



Mary Avenue Street Space Allocation Study

Wednesday, October 13, 2010

COMMENT FORM

Name: KEVIN JACKSON Date: 10/13/10

Affiliation (if applicable): _____

Address: _____

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

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

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

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

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

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

Please continue on back if necessary

-(continued)-

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

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

Please provide general questions/comments:

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

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



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(circle) (circle)

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

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

CC NB; DD SB; FF NB

* OTHER SEGMENTS AS WELL

Please continue on back if necessary

-(continued)-

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

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(circle) (circle)

AA SB 4.5' BL TOO NARROW

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

AA SB 4.5' BL TOO NARROW

Please continue on back if necessary

- (continued) -

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

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1 – Fremont Avenue to Evelyn Avenue	
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Segment 1 2 (3) Alternative (1)
(circle) (circle)

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

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

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

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

Please continue on back if necessary

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

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

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COMMENT FORM

Name: Patricia Grant Date: Oct 13, 2010

Affiliation (if applicable): _____

Address: _____

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Please provide specific feedback on the alternatives you reviewed:

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

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

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

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

Please continue on back if necessary

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

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

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COMMENT FORM

Name: James Peterson Date: 10/13/10

Affiliation (if applicable): Resident

Address: Sunnyvale, CA

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(circle) (circle)

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

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

Southbound through Evelyn Avenue intersection: during peak traffic hours, if 2 through lanes need to merge immediately after passing through the intersection to

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

Please continue on back if necessary

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

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

Safety first

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

Please provide general questions/comments:

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

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COMMENT FORM

Name: JIM ENLOE Date: 13 OCT 2010

Affiliation (if applicable): _____

Address: _____

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Please provide specific feedback on the alternatives you reviewed:

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

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

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

Please continue on back if necessary

- (continued) -

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

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

MOST IMPORTANT TO GET A BIKE LANE

Please provide general questions/comments:

SEGMENT	COMMENTS
1 – Fremont Avenue to Evelyn Avenue	
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COMMENT FORM

Name: Hildo Bijl Date: 10/13/2010

Affiliation (if applicable): _____

Address: 12 _____

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Please provide specific feedback on the alternatives you reviewed:

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

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

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

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

Please continue on back if necessary

- (continued) -

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

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

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

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

Keep up the good work!

Please provide general questions/comments:

SEGMENT	COMMENTS
1 - Fremont Avenue to Evelyn Avenue	
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COMMENT FORM

Name: Arun Rao Date: 10/13/2010

Affiliation (if applicable): SWNA

Address: _____

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Please provide specific feedback on the alternatives you reviewed:

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

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

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

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

Please continue on back if necessary.

- (continued) -

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

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

Please provide general questions/comments:

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1 – Fremont Avenue to Evelyn Avenue	
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Name: Donna Miranda Date: 10-13-10

Affiliation (if applicable): _____

Address: _____

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Please provide specific feedback on the alternatives you reviewed:

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

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

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

Please continue on back if necessary

-(continued)-

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

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

Please provide general questions/comments:

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

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

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

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



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COMMENT FORM

Name: _____

Paige Burgess

Date: _____

10-13-10

Affiliation (if applicable): _____

Address: _____

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Segment (circle) _____

1 2 3

Alternative (circle) _____

1 2

turn lane in middle w/ plg

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



Segment (circle) _____

1 2 3

Alternative (circle) _____

1 2

2 travel lanes in both dir, no plg

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

Please continue on back if necessary

-(continued)-

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

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

Please provide general questions/comments:

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

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COMMENT FORM

Name: Christopher Gadda Date: 10/13/10

Affiliation (if applicable): _____

Address: _____

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

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

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

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COMMENT FORM

Name: Karl Lind Date: 10/13/10

Affiliation (if applicable): Bicycles Computer

Address: _____

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(circle) (circle)

A road diet and promote bicying is Apresented

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

I prefer 6' lanes over 5' bike lanes.

Please continue on back if necessary

-(continued)-

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

from Central to Escalon ave Alt 1 without bike lanes
 would be scary but overall Alt 1 is better than Alt 2. If alt 2
 was done between those two streets the intersection would be improved
 for bicycles.

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

check out streetfilms.org & st.streetblog.org & openstreetmap.org

The most important thing is non part time bike lane

A road Diet would be nice to ease car traffic.

Please provide general questions/comments:

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COMMENT FORM

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

Affiliation (if applicable): _____

Address: _____

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

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

Please continue on back if necessary

- (continued) -

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

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

Need to know Car Count/Volume

Please provide general questions/comments:

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

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COMMENT FORM

Name: Theresa Gashaus Date: 13 Oct 10

Affiliation (if applicable): _____

Address: _____

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(circle) (circle)

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

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

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

Please continue on back if necessary

- (continued) -

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

OK

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

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

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COMMENT FORM

Name: RICHARD WOLFF Date: 10/13/10

Affiliation (if applicable): _____

Address: _____

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

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

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

Please continue on back if necessary

- (continued) -

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

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

C CONTINUOUS BICYCLE LANE SHOULD BE HIGH PRIORITY.

