

Martha Mangum, Executive Director, has submitted a letter for consideration of the Real Estate Council of San Antonio.

This is an opportunity to hear the recommendations of the subcommittee and to discuss the possible options. Any change to membership requires an amendment to the By-Laws.

Action Requested

Action may be requested to update the BMAC by-laws for approval by the MPO's Transportation Policy Board.

11. BMAC Communications