- (continued) -

Currently trees interfer with proper lighting for bicydists + autos backing out of driveways or driving into driveways.

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

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: Geeta Patangay & Gopal Patangay **Date:** 02/27/13

Affiliation (if applicable): Sunnyvale West Neighborhood Association.

Address: [redacted]

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:

I prefer Concept 4 with one lane on each side and the middle lane for turning left. In that way the traffic is smooth and goes by without any chaos.

We see an increase in 18 wheeler trucks on Mary Ave. Concept 4 may reduce them coming on Mary ave.

Many Auto drivers don't follow ~~the~~ ~~sp~~ speed limit on Mary Ave.

Please continue on back if necessary

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Mary Avenue Street Space Allocation Study

March 31, 2011

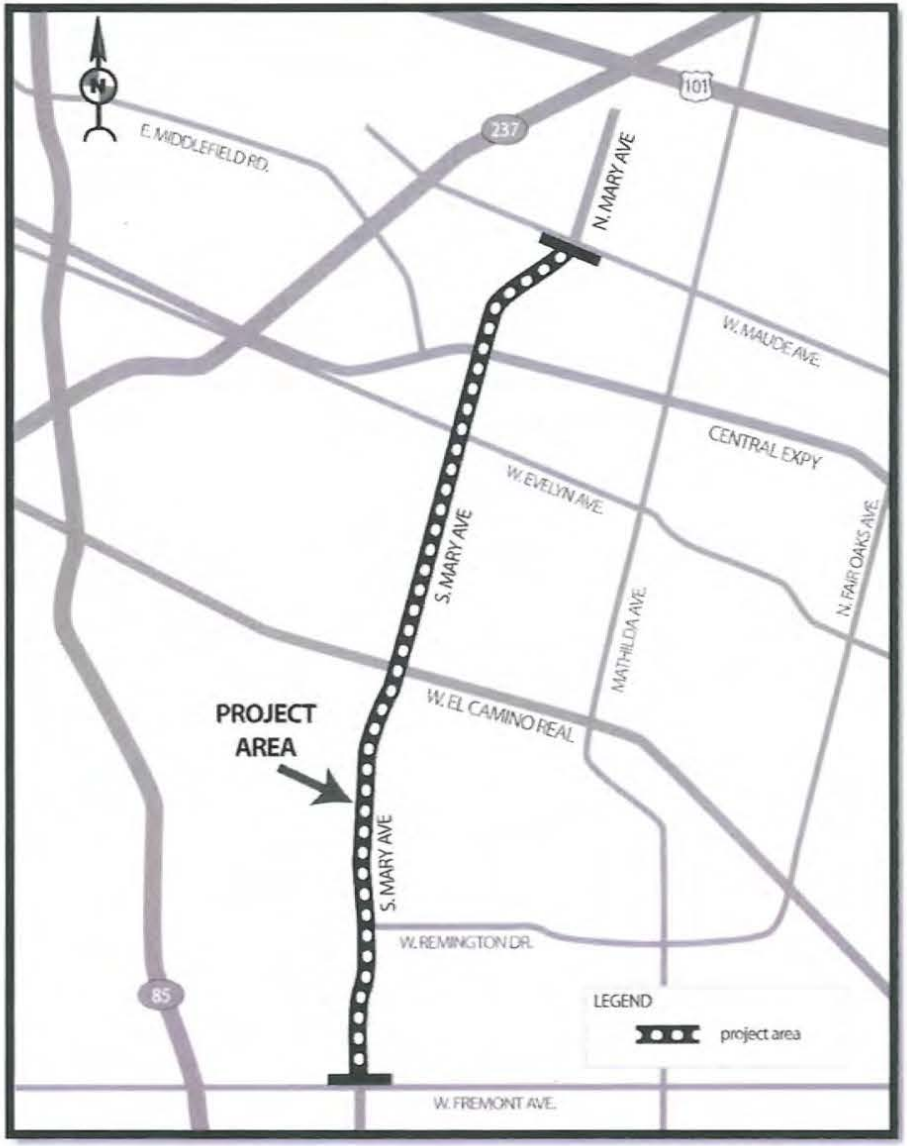
Meeting Agenda

- 7:00 - 7:30 Open House
- 7:30 - 8:15 Presentation
- 8:15 - 8:45 Question/Answer Session
- 8:45 - 9:00 Open House (resumed)

- Please hold comments and questions until end of presentation, except for clarifying questions.

