Bike Network Plan

Performance Metrics and Targets Memorandum

November 2024

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Introduction

The San Antonio Bike Network Plan (BNP) is a community-driven effort to develop a transportation network that meets the needs of every person in San Antonio. The BNP was designed to develop a comprehensive, connected, and safe bike network to serve the thousands of residents, visitors, and commuters who travel to and through the city every day.

Metrics Overview

San Antonio's network of bike infrastructure should be safe, connected, and accessible for everyone. One way to ensure this is to define a set of success metrics that will help keep the City on track for developing its bike network. Meeting or exceeding these metrics means that San Antonio is making real progress towards a safer and more functional transportation system.

A total of 11 success metrics will be used to measure effectiveness of the BNP.

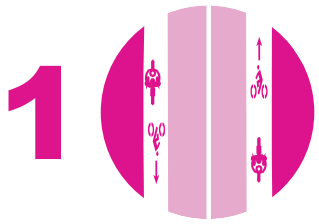
Metrics 1 through 5 will use data from:

- City of San Antonio Transportation Department
- City of San Antonio Public Works Department
- City of San Antonio Government Affairs Department

Metrics 6 through 11 will use external data sources including:

- U.S. Census Bureau American Community Survey (ACS).
- Texas Department of Transportation (TxDOT) Crash Records Information System (CRIS)
- Google Environmental Insights Explorer (EIE)
- VIA Metropolitan Transit (VIA)
- Texas A&M Transportation Institute (TTI)
- US Centers for Disease Control (CDC)

Metrics using City of San Antonio Data



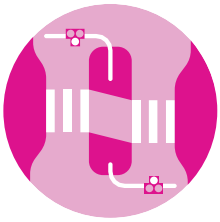
Count of **roadway projects** in San Antonio **that have received bike improvements** across implementing agencies.

Data Source: City of San Antonio Public Works and Transportation Departments

The City will prioritize roadway project completion by tier. Tier 1 projects are high-priority, very feasible, and target an urgent need. Tier 2 projects are also high priority but face more feasibility concerns and a longer projected implementation timeline. Projects will be considered complete when the corridor is fully operational and open to the public.

Within 5 years, the City will have completed all Tier 1 projects – 210 corridors will have new or upgraded bike infrastructure. In 10 years, this number will jump to 664 corridors with the completion of all 454 Tier 2 projects.

2



Count of **intersections** in San Antonio **that have received bike improvements** across implementing agencies.

Data Source: City of San Antonio Public Works and Transportation Departments

The City will prioritize intersection project completion tier. Tier 1 intersections are both high priority and highly implementable. Tier 2 intersections are high priority but face more significant feasibility barriers and may need more time to implement.

In 5 years, the City will have completed all Tier 1 projects—223 intersections will have new or upgraded bike infrastructure. In 10 years, this number will jump to 575 intersections with the completion of all 352 Tier 2 projects. Projects will be considered complete when the intersection is fully operational and open to the public. Regardless of tier and prioritization position, if an intersection is located within a corridor that is already receiving upgrades, the City will assess the feasibility of including the intersection upgrade within that larger effort.

3

Count of **policies** implemented or amended, **new programs** created, or **grants** applied for and received.

Data Source: City of San Antonio Transportation and Government Affairs Departments

Policies for implementation will be pulled from the BNP *Policy Actions and Constraints Report*, which provides information on recommended short and long-term policy implementation.

Within the first 5 years, the City's aims to implement policies pertaining to cyclist visibility and safety, speed limits, traffic study requirements, bicycle use rules, and pedicab operation – 12 policies in total.

The remaining five policies pertain to more complicated issues and may take more time to research and implement. They cover roadway reallocation, right-of-way acquisition and maintenance, utility relocation, and Complete Streets. The City's 10-year goal is implementation of all 17 policies recommended in the *Policy Actions and Constraints Report*.

4

Count of the **number of residents and students reached** by bike-related activities.

Data Source: City of San Antonio Transportation Department

Direct counts or counts of survey responses will be pulled from City engagement data. Staff will monitor plan progress to ensure that goals are being met during each phase of future plans.

