

Mary Avenue Street Space Allocation Study

Public Meeting Summaries and Comments

TABLE OF CONTENTS

- I. PROJECT DESCRIPTION**
- II. PROJECT NOTICING AND PUBLICITY**
- III. PUBLIC MEETING**
- IV. COMMENT SUMMARY**
- V. APPENDIX**

- **Public Signs along Project Area**
- **E-blast Announcement**
- **Webpage on City of Sunnyvale Website**
- **Meeting Materials**
- **Sign-In Sheets**
- **Comment Forms**

I. PROJECT DESCRIPTION

The Mary Avenue Street Space Allocation Study will look at different ways to accommodate motor vehicles, bicycles, pedestrians and transit along Mary Avenue between Fremont and Maude Avenues. The study will apply the City's Policy for the Allocation of Street Space, which promotes the continued planning, design and construction of a comprehensive citywide bikeway network. Application of this policy will be integral to the evaluation of street configuration design alternatives proposed under this Study.

The goal of the study is to develop a street design that will promote safer and more convenient access for all road users, including bicyclists, in accordance with the City of Sunnyvale Bicycle Plan and Policy for the Allocation of Street Space. Such a design may include the provision of bicycle lanes and removal of parking along certain portions of the Study corridor.

II. PROJECT NOTICING AND PUBLICITY

With the development of preliminary design alternatives for reallocating road space on Mary Avenue developed by the City's transportation consultant, as well as proposed evaluation criteria to be applied to these alternatives, the project team made an effort to seek and collect public feedback on the project.

First Public Meeting: October 13, 2010

The City of Sunnyvale hosted a meeting for interested members of the public on October 13, 2010, from 7 p.m. to 9 p.m. at the Washington Park Building in Sunnyvale, Calif. The meeting was publicized to the broader public, through a webpage on the City of Sunnyvale's website, signs, flyers mailed to residents in the project boundary area, and an e-blast sent to the City of Sunnyvale's contact database.

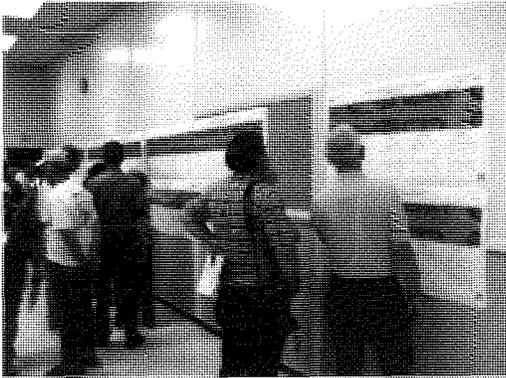


- Public mailers were sent to households on Mary Avenue in the project area
- Email notice distributed to the City's community email list
- Meeting notices were posted on the City of Sunnyvale's website
- Display signs placed along Mary Avenue in the project area

III. PUBLIC MEETING

Public Meeting: September 15, 2010

A public meeting was hosted on October 13, 2010, from 7 p.m. to 9 p.m. at the Washington Park Building in the City of Sunnyvale. The purpose of the meeting was to present preliminary design alternatives for reallocating road space on Mary Avenue developed by the City's transportation consultant, as well as proposed evaluation criteria to be applied to these alternatives. The meeting provided an opportunity for interested community members to review the preliminary alternatives, share comments and suggestions, and provide feedback to the project team. It also provided participants a chance to ask questions regarding project and timeline, and project information, including maps of the alternatives, was available.



The project team provided copies of the meeting agenda and comment forms at the welcome table, where attendees were asked to sign in. Approximately 40 interested community members attended, based on sign-in sheets.

The meeting began with an open house at 7 p.m. Community members reviewed wall-mounted maps displaying the concept design alternatives for three separate roadway segments. Team members were available to answer questions during this open house period. A formal project presentation began at 7:30 p.m., followed by a Q&A/comments period with the community members in attendance. The open house resumed at 8:45 p.m. until meeting adjournment at 9 p.m.

IV. COMMENT SUMMARY

The project team received feedback in a variety of ways. During the open house, the team spoke with several community members and corridor users, answering questions and discussing specific comments with respect to the displayed design alternatives. The team also recorded community comments on flip charts during the question-and-answer period, and comment forms were provided for residents to submit their feedback in writing either during the meeting, or for mailing or e-mailing afterwards. A mailing address and e-mail address were provided to interested community members for this purpose. All mailed and e-mailed input was requested by the end of October to allow adequate time for the information to be considered as part of the development of a preferred alternative.

Following is an overview of the key issues and comments raised during the meeting, as well as comments received via the written forms. Copies of all written comments received at the meeting are included in the appendix.

Summary of written comments and issues by segment

- The majority of comments reflect a preference on Segment 1 for Alternative 1, because it seems to provide a greater level of safety for pedestrians, bicyclists and motorists. Also,

the two-way left-turn lane calms traffic, facilitates residents' left turns into driveways, and retains parking for residents.

- Comments show that Segment 1, Alternative 2 is not preferred because while it solves the bike lane issue, taking away parking on one side of the road creates a perceived dangerous situation for residents or visitors who have to park on one side of the street and cross to get to a residence. Also, it continues the perceived unsafe condition of turning left into driveways across two lanes of opposing traffic and blocking trailing through traffic. Others believe the four-lane cross-section encourages speeding.
- The majority of comments show that on Segment 2, Alternative 1 is the preferred alternative. However, some concerns were raised over safety for bicyclists, particularly where they would have to share a curb travel lane with motorists.
- Comments on Segment 3 showed that there is concern over bikes sharing curb lanes with cars due to safety issues, particularly near the Central Expressway and Maude Avenue intersections.

Summary of written comments on evaluation criteria

- Comments indicate safety is the number one priority. Provision of continuous bicycle lanes throughout segments was the next closest priority. Traffic calming, maintenance of existing parking supply, home values, and economic impacts were also mentioned as considerations.

Summary of general comments during the Q&A session

- Key issues for residents included safety while parking or exiting driveways along Mary Avenue, concern with bicyclists on sidewalks, difficulty in crossing the street if parking only allowed on one side (Segment 1, Alternative 2), and desire for traffic analysis for possible lane reduction and future Mary Avenue extension
- Key issues for bike lanes include safety where proposed bike lane width is less than 6 feet, use of sharrows instead of bike lanes (especially on Segments 2 and 3), alternating lane alignment from one side to the other, and need to traverse between travel lanes at intersections.
- Members of the public asked about potential sources of funding for the project
- Several comments addressed the traffic counts, including the time of year that they were collected, during which peak-hour periods, and their duration. Others asked whether existing bicycle counts on Mary Avenue were taken.
- Most comments concerning sharrows were against their use. Many believe that sharrows are not safe and are generally not a good idea to include in the plan.
- Members of the public generally felt that taking away on-street parking along Mary Avenue is undesirable
- Some participants asked whether potential redistributive traffic effects were studied for the existing Mary Avenue road diet located south of Fremont Avenue.
- Some comments were made concerning the existing pavement condition on Mary Avenue, and whether bicycle project implementation would include improving the pavement surface.
- Bicycle lanes less than 5 feet wide were not considered desirable.

IV. PROJECT STATUS/NEXT STEPS

Community feedback on proposals and evaluation criteria from the first public meeting will continue to be collected following this first public meeting. The project will be presented to the Bicycle and Pedestrian Advisory Committee (BPAC) on October 16, 2010, including an overview of key technical aspects and also issues raised during the public meeting. The project team will finalize proposals based on technical data and informed by community feedback. A second community meeting will be held in early 2011 to present revised plans and gather additional community feedback.



Mary Avenue Street Space Allocation Study

Wednesday, October 13, 2010

COMMENT FORM

Name: KEVIN JACKSON Date: 10/13/10

Affiliation (if applicable): _____

Address: _____

Comment forms may be deposited in the comment box tonight or mailed/e-mailed to:

City of Sunnyvale
Public Works Department
Attention: Jack Witthaus, Transportation & Traffic Manager
P.O. Box 3707
Sunnyvale, CA 94088-3707
E-mail: jwitthaus@ci.sunnyvale.ca.us

Comments must be received no later than 5:00 p.m. on October 31, 2010 in order to consider your feedback as we refine the preliminary alternatives.

Please provide specific feedback on the alternatives you reviewed:

Segment 1 (2) 3 Alternative (1) 2
(circle) (circle)

B B S B 13.5' SHARED BIKE/CAR LANE NEEDS TO BE MUCH WIDER (14' MIN), VOL/SPEEDS HERE ARGUE FOR MORE THAN MIN FOR ADDL' SAFETY MARGIN)

Segment 1 2 3 Alternative 1 2
(circle) (circle)

Please continue on back if necessary

- (continued) -

Segment 1 2 3 Alternative 1 2
 (circle) (circle)

Please provide feedback on the preliminary evaluation criteria. Which are most important? Least? Any other criteria you suggest?

Please provide general questions/comments:

SEGMENT	COMMENTS
1 – Fremont Avenue to Evelyn Avenue	
2 – Evelyn Avenue to Central Expressway	
3 – Central Expressway to Maude Avenue	

For more information, contact Jack Witthaus, Traffic & Transportation Manager, at (408)730-7330. Electronic versions of the draft alternatives can be found at www.MaryBikeLanes.InSunnyvale.com.



Mary Avenue Street Space Allocation Study

Wednesday, October 13, 2010

COMMENT FORM

Name: KEVIN JACKSON Date: 10/13/10

Affiliation (if applicable): _____

Address: _____

Comment forms may be deposited in the comment box tonight or mailed/e-mailed to:

City of Sunnyvale
Public Works Department
Attention: Jack Witthaus, Transportation & Traffic Manager
P.O. Box 3707
Sunnyvale, CA 94088-3707
E-mail: jwitthaus@ci.sunnyvale.ca.us

Comments must be received no later than 5:00 p.m. on October 31, 2010 in order to consider your feedback as we refine the preliminary alternatives.

Please provide specific feedback on the alternatives you reviewed:

Segment 1 2 3 Alternative 1 2
(circle) (circle)

CC NB; DD SB; FF NB } BL BETWEEN 2 TRAVEL
LANES - TRANSITION ZONES NOT SHOWN,
USUALLY NOT DONE WELL

Segment 1 2 3 Alternative 1 2
(circle) (circle)

CC NB; DD SB; FF NB

* OTHER SEGMENTS
AS WELL

Please continue on back if necessary

-(continued)-

Segment 1 2 3 Alternative 1 2
 (circle) (circle)

Please provide feedback on the preliminary evaluation criteria. Which are most important? Least? Any other criteria you suggest?

Please provide general questions/comments:

SEGMENT	COMMENTS
1 – Fremont Avenue to Evelyn Avenue	
2 – Evelyn Avenue to Central Expressway	
3 – Central Expressway to Maude Avenue	

For more information, contact Jack Witthaus, Traffic & Transportation Manager, at (408)730-7330. Electronic versions of the draft alternatives can be found at www.MaryBikeLanes.InSunnyvale.com.



Mary Avenue Street Space Allocation Study

Wednesday, October 13, 2010

COMMENT FORM

Name: KEVIN JACKSON Date: 10/13/10

Affiliation (if applicable): _____

Address: _____

Comment forms may be deposited in the comment box tonight or mailed/e-mailed to:

City of Sunnyvale
Public Works Department
Attention: Jack Witthaus, Transportation & Traffic Manager
P.O. Box 3707
Sunnyvale, CA 94088-3707
E-mail: jwitthaus@ci.sunnyvale.ca.us

Comments must be received no later than 5:00 p.m. on October 31, 2010 in order to consider your feedback as we refine the preliminary alternatives.

Please provide specific feedback on the alternatives you reviewed:

Segment 1 (2) 3 Alternative (1) 2
(circle) (circle)

AA SB 4.5' BL TOO NARROW

Segment 1 (2) 3 Alternative 1 (2)
(circle) (circle)

AA SB 4.5' BL TOO NARROW

Please continue on back if necessary

- (continued) -

Segment 1 2 3 Alternative 1 2
(circle) (circle)

Please provide feedback on the preliminary evaluation criteria. Which are most important? Least? Any other criteria you suggest?

Please provide general questions/comments:

SEGMENT	COMMENTS
1 – Fremont Avenue to Evelyn Avenue	
2 – Evelyn Avenue to Central Expressway	
3 – Central Expressway to Maude Avenue	

For more information, contact Jack Witthaus, Traffic & Transportation Manager, at (408)730-7330. Electronic versions of the draft alternatives can be found at www.MaryBikeLanes.InSunnyvale.com.



Mary Avenue Street Space Allocation Study

Wednesday, October 13, 2010

COMMENT FORM

Name: KEVIN JACKSON Date: 10/13/10

Affiliation (if applicable): _____

Address: _____

Comment forms may be deposited in the comment box tonight or mailed/e-mailed to:

City of Sunnyvale
Public Works Department
Attention: Jack Witthaus, Transportation & Traffic Manager
P.O. Box 3707
Sunnyvale, CA 94088-3707
E-mail: jwitthaus@ci.sunnyvale.ca.us

Comments must be received no later than 5:00 p.m. on October 31, 2010 in order to consider your feedback as we refine the preliminary alternatives.

Please provide specific feedback on the alternatives you reviewed:

Segment 1 2 (3) Alternative (1)
(circle) (circle)

ALT 2: SECT A-A NB BIKE/CAR SHARE 11' LANE ???
(C F-F NB 4' BIKE LANE (5' MIN, 6' PREF))

Segment 1 2 (3) Alternative 1 (2)
(circle) (circle)

ALT 2: SECT C-C NB 4' BL BETWEEN 2 TRAVEL LANES ???
F-F (C (C (C
(5' MIN, 6' PREF)

SECT F-F SB 15' LANE BIKE/CAR SHARE
- (continued) -
NEEDS TO BE WIDER DUE TO TRAFFIC SPEED VOLUME, SIGHT LINES (ALT 1 BETTER HERE)

Please continue on back if necessary

Segment 1 2 3 Alternative 1 2
 (circle) (circle)

Please provide feedback on the preliminary evaluation criteria. Which are most important? Least? Any other criteria you suggest?

Please provide general questions/comments:

SEGMENT	COMMENTS
1 – Fremont Avenue to Evelyn Avenue	
2 – Evelyn Avenue to Central Expressway	
3 – Central Expressway to Maude Avenue	

For more information, contact Jack Witthaus, Traffic & Transportation Manager, at (408)730-7330. Electronic versions of the draft alternatives can be found at www.MaryBikeLanes.inSunnyvale.com.



Mary Avenue Street Space Allocation Study

Wednesday, October 13, 2010

COMMENT FORM

Name: Patrick Grant Date: Oct 13, 2010

Affiliation (if applicable): _____

Address: _____

Comment forms may be deposited in the comment box tonight or mailed/e-mailed to:

City of Sunnyvale
Public Works Department
Attention: Jack Witthaus, Transportation & Traffic Manager
P.O. Box 3707
Sunnyvale, CA 94088-3707
E-mail: jwitthaus@ci.sunnyvale.ca.us

Comments must be received no later than 5:00 p.m. on October 31, 2010 in order to consider your feedback as we refine the preliminary alternatives.

Please provide specific feedback on the alternatives you reviewed:

Segment 1 2 3 Alternative 1 2
(circle) (circle)

- ① Refuge islands with 4/3 at all T intersections
- ② Seg 3 - Alt 1 move sidewalk to right of trees
Bike lane where sidewalk was. cheaper?
- ③ All bike lanes 6'

Segment 1 2 3 Alternative 1 2
(circle) (circle)

- ④ Narrow bike lanes ~~set~~ near Elcamino travel lane is 11'
But 6' bike lane at Fremont has 10' travel lane.
Elcamino area can be 6' see Fremont
- ⑤ Draw north of tracks.
- ⑥ Move curbs, no shoulders. (continued)
- ⑦ Prioritize segment 2 or 3 to complete first
as there is no other way worth! over

Please continue on back if necessary

Segment 1 2 3 Alternative 1 2
 (circle) (circle)

8) Consider Pocket Parking for those that demand parking. into Planning stage
 Consider cost share

Please provide feedback on the preliminary evaluation criteria. Which are most important? Least? Any other criteria you suggest?

Please provide general questions/comments:

SEGMENT	COMMENTS
1 – Fremont Avenue to Evelyn Avenue	
2 – Evelyn Avenue to Central Expressway	
3 – Central Expressway to Maude Avenue	

For more information, contact Jack Witthaus, Traffic & Transportation Manager, at (408)730-7330. Electronic versions of the draft alternatives can be found at www.MaryBikeLanes.InSunnyvale.com.



