

**TRANSPORTATION AND MOBILITY COUNCIL COMMITTEE
MEETING MINUTES
TUESDAY, JANUARY 12, 2021
10:00 AM
VIDEOCONFERENCE**

Members Present:	Councilmember Shirley Gonzales, Chair, <i>District 5</i> Councilmember Roberto Treviño, <i>District 1</i> Councilmember Melissa Cabello Havrda, <i>District 6</i> Councilmember Ana Sandoval, <i>District 7</i> Councilmember Clayton Perry, <i>District 10</i>
Staff Present:	Roderick J. Sanchez, <i>Assistant City Manager</i> ; Laura Reyna, <i>Assistant City Attorney</i> ; Jeff Coyle, <i>Director, Government and Public Affairs</i> ; Razi Hosseini, <i>Director, Public Works Department</i> ; Tamika Monterville, <i>Director, Transportation Planning & Operations</i> ; Bianca Thorpe, <i>Capital Programs Manager, Transportation Planning & Operations, Public Works Department</i> ; Nancy Cano, <i>Office of the City Clerk</i>
Others Present:	None

1. Approval of the Minutes for the December 1, 2020 Transportation and Mobility Committee Meeting.

Councilmember Cabello Havrda moved to approve the Minutes from the December 1, 2020 Transportation and Mobility Committee Meeting. Councilmember Perry seconded the motion. The motion carried unanimously.

Point of Personal Privilege

Chairwoman Gonzales introduced Tamika Monterville as the new Director of Transportation Planning & Operations (TPO). Ms. Monterville stated that she was honored to be appointed as the first Director of TPO. She described transportation as a personal ministry and noted that San Antonio was a large metropolitan city that felt like a small town, which was critical as residents from all walks of life made decisions based on their means of transportation.

Chairwoman Gonzales referenced the Vision Zero initiative which was a strategy to eliminate all traffic fatalities and severe injuries while increasing safe, healthy, equitable mobility for all. She asked how the City could advance its Vision Zero initiative. Ms. Monterville stated that the City did a great job educating people on the public transportation system, but needed to promote public education on alternate modes of transportation. She noted that a city had to design spaces that incorporated other transportation modes if it proposed to reduce fatalities and injuries caused by automobiles. She added that transit safety targets for a Vision Zero differed for bicycles and for pedestrians and a city had to be cognizant of the most applicable standards and metrics for each transportation mode.

Councilmember Sandoval requested a meeting with Ms. Monterville to further discuss transportation objectives.

Councilmember Cabello Havrda stated that City Council approved the separation of the Transportation Department from the Capital Improvement Department, and the creation of a

Director of Transportation role for a targeted focus on transportation issues. She welcomed Ms. Monterville to the role.

Councilmember Perry stated that he looked forward to future meetings with Ms. Monterville and moving forward with the City's Vision Zero initiative.

Public Comment

None.

2. Briefing on the City's Vision Zero Program status and an update on related legislative initiatives. [Roderick Sanchez, Assistant City Manager; Bianca Thorpe, Capital Programs Manager, Transportation Department]

Bianca Thorpe provided a fatality report for 2016 through 2020 and stated that 2016 had the highest number of fatalities (193) by four reported modes: vehicular, motorcycle, pedestrian, and bicycle. She reported that fatalities decreased in 2017 (143) and slightly each year increased thereafter with 156 fatalities reported in 2020. She noted that due to the COVID-19 Pandemic, there were less vehicles on the highway and studies were taking place to determine reasons for the nationwide 2020 upward trend.

Ms. Thorpe reported that beginning in 2016, 400 local outreach events had been held to promote public awareness of Vision Zero, and during COVID-19, outdoor events continued with social distancing observed. She stated that outreach was made to over 65,000 residents to date, and messaging during COVID-19 included the creation of a Vision Zero presentation posted on the City's Vision Zero webpage to allow teachers to present the video to school age children and daycares. She added that an annual World Day of Remembrance occurred each November and for this year, signs were placed along certain locations in the City to commemorate areas that had high crash ratings and videos of recorded interviews of certain families impacted by vehicular fatalities were posted to the website. She provided an updated, interactive crash map of the City that reported of bicyclist and vehicular accident sites.

Ms. Thorpe reported that Vision Zero Task Forces worked with stakeholders and partner agencies throughout the community to provide input on local crash sites and mitigation recommendations. She added that a Communications Task Force met bimonthly to provide further input and that the task forces were currently working on action plan update for the City's Vision Zero Plan.

