



SAN ANTONIO SEVERE BICYCLIST INJURY AREAS REPORT

2014 - 2018 | July 2020



CITY OF SAN ANTONIO
PUBLIC WORKS
DEPARTMENT



Drive safe. Bike safe. Walk safe.

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Acknowledgements

City of San Antonio

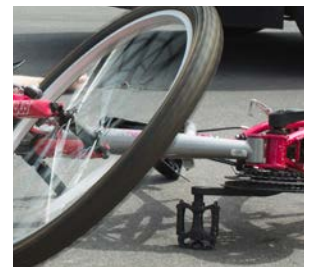
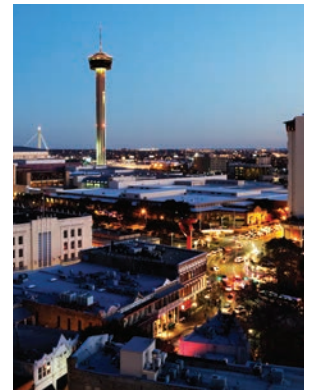
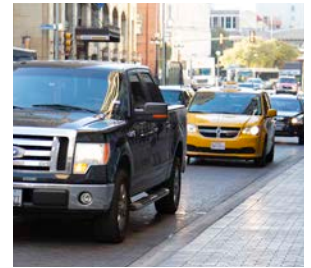
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Executive Summary

This report for bicyclist safety compliments the original Severe Pedestrian Injury Areas Report published in November 2017. Through this update, Vision Zero maintains the goal of eliminating all traffic deaths and serious injuries. The original report has supported Vision Zero by identifying areas of concern for pedestrians and where to prioritize resources. This update identifies areas of concern for bicyclists.

The City of San Antonio's Public Works Department staff analyzed crash data from 2014 through 2018 to identify Severe Bicyclist Injury Areas (SBIAs). SBIAs are locations where two or more crashes resulting in a severe bicyclist injury (fatal or suspected serious) have occurred in close proximity, defined in this report as no more than two miles apart on the same street.



The analysis of the bicyclist crash data resulted in identifying 14 SBIAs in San Antonio consisting of about 13 roadway miles. These areas represent about two-tenths of a percent (0.2%) of San Antonio roadways but account for twenty-seven percent (27%) of all fatal and suspected serious bicyclist crashes over the five-year period.

With two-tenths of a percent (0.2%) of roadways accounting for approximately twenty-seven percent (27%) of all severe bicyclist crashes in San Antonio from 2014 through 2018, the SBIa analysis demonstrates that severe bicyclist injury crashes are not happening randomly throughout San Antonio, but rather are occurring in concentrated areas. Twenty-nine percent (29%) of the SBIAs identified in this report are located within more than one council district.

Almost forty percent (40%) of the severe bicyclist injuries on the SBIAs occurred over a six-hour period from 12:00 p.m. to 5:00 p.m. The time of day with the greatest number of severe bicyclist injuries was the 2 p.m. hour. Thirty percent (30%) of severe bicyclist crashes occurred on a Sunday. Weekdays experienced a moderate amount of severe crashes, with the exception of Tuesday. Tuesday and Saturday recorded very low counts of severe bicyclist injuries.


Sixty-seven percent (67%) of the severe bicyclist injuries were recorded during the summer and fall months, June through November. More severe crashes took place in June than any other month.

This analysis is the first step in identifying locations where Vision Zero efforts to reduce severe bicyclist injuries in San Antonio may have the greatest impact. Further analysis of the crashes within the SBIAs is necessary to understand the reasons crashes are occurring in greater concentration in these areas and what interventions may be necessary to achieve Vision Zero.

14 SBIAs in SAN ANTONIO
 CONSIST OF ABOUT
13 ROADWAY MILES

These areas represent about **0.2%** of
SAN ANTONIO ROADWAYS
 but account for **27% OF ALL**
 **FATAL AND SUSPECTED**
SERIOUS BICYCLIST CRASHES
OVER THE FIVE-YEAR PERIOD

29% of the **SBIAs** in this report
 are located within **MORE THAN ONE**
COUNCIL DISTRICT

Almost **40%**
 of severe bicyclist injuries on the
SBIAs occurred over a 
6 HOUR PERIOD FROM 12PM-5PM

30% of severe bicyclist crashes
 occurred on a **SUNDAY**

67% of the severe bicyclist injuries
 were recorded during the **summer and fall months,**
JUNE-NOVEMBER


Introduction

Between 2014 and 2018, 121 severe bicyclist injury crashes occurred on San Antonio roadways. These crashes do not occur at random, but instead cluster in specific areas. The City of San Antonio Public Works Department, as part of Vision Zero, initiated this study to identify locations with high concentrations of severe bicyclist injuries.

This document expands upon the efforts of Vision Zero San Antonio to identify locations where vulnerable road users are more likely to be injured or killed. For the first time, the analysis explores spatial patterns in bicyclist crashes. Building from SPIAs (Severe Pedestrian Injury Areas), which were introduced in 2017 and updated in 2020, this report introduces SBIAAs (Severe Bicyclist Injury Areas), which highlight roadways with the highest concentration of severe crashes.

With these locations identified, Public Works staff is able to identify possible reasons why severe bicyclist injury crashes are occurring on these roadways and what can be done to eliminate the risks that are causing the high number of severe bicyclist injuries.

Steps for Identifying Bicyclist Injuries



rates have significantly decreased. Seeing the success of Vision Zero in Europe, several cities in the United States have also adopted Vision Zero goals. Even the US Department of Transportation (USDOT) launched a Road to Zero initiative in 2016 with a goal of eliminating traffic fatalities over the next 30 years.

The City of San Antonio's Public Works Department, along with its partner agencies, is committed to enhancing safety in San Antonio. To achieve Vision Zero, the City of San Antonio has adopted a combined approach using the five essential elements (5 E's) of a safe transportation system: Education, Encouragement, Engineering, Enforcement and Evaluation.

- Education:** communicate the importance of safety for all on our roadways, whether a person is driving, bicycling or walking.
- Encouragement:** encourage all to practice safety and follow all traffic laws.
- Engineering:** construct improvements to enhance safety and accessibility along roadways, crosswalks, walkways, and bikeways.
- Enforcement:** enforce traffic safety and continue to support safety initiatives such as Click It or Ticket, Buzed Driving is Drunk Driving, and Distracted Driving.
- Evaluation:** evaluate traffic safety efforts and implement improvements as needed.

Background

In September 2015, the City of San Antonio adopted Vision Zero to eliminate all roadway fatalities and serious injuries in response to the 54 people that were killed while walking in San Antonio in 2014.

Vision Zero is a safety approach that originated in Sweden in 1997. The guiding principle of Vision Zero is that no loss of life on our roadways is acceptable. Since the adoption of Vision Zero in Sweden, other European nations such as Switzerland, Germany, France and Spain have also adopted the safety initiative and, like Sweden, their fatality



Methodology & Definitions

This report falls under the category of **Evaluation**. In 2017, the original SPIA report was published using crash data from 2011-2015. Since then, 11 projects funded from Vision Zero have been completed and 10 are currently in planning stages. The SPIAs identified with 2011-2015 crash data have been used as guiding locations for pedestrian improvements during federal funding allocation and bond scoping processes. Vision Zero projects that have been completed within the original SPIA locations include:

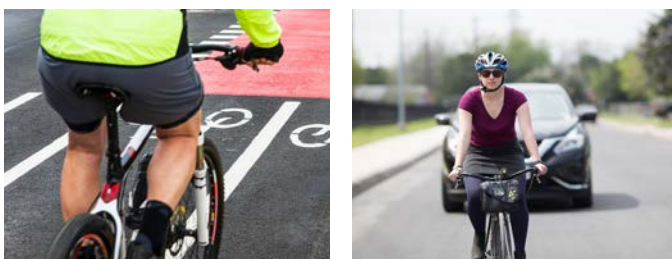
- **Commerce at Matyear**
- **Commerce at General McMullen**
- **Culebra at 26th**
- **Wurzbach at Fern Glen**
- **San Pedro at Southbridge**



Since 2015, the City of San Antonio Public Works Department has increased its focus on bicycle safety planning. Milestones include:

- **Establishment of an active transportation team**
- **Comprehensive cleaning and revision of bike geographic data**
- **Mobilized outreach related to the Bike Master Plan and Downtown/Midtown bike network**

These focused efforts led to the update of the SPIA report and creation of the new SBIA report, aiming to more accurately reflect the needs of bicyclists.



Crash data from 2014 to 2018 was used for this analysis. Data was acquired from Crash Records Information System (CRIS), managed by the Texas Department of Transportation (TxDOT). The City of San Antonio Police Department (SAPD) and Information Technology Services Department (ITSD) assisted with providing the data for analysis.

The data collection process began in April 2019 when the most complete set of full year data was that of 2018. This methodology was vetted for a number of months by both the Vision Zero Crash Review Task Force and Public Works staff.

Severe Bicyclist Injury Areas (SBIAs) are where two or more severe bicyclist injuries have occurred in close proximity such that the spacing between any two severe injuries is no more than two miles. Controlled access highways (expressways) and frontage roads were excluded from this analysis.

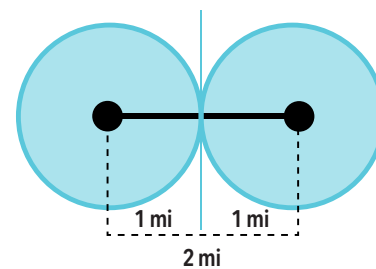


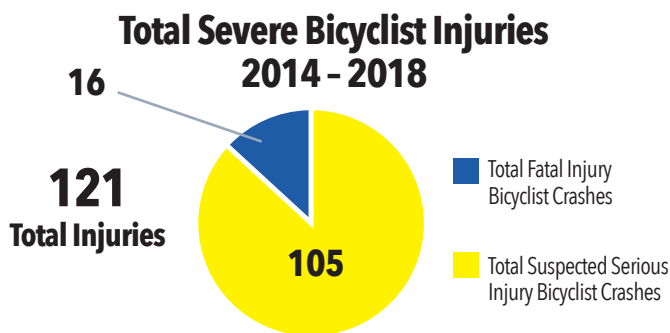
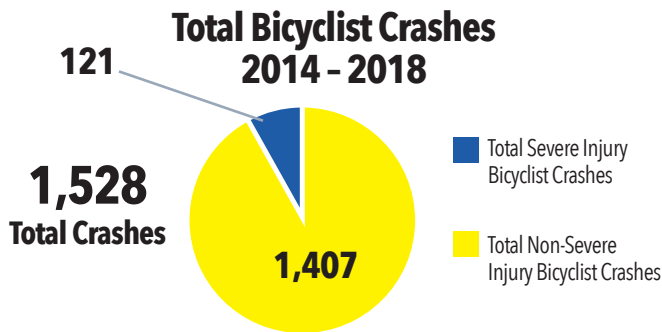
Figure 1: Illustration for how the maximum 2 mile distance between two severe bicyclist injury crashes was determined using a 1 mile radius buffer.