Mary Avenue Street Space Allocation Study

Wednesday, October 13, 2010

COMMENT FORM

Name: James Peterson Date: 10/13/10

Affiliation (if applicable): Resident

Address: Sunnyvale

Comment forms may be deposited in the comment box tonight or mailed/e-mailed to:

City of Sunnyvale
Public Works Department
Attention: Jack Witthaus, Transportation & Traffic Manager
P.O. Box 3707
Sunnyvale, CA 94088-3707
E-mail: jwitthaus@ci.sunnyvale.ca.us

Comments must be received no later than 5:00 p.m. on October 31, 2010 in order to consider your feedback as we refine the preliminary alternatives.

Please provide specific feedback on the alternatives you reviewed:

Segment 1 2 3 Alternative 1 2
(circle) (circle)
Have traffic projections been made assuming the Mary Avenue bridge is completed, and ^{has} the impact of the added traffic been factored in to the level of service, traffic congestion, and rate of flow along the entire project area?

Segment 1 2 3 Alternative 1 2
(circle) (circle)
Southbound through Evelyn Avenue intersection: during peak traffic hours, if 2 through lanes need to merge immediately after passing through the intersection to

one through lane, there is danger of backup into the intersection and even possibly onto the tracks. Consider ^(continued) make Alternative 1, narrowing the through lanes to 1' only after Carson, or better yet, Washington Ave.

Segment 1 2 3 Alternative 1 2
 (circle) (circle)

Please provide feedback on the preliminary evaluation criteria. Which are most important? Least? Any other criteria you suggest?

Safety first

Then the total volume of persons transported during peak commute hours next

Please provide general questions/comments:

SEGMENT	COMMENTS
1 - Fremont Avenue to Evelyn Avenue	See below regarding Alt #2 preference. This one has the best potential to maximize the flow of commuters.
2 - Evelyn Avenue to Central Expressway	See my second comment on reverse side. In general I prefer the 2-through lanes alternative (Alt. #2) throughout.
3 - Central Expressway to Maude Avenue	Both alternatives look good to me

For more information, contact Jack Witthaus, Traffic & Transportation Manager, at (408)730-7330. Electronic versions of the draft alternatives can be found at www.MaryBikeLanes.InSunnyvale.com.



Mary Avenue Street Space Allocation Study

Wednesday, October 13, 2010

COMMENT FORM

Name: JIM ENOE Date: 13 OCT 2010

Affiliation (if applicable): _____

Address: _____

Comment forms may be deposited in the comment box tonight or mailed/e-mailed to:

City of Sunnyvale
Public Works Department
Attention: Jack Witthaus, Transportation & Traffic Manager
P.O. Box 3707
Sunnyvale, CA 94088-3707
E-mail: jwitthaus@ci.sunnyvale.ca.us

Comments must be received no later than 5:00 p.m. on October 31, 2010 in order to consider your feedback as we refine the preliminary alternatives.

Please provide specific feedback on the alternatives you reviewed:

Segment 1 2 3 Alternative 1 2
(circle) (circle)

I LIKE ALT 2, I THINK IT WILL SLOW TRAFFIC AND
DETER PEOPLE FROM USING MARY AVE.

Segment 1 2 3 Alternative 1 2
(circle) (circle)

Please continue on back if necessary

-(continued)-

Segment 1 2 3 Alternative 1 2
 (circle) (circle)

Please provide feedback on the preliminary evaluation criteria. Which are most important? Least? Any other criteria you suggest?

MOST IMPORTANT TO GET A BIKE LANE

Please provide general questions/comments:

SEGMENT	COMMENTS
1 – Fremont Avenue to Evelyn Avenue	
2 – Evelyn Avenue to Central Expressway	
3 – Central Expressway to Maude Avenue	

For more information, contact Jack Witthaus, Traffic & Transportation Manager, at (408)730-7330. Electronic versions of the draft alternatives can be found at www.MaryBikeLanes.InSunnyvale.com.



Mary Avenue Street Space Allocation Study

Wednesday, October 13, 2010

COMMENT FORM

Name: Hildo Bjel Date: 10/13/2010

Affiliation (if applicable): _____

Address: _____

Comment forms may be deposited in the comment box tonight or mailed/e-mailed to:

City of Sunnyvale
Public Works Department
Attention: Jack Witthaus, Transportation & Traffic Manager
P.O. Box 3707
Sunnyvale, CA 94088-3707
E-mail: jwitthaus@ci.sunnyvale.ca.us

Comments must be received no later than 5:00 p.m. on October 31, 2010 in order to consider your feedback as we refine the preliminary alternatives.

Please provide specific feedback on the alternatives you reviewed:

Segment (1) 2 3 Alternative (1) 2
(circle) (circle)

I like this alternative because it is safe for pedestrians. You can park on both sides of the road (so less ped crossing) and the middle lane and calmer traffic makes pedestrian crossing safer.

Segment 1 2 (3) Alternative 1 (2)
(circle) (circle)

I don't like alternative 1 because there is a part where cyclists and cars share a lane. This is dangerous, especially if this is the only shared section, because car drivers then don't expect cyclists on the road.

Please continue on back if necessary

- (continued) -

Segment 1 (2) 3 Alternative (1)(2)
(circle) (circle)

There's not much difference between the alternatives. I'm just happy that bike lanes are added, because cycling here is really annoying and dangerous.

Please provide feedback on the preliminary evaluation criteria. Which are most important? Least? Any other criteria you suggest?

The most important is to give cyclists a feeling of safety. If there is even one unsafe part, then people will prefer cars. But if safety is guaranteed, bike usage will increase. Also it is very hard to turn left on a crossing, on a bike. Have you considered solutions for that?

Keep up the good work!

Please provide general questions/comments:

SEGMENT	COMMENTS
1 - Fremont Avenue to Evelyn Avenue	
2 - Evelyn Avenue to Central Expressway	
3 - Central Expressway to Maude Avenue	

For more information, contact Jack Witthaus, Traffic & Transportation Manager, at (408)730-7330. Electronic versions of the draft alternatives can be found at www.MaryBikeLanes.InSunnyvale.com.



E

Mary Avenue Street Space Allocation Study
Wednesday, October 13, 2010

COMMENT FORM

Name: Arun Rao Date: 10/13/2010

Affiliation (if applicable): SWNA

Address: _____

Comment forms may be deposited in the comment box tonight or mailed/e-mailed to:

City of Sunnyvale
Public Works Department
Attention: Jack Witthaus, Transportation & Traffic Manager
P.O. Box 3707
Sunnyvale, CA 94088-3707
E-mail: jwitthaus@ci.sunnyvale.ca.us

Comments must be received no later than 5:00 p.m. on October 31, 2010 in order to consider your feedback as we refine the preliminary alternatives.

Please provide specific feedback on the alternatives you reviewed:

Segment (1) 2 3 Alternative (1) 2
(circle) (circle)

Being a residential neighborhood, with many families with kids
this segment (#1) needs more traffic calming and encouragement
for riding bikes safely. Alternative 1 allows that adequately

Segment (1) 2 3 Alternative 1 (2)
(circle) (circle)

Alternative #2, by taking away parking on one side of the
road would ~~create~~ create a dangerous situation for residents
who "have" to park on the street or for visitors ~~to~~ who have no
alternative but to park on the street

Please continue on back if necessary.

-(continued)-

Segment 1 2 3 Alternative 1 2
 (circle) (circle)

Please provide feedback on the preliminary evaluation criteria. Which are most important? Least? Any other criteria you suggest?

Please provide general questions/comments:

SEGMENT	COMMENTS
1 – Fremont Avenue to Evelyn Avenue	
2 – Evelyn Avenue to Central Expressway	
3 – Central Expressway to Maude Avenue	

For more information, contact Jack Witthaus, Traffic & Transportation Manager, at (408)730-7330. Electronic versions of the draft alternatives can be found at www.MaryBikeLanes.InSunnyvale.com.



Mary Avenue Street Space Allocation Study

Wednesday, October 13, 2010

COMMENT FORM

Name: Donna Miranda Date: 10-13-10

Affiliation (if applicable): _____

Address: _____

Comment forms may be deposited in the comment box tonight or mailed/e-mailed to:

City of Sunnyvale
Public Works Department
Attention: Jack Witthaus, Transportation & Traffic Manager
P.O. Box 3707
Sunnyvale, CA 94088-3707
E-mail: jwitthaus@ci.sunnyvale.ca.us

Comments must be received no later than 5:00 p.m. on October 31, 2010 in order to consider your feedback as we refine the preliminary alternatives.

Please provide specific feedback on the alternatives you reviewed:

Segment (1) 2 3 Alternative (1) 2
(circle) (circle)

This is the safest alternative. We have had cars crashing into our front yard, our neighbors front yard, our neighbors driveway and garage and seen multiple accidents. I see this as a great compromise.

Segment 1 (2) 3 Alternative (1) 2
(circle) (circle)

Please continue on back if necessary

-(continued)-

Segment 1 2 3 Alternative 1 2
 (circle) (circle)

Please provide feedback on the preliminary evaluation criteria. Which are most important? Least? Any other criteria you suggest?

Please provide general questions/comments:

→ Parking on only one side of the street on a street that is lined on both sides with homes is dangerous. Using the argument of "no car storage" is different from people parking temporarily in front of their own homes*

SEGMENT	COMMENTS
1 – Fremont Avenue to Evelyn Avenue	
2 – Evelyn Avenue to Central Expressway	
3 – Central Expressway to Maude Avenue	

Alternative #1
 Great way to motivate a "Green" community!

For more information, contact Jack Witthaus, Traffic & Transportation Manager, at (408)730-7330. Electronic versions of the draft alternatives can be found at www.MaryBikeLanes.InSunnyvale.com.

* in addition, you are inviting danger + trouble when people have parties and all parking is across the street (ie heavily trafficked street).
 If the concern is vehicle storage (which I believe is >72 hours of parking max spot) that can be addressed on a case by case incident, so this really a problem or just manufactured overkill to keep 4 lanes of traffic?



Mary Avenue Street Space Allocation Study

Wednesday, October 13, 2010

COMMENT FORM

Name: Paige Burgess Date: 10-13-10

Affiliation (if applicable): _____

Address: _____

Comment forms may be deposited in the comment box tonight or mailed/e-mailed to:

City of Sunnyvale
Public Works Department
Attention: Jack Witthaus, Transportation & Traffic Manager
P.O. Box 3707
Sunnyvale, CA 94088-3707
E-mail: jwitthaus@ci.sunnyvale.ca.us

Comments must be received no later than 5:00 p.m. on October 31, 2010 in order to consider your feedback as we refine the preliminary alternatives.

Please provide specific feedback on the alternatives you reviewed:

Segment (circle) 1 2 3 Alternative (circle) 1 2 *turn lane in middle w/ pkg*

 Yay! This option looks beautiful to me! I am a biker and applaud the bike lanes. I also live on Mary & currently have a LOT of trouble turning left into my driveway. The turn lane would be safer!

Segment (circle) 1 2 3 Alternative (circle) 1 2 *2 travel lanes in both dir, no pkg*

 Boo! Boo! This does solve the bike lane issue, but encourages speeding, using Mary as a major thoroughfare and continues to make turning left into my driveway very unsafe!

Please continue on back if necessary

-(continued)-

Segment 1 2 3 Alternative 1 2
 (circle) (circle)

Please provide feedback on the preliminary evaluation criteria. Which are most important? Least? Any other criteria you suggest?

Please provide general questions/comments:

SEGMENT	COMMENTS
1 – Fremont Avenue to Evelyn Avenue	Residents need to be able to safely turn left into their driveways (turn lane), alternative to safely bike (bike lane). And, drivers on many need to be slowed down. So, hurray Alt. 1 with a turn lane!
2 – Evelyn Avenue to Central Expressway	
3 – Central Expressway to Maude Avenue	

For more information, contact Jack Witthaus, Traffic & Transportation Manager, at (408)730-7330. Electronic versions of the draft alternatives can be found at www.MaryBikeLanes.InSunnyvale.com.



Mary Avenue Street Space Allocation Study

Wednesday, October 13, 2010

COMMENT FORM

Name: Christopher Gadda Date: 10/13/10

Affiliation (if applicable): _____

Address: _____

Comment forms may be deposited in the comment box tonight or mailed/e-mailed to:

City of Sunnyvale
Public Works Department
Attention: Jack Witthaus, Transportation & Traffic Manager
P.O. Box 3707
Sunnyvale, CA 94088-3707
E-mail: jwitthaus@ci.sunnyvale.ca.us

Comments must be received no later than 5:00 p.m. on October 31, 2010 in order to consider your feedback as we refine the preliminary alternatives.

Please provide specific feedback on the alternatives you reviewed:

Segment ① 2 3 Alternative ① ② ←
(circle) (circle)
→ If one lane in each direction can handle all the traffic, otherwise taking away parking will be unpopular, so lets not do it unless its necessary.

Segment 1 ② 3 Alternative 1 ②
(circle) (circle)
I bike through this segment everyday. Option 2 looks A LOT safer to me. But option would still be an improvement. Note, however, that the striping from option 1 between Central & California would be better than the striping in option 2 because the dotted sections are continuous instead of dropping out for a bit.
Please continue on back if necessary
-(continued)-

Segment 1 2 3 Alternative 1 2
 (circle) (circle)

Please provide feedback on the preliminary evaluation criteria. Which are most important? Least? Any other criteria you suggest?

Please provide general questions/comments:

SEGMENT	COMMENTS
1 – Fremont Avenue to Evelyn Avenue	
2 – Evelyn Avenue to Central Expressway	
3 – Central Expressway to Maude Avenue	

For more information, contact Jack Witthaus, Traffic & Transportation Manager, at (408)730-7330. Electronic versions of the draft alternatives can be found at www.MaryBikeLanes.InSunnyvale.com.



Mary Avenue Street Space Allocation Study

Wednesday, October 13, 2010

COMMENT FORM

Name: Karl Lind Date: 10/13/10

Affiliation (if applicable): Bicycles Computer

Address: _____

Comment forms may be deposited in the comment box tonight or mailed/e-mailed to:

City of Sunnyvale
Public Works Department
Attention: Jack Witthaus, Transportation & Traffic Manager
P.O. Box 3707
Sunnyvale, CA 94088-3707
E-mail: jwitthaus@ci.sunnyvale.ca.us

Comments must be received no later than 5:00 p.m. on October 31, 2010 in order to consider your feedback as we refine the preliminary alternatives.

Please provide specific feedback on the alternatives you reviewed:

Segment (1) 2 3 Alternative (1) 2
(circle) (circle)

A road diet and promote bicying is presented

Segment 1 (2) 3 Alternative 1 (2)
(circle) (circle)

I prefer 6' lanes over 5' bike lanes.

Please continue on back if necessary

-(continued)-

Segment 1 2 (3) Alternative (1 2)
 (circle) (circle)

from Central to Escalon ave Alt 1 with out bike lanes
 would be saavy but overall Alt 1 is better than Alt 2. If alt 2
 was done between those two streets the intersection would be improved
 for bicycles.

Please provide feedback on the preliminary evaluation criteria. Which are most important? Least? Any other criteria you suggest?

check out street films.org & st. street blog.org & openstreetmap.org

The most important thing is non part time bike lane

Around Diet would be nice to ease car traffic.

Please provide general questions/comments:

SEGMENT	COMMENTS
1 - Fremont Avenue to Evelyn Avenue	
2 - Evelyn Avenue to Central Expressway	
3 - Central Expressway to Maude Avenue	

For more information, contact Jack Witthaus, Traffic & Transportation Manager, at (408)730-7330. Electronic versions of the draft alternatives can be found at www.MaryBikeLanes.InSunnyvale.com.



Mary Avenue Street Space Allocation Study

Wednesday, October 13, 2010

COMMENT FORM

Name: Henry W. D'Arcy *HW* Date: 10/13/10

Affiliation (if applicable): _____

Address: _____

Comment forms may be deposited in the comment box tonight or mailed/e-mailed to:

City of Sunnyvale
Public Works Department
Attention: Jack Witthaus, Transportation & Traffic Manager
P.O. Box 3707
Sunnyvale, CA 94088-3707
E-mail: jwitthaus@ci.sunnyvale.ca.us

Comments must be received no later than 5:00 p.m. on October 31, 2010 in order to consider your feedback as we refine the preliminary alternatives.

Please provide specific feedback on the alternatives you reviewed:

Segment (1) 2 3 Alternative (1) 2
(circle) (circle)

Segment 1 (2) 3 Alternative (1) 2
(circle) (circle)

Please continue on back if necessary

- (continued) -

Segment 1 2 **3** Alternative **1** 2
 (circle) (circle) (circle)

Please provide feedback on the preliminary evaluation criteria. Which are most important? Least? Any other criteria you suggest?

Need to know our count volume

Please provide general questions/comments:

SEGMENT	COMMENTS
1 – Fremont Avenue to Evelyn Avenue <i>Very Good</i>	 <i>By far this is the best for the City / Google / Property Owners</i>
2 – Evelyn Avenue to Central Expressway	<i>N/C</i>
3 – Central Expressway to Maude Avenue	<i>N/C</i>

For more information, contact Jack Witthaus, Traffic & Transportation Manager, at (408)730-7330. Electronic versions of the draft alternatives can be found at www.MaryBikeLanes.inSunnyvale.com.