Please provide general questions/comments:

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COMMENT FORM

Name: Pat Wolff Date: 10-13-10

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

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

Please provide specific feedback on the alternatives you reviewed:

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

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

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

Please continue on back if necessary

- (continued) -

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

Dedicated Bike Lanes

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

6' Bike lane - continuous

Please provide general questions/comments:

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

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



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

COMMENT FORM

Name: Jan Sidden Date: 10-13-10

Affiliation (if applicable): _____

Address: _____

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

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

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

Please provide specific feedback on the alternatives you reviewed:

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

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

Please continue on back if necessary

- (continued) -

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

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

Please provide general questions/comments:

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

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



Mary Avenue Street Space Allocation Study

Wednesday, October 13, 2010

COMMENT FORM

Name: George Hamana Date: 10/13/10

Affiliation (if applicable): _____

Address: _____

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

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

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

Please provide specific feedback on the alternatives you reviewed:

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

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

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

Please continue on back if necessary

- (continued) -

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

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

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

Please provide general questions/comments:

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

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



Mary Avenue Street Space Allocation Study

Wednesday, October 13, 2010

COMMENT FORM

Name: Don Hofeman Date: 10/13/10

Affiliation (if applicable): _____

Address: _____

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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

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Please provide specific feedback on the alternatives you reviewed:

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

Because of drive ways the left turn
lane is needed, A fast lane switch by a
car is dangerous when a stopped car
blocks the lane making a
left turn

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

spend a little more and eliminate shared
lanes

Please continue on back if necessary

-(continued)-

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

Spending a little more & eliminate shared lanes

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

traffic calming, safety for cyclists and pedestrians, street crossing

reducing intercity traffic especially if Mary Extension is built

Please provide general questions/comments:

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

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



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

COMMENT FORM

Name: BRUCE EUZENT Date: 10/13/10

Affiliation (if applicable): RESIDENT NEAR MARY

Address: _____

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

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

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

Please provide specific feedback on the alternatives you reviewed:

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

LOOKS SAFER WITH LEFT TURN LANE
MY GRANDCHILDREN RIDE FROM IOWA TO
SV MIDDLE SCHOOL THE MUST USE SIDEWALK NOW

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

Please continue on back if necessary

- (continued) -

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

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

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

Please provide general questions/comments:

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

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



Mary Avenue Street Space Allocation Study

Wednesday, October 13, 2010

COMMENT FORM

Name: Linnsey Miller Date: 10/13/2010

Affiliation (if applicable): _____

Address: _____

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

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

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

Please provide specific feedback on the alternatives you reviewed:

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

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

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

① A left turn lane is very desirable for this segment as both left hand lanes are commonly held up by turners & during heavy traffic the lanes street is basically one lane.

② Allowing parking on both sides will encourage drivers to be more cautious and would prevent parking congestion on one side of Mary. Please continue on back if necessary

③ Reducing to one lane will not significantly (continued) - impact congestion.

④ Hollenbeck is one lane on this side of El Camino & has comparable traffic (#cars)

⑤ There is significant pedestrian travel from the high school. Having parking on both sides provides a buffer

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

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

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

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

Please provide general questions/comments:

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

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



Mary Avenue Street Space Allocation Study

Wednesday, October 13, 2010

COMMENT FORM

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

Affiliation (if applicable): _____

Address: _____

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

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

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Please provide specific feedback on the alternatives you reviewed:

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

Parking is needed on both sides of the street.

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

Please continue on back if necessary

- (continued) -

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

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

Please provide general questions/comments:

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

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



Mary Avenue Street Space Allocation Study

Wednesday, October 13, 2010

COMMENT FORM

Name: Ida Droux Date: 10/13/10

Affiliation (if applicable): _____

Address: _____

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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

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Please provide specific feedback on the alternatives you reviewed:

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

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

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

Please continue on back if necessary

-(continued) -

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

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

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

Please provide general questions/comments:

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

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



Mary Avenue Street Space Allocation Study

Wednesday, October 13, 2010

COMMENT FORM

Name: Mark Hlady Date: 10/13/10

Affiliation (if applicable): Bike commuter

Address: _____

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

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

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Please provide specific feedback on the alternatives you reviewed:

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

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

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

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

Please continue on back if necessary

-(continued)-



|||

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

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

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

#1 - continuous bike lanes

#2 - traffic calming

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

Please provide general questions/comments:

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

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



Mary Avenue Street Space Allocation Study

Wednesday, October 13, 2010

COMMENT FORM

Name: Raylene Nisbet Date: Oct 13/10

Affiliation (if applicable): _____

Address: _____

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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

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Please provide specific feedback on the alternatives you reviewed:

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

Same as Fremont to Homestead

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

Please continue on back if necessary

- (continued) -

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

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

- ① Adding bike lane
- ② Keeping parking
- ③ Slowdown traffic

Please provide general questions/comments:

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

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



Mary Avenue Street Space Allocation Study

Wednesday, October 13, 2010

COMMENT FORM

Name: Julie Norton

Date: 10/13/2010

Affiliation (if applicable): _____

Address: _____

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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

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Please provide specific feedback on the alternatives you reviewed:

Segment 1 2 3
(circle)

Alternative 1 2
(circle)

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

Segment 1 2 3
(circle)

Alternative 1 2
(circle)

Please continue on back if necessary

-(continued) -

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

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

Most important 1) safety
 safety for cars
 safety - homeowners
 bicyclists

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

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

Please provide general questions/comments:

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

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

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

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



Mary Avenue Street Space Allocation Study

Wednesday, October 13, 2010

COMMENT FORM

Name: Geeta Patangay Date: 10/13/2010

Affiliation (if applicable): _____

Address: _____

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

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

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Please provide specific feedback on the alternatives you reviewed:

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

Laying of Quieting Asphalt desired.

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

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

Please continue on back if necessary

- (continued) -

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

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

Please provide general questions/comments:

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

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



Mary Avenue Street Space Allocation Study

Wednesday, October 13, 2010

COMMENT FORM

Name: GOPAL PATANGAY Date: 10/13/10

Affiliation (if applicable): SWNA

Address: _____

Comment forms may be deposited in the ^Ucomment box tonight or 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

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Please provide specific feedback on the alternatives you reviewed:

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

Traffic calming.
More ~~to~~ space at the curb, easy to take the car out
of the drive way.

