



SAN ANTONIO, TX

TOTAL POPULATION

2,320,000

TOTAL AREA (sq. miles)

505

POPULATION DENSITY

3

OF LOCAL BICYCLE FRIENDLY BUSINESSES

6

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES

0

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Silver	San Antonio
High Speed Roads with Bike Facilities	35%	5%
Total on- and off-road Bicycle Network Mileage to Total Road Network Mileage	48%	5%
Bicycle Education in Schools	GOOD	ACCEPTABLE
Share of Transportation Budget Spent on Bicycling	11%	< 1%
Bike Month and Bike to Work Events	GOOD	EXCELLENT
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS EVERY TWO MONTHS	MEETS AT LEAST MONTHLY
Bicycle-Friendly Laws & Ordinances	GOOD	NEEDS IMPROVEMENT
Bike Plan is Current and is Being Implemented	YES	SOMEWHAT
Bike Program Staff to Population	1 PER 78K	1 PER 580K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	4.06 /10
EDUCATION <i>Motorist awareness and bicycling skills</i>	3.61 /10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	6.79 /10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	4.51 /10

KEY OUTCOMES

	Average Silver	San Antonio
RIDERSHIP <i>Percentage of Commuters who bike</i>	2.7%	0.23%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	537	2,175
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	6.3	24.2



KEY STEPS TO SILVER



- » Congratulations on adopting a Complete Streets policy directing transportation planners and engineers to routinely design and operate the entire right-of-way to enable safe access for all users. It is important to ensure that there is a strong implementation and compliance process for this new policy going forward.
- » Continue to expand and improve the bike network and ensure that your community follows a bicycle facility selection criteria that increases separation and protection of bicyclists based on levels of motor vehicle speed and volume.
- » Develop community-wide Bicycle Parking Standards to ensure that APBP-compliant bicycle parking is available in areas near transit and urban activity centers. Without secure and convenient bicycle parking it is difficult for a person to choose to ride their bicycle for transportation or utilitarian trips.

- » Work with local bicycle groups and interested parents to expand and improve the Safe Routes to School program to all K-12 schools. In particular, middle and high school education efforts could be improved — this is particularly important as older students learn to drive and share the road.
- » Host a League Cycling Instructor (LCI) seminar to increase the number of local LCIs in your community. Having several active instructors in the area will enable you to expand cycling education for youth and adults, recruit more knowledgeable cycling ambassadors, deliver Bicycle Friendly Driver education to motorists, and have experts available to assist in encouragement programs. Visit bikeleague.org/ridesmart for more information.
- » Your application indicated that your community is currently updating a bicycle master plan. This is a great step to improving conditions for bicycling and institutionalizing processes for continual

KEY STEPS CONTINUED ON PAGE 2...



SAN ANTONIO, TX

Fall 2020

KEY STEPS TO **SILVER** CONTINUED

improvement. Your Bicycle Master Plan update should take advantage of best practices that are applicable to a community of your size, including the use of separated bike lanes, targeted education programming, and demonstration projects to help the community understand possible bicycle facilities. Ensure that the new Plan includes specific and measurable goals, a strong implementation plan, and dedicated funding or an annual budget to ensure its success.

» The data that San Antonio reported on its road network includes a high percentage of streets with unknown speed limits. This incomplete data is most likely a barrier to introducing appropriate bike facilities on these roads and to identifying areas in need of traffic calming or other roadway treatments, and the community from effectively following a bicycle facility selection criteria that increases separation and protection of bicyclists based on levels of motor vehicle speed and volume. Ensure that this data is available for your entire roadway network so that your planners and engineers can utilize GIS-based or other network analyses, can create high-quality bicycle network maps, and accurately assess the quality of your bicycle network.

MORE RESOURCES FOR IMPROVING YOUR COMMUNITY:

- » League of American Bicyclists: <https://www.bikeleague.org>
- » Guide to the BFC Report Card:
https://bikeleague.org/sites/default/files/Guide_to_the_Bicycle_Friendly_Community_Report_Card.pdf
- » Resources for Building a Bicycle Friendly Community: https://bikeleague.org/BFC_Resources
- » Building Blocks of a Bicycle Friendly Community:
<https://bikeleague.org/content/building-blocks-bicycle-friendly-communities>
- » The Five E's: <https://bikeleague.org/5-es>
- » Smart Cycling Program: <https://bikeleague.org/ridesmart>
- » Advocacy Reports and Resources: <https://bikeleague.org/reports>
- » Bicycle Friendly Business Program: <https://bikeleague.org/business>
- » National Bike Month: <https://bikeleague.org/bikemonth>

