



**Lincoln Avenue Road Diet Working Group**  
Minutes of Monday, December 22, 2014 • 9:00 am  
**WGBA Conference Room – 1261 Lincoln Ave, #218**

**Present:** Peter Allen, Bill Cardoza, Jim Lightbody, Eric Nelson, Tim Mulcahy, Maren Sederquest, Tom Trudell, Hans Larsen (DOT), John Brazil (DOT), Valerie Merklin (WGBA), Scott Hunter (WGBA)

Tom Trudell called the meeting to order at 9:00 am.

**1. Discussion with Hans Larsen and John Brazil from the Dept. of Transportation:**

Hans Larsen gave an overview of the current DOT plan for the Road Diet test:

- Due to budget constraints the planned southern end of the test is Lincoln/Minnesota. The funding source for this project is the pavement maintenance program and Lincoln (to Minnesota) is scheduled for maintenance/resurfacing in Fall 2015. However, Lincoln south of Minnesota is not scheduled for resurfacing in 2015.
- The DOT is not adverse to extending the road diet south of Minnesota, but due to funding issues the plan is to test the road diet on a smaller scale, then look at opportunities to enhance and extend it if it is successful.
- Signal time at multiple intersections further south on Lincoln could be managed to reduce the priority for north/south traffic in order to constrain northbound traffic prior to Minnesota during peak morning hours to prevent traffic from backing up at the Lincoln/Minnesota intersection near the elementary school.
- Hans has talked to Councilmember Oliverio about possibly moving the northern end to Coe instead of Parkmoor in order to have the road diet begin after the Ranch Town Recycling Center due to the level of traffic at that business. Hans explained that the DOT has concerns about increased traffic on the Pedro/Paula corridor and Glen Eyrie if the road diet were to begin at Coe, so plan to leave the northern start point of the road diet at Parkmoor, which gives easy access to Meridian.
- RDWG members expressed concern about the road diet test ending at Minnesota due to consensus among their constituents that the community would like the road diet test to begin further south. Hans explained that it may be possible to look at extending the road diet south of Minnesota in 2016, which would make the road diet trial the first phase of a larger, longer-term project that may also include a road diet of Minnesota.
- Bill Cardoza asked Hans to also look at the northbound right turn lane on Minnesota at Lincoln, which drivers currently use to take Minnesota to Blewett, which they then use as a through street to avoid Lincoln.
- Jim Lightbody suggested that the signal changes at intersections south of Minnesota be implemented prior to the road diet test, in order to begin changing driver behavior in advance of implementation of the road diet test.
- Maren Sederequest noted that the 800 families of children at the WG Elementary School are very concerned about safety issues and exhaust in front of the school if the road diet test ends at Minnesota and results in traffic backing up in front of the school. Hans will look more closely at traffic at the WG

Elementary School, including circulation patterns, etc. to see if there may be other measures that can help in that area, as well.

- Hans explained that if funding were not an issue it would likely make sense for the road diet to extend further south, perhaps even as far as Almaden Expressway, but this shorter length is due entirely to budget constraints.

**2. The road diet test timeline was discussed:**

- DOT will complete a detailed plan in early January, which will include:
  - Proposed project details
  - Scope of the study (streets to receive traffic counters, etc.)
  - Signal timing plans
  - Plan for any additional traffic calming measures that may be needed at WG Elementary
  - Proposed communications plan for the community
- DOT will make an announcement to the community in January regarding the plan
- A community meeting will be scheduled in early February at the Willow Glen Elementary
- Road diet test will be implemented in March/April/May timeframe. The test will be for 60 or 90 days, but if deemed successful it will remain in place until the permanent pavement maintenance is done in fall 2015

**3. Guests of Future RDWG Meetings:**

Members discussed a request from Richard Zappelli and Ed Rast to address the RDWG at a future meeting. Richard Zappelli has provided a position paper on the road diet test and a follow-up letter was also received today. Peter Allen will communicate further with Richard Zappelli to let him know that the RDWG has thoroughly reviewed their submitted material and taken their recommendations into consideration.

It was also recommended that someone from a bicycling organization be invited to give feedback. Valerie noted that the WGBA has a contact with the Silicon Valley Bicycle Coalition from a Bike to Shop event last year. Valerie will provide this contact information to Tom Trudell.

**Action Items from this meeting:**

- All RDWG members will continue talking with their constituents for feedback to bring back to the group for discussion
- Peter Allen will respond to any emails that have come in to [lincolnroaddiet@gmail.com](mailto:lincolnroaddiet@gmail.com) and also post the response form on various elists, etc.
- Tom Trudell will work with DOT to determine the date of the next RDWG meeting
- Valerie Merklin will provide contact information for the Silicon Valley Bicycle Coalition to Tom Trudell
- Peter Allen will communicate with Richard Zappelli as discussed above

**Meeting Adjourned at 10:45 am.** Minutes submitted by: Valerie Merklin, WGBA Executive Director