- **A severe bicyclist injury is defined as either a suspected serious injury or fatal injury that occurred to a person bicycling as a result of being hit by a motor vehicle.**
- **A fatality or fatal injury is any injury sustained in a motor vehicle crash that results in death within thirty days of the motor vehicle crash.**
- **A suspected serious injury is any injury, other than a fatal injury, which prevents the injured person from continuing to perform everyday activities he or she was capable of performing before the injury occurred.**

Findings

Public Works staff analyzed density of severe bicyclist injury crashes and identified 14 Severe Bicyclist Injury Areas (SBIAs) consisting of approximately 13 total roadway miles (See Maps 1 and 2 on pages 6 and 7). These SBIAs represent only about two-tenths of a percent (0.2%) of San Antonio's roadway miles but account for approximately twenty-seven percent (27%) of all suspected serious and fatal bicyclist crashes.

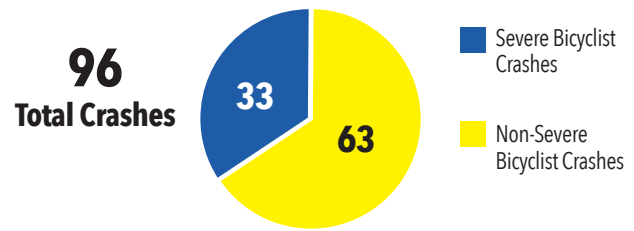
From 2014 to 2018, San Antonio recorded 1,528 motor vehicle-to-bicyclist crashes citywide. One hundred twenty-one (121) of these 1,528 crashes (approximately 8%) resulted in at least one severe bicyclist injury, leaving the remaining 1,407 crashes without a severe bicyclist injury. Of these 121 severe bicyclist injury crashes, 16 (approximately 13%) consisted of a bicyclist fatality and 105 (approximately 87%) involved a suspected serious bicyclist injury.



Severe Bicyclist Injury Areas

Thirty-three (33) of the 121 severe bicyclist injury crashes occurred on the SBIAs. Each severe bicyclist crash resulted in one (1) injury to a bicyclist, meaning that a single crash did not injure multiple people cycling. Of these 33 severe bicyclist injuries, 4 (approximately 12%) resulted in a bicyclist fatality and 29 (approximately 88%) resulted in a bicyclist suffering a suspected serious injury. An overview of severe bicyclist crash totals city-wide and on SBIAs may be found in Table 1 on page 5.

Total SBIA Bicyclist Crashes 2014-2018



Total SBIA Severe Bicyclist Injuries 2014-2018

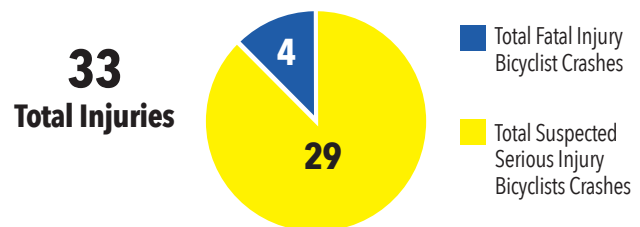
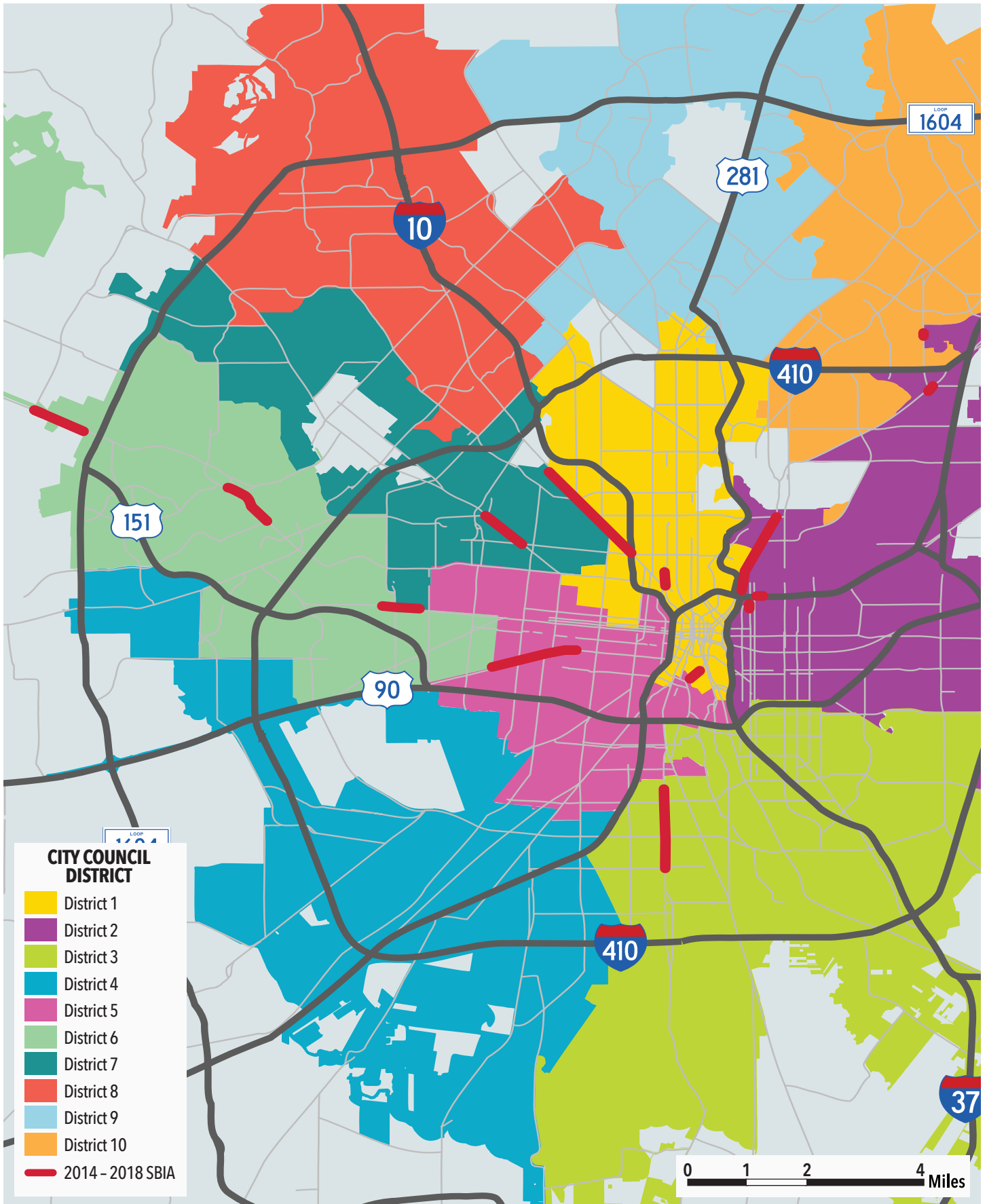


Table 1: Statistics within SBIAs Severe Bicyclist Injury Areas, 2014-2018

Length (miles)	12.82
Non-Severe Bicyclists Crashes	63
Severe Bicyclists Crashes	33
Total Bicyclists Crashes	96
Bicyclists with Suspected Serious Injuries	29
Bicyclists Killed	4

There are many ways that the SBIAs may be prioritized or ranked. For example, one may choose to prioritize the longest area, the area with the most injuries, or the highest rate of injury per mile. It is not the goal of this document to say which area should be prioritized but rather the goal is to identify where these areas exist and where further study is needed. The 14 SBIA locations and number of bicyclist crashes and crash severity are listed in alphabetic order in Table 2 on page 8.