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

Please continue on back if necessary

- (continued) -

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

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

Please provide general questions/comments:

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

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



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

COMMENT FORM

Name: Jeannette Hayden Date: 10/13/2010

Affiliation (if applicable): _____

Address: _____

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

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

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

Please provide specific feedback on the alternatives you reviewed:

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

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

Please continue on back if necessary

- (continued) -

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

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

Please provide general questions/comments:

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

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



Mary Avenue Street Space Allocation Study

Wednesday, October 13, 2010

COMMENT FORM

Name: ~~John W Hayden~~ John W Hayden Date: 10/13/2010

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

Please provide specific feedback on the alternatives you reviewed:

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

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

Please continue on back if necessary

- (continued) -

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

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

Alternative 1 is the best + only way.

Please provide general questions/comments:

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

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

Jack Witthaus - Mary Street public meeting

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

Hi, Mr. Witthaus,

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

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

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

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

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

Blessings to you,
Matt Nisbet, I

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

Jack Witthaus - Comment on Mary Avenue Street Space Allocation

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

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

But now down to business:

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

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

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

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

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

<http://americancity.org/>
<http://openplans.org/>
<http://open311.org/blog/>
<http://openmuni.org/>
<http://www.omidyar.com/portfolio>
<http://govfresh.com/>
<http://americancity.org/>
<http://sunlightfoundation.com/>
<http://stamen.com/>
<http://www.casefoundation.org/>

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

Jack Witthaus - My comments on Mary Avenue Bike Lane Alternatives

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

Dear Mr Witthaus:

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

Eleanor Hansen

Eleanor S. Hansen

October 12, 2010

Delivered by e-mail

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

Re: Mary Avenue Street Space Allocation Study

Dear Mr. Witthaus:

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

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

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

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

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

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

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

Hi Jack,

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

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

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

Regards
 Patrick Grant

Hi Jack and Heba,

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

Hope this help

Regards
 Pat Grant

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

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

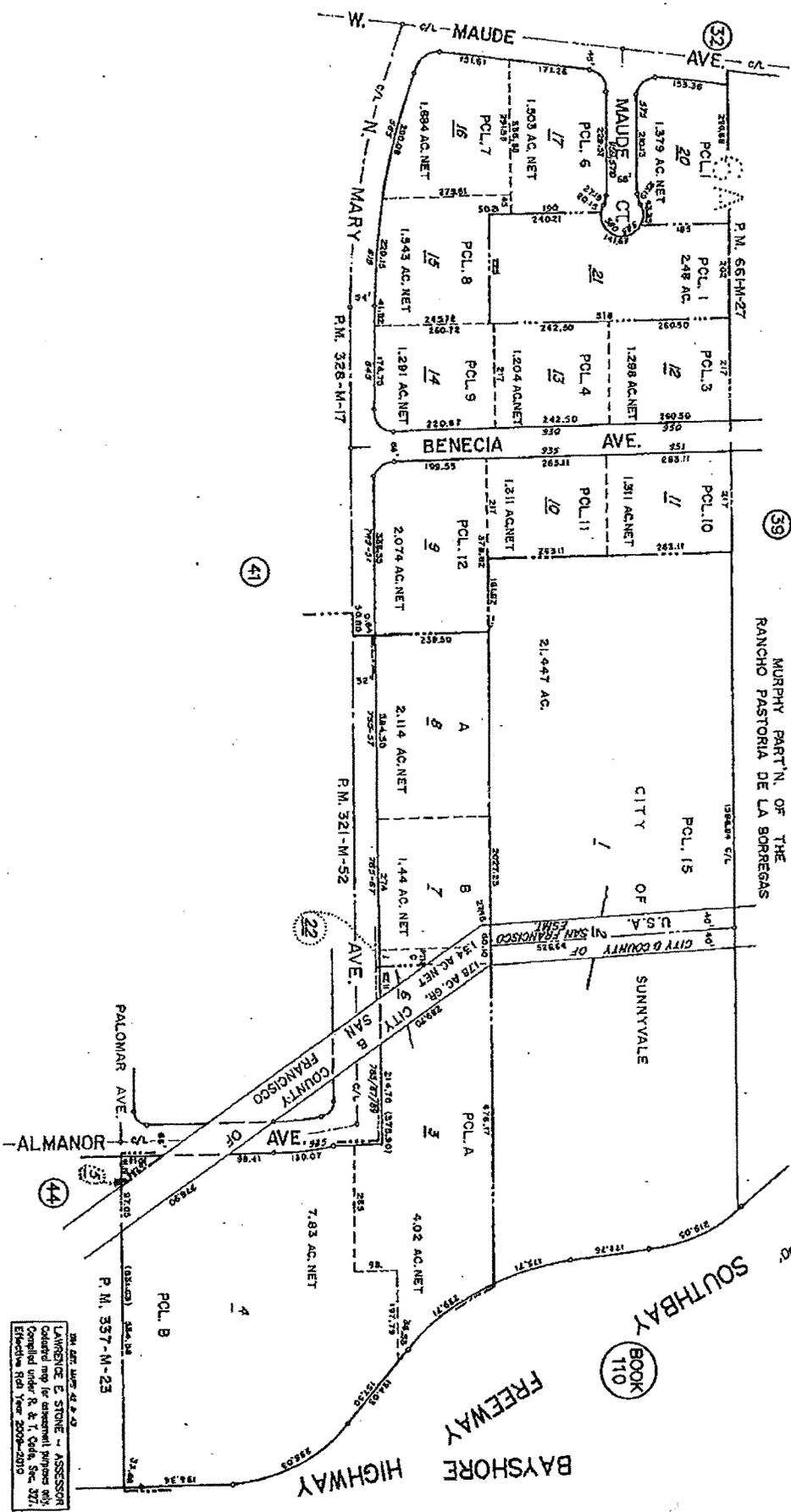
the other just north of the Caltrain tracks, widen the street for about 25 to 50 feet where it necks down. Bikers are forced to swerve into traffic, or as I do, I have to ride the center of the lane, blocking cars for my own safety, all the way from Evelyn to about 100 yards north of Central. One of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

