

# Public Meeting

City of Sunnyvale Mary Avenue St

March 31, 2011

## Sign-In Sheet

| Name and Affiliation (if applicable) |  |
|--------------------------------------|--|
| 1 TOBY FERNANDEZ                     |  |
| 2 Linnsey Miller                     |  |
| 3 Don Hafeman                        |  |
| 4 William Matthews                   |  |
| 5 Jim Dudley                         |  |
| 6                                    |  |
| 7                                    |  |
| 8                                    |  |
| 9                                    |  |
| 10                                   |  |

# Public Meeting

City of Sunnyvale Mary Avenue S

March 31, 2011

## Sign-In Sheet

Name and Affiliation (if applicable)

1 Stephen Au

2 Paiman Sadiq

3 Mark Hlady

4 GOPAL PATANGAY

5 Kimberlee Molina

6 Tony Pineck

7 Geeta Patangay

8 Arun Rao

9

10

# Public Meeting

City of Sunnyvale Mary Avenue S

March 31, 2011

## Sign-In Sheet

|    | Name and Affiliation (if applicable) |
|----|--------------------------------------|
| 1  | MARK KAMINSKY                        |
| 2  | CHARLENE A. TUPTIS                   |
| 3  | SANDY DORZAY                         |
| 4  | RAY ADAMA                            |
| 5  | Mrs & Mrs. L. Morales                |
| 6  | Dan Andrew                           |
| 7  | Eileen Hoover                        |
| 8  | Mark Reedy                           |
| 9  | Steve Carosone                       |
| 10 | Kevin Jackson                        |

# Public Meeting

City of Sunnyvale Mary Avenue S

March 31, 2011

## Sign-In Sheet

Name and Affiliation (if applicable)

1 ROBERT OGE

2 PLAZA Family

3 KINGSLEY CHEN

4 Diane Anaya

5 Al Morales

6 PETER BRAMMATELLO

7 Sue George

8 WILL AU

9 David O'Brien

10 RALPH DURHAM

# Public Meeting

City of Sunnyvale Mary Avenue

March 31, 2011

## Sign-In Sheet

Name and Affiliation (if applicable)

Debbie Staats

1

Scott Troyer

2

Richard Kollier

3

4

5

6

7

8

9

10

156  
151



# Mary Avenue Street Space Allocation Study

Thursday, March 31, 2011

## COMMENT FORM

Comments must be received no later than 5:00 p.m. on April 15, 2011 in order to consider your feedback as we refine the preliminary plans.

Name: RICHARD KOLBER Date: 3-31-11

Affiliation (if applicable): \_\_\_\_\_

Address: \_\_\_\_\_  
RD, 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

Please provide general questions/comments: ~~THE~~ WHEN THE MARY PROJECT IS FINISH, WILL IT BE USED TO SUBSTUDY HOW TO MAKE WOLFE RD SAFER BETWEEN FREMONT AND REED/OLD SAN FRANCISCO

Please provide specific feedback on the alternatives presented:

THE BEST PARTS OF CONCEPTS 3 & 4 should be combined including 5 to 6 ft wide bike lanes, and minimum sized land to widen the area need to make the project work,

Please continue on back if necessary

-(continued)-

Please provide feedback on the preliminary evaluation criteria. Which are most important? Least?

THE MOST IMPORTANT PART IS TO INSURE THE SAFETY OF CYCLIST & PEDESTRANS, NEXT MOST IMPORTANT IS TO MAKE SURE AUTO TRAFFIC DOES NOT INCREASE AS ALTERNATIVE TO ~~HIGHWAY~~ <sup>ROUTE</sup> ~~MAINTAIN~~ BIKE LANES

NEED TO BE WIDE ENOUGH (5-6 FT) TO INSURE SAFETY OF BICYCLES & TRICYCLES.

Thank you for your participation.

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



**Mary Avenue Street Space Allocation Study**  
**Thursday, March 31, 2011**

**COMMENT FORM**

Comments must be received no later than 5:00 p.m. on April 15, 2011 in order to consider your feedback as we refine the preliminary plans.

Name: Don Hofeman Date: 3/31/11

Affiliation (if applicable): \_\_\_\_\_

Address: \_\_\_\_\_ Sunnyvale, CA 94086

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

Please provide general questions/comments: Please focus on alternatives

3 and 4. Alternative 1 is dangerous due to left  
turns blocking the inside lanes causing cars to  
swerve in and out of the left lane.

**Please provide specific feedback on the alternatives presented:**

Pedestrians ~~not~~ crossing Mary is difficult  
due to four fast travel lanes. Alternatives  
3 & 4 allow refuge in the turn lane. Please  
no shareways as specified in Alternative 1.  
Inexperienced bike riders are frightened  
by them.

