Bike Network Plan

Community Engagement Summary Report

October 2024

Contents

Figures

Tables

1. Purpose of Bike Network Plan's Public Engagement

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 should also be designed to serve the thousands of residents, visitors, and commuters who travel to and through the city every day. Involving residents early and throughout the process allows City staff to make informed decisions about what infrastructure is needed and where to improve safety for every mode of transportation. The BNP's engagement activities in 2023, split into two phases, focused on hosting online surveys for residents, visitors, and employers to voice their opinions on walking and biking challenges they face today and their preferred designs and destinations for the future. Phase 3, conducted in 2024, focused on roadways that participants did or did not want to see on the network, as well as preferred support facilities.

1.1 Goals of Engagement

The City of San Antonio will pursue a data-informed BNP, where sound data analysis is combined with significant community engagement to identify needs and desires. Public participation is a vital part of the planning process. Effective public involvement programs provide venues where relationships between the Planning Team and the public are strengthened, trust is built, and people learn how to work together. People accept or support decisions they help make, even when the decisions are hard. The team developed four overarching goals for this Plan's public involvement (**Figure 1**).

Create Accessible and Inclusive Opportunities
Provide multiple, varied, and convenient opportunities for all to participate in the planning process, including those who are not easily engaged because of age, ability, language, lack of financial resources, lack of access to technology, or other reasons.

Balance the City's Diverse Interests and Areas
Engage stakeholders, residents, businesses, and local agencies to ensure the final recommendations reflect the values, needs, and visions of the community.

Build Long Term Civic Engagement
Community engagement should invest in and develop long-term, collaborative working relationships and learning opportunities with community partners and stakeholders.

High-Touch and High-Tech
Many people respond well to face-to-face communication. Public meetings will allow staff to engage with the community and reach people in a more direct setting. Adapting these tools to be accessible by tablet, smartphone, and home computer will help reach many additional users, especially those who typically do not or cannot attend traditional meetings.

Figure 1: BNP Public Engagement Goals

2. Outreach Plan

2.1 Challenges to Engagement

San Antonio's diverse population poses challenges to this public engagement, including:

- Language Barriers: According to the US Census Bureau's American Community Survey 2021 5-year estimates, almost 30% of the City's population reports speaking English "less than very well",
- Digital Divide and Inability to attend evening meetings: According to the *San Antonio Digital Equity Community Plan*, 20% (390K residents) of San Antonio/Bexar residents lack access to broadband and many others may be unable to attend meetings at certain times of day due to work and life schedules.
- Digital Burnout and Meeting Fatigue: At the same time as residents may be difficult to reach, other San Antonians may be experiencing fatigue from continuous engagement about major city projects.
- Mistrust of Government: Within San Antonio's bike community, many people have lost faith in the city government's ability to implement new infrastructure after high-profile changes to priority projects.

These barriers and challenges may have limited a person's ability to fully engage in the BNP. However, the BNP team deployed several strategies and engagement techniques to mitigate these barriers (**Table 1**).

Table 1: San Antonio Engagement Challenges and Proposed Solutions

Challenge	Solution
Language Barriers	All engagement materials were produced in English and in Spanish. Spanish speaking team members were available at most BNP engagement events to allow community members that cannot or are not comfortable engaging in English to be a part of the plan.
Digital Divide	28 in-person meetings and pop-up events were organized in 2023, and 19 in 2024, with at least 2 events in every city council district.
Digital Burnout	In-person meetings, pop-ups, and community-based engagement with residents do not need to seek out digital input methods.
Inability to attend evening meetings	Staggered pop-up event times and consistent day time weekend events paired with flexible engagement approaches so people can engage at whatever time works for them.
Meeting Fatigue	The BNP consolidated engagement events with other City of San Antonio Projects and partner organization events for pop-up engagement.
Mistrust of government	Partnerships with trusted local advocacy organizations to spread the word to their cohorts and reporting showing how engagement received is integrated into the project.

These strategies led the Planning team to produce both digital and paper copies of every survey and identified events to drive survey responses through both digital and in-person methods.

2.2 Structure of Engagement

To structure the deployment of engagement activities and surveys, the key questions above were grouped into three phases:

- **Phase 1: What are the Issues and Opportunities with Biking in San Antonio Today?** The goal of this phase was to establish the existing conditions, vision, and goals for the plan by focusing on lived experiences from the public and stakeholders regarding current transportation systems. It would share and ground-truth the Project Team's existing conditions assessment which was completed alongside Phase 1.
- **Phase 2. What Can Be Done?** The goal of this phase was to use the needs and ideas expressed during Phase 1 and the Existing Conditions analysis to share and facilitate discussion on the range of infrastructure solutions available to create a bicycle network. Feedback on preferences and possibilities for the network would help inform future phases of the project, including the design of potential new bike facilities and the prioritized implementation plan. Phase 2 outreach would coincide with the team's production of the final Existing Conditions and Health Conditions assessments. This phase would include educational materials on the process of bike planning as well as the types of cycling facilities that could be constructed.
- **Phase 3. Are We on the Right Path?** The team planned this phase to begin with educational engagement regarding bike infrastructure typologies, recommended bike network, and project phasing. The team would then work with the community to identify criteria to rank the alternatives identified to ensure the final Bike Network Plan meets community goals and needs. Engagement in this phase was intended to inform the development and evaluation of the phased improvement plan, focusing on the identification of projects, gauging community buy-in, and incorporating feedback into the project prioritization methodology.

The team knew that separating the necessary questions into three phases would allow them to speak concisely and ask direct questions rather than overwhelm participants. It would also allow the project team to make each phase a continuation of the last, fine-tuning programming to the public's needs.

Public engagement was designed to target as many San Antonians as possible at least 10 pop-up events, one in each council district, per phase. These pop-ups would take place at pre-established, free community events and locations with high pedestrian and bicyclist activity (**Figure 2**). In addition to the pop-up events, Phase 3 would include Open House-style public meetings. These Open Houses would be held in locations on the north side and south side of the City and be accessible by bicycle. The meetings would include a variety of interactive engagement opportunities to gather the community's input.

Figure 2: Pop-up Event at the Woodlawn Lake Park 2024 Fourth of July Celebration

2.3 Event Selection Methods

The City of San Antonio recognizes that equity is realized when identity such as race, ethnicity, gender, age, disability, national origin, or sexual orientation has no detrimental effect on the distribution of resources, opportunities, and outcomes for different groups. The San Antonio Office of Equity developed an online Equity Atlas to inform and guide equity-based community engagement and decision-making. Special consideration during the BNP planning process was given to ensure equitable engagement was conducted across all regions of the city. In the selection of events, the BNP team created an advisory matrix to consider equity alongside the size of events, the likely participants, and the various characteristics of events to determine how to prioritize events when competing opportunities present themselves (**Table 2**). This matrix served as a starting point for engagement decision-making, but not a final evaluation of the value of an event.

Table 2: Event Decision Matrix and Key

Audience Metrics		**Event Character**	**Event Size**	Small				Large			
			Event Cost	Cheap		Pricey		Cheap		Pricey	
			Bike Related	Not Bike	Bike Event	Not Bike	Bike Event	Not Bike	Bike Event	Not Bike	Bike Event
Feedback Quality	**Audience Involvement**	**Equity Score**									
Deep Knowledge	Highly Engaged	Underserved									
		Overserved									
	Hard to Reach	Underserved									
		Overserved									
Quick Feedback	Highly Engaged	Underserved									
		Overserved									
	Hard to Reach	Underserved									
		Overserved									

Audience Metrics:	These are the three metrics for evaluating the type of audience that may be at an event.
Feedback Quality	The likely type of feedback we may receive; whether long conversations about specific needs ("Deep Knowledge"), or quick surveys or lines on maps ("Quick Feedback")
Audience Involvement	A determination of how involved an audience would be in City or political processes. An audience that is likely to be very involved (like an HOA with a history of public action) is considered "Highly Engaged" while an audience that has little to no history of action or is difficult to make contact with (like a nursing home) is considered "Hard to Reach".
Equity Score	The score is associated with the location of an event from the City of San Antonio's Equity Atlas. Areas with a score of 6 or less are considered "Overserved" and those with a score of 7 or greater are considered "Underserved."
Event Character:	These are the three metrics for evaluating the type of event.
Event Size	The projected number of attendees at an event, based on previous years or Facebook registrations. 50 or more attendees is considered a "Large" event, others considered "Small."
Event Cost	The associated cost to the BNP team with attending an event, including work hours, scheduling hours, travel, and swag items passed out. Events with low cost are listed as "Cheap," those with a higher cost in hours, travel or swag passed out are "Pricey."
Bike Related	Is the event related to biking and, therefore, may attract a greater proportion of bike users than other events? If so, the event is "Bike Related." If not, it's "Not Bike Related."
Priority: High	Moderate Low Not Recommended

3.Outreach Implementation

3.1 Digital Tools

The BNP team used multiple digital outreach methods to engage the public by driving responses to the online surveys, including:

- Project website
- Social media posts
- Press releases and news articles

All materials were developed in English and Spanish.

3.1.1 Project Website

A San Antonio Bike Network Plan project website was developed and launched in May 2023, allowing the public easy access to important information about the BNP. The website **SABikeNetwork.com** includes outreach event dates, project document links, and survey links. A comment form is also provided to allow the public to submit a question or concern directly to the study team and the City (**Figure 3**).

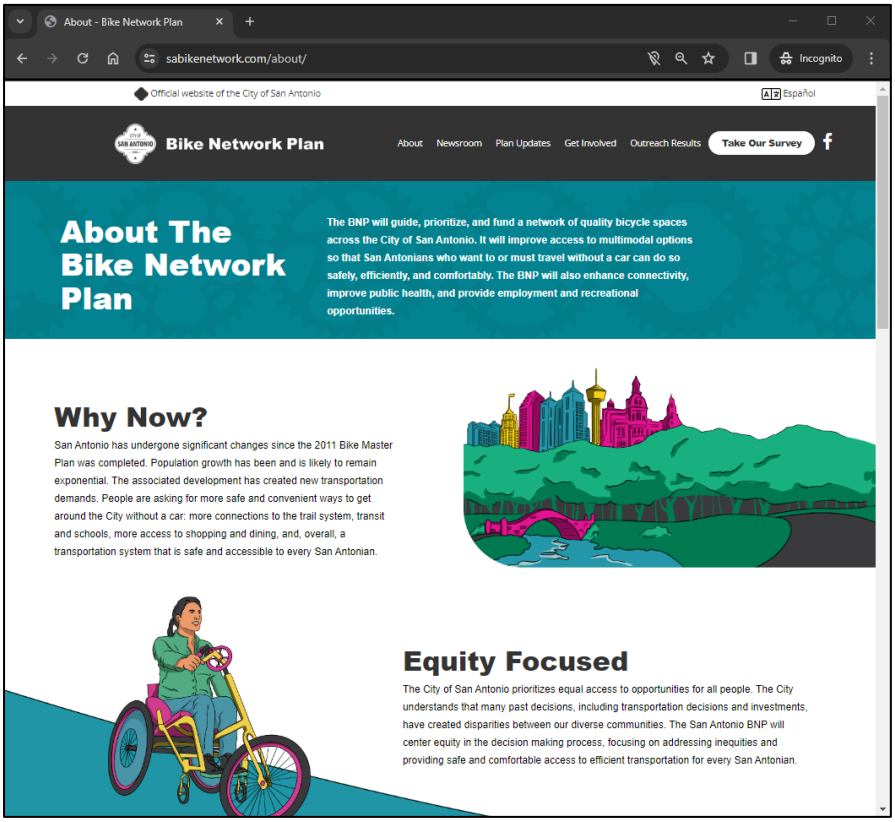


Figure 3: BNP Project Website

3.1.1.1 Website Analytics

2023:

First visits: 6.5K **Views: 16,390** **Average Engagement Time: 1:32**

Traffic Source by Session Source/Medium:

- 7,820 direct views
- 802 views from sa.gov referral
- 686 views from mobile Facebook referral
- 659 views from organic Google search

2024:

First visits: 2,634 **Views: 5,647** **Average Engagement Time: 1:04**

Traffic Source by Session Source/Medium:

- 2,743 direct views
- 1,431 views from sa.gov referral
- 70 views from mobile Facebook referral
- 668 views from organic Google search

3.1.1.2 Comments Received Via the Project Website

To date, comments received directly via the Project Website frequently featured ideas for new bike routes and preferences on safe bike infrastructure. Below are representative comments received through the website.

"My wife and I ride the city streets quite a bit when we feel invincible to being killed. It would be great if we could ride most places people want/need to go without that "feeling" and, rather, a certainty that if we went out on a bike we would come home alive."

"[Plan] a downtown central "hub" with 4 cardinal radiating spokes and also an encircling "wheel around the city. The north spoke is on Ave B from Travis Park north to the airport. The south spike is now finished. The outer "wheel is about 1/2 finished. The east spoke is on Montana east to Salado Creek."

3.1.2 Advertisement and Promotion

To make the public aware of the purpose of the San Antonio BNP and to invite them to participate in an online survey and mapping exercise, the study team advertised and promoted the BNP utilizing various platforms (**Figure 4**). Promotion of the BNP directed participants to the online survey and mapping exercise. Advertisements included:

- Social media posts on the City of San Antonio's Facebook and Instagram feeds.
- Press releases and media interviews
- News article in the San Antonio Report, KSAT 12, and KENS 5
- Business cards and flyers with QR Codes linked to the survey

Figure 4: Examples of BNP Promotional Materials

3.2 In-Person Methods

With a goal of reaching and involving as many people in San Antonio in the BNP process as possible, the Planning team maintained a calendar of these events and recommended actively participating in neighborhood and specific citywide events.

3.2.1 Informational Booths (Pop-Up Events)

The BNP team hosted 41 pop-up information booths about the plan to share information about the study and solicit feedback on the draft plan at destinations like trailheads, commercial areas, and special events, attending at least one event in each council district per Phase. Each community event varied in the information provided, but at minimum, the booth/displays included project information such as flyers, QR codes to participate in surveys, and a member of the Planning Team to answer questions. At each pop-up event, BNP team members engaged with people from all over the San Antonio area. Activities and materials were available in English and Spanish, and staff fluent in both languages were present. The pop-up events provided attendees with an opportunity to view BNP information while they were engaging in their normal routines and without having to attend a public meeting. As an incentive, the BNP team provided prizes at engagement events to people who took the survey that included t-shirts, bike tools, bike lights with batteries, bike bells, reflectors, water bottles, fanny packs, Fiesta medals, pens, and stickers.

3.2.2 Public Meetings

During Phase 3, the project team held two public meetings in an open house to engage the local San Antonio community. The public meetings were held in locations on the north side and south side of the City and were accessible by bicycle. The meetings included a variety of interactive engagement opportunities to gather the community's input. Activities and materials were available in English and Spanish, and staff fluent in both languages were present.

3.3 Phase 1 Engagement – May 2023 to September 2023

After evaluating event opportunities through the decision matrix in (**Table 2**) and other event selection methods, the team held pop-ups at the following events in Phase 1 (**Table 3, Figure 5**).

Table 3: Phase 1 | Informational Booths ("Pop-Ups") at Community Events

Event Name	Date	Day of Week	District
Siclovia	5/7/2023	Sunday	1
Bike-To-Work Day	5/19/2023	Friday	1
Far East Community Area Plan Open House	5/23/2023	Tuesday	2
SATX Social Ride Tuesday Ride	5/23/2023	Tuesday	2
Concrete Canvas: The Art and Rhythm of Street Culture	6/3/2023	Saturday	6
Summer in the City, Cool Down & Wellness Festival	6/9/2023	Friday	5
Walk and Bike Night	6/14/2023	Wednesday	1
Tour De Las Chingonas	6/17/2023	Saturday	3
San Antonio Kids on Bike Summer Series	6/25/2023	Sunday	10
Smart Cities Roadmap Launch	6/27/2023	Tuesday	1
Woodlawn Lake Park - Fourth of July Celebration	7/4/2023	Tuesday	7
SATX Social Ride Tuesday Ride 2	7/25/2023	Tuesday	1
Citywide Bicycle Recreational Facilities - Input event	7/26/2023	Wednesday	5
Let's Ride Salado Creek - Voelker Homestead/Walker Ranch	7/30/2023	Sunday	8 & 9
Ghisallo Cycling/Black Girls do Bike Cycling Event	8/6/2023	Sunday	4
SA Neighbors Together - Kick-Off Celebration	9/30/2023	Saturday	1

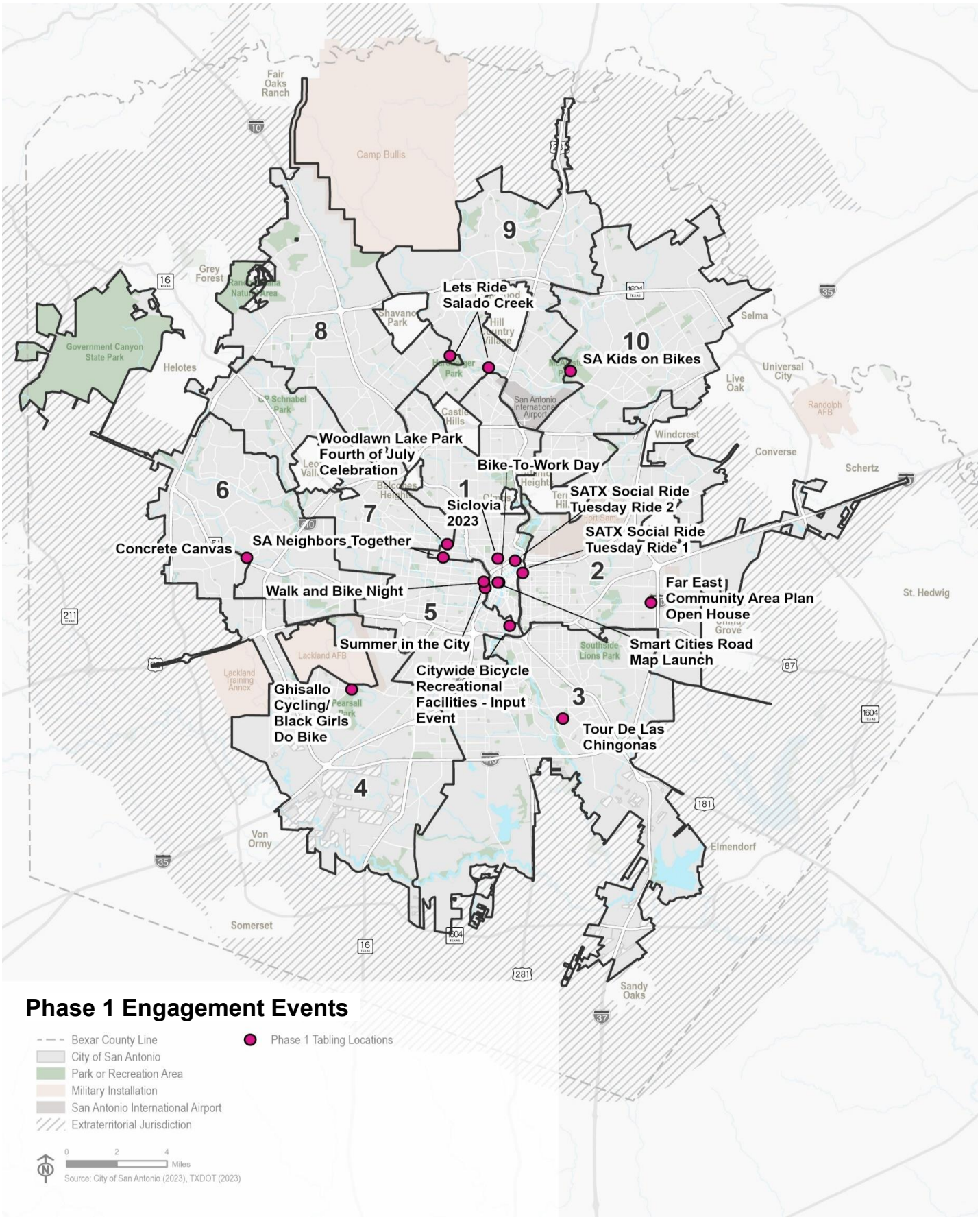


Figure 5: Phase 1 | Engagement Event Names and Locations

3.3.1 Phase 1 Survey - Issues and Opportunities

To gain insight into the walking and biking needs of San Antonio residents, visitors, and employers, an online survey was developed. The survey was available online at SABikeNetwork.com and was distributed at community events and other outreach activities. It included 18 questions and four main sections:

- Travel behavior today
- Transportation issues and improvement ideas
- Future transportation challenges
- Demographic information

Over 1,696 people participated in the community survey.

3.3.1.1 Respondent Demographics

Age

49.7% of respondents were between the ages of 25 and 44. In comparison, the average age of San Antonio residents is 33.9 (2021 ACS Survey) (**Figure 6**).

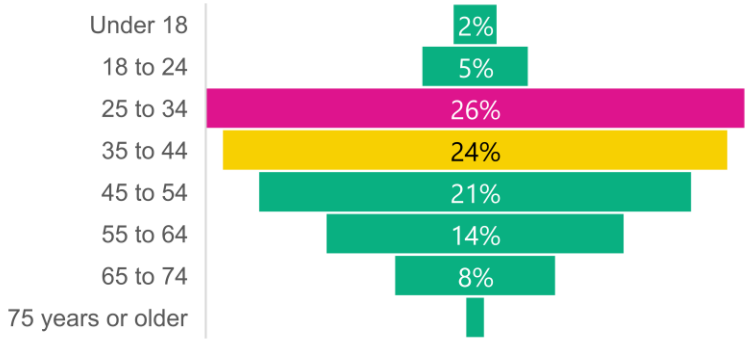


Figure 6: Survey 1 | Age of Respondents

Ethnicity

41% of respondents identified as Hispanic/Latino and an additional 40% identified as White. In comparison, 76.8% of San Antonio residents are Hispanic, Black, Indigenous, or a Person of Color (2021 ACS Survey) (**Figure 7**).

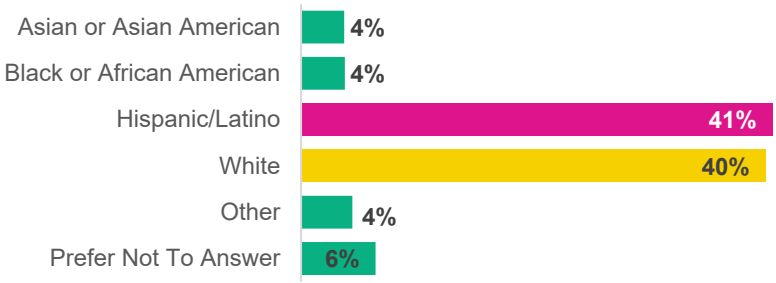


Figure 7: Survey 1 | Ethnicity of Respondents

Disability Status

8% of survey respondents self-identified as living with a disability. An additional 2% provided comments detailing injuries or mobility limitations that may temporarily or permanently limit physical activity.

Gender

Slightly more males (48.5%) responded to the survey than women (47.4%). In comparison, 50.3% of all San Antonio residents are female (2021 ACS Survey) (**Figure 8**).

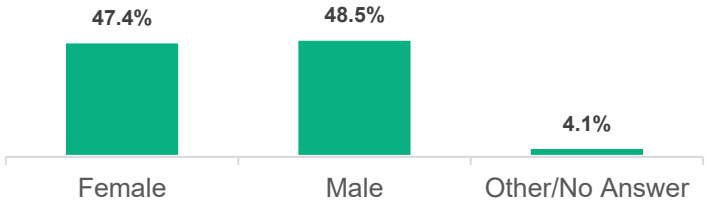


Figure 8: Survey 1 | Gender of Respondents

Household Income

54% of respondents have a household income greater than $66,000. In comparison, the median household income in San Antonio is $55,084 (2021 ACS Survey) (**Figure 9**).