Mary Avenue Street Space Allocation Study

Wednesday, October 13, 2010

COMMENT FORM

Name: Theresa Cadhaus Date: 13 Oct 10

Affiliation (if applicable): _____

Address: _____

Comment forms may be deposited in the comment box tonight or mailed/e-mailed to:

City of Sunnyvale
Public Works Department
Attention: Jack Witthaus, Transportation & Traffic Manager
P.O. Box 3707
Sunnyvale, CA 94088-3707
E-mail: jwitthaus@ci.sunnyvale.ca.us

Comments must be received no later than 5:00 p.m. on October 31, 2010 in order to consider your feedback as we refine the preliminary alternatives.

Please provide specific feedback on the alternatives you reviewed:

Segment 1 2 3 Alternative 1 2^{*}
(circle) (circle)

3:1 No. Bike sharing lane of cars at one point
due to draggery bike lane not ok

Segment 1 2 3 Alternative 1 2
(circle) (circle)

Preferred but concerned aboutt bottle neck of traffic
pass Between Bidwell thru to Central Expressway,
we have use to the three lanes where traffic usually
travels very fast

Please continue on back if necessary

-(continued)-

Segment 1 **(2)** 3 Alternative **(1)** 2
 (circle) (circle)

OK

Please provide feedback on the preliminary evaluation criteria. Which are most important? Least? Any other criteria you suggest?

Interested to know when the traffic & speed data dates/time collected. If done in summer I saw those traffic tractors out in summer when lower traffic and now fall busy. Should collect data at peak times and for more than 3 days

Please provide general questions/comments:

SEGMENT	COMMENTS
1 - Fremont Avenue to Evelyn Avenue	
2 - Evelyn Avenue to Central Expressway	
3 - Central Expressway to Maude Avenue	

For more information, contact Jack Witthaus, Traffic & Transportation Manager, at (408)730-7330. Electronic versions of the draft alternatives can be found at www.MaryBikeLanes.inSunnyvale.com.



Mary Avenue Street Space Allocation Study

Wednesday, October 13, 2010

COMMENT FORM

Name: RICHARD WOLFF Date: 10/13/10

Affiliation (if applicable): _____

Address: _____

Comment forms may be deposited in the comment box tonight or mailed/e-mailed to:

City of Sunnyvale
Public Works Department
Attention: Jack Witthaus, Transportation & Traffic Manager
P.O. Box 3707
Sunnyvale, CA 94088-3707
E-mail: jwitthaus@ci.sunnyvale.ca.us

Comments must be received no later than 5:00 p.m. on October 31, 2010 in order to consider your feedback as we refine the preliminary alternatives.

Please provide specific feedback on the alternatives you reviewed:

Segment (1) 2 3 Alternative (1) 2.
(circle) (circle)

PREFERRED; GOOD TRAFFIC CALMING; WORKS WELL BTWN
FREMONT & HOMESTEAD.

Segment 1 2 3 Alternative 1 2
(circle) (circle)

Please continue on back if necessary

- (continued) -

Segment 1 2 3 Alternative 1 2
 (circle) (circle)

Please provide feedback on the preliminary evaluation criteria. Which are most important? Least? Any other criteria you suggest?

CONTINUOUS BICYCLE LANE SHOULD BE HIGH PRIORITY.

Please provide general questions/comments:

SEGMENT	COMMENTS
1 – Fremont Avenue to Evelyn Avenue	
2 – Evelyn Avenue to Central Expressway	
3 – Central Expressway to Maude Avenue	

For more information, contact Jack Witthaus, Traffic & Transportation Manager, at (408)730-7330. Electronic versions of the draft alternatives can be found at www.MaryBikeLanes.InSunnyvale.com.



Mary Avenue Street Space Allocation Study

Wednesday, October 13, 2010

COMMENT FORM

Name: Pat Wolff Date: 10-13-10

Affiliation (if applicable):

Address:

Comment forms may be deposited in the comment box tonight or mailed/e-mailed to:

City of Sunnyvale
Public Works Department
Attention: Jack Witthaus, Transportation & Traffic Manager
P.O. Box 3707
Sunnyvale, CA 94088-3707
E-mail: jwitthaus@ci.sunnyvale.ca.us

Comments must be received no later than 5:00 p.m. on October 31, 2010 in order to consider your feedback as we refine the preliminary alternatives.

Please provide specific feedback on the alternatives you reviewed:

Segment (1) 2 3 Alternative (1) 2
(circle) (circle)

Parking is retained for residents, traffic calming, bike lanes!

Segment 1 2 3 Alternative 1 2
(circle) (circle)

Please continue on back if necessary

-(continued) -

Segment 1 2 **3** Alternative 1 **2**
 (circle) (circle)

Dedicated Bike Lanes

Please provide feedback on the preliminary evaluation criteria. Which are most important? Least? Any other criteria you suggest?

6' Bike lane - continuous

Please provide general questions/comments:

SEGMENT	COMMENTS
1 – Fremont Avenue to Evelyn Avenue	
2 – Evelyn Avenue to Central Expressway	
3 – Central Expressway to Maude Avenue	

For more information, contact Jack Witthaus, Traffic & Transportation Manager, at (408)730-7330. Electronic versions of the draft alternatives can be found at www.MaryBikeLanes.InSunnyvale.com.



Mary Avenue Street Space Allocation Study

Wednesday, October 13, 2010

COMMENT FORM

Name: Jan Sidden Date: 10-¹³~~18~~-10

Affiliation (if applicable): _____

Address: _____

Comment forms may be deposited in the comment box tonight or mailed/e-mailed to:

City of Sunnyvale
Public Works Department
Attention: Jack Witthaus, Transportation & Traffic Manager
P.O. Box 3707
Sunnyvale, CA 94088-3707
E-mail: jwitthaus@ci.sunnyvale.ca.us

Comments must be received no later than 5:00 p.m. on October 31, 2010 in order to consider your feedback as we refine the preliminary alternatives.

Please provide specific feedback on the alternatives you reviewed:

Segment (1) 2 3 Alternative (1) 2
(circle) (circle)

Segment 1 (2) 3 Alternative (1) 2
(circle) (circle)

Please continue on back if necessary

- (continued) -

Segment 1 2 **3** Alternative **1** 2
 (circle) (circle)

Please provide feedback on the preliminary evaluation criteria. Which are most important? Least? Any other criteria you suggest?

Please provide general questions/comments:

SEGMENT	COMMENTS
1 – Fremont Avenue to Evelyn Avenue	Alt # 1 the Safest for our children, residents, city + commuters.
2 – Evelyn Avenue to Central Expressway	Alt # 1 Good for bike commutes
3 – Central Expressway to Maude Avenue	Alt # 1 Good for bike commutes!

For more information, contact Jack Witthaus, Traffic & Transportation Manager, at (408)730-7330. Electronic versions of the draft alternatives can be found at www.MaryBikeLanes.InSunnyvale.com.



Mary Avenue Street Space Allocation Study

Wednesday, October 13, 2010

COMMENT FORM

Name: George Hamana Date: 10/13/10

Affiliation (if applicable): _____

Address: _____

Comment forms may be deposited in the comment box tonight or mailed/e-mailed to:

City of Sunnyvale
Public Works Department
Attention: Jack Witthaus, Transportation & Traffic Manager
P.O. Box 3707
Sunnyvale, CA 94088-3707
E-mail: jwitthaus@ci.sunnyvale.ca.us

Comments must be received no later than 5:00 p.m. on October 31, 2010 in order to consider your feedback as we refine the preliminary alternatives.

Please provide specific feedback on the alternatives you reviewed:

Segment 1 (2) 3 Alternative 1 (2)
(circle) (circle)

- Complete dashed lines across bike lane transition zones
- Add curb change SB S of California

Segment 1 2 3 Alternative 1 2
(circle) (circle)

Please continue on back if necessary

- (continued) -

Segment 1 2 3 Alternative 1 2
 (circle) (circle)

Please provide feedback on the preliminary evaluation criteria. Which are most important? Least? Any other criteria you suggest?

The spaces the bikes are being asked to use should be audited for hazards & improvements that could be made; specif- grade SoP California SB creates a choke point, What happens at bus stops with bike lanes? I like reducing pedestrian crossing distances, esp, at signals.

Please provide general questions/comments:

SEGMENT	COMMENTS
1 - Fremont Avenue to Evelyn Avenue	I prefer alt 1
2 - Evelyn Avenue to Central Expressway	I prefer Alt 2 with mods - find a safer way for SB bike lane to approach Evelyn
3 - Central Expressway to Maude Avenue	I prefer alt 1

For more information, contact Jack Witthaus, Traffic & Transportation Manager, at (408)730-7330. Electronic versions of the draft alternatives can be found at www.MaryBikeLanes.InSunnyvale.com.



Mary Avenue Street Space Allocation Study

Wednesday, October 13, 2010

COMMENT FORM

Name: Don Hofeman Date: 10/13/10

Affiliation (if applicable): _____

Address: _____

Comment forms may be deposited in the comment box tonight or mailed/e-mailed to:

City of Sunnyvale
Public Works Department
Attention: Jack Witthaus, Transportation & Traffic Manager
P.O. Box 3707
Sunnyvale, CA 94088-3707
E-mail: jwitthaus@ci.sunnyvale.ca.us

Comments must be received no later than 5:00 p.m. on October 31, 2010 in order to consider your feedback as we refine the preliminary alternatives.

Please provide specific feedback on the alternatives you reviewed:

Segment 1 2 3 Alternative 1 2
(circle) (circle)

Because of driveways the left turn lane is needed. A fast lane switch by a car is dangerous when a stopped car blocks the lane making a left turn

Segment 1 2 3 Alternative 1 2
(circle) (circle)

spend a little more and eliminate shared lanes

Please continue on back if necessary

-(continued)-

Segment 1 2 **3** Alternative 1 **2**
 (circle) (circle)

Spending a little more & eliminate shared lanes

Please provide feedback on the preliminary evaluation criteria. Which are most important? Least? Any other criteria you suggest?

traffic calming, safety for cyclists and pedestrians, street crossing

reducing intercity traffic especially if Mary Extension is built

Please provide general questions/comments:

SEGMENT	COMMENTS
1 - Fremont Avenue to Evelyn Avenue	
2 - Evelyn Avenue to Central Expressway	tying into Middlefield bike lane system
3 - Central Expressway to Maude Avenue	

For more information, contact Jack Witthaus, Traffic & Transportation Manager, at (408)730-7330. Electronic versions of the draft alternatives can be found at www.MaryBikeLanes.InSunnyvale.com.



Mary Avenue Street Space Allocation Study

Wednesday, October 13, 2010

COMMENT FORM

Name: BRUCE EUZENT Date: 10/13/10

Affiliation (if applicable): RESIDENT NEAR MARY

Address: _____

Comment forms may be deposited in the comment box tonight or mailed/e-mailed to:

City of Sunnyvale
Public Works Department
Attention: Jack Witthaus, Transportation & Traffic Manager
P.O. Box 3707
Sunnyvale, CA 94088-3707
E-mail: jwitthaus@ci.sunnyvale.ca.us

Comments must be received no later than 5:00 p.m. on October 31, 2010 in order to consider your feedback as we refine the preliminary alternatives.

Please provide specific feedback on the alternatives you reviewed:

Segment 1 2 3 Alternative 1 2
(circle) (circle)

LOOKS SAFER WITH LEFT TURN LANE

MY GRANDCHILDREN RIDE FROM IOWA TO

SV MIDDLE SCHOOL THE MUST USE SIDEWALK NOW

Segment 1 2 3 Alternative 1 2
(circle) (circle)

Please continue on back if necessary

-(continued)-

Segment 1 (2) 3 Alternative 1 2
(circle) (circle)

LOOKS SCARY ON A BIKE
I RIDE TO SUNNYVALE AVE & BORREGAS RATHER
THAN GET CLOSE TO THIS DANGER ZONE

Please provide feedback on the preliminary evaluation criteria. Which are most important? Least? Any other criteria you suggest?

Please provide general questions/comments:

SEGMENT	COMMENTS
1 – Fremont Avenue to Evelyn Avenue	
2 – Evelyn Avenue to Central Expressway	
3 – Central Expressway to Maude Avenue	

For more information, contact Jack Witthaus, Traffic & Transportation Manager, at (408)730-7330. Electronic versions of the draft alternatives can be found at www.MaryBikeLanes.InSunnyvale.com.



Mary Avenue Street Space Allocation Study

Wednesday, October 13, 2010

COMMENT FORM

Name: Linnsey Miller Date: 10/13/2010

Affiliation (if applicable): _____

Address: _____

Comment forms may be deposited in the comment box tonight or mailed/e-mailed to:

City of Sunnyvale
Public Works Department
Attention: Jack Witthaus, Transportation & Traffic Manager
P.O. Box 3707
Sunnyvale, CA 94088-3707
E-mail: jwitthaus@ci.sunnyvale.ca.us

Comments must be received no later than 5:00 p.m. on October 31, 2010 in order to consider your feedback as we refine the preliminary alternatives.

Please provide specific feedback on the alternatives you reviewed:

Segment 1 (2) 3 Alternative (1) 2
(circle) (circle)

The shared bike lane for part of segment 2 is not ideal & an abrupt transition to & from a shared lane would be confusing for drivers & bikers.

Segment (1) 2 3 Alternative (1) 2
(circle) (circle)

- ① A left turn lane is very desirable for this segment as both left hand lanes are commonly held up by turners & during heavy traffic the lanes street is basically onelane.
- ② Allowing parking on both sides will encourage drivers to be more cautious and would prevent parking congestion on one side of Mary. Please continue on back if necessary
- ③ Reducing to one lane will not significantly (continued) - impact congestion.
- ④ Hollenbeck is one lane on this side of El Camino & has comparable traffic (#cars (10 vs. 12))
- ⑤ There is significant pedestrian travel from the high school. Having parking on both sides provides a buffer and helps make... allow for safer crossing.

Segment 1 2 3 Alternative 1 2
 (circle) (circle)

① a left turn lane + having one lane of traffic would both make turning from side streets left on Mary easier + safer. ② It will be difficult to park in alternative 2 for people to park + cross to their homes.

Please provide feedback on the preliminary evaluation criteria. Which are most important? Least? Any other criteria you suggest?

1) Putting in safe + continuous bike lanes
 2) A left hand turn lane
 in segment 1, from El Camino to Fremont
 3) Parking on areas unaffected
 4) Traffic calming solutions
 5) Safety

Please provide general questions/comments:

SEGMENT	COMMENTS
1 - Fremont Avenue to Evelyn Avenue	
2 - Evelyn Avenue to Central Expressway	
3 - Central Expressway to Maude Avenue	

For more information, contact Jack Witthaus, Traffic & Transportation Manager, at (408)730-7330. Electronic versions of the draft alternatives can be found at www.MaryBikeLanes.InSunnyvale.com.



Mary Avenue Street Space Allocation Study

Wednesday, October 13, 2010

COMMENT FORM

Name: J. W. Drews Date: 10/13/10

Affiliation (if applicable): _____

Address: _____

Comment forms may be deposited in the comment box tonight or mailed/e-mailed to:

City of Sunnyvale
Public Works Department
Attention: Jack Witthaus, Transportation & Traffic Manager
P.O. Box 3707
Sunnyvale, CA 94088-3707
E-mail: jwitthaus@ci.sunnyvale.ca.us

Comments must be received no later than 5:00 p.m. on October 31, 2010 in order to consider your feedback as we refine the preliminary alternatives.

Please provide specific feedback on the alternatives you reviewed:

Segment 1 2 3 Alternative 1 2
(circle) (circle)

Parking is needed on both sides of the street.

Segment 1 2 3 Alternative 1 2
(circle) (circle)

Please continue on back if necessary

- (continued) -

Segment 1 2 3 Alternative 1 2
 (circle) (circle)

Please provide feedback on the preliminary evaluation criteria. Which are most important? Least? Any other criteria you suggest?

Please provide general questions/comments:

SEGMENT	COMMENTS
1 – Fremont Avenue to Evelyn Avenue	
2 – Evelyn Avenue to Central Expressway	
3 – Central Expressway to Maude Avenue	

For more information, contact Jack Witthaus, Traffic & Transportation Manager, at (408)730-7330. Electronic versions of the draft alternatives can be found at www.MaryBikeLanes.InSunnyvale.com.



Mary Avenue Street Space Allocation Study

Wednesday, October 13, 2010

COMMENT FORM

Name: Ida Deous Date: 10/13/10

Affiliation (if applicable): _____

Address: _____

Comment forms may be deposited in the comment box tonight or mailed/e-mailed to:

City of Sunnyvale
Public Works Department
Attention: Jack Witthaus, Transportation & Traffic Manager
P.O. Box 3707
Sunnyvale, CA 94088-3707
E-mail: jwitthaus@ci.sunnyvale.ca.us

Comments must be received no later than 5:00 p.m. on October 31, 2010 in order to consider your feedback as we refine the preliminary alternatives.