*Please continue on back if necessary*

- (continued) -

Please provide feedback on the preliminary evaluation criteria. Which are most important? Least?

→ studies show that the road diet won't have much impact on Mary traffic flow due to left turn requirements.

→ Pedestrian safety

→ needed more simulation results; traffic flow data

Thank you for your participation.

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



# Mary Avenue Street Space Allocation Study

Thursday, March 31, 2011

## COMMENT FORM

Comments must be received no later than 5:00 p.m. on April 15, 2011 in order to consider your feedback as we refine the preliminary plans.

Name: MARK KAMINSKY Date: 31 Mar 11

Affiliation (if applicable): \_\_\_\_\_

Address: 1725 ... Sunnyvale 94086

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

Please provide general questions/comments: If bicycle lanes are not swept frequently (every 2 days at the longest) they become hazardous! You cannot ride a bicycle in the debris which accumulates in the bicycle lane, so you end up riding in traffic, which motorists take exception to. It is safer without  
Please provide specific feedback on the alternatives presented: a bicycle lane!

Why are all the crosswalks mis-aligned? Crossing Evelyn on the west side of Mary is the worst - traffic cannot see pedestrians on the north side of Evelyn until too late - lots of drivers go too fast to turn right from southbound Mary to westbound Evelyn - it is an accident waiting to happen! And walkers have to detour, rather than going straight from one sidewalk to another.

Please continue on back if necessary

-(continued)-

Make an effort to coordinate traffic lights with the County (St even within Sunnyvale). A driver should be able to travel from Maude to Washington without having to stop at every light (Corte Madera, Century California, Evelyn). I never get greens at all of them - even late at night, when I sometimes get only one red - but two reds is most common <sup>(late at night)</sup> and three or four most common during the day.

Please provide feedback on the preliminary evaluation criteria. Which are most important? Least?

Thank you for your participation.

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**Mary Avenue Street Space Allocation Study**  
**Thursday, March 31, 2011**

**COMMENT FORM**

Comments must be received no later than 5:00 p.m. on April 15, 2011 in order to consider your feedback as we refine the preliminary plans.

Name: Debbie Staats Date: 3/31/11

Affiliation (if applicable): \_\_\_\_\_

Address: 1- - - - - (Residential Zone)

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

Please provide general questions/comments: Thank you for trying to get the best alternative for the residents

**Please provide specific feedback on the alternatives presented:**

The Residential Zone absolutely needs to be Alternative 1, 3 or 4.  
The residential zone should not be alternative 2.. In Alternative 1, 3 or 4 in the residential zone - has parking both sides - bike lanes both sides - 1 lane both directions for vehicles and the two way turn lane. That is the best configuration for the residential zones. It accommodates and makes it safer for pedestrians bikes and cars, and is fair to the residents. <sup>Please continue on back if necessary</sup> The residents can still park and turning - (continued) - into their driveways on side streets will not impede traffic. It is the very best - only alternative as far as I'm concerned for the

Residential zone, I will actively oppose alternative 2.

of alternative 3, or 4 it keeps the residential zone the same.

but the transition and business zones are different. I think

#4 seems to give the most continuous bike lanes which is

the objective, and safest thing for the bikers, both

commuters, and recreational bikers and <sup>school</sup> children. I ~~know~~

residents who live between Fremont and Homestead and they

~~know that configuration. It has actually improved traffic~~  
flow as well as making it safer for vehicles, bikers

and pedestrians and residents. Residents who have owned  
their homes for decades ~~and~~ bought their homes being able to park  
in front of their own houses can't be told they can no longer  
park in front of their homes then ~~the~~ problems will be created for all

Please provide feedback on the preliminary evaluation criteria. Which are most important? Least?  
The residents on the sides streets.

This process has been very responsive to the residents  
involved, Thanks for your hard work and professional  
expertise and presentations. The representatives are knowledgeable  
able and pleasant and seem really concerned with our  
comments. ~~My concerns~~ My concerns

prioritized #1 Maintain residential parking

#2 Bike lanes both directions throughout.

#3 Safety and Fairness for all and

residents should be the main focus - not

commuters who just drive through  
Sunnyvale. We live here. We support  
the city.

Thank you for your participation.

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



# Mary Avenue Street Space Allocation Study

Thursday, March 31, 2011

## COMMENT FORM

Comments must be received no later than 5:00 p.m. on April 15, 2011 in order to consider your feedback as we refine the preliminary plans.

Name: PETER BRAMMALL Date: \_\_\_\_\_

Affiliation (if applicable): \_\_\_\_\_

Address: 12 \_\_\_\_\_, Sunnyvale 94086.