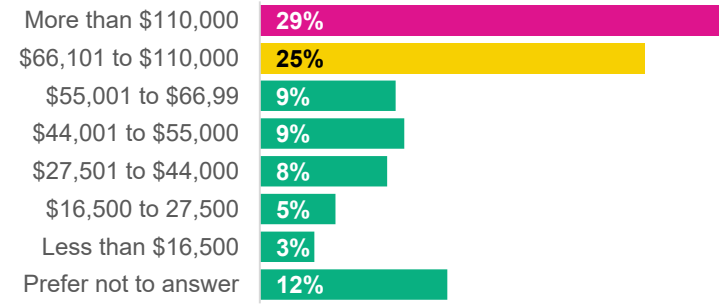


Figure 9: Survey 1 | Respondent Household Income

3.3.1.2 Summary of Phase 1 Survey Results

The following section summarizes the survey results (1,696 total surveys), noting interesting findings and comments received.

1. How do you get around San Antonio today? (Choose all that apply) (Figure 10)

- Approximately 55% of the respondents indicated that they drive alone to travel around San Antonio.
- Walking or the Use of a Mobility Device was the next most commonly used mode of travel with 42% of respondents commenting that they either walk daily or several times a week.
- Only 2.6% of respondents commented that they bike on a daily basis, and an additional 3% stated that they use a rented or personal e-bike/scooter daily.

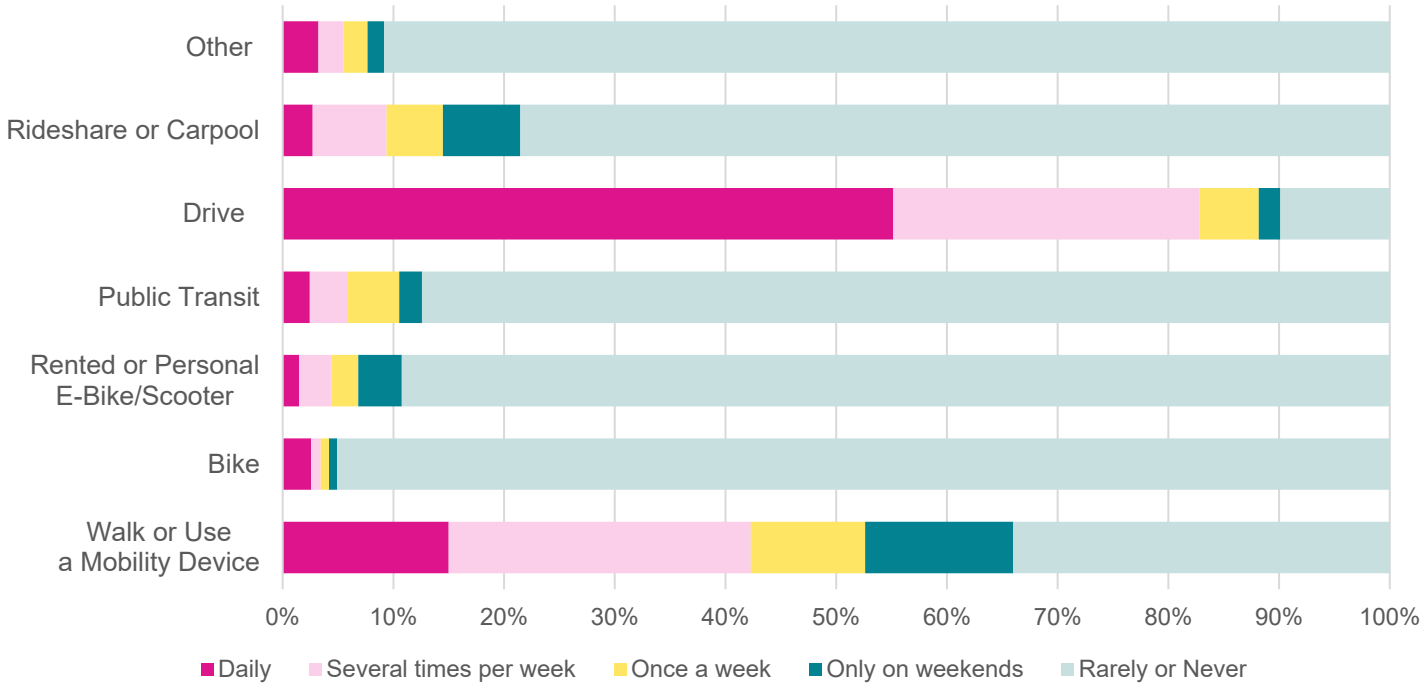


Figure 10: Survey 1 | Respondents' Mobility Choices

2. When I walk or bike, it's primarily: (Choose all that apply) (Figure 11)

- Respondents largely commented that they walk or bike for exercise (78% of respondents) or for leisure (72% of respondents).
- Nearly 20% of respondents commented that they walk or bike to commute to work or school, and 20% walk or bike to complete errands or for shopping.

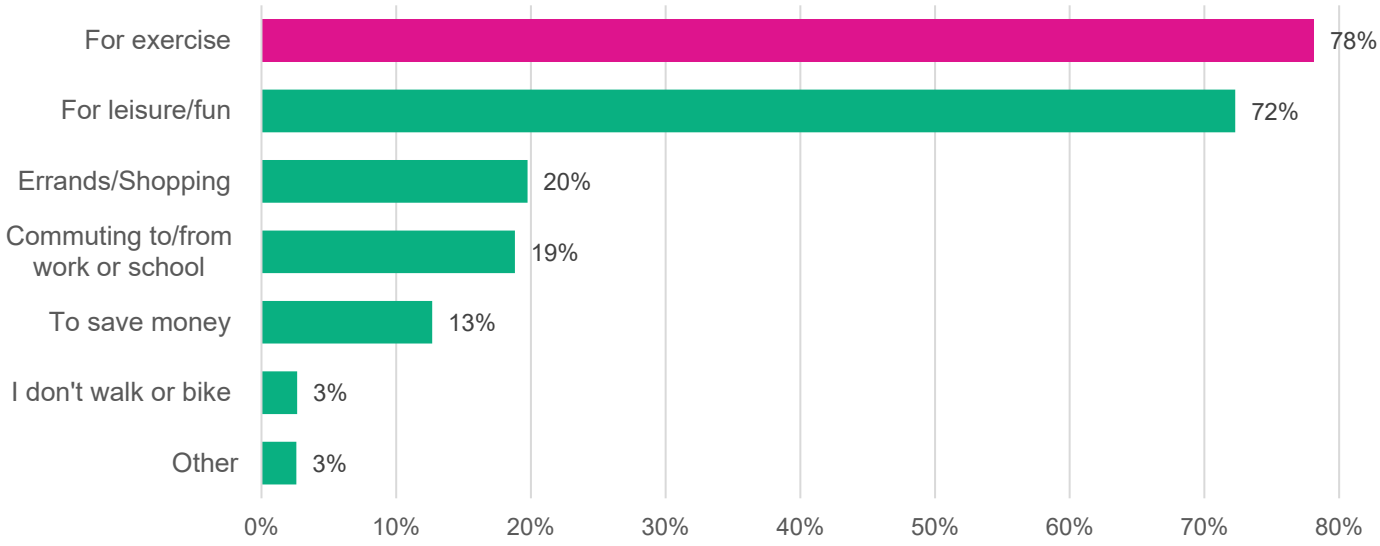
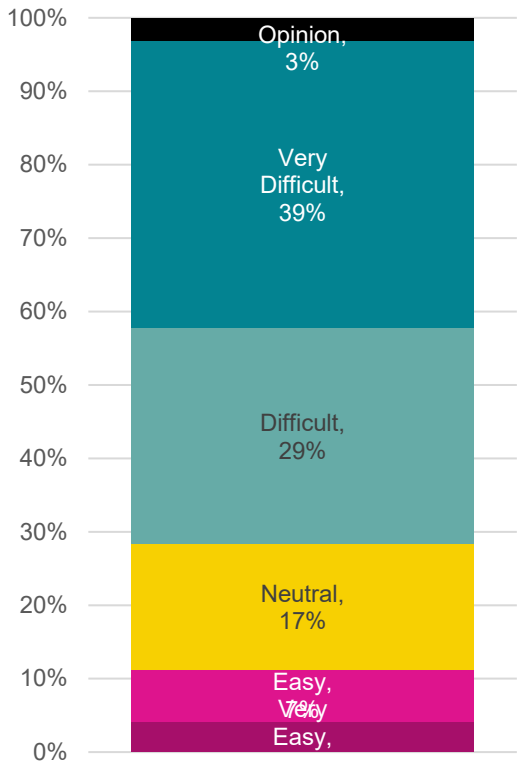


Figure 11: Survey 1 | Respondents' Primary Biking Activities

3. Based on your experience, how easy for you is it to get around San Antonio without a car?

(**Figure 12**)



Generally, survey respondents indicated that **it is a challenge to navigate the city without access to a vehicle**. Approximately 7 out of 10 respondents indicated that it is very difficult or difficult for them to get around San Antonio without a car, compared to 1 in 10 (11%) who indicated it is very easy or easy to get around the city without a car.

Figure 12: Survey 1 | Respondents' Mobility Difficulty Without a Car

4. How comfortable do you feel biking? I am comfortable biking… (check all that apply) (Figure 13)

- 78% of respondents commented that they are comfortable biking on trails, away from vehicles, and an additional 65% stated they are comfortable on quiet streets with little traffic.
- 6% of respondents do not bike today but are interested in biking.
- Only 4% of respondents currently do not bike and do not want to bike.

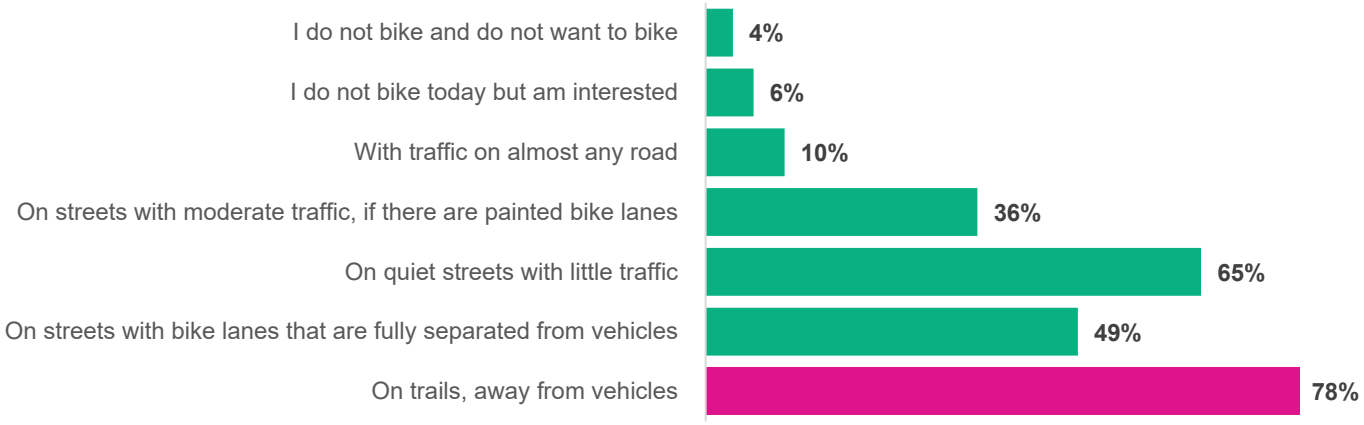


Figure 13: Survey 1 | Respondents' Comfort with Biking

5. How do you connect to trails and the greenway today? (Figure 14)

- 56% of respondents reported driving to the trails and greenways, while about 45% bike.
- 8% of respondents stated that they do not use the trails or greenways.

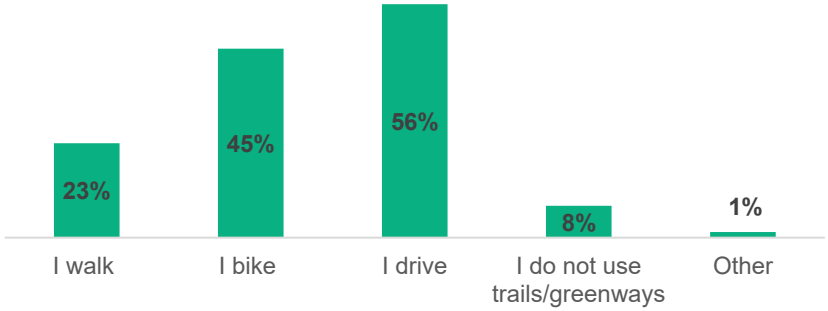


Figure 14: Survey 1 | How Respondents Connect to Greenways

6. How do you use the trails and greenways today? (Check all that apply) (Figure 15)

- 88% of respondents responded that they use the trails and greenways "For fun or exercise."
- 31% of respondents commented they use the trails/greenways to access work, school, or other destinations.

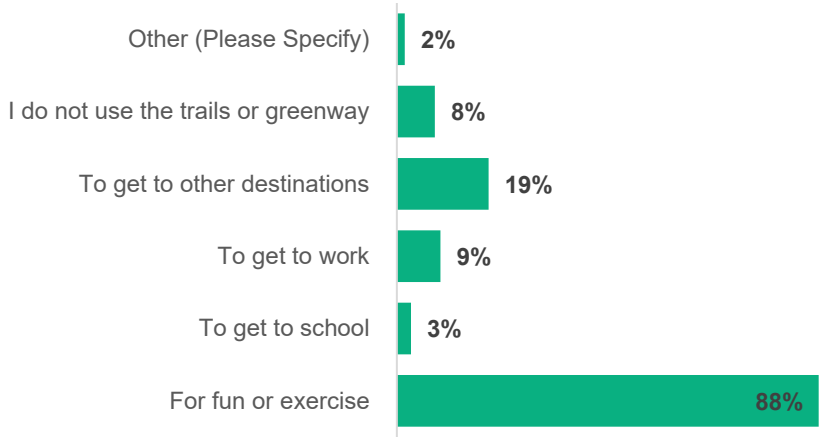


Figure 15: Survey 1 | How Respondents Use Greenways

7. What are your biggest concerns or frustrations with walking and biking in San Antonio today? (Check all that apply) (Figure 16)

- 75% of respondents commented they "feel unsafe near fast-moving vehicles."
- 51% of respondents noted that "not having enough safe connections to trails or destinations" was their biggest concern.
- Comments from this question revealed that many respondents noted:
    - Feeling unsafe due to homeless people, aggressive dogs, or other factors.
    - Bike lanes often have debris or cars parked in them that limit usage.
    - Inadequate connections to trails or protected bike facilities limited their ability to bike.

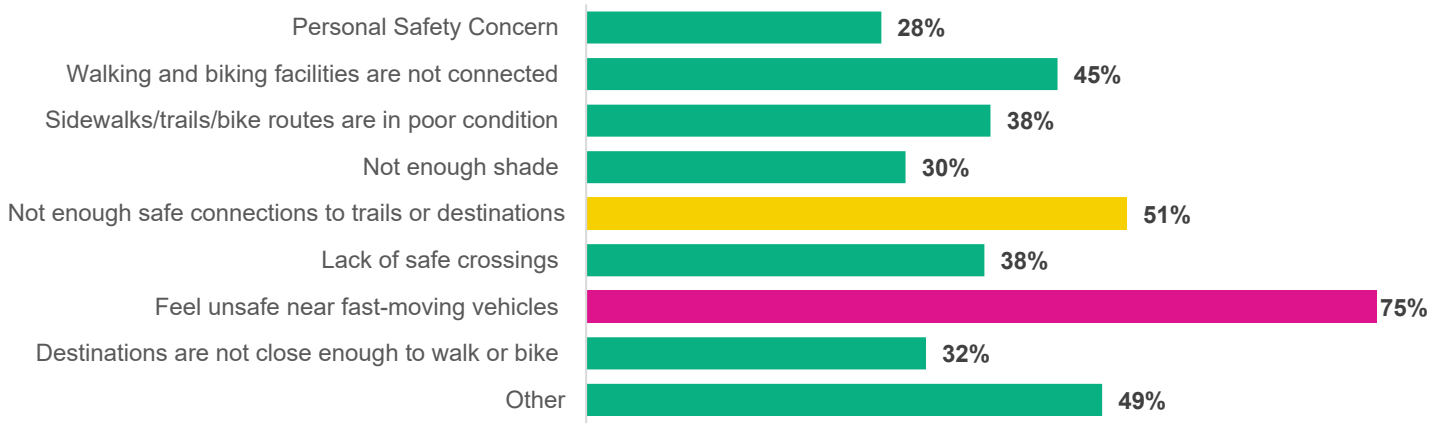


Figure 16: Survey 1 | Respondents' Safety Concerns

8. How would you like to get around San Antonio? (Select all that apply) (Figure 17)

- 74% of respondents indicated that like would like to "bike for fun", while an additional 58% noted that they would like to "bike to work, groceries, or other utilities."
- 49% of respondents said that they would like to walk more in San Antonio

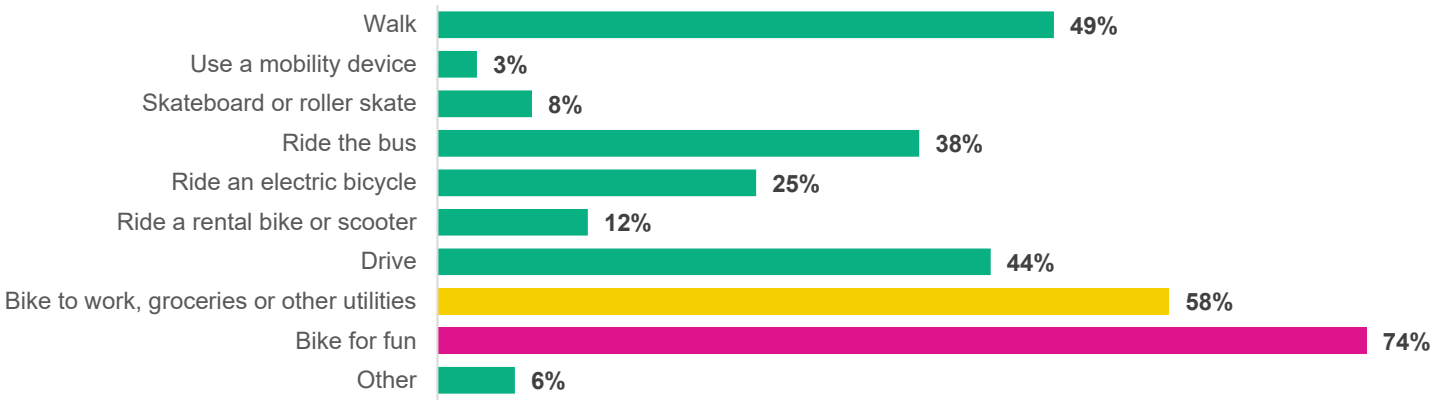


Figure 17: Survey 1 | Respondents' Mobility Preferences

9. What improvements should the City focus on to make it more comfortable for you to walk, bike, or roll? (Check all that apply) (Figure 18)

- Respondents' top three priorities indicated a preference for better bike route connectivity, more quality bike facilities (separated from vehicles), and maintaining existing active transportation facilities
- The second tier of desired improvements included widening sidewalks and paths as well as improving and adding designated crossings.
- 49% of respondents said that they would like to walk more in San Antonio.

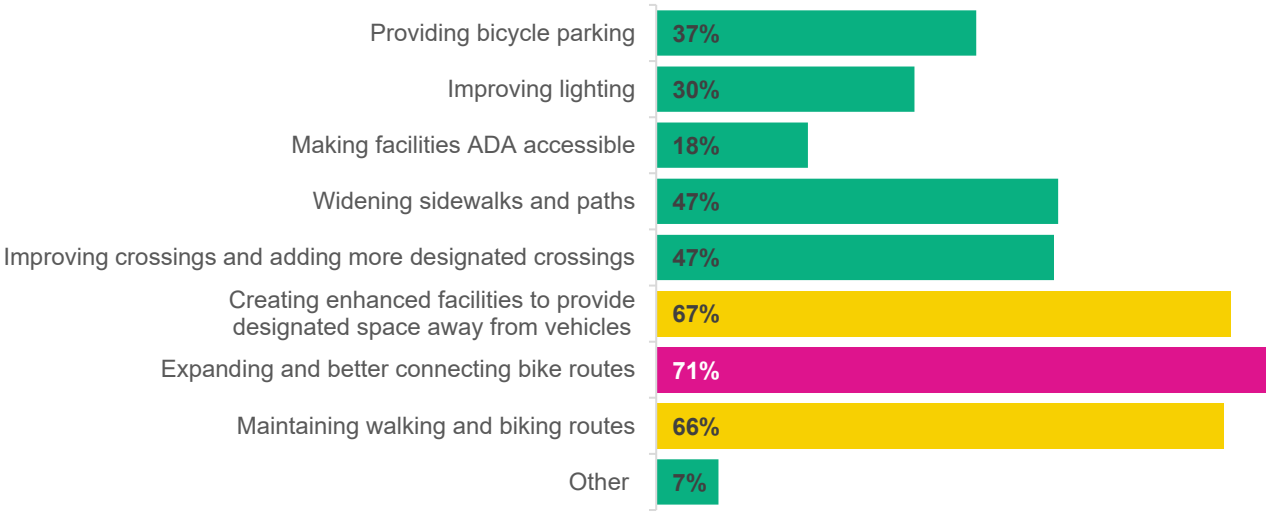


Figure 18: Survey 1 | Respondents' Preferred City Focuses

10. If it were safe, comfortable, and not too far, which of the types of places would you walk or bike to? (Check all that apply) (Figure 19)

While there is some differentiation with parks and community centers as a top destination type (83%), people indicated a similar willingness to walk or bike to restaurants or bars. Seeing friends and family, utilitarian trips like to schools and libraries, shopping, and commuting to work were also frequently mentioned.

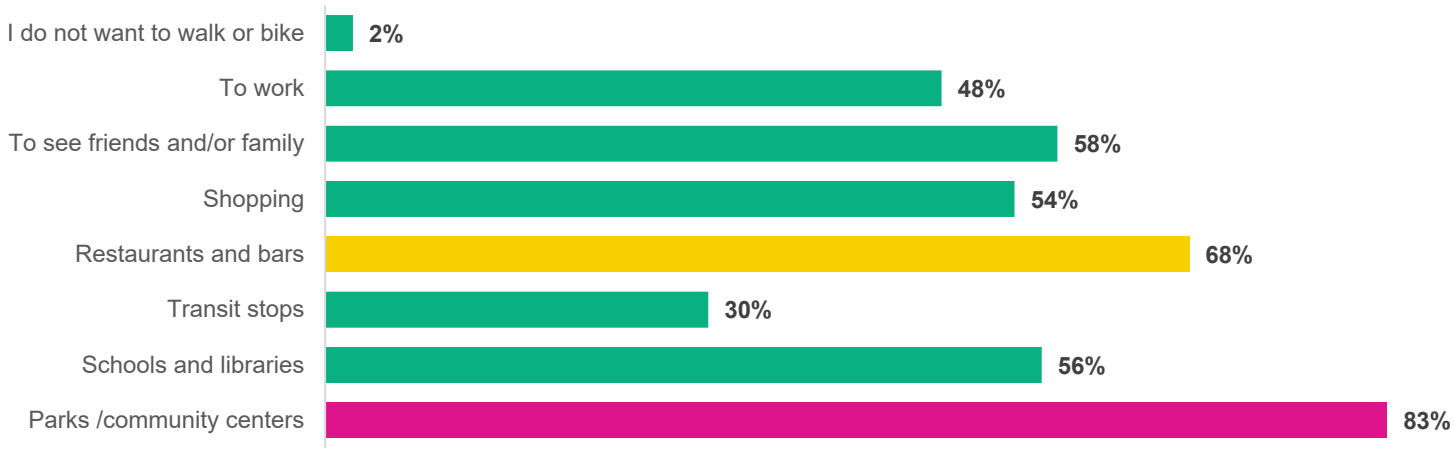


Figure 19: Survey 1 | Respondents' Walk or Bike Destinations

11. If it were safe and comfortable, how far would you WALK to work, school, or a place of business? (Figure 20)

Given safe and comfortable connections and facilities, nearly 1 in 4 people indicated a willingness to walk more than 20 minutes to commute or to get to a place of business.

