



En Movimiento Community Advisory Group Meeting #6 – Summary

3.30.2022 (5:30 PM to 7 PM)

Agenda:

1. Arrivals
2. Introductions
3. San Antonio Evaluation
4. En Movimiento Quick-Strike Project
5. McLaughlin Quick Build Project

City Staff in Attendance:

Nick Frey, DOT
Natasha Opfell, DOT
Peter Rice, DOT
Roberto Gonzalez, District 5

CAG Members in Attendance:

Diana Crumedy
Danny Garza
Guadalupe Gonzalez
Manee Jacobo
Matt Karnes
Joan Rivas-Cosby
Davide Vieira
Alan Williams

Others in Attendance:

Kaitlin Bailey
Daniela Castaneda, SVBC

Editor's Note: At the March 30, 2022 CAG meeting, DOT presented preliminary findings and recommendations from the San Antonio Quick-Build Project evaluation. Since then, DOT has finalized the evaluation and revised some of the recommendations. To see the final report and revised recommendations, please click here: [San Antonio Quick-Build Project Evaluation Report](#).

1 SAN ANTONIO EVALUATION

Peter Rice presented on the San Antonio Quick-Build Project Evaluation. The presentation included the following:

1.1 ABOUT THE EVALUATION

- This is the first evaluation and more evaluations will follow.
- This evaluation covers a relatively short timeframe and therefore the data is subject to small sample size limitations.
- This evaluation focuses first on major problems, of which there weren't any.
- This evaluation also focuses on whether the project has made progress towards goals, and whether there are near-term changes that can improve the project.

1.2 PROJECT GOALS

- Long-term: San Antonio will be an all-ages-and-abilities bike connection between East San Jose and Downtown
- Creating a safe and inviting route on San Antonio will help:
 - San Jose achieve mode shift and climate goals
 - Allow community members greater travel options
 - Improve mobility and access for people can't/don't drive
 - Provide opportunities for recreation which means increased health and wellbeing.

1.3 DATA SOURCES

These five data sources informed the evaluation:

- Community feedback
- Speed data
- Volume data
- Collision data
- DOT staff observations

1.4 FINDINGS PART 1: TRAFFIC CIRCLES

Description of the treatments: Removed stop signs at 19th St and 21st St and installed to quick-build traffic circles at 19th St, 21st St, and 23rd St to create a slow safe street that would allow people who bike to feel comfortable and ride through without stopping. The findings include the following:

- Majority of bikers said they feel safer on this segment
- Majority of survey respondents said they supported/strongly supported the project on this segment
- Speeds remain below 25 mph without stop signs
- Fewer crashes between 17th and 24th St
- No injury crashes at the intersections with traffic circles

Recommendations to improve the traffic circles: the recommendation is to convert the traffic circles from quick-build materials to hardscape. Concrete curbs will replace paint and ceramic domes (see pictures below). The hardscape materials should have a greater traffic calming effect.



1.5 FINDINGS PART 2: ENHANCED BIKE LANES

Description of the treatments: East of King Rd we narrowed the travel lanes and provided buffered bike lanes and parking protected bike lanes. The findings include the following:

- Majority of bikers said they feel safer on this segment
- Majority of survey respondents said they supported/strongly supported the project on this segment
- Speeds fell ~2 mph

- ~~Injury crashes~~ Injuries are down¹
- No KSI crashes
- Drivers turning onto San Antonio St from driveways and side streets had difficulty seeing oncoming vehicles in the protected bike lane portion of the corridor.

Recommendations to address visibility issues: the recommendation is to restrict parking of oversized vehicles in the protected bike lane portion of San Antonio. There are many recreational vehicles (RVs) and other large vehicles parked in the protected bike lane section. DOT believes that the large size of these vehicles is contributing to the visibility issues.

Editor's note: Since this meeting, DOT has revised this recommendation. The current recommendation is to covert the class IV parking protected bike lanes to class II buffered.

1.6 DISCUSSION

During the discussion portion of the meeting, community members expressed the following:

- Support for hardening the traffic circles
- That artwork should be incorporated into the traffic circle design
- Surprise that DOT did not find major problems with the project.
- Desire for more details as to why bike riders felt more comfortable riding on San Antonio post project.
- Concern that crash data underreported crashes.
- Changes to Jackson and San Antonio were causing delays and congestion.
- Changes at the intersection of King Rd have caused congestion and not enhanced safety.

2 EN MOVIMIENTO QUICK-STRIKE PROJECT

Agenda item cut due to lack of time.

3 MCLAUGHLIN QUICK BUILD PROJECT

Agenda item cut due to lack of time.

¹ During the CAG meeting we erroneously reported that injury crashes were down on San Antonio St between Jackson Ave and King Rd. In fact, total injuries were down but injury crashes went up. Both data sets are subject to small sample size limitations.