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

Please provide general questions/comments: ① HOW MANY MEMBERS OF BPAC & ② HOW MANY MEMBERS OF CITY COUNCIL ARE RESIDENTIAL PROPERTY OWNERS ON MARY AVE?

Please provide specific feedback on the alternatives presented:

- ① PARKING LANES MUST BE PRESERVED ON BOTH SIDES OF THE STREET. ONE SIDE PARKING UNACCEPTABLE.
- ② WILL BPAC SERIOUSLY CONSIDER ALTERNATIVE 5 (LEAVE WELL ALONE). WILL THE CITY??
- ③ CAN THE CITY AFFORD THIS?? (CITY STAFF PENSIONS & BENEFITS !!)
- ④ STREET LIGHTING MAY BE INSUFFICIENT

Please continue on back if necessary

-(continued)-





Mary Avenue Street Space Allocation Study  
Thursday, March 31, 2011

COMMENT FORM

Comments must be received no later than 5:00 p.m. on April 15, 2011 in order to consider your feedback as we refine the preliminary plans.

Name: Jim Dudley Date: 3/31/11

Affiliation (if applicable): \_\_\_\_\_

Address: 400 ... 94086

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

Please provide general questions/comments: \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_

Please provide specific feedback on the alternatives presented:

For the section from Fremont to Evelyn,  
options 1, 3, & 4 are safer than option 2. With 4  
traffic lanes (option 2), cars will swerve to the right  
lane when someone wants to turn left. Options  
1, 3, & 4 preserve parking as well.

Please continue on back if necessary





# Mary Avenue Street Space Allocation Study

Thursday, March 31, 2011

## COMMENT FORM

Comments must be received no later than 5:00 p.m. on April 15, 2011 in order to consider your feedback as we refine the preliminary plans.

Name: Kimberlee Molina Date: 3.31.11

Affiliation (if applicable): \_\_\_\_\_

Address: \_\_\_\_\_

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

Please provide general questions/comments: I think it is important to maintain two lane traffic, on street parking and possibly add bike lanes in both directions in residential sections. It is not

**Please provide specific feedback on the alternatives presented:**

fair to the hundreds of residents to sacrifice for a few cyclists.

Thank you.

I believe a more appropriate corridor to study for bicycle friendly roadways would be Mathilda Ave.

*Please continue on back if necessary*

-(continued)-

Mathilda is a great way for cyclist to access  
Downtown, shopping, businesses, etc. It would be  
less of an impact on Sunnyvale residents and  
possibly increase patronage at Sunnyvale ~~business~~ businesses.

Please provide feedback on the preliminary evaluation criteria. Which are most important? Least?

*Thank you for your participation.*

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



# Mary Avenue Street Space Allocation Study

Thursday, March 31, 2011

## COMMENT FORM

Comments must be received no later than 5:00 p.m. on April 15, 2011 in order to consider your feedback as we refine the preliminary plans.

Name: Geeta Patangay Date: 3/31/2011

Affiliation (if applicable): SWNA

Address: 611 S. Bascom Ave, Sunnyvale, CA 94086

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

Please provide general questions/comments: \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_

Please provide specific feedback on the alternatives presented:

Alternative 1 is preferred from Fremont to Evelyn as it gives more space for everyone and safer for everyone who <sup>commute</sup> on Mary Ave.  
Alternative 1 is preferred from Evelyn to Maude as driving is safer for everyone.

\_\_\_\_\_  
\_\_\_\_\_

*Please continue on back if necessary*

-(continued)-



# Mary Avenue Street Space Allocation Study

Thursday, March 31, 2011

## COMMENT FORM

Comments must be received no later than 5:00 p.m. on April 15, 2011 in order to consider your feedback as we refine the preliminary plans.

Name: GOPAL PATANGAY Date: 3/31/11

Affiliation (if applicable): SWNA

Address: Sunnyvale, CA

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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

Please provide general questions/comments: \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_

Please provide specific feedback on the alternatives presented:

From Fremont Ave to Evelyn Ave - Alternative '1'  
(Segment 1)  
From Evelyn to Maude Ave - Alternative '2'

Summary - Segment 1 -> Alternative 1  
Segment 2 & Segment 3 -> Alternative 2.

*Please continue on back if necessary*

- (continued) -



# Mary Avenue Street Space Allocation Study

Thursday, March 31, 2011

## COMMENT FORM

Comments must be received no later than 5:00 p.m. on April 15, 2011 in order to consider your feedback as we refine the preliminary plans.