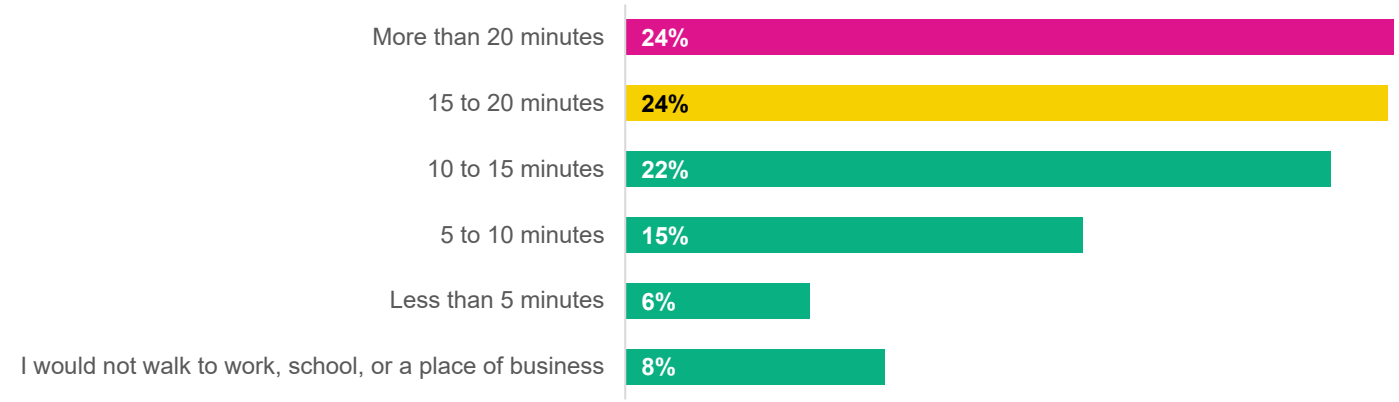


Figure 20: Survey 1 | Respondents' Preferred Walking Distances

12. If it were safe and comfortable, how far would you BIKE to work, school, or a place of business? (Figure 21)

Nearly twice as many people said they were willing to bike more than 20 minutes (45%) than the number of people who responded they'd be willing to walk more than 20 minutes.

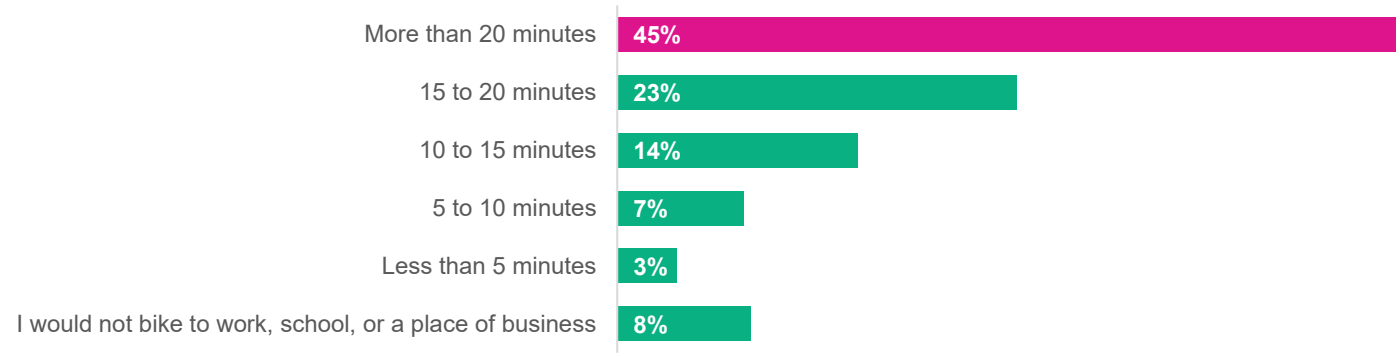


Figure 21: Survey 1 | Respondents' Preferred Biking Distances

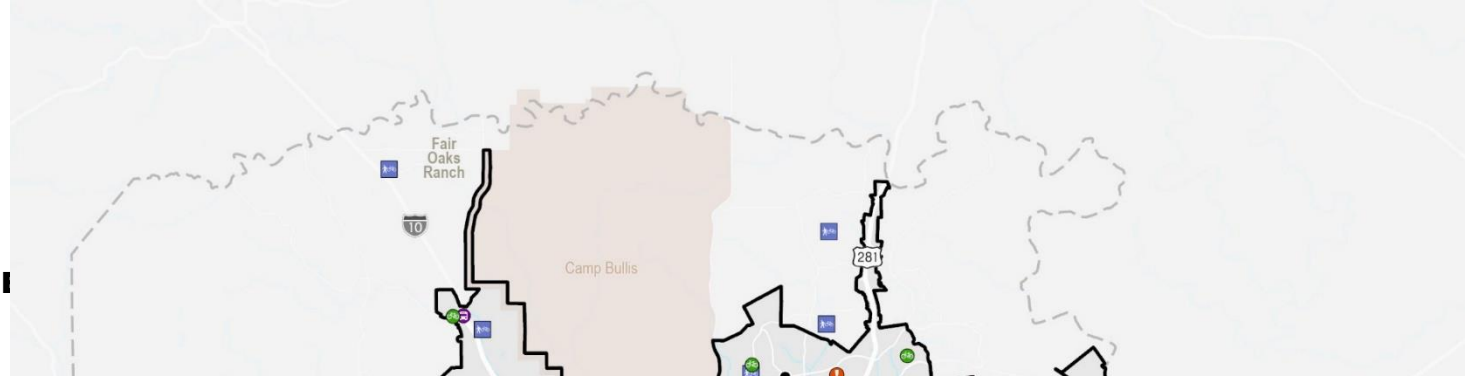
3.3.1.3 Phase 1 Online Mapping Exercise Results

An online public survey tool was developed to gather input on existing bicycle traveling conditions, issues, and needs. The tool allowed users to record improvements they would like to see for each of the following:

- Locations where pedestrian or bicycle improvements are needed.
- Locations where they would like to walk or bike.
- Other improvements are needed.
- Locations with safety concerns.

A total of 450 comments were received (**Figure 22**). A high number of comments were received in the northern and central portions of San Antonio. Highlights of the comments received include:

- Access to churches, schools, neighborhood parks, and trails were highly noted in "Places I Want to Walk or Bike." Many respondents commented that a lack of facilities and safe crossings at highways and arterials limits connectivity today.
- Specific bike improvement needs were identified at:
    - Surrounding Alamo College, Ft. Sam Houston, South Presa Street, UTSA, and Mission SA Jose
    - Along Broadway Rd, Cesar E Chavez Boulevard, Carolina Street, Blanco Road, Avenue B, McCullough Avenue, Culebra Road, Pleasanton Road.
    - Repainting or upgrading existing facilities on South St. Mary's Street and North St. Mary's Street, as well as other key corridors.
- Safety concerns identified specific intersections, corridors, and areas where respondents have experienced unsafe conditions, including:
    - Need for north/south connection through Downtown.
    - Specific corridors, including San Pedro Avenue, Brees Boulevard, Blanco Road, Wurzbach Parkway, McCullough Avenue, Basse Road, and Zarzamora Street.
    - Avenue B crossing at Mulberry Avenue.
    - Near Clark High School on De Zavala Road.



- Additional comments received included discussion on limited lighting, vehicle speeds, high speeds and congestion on the greenway trails, and lack of shade and water.

3.3.2 Phase 1 | Summary of Key Findings

3.3.2.1 General Themes

People experience San Antonio as car-oriented today:

- Driving is the primary mode of getting around the city.
- Getting around San Antonio without a car is very difficult or difficult.
- Those who reported driving every day did not necessarily want to for their primary mode of transportation. Of the 55% of respondents who indicated that they drive alone to travel around San Antonio, only 9% of those answered the question "how would you like to get around San Antonio" with "Drive" and no other options. And 47% of those who drive alone every day did not include driving at all in response to their mobility preferences.

Facility type matters:

- 1 in 2 people indicated they are most comfortable biking in facilities separated from cars (i.e. fully separated from vehicles or on trails).
- Creating enhanced facilities to provide designated space away from vehicles, expanding bike routes, and better connecting bike routes were listed as people's top improvements to increase comfort for people walking, biking, or rolling in San Antonio.

Connections:

- 1 in 4 people reported their biggest frustration or concern getting around San Antonio today is the lack of safe connections or inadequate connectivity.[1]
- Given safe and comfortable connections and facilities, 1 in 4 people indicated a willingness to walk more than 20 minutes to commute or get to a place of business.
- 1 in 2 people access trails or the greenway via walking or biking today.
- Roughly one-quarter of people (24%) use trails as a means of transportation to connect to other destinations.

- **There's a desire to get around by modes other than driving**: 1 in 2 people (51%) indicated they'd like to bike for fun or utilitarian trips or use an e-bike.
- **Quality facilities expand the geography of mobility**. Given safe and comfortable facilities, nearly twice as many people are willing to bike more than 20 minutes (45%) than the number of people who responded they'd be willing to walk more than 20 minutes (24%). The number of people unwilling to walk or bike to these destinations remained the same at 8%.

3.3.2.2 Demographic Trends

Comfort

- Women (70%) were more likely to be reluctant to bike. Men were more likely to express comfort on any road (68%) or roads with moderate traffic and only painted lanes (61%).

[1] Walking and biking facilities are not connected (12%) and Not enough safe connections to trails or destinations (13%).

- 45% of people who indicated that they do not bike and do not want to bike were 55 or older
- Two-thirds of people who indicated that they do not bike but are interested were between 25 and 44 years old
- Every age group, except for under 18, was most likely to indicate a comfort level on trails followed by quiet streets with little traffic.[2]

Improvements

- Women were more likely to identify improved lighting (55%) and ADA accessibility (54%) as priorities than men. Men were more likely to identify enhanced facilities with separation or expanding and connecting bike routes (54% and 55%, respectively) as priorities.

Getting Around

- Men were more likely to envision using a bicycle (including e-bike or rental) to get around San Antonio in the future (55%).
- Every age group envisioned biking as the number one way to get around in the future. People under the age of 45 chose walking as their second most common way to get around, whereas people over the age of 44 envisioned getting around by driving as their second most common mode of transportation.
- The percentage of men and women who responded that they rarely or never walk was roughly the same (around 50%).
- Nearly two-thirds of the people who responded that they walk daily also identify as female.

3.4 Phase 2 Engagement – October 2023 to December 2023

After evaluating event opportunities through the decision matrix (**Table 2**) and other event selection methods, the team held pop-ups at the following events in Phase 1 (**Table 4**, **Figure 23**).

Table 4: Phase 2 | Informational Booths ("Pop-Ups") at Community Events

Event Name	Date	Day of Week	District
SA Neighbors Together - Kick-Off Celebration	9/30/2023	Saturday	1
SATX Social Ride Tuesday Ride 3	10/3/2023	Tuesday	1
Classen Road Design Public Meeting	10/5/2023	Thursday	10
SmartSA Sandbox 2023 at Confluence Park	10/7/2023	Saturday	3
Camino Verde	10/14/2023	Saturday	2
Westside Resource Fair	10/21/2023	Saturday	5
Bexar County Fire Annual Health & Life Safety Fair	10/28/2023	Saturday	6
Walk Like MADD San Antonio	11/4/2023	Saturday	4
UTSA Tabling	11/8/2023	Wednesday	8
Walker Ranch Public Input Session	11/16/2023	Thursday	*9*
Strong Towns San Antonio Bike Event	11/30/2023	Thursday	*2*
Let's Ride Leon Creek - Cathedral Rock/O.P. Schnabel	12/2/2023	Saturday	6 & 7

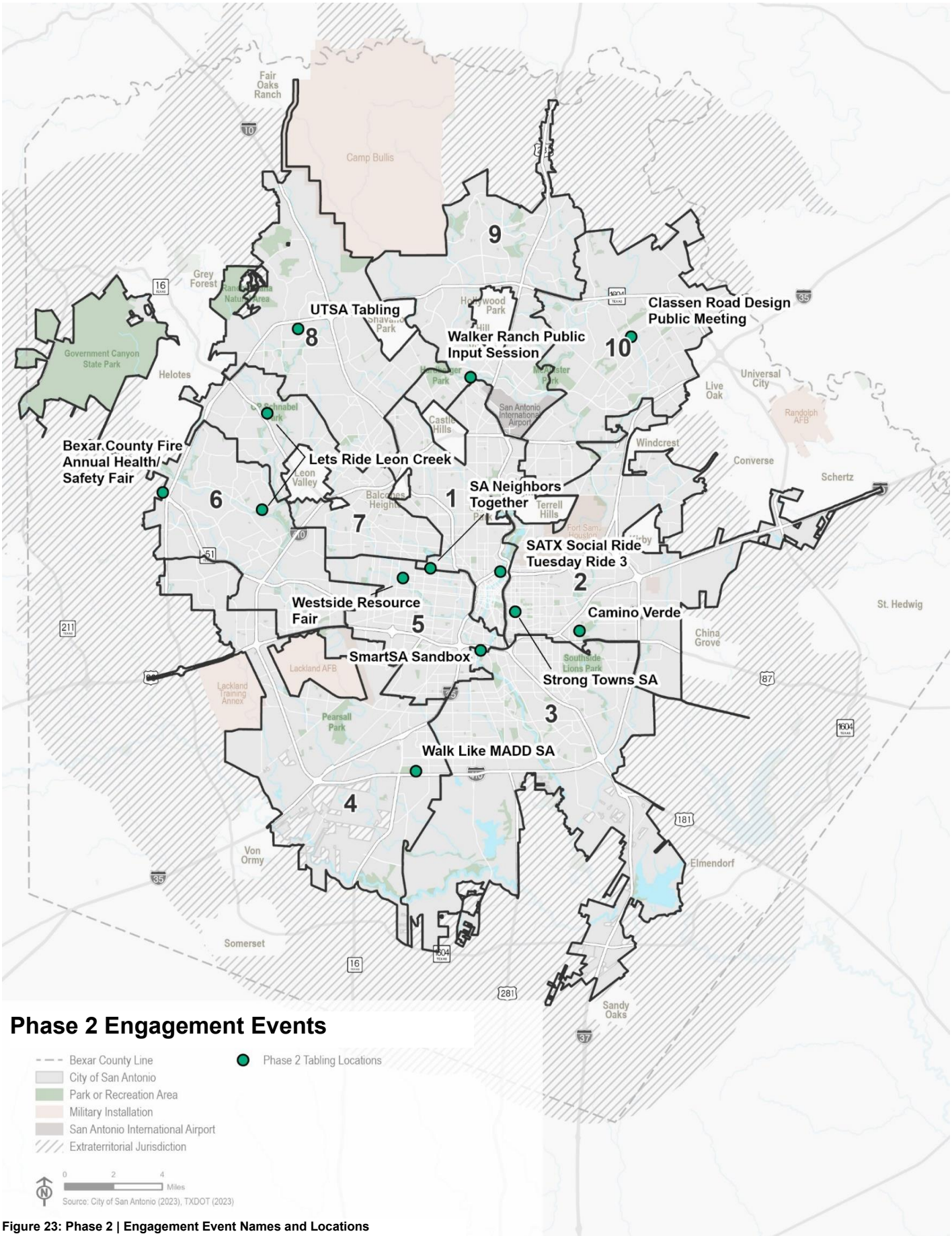


Figure 23: Phase 2 | Engagement Event Names and Locations

3.4.1 Phase 2 Survey – Options and Preferences

To gain insight into the walking and biking challenges and needs of San Antonio residents, visitors, and employers, an online survey was developed. The survey was available online at SABikeNetwork.com and was distributed at community events and other outreach activities. It included 16 questions and three main sections:

- Routing
- Design of Bike Infrastructure
- Demographic information

Over 1,000 people participated in the community survey.

3.4.2.1 Respondent Demographics

Age

42.1% of respondents were between the ages of 25 and 44. In comparison, the average age of San Antonio residents is 33.9 (2021 ACS Survey) (**Figure 24**)

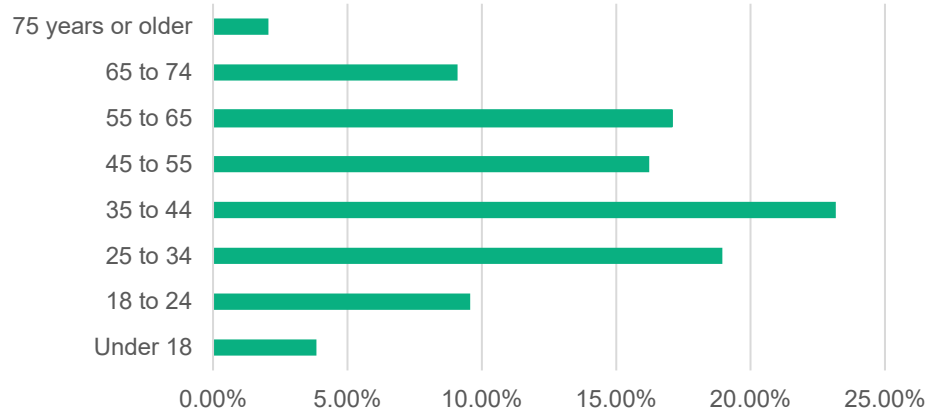


Figure 24: Survey 2 | Age of Respondents

Ethnicity

46% of respondents identified as Hispanic/Latino, while 40% identified as White. In comparison, 76.8% of San Antonio residents are Hispanic, Black, Indigenous, or a Person of Color (2021 ACS Survey) (**Figure 25**).

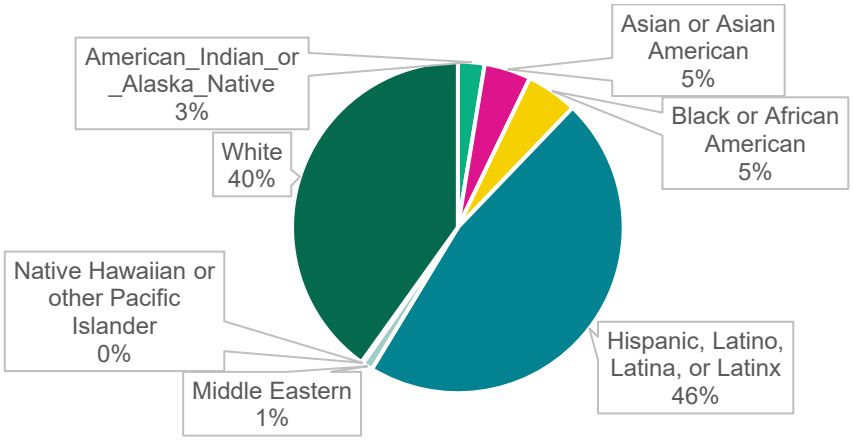


Figure 25: Survey 2 | Ethnicity of Respondents

Disability Status

10% of survey respondents self-identified as living with a disability.

Gender

Slightly more women responded to the survey. 50.3% of all San Antonio residents are female (2021 ACS Survey) (**Figure 26**).

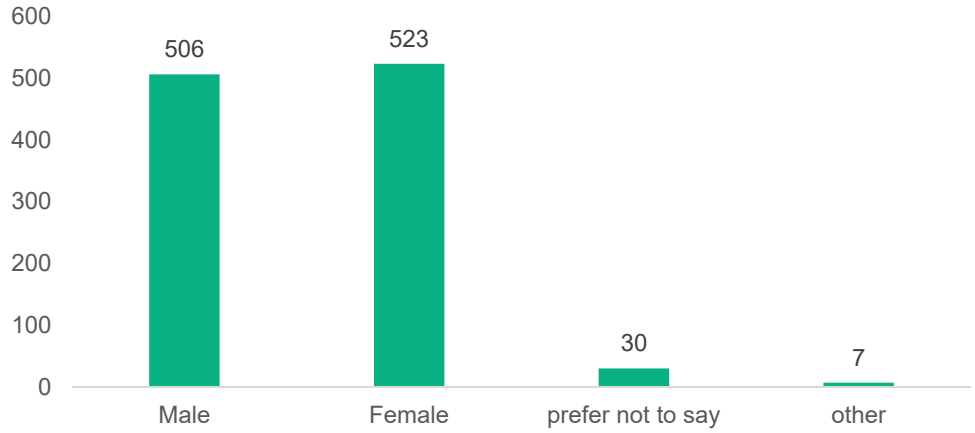


Figure 26: Survey 2 | Gender of Respondents

Household Income

61% of respondents have a household income greater than $66,000. In comparison, the median household income in San Antonio is $55,084 (2021 ACS Survey) (**Figure 27**).

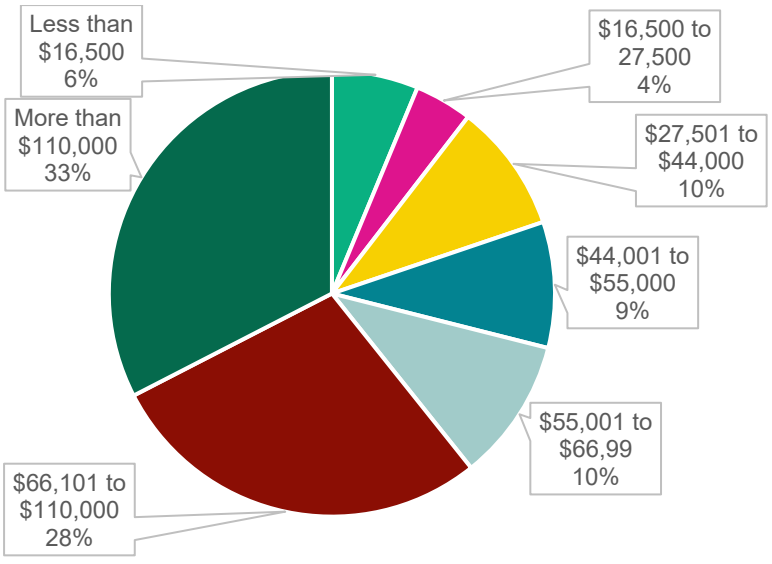


Figure 27: Survey 2 | Household Income of Respondents

3.4.2.2 Summary of Survey Results – Phase 2

The following section summarizes the survey results (1,101 total surveys), noting interesting findings and comments received.

1. **When you think about biking around San Antonio, what answer best describes your level of comfort?**

The Planning team asked this question to identify respondents' level of confidence in biking in San Antonio. This allowed the team to interpret results from the rest of the survey based on confidence level; for instance, more confident riders may feel less need for protected bike infrastructure.