Jeff Coyle reported that the 87th Texas Legislative Session began today and was important for the City's Vision Zero Plan because many laws that governed local roadways were in the Texas Transportation Code and the City's Legislative Agenda supported legislation that enhanced traffic safety. He stated that HB 443 that would require motor vehicles to yield to pedestrians in crosswalks when exiting a parking lot onto a roadway, and HB 442 would reduce speed limits specifically in residential areas from 30 miles an hour to 25 miles an hour on a State wide basis. He noted that some small cities expressed opposition to the lowering of speeds in their neighborhood; therefore, SB 221 was introduced to apply the lowered residential speed limit to only the four largest cities in the State: Austin, Dallas, Houston, and San Antonio. He stated that Senator Judith Zaffrini was seeking to expand the current statewide hands-free law that

prohibited texting while operating a motor vehicle to further prohibit the use of all electronic devices to include the reading, writing, and sending of electronic communication if the device was not hands-free. He added that a bill was filed by Representative Ray Lopez that would require a three foot passing distance for motor vehicles passing a pedestrian and a six foot passing distance for commercial trucks, tractor trailers when passing a pedestrian or cyclist on the roadway.

Chairwoman Gonzales asked if adjustments would be made to local roads to address the increase of crash fatalities. Ms. Thorpe stated that analysis of the 2020 fatalities would identify specific contributing factors to inform micro mobility, frame local policies, and implement design changes.

Councilmember Sandoval stated that she looked forward to the integration of pedestrian safety measures in the City's next bond program. She asked that if HB 442 or SB 221 failed, if a bill be introduced that would apply the same laws for San Antonio only. She asked of requirements to enforce a 25 mile per hour sign on every residential road in the City. Ms. Thorpe replied that the bracket of cities could be adjusted on the current bill if certain cities opposed it. Mr. Coyle noted the challenges of gaining an audience, generating enough interest, and introducing a new bill when there were so many other challenges and bills filed. Ms. Thorpe added that when a potential ordinance was last considered in 2015, it was noted that signs would be required at every residential entry point, coordination with smaller cities such as Alamo Heights and Castle Hills would be needed, and thousands of speed limit signs would have to be removed, new signs had to be fabricated, purchased, and replaced which would require funding. Mr. Coyle added that the proposed statewide speed limit would eliminate the need for posted speed limit signs throughout all residential areas in the state.

Chairwoman Gonzales noted that a current pilot program in Council District 5 programmed signal lights to time traffic at 25 miles per hour and requested an update on the pilot program at the next meeting. Assistant City Manager Sanchez stated that if the proposed bills failed, a funding and feasibility cost analysis would be conducted to develop an alternate plan.

Councilmember Cabello Havrda requested an offline meeting for an expanded explanation on the five-element approach of the Vision Zero Plan.

Councilmember Perry referenced the Fatality Summary for 2016 through 2020 and requested an itemized breakdown of funding, resources, staffing, and all costs allocated towards fatality preventative measures for each transportation mode.

Councilmember Treviño asked if public safety concerns regarding Culebra Road would be addressed as a priority on the City's Legislative Agenda. Ms. Thorpe replied because of its highest crash picture, Transportation Staff recommended Culebra Road for the Metropolitan Planning Organization (MPO) call for projects and had funding had been obtained from the MPO to assess corridor studies for it. She stated that the ongoing study called for engineering that would not only change the roadway itself, but that would support safer travel for all modes of transportation. She added that an update of the study would be provided to the Committee. Razi Hosseini reported that Culebra Road spanned along Council Districts 1, 5, 6, and 7, and staff would meet with each Councilmember to discuss a vision of the Culebra Road Project that included a protected bike lane plan, wider lanes, wider sidewalks and landscaping.

3. Briefing on the Micromobility Plan and an update on the associated planning efforts. [Roderick Sanchez, Assistant City Manager; Bianca Thorpe, Capital Programs Manager, Transportation Department]

Ms. Thorpe reported that the Micromobility Plan included the implementation of bicycle infrastructure, a focused assessment of roadways in the downtown area, and included community engagement. She stated that the project scope prioritized four to six corridors that were ranked highest based on online surveys, ad campaigns, crowdsourcing feedback, demand, and connectivity and included Frio, S. St. Mary's, Ashby, Euclid, Market and Nueva Streets. She added that existing roadway conditions were examined for bike lane use, and the levels of facilitation for bicyclists based on speed, volume, and several model iterations.