Name: Sue George Date: 3/31/11

Affiliation (if applicable): \_\_\_\_\_

Address: 1000 E. V. L. SV 94087

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

Please provide general questions/comments: Sidewalk conditions are horrendous & pose a safety issue with raised pieces all along the way. My husband has tripped & fallen a couple of times.

**Please provide specific feedback on the alternatives presented:**

It appears the residential area is to be the road diet alternative which I like.

The other office & transition areas should use whichever option narrows median to allow bike lanes to go all the way uninterrupted

Please continue on back if necessary

-(continued)-



# Mary Avenue Street Space Allocation Study

Thursday, March 31, 2011

## COMMENT FORM

Comments must be received no later than 5:00 p.m. on April 15, 2011 in order to consider your feedback as we refine the preliminary plans.

Name: Gleanor Hansen Date: 3/31/11

Affiliation (if applicable): SWNA

Address: SUNNYVALE

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P.O. Box 3707  
Sunnyvale, CA 94088-3707  
E-mail: jwitthaus@ci.sunnyvale.ca.us

Please provide general questions/comments: I hurt my left knee on the  
1<sup>st</sup> and it is still giving me trouble. So looking  
at the wall and table exhibits was not really  
feasible. Alternatives next time desirable.  
Please provide specific feedback on the alternatives presented:

Don't believe the man who thinks that  
people north of BCR do not want road  
dieding. Gopal, Beeta Patangay, May  
Almstead would strongly disagree.

Please continue on back if necessary

-(continued)-



# Mary Avenue Street Space Allocation Study

Thursday, March 31, 2011

## COMMENT FORM

Comments must be received no later than 5:00 p.m. on April 15, 2011 in order to consider your feedback as we refine the preliminary plans.

Name: KINGSLEY CHEN Date: MAR. 31, 2011

Affiliation (if applicable): \_\_\_\_\_

Address: \_\_\_\_\_, SUNNYVALE CA 94087

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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

Please provide general questions/comments: Thank you for funding and holding

this study which includes bike lanes. I bike a total of 13 miles  
per day to and from work (in San Jose). I avoid biking on Mary as there  
are no bike lanes in the section under study.

Please provide specific feedback on the alternatives presented:

I support any alternatives that have bike lanes. My preferred alternates  
are Alt #1 (Fremont to Evelyn) & Alt #4 (Evelyn to Maude). For  
Alt #1 (Fremont to Evelyn) I like the 9ft parking size as this could  
reduce the risk of a parked car opening a door on a cyclist.  
For Alt #4 (Evelyn to Maude) I like the dashed bike lanes  
shown in this alternate at intersections as opposed to what  
is shown in the other alternates where bike lanes disappear

Please continue on back if necessary

-(continued)-

at the intersections  
Please add bike lanes on Mary Ave!  
175

Thanks



# Mary Avenue Street Space Allocation Study

Thursday, March 31, 2011

## COMMENT FORM

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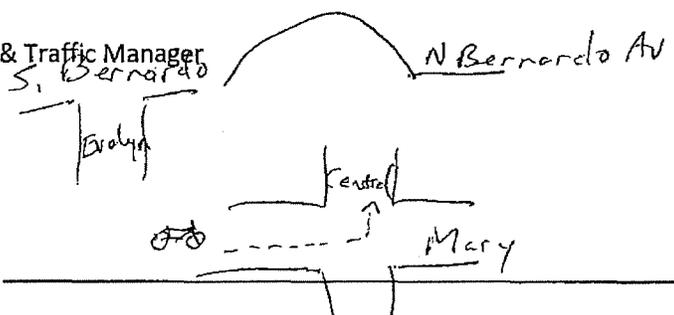
Name: Doreen Yen Date: 3/31/2011

Affiliation (if applicable): SVBC

Address: Sunnyvale CA 94087

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

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Please provide general questions/comments: \_\_\_\_\_

Mary Av & Central dangerous glass/trash in center of intersection

**Please provide specific feedback on the alternatives presented:**

Bike/Ped Bridge over Tracks on Bernardo Ave needed under Central

Potholes on Washington in front of Macy's

Bike racks needed at Fremont & Mary Strip malls

Please continue on back if necessary

-(continued)-



# Mary Avenue Street Space Allocation Study

Thursday, March 31, 2011

## COMMENT FORM

Comments must be received no later than 5:00 p.m. on April 15, 2011 in order to consider your feedback as we refine the preliminary plans.