Nearly 70 percent of cyclists were classified as "interested but concerned," about 10 percentage points higher than national estimates. Respondents were less likely to report that they were not interested in cycling compared to national estimates, which indicates that this survey had less participation among non-riders.

This data verifies that the rest of the survey responses were representative of the majority of cyclists who want to cycle more but are concerned about current conditions (**Figure 28**).

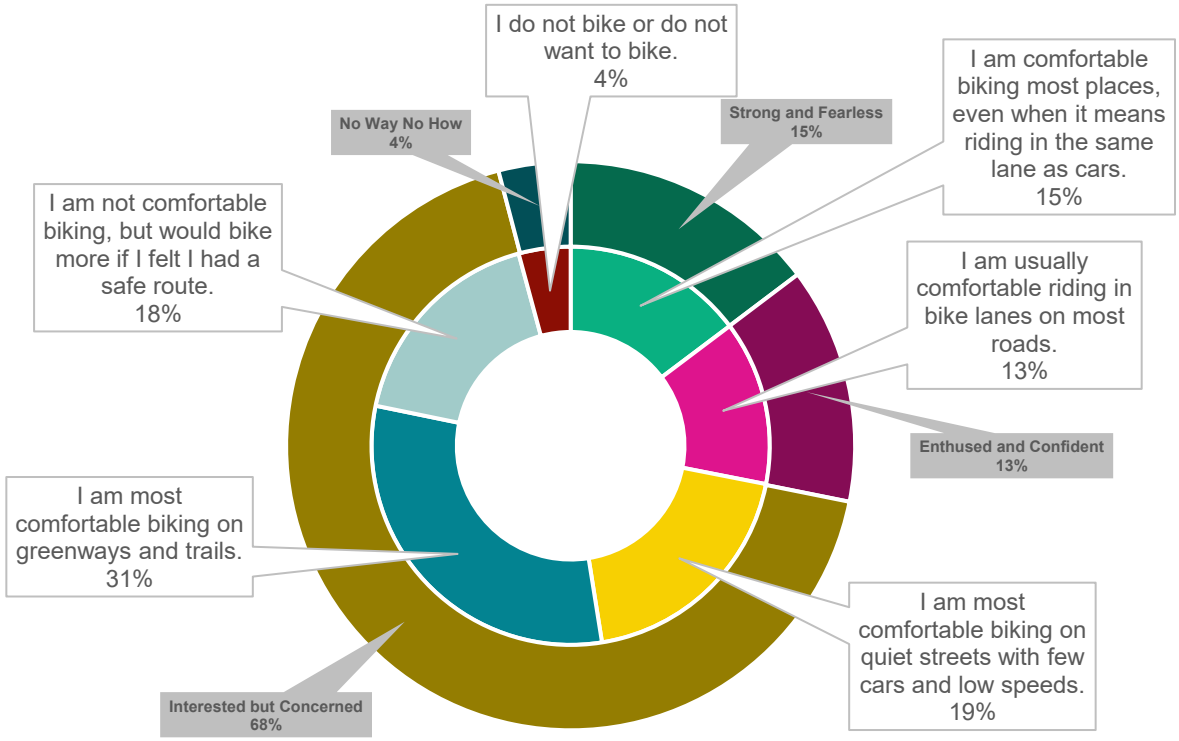


Figure 28: Survey 2 | Respondents' Level of Comfort Biking

2. If you were riding a bike to reach your destination, like going from A to B in the graphic above, would you rather take a direct route on a busy street in a safe bike lane or take a detour to ride on a quiet street? (Figure 29)

This question was designed to determine respondents' routing preferences. Given a hypothetical dichotomy between a direct route on a busy street and a detour route on a quiet street, respondents were asked to state which route they would take.

The results were almost evenly split, with slightly more people indicating they would definitely or probably take the detour route on a quiet street (Figure 30).

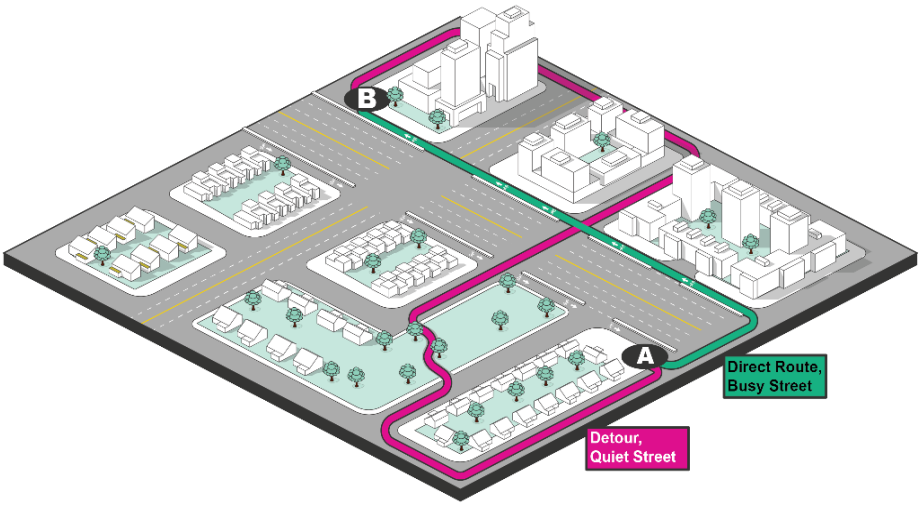


Figure 29: Survey 2 | Route Preference Graphic Shown to Participants

These results will be used to influence how bike paths are routed, likely leading to multiple options that include a protected bike lane on busy streets and wayfinding for bike routes on quiet streets.

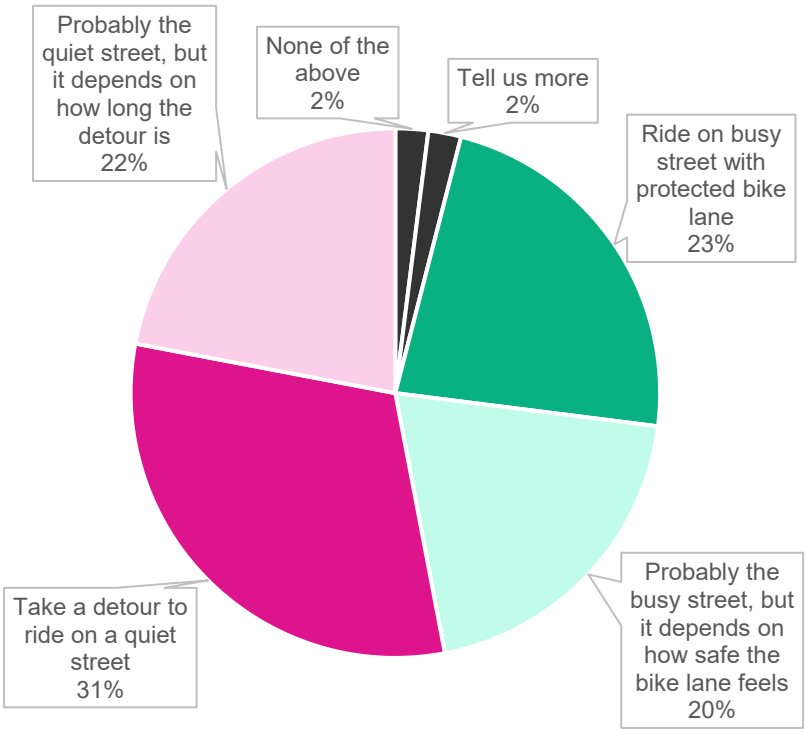


Figure 30: Survey 2 | Respondents' Route Preferences

3. **On a scale of 1 to 5 (1 being dangerous and 5 being very safe), how safe would you feel riding on the following busy streets if each featured safe bike lanes? (See the pictures below)** (**Figure 31**)

This question was asked to determine if respondents would feel less safe riding a bike in certain land use contexts. Results indicate that respondents would feel least comfortable riding in Downtown, whereas they would feel most comfortable riding in residential contexts (**Figure 32**). This data will be used to inform the type of bike infrastructure that is installed within certain contexts. For instance, extra protection may be needed for downtown streets compared to residential streets.

Figure 31: Survey 2 | Facility Preference Example Photos – Street Type

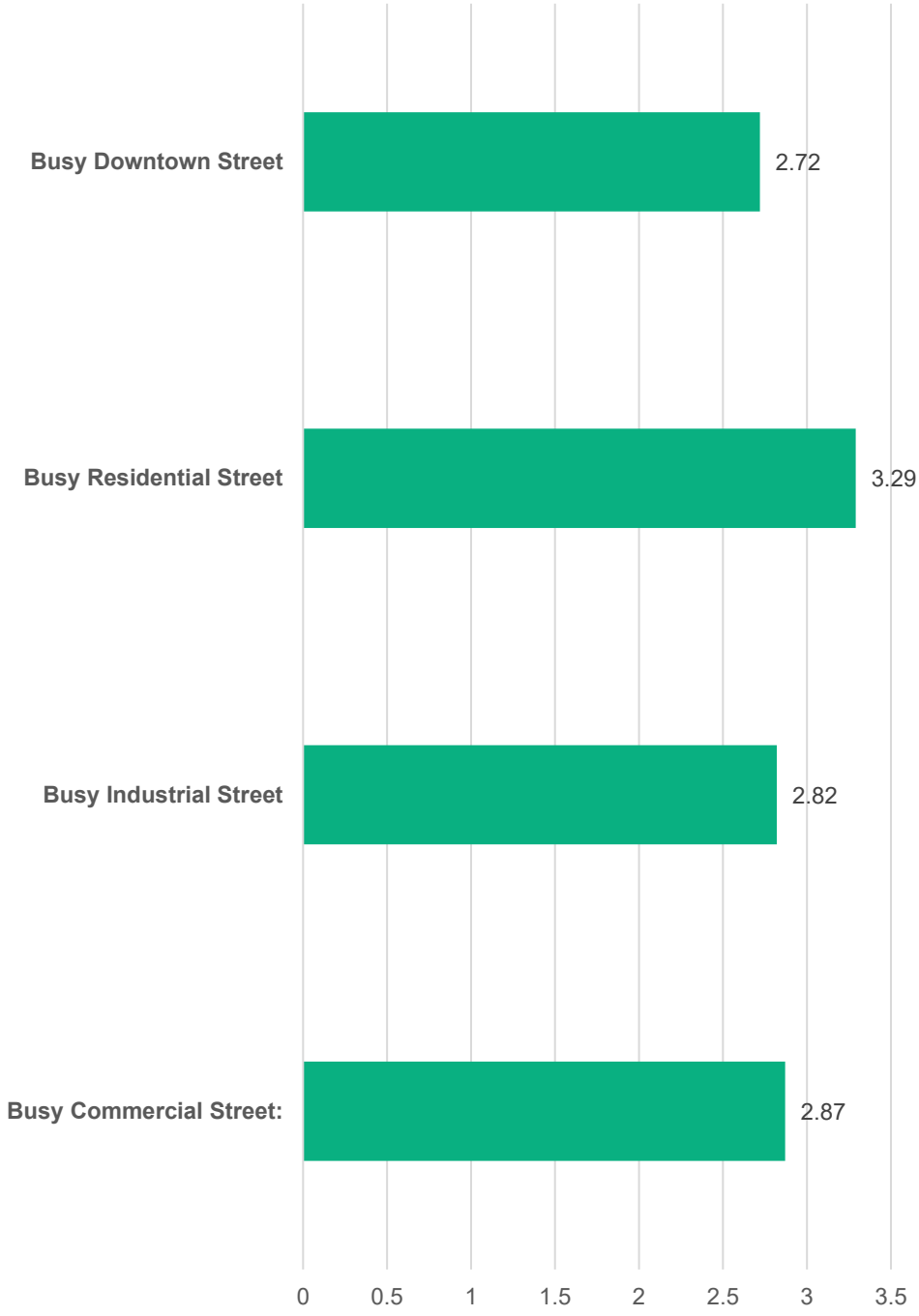


Figure 32: Survey 2 | Respondents' Street Preferences

4. Between the two bike facilities below, which do you want to see more of in San Antonio? (Figure 33)

The purpose of this question was to determine what type of infrastructure respondents want to see more of: greenway trails or near-street protected bike lanes. This question helps to focus routing efforts towards more trails or protected bike lanes.

The majority of respondents indicated they want to see both more protected bike lanes and greenway trails. This shows that there is not a preference for one type of facility over the other.

This information will be used as a justification for implementing both greenway trails and near-street protected bike lanes.

Figure 33: Survey 2 | Facility Preference Example Photos – Greenway vs. Street

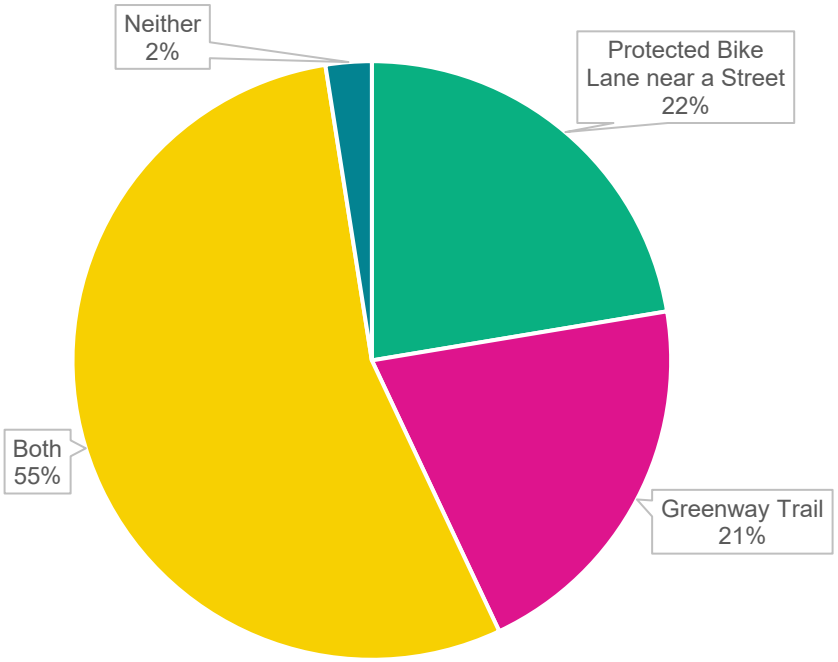


Figure 34: Survey 2 | Respondents' Facility Preferences – Greenway vs. Street

5. Do you feel more comfortable riding in a protected bike lane that is elevated to the curb level or a protected bike lane at street level? (Figure 35)

The purpose of this question was to determine if there is a preference for curb-level protected bike lanes versus on-street protected bike lanes. Data from this question can influence the type of facility that is recommended.

Nearly 60 percent of all respondents said that they would feel more comfortable riding at curb-level compared to on-street while only 12 percent said they would feel more comfortable riding on-street (Figure 36).

This data indicates that the majority of respondents perceive curb-level bike lanes to be safer than on-street. This will be considered when building bike infrastructure in places with a higher level of stress.

Figure 35: Survey 2 | Facility Preference Example Photos – Elevation

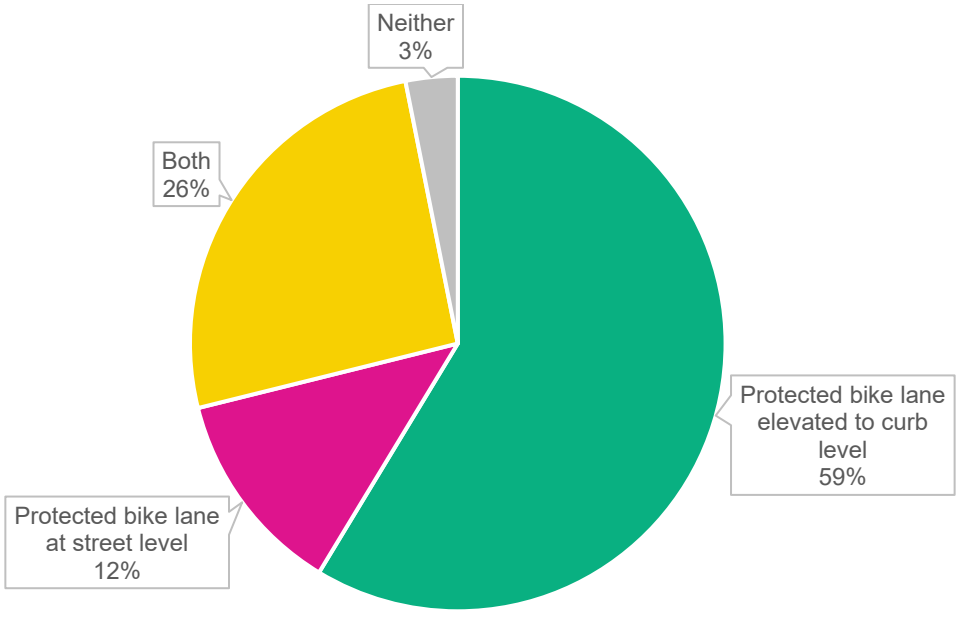


Figure 36: Survey 2 | Respondents' Facility Preference– Elevation

6. Which of these two bike lanes would you feel more comfortable riding on? (Figure 37)

The purpose of this question was to determine if respondents perceive one-way or two-way protected bike lanes to be safer.

Results indicate that there is not a strong preference between the two types of bike lanes. About one-third of all respondents said they felt both were equally safe (Figure 38).

This finding is important because it indicates that two-way bike lanes, which only require one buffer between cars and the bike lane, should be considered for streets where there is not a large right of way. The use of two-way versus one-way protected bike lanes will have minimal impact on the usage of the lane, as one is not perceived to be safer than the other.

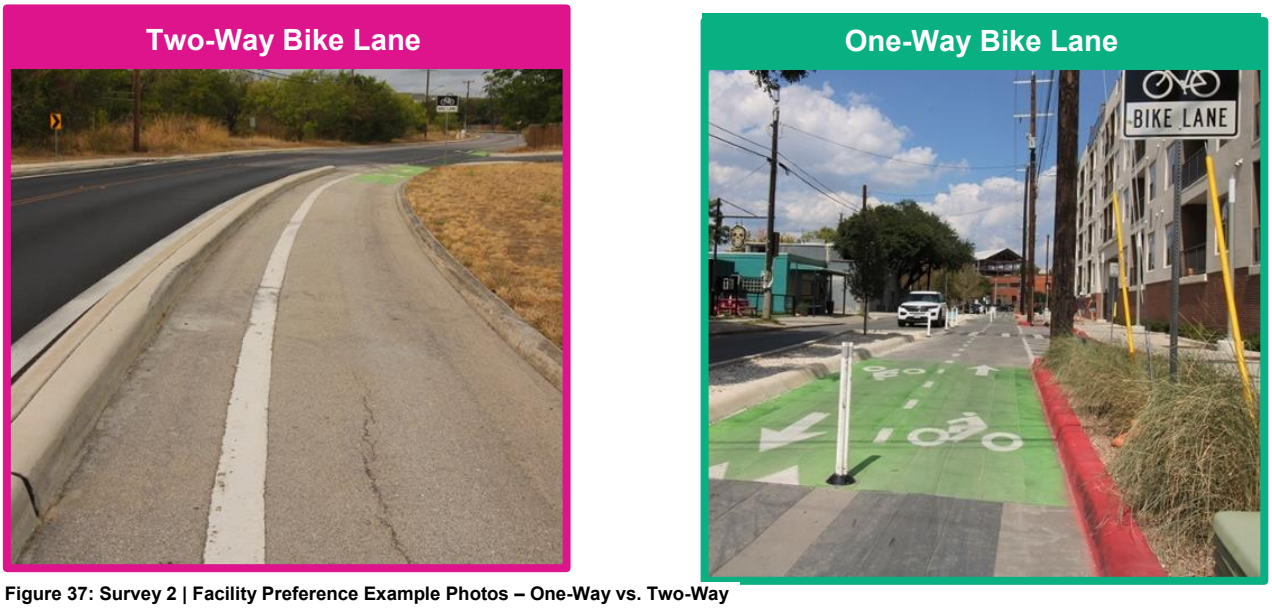


Figure 37: Survey 2 | Facility Preference Example Photos – One-Way vs. Two-Way

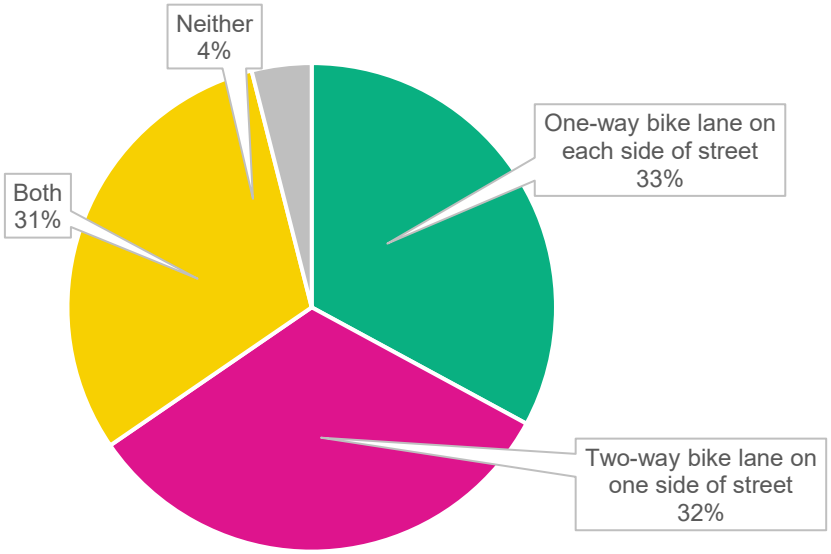


Figure 38: Survey 2 | Respondents' Facility Preference– One-Way vs. Two-Way

7. **On a scale of 1 to 5 (1 being dangerous and 5 being very safe), how safe would you feel riding in the following types of bike lanes on a busy street?** (See the pictures below.)
8. **On a scale of 1 to 5 (1 being unpleasant and 5 being pleasant), which of these bike lanes do you think look the most attractive? (See the pictures from the question above.)** (Figure 39)

The purpose of these questions was to determine perceived safety of bike lane types and aesthetic preferences. Safer bike lanes will receive higher ridership than bike lanes perceived to be unsafe, and bike lanes that are more visually appealing may be more widely accepted by communities.

Results indicate that protected bike lanes with jersey barriers were perceived as safest, followed by protected bike lanes behind a curb or planters. Painted and buffered bike lanes were perceived least safe.

Planter protected bike lanes, followed by behind curb bike lanes and shared use paths, were deemed most attractive. Painted bike lanes, bike lanes with buffers, and flex post protected bike lanes were perceived to be the least attractive (though not unpleasant) (Figure 40).

Though jersey barrier protected bike lanes only received a score of 3.88, their combined score with safety is quite high, meaning that this could be a widely implementable low-cost and quick-build solution.