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

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

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

Thanks
Patrick Grant

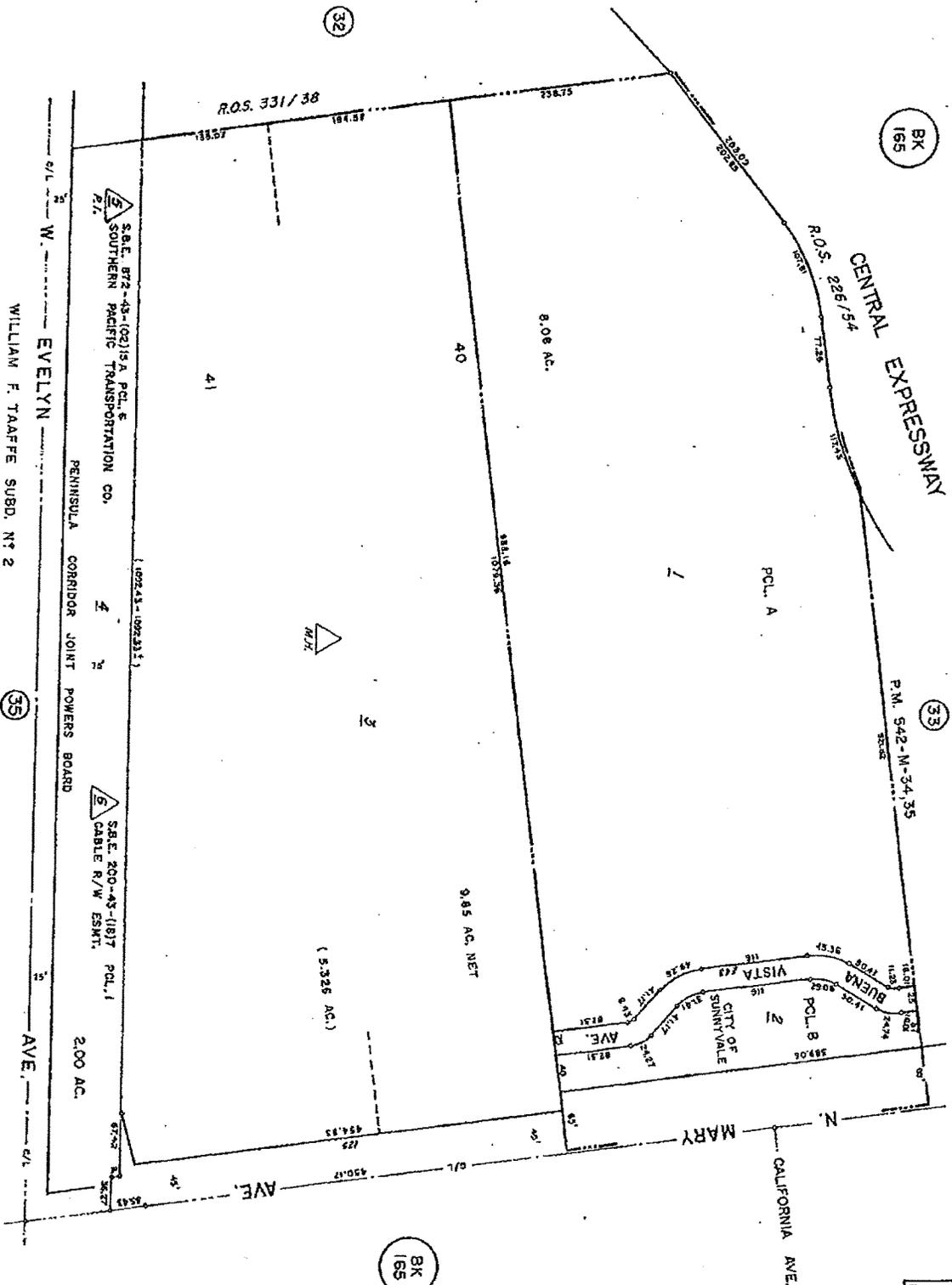


LAWRENCE E. STONE - ASSESSOR
 Certified map for assessment purposes only
 Compiled under R. & T. Code, Sec. 371.
 Effective July 1, 2009-2010