Map 1: Severe Bicyclist Injury Areas, 2014 - 2018



Map 2: Severe Bicyclist Injury Areas Heat Map, 2014 - 2018

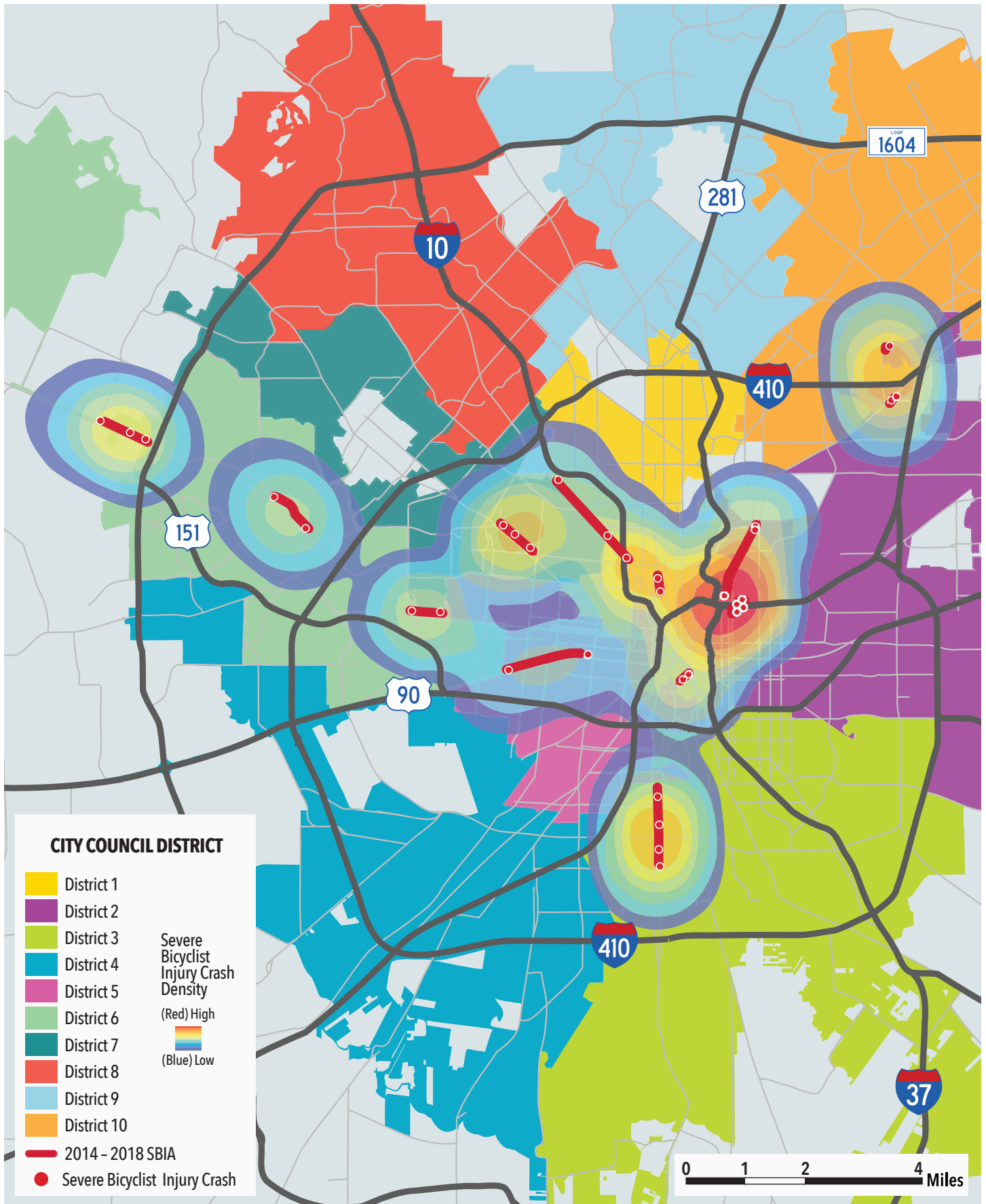


Table 2: Severe Bicyclist Injury Areas (2014 – 2018) Geographic Limits & Bicyclist Crashes

Street	From	To	Length (miles)	Bicyclist Crashes	Severe Bicyclist Injury Crashes	City Council District(s)
ALAMO	GUENTHER	MISSION	0.22	2	2	1
AUSTIN HWY (Loop 368)*	PERRIN BEITEL	BOBBY LOU	0.10	3	2	2
BANDERA (Spur 421)*	WILLARD	WOODLAWN	0.88	4	3	7
BROADWAY (Loop 368)	ALLENSWORTH	CASA BLANCA	1.82	22	3	1/2
CASTROVILLE/ GUADALUPE	ROMERO	HAMILTON	1.92	6	2	5
COMMERCE	CALLAGHAN	BONANZA	0.63	2	2	6/7
CULEBRA (FM 471)*	TIMBER PATH	REED	1.10	4	2	6
CULEBRA (FM 471)	ALAMO PKWY	WESTWOOD	1.18	10	3	6
FLORES	HICKMAN	CROFTTRACE	0.36	4	2	1
FREDERICKSBURG	WILLIAMSBURG	IH 10	2.54	17	3	1/7
HACKBERRY	BROOKS	SHERMAN	0.22	3	2	2
PERRIN BEITEL (FM 2252)	DESERTVIEW	SUN GATE	0.02	2	2	2/10
PINE	IH 35	DUVAL	0.16	3	2	2
PLEASANTON	FITCH	HUTCHINS PLACE	1.66	14	3	3

*Denotes SBIA with Public Works and TxDOT ownership

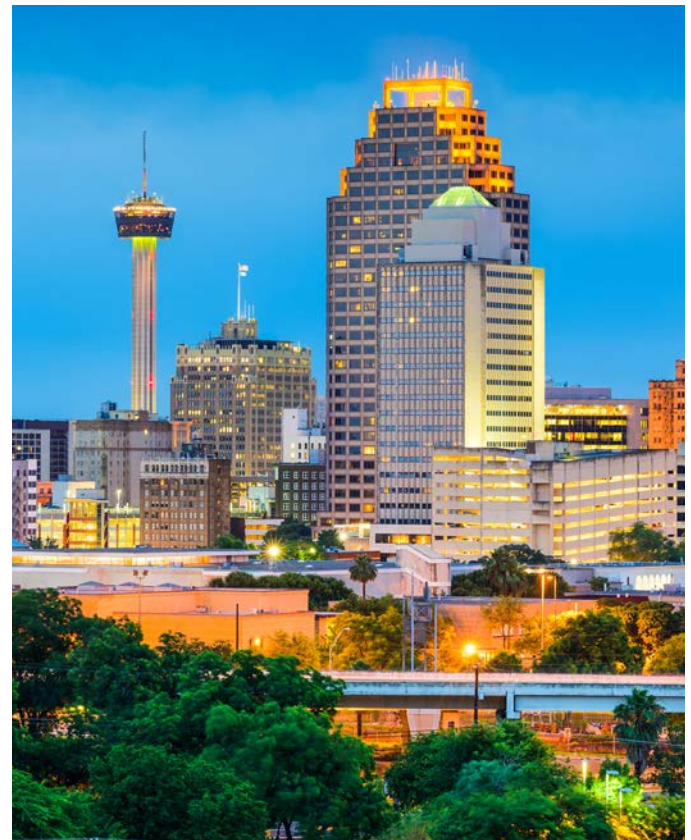
Severe Bicyclist Injury Areas by City Council District

Twenty-nine percent (29%) of SBIAs are located along roadways that cross city council district boundaries. Areas spanning more than one council district consist of 5.01 miles or approximately thirty-nine percent (39%) of the total SBIA miles.

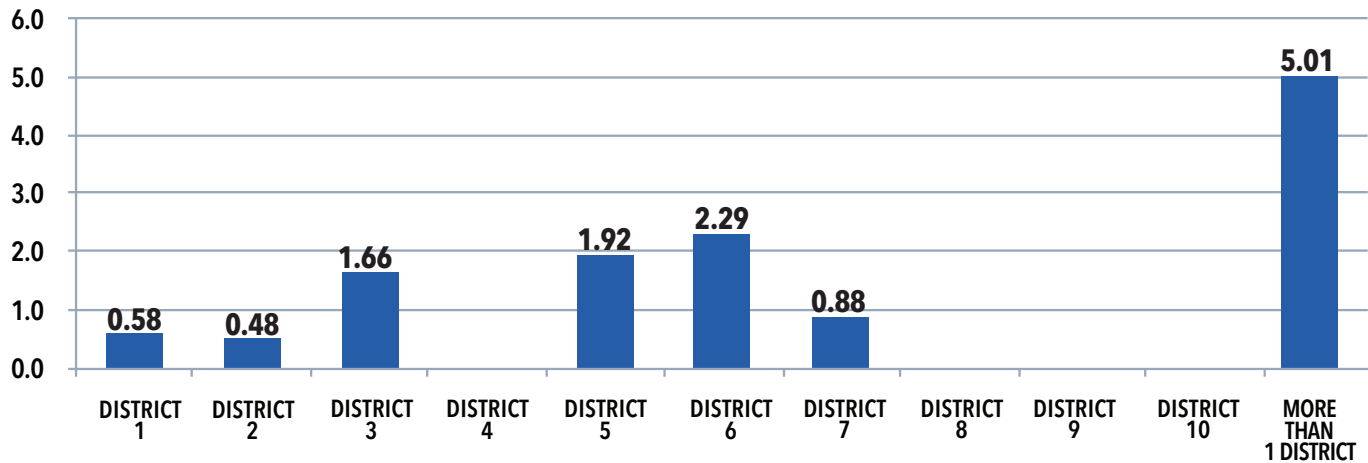
Excluding SBIAs that span more than one council district, Council District 6 had the greatest length of SBIAs with 2.29 miles. Council District 2 exhibited the highest number of severe bicyclist injuries, with 6 total and 1 resulting in a fatality.

Of the 4 bicyclist fatalities reported in 2014-2018, one took place in Council District 2, one in Council District 3, one in Council District 6, and one on a SBIA spanning more than one district.

Council District 4, Council District 8, Council District 9, and Council District 10 did not report any bicyclist crashes, severe or non-severe. As a result, no SBIAs are contained in these districts. For those council districts that do contain SBIAs, Council District 2 has the least miles at 0.48. Because District 2 contains the most severe bicyclist injuries on the fewest miles, it follows that District 2 has a high count of injuries per SBIA mile.