Figure 39: Survey 2 | Facility Preference Example Photos – Safety and Aesthetics

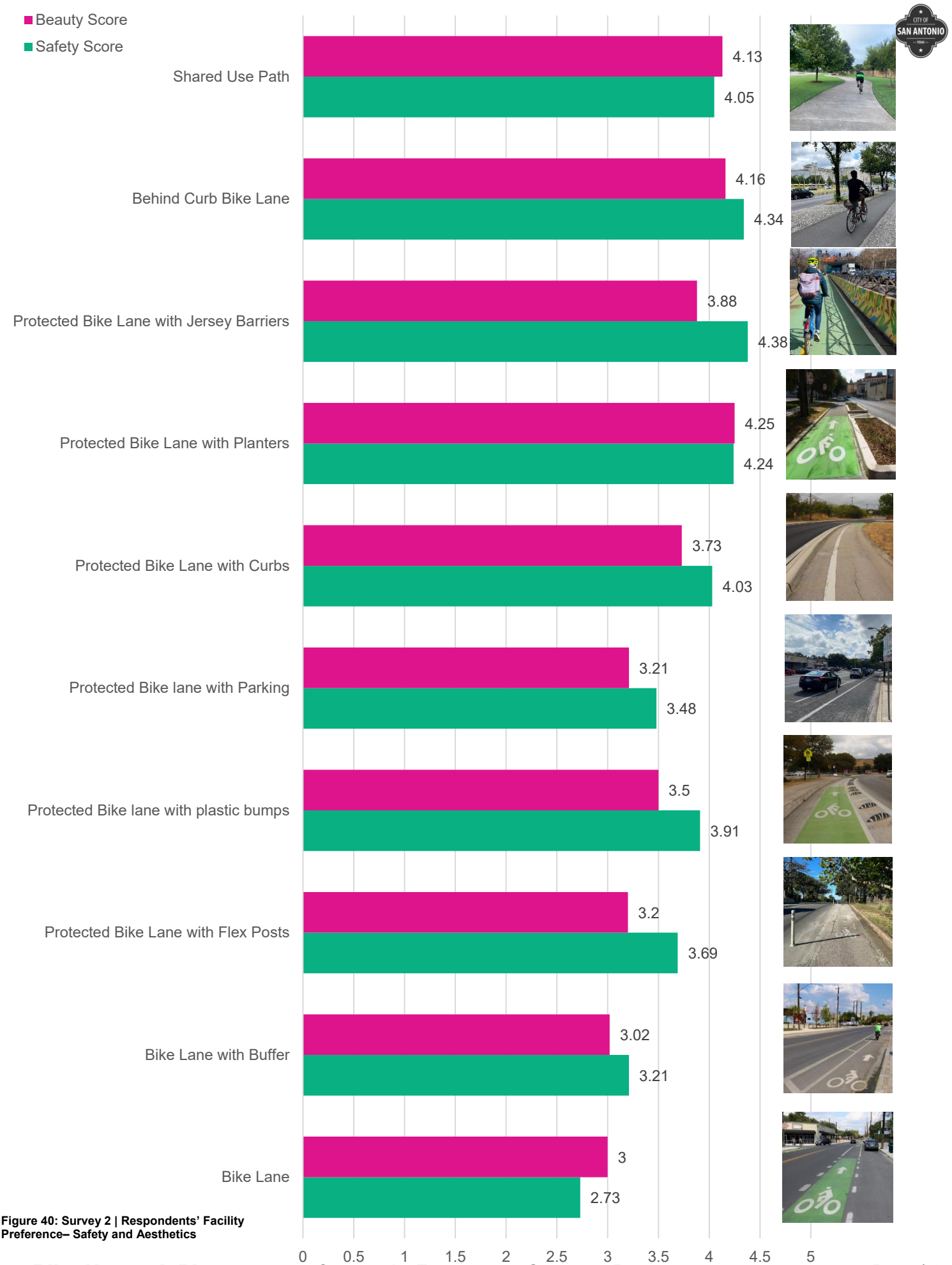


Figure 40: Survey 2 | Respondents' Facility Preference– Safety and Aesthetics

9. Tell us about an experience you had while biking in San Antonio. Where did you go, what made you feel safe or unsafe, do you have any experience with injuries while riding, or what do you wish we could do in San Antonio to make biking more comfortable?

During Phase 2, the Project team sought opportunities for a diverse cross-section of community members to tell their stories related to biking in San Antonio. These stories help show the range of possibilities and give voice to the needs and opportunities for biking in San Antonio, inspiring the change needed to build a complete network and demonstrating the specific need for better infrastructure. These stories will be incorporated into project materials creating community "fingerprints" on the final.

The planning team selected five responses to the written portion of this survey:

"I would LOVE to see a north-south bike route connecting Southtown to the Pearl, as well as some east-west routes through downtown (Maybe Houston Street from Via Centro Plaza to the HEB on 415 N New Braunfels Ave or Market st or Commerce St or maybe Cesar Chavez Blvd connecting UTSA, the HEB on Flores, Hemisphere, and Alamo Dome)."

"If I'm riding by myself, I feel safest on a trail or on a quiet street. If I'm with a more experienced rider, I'll go on busier streets if necessary. Fredericksburg Road is completely terrifying and unsafe. The trails are a great amenity, but are mostly recreational for me. They don't take me places I need to go. I live near downtown, and have identified streets that feel safest to go to various places."

"My experience with bike lanes have been less pleasant as they are typically covered in glass, loose rocks, branches, parked cars, etc. It seems all of the debris from the road ends up on the bike lane which make them difficult to use."

"I'd rather drive to a green way trail and get there safely than ride my bike to a green way trail. I don't always feel safe when riding on a designated bike lane if it's on a busy street. I recently rode my bike in downtown Austin, TX and felt extremely safe due to the barrier their protected bike lanes provide. I wish I had that same level of comfort in San Antonio so I could experience the same level of enjoyment in my own city."

"We don't bike here because it's so unsafe for us with young kids. I would maybe bike a little on the streets if it were just me without kids, but even that would be infrequent. Parks and trails are the only places we take the bikes out a few times a year."

3.4.2.3 Phase 2 | Online Mapping Exercise Results

An online public survey tool was developed to gather input on existing bicycle traveling conditions, issues, and needs. The tool allows users to enter improvements they would like to see for each of the following:

- Locations where pedestrian or bicycle improvements are needed.
- Locations where they would like to walk or bike.
- Other improvement needs.
- Locations with safety concerns.

A total of 167 comments were received (**Figure 41**). As illustrated, a high number of comments were received in the northwestern and central portions of San Antonio. Highlights of the comments received include:

- Downtown and the near north and east sides were highly represented in the "Places I Want to Walk or Bike." Many respondents commented in support of long-distance connections and existing community vision projects such as the "Hub and Spoke" model of greenway development in the city.
- Specific bike improvement needs were concentrated:
    - Surrounding Southtown.
    - Along Hackberry Street, Steves Avenue, Pecan Valley Drive, Pleasanton Road, and Nacogdoches Roads.
- Safety concerns identified specific intersections, corridors, and areas where respondents have experienced unsafe conditions, including:
    - Near key park connections like O.P. Schnabel Park at Braun Road or UTSA at Hausman Road.
    - Specific corridors, including: Hildebrand Avenue, Broadway Street, I-35, Culebra Road, Wurzbach Parkway, and SW Military Parkway.
    - Avenue B crossing at Mulberry Avenue.
    - Near Churchill High School on Blanco Road.
    - Crossing I-10 by Fredericksburg Road.
- Additional comments received included discussion on limited lighting, vehicle speeds, high speeds and congestion on the greenway trails, and lack of shade and water.

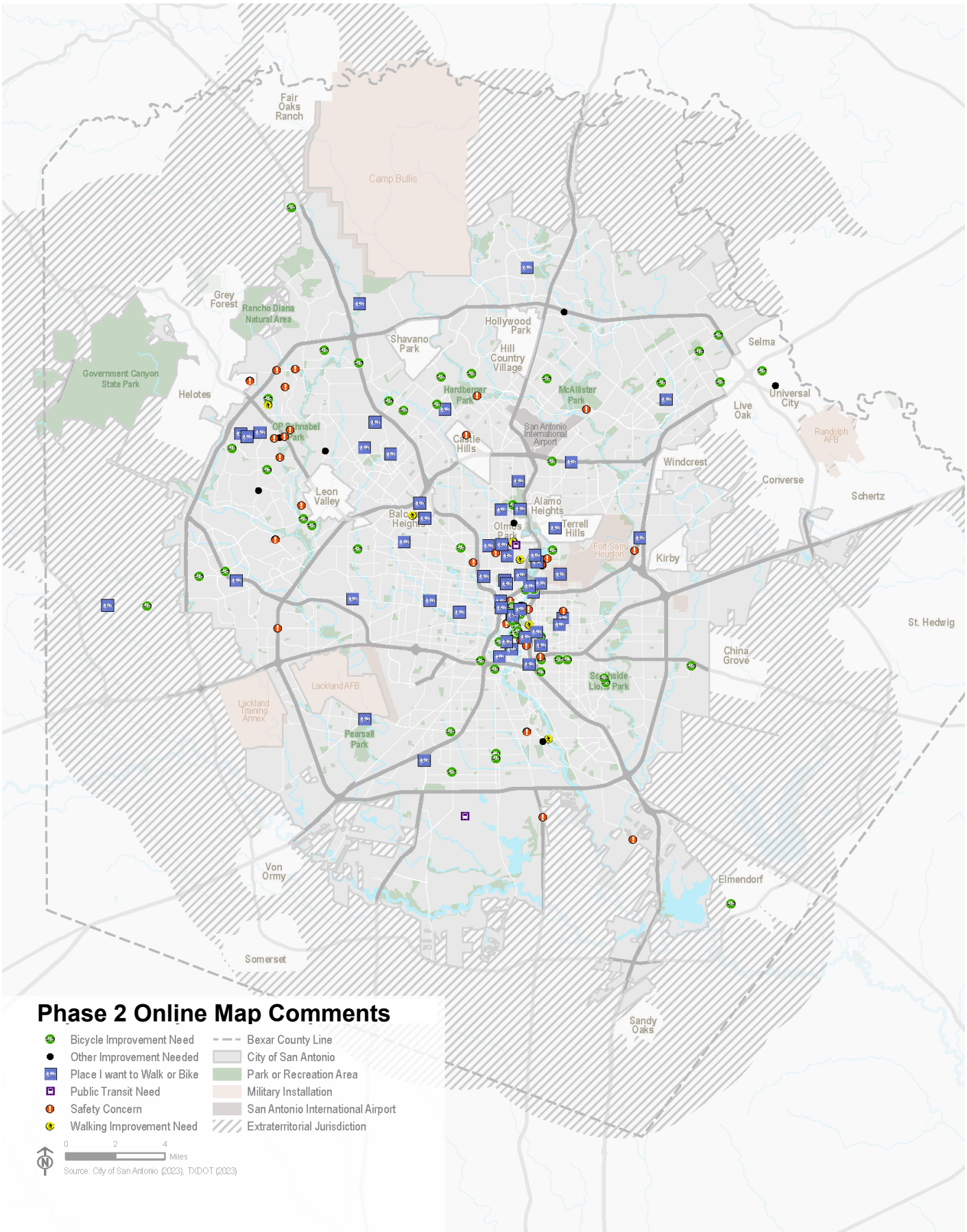


Figure 41: Phase 2 | Online Map Comments

3.4.2 Phase 2 | Summary of Key Findings

3.4.2.1 Phase 2 | General Themes

- **Respondents prefer bike infrastructure located in lower-traffic areas**.
    - Many indicated they would prefer to detour or ride on an off-street facility over a shorter ride on a busier street.
    - Respondents feel the safest in residential, lower-traffic areas.
- **Protected bike infrastructure is perceived as safest.**
    - Jersey barriers, planters, and curbs were all suitable safety implementations, and curb-level (elevated) bike lanes were also considered safer.
    - Although considered less attractive than protected lanes, lanes protected with flex posts, painted lanes, and buffered lanes were not considered unpleasant by respondents.

3.4.2.2 Phase 2 | Demographic Trends

Comfort

- Respondents who indicated they were female were more likely to respond that they were not comfortable biking using current facilities
- 65% of respondents who agreed with the sentiment “I am not comfortable biking, but would bike more if I felt I had a safe route” were women
- 59% of those who agreed with the statement “I am comfortable biking in most places, even when it means riding in the same lane with cars” were men

Preferred Bikeway Facilities

- Survey responses were about evenly split between men and women when discussing shared use paths and protected bike lanes. The majority of respondents want to see more of both.
- Women were more likely to oppose on-street bike infrastructure- they accounted for 48% of those responding “Neither” when asked if they would rather see protected lanes at curb level or street level (men accounted for 27%).
- Women were more likely to favor the more protected facility in general regardless of survey question

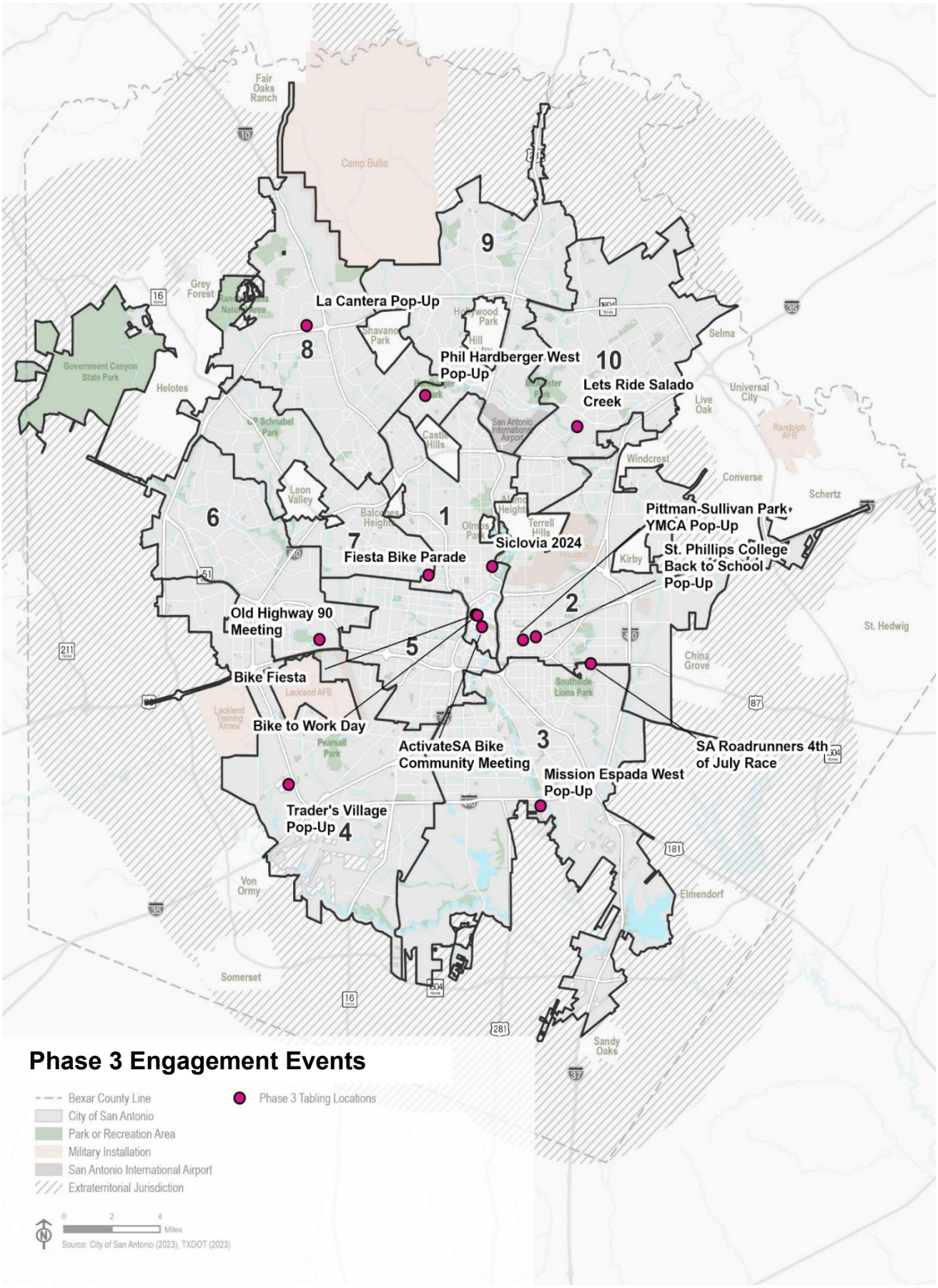


Figure 42: Phase 3 | Engagement Event Names and Locations

3.5 Phase 3 Engagement – April 2024 to July 2024

After evaluating event opportunities through the decision matrix (**Figure 2**) and other event selection methods, the team held pop-ups at the following events in Phase 1 (**Table 5**, **Figure 42**).

Table 5: Phase 3 | Informational Booths ("Pop-Ups") at Community Events

Event Name	Date	Day of Week	District
Síclovía	4/7/2024	Sunday	1
Highway 90 Meeting	4/11/2024	Thursday	6
Fiesta Bike Parade	4/13/2024	Saturday	7
Bike Fiesta	4/16/2024	Tuesday	1
St. Phillips College Back to School Pop-up	5/1/2024	Wednesday	2
Let's Ride Salado Creek - Lady Bird Johnson Park	5/5/2024	Sunday	2 & 10
ActivateSA Bike Community Meeting	5/14/2024	Tuesday	1
Bike-to-Work Day - Legacy Park	5/17/2024	Friday	3
Trader's Village Pop-up	5/25/2024	Saturday	4
Phil Hardberger West Pop-Up	6/1/2024	Saturday	9
Mission Espada Pop-Up	6/9/2024	Sunday	3
La Cantera Pop-Up	6/22/2024	Saturday	9
San Antonio Road Runners 4th of July Race at Comanche Lookout Park	7/4/2024	Thursday	3
Pittman-Sullivan Park YMCA Pop-up	7/13/2024	Saturday	2

3.5.1 Phase 3 Survey – Locations and Priorities

Phase three of the San Antonio Bike Network Plan (BNP) asked respondents to comment where they want to see bike infrastructure and where physical protection should be prioritized. Using an online GIS application, respondents were able to click individual roads and indicate where they would like the city to put bike infrastructure and if it should include protective barriers. The survey was open from April 1 through July 30, 2024, and circulated through social media, news articles, and the City of San Antonio's website. The survey received 919 responses that mentioned 483 roads throughout the city and surrounding areas.

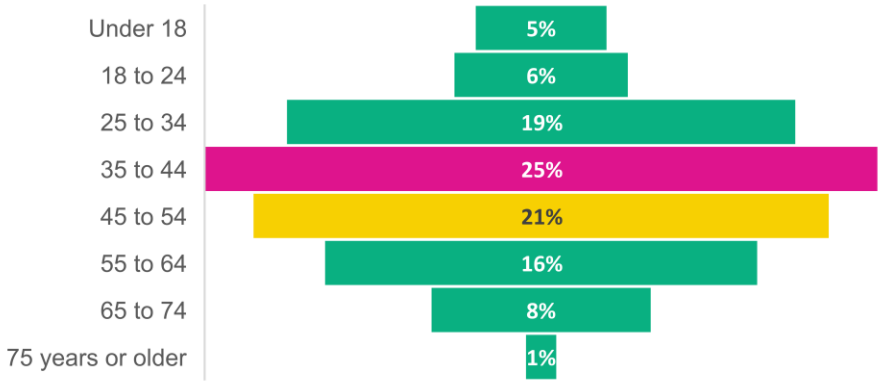


Figure 43: Survey 3 | Age of Respondents

3.5.1.1 Respondent Demographics

Age

44% of respondents were between the ages of 35 and 54. In contrast, San Antonio's average age is 33.9 years old. (2021 ACS Survey) (**Figure 43**).

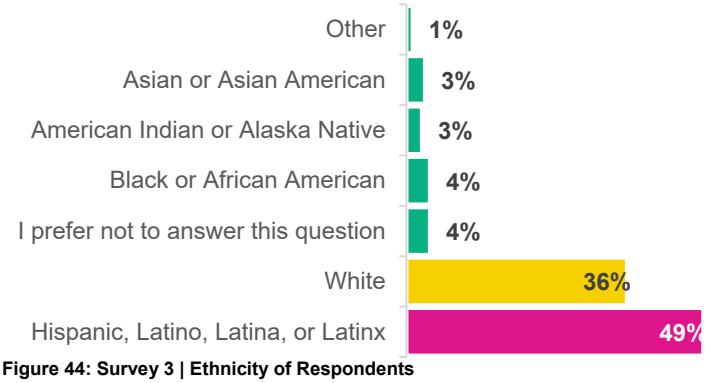


Figure 44: Survey 3 | Ethnicity of Respondents

Ethnicity

49% of survey respondents identified as Hispanic/Latino and 36% identified as White. In comparison, 76.8% of San Antonio residents are Hispanic, Black, Indigenous, or a Person of Color (2021 ACS Survey) (**Figure 44**).

Disability Status

10% of respondents indicated that they live with a disability.

Gender

Slightly more females (49%) than males (48%) responded to this survey. The remaining 3% preferred not to answer (**Figure 45**).

Household Income

50% of respondents indicated that their income is over $66,101. In comparison, the median income in San Antonio is $55,084 (2021 ACS Survey) (**Figure 46**).

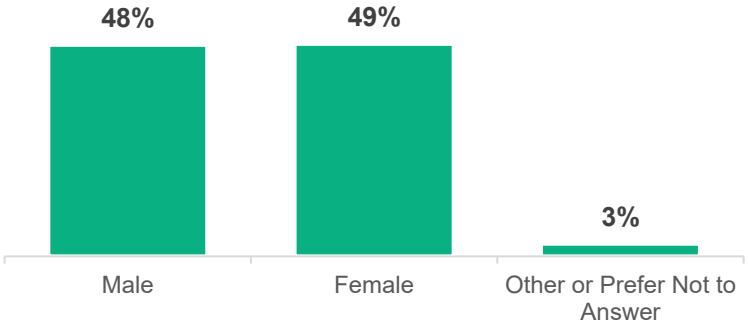


Figure 45: Survey 3 | Ethnicity of Respondents

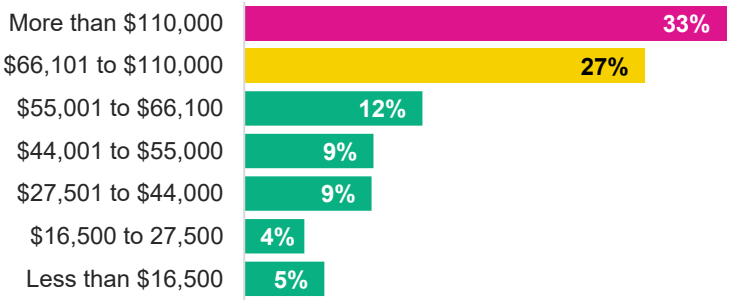


Figure 46: Survey 3 | Household Income of Respondents

3.5.1.2 Summary of Survey Results – Phase 3

When identifying roadways for bike infrastructure, respondents were asked to answer the following questions:

1. **Do you agree that this road should have a safe bike facility?**
2. **Is separation from cars a priority for bike users here?**

The top 25 mentioned roads, as well as roads that received significant support or opposition, are illustrated in **Figure 47-50**.