The surveys for BNP Phases 1, 2, and 3 generated over 3,600 total responses from a combination of online and in-person responses. Five and 10-year goals will aim to keep consistent with this number, receiving at least 3,500 public responses from its future engagement processes.

5 

Count of the **total number of in-person or online events** held in support of bike-related activities.

Data Source: City of San Antonio Transportation Department

Information for these metrics will be gathered by the City and the team assigned to updating the BNP. Staff will monitor plan progress to ensure that goals are being met during each phase of future plans.

During public engagement for the BNP, the City held 42 total in-person events, with a goal to host at least 10 per phase (at least one in each district). During future plan updates, the City aims to hold at least one engagement events in each district every year.

Metrics Using External Data

6 

Percentage **change in commute mode share**.

Data Source: U.S. Census Bureau ACS

San Antonio currently has an extremely low percentage (0.2%) of bikers commuting to work. The City's 5-year goal is to increase bike commute share by 500%, bringing the percentage up to 1%. Between Years 6 and 10, the goal will change to an increase in bike commute share 20% every year, bringing the commute share to about 2.5% by Year 10. Data for this metric will be pulled annually.

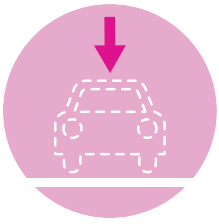
7 

Count of bike **crashes resulting in deaths and serious injuries**.

Data Source: TxDOT CRIS

Crash statistics on San Antonio roadways will be pulled every six months to analyze cyclist-involved crashes. Counts will be reported both as the raw number of crashes and the ratio of crashes to estimated bike commuters as a means of transportation to work.

San Antonio currently averages 26 serious and fatal cyclist crashes each year. Its Vision Zero goal is zero roadway fatalities by 2040. The City's 5-year goal is to reduce serious and fatal cyclist crashes by 25% (20 crashes or fewer per year). In 10 years, this reduction goal will increase to 75% (seven or fewer crashes per year). In order to reach a 75% decrease by 2035, serious injuries and fatalities should decrease by about 12% each year.

8 

Percentage reduction in **Vehicle Miles Traveled.**

Data Source: Google EIE

The City's Office of Sustainability monitors Vehicle Miles Traveled (VMT) biannually using Google EIE. In addition to VMT, this tool measures estimated greenhouse gas emissions from the VMT and will be able to provide an idea of the impact any reduction is having. Google EIE uses aggregated information from user trips to infer multiple factors that provide mode, distance, and traffic volume.

San Antonio will aim for a reduction of 10% in VMT by 2030, and a reduction of 30% by 2040.

9

Count of bike trips connecting with *VIA Bus* riders by use of **Bus Bike Racks**.

Data Source: VIA

VIA is installing counters on both bike racks and on new Advanced Rapid Transit (ART) buses as technology and funding become available. Currently, VIA is pursuing funding for more comprehensive and far-reaching installation of these devices (retrofitting of the entire fleet).

After installation, the City will download data and provide quarterly trip count updates. Data will be publicly accessible through VIA's Performance Dashboard.

10

Observed *counts* of **bike users**.

Data Source: TTI

There are currently 20 permanent and 85 short-term bike counters in Bexar County, all owned and operated by TTI, which works in collaboration with TxDOT to deploy bike counters across the state. All existing counters are located on greenway trails. The City will work with TTI and TxDOT to expand service to measure bike counts for on-street facilities. Data received by these counters will be publicly available on the TTI website. Data from these counters is constantly aggregated and will be able to provide viewers with an up-to-date estimate, as well as exact counts, of foot and bicycle traffic on both off and on-street facilities.

Every 6 months, the Transportation Department will re-evaluate the locations of the counters as necessary/feasible, as well as assess the need for additional counters. Data will be pulled and analyzed by the City during future updates to the Bike Plan.

11

Reductions in reported *rates* of **chronic diseases** (obesity, diabetes, hypertension, asthma) and mental health indicators.

Data Source: US CDC

Using the CDC PLACEs: Local Data for Better Health data, the Transportation Department will collaborate with Metro Health to update and monitor chronic disease rates on a biannual basis. Data will be publicly available on San Antonio's Open Data Portal.