Mary Avenue Street Space Allocation Study Goals

- Study different ways to accommodate roadway users on Mary Avenue:
  - Motor vehicles
  - Bicycles
  - Pedestrians
  - Public transit
- Promote a comprehensive, citywide bikeway network



Purpose of Tonight's Meeting

- Provide an overview of the Mary Avenue Street Space Allocation Study
- Briefly review feedback from previous meeting
- Review revised Alternatives for Mary Avenue and the evaluation criteria
- Gather community feedback

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Study Background

- 2000: Bicycle Capital Improvement Program
- 2009: Policy for Allocation of Street Space
- 2010: Mary Avenue Study
  - Study how to add bicycle lanes while accommodating other modes safely
  - Develop evaluation criteria
  - Select preferred alternative

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Study Process: Summer 2010 – Fall 2010

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Review available data

- Traffic data
- Collision history
- Traffic signal timing
- Future roadway plans

Collect additional data

- Review of existing roadway and parking conditions
- Roadway and intersection dimensions

Draft alternative proposals

- Two alternative designs for each roadway segment based on technical information

Study Process
Fall 2010 – Spring 2011

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Community Meeting #1

- Present segment alternatives
- Presented draft evaluation criteria
- Gathered feedback

Drafted Alternatives 1–4

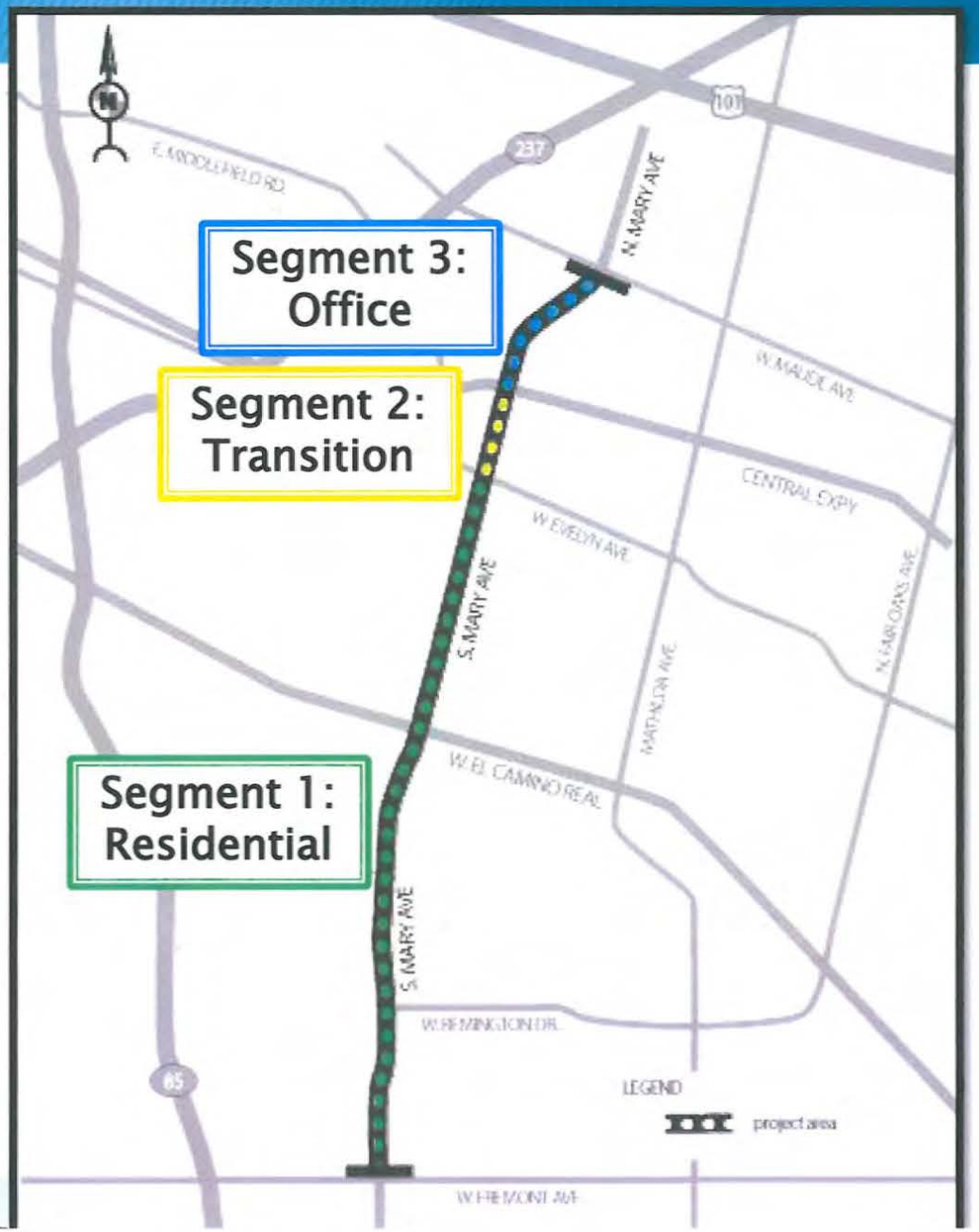
- Community feedback informed refinements to segment alternatives and evaluation criteria