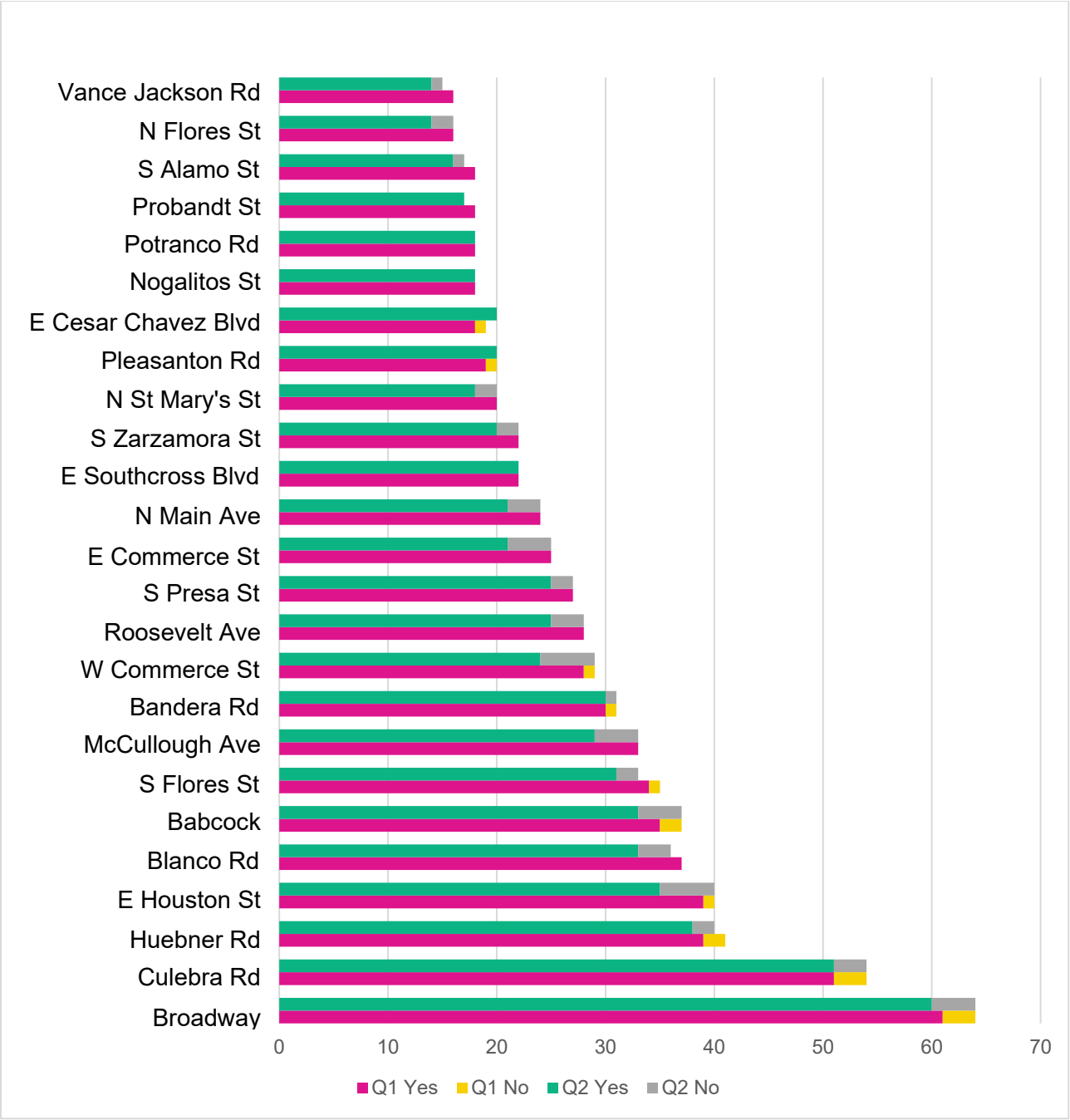


Figure 47: Survey 3 | Top 25 Roads Where Bike Facilities are Strongly Desired or Opposed

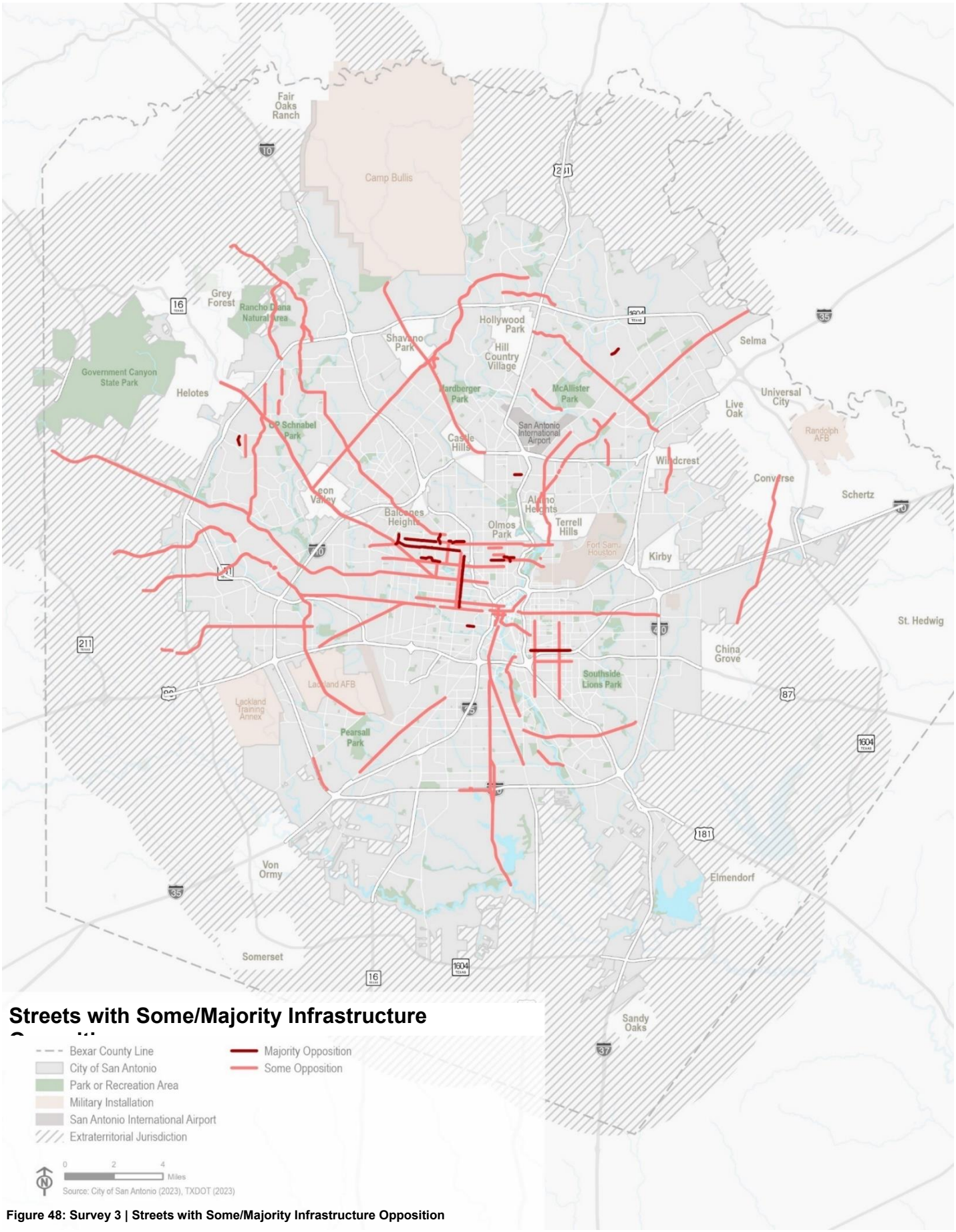


Figure 48: Survey 3 | Streets with Some/Majority Infrastructure Opposition

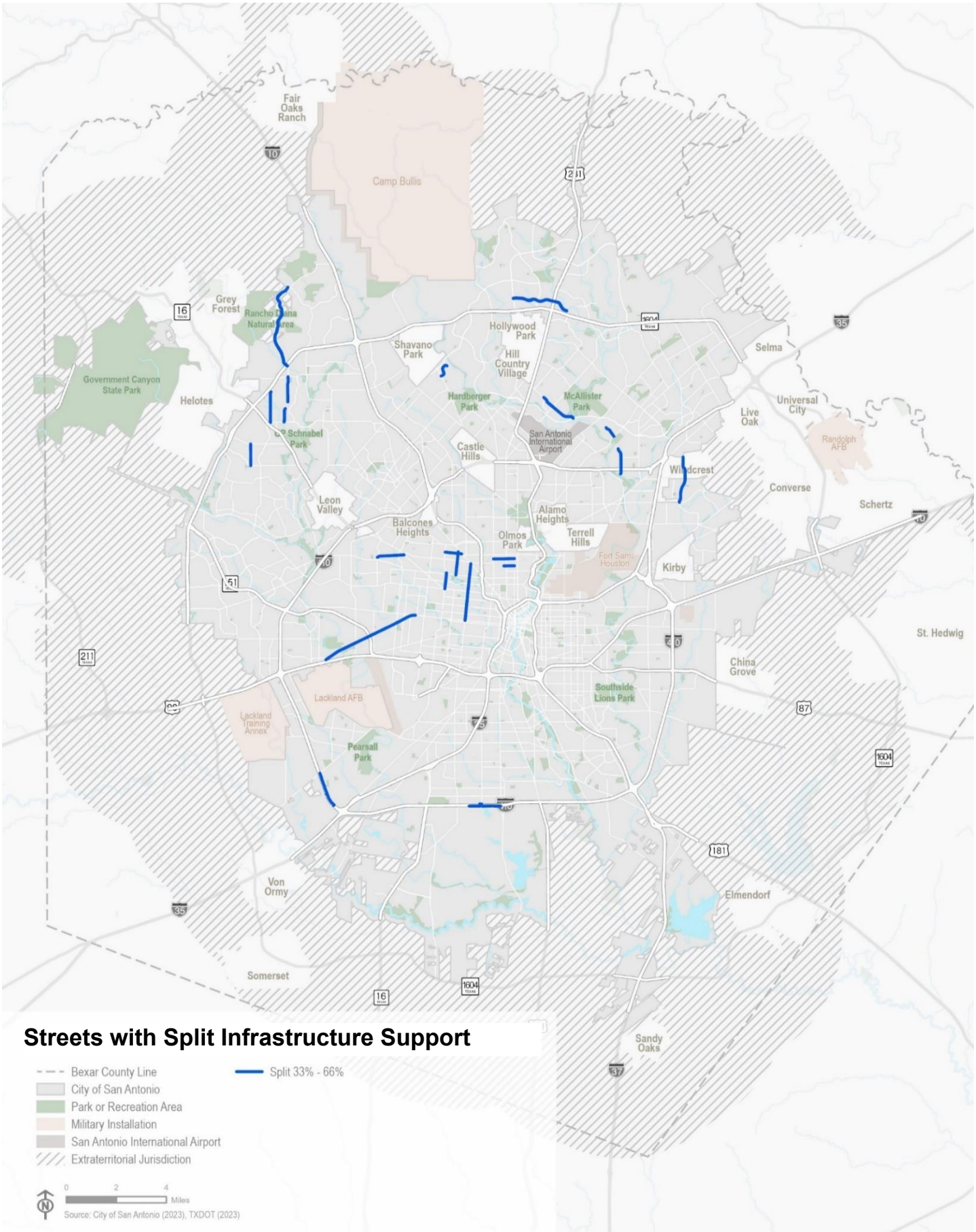


Figure 49: Survey 3 | Streets with Split Infrastructure Support

3. **If you were prioritizing San Antonio's Bike Network, which of the following places are the highest priority to connect to?** (**Figure 51**).

Respondents overwhelmingly prioritized connections to trails and greenways, followed by parks, indicating a desire for recreational cycling opportunities.

Community facilities and grocery stores ranked third and fourth, indicating a desire to be able to access everyday needs by bike.

Major employers, colleges, K-12 schools, and tourist destinations all drew comparable numbers of votes and were lower on the list of priorities. Hospitals and medical centers ranked last in terms of prioritization

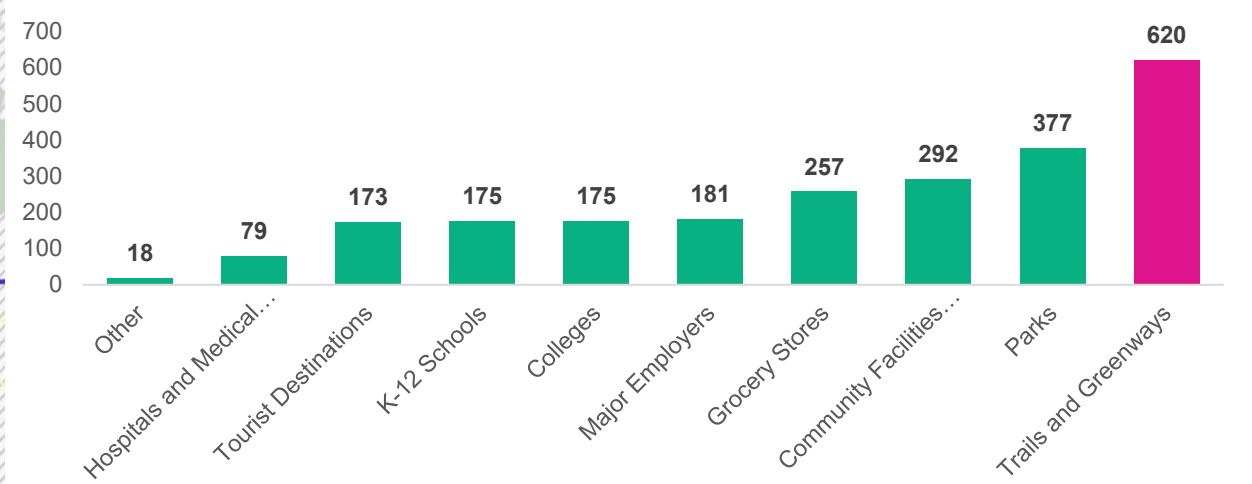


Figure 51: Survey 3 | Priority Bike Infrastructure Connections

3.5.2 Phase 3 Open Houses

Two in-person Open Houses were held to complement Phase 3 engagement. Residents were shown the work completed on the BNP and asked for input on key recommended action items, designs, and policies.

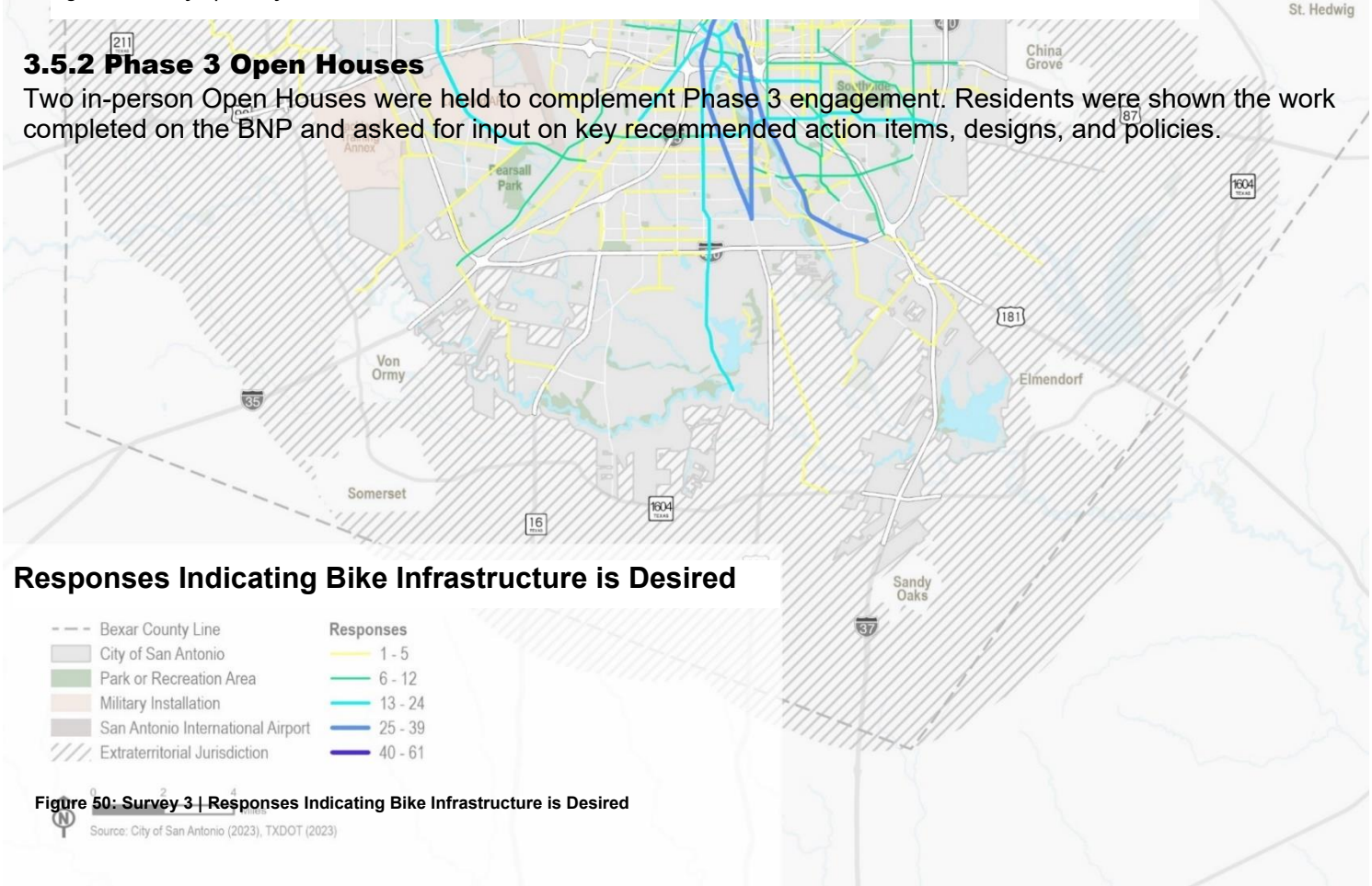


Figure 50: Survey 3 | Responses Indicating Bike Infrastructure is Desired

Attendees were shown examples of bikeway designs and asked what they would like to see in San Antonio. The more protected and further-from-the-roadway facilities garnered the most support (**Figure 53**).

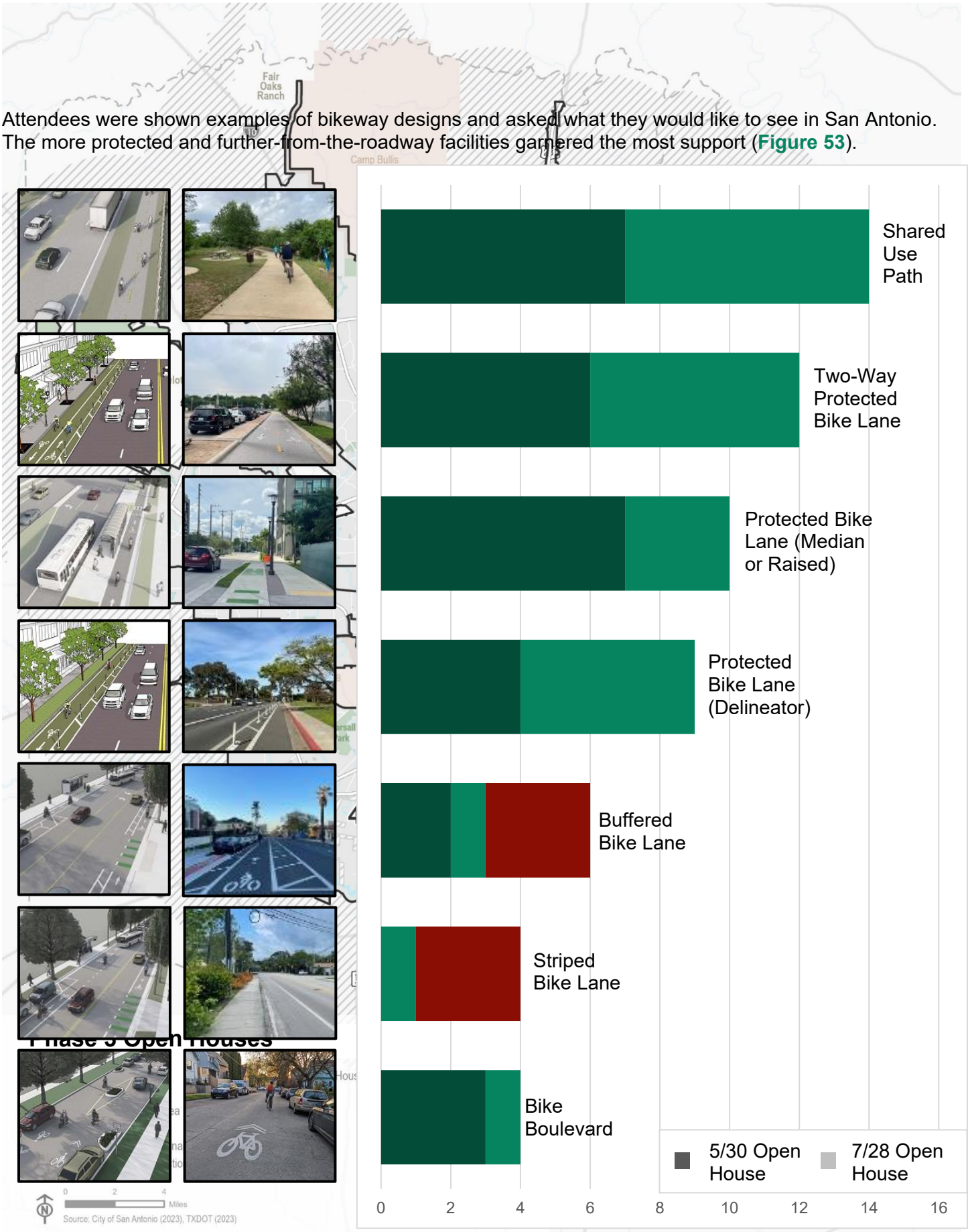


Figure 53: Open House Activity | Infrastructure Options and Preferences

Figure 52: Phase 3 | Open Houses

Participants were invited to markup maps of the draft Recommended Bike Network using markers, stickers, or sticky notes. Comments were digitized and attributed to roadway segments (**Figure 54**).