SBIA Miles by Council District, 2014 - 2018



SBIA Severe Bicyclist Injuries by City Council District, 2014 - 2018

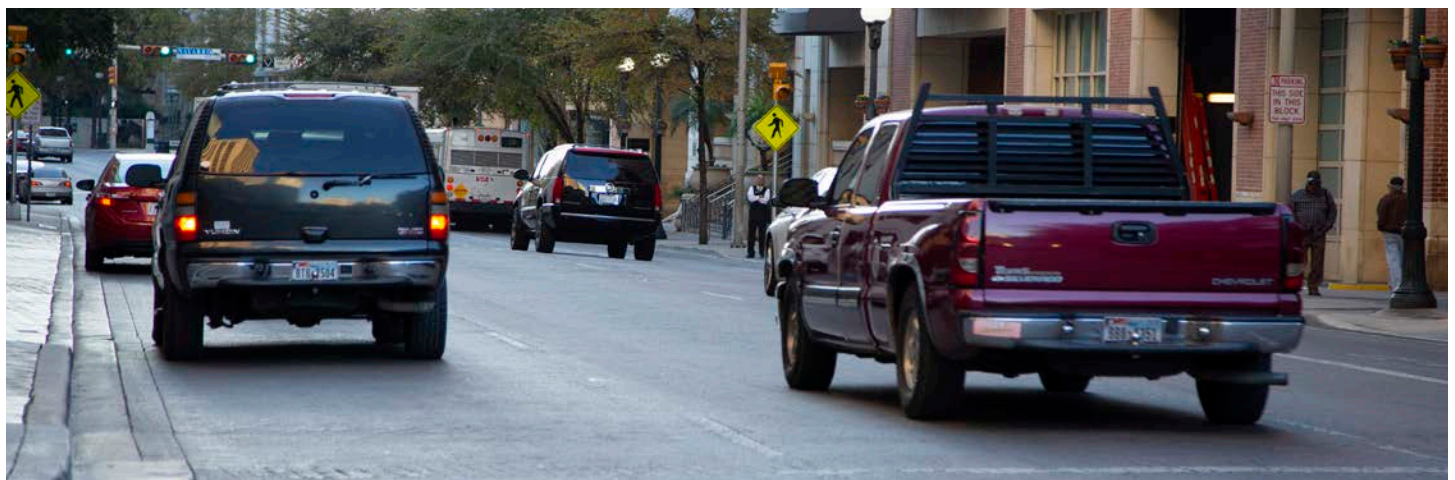
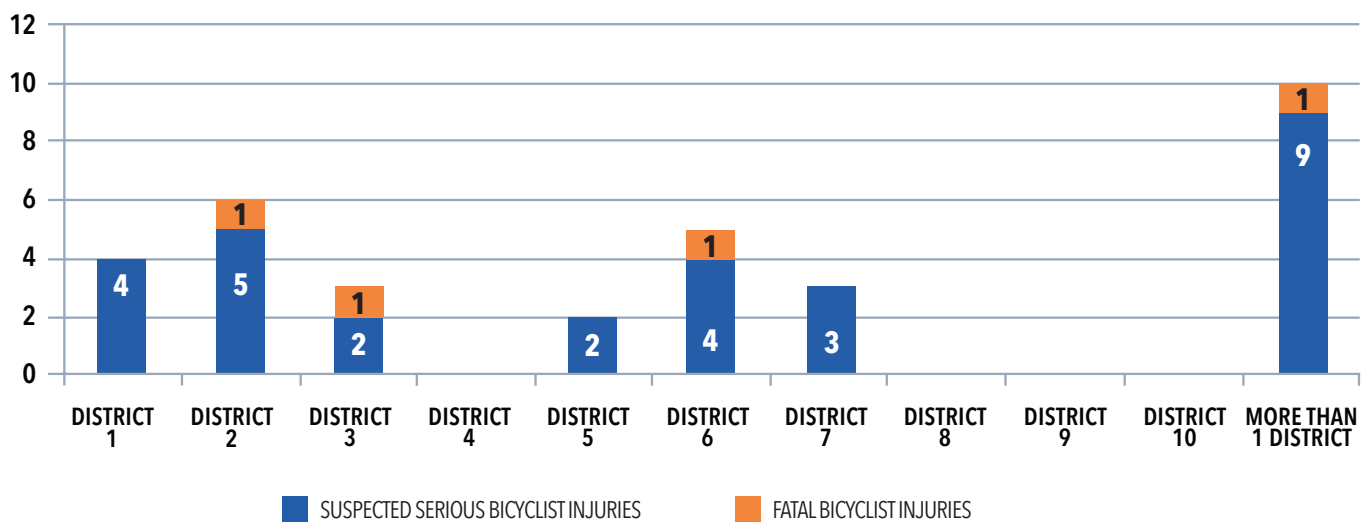
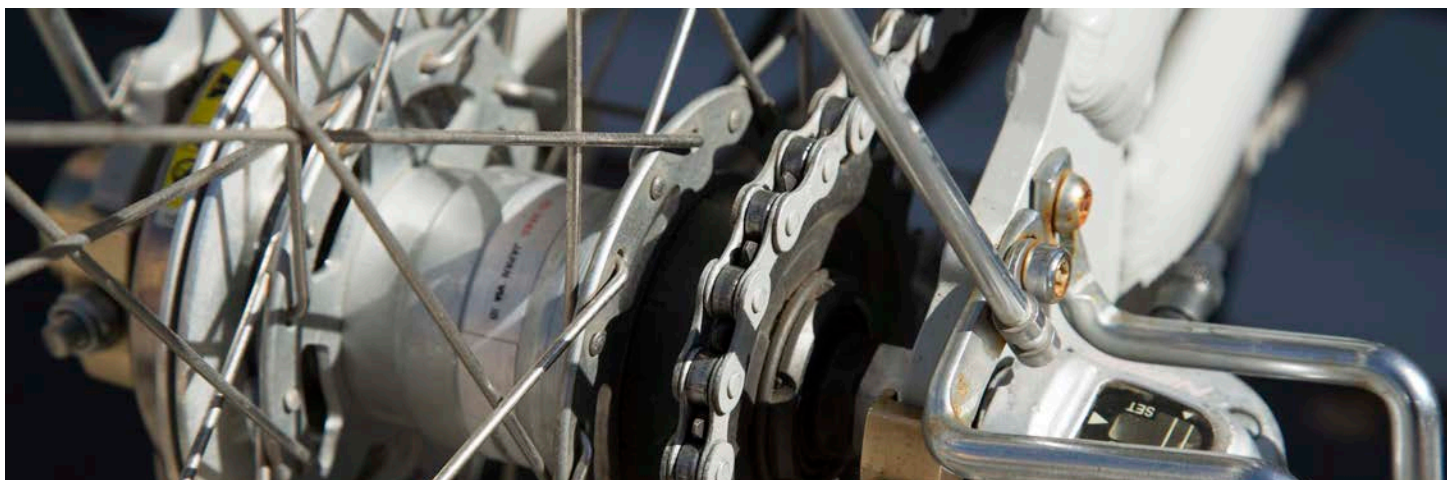


Table 3: Severe Bicyclist Injury Areas by Council District 2014 - 2018

City Council District	Length (miles)	Bicyclist Crashes	Severe Bicyclist Crashes	Suspected Serious Bicycle Crashes	Bicyclists Killed	Severe Bicyclists Injured
District 1	0.58	6	4	4	0	4
	4%	6%	12%	14%	0%	12%
District 2	0.48	9	6	5	1	6
	4%	9%	18%	17%	25%	18%
District 3	1.66	14	3	2	1	3
	13%	15%	9%	7%	25%	9%
District 4	0.00	0	0	0	0	0
	0%	0%	0%	0%	0%	0%
District 5	1.92	6	2	2	0	2
	15%	6%	6%	7%	0%	6%
District 6	2.29	14	5	4	1	5
	18%	15%	15%	14%	25%	15%
District 7	0.88	4	3	3	0	3
	7%	4%	9%	10%	0%	9%
District 8	0.00	0	0	0	0	0
	0%	0%	0%	0%	0%	0%
District 9	0.00	0	0	0	0	0
	0%	0%	0%	0%	0%	0%
District 10	0.00	0	0	0	0	0
	0%	0%	0%	0%	0%	0%
More than 1 District	5.01	43	10	9	1	10
	39%	45%	30%	31%	25%	30%
TOTAL	12.82	96	33	29	4	33
	100%	100%	100%	100%	100%	100%



Detailed Analysis

Time of Day

Time of day data was reviewed to determine when severe crashes occurred. Five hours of the day, from 12 p.m. to 5 p.m., account for almost forty percent (40%) of the severe bicyclist injuries within the SBIA. Thirteen (13) severe bicyclist crashes occurred within this period, with one representing a fatality.

The time of the day when the most severe bicyclist injuries occurred was the 2 p.m. hour, with 5 total severe injuries, one of which was fatal. Throughout the second half of the day, from 12 p.m. to 12 a.m., at least one crash took place per hour. No clear trend is visible, except for a slight decline in severe injuries as time of day approaches midnight.

Morning hours generally show fewer severe crashes and fatalities. From 12 a.m. to 12 p.m., the 3 p.m. hour is the only time that experienced more than one severe bicyclist injury. No severe crashes occurred at 1 a.m., 2 a.m., 6 a.m., or 11 a.m. Only one fatality appears in this time window.

The 4 reported bicyclist fatalities took place near 7 a.m., 2 p.m., 5 p.m., and 8 p.m.



**Severe Bicyclist Injuries by Time of Day in SBIA
2014 - 2018**

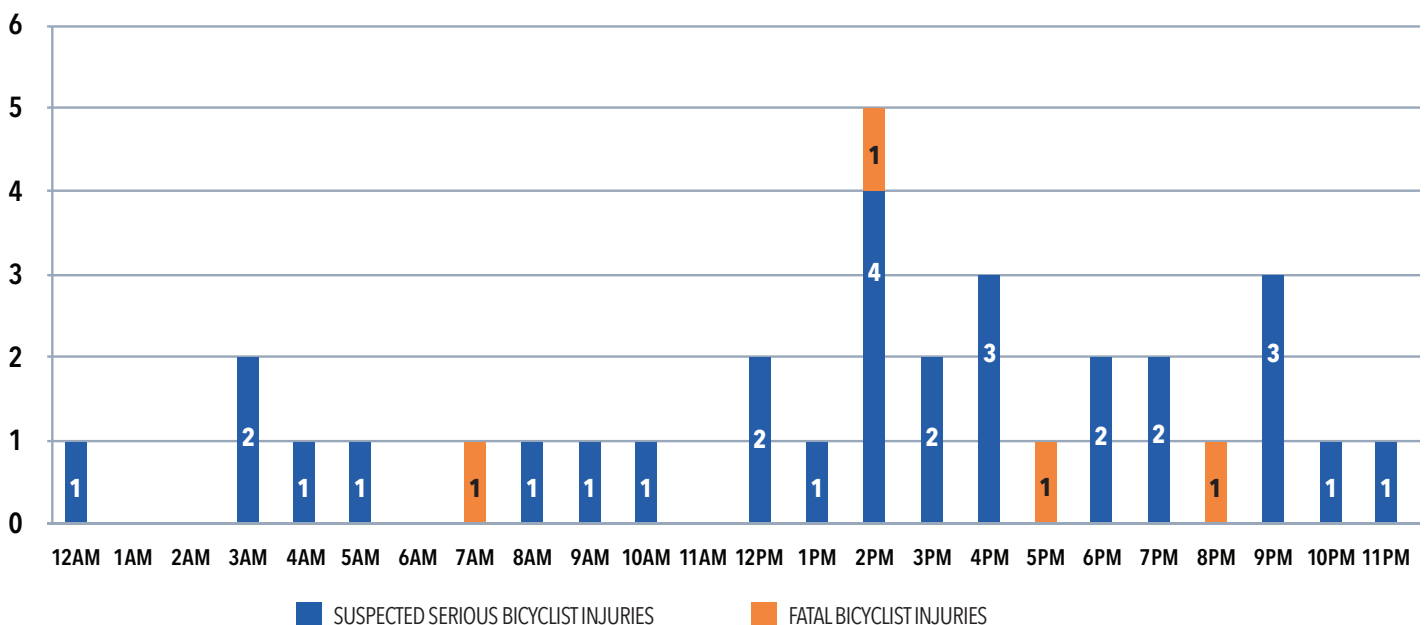


Table 4: Severe Bicyclist Injuries by Time of Day in SBIA's, 2014 - 2018

Time	Fatal Pedestrian Crashes	Suspected Serious Bicycle Crashes	Total Severe Bicycle Injuries	% Of Total Severe Bicycle Injuries
12:00-12:59 am	5	8	13	4%
1:00-1:59 am	1	4	5	1%
2:00-2:59 am	2	11	13	4%
3:00-3:59 am	4	4	8	2%
4:00-4:59 am	3	1	4	1%
5:00-5:59 am	4	3	7	2%
6:00-6:59 am	9	7	16	4%
7:00-7:59 am	2	10	12	3%
8:00-8:59 am	0	5	5	1%
9:00-9:59 am	0	3	3	1%
10:00-10:59 am	1	8	9	2%
11:00-11:59 am	1	5	6	2%
12:00-12:59 pm	1	12	13	4%
1:00-1:59 pm	1	4	5	1%
2:00-2:59 pm	1	5	6	2%
3:00-3:59 pm	0	8	8	2%
4:00-4:59 pm	2	12	14	4%
5:00-5:59 pm	2	15	17	5%
6:00-6:59 pm	9	21	30	8%
7:00-7:59 pm	10	19	29	8%
8:00-8:59 pm	15	34	49	13%
9:00-9:59 pm	19	24	43	12%
10:00-10:59 pm	14	18	32	9%
11:00-11:59 pm	8	18	26	7%
TOTAL	4	29	33	100%