Please provide specific feedback on the alternatives you reviewed:

Segment (1) 2 3 Alternative (1) 2
(circle) (circle)

Parking needed on both sides. Crossing 4 lanes of traffic would be very dangerous

Segment 1 2 3 Alternative 1 2
(circle) (circle)

Please continue on back if necessary

-(continued)-

Segment 1 2 3 Alternative 1 2
 (circle) (circle)

Please provide feedback on the preliminary evaluation criteria. Which are most important? Least? Any other criteria you suggest?

*Like the other side of Fremont Ave.
 We have had 3 cars totaled in front of our home.
 Backing out of our driveway is dangerous due
 to people riding bikes on sidewalks
 3 Magnolia trees which were destroyed by
 cars.*

Please provide general questions/comments:

SEGMENT	COMMENTS
1 – Fremont Avenue to Evelyn Avenue	<i>Taking parking from one side would de-value our properties!</i>
2 – Evelyn Avenue to Central Expressway	
3 – Central Expressway to Maude Avenue	

For more information, contact Jack Witthaus, Traffic & Transportation Manager, at (408)730-7330. Electronic versions of the draft alternatives can be found at www.MaryBikeLanes.InSunnyvale.com.



Mary Avenue Street Space Allocation Study

Wednesday, October 13, 2010

COMMENT FORM

Name: Mark Hlady Date: 10/13/10

Affiliation (if applicable): Bike commuter

Address: _____

Comment forms may be deposited in the comment box tonight or mailed/e-mailed to:

City of Sunnyvale
Public Works Department
Attention: Jack Witthaus, Transportation & Traffic Manager
P.O. Box 3707
Sunnyvale, CA 94088-3707
E-mail: jwitthaus@ci.sunnyvale.ca.us

Comments must be received no later than 5:00 p.m. on October 31, 2010 in order to consider your feedback as we refine the preliminary alternatives.

Please provide specific feedback on the alternatives you reviewed:

Segment 1 2 (3) Alternative (1) (2)
(circle) (circle)

two traffic lanes seems like enough (alternative 1) but
its very important to fit in a bike lane immediately north of
Central (alt 2). Sharrow's are not a safe idea.

Segment 1 (2) 3 Alternative 1 2
(circle) (circle)

Southbound Mary approaching Evelyn, the bike lane has to make
a dangerous merge across the right turn lane. How about lanes 1/2/3
becoming left turn lane #2, and through lanes 1/2, with
the right turn lane being a new lane into which cars must merge
from lane #3

Please continue on back if necessary

-(continued)-



|||

Segment (1) 2 3 Alternative 1 2
 (circle) (circle)

3 lanes even if this leads to some congestion. Safer for bikes, cars + peds.

Please provide feedback on the preliminary evaluation criteria. Which are most important? Least? Any other criteria you suggest?

#1 - continuous bike lanes

#2 - traffic calming

#3 - minimal traffic lanes to meet flow needs - I would definitely prefer 3 lanes in segment #1 even if that causes some congestion

Please provide general questions/comments:

SEGMENT	COMMENTS
1 - Fremont Avenue to Evelyn Avenue	
2 - Evelyn Avenue to Central Expressway	
3 - Central Expressway to Maude Avenue	

For more information, contact Jack Witthaus, Traffic & Transportation Manager, at (408)730-7330. Electronic versions of the draft alternatives can be found at www.MaryBikeLanes.InSunnyvale.com.



Mary Avenue Street Space Allocation Study

Wednesday, October 13, 2010

COMMENT FORM

Name: Raylene Nisbet Date: Oct 13/10

Affiliation (if applicable): _____

Address: _____

Comment forms may be deposited in the comment box tonight or mailed/e-mailed to:

City of Sunnyvale
Public Works Department
Attention: Jack Witthaus, Transportation & Traffic Manager
P.O. Box 3707
Sunnyvale, CA 94088-3707
E-mail: jwitthaus@ci.sunnyvale.ca.us

Comments must be received no later than 5:00 p.m. on October 31, 2010 in order to consider your feedback as we refine the preliminary alternatives.

Please provide specific feedback on the alternatives you reviewed:

Segment 1 2 3 Alternative 1 2
(circle) (circle)

Same as Fremont to Homestead

Segment 1 2 3 Alternative 1 2
(circle) (circle)

Please continue on back if necessary

- (continued) -

Segment 1 2 **3** Alternative 1 **2**
 (circle) (circle)

Please provide feedback on the preliminary evaluation criteria. Which are most important? Least? Any other criteria you suggest?

- ① Adding bike lane
- ② Keeping parking
- ③ Slow down traffic

Please provide general questions/comments:

SEGMENT	COMMENTS
1 – Fremont Avenue to Evelyn Avenue	More residential, and more young people/students engaged in this area. biking
2 – Evelyn Avenue to Central Expressway	
3 – Central Expressway to Maude Avenue	

For more information, contact Jack Witthaus, Traffic & Transportation Manager, at (408)730-7330. Electronic versions of the draft alternatives can be found at www.MaryBikeLanes.InSunnyvale.com.



Mary Avenue Street Space Allocation Study

Wednesday, October 13, 2010

COMMENT FORM

Name: Julie Norton Date: 10/13/2010

Affiliation (if applicable): _____

Address: _____

Comment forms may be deposited in the comment box tonight or mailed/e-mailed to:

City of Sunnyvale
Public Works Department
Attention: Jack Witthaus, Transportation & Traffic Manager
P.O. Box 3707
Sunnyvale, CA 94088-3707
E-mail: jwitthaus@ci.sunnyvale.ca.us

Comments must be received no later than 5:00 p.m. on October 31, 2010 in order to consider your feedback as we refine the preliminary alternatives.

Please provide specific feedback on the alternatives you reviewed:

Segment (circle) 1 2 3 Alternative (circle) 1 2

I am most knowledgeable about this segment along Homestead/Fremont has been a wonderful community improvement. I am glad we are considering same/similar options as I believe it has significant impact to neighborhood safety, beautification, home values, quality of living and again safety. The option of this left turn 2-direction lane is clever with currently I fear turning in to my driveway because of speed of traffic, its incredibly appealing to have a safe turn lane + calmed traffic possibility. Same is true pulling out of driveway, currently I fear not seeing cyclists + alt. 2 only makes that worse, as I understand it

Segment 1 2 3 Alternative 1 2
(circle) (circle)

Please continue on back if necessary

-(continued)-

Segment 1 2 3 Alternative 1 2
 (circle) (circle)

Please provide feedback on the preliminary evaluation criteria. Which are most important? Least? Any other criteria you suggest?

Most important 1) safety
 safety for car owners
 safety - homeowners
 bicyclists

I'd like home value, neighborhood/community beautification, Sunnyvale homeowner's support to also be considered in evaluation & added to criteria.
 Economic impact seems an important consideration to design standard.
 Other priorities - adding bike lanes. Go Sunnyvale being progressive.

Flow of traffic
 I am concerned that option removing parking + adding lanes will have a distinct negative impact on my home value + economic revenue as well as Sunnyvale revenue. Quality of life change.

Please provide general questions/comments:

SEGMENT	COMMENTS
1 - Fremont Avenue to Evelyn Avenue	I strongly support road diet. It keeps my parking, improves safety + quality of community/homeowner value. Wise use of turn lane since that's what seems to cause congestion.
2 - Evelyn Avenue to Central Expressway	I have opinions on 2 + 3 but do not feel as strongly.
3 - Central Expressway to Maude Avenue	

For more information, contact Jack Witthaus, Traffic & Transportation Manager, at (408)730-7330. Electronic versions of the draft alternatives can be found at www.MaryBikeLanes.InSunnyvale.com.

Excellent presentation. Thank you for open house session at beginning of evening. I found it helpful + welcoming. I appreciate community outreach effort. Well-organized + notified.

I was also asked by my 78 year old neighbor to request support for 3 lane option. She mentioned a deterioration of neighborhood quality of life + safety for fear of even crossing street.

Thank you city staff
 "hard



Mary Avenue Street Space Allocation Study

Wednesday, October 13, 2010

COMMENT FORM

Name: Geeta Patangay Date: 10/13/2010

Affiliation (if applicable): _____

Address: _____

Comment forms may be deposited in the comment box tonight or mailed/e-mailed to:

City of Sunnyvale
Public Works Department
Attention: Jack Witthaus, Transportation & Traffic Manager
P.O. Box 3707
Sunnyvale, CA 94088-3707
E-mail: jwitthaus@ci.sunnyvale.ca.us

Comments must be received no later than 5:00 p.m. on October 31, 2010 in order to consider your feedback as we refine the preliminary alternatives.

Please provide specific feedback on the alternatives you reviewed:

Segment 1 2 3 Alternative 1 2
(circle) (circle)

Laying of Quieting Asphalt desired.

This alternative 1 and the segment 1 will ~~sp~~ full fill all the topics mentioned, - Safety, Traffic flow impacts, Traffic access impacts, Parking impacts & Neighborhood livability.

Segment 1 2 3 Alternative 1 2
(circle) (circle)

Please continue on back if necessary

- (continued) -

Segment 1 2 3 Alternative 1 2
 (circle) (circle)

Please provide feedback on the preliminary evaluation criteria. Which are most important? Least? Any other criteria you suggest?

Please provide general questions/comments:

SEGMENT	COMMENTS
1 – Fremont Avenue to Evelyn Avenue	
2 – Evelyn Avenue to Central Expressway	
3 – Central Expressway to Maude Avenue	

For more information, contact Jack Witthaus, Traffic & Transportation Manager, at (408)730-7330. Electronic versions of the draft alternatives can be found at www.MaryBikeLanes.InSunnyvale.com.



Mary Avenue Street Space Allocation Study

Wednesday, October 13, 2010

COMMENT FORM

Name: GOPAL PATANGAY Date: 10/13/10

Affiliation (if applicable): SWNA

Address: _____

Comment forms may be deposited in the ^ucomment box tonight or ^umailed/e-mailed to:

City of Sunnyvale
Public Works Department
Attention: Jack Witthaus, Transportation & Traffic Manager
P.O. Box 3707
Sunnyvale, CA 94088-3707
E-mail: jwitthaus@ci.sunnyvale.ca.us

Comments must be received no later than 5:00 p.m. on October 31, 2010 in order to consider your feedback as we refine the preliminary alternatives.

Please provide specific feedback on the alternatives you reviewed:

Segment 1 2 3 Alternative 1 2
(circle) (circle)

Traffic calming.

More ~~no~~ space at the curb, easy to take the car out of the drive way.

Segment 1 2 3 Alternative 1 2
(circle) (circle)

Please continue on back if necessary

- (continued) -

Segment 1 2 **3** Alternative **1** 2
(circle) (circle)

Please provide feedback on the preliminary evaluation criteria. Which are most important? Least? Any other criteria you suggest?

Please provide general questions/comments:

SEGMENT	COMMENTS
1 – Fremont Avenue to Evelyn Avenue	
2 – Evelyn Avenue to Central Expressway	
3 – Central Expressway to Maude Avenue	

For more information, contact Jack Witthaus, Traffic & Transportation Manager, at (408)730-7330. Electronic versions of the draft alternatives can be found at www.MaryBikeLanes.InSunnyvale.com.



Mary Avenue Street Space Allocation Study

Wednesday, October 13, 2010

COMMENT FORM

Name: Jeannette Hayden Date: 10/13/2010

Affiliation (if applicable): _____

Address: _____

Comment forms may be deposited in the comment box tonight or mailed/e-mailed to:

City of Sunnyvale
Public Works Department
Attention: Jack Witthaus, Transportation & Traffic Manager
P.O. Box 3707
Sunnyvale, CA 94088-3707
E-mail: jwitthaus@ci.sunnyvale.ca.us

Comments must be received no later than 5:00 p.m. on October 31, 2010 in order to consider your feedback as we refine the preliminary alternatives.

Please provide specific feedback on the alternatives you reviewed:

Segment 1 2 3 Alternative 1 2
(circle) (circle)

Segment 1 2 3 Alternative 1 2
(circle) (circle)

Please continue on back if necessary

- (continued) -

Segment **1** 2 3 Alternative **1** 2
 (circle) (circle)

Please provide feedback on the preliminary evaluation criteria. Which are most important? Least? Any other criteria you suggest?

Please provide general questions/comments:

SEGMENT	COMMENTS
1 – Fremont Avenue to Evelyn Avenue	2 traffic lanes slower traffic 1 turning lane converted for lane owners 2 bike lanes Parking on both street sides of the street
2 – Evelyn Avenue to Central Expressway	
3 – Central Expressway to Maude Avenue	

For more information, contact Jack Witthaus, Traffic & Transportation Manager, at (408)730-7330. Electronic versions of the draft alternatives can be found at www.MaryBikeLanes.InSunnyvale.com.



Mary Avenue Street Space Allocation Study

Wednesday, October 13, 2010

COMMENT FORM

Name: John W Hayden Date: 12/13/2010

Affiliation (if applicable): _____

Address: _____

Comment forms may be deposited in the comment box tonight or mailed/e-mailed to:

City of Sunnyvale
Public Works Department
Attention: Jack Witthaus, Transportation & Traffic Manager
P.O. Box 3707
Sunnyvale, CA 94088-3707
E-mail: jwitthaus@ci.sunnyvale.ca.us

Comments must be received no later than 5:00 p.m. on October 31, 2010 in order to consider your feedback as we refine the preliminary alternatives.

Please provide specific feedback on the alternatives you reviewed:

Segment 1 2 3 Alternative 1 2
(circle) (circle)

Segment 1 2 3 Alternative 1 2
(circle) (circle)

Please continue on back if necessary

- (continued) -

Segment 1 2 3 Alternative 1 2
 (circle) (circle)

Please provide feedback on the preliminary evaluation criteria. Which are most important? Least? Any other criteria you suggest?

Alternative 1 is the best + only way.

Please provide general questions/comments:

SEGMENT	COMMENTS
1 – Fremont Avenue to Evelyn Avenue	Alternative <u>1</u> Slower traffic convenient for home owners - safer for pedestrians safer for bikers safer neighborhood
2 – Evelyn Avenue to Central Expressway	
3 – Central Expressway to Maude Avenue	

For more information, contact Jack Witthaus, Traffic & Transportation Manager, at (408)730-7330. Electronic versions of the draft alternatives can be found at www.MaryBikeLanes.InSunnyvale.com.

Jack Witthaus - Mary Street public meeting

From: Matt Nisbet
To: "jwitthaus@ci.sunnyvale.ca.us" <jwitthaus@ci.sunnyvale.ca.us>
Date: 10/15/2010 8:50 AM
Subject: Mary Street public meeting

Hi, Mr. Witthaus,

Thank you for reaching out to the community regarding the plans to reconfigure Mary Avenue with the addition of bicycle lanes. I admit that seeing the plan for Alternative 1 (my preference), changing from four travel lanes to two with a left turn lane in the center, I reacted initially with great reluctance that this wouldn't adversely affect the volume of vehicle traffic. However, after hearing from the various representatives present at the meeting, I became convinced that this would actually be a traffic-smoothing pattern. Not that there may not be further quirks to work out at some of the intersections (narrow bike lane widths at occasional points), but Alternative 1, in general, seems to be the most accommodating to the majority.

Thank you, also, for the wonderful news of a traffic light being planned for installation at the intersection of Britton and Duane Avenues. I am only starting my third year of service at The King's Academy, but I have heard of some accident and near-accident history there—I'm sure, a result of growth of activity in this area of Sunnyvale. If there is any way I can assist with this project (communication with the school or neighboring FUHSD tenants, etc.) I would be happy to volunteer my efforts.

The preceding issue certainly makes this next one lackluster: Residents of Britton Apartments have called and complained numerous times over the years of the difficulty in entering Britton Avenue in the mornings. The conflict, of course, is that between 7:45 and 8:00 a.m., our parents and students are driving in to school, which starts at 8:00 a.m. I was thinking that, perhaps, a painted "KEEP CLEAR" zone in front of their driveway on Britton might help our families be more aware of this conflict, and elicit a generally appropriate response, but I am not sure. It has helped a little, perhaps, for me to personally stand on the street in the mornings and play the traffic cop role as vehicles attempt to enter Britton from the apartment parking lot, but I cannot do this every day, and I am still working on cultivating a more regular volunteer parent to take over this role.

I am not knowledgeable of the role the City might play, too, in painting crosswalks, but I can also report that one would be extremely helpful across the exit portion of our main parking lot. Parents, students, and vendors alike often leave in a hurry, and there is nothing currently in place to slow them down. Local pedestrians are often found crossing between the Duane Avenue and Fair Oaks Park areas—from sidewalk to City parking area—a route perpendicular to the exit way from the main parking lot.