BK 165

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BOOK 161 PAGE 34

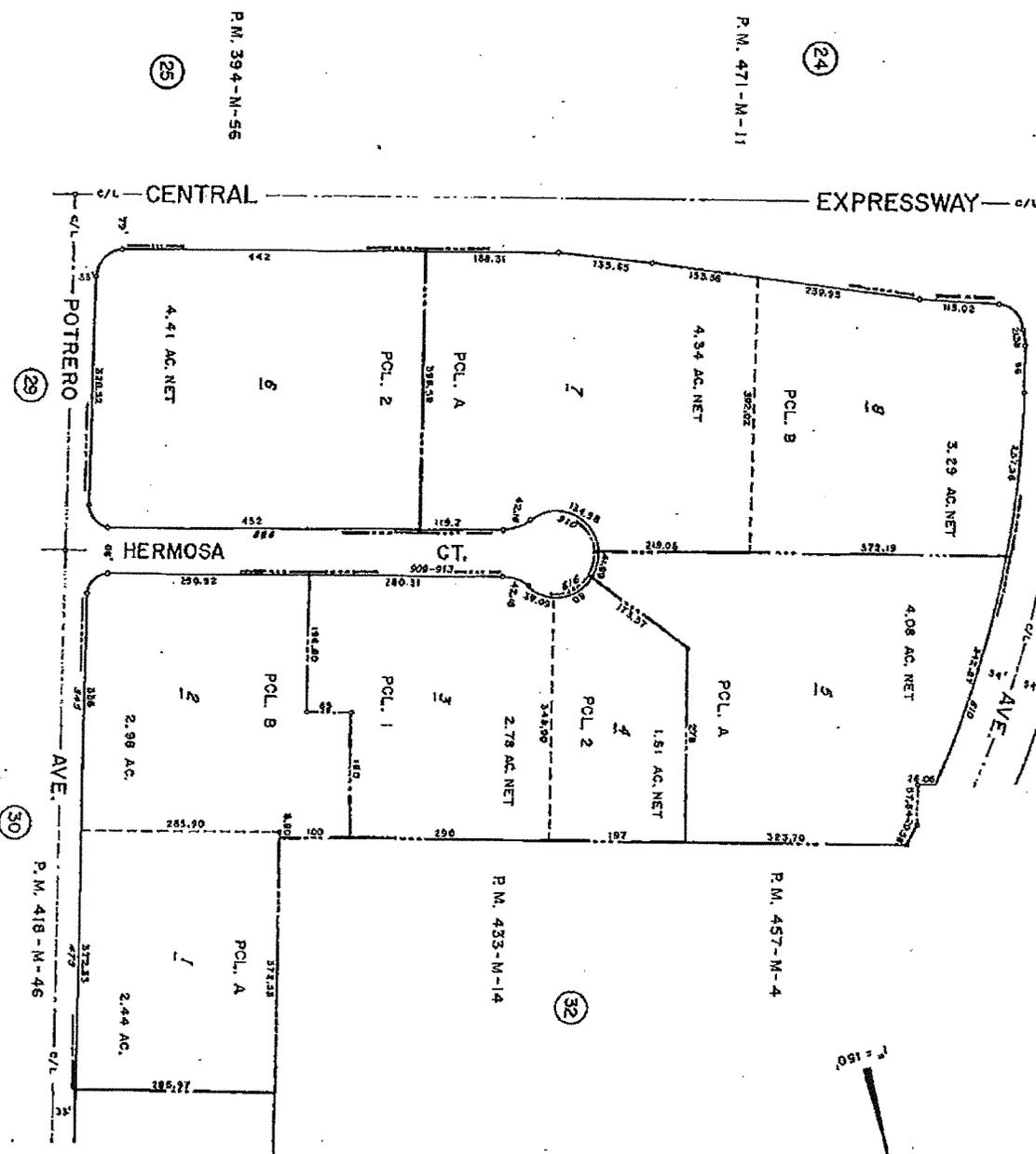
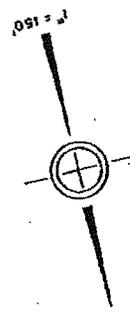


W. EVELYN
WILLIAM F. TAAFFE SUBD. N° 2

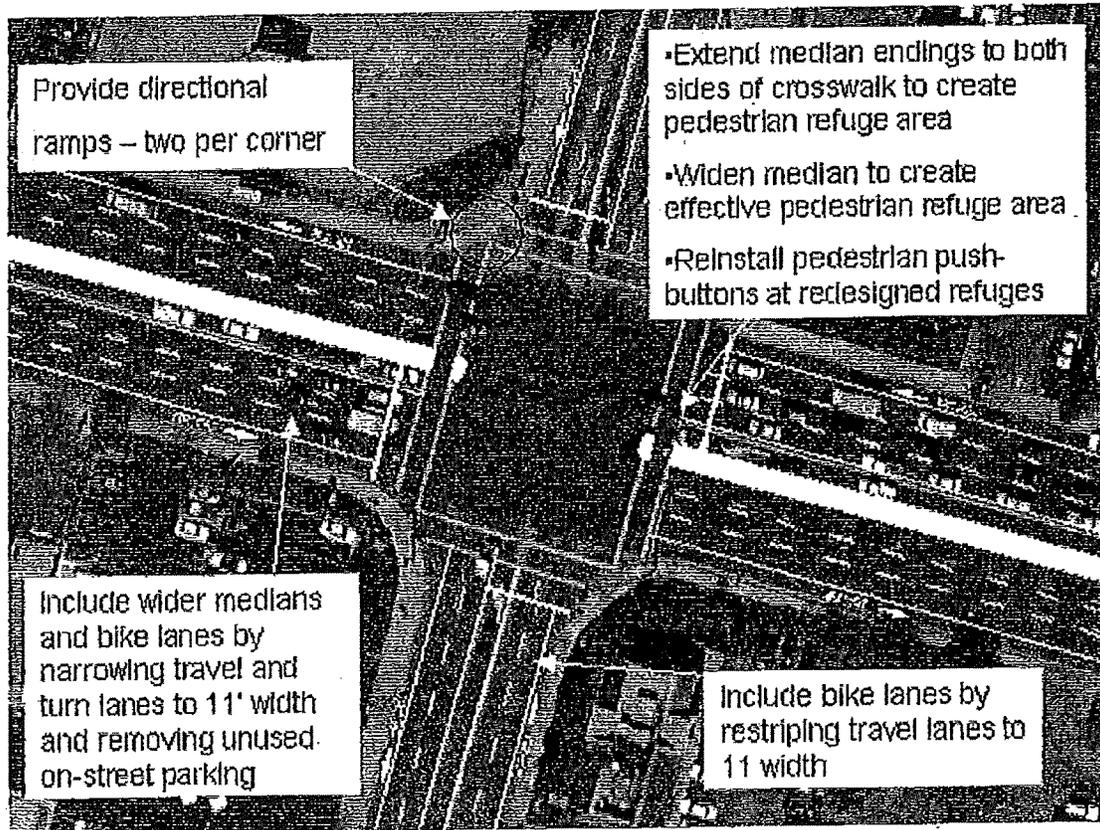
35

BK 165

Map Date: July 82
 LANGRISH E. STONE - ASSESSOR
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 Certified under R. & L. Code, Sec. 527,
 Effective Date: Nov. 2008-2010