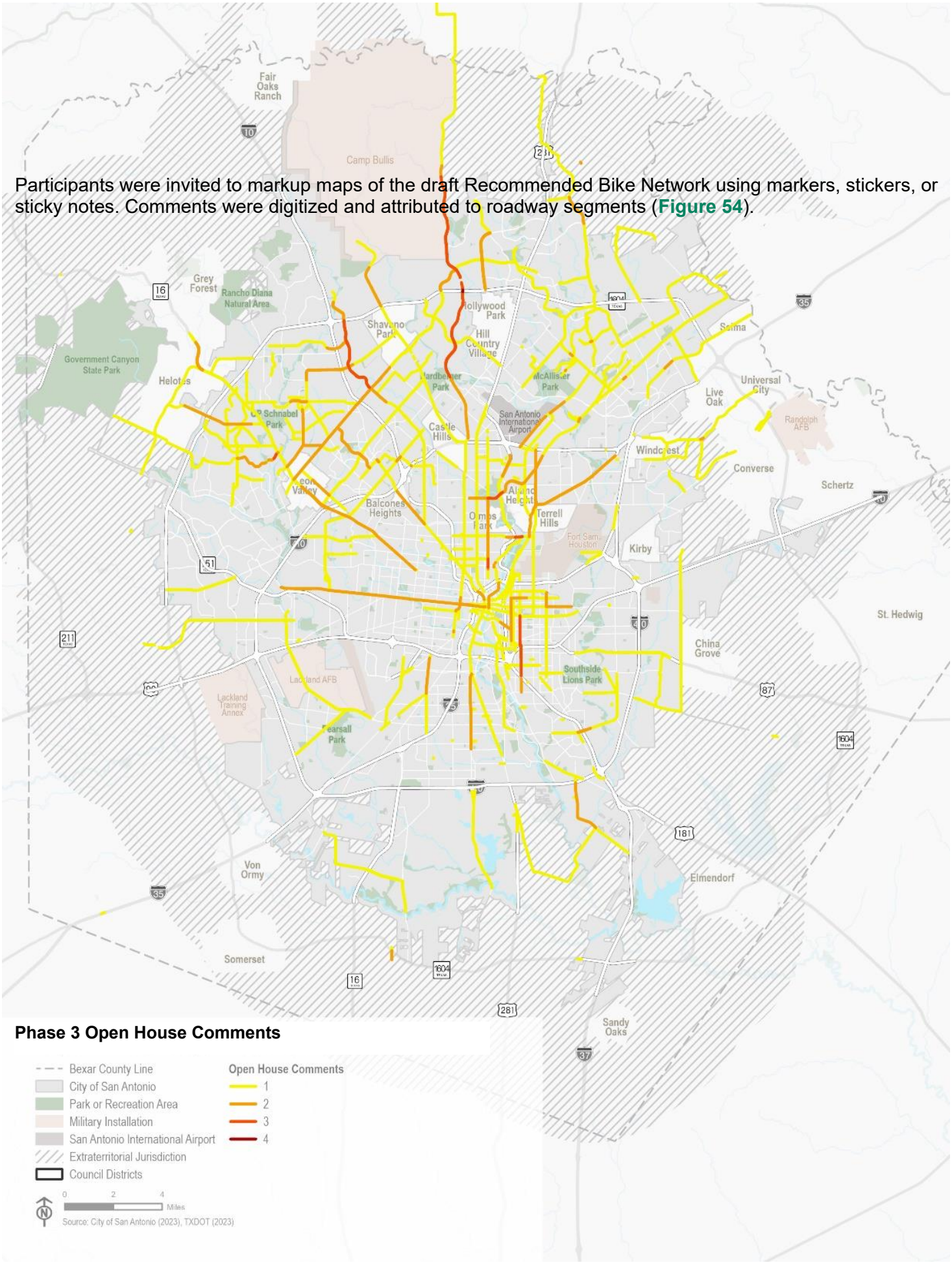


Figure 54: Open House Activity | General Comments

Participants were asked their opinions on possible policy changes surrounding bike and pedestrian safety in San Antonio, with support being indicated in green and concern in red. Their responses are below:

The first policy change question asked was: **Should riding on sidewalks be allowed, since riding on shared-use paths is?** The majority of attendees who responded to this question expressed support for sidewalk riding (**Figure 55**). Respondents expressed the opinion that riding off-street is safer, and bikers should not be penalized if there is inadequate bike infrastructure to make their trip safely. Those against sidewalk riding expressed concern for collisions and recommended safer bike-only infrastructure or shared-use paths instead.

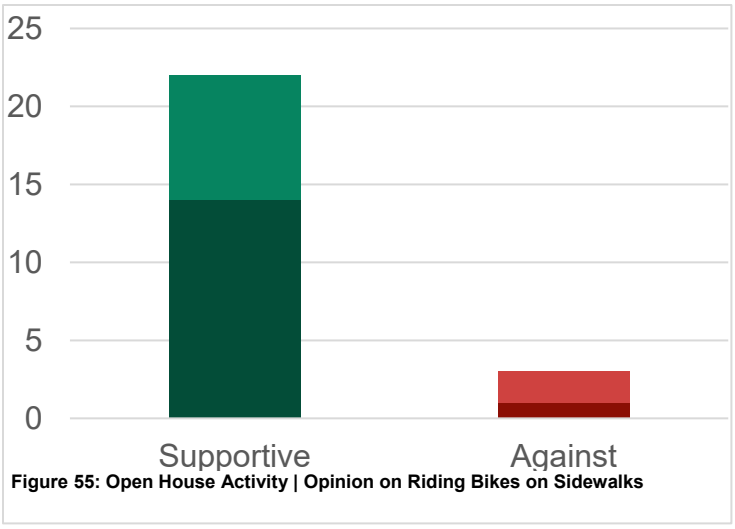


Figure 55: Open House Activity | Opinion on Riding Bikes on Sidewalks

The second policy change question asked was: **Should the City require an easier process for lowering speed limits on neighborhood streets?** The overwhelming majority of attendees were in favor of an easier process for lowering neighborhood speed limits (**Figure 56**). They believed that neighborhoods should have the authority to determine what kind of infrastructure goes in the area and that more traffic calming and narrower roads encourage drivers to slow down.

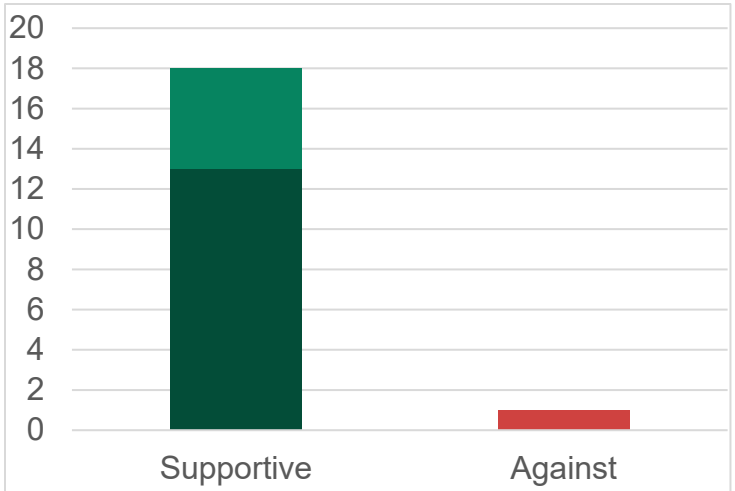


Figure 56: Open House Activity | Opinion on Simplifying Process to Lower Speed Limits

The third policy change question asked was: **Should the City require bike users to wear helmets?** Opinions were split on this topic, with slightly more attendees being in favor of helmet laws (**Figure 57**). Those who opposed helmet laws cited unequal standards for motorcycles and possible increased cost prohibiting people from riding. They believed that the best way to protect cyclists is to keep them from interacting with vehicles. Supporters of helmet laws cited the helmet's ability to protect a skull during a crash.

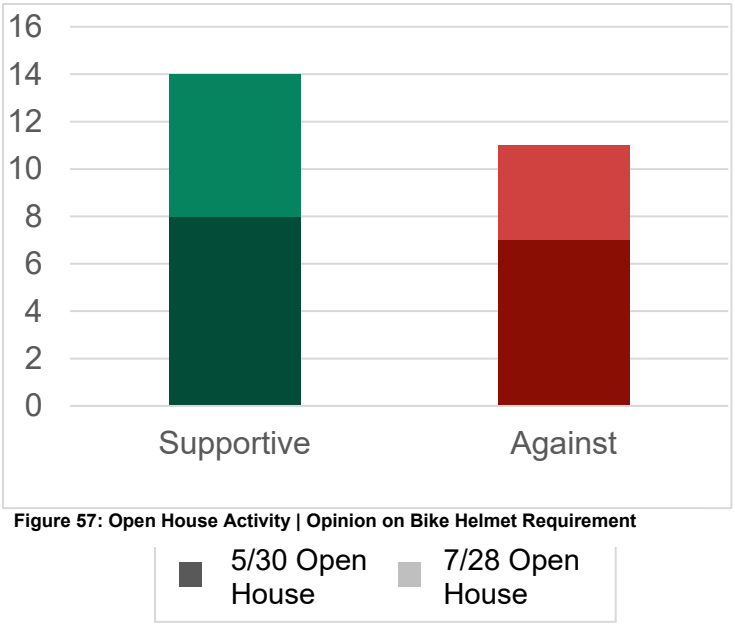


Figure 57: Open House Activity | Opinion on Bike Helmet Requirement

Support facilities were shown in posters with example images and attendees were asked: **How do you want to find your way around San Antonio? What would you like to see at the end of your ride? What do you want to see while riding? What would make your ride feel special in San Antonio?** Support was indicated with green, and concern with red (**Figures 58-61**).

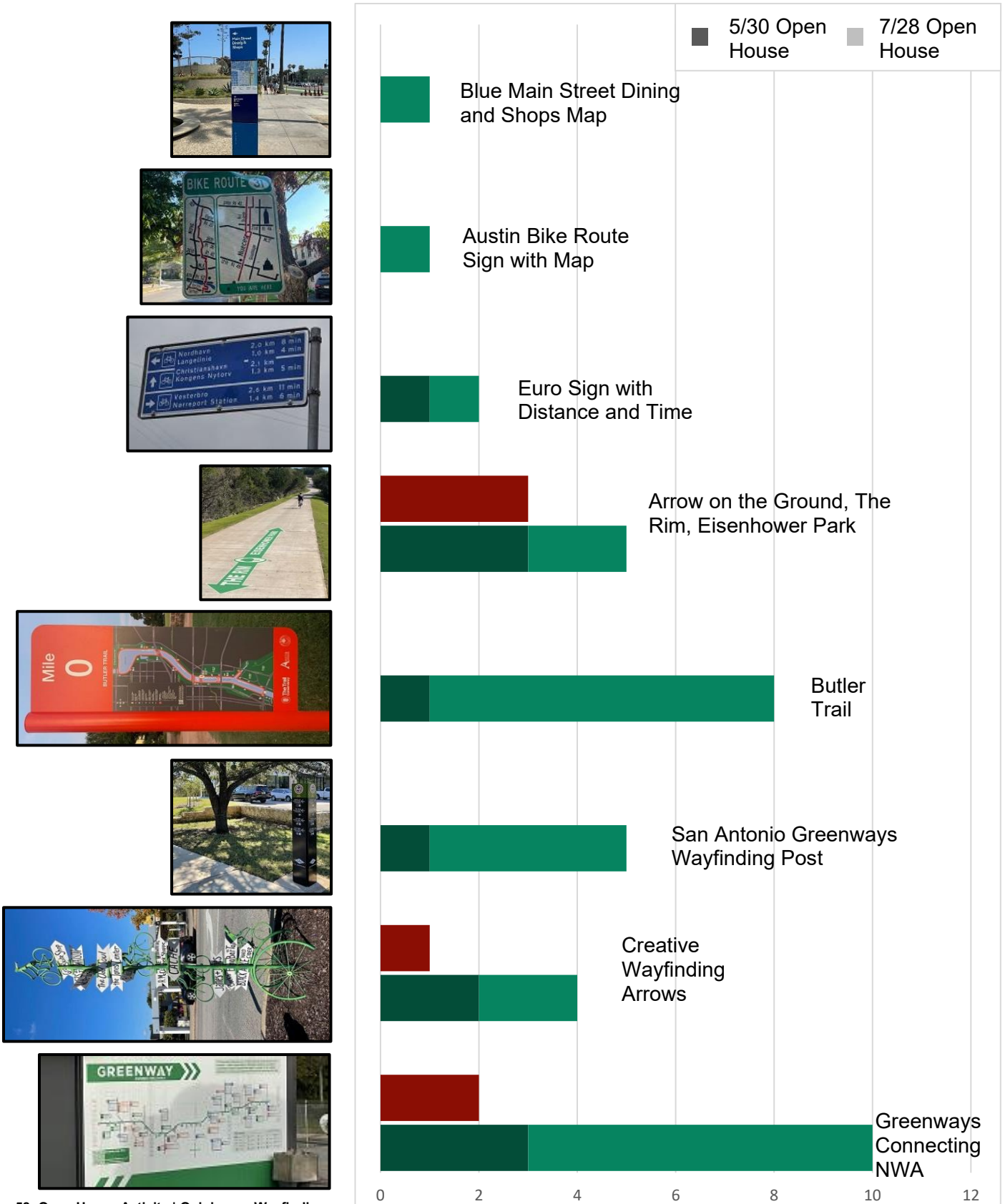


Figure 58: Open House Activity | Opinion on Wayfinding

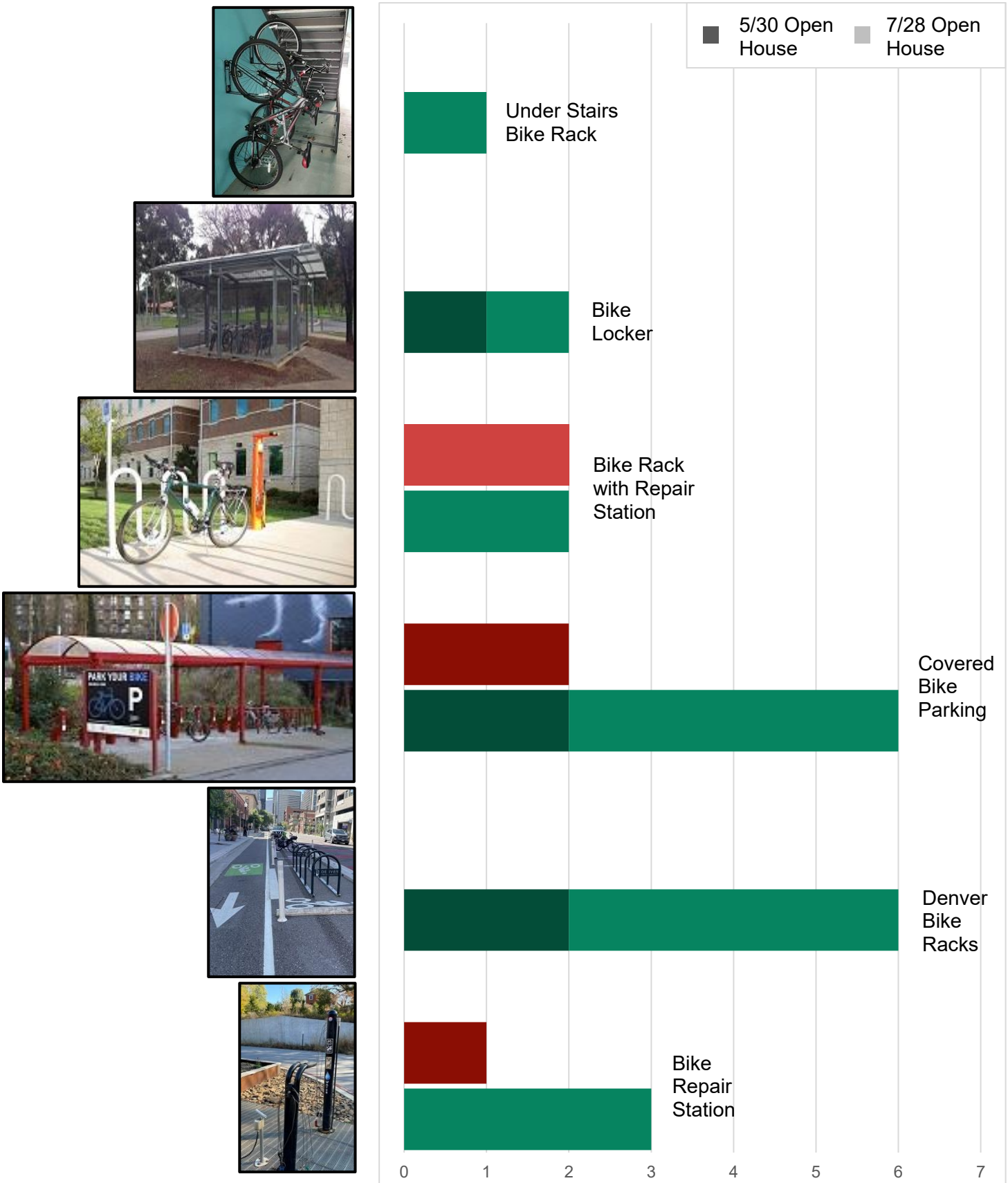


Figure 59: Open House Activity | Opinion on Parking Facilities

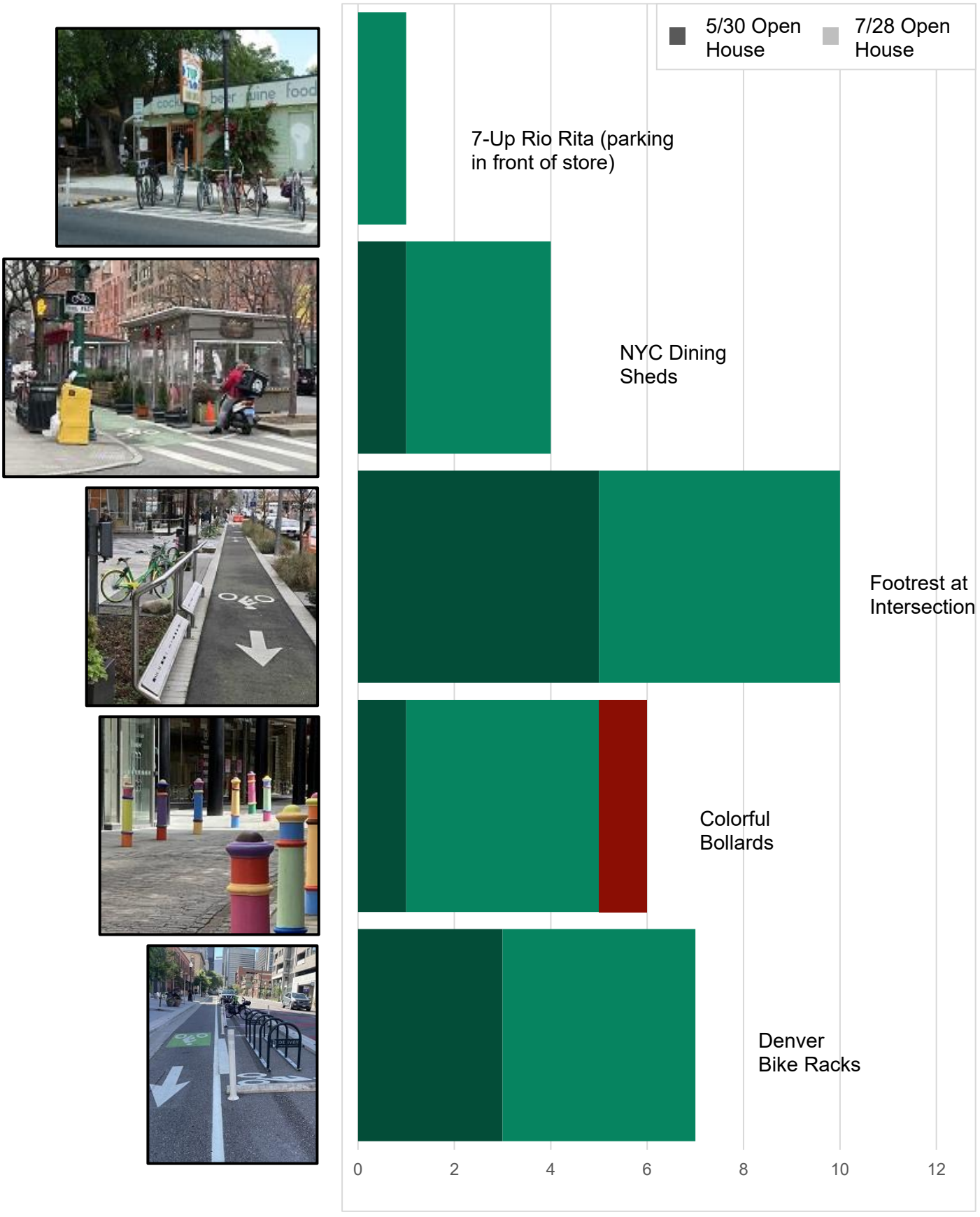


Figure 60: Open House Activity | Opinion on Various Infrastructure Options

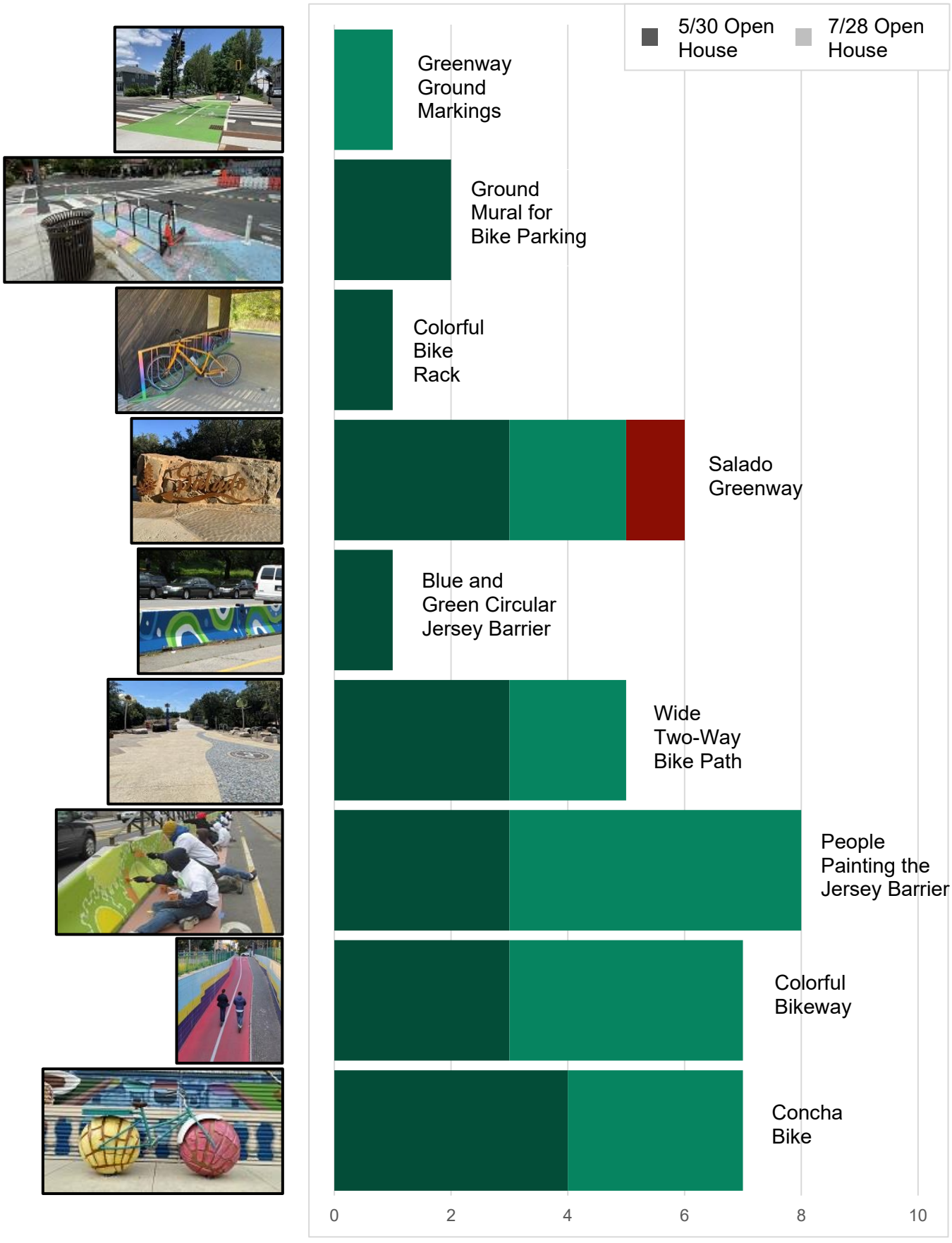


Figure 61: Open House Activity | Opinion on Special Features

3.5.2.1 Open House Comment Cards

In addition to the survey responses and map comments received during both open houses, comment cards were also filled out by participants. A total of 24 comment cards were filled out (**Tables 6** and **7**).

