# Public Meeting
City of Sunnyvale Mary Avenue Storage
March 31, 2011

## Sign-In Sheet

<table>
<thead>
<tr>
<th>Name and Affiliation (if applicable)</th>
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<td>Toby Fernandez</td>
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<td>Linsey Miller</td>
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<td>Dan Hofman</td>
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<td>MARK KAMINSKY</td>
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<td>Charlene A. Tufts</td>
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<td>Mrs. M. Morris</td>
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<td>ROBERT OGE</td>
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<td>KINGSLEY CHEN</td>
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<td>Diane Anaya</td>
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<td>Al Morales</td>
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<td>Debbie Staats</td>
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<td>Scott Troyer</td>
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<td>Richard Kolbee</td>
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</table>

Public Meeting
City of Sunnyvale Mary Avenue
March 31, 2011
Sign-In Sheet
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: 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:

When the Mary Project is finished, will it be used to study how to make Wolfe Road 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 5ft-6ft wide bike lanes, and minimum added 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 Cyclists-Pedestrians, Next Most Important Is To Make Sure Auto Traffic Does Not Increase As Alternative To Foothill, Bike Lanes Route.**

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 Mary5ikeLanes.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 Hoffman Date: 3/31/11

Affiliation (if applicable):

Address: 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 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 crossing Mary is difficult due to four fast travel lanes. Alternatives 3 & 4 allow refuge in the turn lane. Please no shoulders 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 would 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
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: P.O. Box 1234, 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 your 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) -
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
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 Straats
Date: 3/31/11

Affiliation (if applicable): _________________________________

Address: ____________________________________________ (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. The residents can still park and turning - (continued) - into their driveways or side streets will not impede traffic. It is the very best alternative as far as I'm concerned for the
Residential zone. I will actively oppose Alternative 3.

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 children. I know residents who live between Fremont and Homestead and they love 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 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 than problems will be created for all the residents on the sides streets.

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

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

Affiliation (if applicable): ________________________________

Address: 1555 S. Mary Ave, 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 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 allow city staff? (Pensions & Benefits)
3. Can the city afford this? (Pensions & Benefits)
4. Street lighting may be insufficient

- (continued) -
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
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: 

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

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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:

In 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

- (continued) -
Please provide feedback on the preliminary evaluation criteria. Which are most important? Least?

My concerns are:

1) safety
2) improving flow

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.
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 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 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
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: 5375 S. Sunnyvale, CA 94086

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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:

Alternative 1 is preferred from Fremont to Evelyn as it gives more space for everyone and safer for everyone who commute.

Alternative 1 is preferred from Evelyn to Maudle at 10 A.M. 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 PANDAY Date: 3/31/11

Affiliation (if applicable): SWNA

Address: [Address Line 1] [Address Line 2]

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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
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) -
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: __________________________ 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: 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 & transit areas should use the narrower 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 Howen Date: 3/31/11

Affiliation (if applicable): SWA

Address: Sunnyvale

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

Please provide general questions/comments: I hurt my left knee on the 11th and it is still giving me trouble, so looking at the well and table exhibits were not really feasible alternatives next time desirably.

Please provide specific feedback on the alternatives presented:

Don't believe the man who thinks that people worth of BCF do not want roads

Dieting,lopal,beaktas,fatangesi,Marv

Olmeded would strongly disagree.

Please continue on back if necessary

- (continued) -

| 174 |
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 smi 30s) 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 options are Alt #1 (Fremont to Evelyne) & Alt #4 (Evelyne to Maude). For Alt #1 (Fremont to Evelyne) I like the 9 ft parking size as this could reduce the risk of a parked car opening a door on a cyclist. For Alt #4 (Evelyne to Maude) I like the dashed bike lanes shown in this alternate at intersections as opposed to what is shown in the other alternatives where bike lanes disappear at the intersections. Please add bike lanes on Mary Ave! Thanks.

178
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: Doreen Yen Date: 3/31/2011

Affiliation (if applicable): SVBC

Address: Sunnyvale CA 94087

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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:

Mary Av & Central dangerous, trash in center of intersection.

Please provide specific feedback on the alternatives presented:

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

Pathways in 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: ________________________________ S'VALE 94087

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Sunnyvale, CA 94088-3707
E-mail: 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 ( ), WILL BE DAUNTING FOR CYCLISTS, ESPECIALLY AT PEAK TRAVEL TIMES.

Please continue on back if necessary

- (continued) -
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: [Redacted] Date: 3-31-11

Affiliation (If applicable):

Address: Sunnyvale, CA 94086

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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:

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:

City of Sunnyvale
Public Works Department
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:

1. Road needs to be repaved with noise reducing pavement.

2. Speed signs in more than one location on Mary.

3. 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 bike lane).

Please provide specific feedback on the alternatives presented:

I would prefer Alter-

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) -
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 RAJ Date: 3/21/2011

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: Alteratives 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

180
Please provide feedback on the preliminary evaluation criteria. Which are most important? Least?

Thank you for your participation.

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

Sunnyvale

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
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
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 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 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 unbelivable! Living on Mary Ave. is a nightmare!

Please provide any other general questions/comments:

__________________________________________________________________________
__________________________________________________________________________
__________________________________________________________________________
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__________________________________________________________________________

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
Mary Avenue Street Space Allocation Study

February 27, 2013

Public Meeting Summary

Prepared March 2013
## Contents

<table>
<thead>
<tr>
<th>Topic</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Description</td>
<td>3</td>
</tr>
<tr>
<td>Noticing and Publicity</td>
<td>3</td>
</tr>
<tr>
<td>Public Meeting</td>
<td>3</td>
</tr>
<tr>
<td>Comment Summary</td>
<td>4</td>
</tr>
<tr>
<td>Pedestrian/Bicycle</td>
<td>4</td>
</tr>
<tr>
<td>Traffic</td>
<td>4</td>
</tr>
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<td>Safety</td>
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<td>General</td>
<td>5</td>
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<td>Appendix</td>
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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
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.


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

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

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

<table>
<thead>
<tr>
<th>Name and Affiliation (if applicable)</th>
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<tr>
<td>John Cordes</td>
<td>SV, 94085</td>
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<td>Sierra Club</td>
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<td>Dan Anker</td>
<td>Sunnyvale CA, 94087</td>
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<td>Richard Kolber</td>
<td>SU, 94086</td>
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<td>Kevin Jackson</td>
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<td>Charlie Tufts</td>
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<td>Glenn Hendricks</td>
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<td>R. Dean Anderson</td>
<td>Palo Alto, CA, 94306</td>
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PROJECT OVERVIEW

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: Glen 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 home. How many lanes did we lose? How can we improve this? I think we need to add bike lanes, not take away parking.
+ I would like to see 2-way bike lanes on Mary.

+ Why do you need to expand to 2 lanes at intersection? Concerned about the short merge post intersection (like of El Camino)
+ You mention "Road Diet" - is there any assumption that traffic will move to other roadways?
+ If I am understanding this, success of the project requires that bike accommodation is "no change" really an option? or is it a forgone conclusion that something must change on the entire length?