LAWRENCE E. STONE - ASSESSOR
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 Compiled under R. & T. Code, Sec. 337
 Director's Roll Year 2009-2010



El Camino Real and Mary – Proposed Higher-Cost Improvements

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

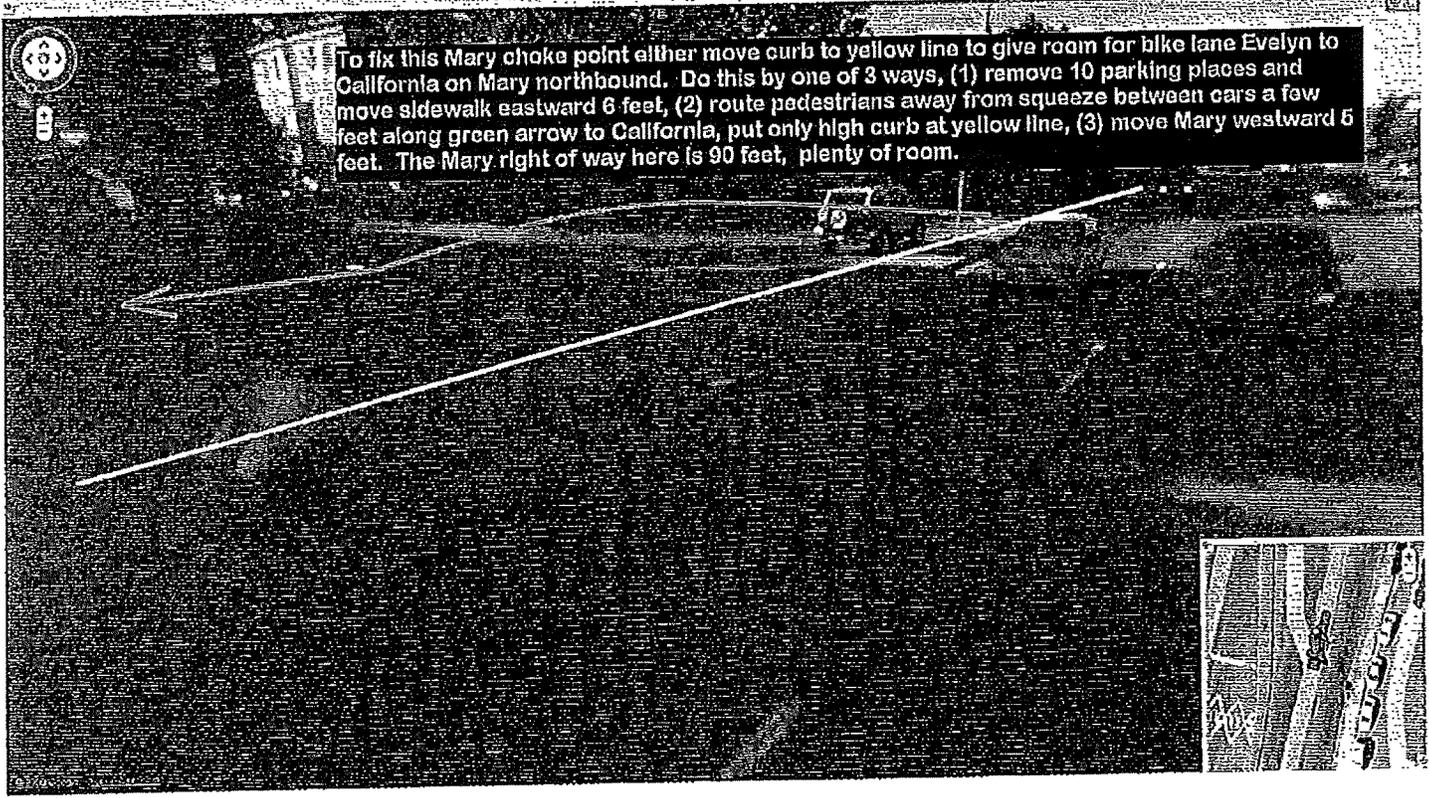
Google maps

125 North Mary, Sunnyvale, CA

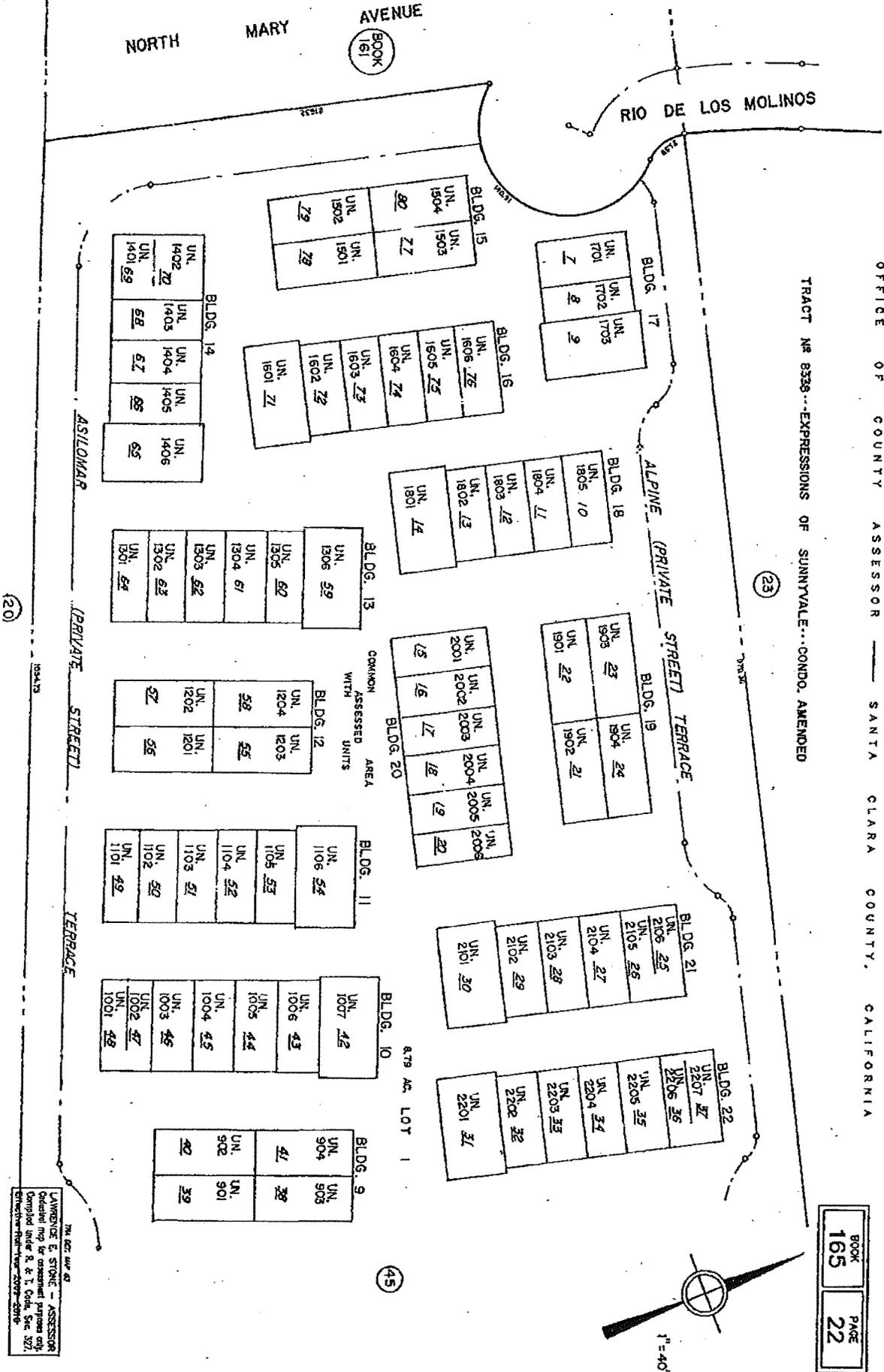
Search Maps

www.google.com/maps





TRACT NR 8338...EXPRESSIONS OF SUNNYVALE...CONDO. AMENDED



BOOK 161

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LAWRENCE E. STONE - ASSESSOR
 Ordinal map for assessment purposes only.
 Compiled under S. & T. Code, Sec. 377.
 Effective Date: 11/27/2007

83

BK 165

33

CENTRAL EXPRESSWAY

P.M. 542-N-34,35

R.O.S. 2226/34

P.C.L. A

CITY OF SUNNYVALE

P.C.L. B

MARY CALIFORNIA AVE.

32

R.O.S. 331/36

8.08 AC.

40

41

9.85 AC. NET

(5.326 AC.)

S.B.E. 872-43-(02) B.A. P.C.L. 6
SOUTHERN PACIFIC TRANSPORTATION CO.

PENINSULA CORRIDOR JOINT POWERS BOARD

S.B.E. 200-43-(16)7 P.C.L. 1
CABLE R/W ESMR.

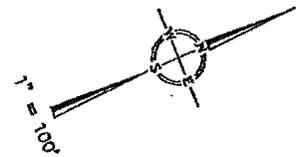
EVELYN

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35

AVE.