Name: KEVIN JACKSON Date: 3/31/11

Affiliation (if applicable): \_\_\_\_\_

Address: SUNNYVALE 94087

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Attention: Jack Witthaus, Transportation & Traffic Manager  
P.O. Box 3707  
Sunnyvale, CA 94088-3707  
E-mail: [jwitthaus@ci.sunnyvale.ca.us](mailto:jwitthaus@ci.sunnyvale.ca.us)

Please provide general questions/comments: PURPOSE OF PROJECT IS TO

MAKE CYCLING A REALISTIC CHOICE FOR MORE PEOPLE,  
SO RELATIVELY INEXPERIENCED CYCLISTS SHOULD BE  
ABLE TO USE CONFIDENTLY

Please provide specific feedback on the alternatives presented:

CONCEPTS 3 & 4 VERY GOOD, EXCEPT FOR BIKE LANES  
SQUEEZED DOWN TO 4' BETWEEN 10-11' VEHICLE  
LANES (THROUGH AND RIGHT TURN) @ MAUDE AND  
CORTE MADERA ~~STREET~~, WILL BE DAUNTING,  
FOR CYCLISTS, ESPECIALLY AT PEAK TRAVEL  
TIMES.

Please continue on back if necessary

-(continued)-



Mary Avenue Street Space Allocation Study  
Thursday, March 31, 2011

COMMENT FORM

Comments must be received no later than 5:00 p.m. on April 15, 2011 in order to consider your feedback as we refine the preliminary plans.

Name: PAIMAN SADIGH Date: 3-31-11

Affiliation (if applicable): \_\_\_\_\_

Address: \_\_\_\_\_ 7 Sunnyvale, CA 94088

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Attention: Jack Witthaus, Transportation & Traffic Manager  
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Sunnyvale, CA 94088-3707  
E-mail: jwitthaus@ci.sunnyvale.ca.us

Please provide general questions/comments: \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_

Please provide specific feedback on the alternatives presented:

Like Alternative 010 - Concept 3 of 4 -  
Covers SAFETY, PARKING, SIDEWAYS & TRAFFIC ISSUES.  
TRAFFIC LIGHTS SHOULD BE ADJUSTED TO ALLOW GAPS FOR  
RESIDENTIAL CARS GETTING IN & OUT OF DRIVEWAYS.

Please continue on back if necessary

-(continued)-



# Mary Avenue Street Space Allocation Study

Thursday, March 31, 2011

## COMMENT FORM

Comments must be received no later than 5:00 p.m. on April 15, 2011 in order to consider your feedback as we refine the preliminary plans.

Name: CINOY PLAZA Date: 3/31/2011

Affiliation (if applicable): Home on Mary Ave

Address: Sunnyvale CA 94086

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

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Public Works Department  
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P.O. Box 3707  
Sunnyvale, CA 94088-3707  
E-mail: jwitthaus@ci.sunnyvale.ca.us

Please provide general questions/comments: <sup>①</sup> road needs to be repaved with noise reducing pavement. <sup>②</sup> Speed signs in more than one location on Mary.

<sup>③③</sup> To many speeders! Make Olive Ave Right-turn only. Too much traffic on Mary to make a safe Left turn (Cars merging into one lane & also bikers)   
Please provide specific feedback on the alternatives presented: entering bike lane

I would prefer Alter. 1. Parking is needed on Mary Ave. Also the turn lanes are a must!! Traffic needs to flow smoothly.

Please continue on back if necessary

-(continued)-



# Mary Avenue Street Space Allocation Study

Thursday, March 31, 2011

## COMMENT FORM

Comments must be received no later than 5:00 p.m. on April 15, 2011 in order to consider your feedback as we refine the preliminary plans.

Name: ARUN RAO Date: 3/31/2011

Affiliation (if applicable): \_\_\_\_\_

Address: \_\_\_\_\_ SUNNYVALE CA 94087

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Sunnyvale, CA 94088-3707  
E-mail: jwitthaus@ci.sunnyvale.ca.us

Please provide general questions/comments: Alternatives 2 and 4 are good additions to the available concepts and I would encourage the City to consider ways to get more novice bikers to use this mode of transportation.

**Please provide specific feedback on the alternatives presented:**

Alternative 4 seems like a very good solution to the problem faced by bikers north of Evelyn.

I would like to see the "Road Diet" Plan implemented in the residential segment as it makes the roads safer for bikers, pedestrians and everyone else

Please continue on back if necessary

-(continued)-





# Mary Avenue Street Space Allocation Study

Thursday, March 31, 2011

## COMMENT FORM

Comments must be received no later than 5:00 p.m. on April 15, 2011 in order to consider your feedback as we refine the preliminary plans.