Community Meeting #2

- Present Alternatives 1–4
- Gather additional community feedback, make final refinements if necessary

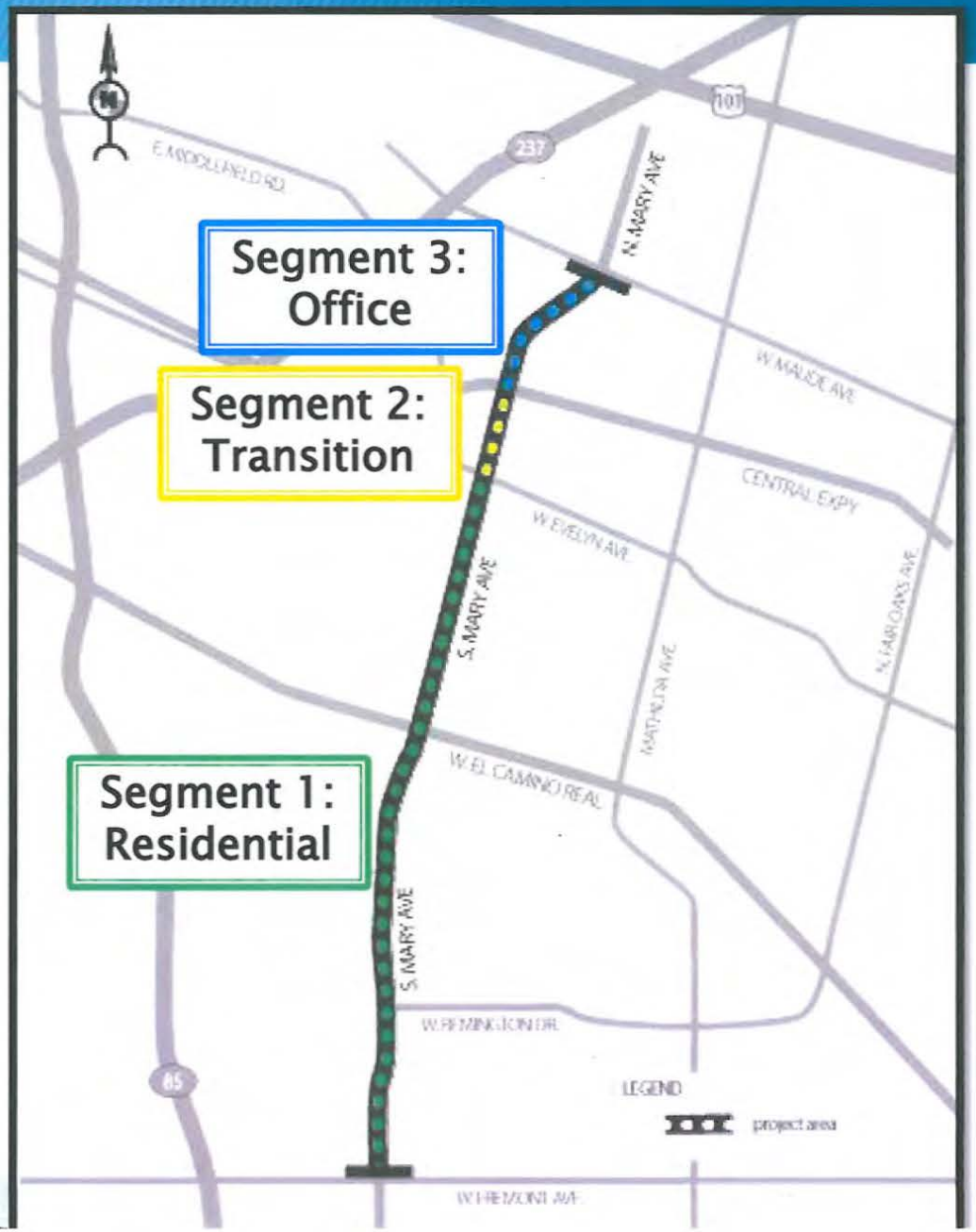
Review of Initial Alternatives

- Team presented two alternative designs:
  - Alternative 1
  - Alternative 2



Alternative 1

- Office:
  - Remove one travel lane in each direction
