

**Davidson, John**

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**From:** Bart Thielges [Bart.Thielges@synopsys.com]  
**Sent:** Saturday, August 13, 2011 10:46 AM  
**To:** Davidson, John  
**Cc:** Oliverio, Pierluigi; Brazil, John  
**Subject:** request to consider reconfiguration of Lincoln Ave. in Envision 2040

Dear Mr. Davidson:

I understand that the latest update to the general plan does not consider the improvement of Lincoln Ave. to bring it up to the current standards of accommodating all street users. Currently Lincoln is extremely challenging to bicyclists due to the fact that the rightmost lane is rather narrow and runs aside busy parallel parking. The only way to safely cycle through Lincoln without risking being doored by a parked car is to ride near the center of the lane. Not only is this an uncomfortable lane position for most cyclists, it also takes the entire lane, slowing traffic behind.

A four to three lane conversion on Lincoln would be a huge improvement. That's because such a conversion would really create five lanes on Lincoln: two bike lanes, two auto lanes, and an shared center left turn lane. That conversion would increase capacity on Lincoln because more people would feel comfortable riding bicycles through this important part of the city's street network.

Cyclists have few alternatives to Lincoln. Bird and Meridian are the next closest north-south streets that span both the Los Gatos Creek and I-280. Both of those streets are also challenging to cyclists. Opening Lincoln to the average bicyclist would make it profoundly easier to bike through Willow Glen and beyond.

I ride Lincoln daily. It is easily the most difficult mile of my twelve mile commute. Other neighbors and cyclists have expressed the same feeling. An important street like Lincoln should be accessible to all cyclists, not only those with nerves of steel. I urge you to reconsider adding a four to three lane conversion of Lincoln to the Envision 2040 document.

Thanks,

Bart Thielges  
Telfer Ave.  
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