Table 6: Open House Comment Cards | May 30, 2024 (Coker Methodist Church)

Name/Contact Information	Comment
Stephen Colley 519 Artemis Dr, 78218 stephen@stephencolley.com	1. There are some long sections of greenway up to a mile more or less without shade. Considering climate change, it would be great if there were some covered rest stations. Durable shade cover, bench, water fountain, and an emergency panic button. Example: Salado greenway from Jones-Maltts to Starcrest. Example: North side of abandonded gravel pit just south of Eisenhower Park. 2. There are no trash receptacles between Eisenhower Park and Loop 1604 Trailhead- 4 miles. 3. For commuters, a bike deopt downtown under the shade of one of the interstates. Feature: bike lockers, refreshments (vending machines or coffee shop), a mobile bike repare service (similar to a food truck). If you want to really get serious, add a place to shower and chnage into business clothes.
Everett Allen 4092 TPC Parkway, apt 742,78217	On the far North Side, Evans Rd between Dusty Canyon and Green Mountain Road has no bike lane, yet has signs that encourage drivers to be kind to people on bikes. I have rode my bike on both sides of this road, and I was afraid a driver was going to hit me. It's only the break down lane to ride in, and there is a lot of debris on that. Additionally, tere are at least 2 new housing developments now open along this road. Much more traffic and more pedestrians and cyclists. Please create a bike lane here.
Bryan Martin 9815 Wahada Ave, 78217 bryan@bronkobikes.com	Please build the Flyway. Please add more bike parking at businesses or make it required/ encourage them to be installed. We could really use a protected facility on Austin Highway from McNay Museum to Oakwell Trailhead. Also Perrin Beitel to Wurzbach and then connect Heroes Stadium/Morgan's Wonderland.
Jeff Coyle 307 Carolina St., 78210 jeffmcoyle@gmail.com	You all are doing an excellent job! So impressed by the vision. Top priorities for me: Link Downtown to Salado (Sherman? Steves?); " " to Leon (Quill? Commerce?); Ensure route thru or around Alamo Plaza. Otherwise, Ave B lanes can't connect to S. Alamo/S. Presa and Southtown; Northbound connections from Brackenridege (past Quarry to Airport, Wetmore, Etc.); Connect McAllister/Mud Creek to Stone Oak. Bike lanes thru

	Stone Oak!; Connect O.P. Schnabel to Government Canyon. (Braun? Shanefeild?); Connect Pearsall Park to Anything! (Improve Quintana? Link to Theo/Malone?)
Carla Rodriguez 10902 Hamlen Park Dr, 78249	My boyfriend and I visited his cousin last summer in Minneapolis, Minnesota and we immediately noticed how many bike lanes the city had. It was so accesible as the bike lanes all were protected with either separation bars or concrete barriers. We both hope San Anotnio can look like that one day.
Joshua Fowler 7207 Carriage Elm, 78249	My girlfriend and I visited someone in Minneapolis, Minnesota last summer and quickly noticed how bike friendly the city was. They had a few different bike lanes but the ones I remember most were the lanes that had physical separation using concrete barriers or the plastic separators. We thoroughly enjoyed the accessibility and atmosphere for all bikers in Minneapolis, and we both believe that San Antonio can take some inspiration from their city when drafting the Bike Network Plan.
Jese Rodriguez 300 Devine St, 78210 Jer7cool@gmail.com	I would love to see bike lanes going down wetmore to Bitters Road. More bike lanes thorugh downtown for joyriding and commuting to and form work. The greenways are awesome, keep up the good work. God bless you guys.
John and Shelley McBee 10523 Westfield Place, 78240 Shelleym8443@gmail.com	Huebner Rd, Babcock Rd. De Zavala Rd, Prue Rd -- All are very dangerous to cross. Crosswalks have right-on-red drivers coming at you-- some even get a left turn arrow while you have a walk icon. Bandera Rd -- opposite side of OP Schnabel part. Very dangerous to cross unless you use the Leon Creek underpass. There needs to be a safe over or under way to safely cross to the park and travel toward 1604. Ft. Sam -- not safe-- need a protected bikeway. in that area as well. More signage on the trails: slowdown, turtle zone- slow!! Ring bell to pass, announce, pass on left only, etc. We need to educate bike riders and pedestrians. Homeless!! Very unsettling and dangerous on paths, shopping carts full of belongings, people sleeping on side of path. Not good for tourists and not good for a single female rider for sure.
Colton 1401 S Flores St. apt 410, 78204	At a min we need to add plugers to the painted bike lanes, because drivers are ignoring the line on the roads. We need arterial bike paths/bike infrastruture to allow people to bike to other parts of town. Speeding near bike routes needs to be

12cwsc@gmail.com	strictly enforced. Speed limits need to be decreased for streets that ave no bike protections to 20mph. More shad from trees or structures need to be added. We need to stop using black tar and find lighter color finishes. Driver education about bikes needs to be pushed. Focus on conecting existing bike paths. Add protection to existing bike paths. Maybe stricter punishment for drivers who harm cyclists.
McKenna Douglass 1401 S Flores St. apt 410, 78204 mckenna@stonepointservices.com	As a cyclists and distance runner, I like to use the greenway and Souther River Walk Trails on a daily basis. These trails are the only places where I feel safe enough to bike without constant worry of cars running me over. I frequently use the San Pedro Creek Greenway, Apache Creek Greenway, and Alazan Creek Trail. I would really like to see the Apache Creek Greenway past Elmendor Lake Park have a safe connection to the Leon Creek Greenway that goes out to the Westside.
Laura Matthews 403 Bluetop Ln, 78217 LauraBMatthews86@gmail.com	McAllister Park: there is a plan to extend the Salado greenway thorugh McAllister Park through Mud Creek to connect to ___ Springs @ Thousand Oaks. There is a better place to have the connection which starts and ends @ the same locations. Friends of McAllister Park is proposing the connection be moved way out of Mud Creek to under the power lines. This saves maintenance and connection costs and keeps the last natural area of the park natural. There is easy access to thousands of people on this "power line route" from an existing bike lane. I think this proposal is the best of both worlds - natural surface trails unchanged and access for all. This is a win wi to have the route be under the power lines in the Polenation Pathway! I will submit our proposal via email and would appreciate a meeting to really explain. Thank you.
Todd Phillips 15206 Fall Ridge Dr., 78247 texasvettwp@gmail.com	The only safe bike lanes is one that is physically separate or protected by a wall etc from motor vehicle traffic. I ride on the sidewalk on the Northside. I do not feel safe or even comfortable riding in the street, separated from motor vehicles by only a stripe of paint. I know of people who have been seriously injured riding in a painted "bike lane."
Laura Pettit 2034 Oak Mist, 78232 ldpettit55@gmail.com	I would like to see the existing greenway trails connected throughout the city. I favor biking on the greenway over streets. It is safer, more shaded, and more scenic.

Linda Hawkins 5100 John D. Ryan #862, 78245 shrinkerlin-cme@yahoo.com	1) Jack White Trailhead - you have to cross I-35 access road on both sides with limited visibility, high speed cars. 2) I-35 access road at Los Patios poor visibility, high speed cars. Recent fatality. Barriers stop or slow bikes but why not put stop for CARS before the Los Patios turn. More bike traffic than cars. But cars can kill. 3) Median River trail crosses Pleasanton Rd. Cars very fast. And by not letting bike shave push button stop at that crossing. 4) Blue Star onto South Alamo blind entry for bikes. Very dangerous cross trying to get to Guenther St. Also dangerous left turn. 5) Hayes Street Bridge "dumps" bike riders onto Austin Street. Barrier is not visible to rider, hard to negotiate. Bigger transition need and warning to riders that there is drop-off. 6) Switch back on Medina River Trail are very dangerous, particularly the old ones past Apple White. Very narrow, very steep. Hair pin turns. Designed 20 years ago for walkers. Trikes cannot do the hairpin turns. Even bikes are hard to manage-- dropped chains, wreaked derailers. Even walking bikes is hard on steep ups and steep downs with sharp turns. 7) No safe wya to cross Goliad Road anywhere. 8) Carolina dn Florida very narrow residential street, bike lanes obstructed by parking and trash cans.
Stephen Colley (71 y.o. Bicycle greenway 250 miles/month) 514 Artemis Dr., 78218 stephen@stephencolley.com	1) Los Patios - I know this is private property and I understand security issues after dusk. BUT if I happen to be approaching that north gate late dure to having to fix a flat and that gate is locked, I'm screwed. I know, it's a long and dangerous backtrack to go around and return to the greenway south of Loop 410. SUGGEST providing a spur path north and east of the "red rocks" creek crossing that can get riders into the neighborhood and onto Village Drive. From Village @ 410 or from Starcrest @ 410, it's esaier and safer to get back to greenway. 2) Rittiman between Austin Hwy and Exeter -- overgrowth needs to be trimmed and broken glass swept up regularly by a street sweeper. 3) Fairdale - nice road, wide, low traffic. Would be nice to see painted bike lane. Glendora too if possible.
Michael Vu 8915 Breezefield, 78240 mtun85@gmail.com	The Howard Peak Trail System needs to be part of SA's Bike Plan 24/7 meaning NO curfew! The current curfew limits when we are allowed to safely ride on the trails that exist today. Also explicity allow the use of e-bikes, e-scooters, and othe personal electric vehicles (PEVs) on the trail since they are NOT in the same harmful category that is the "motor vehicle" which when it was written was meant for the loud very fast and heavy gas powered pocked bikes.

Table 7: Open House Comment Cards | July 28, 2024 (Quintero Community Center)

Name/Contact Information	Comment
Kelley Jensen 8306 La Flear	Whatever you do keep the bike lanes/paths clean!! I am a roadie and it lucks having rocks, glass, trash, etc in bike lanes.
Andrea Stark 7138 Snowden Crest, 78240 arstark@mac.com	it is exciting to see a plan at all! More is more; definitely more infrastructure for cyclists is necessary. we spend way too much time and energy on our car-centered transport. Please keep reaching out ot the community and making An Antonio better and modern.
Elicia Meairs 1326 White Rock Dr, 78245 eliciameairs@gmail.com	Access for individual w/ physical challenges. (People with wheelchairs and those who use forearm crutches). Trails wneed ot be wide enough for bikes, handcycles and wheelchair racers to share with able body runners&walkers. Need better access to the Riverwalk for individuals with physical challenges. Widen areas that are narrow that includes sidewalks.
Kendra Kwoka 1391 Nightingale, Spring Branch, TX, 78070 kendrakwoka@gmail.com	Firstly, I am so happy to see all th edraft network roads. However, the quantity is daunting; my concern is that it's unrealistic/would take a generation to complete. I would love to see policy changes which deter cars from endangering cyclists/pedestrians. Please condier that bikes often don't trigger traffic lights by themselves. Please change the 3' law to 6'+ Keeping cars further from cyclists. More bike storage!!! But not the mmm ones as people often accidently lock their bikes to other bikes. Any plans to connect SA to Austin? Are we counteracting the new work with any climate-conscious activities? Are the greenways covered? If not, they'll be terribly hot in summer causing less use or health risks. Are we lighting these pathways and greenways? To any claiming "light polution" can we use red or green lights? Critical mass rides!!!
Carlos Mercado 1906 Copper Hill Dr, 78232 cgm_home@att.net	Connecting parks with bike trails would be great.
Anthony	I like riding the Bike
[illegible]	Its fast and easy

3.5.3 Phase 3 | Summary of Key Findings

3.5.3.1 General Themes

Respondents want bike infrastructure!

- Streets on which respondents indicated that bike infrastructure was desired received between 6 and 61 comments in support.
- In contrast, the street with the most comments in opposition only had six.

Larger roadways are a priority.

- Higher traffic roadways like Huebner, Blanco, Bandera, and Culebra Road all garnered over 25 responses in favor of bike infrastructure.
- Many preferred roadways closer to the edges of the city as well, indicating the desire for bike infrastructure throughout all of San Antonio, not just areas of higher density.

3.5.3.2 Preferred Facilities

The more protected the facility, the better.

- Shared-use paths ranked as the favorite bikeway design, followed by protected lanes. Bike boulevards and regular striped lanes ranked the lowest.
- Respondents believe riding on sidewalks should be legalized, and that the process for lowering neighborhood speed limits should be made easier

San Antonians want colorful and practical supportive infrastructure.

- Painted barriers, colorful bikeways, and interesting sculptures or decoration consistently ranked high amongst participants
- Participants also appreciated additions like covered bike parking, intersection footrests, and bike racks in strategic locations.

4.Summary of All Engagement Key Findings

4.1 General Themes

People want bike lanes on main arterials and bike routes on neighborhood streets.

- There is not a clear preference among respondents for routing bike lanes on main arterials or neighborhood streets. Providing both options can encourage riders with a variety of confidence levels to cycle, based on what feels safest to them.

Protected bike lanes with physical barriers are perceived to be the safest type of bike lane.

- While buffered bike lanes and flex post bike lanes were perceived to be safer than conventional bike lanes, designs that utilize physical barriers that could stop a car from drifting into the lane were perceived to be safest.
- Respondents did not find one-way or two-way bike lanes to be safer than one another. This signals that the type of barrier between car traffic and the bike lane is most important to foster a perception of safety.
- Nearly 60% of respondents said they would feel safer biking in a lane that is elevated to curb level rather than on-street. While this is a more expensive type of construction, bike lanes elevated to curb level should be prioritized in land-use contexts where people are more apprehensive about riding, such as Downtown.

San Antonians want both on-street/near-street bike lanes and off-street greenway trails.

- 55% of respondents said they want more bike lanes and greenway trails. This is consistent with prior survey data that indicates that San Antonians want better bike connections to trailheads.

Planter protected bike lanes, behind-curb bike lanes, and jersey-barrier protected bike lanes had the highest combined scores for safety and aesthetics.

- While the planter protected bike lanes and behind curb bike lanes require construction that can be costly and complicated, jersey barrier protected bike lanes offer a lower-cost alternative that is perceived to be very safe and aesthetically pleasing.

4.2 Demographic Trends

Comfort

- While a minority of respondents reported they feel safe biking on almost any street in mixed traffic, men were almost twice as likely as women to report this level of cycling confidence.
- 42% of people who indicated that they do not bike and do not want to bike are 55 or older.
- Men were about 30 percent more likely than women to report that they would rather take a direct route on a busy street instead of detour through a neighborhood.
- Men and women were equally as likely to report that they would feel safer biking in a lane that was elevated to curb level compared to an on-street facility.

4.3 Survey Respondents

The public survey was distributed to an expansive list of community members through a variety of engagement tools to gather representative and robust input. If willing, community members were asked to provide information about themselves, including information about age, gender, and where they live and work. Understanding who responded and where they live and work is critical to understanding the specific needs of San Antonio residents and visitors and its unique neighborhoods. In addition, this information provides a baseline for tracking the quality of the community outreach process. To ensure that the BNP reflects the unique voices and needs of San Antonians, it is imperative that the plan has an equitable reach that reflects the unique life experiences of San Antonio's different demographics and geographic areas.

4.4 Where Survey Respondents Live

Community members from across Bexar County participated in varying numbers. **Figure 62** illustrates the number of surveys received by zip code (home zip code of survey respondents). Understanding geographic gaps will guide future outreach phases to ensure equitable engagement. As illustrated in the map, the highest number of surveys are largely in the central northern portion of the City and near Downtown, as well as concentrations in the southeast, far west, and northwest sides. In Phase 1 of engagement, the planning team observed these concentrations and sought to correct the difference in responses in Phase 2 event planning, with events such as Walk Like MADD targeting the underrepresented southwest side. However, this was not entirely successful, and in future engagement phases, close attention will be given to providing opportunities for residents in Districts 2, 4, and 5 to have additional participation in the BNP.

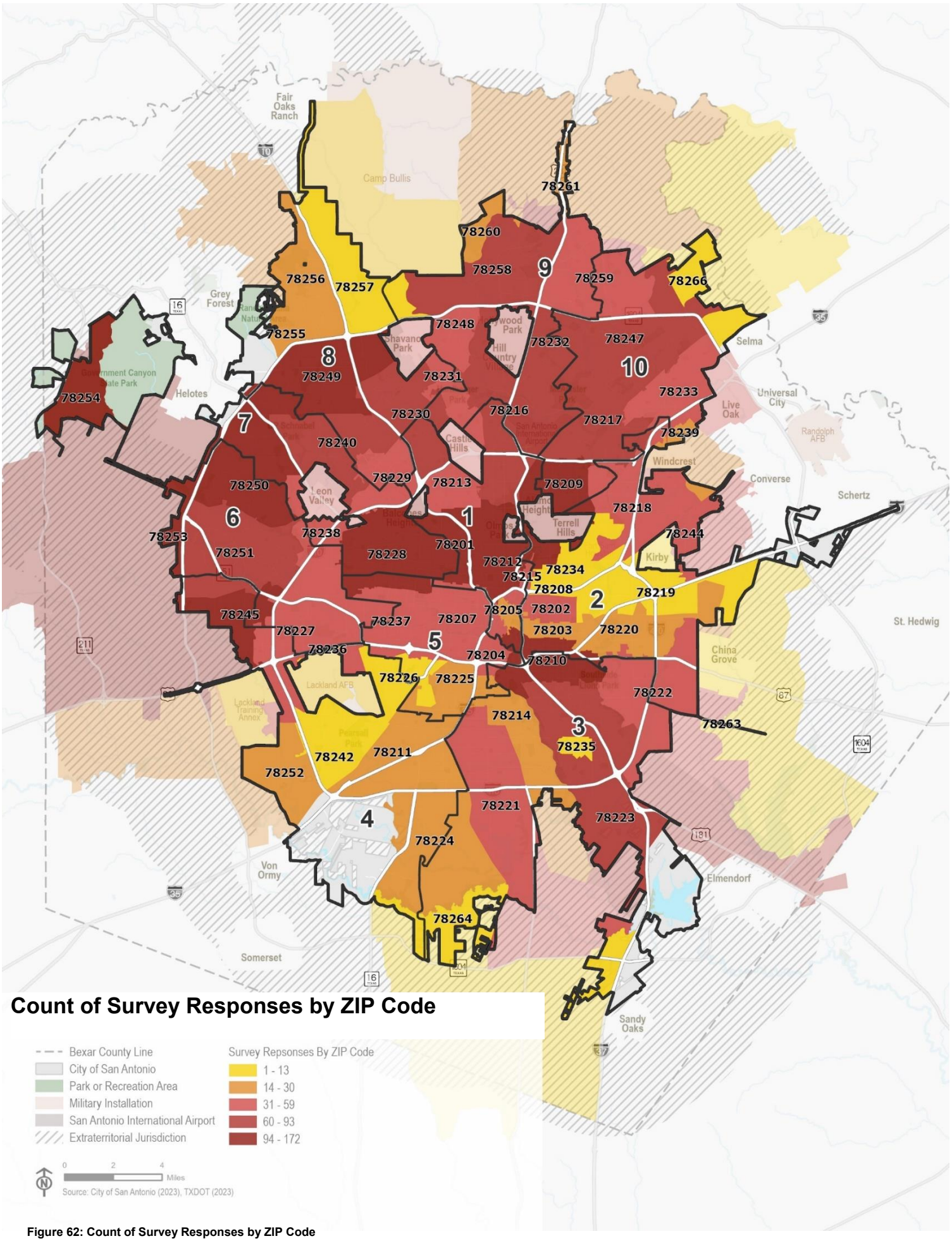


Figure 62: Count of Survey Responses by ZIP Code

4.5 Phase 1-3 In-Person Mapping Exercises

As a method to engage respondents uncomfortable using an iPad to submit responses, the BNP team printed out several large format maps to receive in-person community feedback (**Figure 63**). These maps were taken with the BNP to all community events from Phases 1 through 3, and while comments were not sorted by event or with greater detail, **Figure 64** shows the overall community's comments on essential connections all around San Antonio from both phases of engagement.

Figure 63: Community Members Provide Map Comments

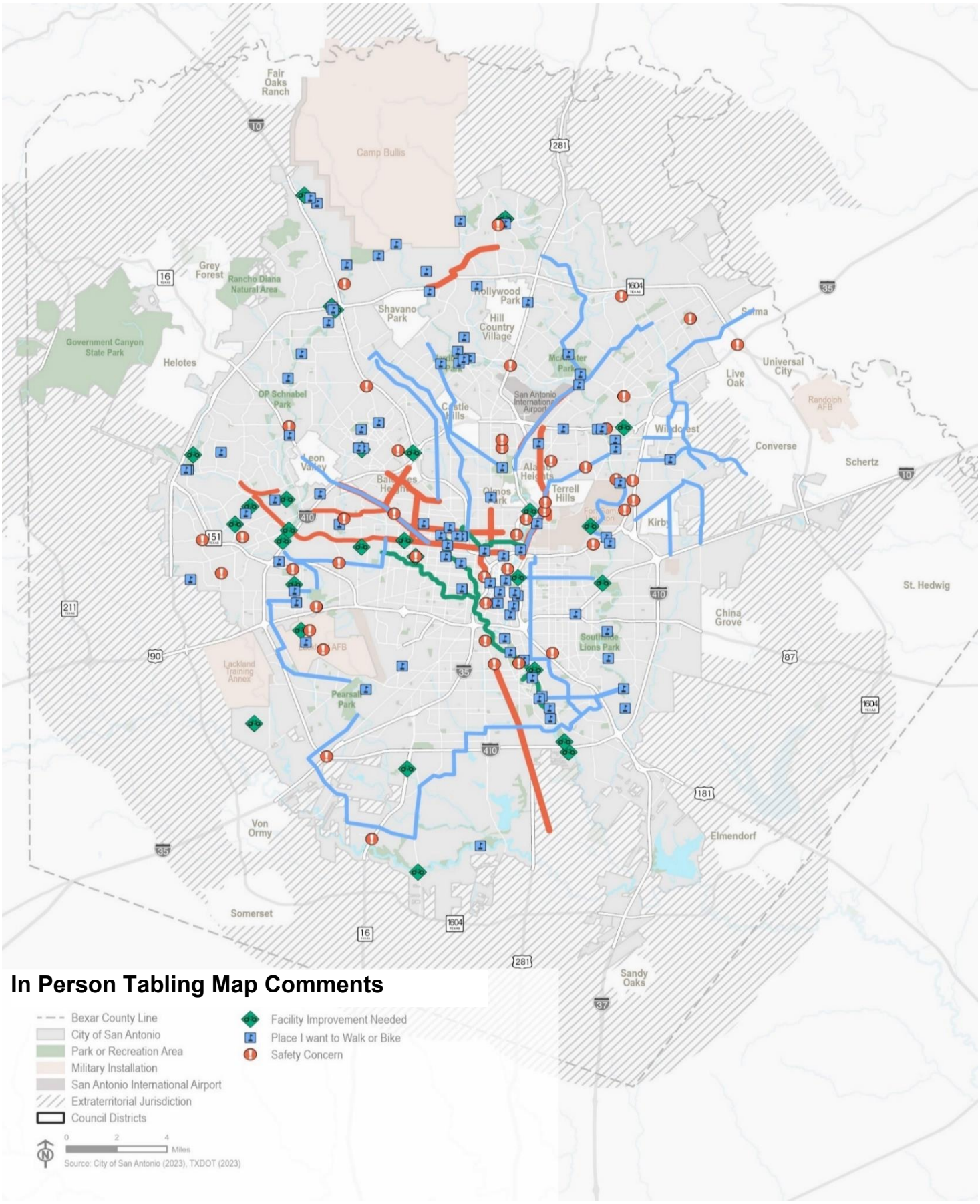


Figure 64: In-Person Event Map Comments

5.Appendices

Appendix A: Phase 1 BNP Survey

Appendix B: Phase 2 BNP Survey

Appendix C: Phase 3 BNP Survey

Appendix D: Example of in-Person Engagement Materials

Appendix E: Engagement Event Reports