

INFRASTRUCTURE & GROWTH COUNCIL COMMITTEE MEETING MINUTES

WEDNESDAY, APRIL 17, 2013
11:30 A.M.
MUNICIPAL PLAZA B ROOM

Members Present: Chairman W. Reed Williams, Chair, *District 8*
Councilmember Leticia Ozuna, *District 3*
Councilmember Rey A. Saldaña, *District 4*
Councilmember Ray Lopez, *District 6*
Councilmember Carlton Soules, *District 10*

Members Absent: None

Staff Present: Peter Zaroni, *Deputy City Manager*; Majed Al-Ghafry, *Director, Public Works*; Art Reinhardt, *Assistant Director, Public Works*; Denice Trevino, *Office of the City Clerk*

Also Present: Carlos Sanchez, *Fox News/KABB*

Call to order

Chairman Williams called the meeting to order.

1. Citizens To Be Heard

There were no citizens to be heard.

2. Approval of Minutes of the March 20, 2013 Infrastructure & Growth Council Committee Meeting

Councilmember Saldaña moved to approve the Minutes of the March 20, 2013 Infrastructure & Growth Council Committee Meeting. Councilmember Ozuna seconded the motion. Motion carried unanimously by those present.

3. Briefing and possible action on the District 7 Safe Streets Council Consideration Request and District 1 Safe Access to Schools Council Consideration Request [Presented by Majed A. Al-Ghafry, Director Public Works]

Majed Al-Ghafry stated that on January 30, 2013, Councilmember C. Medina initiated the *Safe Streets* Council Consideration Request (CCR) for city staff to review the Speed Hump Approval Process (Process); explore a request procedure for residents who live on an urban roadway to petition the City to reduce the speed limit from 30 MPH to 20 MPH; and designate and install reduced speed zones adjacent to daycares and senior centers. He indicated that Councilmember Bernal initiated a CCR on February 25, 2013 requesting that city staff bring forward a policy or program that would increase *Safe Access Around Schools*. He noted that staff presented the initial findings to the Governance Committee on March 20, 2012. He stated that the Governance Committee recommended that staff present the findings and recommendations before the Infrastructure & Growth Council Committee.

Mr. Al-Ghafry stated that staff reviewed the Process and noted that speed humps were effective only when placed on roadways with documented speeding problems. He added that the current Speed Hump Policy does not take into consideration the measured speed of a roadway or contain criteria for speed hump placement. He indicated that staff modified the Process to become more data driven. He noted that staff worked closely with the Council Districts to program eligible speed hump locations for funding based on priority factors. He added that staff recommended promoting the use of the Traffic Calming Handbook which includes a variety of traffic calming options and their cost.

Mr. Al-Ghafry stated that staff had explored a request procedure for residents who live on an urban roadway to petition the City to reduce the speed limit from 30 MPH to 20 MPH. He reported that the average accident rate on local roads in San Antonio is 1.07 per 100,000,000 Vehicle Miles Traveled (VMT) while the average accident rate in Texas is 1.68 per 100,000,000 VMT. He reported that the State Mandated Prima Facie residential speed limit in Texas is 30 MPH and the State allows cities to lower said speed limit to 25 MPH accompanied by annual reporting. He noted that out of the 27 Texas Cities surveyed; only six have lowered the speed limit to 25 MPH. He noted that in 2012, there was one reported pedestrian-vehicle accident on residential streets where speeding was a factor and there were no bicycle-vehicle accidents on said streets. He noted that staff would discuss initiating a potential pilot program during the FY 2014 Budget Process to determine the need to reduce local street speed limits to 25 mph. He added that based on the low average crash rate on local roads; reducing the residential speed limit city-wide was not recommended by staff.

Mr. Al-Ghafry noted that the *Safe Streets* CCR required staff to designate and install reduced speed zones adjacent to daycare centers, senior centers and other properties with a high number of pedestrians. He noted that there are over 800 Daycare Centers and 160 Senior Centers in San Antonio. He indicated that staff found that typical reduced speed zones were established for schools and construction areas. He stated that these zones are specified for the activity through the installation of other signs (school warning signs and construction signs) and are universally recognized. He noted that the establishment of additional reduced speed zones may diminish the effectiveness of existing school and construction zones and would require increased enforcement. He stated that staff does not recommend reduced speed zones in said areas at this time. He stated that staff recommends evaluating other treatments to enhance driver awareness of pedestrian crossing areas such as the development of a pedestrian safety campaign to be introduced during the FY 2014 Budget Process.