Name: Scott Troyer Date: 3-31-2011

Affiliation (if applicable): \_\_\_\_\_

Address: Sunnyvale

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

City of Sunnyvale  
Public Works Department  
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Sunnyvale, CA 94088-3707  
E-mail: jwitthaus@ci.sunnyvale.ca.us

Please provide general questions/comments: \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_

Please provide specific feedback on the alternatives presented:

I live on a section of Mary that has  
already converted to alternative 1, and it  
has worked out very well. Therefore I  
recommend continuing alternative 1 for  
the rest of Mary.

*Please continue on back if necessary*

-(continued)-





# Mary Avenue Street Space Allocation Study

Wednesday, February 27, 2013

## COMMENT FORM

Comments must be received no later than 5:00 p.m., Friday, March 15, 2013 in order to consider your feedback on the Residential Area road diet and parking removal alternative traffic simulations presented.

Name: Katherine Plaza + FAMILY Date: 3-7-2013

Affiliation (if applicable): \_\_\_\_\_

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

Please provide specific feedback on the Residential Area road diet and parking removal alternative simulations presented:

We would like to see the "3" lane diet on Mary Ave.

Another suggestion we would like to make is turning Olive Ave. West into a right turn only.

We have ~~been~~ lived at the corner of Mary + Olive for 59 yrs and have seen too many accidents. ~~because~~ people need to cross Mary to olive EAST or left at Mary to EL CAMINO <sup>CROSSING</sup> steady traffic and get hit.

Please continue on back if necessary

- (continued) -

We would also like Mary ave. paved with the type of asphalt that quiets the tire sound.

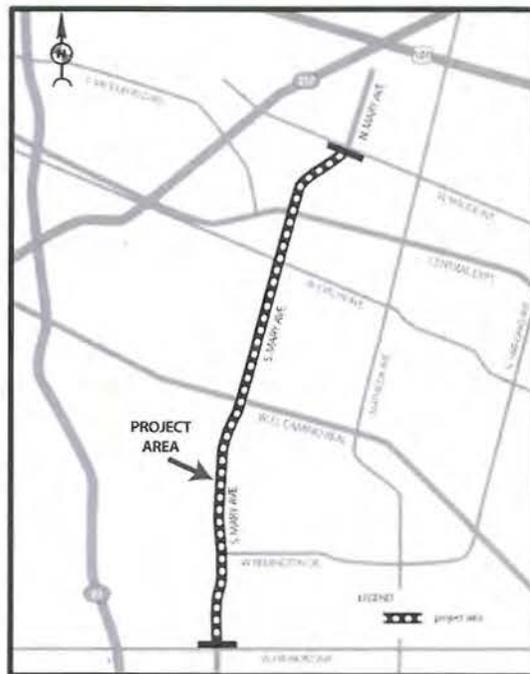
The noise from the cars is unbelievable!  
Living on Mary Ave. is a nightmare!

Please provide any other general questions/comments:

*Thank you for your participation.*

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

# Mary Avenue Street Space Allocation Study



February 27, 2013

## Public Meeting Summary

*Prepared March 2013*



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## Project Description

The Mary Avenue Street Space Allocation Study is looking at different ways to accommodate motor vehicles, bicycles, pedestrians and transit along Mary Avenue between Fremont and Maude Avenues. The study is applying 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.



## Noticing and Publicity

The City of Sunnyvale invited the public to participate at the third community meeting for the Mary Avenue Street Space Allocation Study, held on Wednesday, February 27, 2013. At this third and final public meeting, the project team presented the results of traffic simulations showing the operational differences between two previously presented alternatives along the Residential segment from Evelyn Avenue to El Camino Real: road diet (3 vehicle lanes) vs. parking lane removal (4 vehicle lanes). Both alternatives propose on-street bicycle lanes.

The February 27 Public Meeting was noticed through a variety of means. Three weeks prior to the meeting, a notice was direct mailed to 727 addresses and property owners in the project vicinity, as well as attendees of the previous Public Meetings, notifying them of a Public Meeting on February 27, 2013, from 7:00 p.m. to 9:00 p.m. at the Washington Park Building. A meeting notice was placed on the City of Sunnyvale website three weeks prior to the meeting. An e-mail notification was sent to a list of 87 neighborhood and community groups and individuals one week prior to the meeting. Signs were placed on Mary Avenue at the El Camino Real and Evelyn Avenue intersections one week prior to the meeting.

## Public Meeting

A public meeting was held on February 27, 2013, from 7:00 p.m. to 9:00 p.m. at the Washington Park Building in Sunnyvale for interested community members. The meeting was attended by 34 community members and staffed by a representative from the City of Sunnyvale; consultant staff included representatives from TJKM and Circlepoint. At the meeting, the project team facilitated an Open House period, during which attendees signed in, received meeting materials, viewed draft layout plans, and viewed traffic simulations projected at three stations in the room. The three stations represented these sub-segments of the corridor:

- Evelyn to Washington
- Washington to Iowa
- Iowa to El Camino Real

At each station, simulations for both the 4-lane and 3-lane road diet alternatives were shown on a split screen for participants to compare corridor operations.