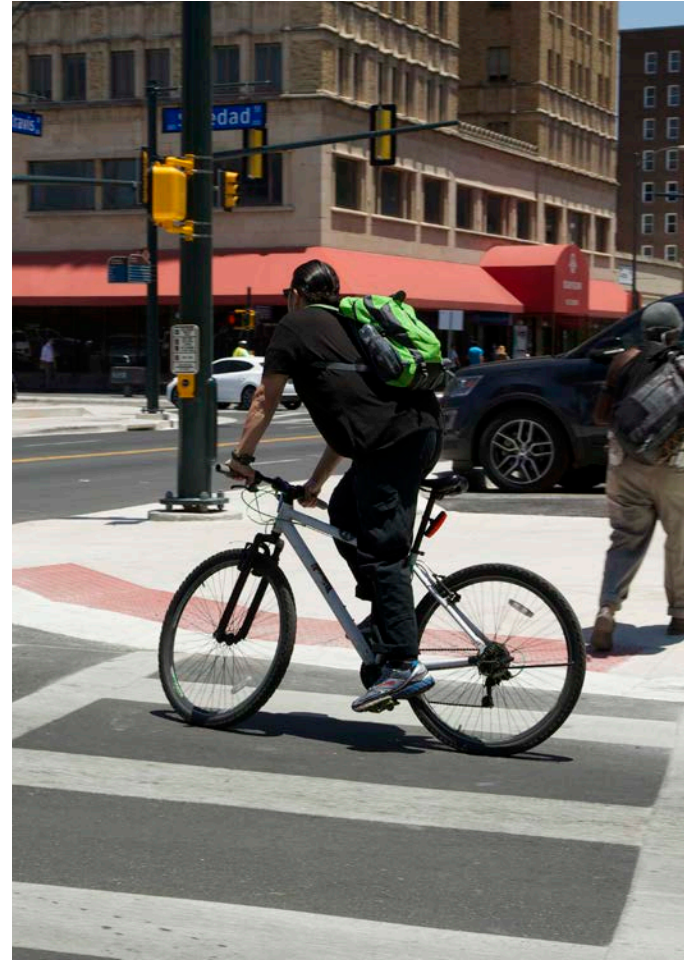


Detailed Analysis

Day of the Week

Day of the week data was reviewed to determine when severe crashes occurred. Severe bicyclist injuries by day of the week within the SBIAs range from 1 to 10 per day over the five-year period. Severe injuries average about 5 per day in the middle of the work week, with a gradual increase, a steep drop on Saturday, and a peak on Sunday.

Sunday alone accounts for 10 of the 33 severe bicyclist crashes, or approximately thirty percent (30%). One fatality was recorded on a Sunday. The period from Wednesday to Friday contains another forty-eight percent (48%) of severe crashes. Each of these days logged one fatality. Monday has a total of 4 suspected serious injuries. Tuesday and Saturday display the lowest counts, with 1 and 2 suspected serious injuries respectively.



**Severe Bicyclist Injuries by Day of the Week in SBIAs
2014 - 2018**

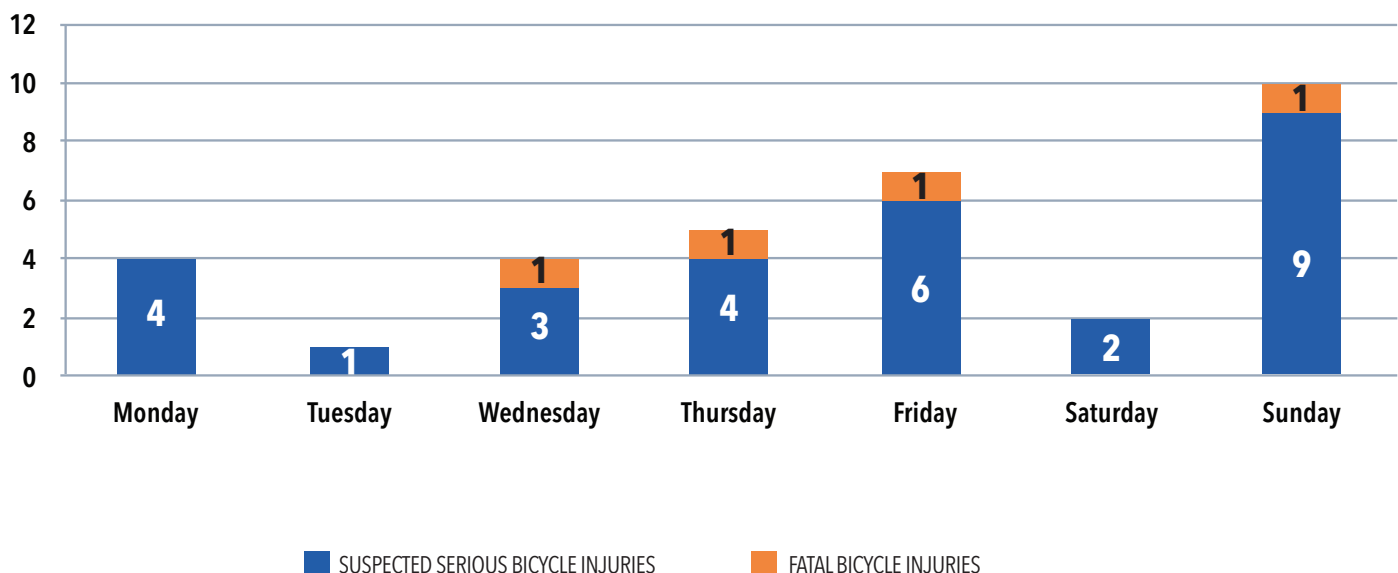


Table 5: Severe Bicyclist Injuries by Day of Week in SBIA's, 2014 - 2018

Day of Week	Fatal Bicyclists Crashes	Suspected Serious Pedestrian Injuries	Total Severe Bicyclist Injuries	% Of Total Severe Bicyclist Injuries
Monday	0	4	4	12%
Tuesday	0	1	1	3%
Wednesday	1	3	4	12%
Thursday	1	4	5	15%
Friday	1	6	7	21%
Saturday	0	2	2	6%
Sunday	1	9	10	30%
TOTAL	4	29	33	100%



Detailed Analysis

Month of the Year

Monthly data was reviewed to determine when severe crashes occurred. The summer and fall months of June through November recorded 22 severe bicyclist crashes (approximately 67%), compared to 11 (approximately 33%) from the spring and summer months. June recorded the highest total severe bicyclist injuries (9) and the most bicyclist fatalities (2). Other than June, the most severe injuries occurred in November (6) and March (4).

Additional fatalities occurred in the months of February and September. No severe bicyclist crashes were recorded in May.



**Severe Bicyclist Injuries by Month in SBIA's
2014 - 2018**

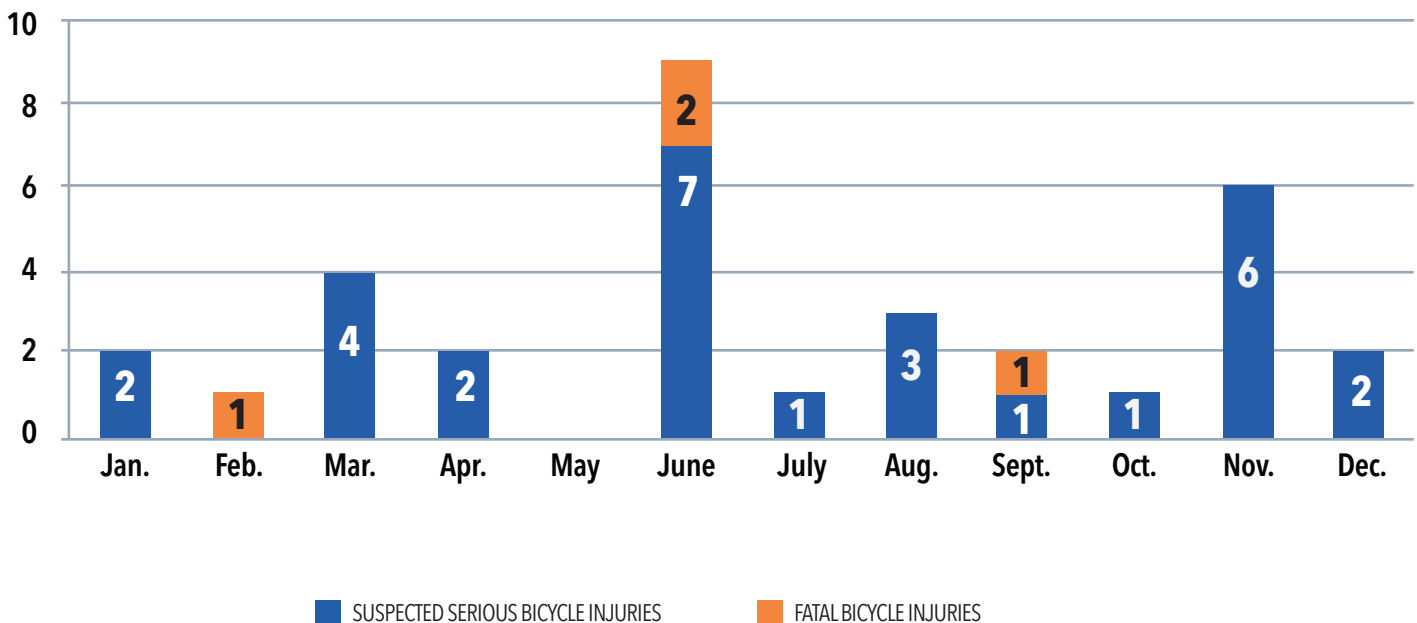


Table 6: Severe Bicyclist Injuries by Month in SBIA's, 2014 - 2018

Month	Fatal Bicyclist Injuries	Suspected Serious Bicyclist Injuries	Total Severe Bicyclist Injuries	% Of Total Severe Bicyclist Injuries
January	0	2	2	6%
February	1	0	1	3%
March	0	4	4	12%
April	0	2	2	6%
May	0	0	0	0%
June	2	7	9	27%
July	0	1	1	3%
August	0	3	3	9%
September	1	1	2	6%
October	0	1	1	3%
November	0	6	6	18%
December	0	2	2	6%
Total	4	29	33	100%