Mr. Al-Ghafry stated that the CCR initiated by Councilmember Bernal requested that city staff bring forward a policy or program that will increase *Safe Access Around Schools*. He noted that the CCR suggested that sidewalks be installed around the perimeter of a school location or where residential streets adjoin school property, and on arterial, collector and local streets that feed into schools. He noted that the CCR also suggested that proper street lighting be installed around the perimeter of schools and that higher wattage street light bulbs be utilized where appropriate. He indicated that staff quantified sidewalk gaps around the inner city (located within Loop 410) Public Schools in San Antonio to better gauge needs. He reported that there were approximately 424 miles of sidewalk gaps within a quarter mile of inner city public schools with an approximate cost of \$250 million. He stated that staff recommended that the City partner with Inner City School Districts and City Public Service Energy (CPS) to address sidewalk and lighting needs. He indicated that staff met with said partners on April 5, 2013. He stated that initially; partners would identify the sidewalk and lighting needs around Ridgeview and Neal Elementary Schools to gauge infrastructure needs. He added that this assessment would be

completed by May 2013. He noted that the partners recommended discussion of a pilot program to identify, design and improve lighting and sidewalk needs around nine inner city elementary schools. He added that they would be discussed during the FY 2014 Budget Process for consideration. He stated that staff recommended that an analysis of city-wide sidewalk improvements around schools be completed. He added that school districts agreed to partner with Public Works to pursue available funding for *Safe Access Around Schools*. He indicated that staff would proceed with the recommendations outlined, and continue coordination and discussions with School Districts and CPS during the FY 2014 Budget Process. He added that staff would return to the Infrastructure and Growth Council Committee at a future date to present the results of their efforts and progress to implement the recommendations.

Councilmember Saldaña asked of the cost for placement of one block of sidewalk. Mr. Al-Ghafry replied that one block of sidewalk was one eighth of a mile in length and would cost approximately \$70,000 to place. Councilmember Saldaña asked how the City would partner with the School Districts. Mr. Al-Ghafry replied that the School Districts would like to partner with the City to apply for *Safe Access Around Schools* Grant Funding. He indicated that funding for sidewalk and lighting could be considered for inclusion in the 2017 Bond Program. He added that the City could also access Infrastructure Management Program Funds. Councilmember Saldaña asked of the cost of speed humps. Peter Zanoni replied that the cost for speed humps was \$14,000 to \$15,000. Councilmember Saldaña expressed concern that Speed Humps were placed based on citizen requests. He asked if objectives or a formula were utilized to determine speed hump placement. Mr. Al-Ghafry reviewed the minimum requirements for speed hump placement.

Councilmember Lopez noted that a change in driver behavior was required to address speeding on residential streets. He stated that the most effective method to achieve this was enforcement. He indicated that School Districts were required to define roads around and leading to schools that contain hazardous crossings. He added that they were also required to indicate where a continuous sidewalk does or does not exist. Councilmember Lopez suggested that said information gathered by School Districts be used to identify eligible speed hump locations and sidewalk needs. Mr. Al-Ghafry noted that staff has engaged the School Districts for said purpose.

Councilmember Soules inquired of the process for selecting schools with sidewalk needs and expressed concern that schools with the greatest need may not be included in the Pilot Program.

Chairman Williams requested that staff provide pedestrian and bicycle accident data, collected over a two-year period, to the City Council. He expressed concern that the estimated costs for sidewalk placement were excessive.

Councilmember Saldaña moved to approve the proposed staff recommendations to address the District 7 *Safe Streets* CCR and the District 1 *Safe Access Around Schools* CCR. Councilmember Lopez seconded the motion. Motion carried unanimously by those present.

4. Consideration of future items

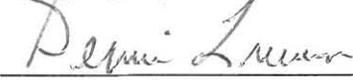
- Consideration of Applicants to the VIA Metropolitan Authority (3 slots)

Councilmember Saldaña requested that staff provide an update of the Annexation Study. Chairman Williams stated that said item would be placed on the May 15, 2013 Infrastructure and Growth Council Committee Meeting Agenda.

5. Adjournment

There being no further discussion, the meeting was adjourned at 12:20 p.m.

Respectfully Submitted,



Denice Trevino
Office of the City Clerk



W. Reed Williams, Chair