After the initial open house period, the project team presented an overview of the project, followed by a question and answer session. Afterward, the open house was resumed, and participants were able to interact with the project team, posing questions and discussing alternatives. Thirty-four people signed in at the meeting. They most commonly expressed comments included support for the road diet, overall safety, and retaining residential parking. Community members were encouraged to provide written comments at the meeting or by the March 15, 2013, deadline. A summary of community member comments and questions is included in this report.

## Comment Summary

### Pedestrian/Bicycle

- Provide more level paved areas for bicyclists and pedestrians
- The stoplight at North Bernardo and Central Expressway does not change for bicyclists
- There is a lack of crosswalks or button at the stoplight at North Bernardo and Central Expressway
- Sharrows will not work for bicyclists
- A 4.5 ft. or 5 ft. bike lane seems too close to the center of the road (2 comments)
- There is a need for crosswalks at all intersections, especially at Carson where the school is located
- Road diet is safer for bicyclists
- Support for bicycle lanes on both sides of Mary Avenue



### Traffic

- Concept 4 will allow for smooth traffic flow (3 comments)
- Concept 4 may reduce the increasingly large number of 18-wheeler trucks on Mary Avenue
- Auto drivers don't follow the speed limit on Mary Avenue
- Keep Mary Avenue from becoming a major traffic thoroughfare and keep Sunnyvale family friendly
- Large trucks on Mary Avenue cause the house and windows to vibrate, causing cracks in the walls (2 comments)
- VTA buses cannot use Mary Avenue
- Traffic currently backs up from El Camino several blocks toward Evelyn; removing a lane would make this worse
- Crossing Caltrain tracks at Evelyn is difficult (2 comments)
- Concern about the short merge post intersection (like at El Camino)

### Safety

- The left turn onto Central Expressway from Mary Avenue is dangerous for bicyclists
- There is a need for a safe distance between cars and bikes for children who bike to school
- Focus on best engineering practices to provide safe accommodation of transportation users
- 6 ft. bike lanes are safer (3 comments)

## Landscaping

- Remove or narrow “tree” sections along sidewalks to provide space for bike lanes (2 comments)
- Removal of “tree” sections will save money for trimming
- Trees currently interfere with lighting for bicyclists and cars backing out of driveways
- Trees are destroying driveways, the sidewalk, and sewage system

## Alternatives

- Support for road diet plan (6 comments)
- With Concept 4, less drivers would use Mary Avenue as a route to the freeway
- Preserve four lanes for traffic on Mary Avenue
- With road diets, the 2-way turn lane is not frequently used but takes up a third of the road
- Support for road diet alternative on Mary Avenue from El Camino to Evelyn
- Road diet prevents surprise stops in the left lane, while maintaining a consistent speed
- Support for one lane in each direction
- The section of Mary Avenue between Fremont and Homestead is a good example of how it should be (3 comments)
- If the success of the project requires “bike accommodation,” is “no change” really an option?

## Parking

- Do not remove parking in residential areas (3 comments)
- Do not alternate between side parking removal/retention, as car owners do not respect the ends of the parking zones and encroach on the bike lane
- Guests cannot safely cross to the other side of Mary Avenue if parking is only on one side
- Support for parking on both sides
- Keep handicap parking at the corner of Mary Avenue and Blair

## General

- What do the different car colors in the simulations mean?
- Resolution of simulations are too grainy to understand
- Experts were not able to answer in detail questions about the intersection at Mary Avenue and El Camino



## Appendix

1. Meeting Notice
2. Meeting Sign-ins
3. Agenda
4. Presentation
5. Comments

# **NOTICE!**

**YOU'RE INVITED!  
MARY AVENUE BIKE LANES STUDY  
COMMUNITY OUTREACH AND INPUT**

**City of Sunnyvale  
Department of Public Works  
Traffic Engineering Division  
P.O. Box 3707  
Sunnyvale, CA 94088**

**Time Dated Material**

**COMMUNITY OUTREACH AND INPUT MEETING**  
on the  
**MARY AVENUE BIKE LANES STUDY**

**Date:** Wednesday, February 27, 2013  
**Time:** 7:00 P.M. – 9:00 P.M.  
**Location:** Washington Park Building  
840 W. Washington Ave.  
Sunnyvale, CA 94086

The City of Sunnyvale invites you to participate in the third public meeting for the Mary Avenue Street Space Allocation Study. Please plan on attending this meeting to give us your input!