Conclusion

This report assessed bicyclist crashes for the five-year period from 2014 to 2018. The findings show that over one-fourth of all severe bicyclist injury crashes are happening in concentrated areas referred in this report as Severe Bicyclist Injury Areas (SBIAs). By narrowing in on these areas, staff was able to conduct more detailed analysis to look for trends in time of day, day of week, and month of year when severe bicyclist injury crashes tend to occur.

The analysis of the crash data resulted in identifying 14 SBIAs in San Antonio consisting of approximately 13 roadway miles. These areas represent about 0.2% of San Antonio roadways but account for 27% of all fatal and suspected serious bicyclist injury crashes from 2014 through 2018.



This analysis is the first step in identifying where Vision Zero may have the greatest impact in eliminating bicyclist deaths and serious injuries in San Antonio. This report establishes when and where there are concentrations of bicyclist severe injury crashes. To determine why these crashes are happening, the next step is more detailed analysis of the crashes within the SBIA which could help determine what interventions may be necessary to achieve Vision Zero.

This five-year report establishes a solid basis of analysis to identify trends in the location, causes, and possible prevention of severe bicyclist injuries on our roadways. The SBIAs will be updated every three years with an accompanying report. The next updated SBIAs will be identified using crash data from 2017-2021.



Appendix

Severe Bicyclist Injury Areas (2014–2018), Bicyclist Crashes,

Alphabetical by Street 19

District 1.....21

District 223

District 325

District 527

District 629

District 731

Table 7: Severe Bicyclist Injury Areas (2014-2018) Bicyclist Crashes, Alphabetical by Street

Street	From	To	Length (miles)	Suspected Serious Injuries	Fatal Injuries	Total Severe Injuries	City Council District(s)
ALAMO	GUENTHER	MISSION	0.22	2	0	2	1
AUSTIN HWY (Loop 368)*	PERRIN BEITEL	BOBBY LOU	0.10	2	0	2	2
BANDERA (Spur 421)*	WILLARD	WOODLAWN	0.88	3	0	3	7
BROADWAY (Loop 368)	ALLENSWORTH	CASA BLANCA	1.82	3	0	3	1/2
CASTROVILLE/ GUADALUPE	ROMERO	HAMILTON	1.92	2	0	2	5
COMMERCE	CALLAGHAN	BONANZA	0.63	1	1	2	6/7
CULEBRA (FM 471)*	TIMBER PATH	REED	1.10	2	0	2	6
CULEBRA (FM 471)	ALAMO PKWY	WESTWOOD	1.18	2	1	3	6
FLORES	HICKMAN	CROFTTRACE	0.36	2	0	2	1
FREDERICKSBURG	WILLIAMSBURG	IH 10	2.54	3	0	3	1/7
HACKBERRY	BROOKS	SHERMAN	0.22	1	1	2	2
PERRIN BEITEL (FM 2252)	DESERTVIEW	SUN GATE	0.02	2	0	2	2/10
PINE	IH 35	DUVAL	0.16	2	0	2	2
PLEASANTON	FITCH	HUTCHINS PLACE	1.66	2	1	3	3

*Denotes SBIA with Public Works and TxDOT ownership



Map 3: Council District 1 Severe Bicyclist Injury Areas, 2014 - 2018

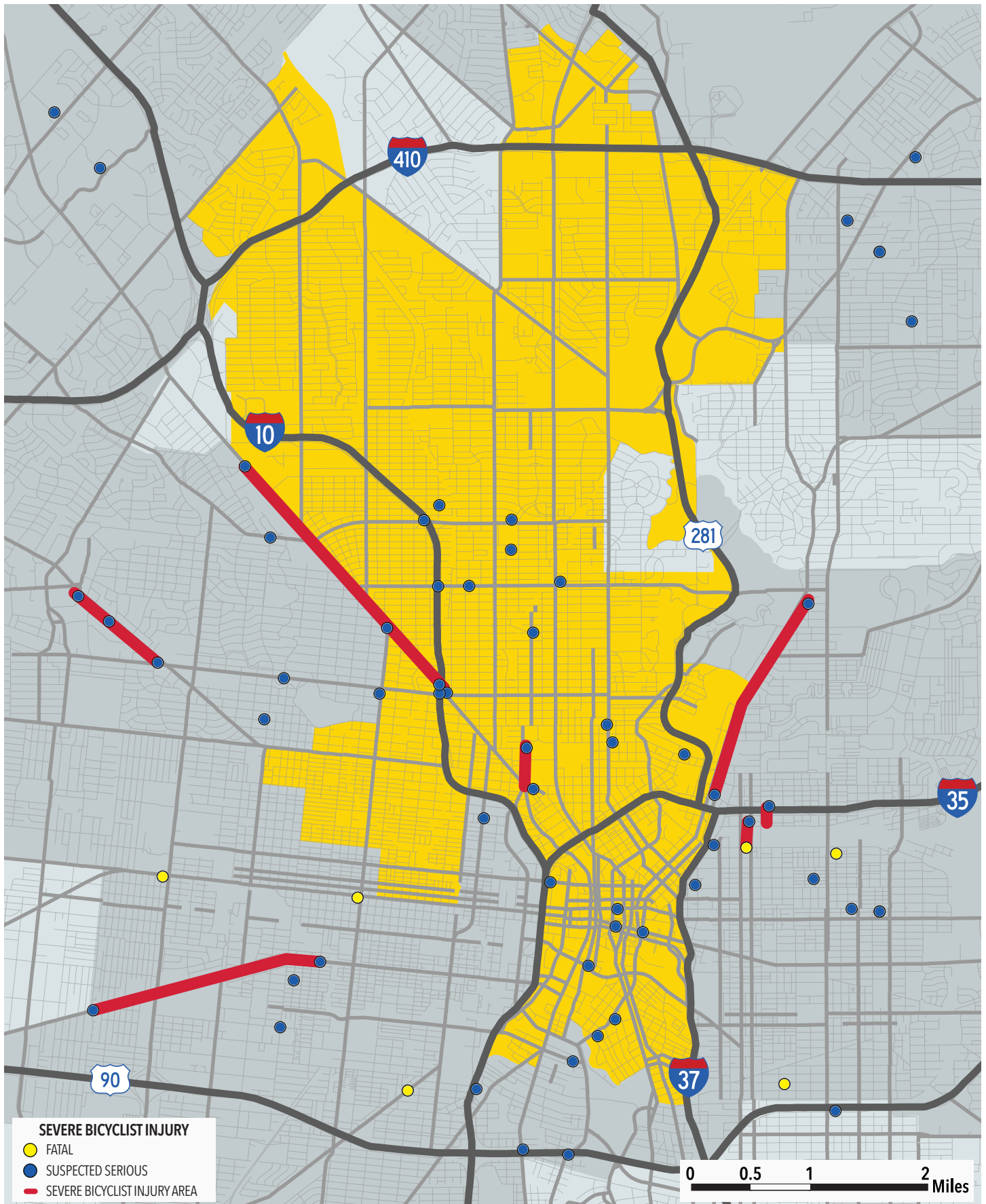


Table 8: Council District 1 Severe Bicyclist Injury Areas, 2014 - 2018

Street	From	To	Length (miles)	Suspected Serious Injuries	Fatal Injuries	Total Severe Injuries	City Council District(s)
ALAMO	GUENTHER	MISSION	0.22	2	0	2	1
BROADWAY (Loop 368)	ALLENSWORTH	CASA BLANCA	1.82	3	0	3	1/2
FLORES	HICKMAN	CROFTTRACE	0.36	2	0	2	1
FREDERICKSBURG	WILLIAMSBURG	IH 10	2.54	3	0	3	1/7