Thank you, again, for all the work you are doing, and for making Sunnyvale an even better place to live.

Blessings to you,
Matt Nisbet, [

There are two days on my calendar: this day and that day. • Martin Luther • Luke 21:31-36

Jack Witthaus - Comment on Mary Avenue Street Space Allocation

From: "Christine" <[redacted]>
To: <jwitthaus@ci.sunnyvale.ca.us>
Date: 10/14/2010 2:46 PM
Subject: Comment on Mary Avenue Street Space Allocation

Hi! The Sunnyvale's Traffic Department's presentation of its proposed project to expand, enhance road conditions and features on Mary Avenue in Sunnyvale, it was very impressive and thorough, not shy of technical details. However, I seemed to have missed the web page with the project's segments when searching for "mary avenue" on the Sunnyvale's search engine for tonight's past event. It does exist, but I went to the Sunnyvale's bicycle commission's web site. There should have been a link or reference the Traffic Planning Division's website for news on this project.

But now down to business:

Here is a list of new website based organizations that offer public participation, notification and information to acquire now embedded or inconvenient municipal and urban operations data. I learned of this from Craig Newmark's journal piece, on the SFGATE today about an 'unconference' for citycampsf.org. The 'unconference' is an event this coming Saturday in SF, which I believe will involve public participation about City Issues.

1) Next American CityNext American City is published by The Next American City, Inc., a 501(c)3 non-profit organization dedicated to promoting socially and environmentally sustainable economic growth in America's cities and examining how and why our built environment, economy, society and culture are changing. We achieve this goal through the publishing of a print and online magazine, events across the country, and advocacy on issues central to the future of cities.

GovFresh - Gov 2.0, open government news, guides, TV, tech, people

ON | Portfolio <http://www.omidyar.com/portfolio>
Case Foundation: Investing in People and Ideas that Can Change the World
SunlightFoundation.com Making Government Transparent and Accountable -
OpenPlans | We make cities work better.
stamen design | big ideas worth pursuing

<http://www.govloop.com/>

<http://americancity.org/>

<http://openplans.org/>

<http://open311.org/blog/>

<http://openmuni.org/>

<http://www.omidyar.com/portfolio>

<http://govfresh.com/>

<http://americancity.org/>

<http://sunlightfoundation.com/>

<http://stamen.com/>

<http://www.casefoundation.org/>

These were offline this evening and should be up by tomorrow.

Jack Witthaus - My comments on Mary Avenue Bike Lane Alternatives

From: <>
To: <JWitthaus@ci.sunnyvale.ca.us>, <SunnyvaleNeighborhoods@yahoogroups.com>,
Date: 10/12/2010 9:57 PM
Subject: My comments on Mary Avenue Bike Lane Alternatives
Attachments: Witthaus_101210.pdf

Dear Mr Witthaus:

See attached. The city might also want to look into a system of separate bicycle roads or paths for those bicyclists that want to ride side by side without motorists honking at them madly.

Eleanor Hansen

Eleanor S. Hansen

October 12, 2010

Delivered by e-mail

Mr. Jack S. Witthaus
Department of Public Works
Transportation and Traffic Manager
P.O. Box 3707
Sunnyvale, CA 94088-3707

Re: Mary Avenue Street Space Allocation Study

Dear Mr. Witthaus:

As I indicated earlier, I will not be present on Wed evening. This letter presents my views on the alternatives for the three segments:

1. For Segment 1, Fremont to Evelyn, I recommend Alternative 1. This appears quite similar to what is present already between Homestead and Fremont, where it appears to work quite well (disgruntled Hollenbeckians notwithstanding).
For Segment 2, Evelyn Avenue to Central Expressway, I also recommend Alternative 1.
For Segment 3, I recommend Alternative 2.

2. At your presentation, or presently, it would be nice if you could discuss where bicyclists are supposed to go if they do go directly north at Central Expressway and Mary Avenue, if they do not have somewhere south of Route 237 as their terminus. I have an event on five or six Tuesday evenings a year in Palo Alto near Middlefield Road. I have been getting on Middlefield Road a little west of Mary Avenue and then taking it up to Embarcadero Road in Palo Alto. It is a nice wide road and I note (1) Ellis comes off it only a little west of the Highway 237 overpass, and (2) I have been told that Ellis provides a good access to the area north of Highway 101. It would appear that providing good access to bicyclists to Middlefield Road for that short section from Mary Avenue to the start of Middlefield Road might very well help more people attempting to get to work using a bicycle than improving the bicycle lanes north of Central Expressway.

3. I also note that you continue to urge the undesired and unnecessary removal of resident parking based on a council action taken despite resident objection:

City streets are public space dedicated to the movement of vehicles, bicycles and pedestrians. Providing safe accommodation for all

Jack Witthaus - Fw: Mary Avenue study in Sunnyvale - helpful information for comments

From: Patrick Grant <
To: Jack Witthaus <jwitthaus@ci.sunnyvale.ca.us>, Heba El-Guendy <helguendy@ci.sunnyvale.ca.us>
Date: 10/12/2010 4:03 PM
Subject: Fw: Mary Avenue study in Sunnyvale - helpful information for comments
Attachments: north_Mary_map.pdf; 160North_mary_map.pdf; 309North_mary_map.pdf; 324North_mary_map.pdf; El_camino_Mary_intersection_study.JPG; Mary_Caltrain.jpg; Mary_choke_California_fix.jpg; Mary_map_north_evelyn_east.pdf; Mary_opposite_california_map.pdf; Mary_South_Evelyn.jpg; North_mary_choke_by_central_fixed.jpg; Patrick_S_Grant.vcf

Hi Jack,

Good study. Just in case the earlier email on comments on the study did not make it in the comments. I would like to submit the following again, as supporting information on the Mary bike lanes study. It helps other understand the issues. Clearly the versions with road modification is needed north of Evelyn. Without the road modifications cyclist are forced to swerve into much faster moving traffic. Not good for traffic flow or cyclists. Certainly not making minor curb revisions in those few key places an impediment to lesser skilled cyclist to bike commute.

South of Evelyn, either plan is workable, 4/3 is my preference, in that it has space for refuge area in the center to make crossing the street safer and one foot more for bike lane.. If the ADT is too high (25,000) then for those area that there is insistence for parking, I recommend using pocket parking (recessed parking) like on Murphy street. It has the benefit that it encourages pedestrians to cross several feet away from parked cars, affording better visibility of the pedestrian crossing. The pedestrian also become clear they are about to cross and not enter a car door, so drivers are alerted to this visual clue.

Also a bike box might be considered at the Central Expressway crossing.

Regards
Patrick Grant

Hi Jack and Heba,

Now that the study is underway, as you suggested, I am resubmitting the suggestions for Mary. Attached is some specific information that will be very useful, such as assessor maps on key areas of Mary.

Hope this help

Regards
Pat Grant

----- Forwarded Message -----

From: Jack Witthaus <JWitthaus@ci.sunnyvale.ca.us>

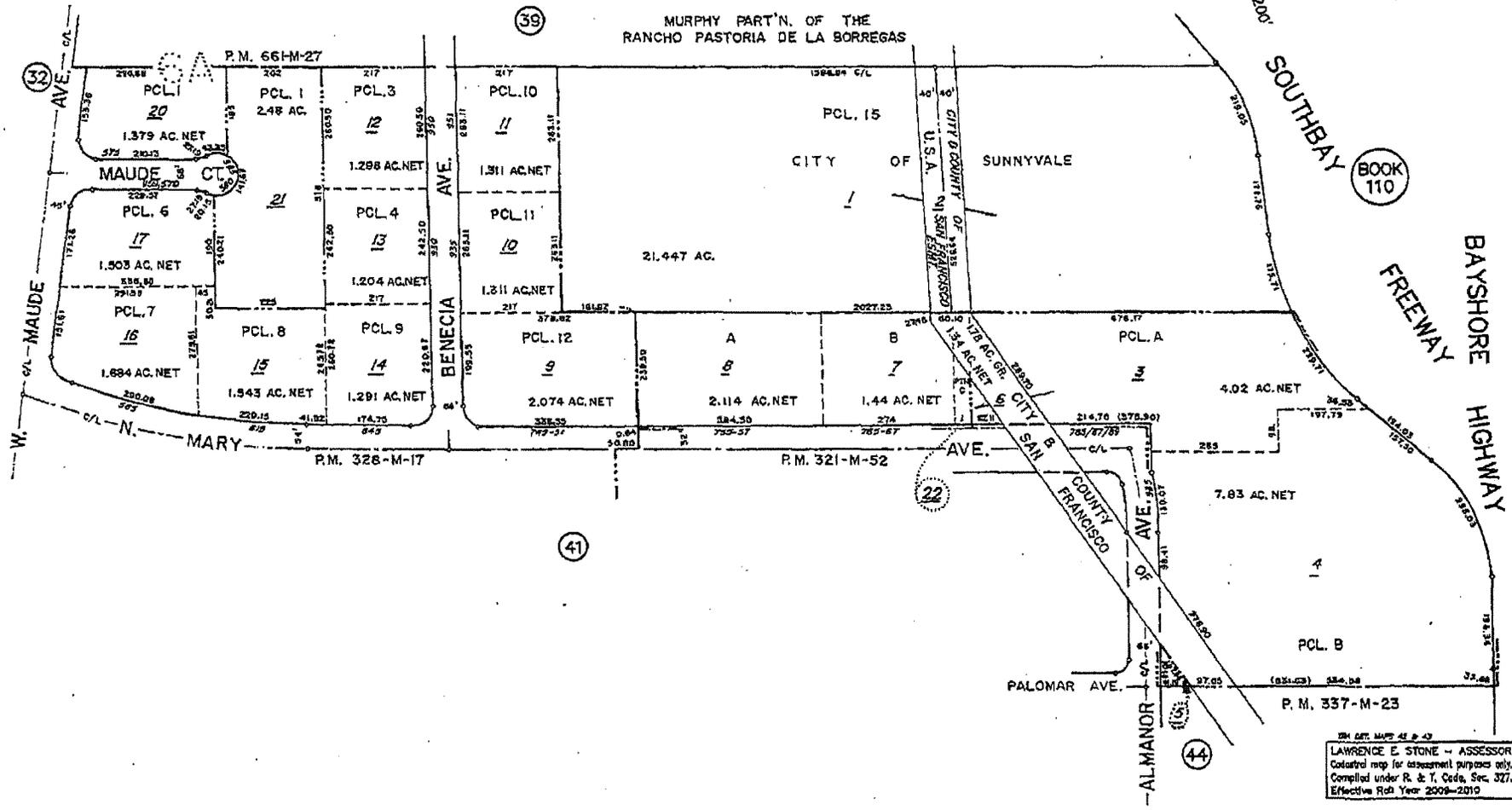
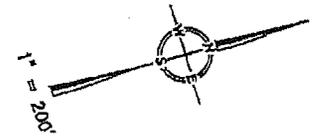
the other just north of the Caltrain tracks, widen the street for about 25 to 50 feet where it necks down. Bikers are forced to swerve into traffic, or as I do, I have to ride the center of the lane, blocking cars for my own safety, all the way from Evelyn to about 100 yards north of Central. One of these would require raising the sidewalk to protect redwood tree roots like on McClellan road at McClellan Ranch Park, and the other would require tightening a large turning circle slightly. There is a couple other constriction points on Mary too, that should be also looked for improvement, or possibly consider merging the bike lane and sidewalk for a very short distance. (Though that may have code restrictions preventing)

2. Leave an option to recess parking into the curb grass space, leaving trees as is. (Kind of like recessed street parking was downtown on Murphy) For only those residents who must have street parking but there is just not space. This is a way to squeeze a little parking space out, make it look pleasant and pleasure to walk and avoid the amount of swerving lines on Wolfe. It seems best to do it as a cost sharing, just to make sure the residents really want it.. Its pricey vs paint, but doing it for a few critical spots might just make it possible to make a solution work all the way down Mary.

3. There is lots of confusion and weaving between slower moving bikes North bound on Mary and cars attempting to do a fast turn onto Central Expressway East bound. (I understand this is a site of a bad hit and run of a cyclist (Injured severely) a couple years ago) Frankly neither party can really anticipate what the other will do. Proper designed bike lane and right turn as at Highway 85 Fremont eastbound might go a long way to improve the confusion. Also consider a blue lane approach, to give the striking visible road marking to both parties where the bike and cars should merge and cross, see <http://www.mtc.ca.gov/planning/bicyclespedestrians/tools/highVisibilityBikeLanes/index.htm#>.

4. There is lot of bikers that turn left onto central expressway from Mary north bound. Presently bikers have to cut across 3 lanes of of fast moving cars Motorist nor bikers like that. Add a bike box for the right most left turn lane. see <http://www.mtc.ca.gov/planning/bicyclespedestrians/tools/bicycleBox/index.htm>

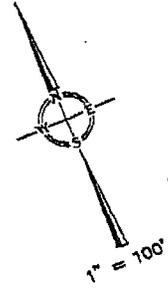
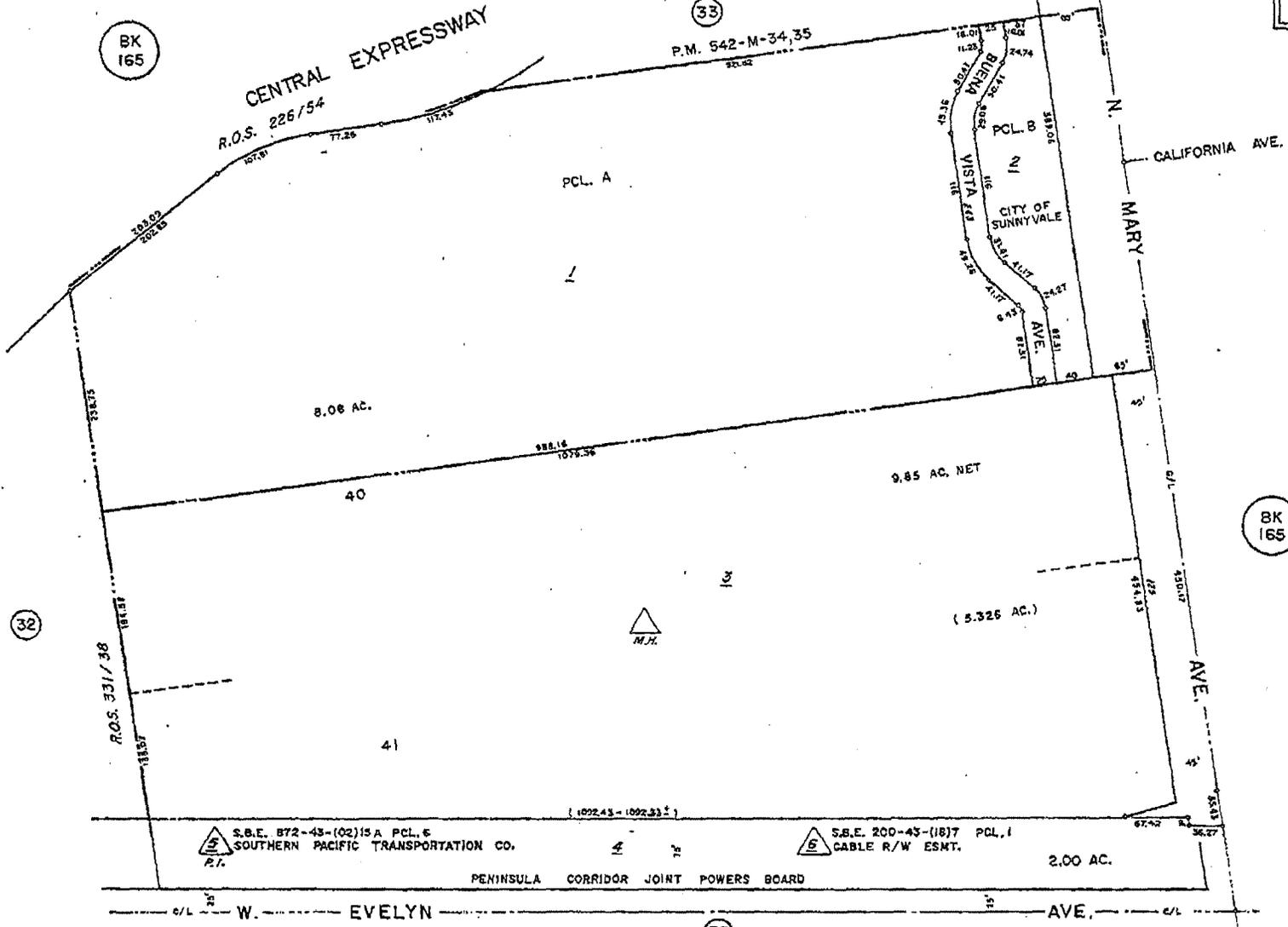
Thanks
Patrick Grant