  - Add bicycle lanes and/or sharrows within existing roadway
- Transition Zone:
  - Add bicycle lanes and/or sharrows within existing roadway
- Residential:
  - Remove one travel lane
  - Add bicycle lanes



http://MaryBikeLanes.InSunnyvale.com

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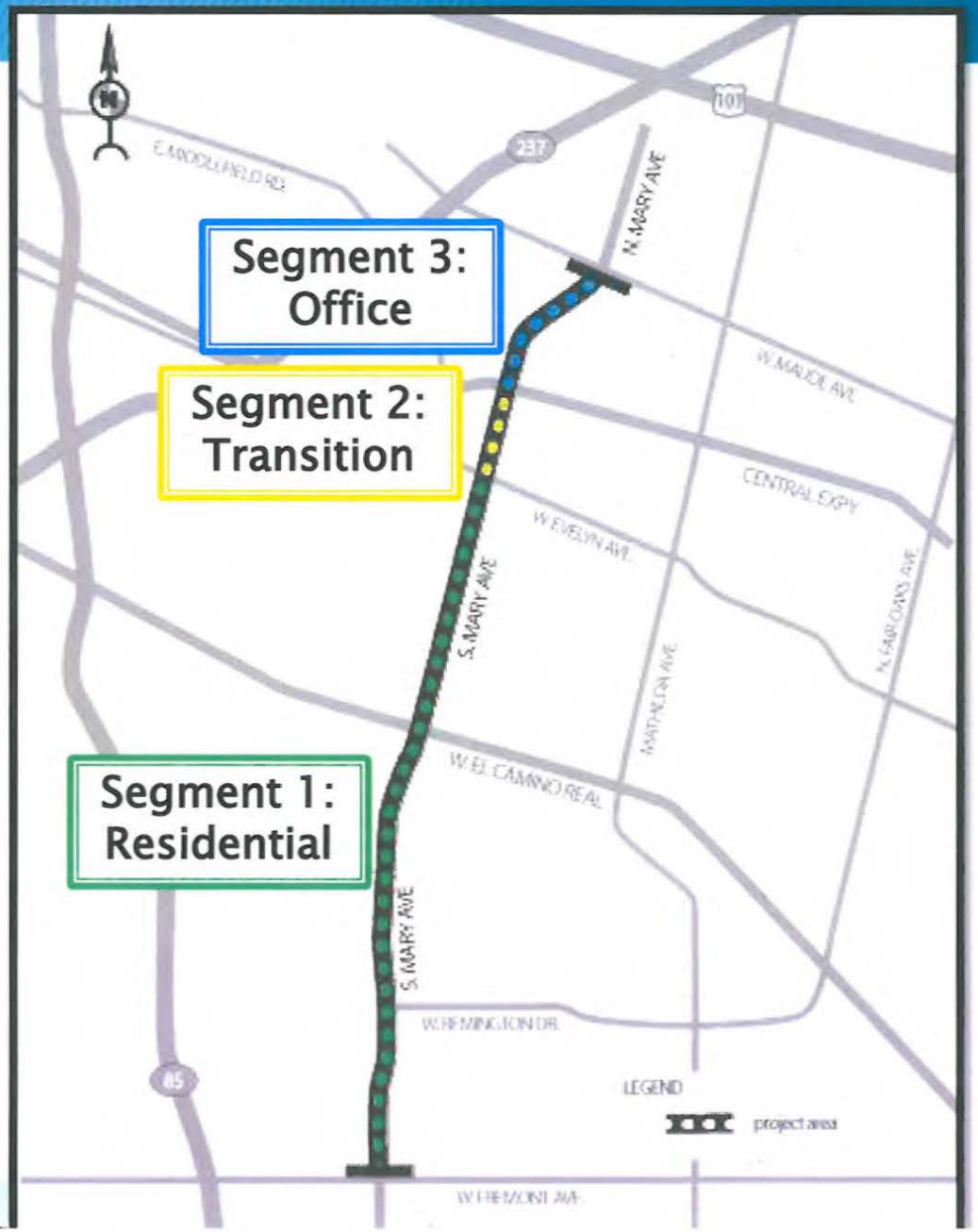
Alternative 2