*Denotes SBIA with Public Works and TxDOT ownership

Map 4: Council District 2 Severe Bicyclist Injury Areas, 2014 - 2018

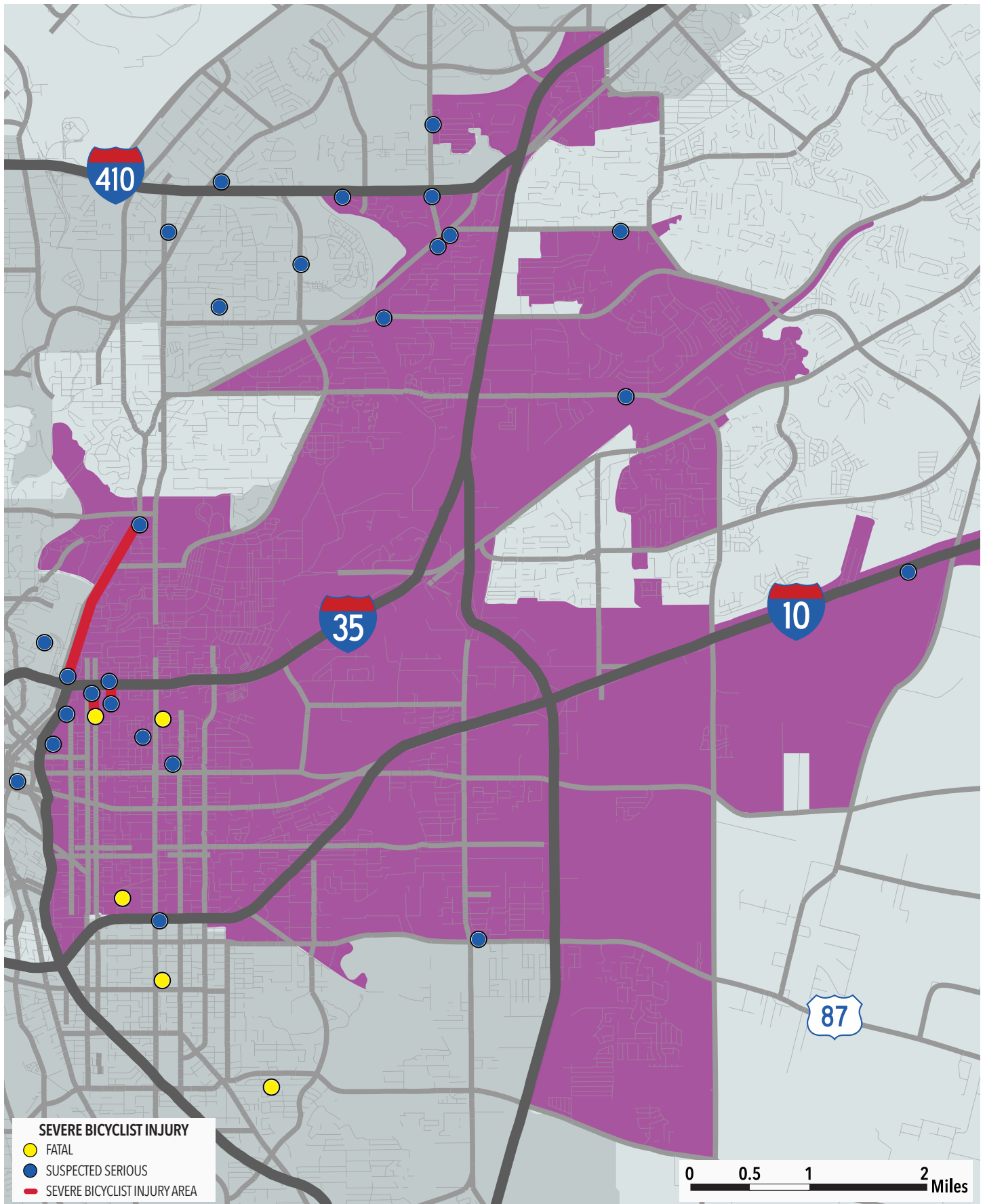


Table 9: Council District 2 Severe Bicyclist Injury Areas, 2014 - 2018

Street	From	To	Length (miles)	Suspected Serious Injuries	Fatal Injuries	Total Severe Injuries	City Council District(s)
AUSTIN HWY (Loop 368)*	PERRIN BEITEL	BOBBY LOU	0.10	2	0	2	2
BROADWAY (Loop 368)	ALLENSWORTH	CASA BLANCA	1.82	3	0	3	1/2
HACKBERRY	BROOKS	SHERMAN	0.22	1	1	2	2
PERRIN BEITEL (FM 2252)	DESERTVIEW	SUN GATE	0.02	2	0	2	2/10
PINE	IH 35	DUVAL	0.16	2	0	2	2

*Denotes SBIA with Public Works and TxDOT ownership

Map 5: Council District 3 Severe Bicyclist Injury Areas, 2014 - 2018

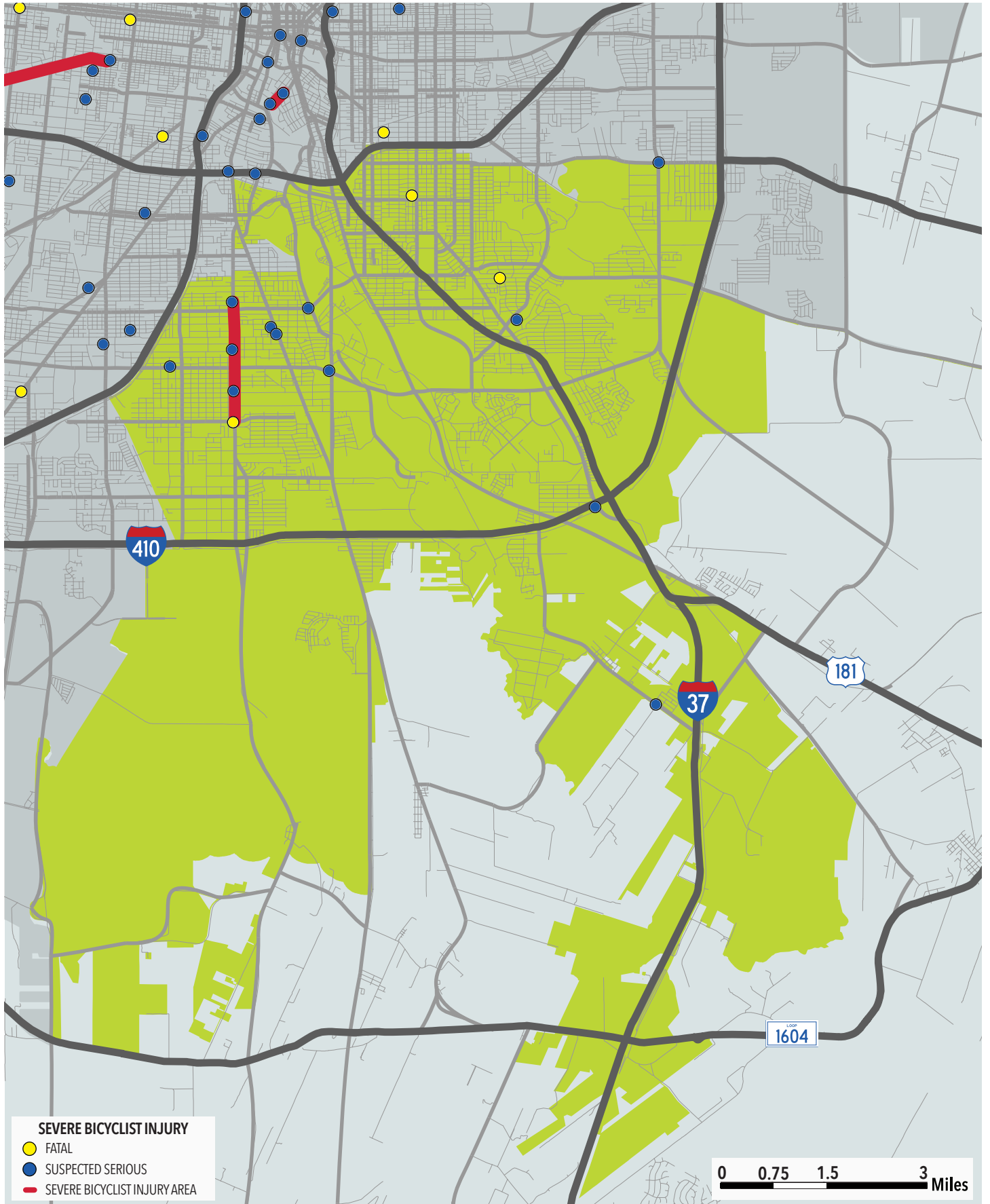


Table 10: Council District 3 Severe Bicyclist Injury Areas, 2014 - 2018

Street	From	To	Length (miles)	Suspected Serious Injuries	Fatal Injuries	Total Severe Injuries	City Council District(s)
PLEASANTON	FITCH	HUTCHINS PLACE	1.66	2	1	3	3

*Denotes SBIA with Public Works and TxDOT ownership

Map 6: Council District 5 Severe Bicyclist Injury Areas, 2014 - 2018

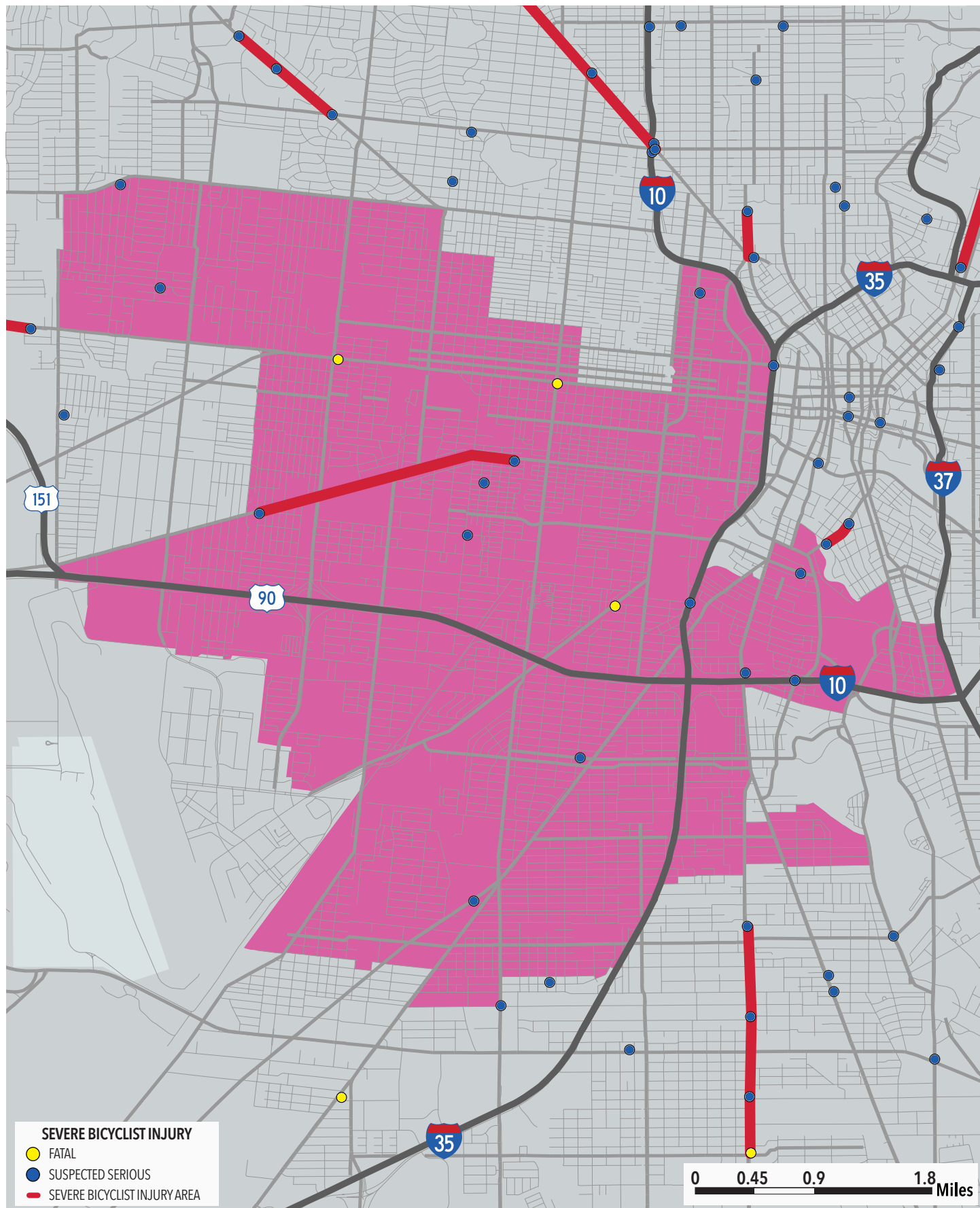


Table 11: Council District 5 Severe Bicyclist Injury Areas, 2014 - 2018

Street	From	To	Length (miles)	Suspected Serious Injuries	Fatal Injuries	Total Severe Injuries	City Council District(s)
CASTROVILLE/ GUADALUPE	ROMERO	HAMILTON	1.92	2	0	2	5