The Mary Avenue Street Space Allocation Study is evaluating ways to better accommodate motor vehicles, bicycles, pedestrians and public transit along Mary Avenue between Fremont and Maude Avenues.

**How Is the Community Involved?**

- ***October 13, 2010:***  
The City hosted the first public meeting to present two preliminary design alternatives and proposed criteria to evaluate these alternatives. Community feedback from this meeting has since been incorporated into two new concept design plans for final consideration, as well as a scoring system to systematically evaluate the concept plans.
- ***March 31, 2011:***  
At the second public meeting, the project team presented two revised alternative design plans and main evaluation findings, gathering additional community feedback to further inform selection of a preferred plan.
- ***February 27, 2013***  
At this third and final public meeting, the project team will show the results of traffic simulations showing the operational differences between two previously presented alternatives along the Residential segment from Evelyn Avenue to El Camino Real: road diet (3 vehicle lanes) vs. parking lane removal (4 vehicle lanes). Both alternatives propose on-street bicycle lanes.

**Visit [www.MaryBikeLanes.InSunnyvale.com](http://www.MaryBikeLanes.InSunnyvale.com) for more information.**

Pursuant to the Americans with Disabilities Act, if you need special assistance in these meetings, please contact the City Clerk's Office at (408) 730-7483. Notification of 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting (29 CRF 35.104 ADA Title II).



# Mary Avenue Street Space Allocation Study



Wednesday, February 27, 2013 7:00 p.m. – 9:00 p.m.

Washington Park Building  
840 W. Washington Ave.  
Sunnyvale, CA 94086

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| Name and Affiliation (if applicable) | Mailing Address | City, State, Zip    | E-mail |
|--------------------------------------|-----------------|---------------------|--------|
| John Cordes<br>Sierra club           |                 | SV 94085            |        |
| DAN ANDER                            |                 | Sunnyvale CA 94087  |        |
| RICHARD KOLBER<br>BPAC               |                 | SU 94086            |        |
| KEVIN JACKSON                        |                 | S'VALE 94087        |        |
| Charlene TUFIS                       |                 | 94086               |        |
| Mary Olmstead                        |                 | 94086               |        |
| Frank Oei                            |                 | Sunnyvale 94087     |        |
| Eropad Patangay                      |                 | Sunnyvale, CA 94086 |        |
| Geeta Patangay                       |                 | " "                 |        |
| Glenn Hendricks                      |                 | SU 97087            |        |
| R. Dean Bunderson                    |                 | Palo Alto, CA 94306 |        |

# PROJECT OVERVIEW

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## Mary Avenue Street Space Allocation Study Overview

The Mary Avenue Street Space Allocation Study is looking at different ways to accommodate motor vehicles, bicycles, pedestrians and transit along Mary Avenue between Fremont and Maude Avenues. The study is applying 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 is 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.

As part of this third community meeting, the project team would like your input on traffic operational simulations prepared for two possible alternatives within the corridor's Residential section between Evelyn Avenue and El Camino Real: road diet (3 travel lanes) vs. parking lane removal (4 travel lanes). Both alternatives propose on-street bicycle lanes. The project team is particularly interested in your feedback on the following topics:

- Safety
  - Bicyclists
  - Pedestrians
  - Public Transportation
  - Automobiles
- Traffic flow (speed) impacts
- Traffic access impacts
- Parking impacts
- Neighborhood livability

## Next Steps

The City and consultant team will review all community member comments concerning the traffic operational simulations. Informed by these comments, the consultant team will evaluate the design alternatives based on evaluation criteria that were refined based on previous community meetings, 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. Final design and construction funding are pending.



# Mary Avenue Street Space Allocation Study

Wednesday, February 27, 2013

## COMMENT FORM

Comments must be received no later than 5:00 p.m., Friday, March 15, 2013 in order to consider your feedback on the Residential Area road diet and parking removal alternative traffic simulations presented.

Name: Glenn Hendricky Date: 2-27-13

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

Please provide specific feedback on the Residential Area road diet and parking removal alternative simulations presented:

+ Mary is already a single lane from Homestead to Fremont. Have we learned anything from that experience? At that time, why was only that section made to be single lane?

+ why do you need to expand to 2 lanes at intersections? concerned about the short merge post intersection (like at El Camino)

+ you mention 'Road Diet' - is there any assumption that traffic will move to other roadways?

+ If I am understanding that success of the project requires 'Bike Accommodation'. Is 'no change' really an option? Or is it a foregone conclusion that something must change on the entire length?  
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Please continue on back if necessary