- Office:
  - Maintain six travel lanes
  - Narrow median
  - Widen roadway
  - Add two bicycle lanes
- Transition Zone:
  - Narrow median
  - Add 2 bicycle lanes
- Residential:
  - Maintain 4 travel lanes
  - Remove parking (w. side)
  - Add 2 bicycle lanes



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Public Feedback Received

Segment 1: Residential (Fremont to Evelyn)

- Alternative 1:
  - Provides greater pedestrian/bike safety
  - Adds two-way left-turn lane
- Alternative 2:
  - Removes parking
  - Fewer safety improvements

Segment 2: Transition Zone (Evelyn to Central)

- Alternative1:
  - Although preferred, some concerns over lack of continuous curb bicycle lane
- Alternative 2
  - Fewer supportive comments

Segment 3: Office (Central to Maude)

- Concern over bikes sharing curb lanes with cars near Central and Maude intersections

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Today's Meeting

- Public feedback shaped two new alternatives
- Design adjustments made based on community, BPAC, and City staff input

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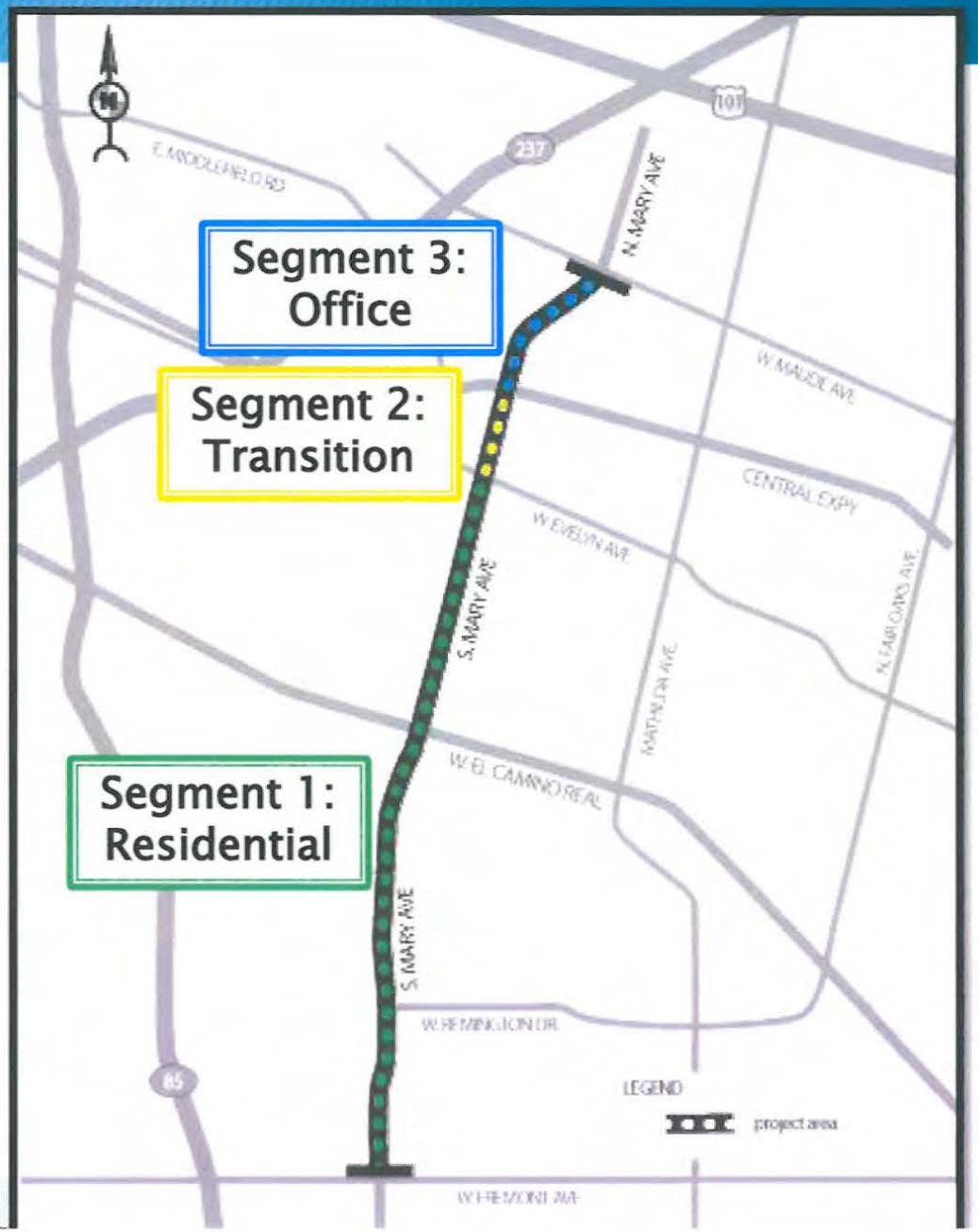
Alternative 3

