



City of San Antonio

Agenda Memorandum

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Agenda Item Number: 2.

Agenda Date: 11/4/2019

In Control: Transportation and Mobility Committee

DEPARTMENT: Transportation & Capital Improvements

DEPARTMENT HEAD: Razi Hosseini, P.E., R.P.L.S.

COUNCIL DISTRICTS IMPACTED: Citywide

SUBJECT:

Informational briefing on the status of micromobility inclusion in Capital Improvement Projects.

SUMMARY:

An informational briefing will be provided on the status of micromobility inclusion in Capital Improvement Projects to include an overview of the related policies, projects completed, and approach going forward.

BACKGROUND INFORMATION:

Included in the voter-approved 2017 Bond Program that Transportation & Capital Improvements (TCI) is currently executing, there are 24 projects which include more than 18 miles of bike - or "micromobility" - facilities of which more than half will be protected or buffered from motor vehicle traffic. Similarly, the 2012 Bond Program included 14 projects that featured 14 miles of micromobility facilities, of which more than 8 miles were protected or buffered. Some examples include Hausman Road, Ray Ellison, Floyd Curl, and Huebner.

TCI approaches all street projects in a context sensitive manner, meaning that not all streets are the same, and the design of a particular project respects the land use, available right-of-way and setting of the street and surrounding areas. The City of San Antonio's Complete Streets Policy passed in 2011 is used to guide the designs of streets, sidewalks and micromobility facilities. It utilizes a checklist to assess street construction, and the policy takes into account users of all ages and abilities.

TCI combines this policy with guidance from several other sources, including:

- City of San Antonio’s Bicycle Master Plan;
- Vision Zero best practices;
- National Association of City Transportation Officials (NACTO) Urban Street Design Guide;
- American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities.

TCI also coordinates high profile projects with the Alamo Area Metropolitan Planning Organization (AAMPO) Bicycle Mobility Advisory Committee.

TCI uses these best practices to determine the feasible location of micromobility facilities and to determine what type of bike facility can be incorporated into the street. This includes unbuffered bike lanes, buffered bike lanes, protected bike lanes, separated cycle tracks and shared use paths. In some cases, the lack of available right-of-way and other conditions limit the opportunities to develop safe micromobility facilities, which is counterproductive to the purpose of implementing them. In these situations, TCI explores alternative routes and available funding to accomplish the desired connectivity.

The City of San Antonio is actively seeking opportunities to expand the micromobility network and will continue to work with the cycling community and other stakeholders to prioritize alternative transportation. As part of the FY2020 Budget, funding and staff were provided for an Active Transportation Team to review and update components of the Bicycle Master Plan. This will include reviewing current policy barriers, benchmarking national best practices and developing implementation plans for future micromobility facilities.

ISSUE:

An informational briefing will be provided on the status of micromobility inclusion in Capital Improvement Projects. The briefing will include an overview of the related policies and guidance used to incorporate where feasible micromobility facilities as well as provide a status of projects completed and City’s planning approach going forward.

ALTERNATIVES:

This is an informational briefing and there are no alternatives associated with this item.

FISCAL IMPACT:

This is an informational briefing and there is no fiscal impact associated with this item.

RECOMMENDATION:

This is an informational briefing for the Transportation Committee to discuss. There is no recommendation associated with this item.