121

BK 165

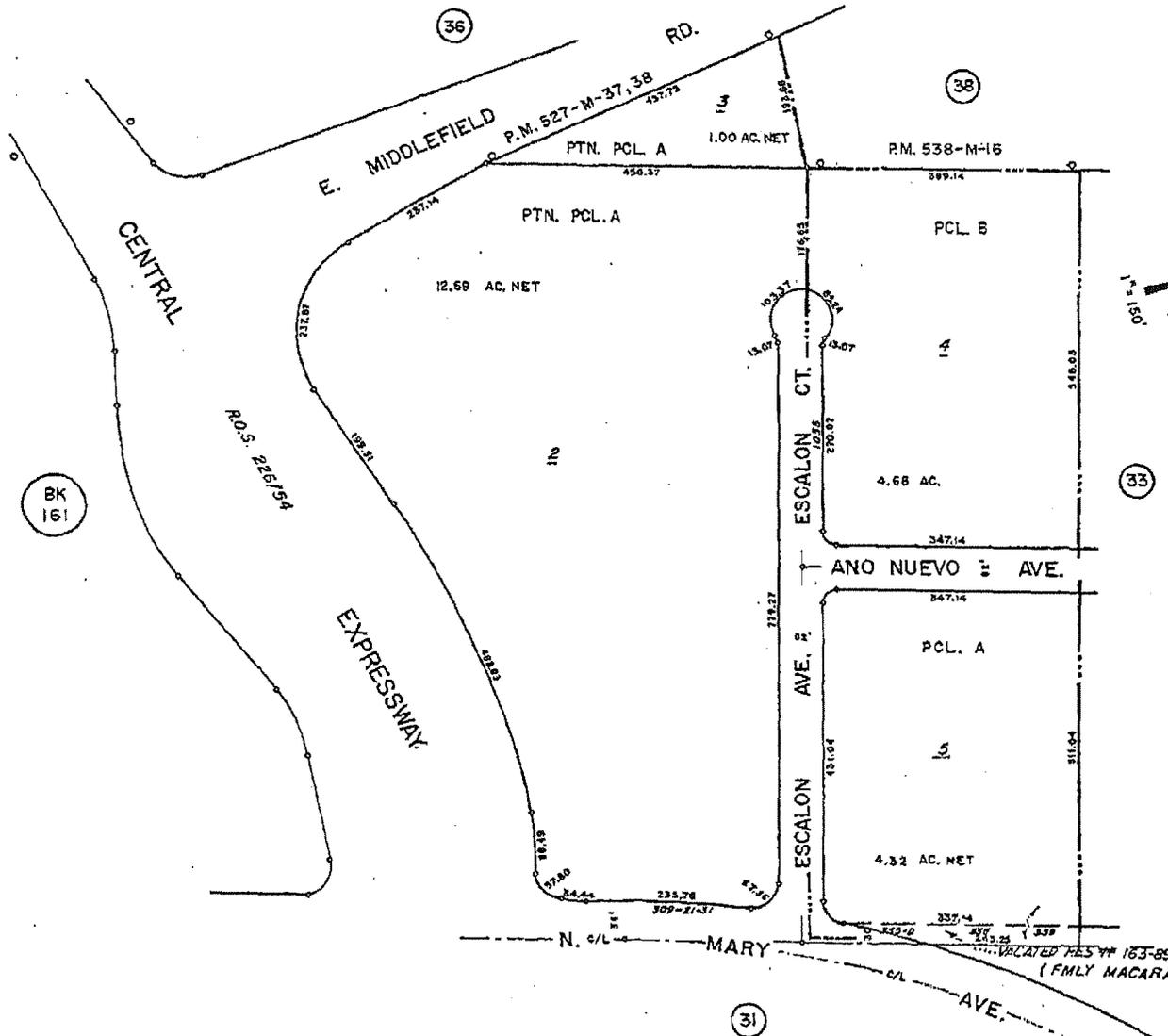
BK 165



132

W. EVELYN AVENUE
WILLIAM F. TAAFFE SUBD. N° 2

THE SET MAP IS
 LAWRENCE E. STONE - ASSESSOR
 Detailed map for assessment purposes only
 Compiled under R. & T. Code, Sec. 327.
 Effective Roll Year 2008-2010

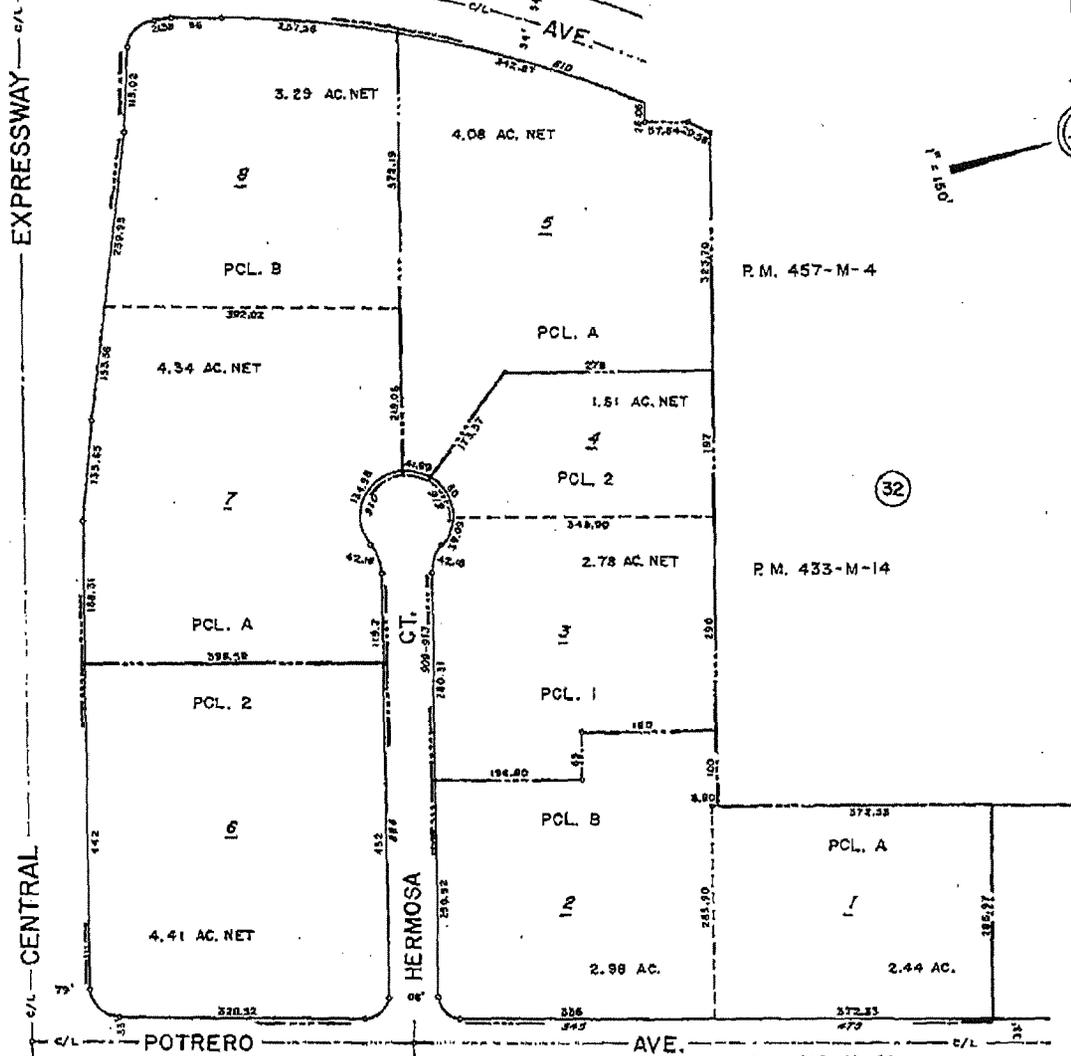
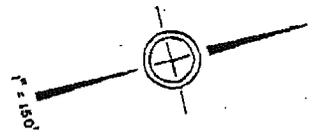


133

APPROXIMATE MAP BY
 LAWRENCE E. STONE - ASSESSOR
 Cadastral map for assessment purposes only.
 Compiled under R. & T. Code, Sec. 327.
 Effective Roll Year 2000-2010

N. MARY - C/L MACARA C/L AVE.

BOOK 165 PAGE 31



(24) P.M. 471-M-11

P.M. 394-M-56

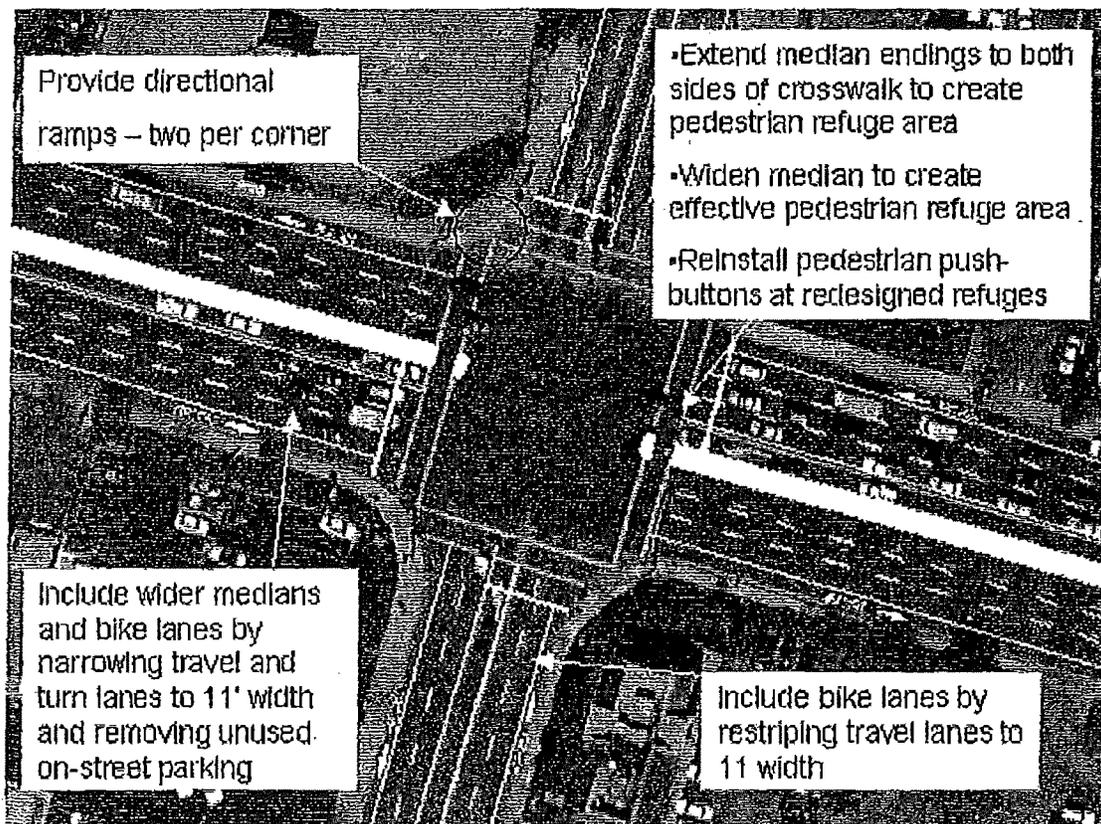
P.M. 457-M-4

P.M. 433-M-14

P.M. 418-M-46

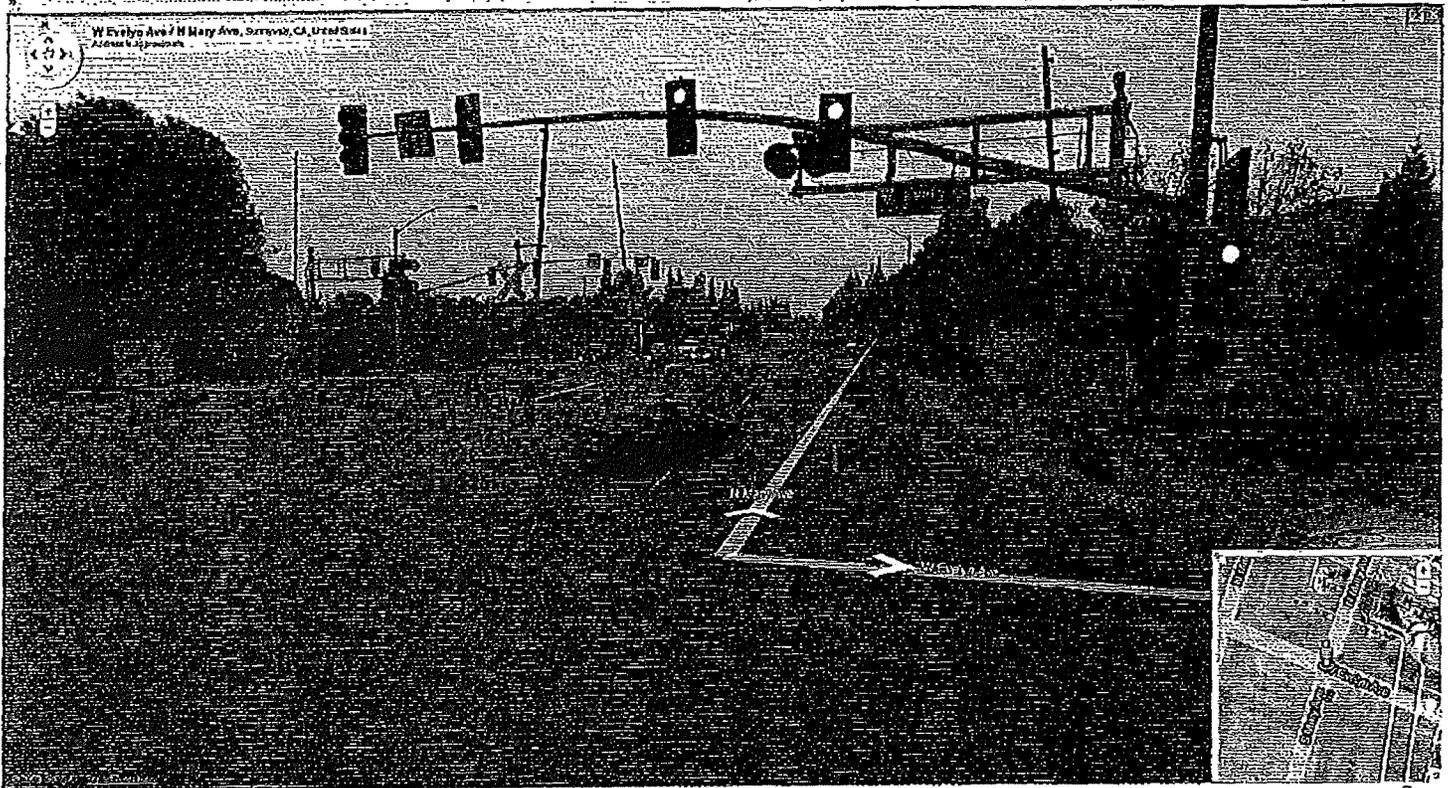
134

LAWRENCE E. STONE - ASSESSOR
Cadastral map for assessment purposes only.
Compiled under R. & T. Code, Sec. 327.
Effective Roll Year 2009-2010



El Camino Real and Mary – Proposed Higher-Cost Improvements

Field inspections were performed for several high-incidence bicycle and pedestrian collision locations in each City. Conceptual designs, such as the two above examples from Sunnyvale, were developed to improve safety and included low-cost and higher-cost improvements.