- Office:
  - Similar to Alternative 2
  - Extend southbound bike lane lines near Maude Avenue to close gap
- Transition Zone:
  - Similar to Alternative 2
  - Extended bicycle lane lines (California to Central)
- Residential:
  - Similar to Alternative 1
  - Modify southbound merge lengths at El Camino Real and Evelyn Avenue



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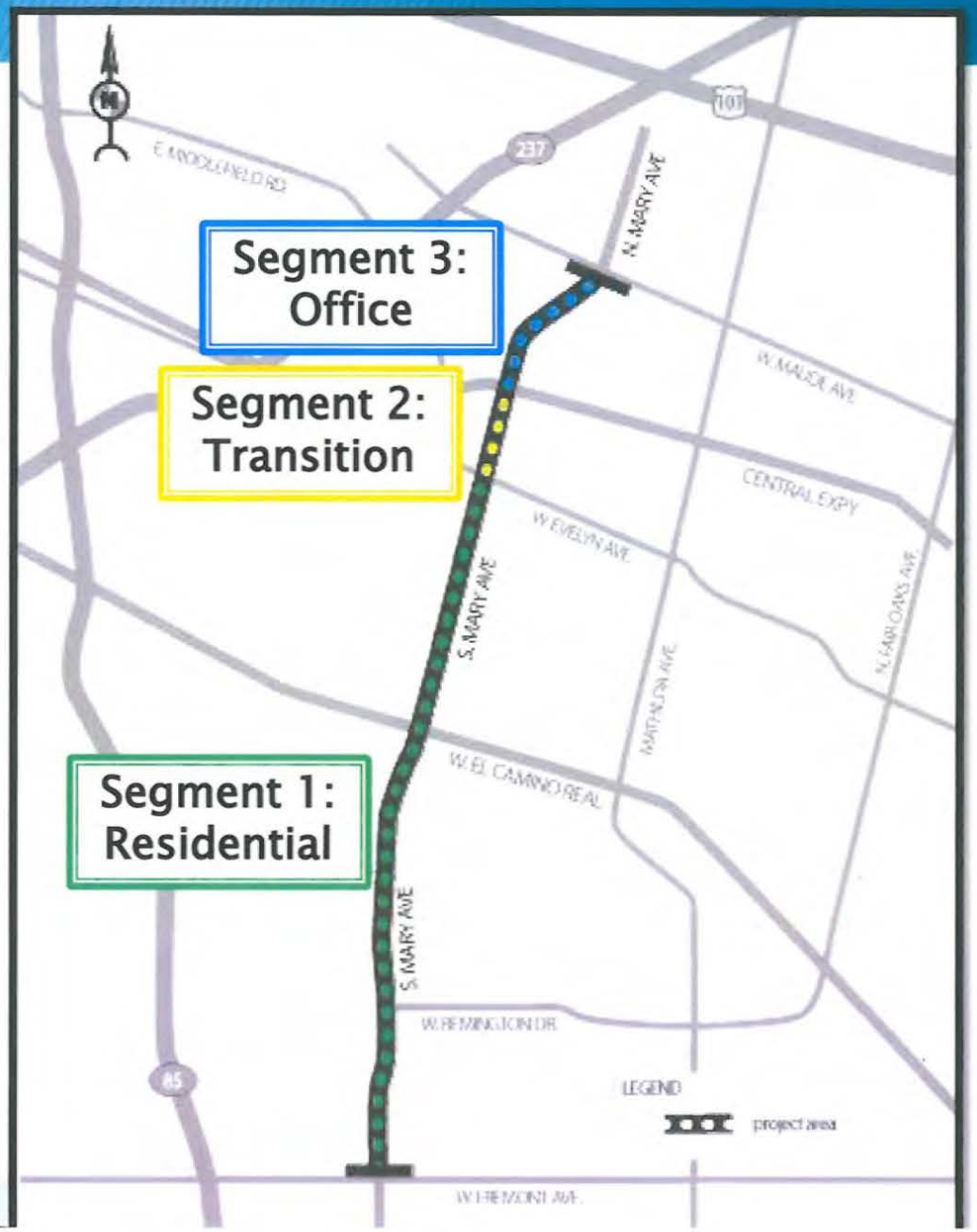
Alternative 4

