

GENERAL - SUPPORT

Malone & Cottle (via webform):

I am a huge supporter of this test and initiative. If implemented, I believe that it will make for a better downtown WG experience, encourage cycling in the community, and keep cyclists off the sidewalks. Speeding on smaller arterial streets (especially around WG Middle and High School) is a chronic issue in our community and we need a plan for this too.

Jansen Ave. (via webform):

I think the road diet is a terrific idea. It's the next step in making Lincoln more friendly to pedestrians and bicyclists. I also appreciate running it as a trial so we can all get the opportunity to "kick the tires".

Hicks Ave. (via webform):

We support Pierluigi test run. We should try it and stop debating.

GENERAL - OPPOSED

Willow Glen resident (via webform):

Why are you wasting our time on making a road smaller and more congested when the road is perfectly fine and is meant to "open up lanes" stupid politics wasting our taxes on pointless project?

Cherry Ave. (via webform):

Completely opposed to the proposal.

SCOPE

Spencer Ave. (via email):

I believe the road diet study should be done in conjunction with the new Lincoln Ave bike lane changes that are happening from Park Ave to Willow. Also, I believe that approaching the WG business district from the south, the lanes should be reconfigured as far south as possible. Perhaps even Curtner.

Hamilton Ave. (via webform):

I think this is a fantastic idea. It will make the Ave a lot safer for bicyclists and pedestrians. I just have a question how long is this going to go. Like from Minnesota to Willow or all the way down Lincoln?

TRAFFIC

Local business (via email):

I believe that it would cause an inordinate amount of traffic challenges and frustration on the part of people coming to the downtown area. I spend a great deal of time there and all day long you can watch delivery trucks show up to all of the businesses and block the right lanes with their vehicles. I believe if there was only one lane in each direction it would reduce the number of people wanting to go downtown due to traffic congestion and ultimately cause the businesses to suffer.

Spencer Ave. (via email):

Traffic on neighboring streets, Bird Ave. in particular. I hope a study will be done to compare road volumes before the road diet test goes into effect, during the test, and after. I would also like to be able to see the results of those tests.

Delivery trucks. Will trucks be allowed to occupy the center lane to unload cargo? Emergency vehicles will undoubtedly need to use the center lane in an emergency. How will that work if delivery trucks are using the center lane?

Paula St. (via webform):

I believe going down to one lane each way with a turn lane will be a mistake. When The Table closed off one lane for construction work it was a nightmare in the mornings. Also, I've seen the traffic in the evenings. It will only cause more frustration, and will redirect traffic to the quiet residential streets close by, making them unsafe. Plus, delivery trucks are always stopping and clogging up the right lanes anyhow. If they start using the turn lane when this diet occurs, it will make matters worse as there won't be a safe place to turn. In my opinion, I think keeping 2 lanes each way but adding speed bumps down the length would be a safer option. Thank you for your time.

Blewett Ave. (via webform):

A past study by the city of San Jose indicated 25,000+ vehicles a day past through downtown Lincoln Ave. Lincoln provides a traffic conduit for cars and trucks coming off Almaden Expressway, San Carlos St., and Interstate 280 which uses Meridian/Minnesota/Willow St as feeder roads into Lincoln Ave. Bottom: 4-lanes are necessary to handle the current traffic flow especially during commute hours. The proposed two street change will create a HUGE bottle neck/traffic jam. Frustrating auto commuters to no end.

Many Lincoln Ave commuters avoid Lincoln Ave now by using Blewett Ave (primarily) and other parallel neighborhood streets as Lincoln Ave by pass roads - creating a tremendous boost in traffic on these streets. I can barely back out of my driveway now. I am convinced that if Lincoln Ave is constructed with 2 lanes, that it will be impossible for me to back out of my driveway do to a huge increase in by pass traffic. Not only will it be a hindrance to back out, but it will be dangerous - increasing the chance of vehicle collisions, but also heighten danger for pedestrians crossing the streets either alone or with pets.

The Lincoln Ave proposal is a bad idea. For Lincoln Ave auto commuter traffic and for Blewett Ave and other side streets which be accosted by a huge uptick in by pass traffic.

Near Lincoln (via webform):

The narrow road will back up heavy traffic during travel times to work and school and will cause people to use side streets. Lots of stress and excess of gas fumes from sitting and waiting on traffic. The greater majority of people must travel to work and attend school and a much smaller group are the unemployed who loiter on Lincoln. I will make it a point to boycott Lincoln Ave businesses if the road gets blocked off. I've lived both on and near Lincoln since 1985 and there is way too much concentrated growth there in these past few years and it's not the great place it once was to live here.

SIDESTREET IMPACTS

Blewett Ave. (via webform):

What is the city doing to minimize the impacts on the surrounding streets where we already have parking and speeding issues? How can we ensure Blewett is not used even more as a side street and what can be

done about the speeding for the safety of our children? Also, what value is this road diet if it does not provide additional parking on Lincoln? How does this support businesses / local residents? Do we really have that many bike riders?

Blewett Ave. (via webform):

Blewett Avenue has become unacceptable. Delivery trucks, gardeners/maintenance trucks. The speed bumps are useless as people fly over them making lots of noise when there trailers slam down on the road. Someone is going to get hurt because of the speeding.

Blewett Ave. (via webform):

We can not tolerate and FURTHER traffic on BLEWETT AVENUE. It is already a DISASTER! NO MORE TRAFFIC!!!!!!

PEDESTRIAN SAFETY

California Ave. (via webform):

This is badly needed. I walk daily in Willow Glen, and have seen several/pedestrian near misses in the past year. I was almost killed by a city bus that stopped at, and then ran through a red light at Lincoln and Minnesota. I see cars flying through pedestrian walkways, with pedestrians in them, pretty much on a daily basis. Eventually, someone will get killed if we don't do something about this. When riding my bike, I was honked off the road in downtown WG by a city bus, who was rightfully concerned that there wasn't enough room for a bicycle on the side of the lane and him in the lane. I never rode my bike down Lincoln again--only the sidewalks. Thank you for addressing this problem.

CYCLING

Redondo Dr. (via webform):

I love the idea of a road diet and only wish it could be extended further. I've been hit twice by drivers while on my bike in Willow Glen (including one time when my toddler was on the bike with me). I used to love shopping and dining in downtown Willow Glen but now rarely go because biking (which is my favorite way to get around) is incredibly dangerous along Lincoln Ave. I don't think biking on sidewalks is a good idea but the traffic rarely gives enough room for bikes and I have been yelled at by drivers on multiple occasions when I do bike along Lincoln Ave.

PARKING

Spencer Ave. (via email):

Diagonal parking can be dangerous for cars, drivers, and bicyclists. I understand you can park more cars within a given length of road by parking diagonally. One way to accomplish safer diagonal parking is to back into the spot rather than pulling forward into it. When leaving the driver would have much better visibility to spot oncoming cars and bicyclists and simply pull forward to exit the parking space.

Westgate Ave. (via webform):

Parking must be addressed if you want people to walk in. Parking is already bad even on a weekday evening for dinner. Perhaps in the Apis Floral area one of the run down "industrial" sites could get a grant or loan to bulild a multi-use business/parking site. It could hold 9 to 5 and or Mon-Fri business. So extra parking would be free on weekends and night for dining and festivals. Perhaps a weekend festival shuttle to

available parking. Perhaps validated parking in this new facility would reserve use. We are already in a parking diet.

PROCESS

Spencer Ave. (via email):

Please make all information learned from the study public.