Google maps

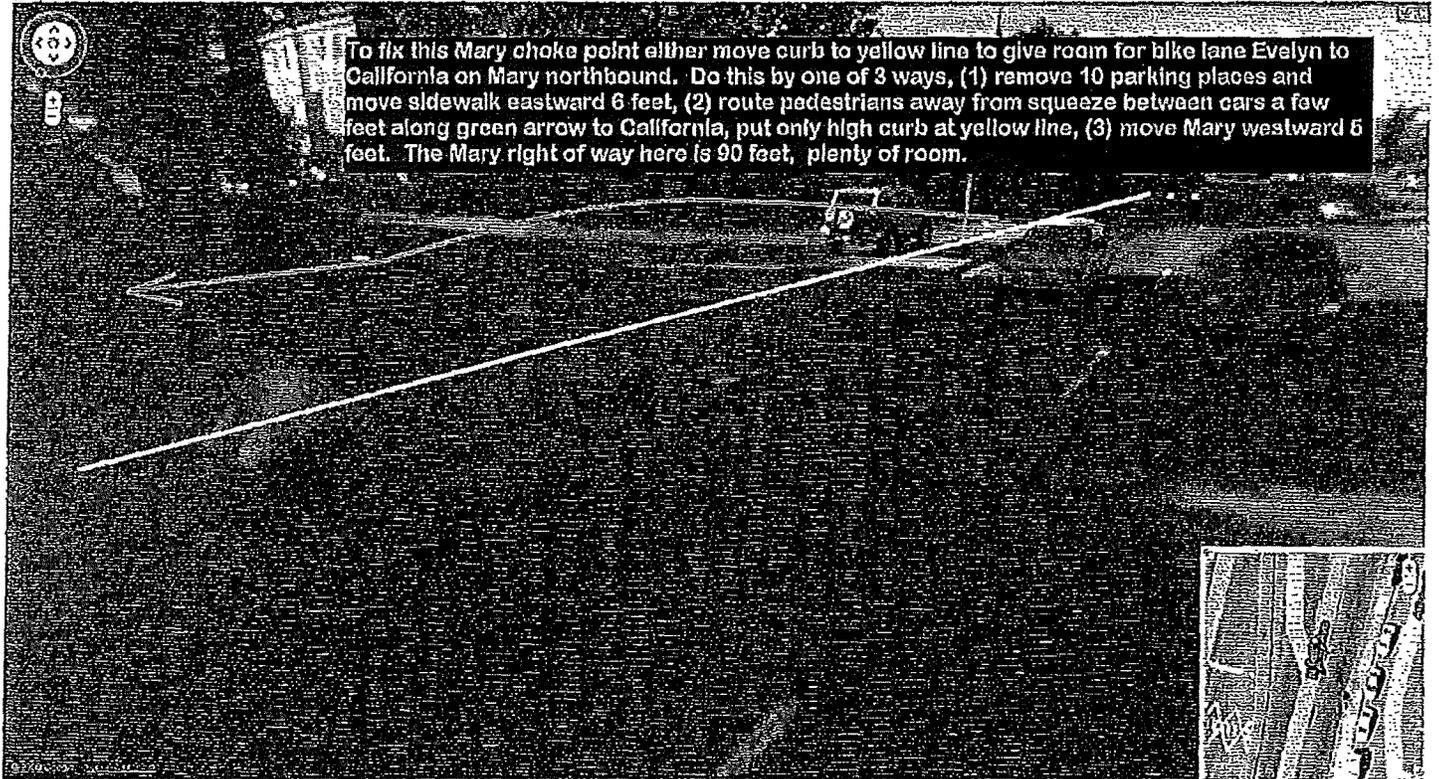
125 North Mary, Sunnyvale, CA

Search Maps

Show search history

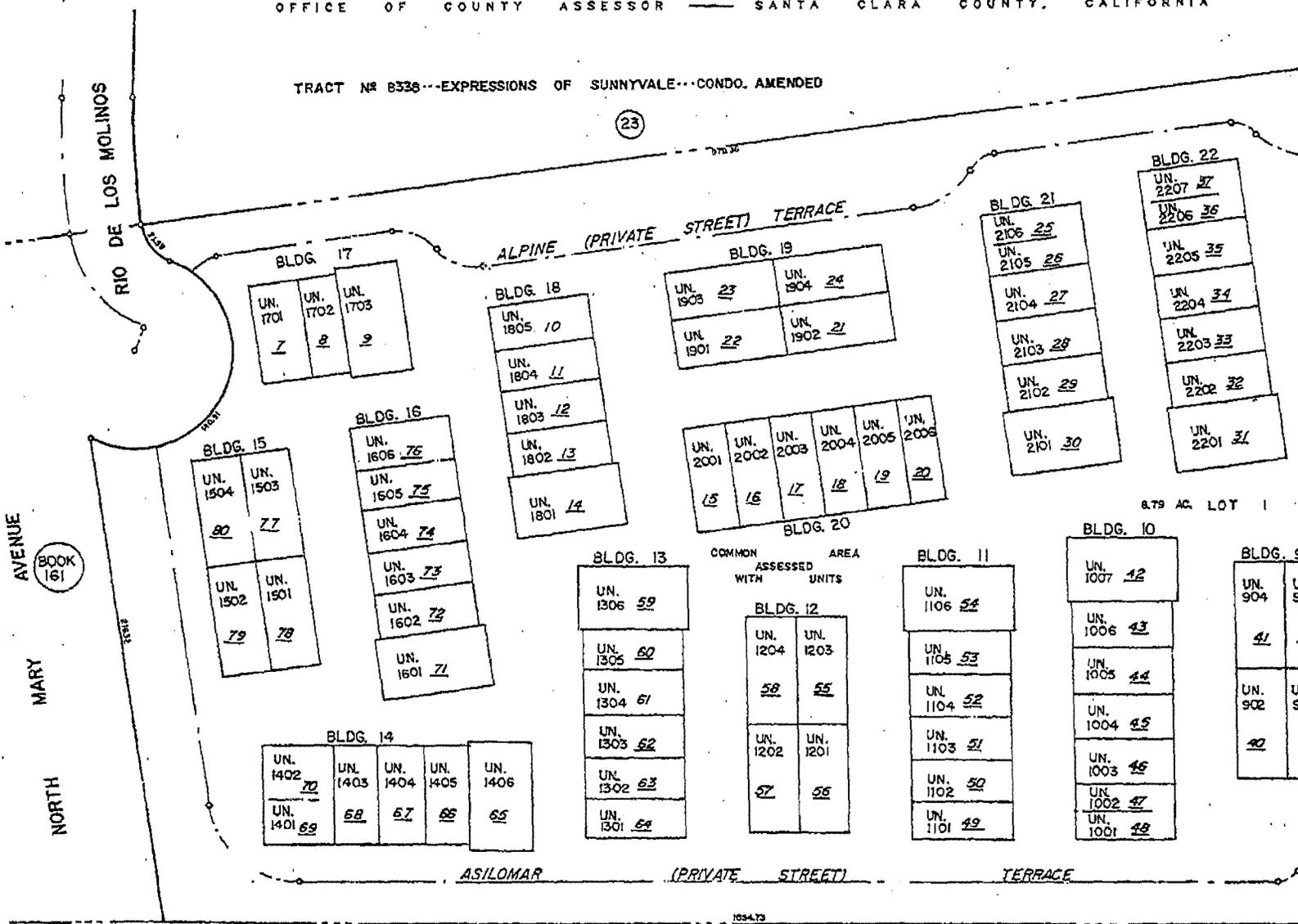
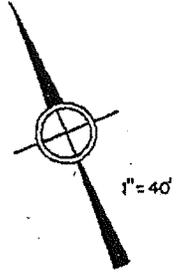
Find My Location, 358 results and places of interest

Print | Street View



TRACT № 8336---EXPRESSIONS OF SUNNYVALE---CONDO. AMENDED

(23)



BLDG. 17

UN. 1701 <u>7</u>	UN. 1702 <u>8</u>	UN. 1703 <u>9</u>
----------------------	----------------------	----------------------

BLDG. 18

UN. 1805 <u>10</u>
UN. 1804 <u>11</u>
UN. 1803 <u>12</u>
UN. 1802 <u>13</u>
UN. 1801 <u>14</u>

BLDG. 19

UN. 1903 <u>23</u>	UN. 1904 <u>24</u>
UN. 1901 <u>22</u>	UN. 1902 <u>21</u>

BLDG. 21

UN. 2106 <u>25</u>
UN. 2105 <u>26</u>
UN. 2104 <u>27</u>
UN. 2103 <u>28</u>
UN. 2102 <u>29</u>
UN. 2101 <u>30</u>

BLDG. 22

UN. 2207 <u>37</u>
UN. 2206 <u>36</u>
UN. 2205 <u>35</u>
UN. 2204 <u>34</u>
UN. 2203 <u>33</u>
UN. 2202 <u>32</u>
UN. 2201 <u>31</u>

BLDG. 15

UN. 1504 <u>80</u>	UN. 1503 <u>77</u>
UN. 1502 <u>79</u>	UN. 1501 <u>78</u>

BLDG. 16

UN. 1606 <u>76</u>
UN. 1605 <u>75</u>
UN. 1604 <u>74</u>
UN. 1603 <u>73</u>
UN. 1602 <u>72</u>
UN. 1601 <u>71</u>

BLDG. 20

UN. 2001 <u>15</u>	UN. 2002 <u>16</u>	UN. 2003 <u>17</u>	UN. 2004 <u>18</u>	UN. 2005 <u>19</u>	UN. 2006 <u>20</u>
-----------------------	-----------------------	-----------------------	-----------------------	-----------------------	-----------------------

BLDG. 13

UN. 1306 <u>59</u>
UN. 1305 <u>60</u>
UN. 1304 <u>61</u>
UN. 1303 <u>62</u>
UN. 1302 <u>63</u>
UN. 1301 <u>64</u>

COMMON ASSESSED AREA WITH UNITS

BLDG. 12

UN. 1204 <u>58</u>	UN. 1203 <u>55</u>
UN. 1202 <u>57</u>	UN. 1201 <u>56</u>

BLDG. 11

UN. 1106 <u>54</u>
UN. 1105 <u>53</u>
UN. 1104 <u>52</u>
UN. 1103 <u>51</u>
UN. 1102 <u>50</u>
UN. 1101 <u>49</u>

BLDG. 10

UN. 1007 <u>42</u>
UN. 1006 <u>43</u>
UN. 1005 <u>44</u>
UN. 1004 <u>45</u>
UN. 1003 <u>46</u>
UN. 1002 <u>47</u>
UN. 1001 <u>48</u>

BLDG. 9

UN. 904 <u>41</u>	UN. 903 <u>38</u>
UN. 902 <u>40</u>	UN. 901 <u>39</u>

BLDG. 14

UN. 1402 <u>70</u>	UN. 1403 <u>68</u>	UN. 1404 <u>67</u>	UN. 1405 <u>66</u>	UN. 1406 <u>65</u>
UN. 1401 <u>69</u>				

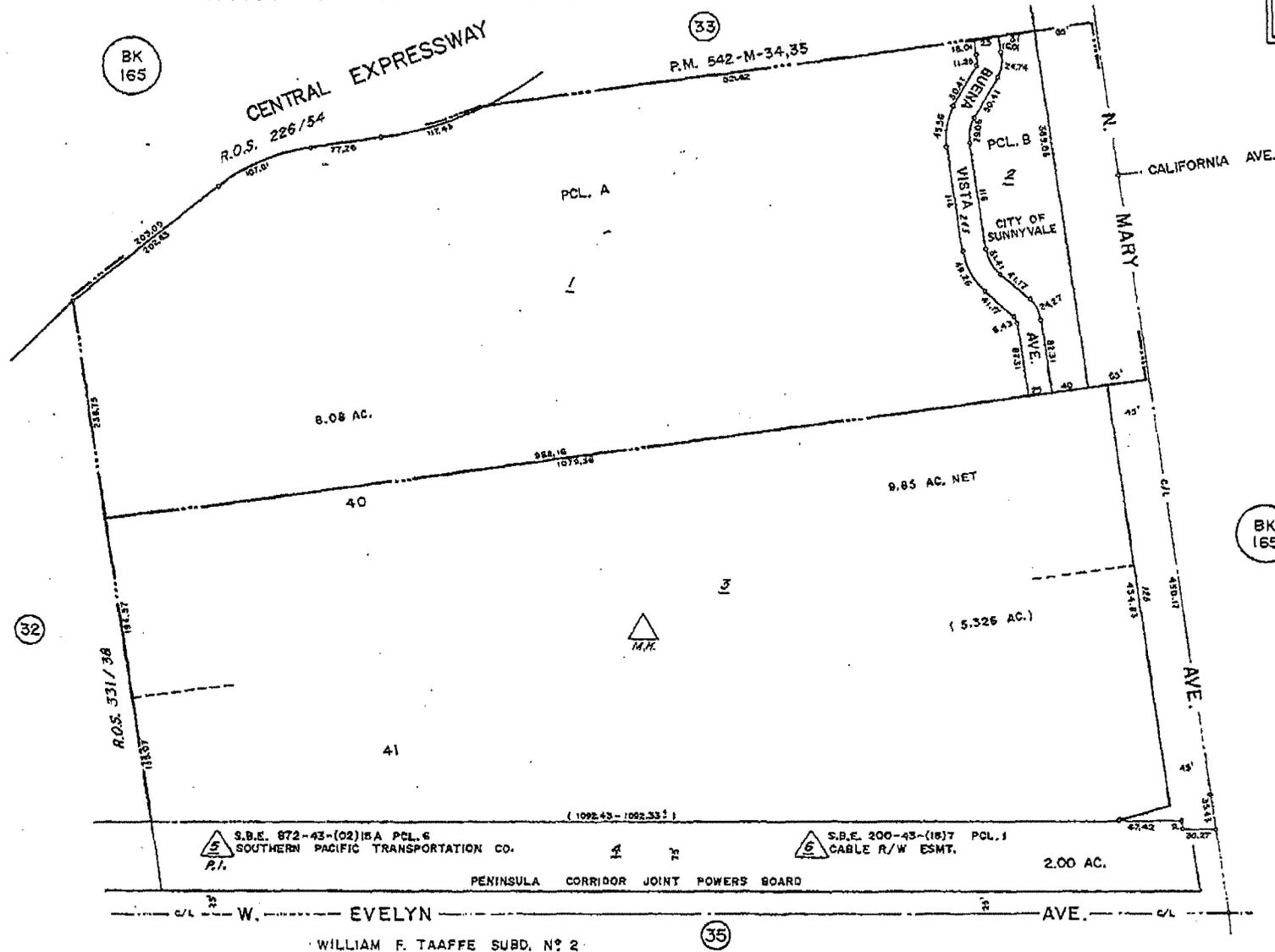
(45)

138

774 001 MAP 43
LAWRENCE E. STONE - ASSESSOR
Confidential map for assessment purposes only.
Compiled under R. & T. Code, Sec. 327.
Effective Roll Year 2002-2010

(20)

BK 165



32

33

35

BK 165

139

PH 001 MAY 03
LAWRENCE E. STONE - ASSESSOR
Cadastral map for management purposes only.
Compiled under R. & T. Code, Sec. 327.
Effective Roll Year 2009-2010

Google maps Search Maps Show search results



Google maps

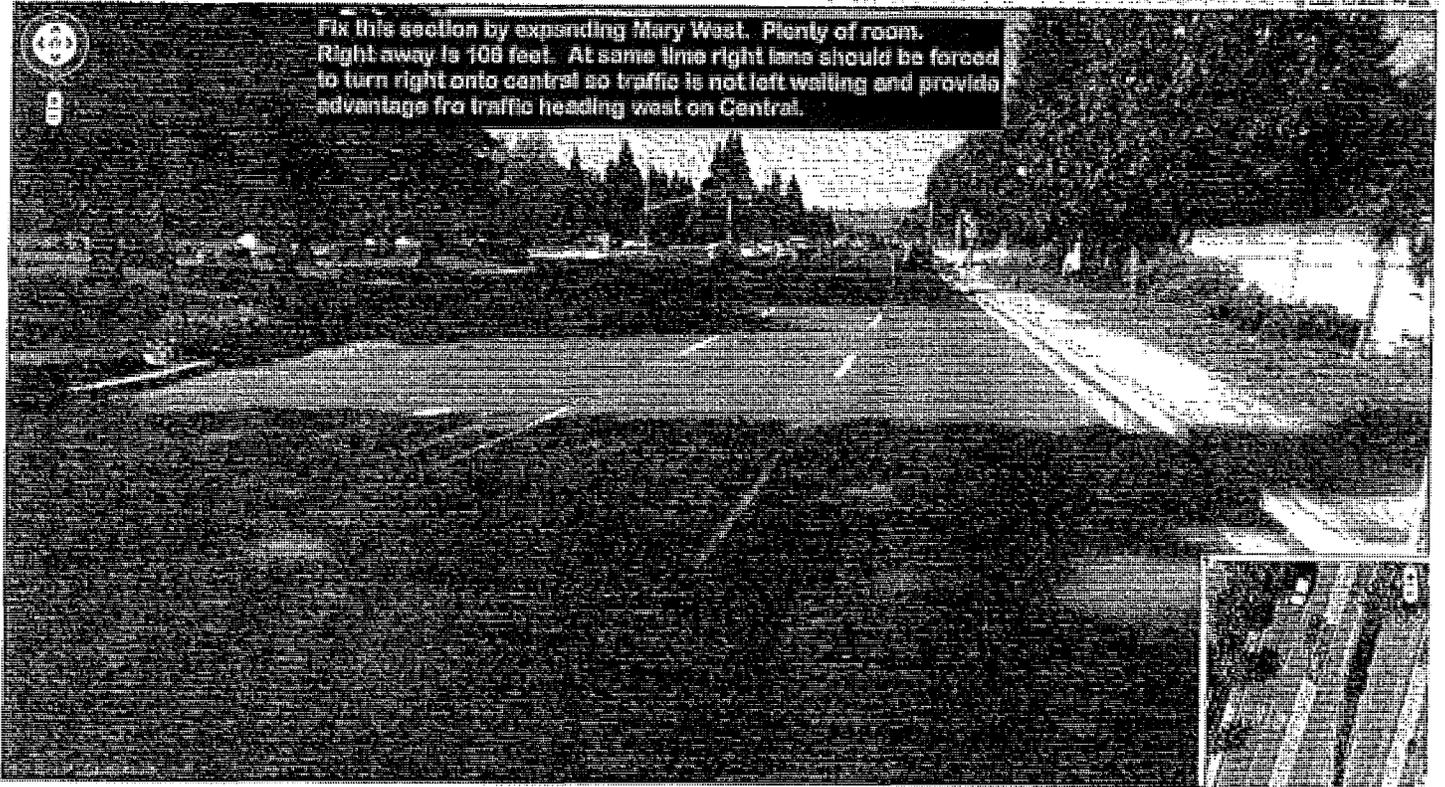
North Map, Berryville, CA

Search Maps

Show search history

Problems with this page? | Report a problem

Fix this section by expanding Mary West. Plenty of room. Right away is 100 feet. At same time right lane should be forced to turn right onto central so traffic is not left waiting and provide advantage for traffic heading west on Central.