- Office:
  - Similar to Alternative 1
  - Narrow median at Central Expressway to close bicycle lane gap
- Transition Zone:
  - Similar to Alternative 1
  - Minor road widening to allow continuous bicycle lanes
  - Extended bicycle lane lines (California to Central)
- Residential:
  - Similar to Alternative 1
  - Modify southbound merge lengths at ECR and Evelyn Ave.



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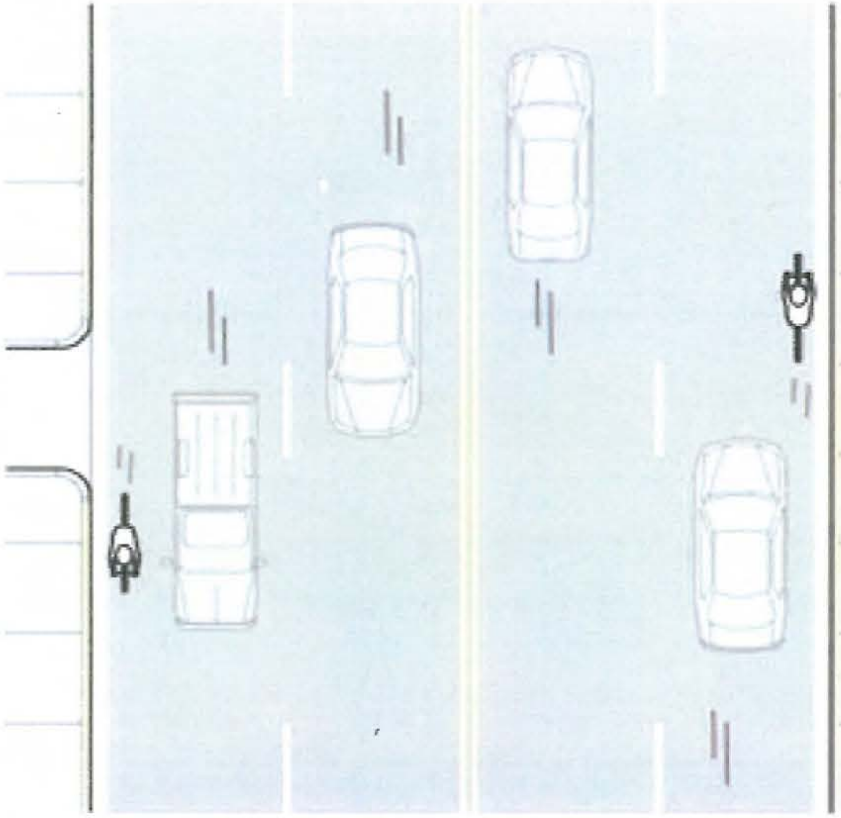
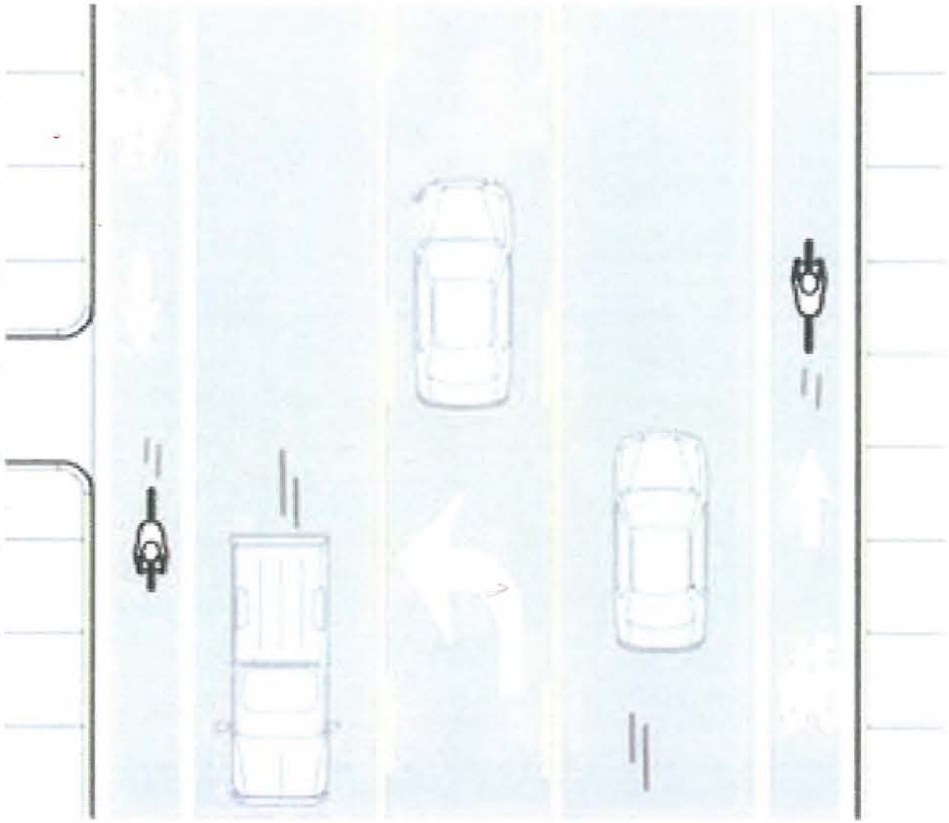
Sample Road Diet