*Denotes SBIA with Public Works and TxDOT ownership

Map 7: Council District 6 Severe Bicyclist Injury Areas, 2014 - 2018

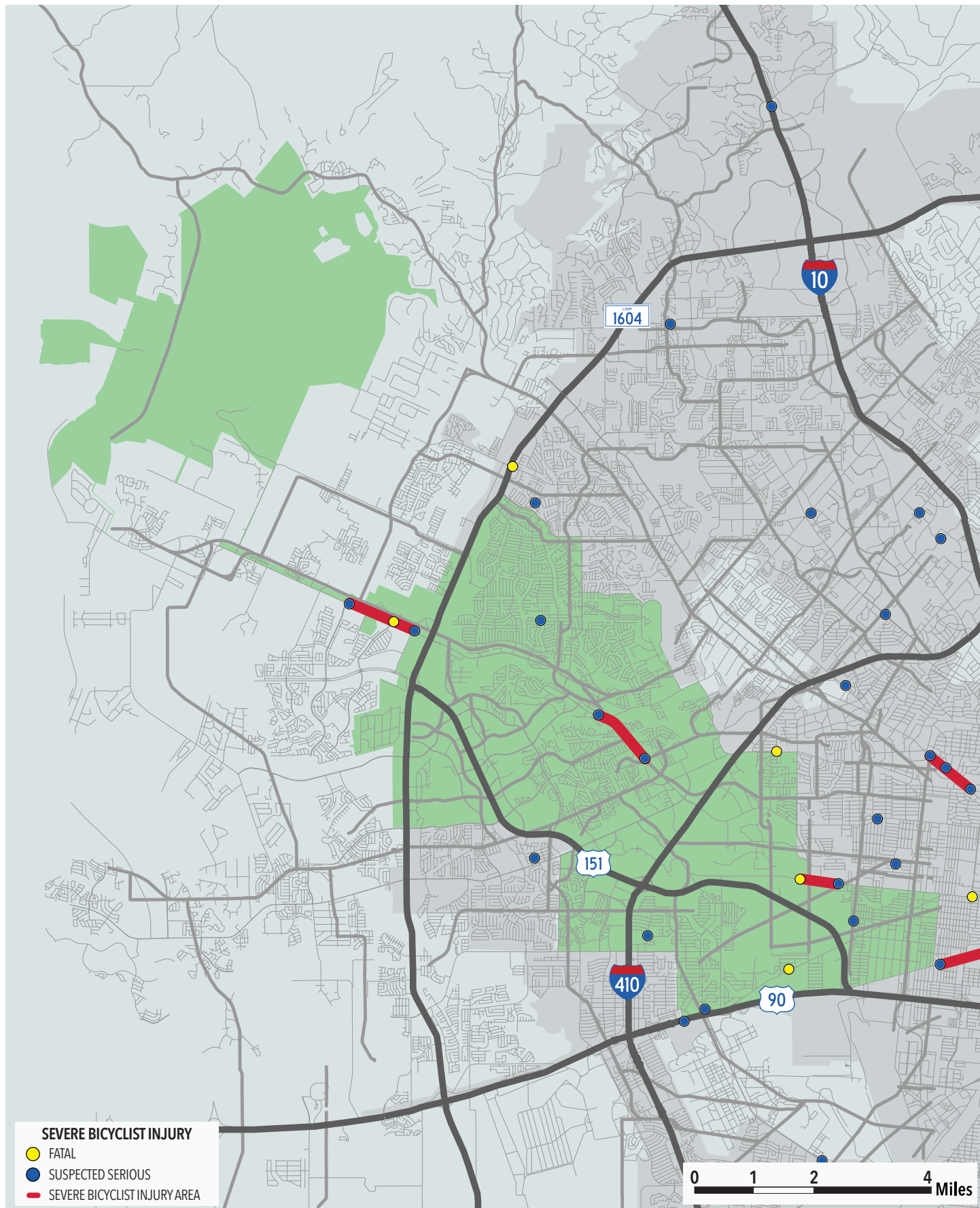


Table 12: Council District 6 Severe Bicyclist Injury Areas, 2014 - 2018

Street	From	To	Length (miles)	Suspected Serious Injuries	Fatal Injuries	Total Severe Injuries	City Council District(s)
COMMERCE	CALLAGHAN	BONANZA	0.63	1	1	2	6/7
CULEBRA(FM 471)*	TIMBER PATH	REED	1.10	2	0	2	6
CULEBRA(FM 471)	ALAMO PKWY	WESTWOOD	1.18	2	1	3	6

*Denotes SBIA with Public Works and TxDOT ownership

Map 8: Council District 7 Severe Bicyclist Injury Areas, 2014 - 2018

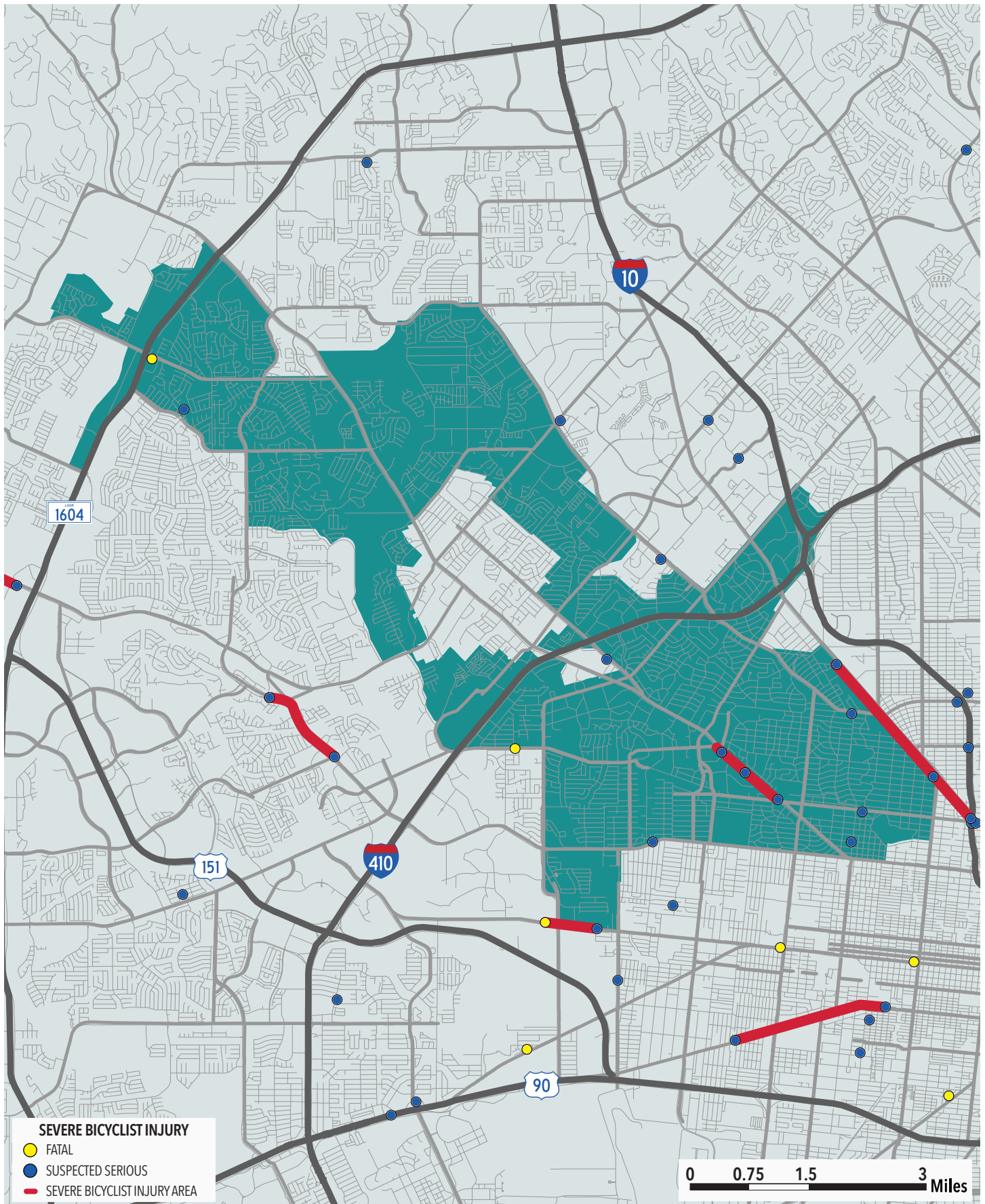


Table 13: Council District 7 Severe Bicyclist Injury Areas, 2014 - 2018

Street	From	To	Length (miles)	Suspected Serious Injuries	Fatal Injuries	Total Severe Injuries	City Council District(s)
BANDERA (Spur 421)*	WILLARD	WOODLAWN	0.88	3	0	3	7
COMMERCE	CALLAGHAN	BONANZA	0.63	1	1	2	6/7
FREDERICKSBURG	WILLIAMSBURG	IH 10	2.54	3	0	3	1/7

*Denotes SBIA with Public Works and TxDOT ownership