From: Marvin Rose
To: Witthaus, Jack
CC: Uribe, Christina
Date: 10/7/2010 4:59 PM
Subject: POLICY--Fwd: Re: Mary Avenue Street Space Allocation Study

FYL.

Marvin

PSave the environment. Please don't print this email unless you really need to.ü

>>> Heidi Kirk 10/7/2010 11:36 AM >>>
Forwarding from Council AnswerPoint. -H

>>> On 10/7/2010 at 11:35 AM, Heidi Kirk <heidi_kirk@ci.sunnyvale.ca.us> wrote:
Dear Luc H:
Thank you for your email to the Council AnswerPoint. I am forwarding your message to Council, copying key City staff for their information as well.

Ms. Heidi Kirk
Executive Assistant
Office of the Mayor and City Council
City of Sunnyvale, CA 94088-3707 USA
hkirk@ci.sunnyvale.ca.us
www.sunnyvale.ca.gov (<http://www.sunnyvale.ca.gov/>)
PH: (408) 730-7470
FAX: (408) 730-7699

PSave the environment. Please don't print this email unless you really need to.ü

>>> On 10/7/2010 at 11:04 AM, Luc H <4luc@sbcglobal.net> wrote:

In the Mary Avenue Street Space Allocation Study, Alt 1 gets you one lane in each direction and traffic conflicts (Two lanes into one) at major intersection. Alt 2 gets you a loss of parking on one side of the street. But there is no Alt 3, leave as is, except for Mary & Evelyn.

If the City does Alt 1 or 2 they get Federal monies right? If they do nothing, they get no Federal money. To me it seems it's all about justifying Public Works

existence and lining their departments pockets with Federal Money. All this at the expense of the Mary Ave residences and users.

In Alt 2; On Josh's side of the street there will be parking, but his neighbor across the street won't have street parking. What happens when Josh's neighbors start parking all their cars in front of Josh's house. What happens when Josh's neighbor across the street, grandmother comes to visit, she will have to park across the street and scurry across four lanes of traffic with her walker. Now that Josh can't park in front of his house he will be forced to use up his driveway space, now when his grandmother come to visit she will have to drive up and down Mary looking for an available spot. Why? So a few people can have more money and more exclusive bike lane space for the few that ride their bikes.

I don't live on or use Mary Ave much, but if this allowed to continue in Sunnyvale... Adding more residents with high density residential units while simultaneously decreasing lanes is foolish.

<http://sunnyvale.ca.gov/Departments/PublicWorks/PublicWorksHotTopics/MaryAvenueStreetSpaceAllocationStudy.aspx>

Community Outreach Meeting Mary Avenue Bike Lanes Study
Wednesday, October 13, 7 PM Washington Park Building 840 W.
Washington Ave.

Luc

Jack Witthaus - Comment on Mary Avenue Street Space Allocation

From: Suzanne Shea <----->
To: <jwitthaus@ci.sunnyvale.ca.us>
Date: 10/15/2010 12:40 PM
Subject: Comment on Mary Avenue Street Space Allocation
CC: Pat Shea <----->, Sue Mills <----->

Dear Mr. Witthous,

We wish to express our strong support for the addition of bike lanes on Mary Avenue. Specifically we support the options which provide the widest bike lanes and the greatest traffic-calming effect. We live very close to Mary and our travel via bicycle and auto both involve Mary on a daily basis.

Based on the documents on your website, we prefer the following alternatives:

Segment 1 – Fremont Avenue to Evelyn Avenue
Alternative 1 – Road Diet (Three Travel Lanes Plus Two Bicycle Lanes)

Segment 2 – Evelyn Avenue to Central Expressway
Alternative 2 – Bicycle Lanes Added With Minor Roadway Modifications

Segment 3 – Central Expressway to Maude Avenue
Alternative 2 – Bicycle Lanes Added With Minor Roadway Modifications and Widening

Remington

We also support the road diet approach to bike lanes on Remington, as discussed in your earlier survey.

"Road Diet" Approach

The two lanes plus a center turn lane approach works well in general, allowing a feeling of security and flexibility for motorists who need to turn into driveways, avoiding "trapping" motorists behind left-turners, and allows wider room for bike lanes. Our bicycle handlebars with mirrors are close to 3' wide, and with allowance for a little wiggle room to avoid debris, and room to avoid parked-car door-zones, this implies that bicycle lanes should be quite wide for safety.

Parking

We support leaving on-street parking on residential streets such as Mary and Remington in order to avoid having the road changes inconvenience the residents along those streets.

General

We strongly support conversion of Sunnyvale streets to bike-friendly designs in an expeditious manner. Sunnyvale's size and relative flatness make it an excellent place to cycle for shopping, dining out, errands and commuting, and cycling is our preferred method for doing so. Many of the through streets like Mary and Remington are currently a bit challenging for cyclists, while at the same time having features that allow their straightforward conversion to bike-friendly streets. This investment will pay off well for Sunnyvale residents wishing to do business around the city.

We regret that we were out of town for the Community Outreach Meeting on the 13th. Please consider this our contribution to that discussion.

Jack Witthaus - Comment on Mary Avenue Street Space Allocation

From: "Gerald (Gerry) Glaser" < >
To: Jack Witthaus <JWitthaus@ci.sunnyvale.ca.us>
Date: 10/16/2010 6:50 PM
Subject: Comment on Mary Avenue Street Space Allocation
CC: Trudi Ryan <tryan@ci.sunnyvale.ca.us>, Gerri Caruso <gcaruso@ci.sunnyvale.ca.us>

Jack

I am sorry I missed the meeting on t 13th. I would have like to see the full presentation. You can only get so much by looking at the materials.

It struck me recently that the controversy, in general, over Mary Ave. is caused by the fear that it is destined to become similar to DeAnza in nature. I don't think anyone doing planning has that in mind, but the fear seems to be there. Adding the bike lanes and calming the traffic on Mary at the same time is a great idea and would do much to put that fear at bay. (Perhaps even enough to calm resistance to a bridge over 101.)

I looked at the plan and have this to offer. If we are going to add bike lanes to Mary Ave., then let's do it in such a way that it sends a signal and that it could perhaps become our model mixed use thoroughfare.

The existing roadway, even in the reaches of areas that predominantly residential (between El Camino and Fremont), is basically 6 lanes wide (4 travel and two parking). Conversion to three lanes (or even to two with a third lane added at intersections) would still easily accommodate the traffic Mary carries most of the time. (I see it as comparable to Pastoria and Hollenbeck in this regard.)

Once Mary crosses north of Evelyn, it actually becomes a different use. This is somewhat true north of El Camino as well, but my signal for the nature of the roadway is whether houses face and have front lawns on the roadway. With this definition, that section surrounding Washington is still very much residential and likely to stay that way.

Why not begin treating Mary like it is two different roads. Use the bike lane initiative as the method of doing this. South of Evelyn (or El Camino) calm the roadway and build distinctive bike lanes. Ones we could let kids ride on.

By distinctive I mean a separation that is more than paint. A separation that relies on elevation as well with physical barriers from traffic. (Orthogonal thought - maybe parking is adjacent to the traffic and bike lanes are between the sidewalk and the parking. Or maybe it is in the center of the road like in Rome and Barcelona.) As well, we could do something similar to what you did on Murphy when you rebuilt it last year. Collect water at the edge of the driving roadway, not at the curb. The crowning of the roadway would end at the driving surface, not at the curb. (I suggest this because one resident, a dedicated bike rider, says that since she bought a tricycle, she can't stay in bike lanes because they slope so strongly to the curb that she can't keep the trike heading straight.)

If we want to make the community changes we have been discussing in the Horizon 2035 meeting, then demonstrating a new model needs to start someplace. This wouldn't be a bad one.

regards,

From: Bffnn
To: "jwitthaus@ci.sunnyvale.ca.us" <jwitthaus@ci.sunnyvale.ca.us>
Date: 10/17/2010 2:31 AM
Subject: Comment on Mary Avenue Street Space Allocation

(Not sure if this was submitted by the survey monkey page.)

I have a house at 1244 S Mary.
I support dedicated bike lanes on Mary Ave.
I think a turn lane would be useful. Currently it is difficult backing out of my driveway into the southbound lanes.
I would like to have street parking for guests, although that is not a priority (they could park in the strip mall across the street.)
I noticed one plan does not have parking on the west side of the street. So where do people put their garbage cans on pickup days? And what about delivery trucks?
What are the projected impacts of two versus four lanes of traffic? Will two have less traffic, or simply more congestion? And are two lanes conducive to the planned 101 overpass?

Please email me updates, meeting notices, etc. on this issue.

Carlos Salinas

TABLE OF CONTENTS

- I. PROJECT DESCRIPTION**
- II. PROJECT NOTICING AND PUBLICITY**
- III. PUBLIC MEETING**
- IV. COMMENT SUMMARY**
- V. APPENDIX**

- **Public Signs along Project Area**
- **E-blast Announcement**
- **Webpage on City of Sunnyvale Website**
- **Meeting Materials**
- **Sign-In Sheets**
- **Comment Forms**

I. PROJECT DESCRIPTION

The Mary Avenue Street Space Allocation Study is looking at different ways to accommodate motor vehicles, bicycles, pedestrians and public transit along Mary Avenue between Fremont and Maude Avenues. The study will apply the City's Policy for the Allocation of Street Space, which promotes the continued planning, design and construction of a comprehensive citywide bikeway network. Application of this policy will be integral to the evaluation of street configuration design alternatives proposed under this Study.

The goal of the study is to develop a street design that will promote safer and more convenient access for all road users, including bicyclists, in accordance with the City of Sunnyvale Bicycle Plan and Policy for the Allocation of Street Space. Such a design is anticipated to include provision of on-street bicycle lanes and, depending on the final design selected, may include the removal of vehicle travel lanes and/or parking along certain segments of the Study corridor.

The study includes the opportunity for the public to participate in the development and refinement of evaluation criteria and design alternatives. To that end, the study has conducted two public meetings to share information and gather feedback from the community, with the first meeting held October 13, 2010, and the second meeting held on March 31, 2011. This report documents the public outreach effort for the second public meeting.

II. PROJECT NOTICING AND PUBLICITY

Informed by community feedback and City staff input, the City's transportation consultant refined preliminary design alternatives and evaluation criteria for reallocating road space on Mary Avenue that were initially presented at the first public meeting in October 2010. The project team made an effort to seek and collect additional public feedback on the project. At the first public meeting, preliminary design alternatives and draft screening criteria were presented, and the public provided feedback and identified issues to address. At the second public meeting, the project team presented updated design alternatives and refined evaluation criteria in order to solicit additional public feedback.

Second Meeting: March 31, 2011

The City of Sunnyvale hosted the second project meeting for interested members of the public on March 31, 2011, from 7 p.m. to 9 p.m. at the Las Palmas Park Building in Sunnyvale. The meeting was publicized to the broader public using several communication methods, including:

- Public mailers sent to households on Mary Avenue in the project area
- Email notice distributed to the City's community email list
- Meeting notices posted on the City of Sunnyvale's project website
- Display signs placed along Mary Avenue in the project area



III. PUBLIC MEETING

A public meeting was hosted on March 31, 2011, from 7 p.m. to 9 p.m. at the Las Palmas Park Building in the City of Sunnyvale. The purpose of the second community meeting was to familiarize new participants with the goals of the Mary Avenue Street Space Allocation Study, provide an update on the progress of the technical evaluation, review feedback received at the October 2010 community meeting, and present refined project design alternatives and evaluation criteria.



The meeting provided an opportunity for interested community members to review the refined alternatives, share comments and suggestions, and provide feedback to the project team. It also provided participants a chance to ask questions about the project and its timeline. The study team made project information available, including schematic maps of the design alternatives.

The project team provided copies of the meeting agenda and comment forms at the welcome table, where attendees were asked to sign in. Approximately 36 interested community members attended, based on sign-in sheets. Community members providing email addresses were added to the City's contact database so that they can receive future notices concerning the project.

The meeting began with an open house at 7 p.m. Community members reviewed wall-mounted and table-mounted maps displaying the refined design alternatives for three separate roadway segments. Team members were available to answer questions during this open house period. A formal project presentation began at 7:30 p.m., followed by a Q&A/comments period and resumption of the open house at 8:45 p.m. until the meeting adjourned at 9 p.m.

IV. COMMENT SUMMARY

The project team received feedback in a variety of ways. During the open house, the team spoke with several community members and corridor users, answering questions and discussing specific comments with respect to the displayed design alternatives. The team also recorded community comments on a laptop during the question-and-answer period, and comment forms were provided for residents to submit their feedback in writing either during the meeting, or for mailing or e-mailing afterwards. A mailing address and e-mail address were provided to interested community members for this purpose. All mailed and e-mailed input was requested by April 15 to allow adequate time for the information to be considered as part of the development of a preferred alternative.

Following is an overview of the key issues and comments raised during the meeting, as well as comments received via the written forms. Copies of all written comments received at the meeting are included in the appendix.

Summary of written general questions and comments

- Several participants, including residents along the Mary Avenue corridor, stated that safety is a number-one priority, specifically traffic speeds through the corridor and how it impacts the safety of bicyclists and pedestrians.
- Several participants stated that taking away on-street parking for residents is undesirable.
- There were some questions raised about how a design alternative would be selected, and whether there were any members of the City Council or BPAC who lived on Mary Avenue.
- Alternatives 1, 3, and 4 (road diet with two bicycle lanes and two parking lanes) were generally supported in the residential zone.
- Comments showed concern for the proposed width of bike lanes in the transition and office zones, specifically those that are 4 feet wide and located in between vehicle travel lanes.
- There were concerns raised about future maintenance of the bicycle lanes, with debris representing a potential hazard for cyclists.
- Comments indicated safety concern for vehicles making left turns onto sidestreets or driveways under Alternative 2 (four travel lanes with no center turn lane) and vehicles behind them swerving to the right to avoid them.
- Some participants raised concerns about existing sidewalk conditions along the corridor and how they present safety hazards.
- Continuous bike lanes throughout the Mary Avenue corridor were considered desirable.

Summary of written comments on evaluation criteria

- Comments indicate safety is the number-one priority
- Improved traffic flow should be considered.
- Traffic calming, maintenance of existing parking supply, home values, and economic impacts were also mentioned as considerations.
- Other main safety issues included pedestrian safety with enough width separating pedestrians from bicycle and travel lanes.
- Several comments thanked the project team for their responsiveness to project area residents in considering design alternatives.

Summary of general comments and questions during the Q&A session

- One member of the public asked the team to define a "sharrow." This was in response to the presentation discussion, in which the removal of sharrows (pavement stencil indicating shared vehicle / bicycle lane) was proposed in the refined design alternatives.
- Several questions concerned the intersection at El Camino Real and Mary Avenue, specifically regarding the effects of the design alternatives on through and turning vehicle traffic.
- Members of the public asked if the City Council will vote on one of the four design alternatives that were presented at the meeting.
- Members of the public asked about the budget for the project.
- Several comments addressed the safety of bicycling on Mary Avenue and that the purpose of creating safe bicycling conditions was to encourage new cyclists to use their bicycles more.

- Members of the public generally felt that taking away on-street parking along Mary Avenue is undesirable.
- Some comments were made concerning the existing condition of sidewalks along Mary Avenue.
- There were several questions about the road diet, and what implementing the road diet would do to the affected residential segment.

IV. PROJECT STATUS/NEXT STEPS

The City and consultant team will review all received written community member comments concerning the design alternatives and evaluation criteria. Informed by these comments, the consultant team will evaluate the design alternatives based on the refined evaluation criteria, and discuss results with City staff and the City's Bicycle and Pedestrian Advisory Commission (BPAC). The BPAC will then develop a recommendation for a design alternative to the City Council, which will then make a final, formal decision on that alternative. If the City Council approves the selected alternative, final design is expected to begin in August 2011. Funding for construction of the selected alternative is pending.