Residential Area: Alternatives 1, 3, and 4

Four Motor Lanes without Bike Lanes



Three Motor Lanes with Bike Lanes



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How will the project incorporate community feedback?

- Community feedback will:
  - Identify potential issues with the modified designs
  - Inform the evaluation and decision-making criteria

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- Final designs will be selected by the City Council, based on consideration of the technical and engineering criteria, and community feedback

- Tonight's comments will be recorded & passed on to BPAC and City Council

Evaluation and Decision-Making Criteria

- Evaluation criteria include technical and engineering considerations and City policy

- City policy considerations include:
  - Appropriate accommodations for vehicles and bikes
  - Enhanced safety and efficiency for all road users
  - Call for developing engineering & planning criteria meeting minimum safety standards for all modes, roadway geometry, collision history, travel speed, traffic volume, and other factors

Evaluation and Decision-Making Criteria

- Minimum design standards for cars, bikes, and pedestrians
- Enhancement of transportation facilities
  - Optimal bicycle lane width
  - Potential for lowering vehicle speeds
  - Reduction in pedestrian crossing distance
  - Impacts to transit system convenience and access
  - Impacts to pedestrian facility convenience and access
- Collision reduction potential
- Intersection impacts (operational, capacity)
- Roadway impacts (capacity)
- On-street parking supply
- Comparative overall construction costs

Next Steps

BPAC review

- Bicycle and Pedestrian Advisory Commission (BPAC) develops a recommendation for City Council (May 2011)

City Council decision

- City Council makes a final, formal decision (June/July 2011)

Implementation, Construction

- If approved by City Council, final design can begin in August 2011
- Construction pending funding

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Community Feedback and Topics for Discussion

- Safety
  - Bicyclist safety
  - Pedestrian safety
  - Automobile collision rates
- Traffic flow (speed) impacts
- Traffic access impacts
- Parking impacts
- Neighborhood livability

Please be specific when providing constructive feedback.

Include:

- Evaluation criteria
  or
- Specific location and concern

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Questions & Comments

- Website: MaryBikeLanes.InSunnyvale.com
- Phone: (408) 730-7330
- Postal Mail:

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

- Email: JWitthaus@ci.sunnyvale.ca.us

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