Ms. Thorpe reported that a key component of the Micromobility Plan was strategic planning for the next step of the process that would include further conversations with the community and stakeholders, staff work sessions, bond project analysis, and a complete streets policy and how it would be supported. She stated that the end goal was to have a list of feasible, vetted projects that would enhance pedestrian mobility and bicycle mobility to be made available for funding sources such as the proposed 2022 Bond Project or the Bike Infrastructure Management Program (IMP).

Chairwoman Gonzales asked how much funding was allocated for the Micromobility Plan. Ms. Thorpe stated that funds were not approved for the FY 2020 City Budget, and \$500,000 of the allotted \$1 million annually for the IMP Budget was dedicated to move the project forward.

Councilmember Treviño asked what was the role of Pedestrian Micromobility Officer (PMO). Ms. Thorpe stated that PMO Hayes led the efforts of the Downtown Micromobility Policy, worked with consultants on the implementation process, technical issues, and outreach. She noted that two other new areas would undergo the process in FY 2021 and the PMO role would be ingrained into active transportation for now and beyond FY 2021. Mr. Hosseini informed that the current PMO Tim Hayes would be leaving the post for a position within the Public Works Department and a nationwide search would be conducted to find a suitable candidate. Councilmember Treviño requested that the position be filled as soon as possible and requested regular updates on the job search process.

Councilmember Cabello Havrda asked if the process would address the different needs of recreational cyclists and commuter cyclists, and if roadways that were more heavily used by commuting cyclists would be prioritized. She requested a review of specific policies and criteria that prioritized commuters and commuter roadways. Ms. Thorpe replied that the roadway itself, volume, and speed determined the level of bicycling or pedestrian traffic to be facilitated and safe conditions were prioritized first, no matter the user.

Councilmember Perry asked of the process for developing a list of projects for the MPO call for projects. He requested a timeline for developing a list of projects in preparation for the next Bond Program that would include ample time for Committee review, approval, and submission of final selections to City Council. Ms. Thorpe reported that staff was in the process of reviewing the multimodal transportation plan, regional center plans, and other master bike plans

and would present their list of recommendations to the Committee next month. Assistant City Manager Sanchez stated that staff would meet with City Manager Erik Walsh this week to finalize the proposed Bond Schedule and would provide details to the Committee shortly thereafter.

4. Briefing on the Share the Streets Pilot Initiative. [Roderick Sanchez, Assistant City Manager; Bianca Thorpe, Capital Programs Manager, Transportation Department]

Ms. Thorpe reported that as a result of the COVID-19 Pandemic and the initial stay-at-home orders, there was an increase in biking and walking nationwide, and many cities started Shared Street Programs. She stated that ActivateSA presented a proposal for a pilot location for a slow street residential designation that connected destinations like parks and schools, and included a replication plan for future sites.

Ms. Thorpe reported that flyer notifications were sent to residents and businesses along the selected roadways of Cincinnati Avenue and Cesar Chavez Boulevard for a 30 day pilot program. She stated that barricades and signs were placed at the location and coordinated efforts were made with VIA for alternate bus route scheduling during the allotted slow street times. She stated that Share Streets signs would display a 25 mile speed limit and a speed trailer would be placed at the location.

Ms. Thorpe reported that a survey to Council Districts, neighborhoods, and on the NextDoor App, received 40 responses with the main concern that drivers needed to obey the closure and reduce their speed. She noted that residents also expressed support of the pilot and that respondents reported that it definitely increased their physical activity levels.

Chairwoman Gonzales noted that there were stray dogs in Council District 5 that needed to be resolved first before a Shared Street program could be considered. She noted that sunshade structures, planters, or trees could further enhance the route and help minimize traffic.

Councilmember Sandoval stated that she recommended the Cincinnati Street Corridor that connected St. Mary's University and Woodlawn Lake for its beautiful view and its wide street. She requested that the pilot program become a permanent, ongoing once-a-week program held during a season and a time of day with agreeable weather. She suggested outreach to Animal Care Services to address roaming and stray dog issues. She concurred that the current barricades and equipment implied that the street was under construction which oftentimes did not prevent drivers from passing through them.

Adjourned

There being no further discussion, the meeting was adjourned at 11:47 pm.

Shirley Gonzalez, Chair

Respectfully submitted,

Nancy Cano, Office of the City Clerk