



**TOWN MEETING: THURSDAY, FEBRUARY 12, 2015,
6:30PM, AT THE WILLOW GLEN ELEMENTARY
CAFETERIA, 1424 LINCOLN AVENUE**

Hosted by the Willow Glen Neighborhood Association

Lincoln Avenue Road Diet Trial

Let's make Willow Glen more walkable, bikeable, and beautiful!



Current



Proposed

GET TO KNOW THE FACTS

In response to community requests to calm traffic in Downtown Willow Glen, District 6 Councilmember Pierluigi Oliverio proposed that the city conduct a brief "road diet" trial in Spring 2015 to see if a road diet would improve Downtown Willow Glen vitality by enhancing the environment for people shopping, walking and biking.

The Road Diet Working Group (RDWG) was formed in 2014 to provide feedback to the DOT regarding the recommended scope and limits of the trial. This group included Willow Glen businesses, property owners and residents, along with board members from the Willow Glen Neighborhood and Business Associations. The RDWG and the DOT have been able to come to an agreement regarding specifics of the trial which will be presented at this meeting.

Check out www.willowglen.org/road-diet or www.wgna.net/lincoln_road_diet for more info

GET TO KNOW THE FACTS

WHAT IS A ROAD DIET?

A road diet reallocates street space to better accommodate all users. Road diets calm traffic and improve safety and comfort for people walking and biking. For this project, Lincoln Avenue would be converted from a 4-lane street to 2-lanes with a center lane for left turns and bike lanes in each direction. For more information about road diets, visit: <http://www.streetfilms.org/mba-road-diet/>

WHERE WILL THE ROAD DIET PROJECT BE?

Along Lincoln Avenue, between Coe and Minnesota, with transition areas extending north to Pedro and south to Nevada.

WHEN WILL THE TRIAL BEGIN, HOW LONG WILL THE TRIAL LAST AND HOW WILL EFFECTIVENESS BE MEASURED?

The trial will start in March 2015 and last for 3 months—long enough to see how it works, short enough to keep negative impact to a minimum if it doesn't. DOT and RDWG will evaluate the effectiveness of the program by measuring traffic with field observations and extensive data collection.

WILL THE ROAD DIET PUSH TRAFFIC ON TO OTHER STREETS?

It is expected that Lincoln Avenue will carry less commuter traffic than it does today, and should not push a considerable number of cars onto surrounding streets. Minimizing and measuring impact on surrounding streets will be one of the trial's biggest priorities. Extensive data will be collected at more than 40 locations on the corridor and surrounding areas to monitor potential traffic changes.

WILL THE ROAD DIET TRIAL MAKE IT HARDER TO PARK DOWNTOWN?

Not a single parking spot will be lost or reconfigured as part of the road diet. In fact, the new configuration will make it easier to parallel park along Lincoln Avenue because you'll have more room to park your car instead of partially blocking the right lane while maneuvering.

WHOSE IDEA WAS THIS, AND WHO'S SUPPORTING IT?

The Community Residents of Willow Glen have been talking about this idea for decades, wondering year after year if it might work. So simply put, it's been advocated, requested and is now supported by many members of the community.

Local Businesses While some business owners worry that the road diet might not work as intended, almost all agree that the speed of Lincoln Avenue discourages some shoppers from visiting Downtown Willow Glen, and therefore would like to try something with the potential to make downtown safer and more appealing to pedestrians and bicyclists.

The City of San Jose After discussing different ways to calm traffic in Willow Glen with the DOT, Willow Glen's Councilmember Oliverio proposed that the city explore the idea of a road diet trial as a response to those requests in context of budgetary and other constraints.

WHAT IF IT DOESN'T WORK?

Some members of the community fear that the road diet will push traffic onto surrounding neighborhood streets, a valid concern that the RDWG and DOT are doing everything they can to measure and mitigate. If the road diet trial is deemed unsuccessful due to a negative impact on the neighborhood, the road will be returned to its current configuration and other options for improving safety will be explored.

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