BOOK 161 PAGE 34



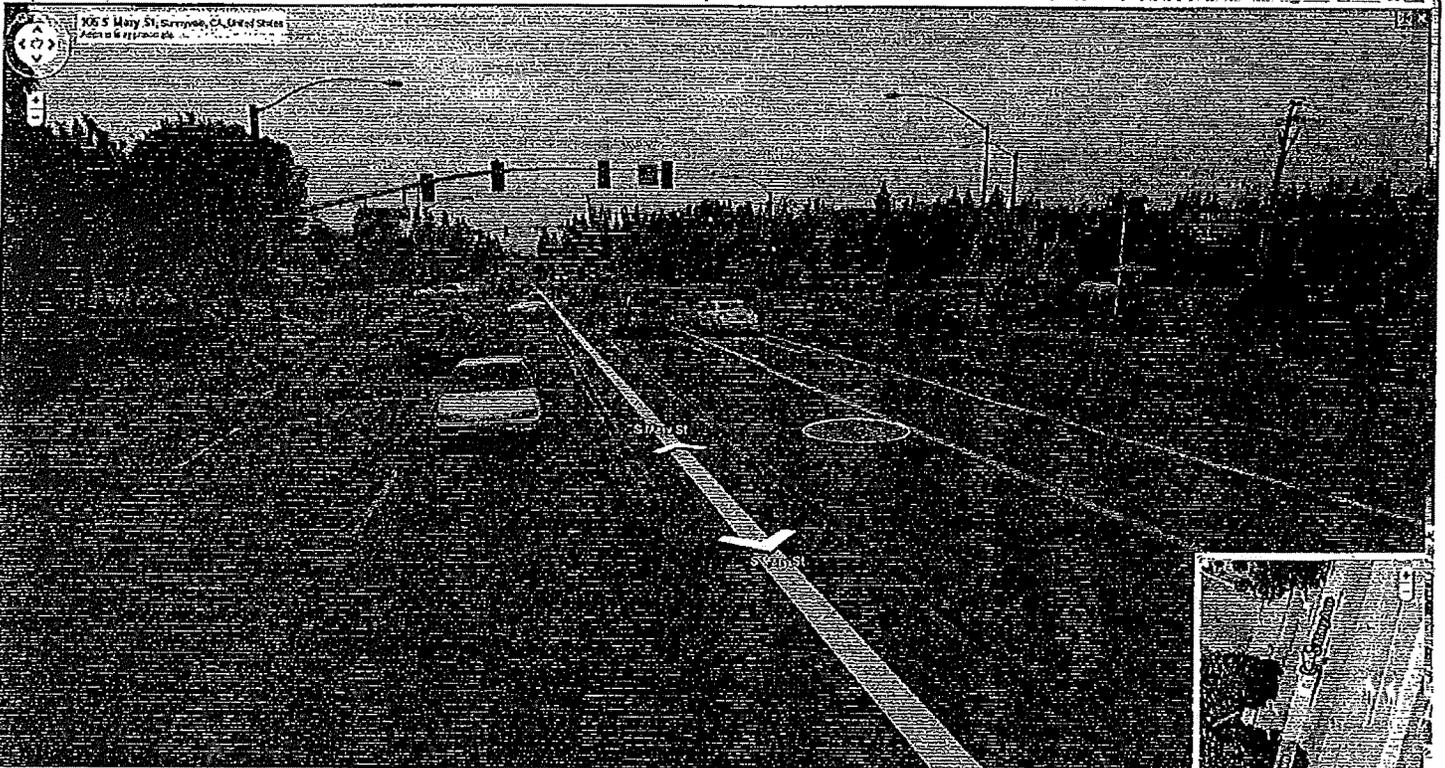
BK 165

THE DISTRICT OF
LAWRENCE E. STONE - ASSESSOR
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Effective Roll Year 2000-2010

Google maps 125 North Mary, Sunnyvale, CA Search Maps Show as street view

Find places, addresses and points of interest

Print or Save a Link



Google maps

North Mary, Berryville, ca

Search Maps

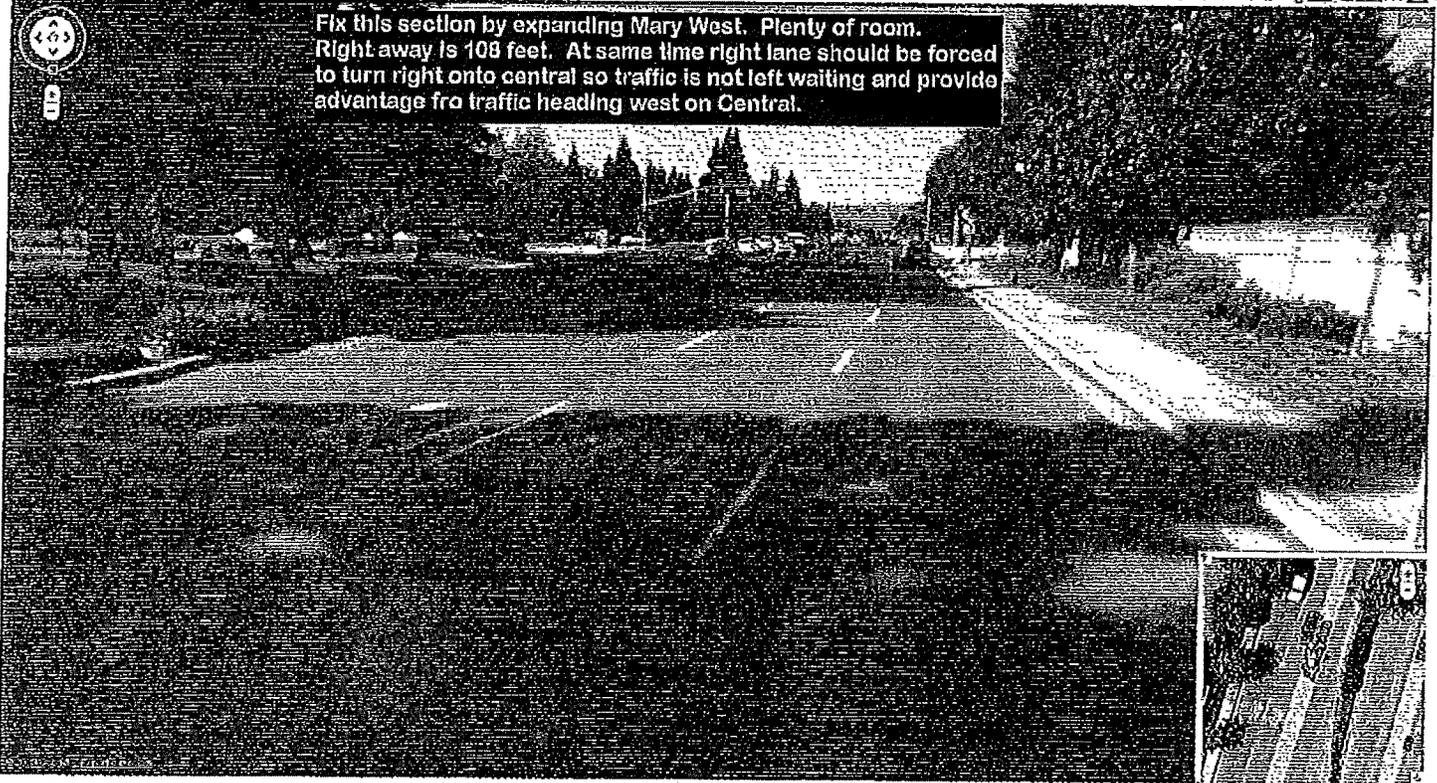
Show search section

Remove street view and get a wide view of trees

Print | Settings | Help



Fix this section by expanding Mary West. Plenty of room. Right away is 108 feet. At same time right lane should be forced to turn right onto central so traffic is not left waiting and provide advantage fro traffic heading west on Central.



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

FYL.

Marvin

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

>>> Heidi Kirk 10/7/2010 11:36 AM >>>

Forwarding from Council AnswerPoint. -H

>>> On 10/7/2010 at 11:35 AM, Heidi Kirk <heidi_kirk@ci.sunnyvale.ca.us> wrote:

Dear Luc H:

Thank you for your email to the Council AnswerPoint. I am forwarding your message to Council, copying key City staff for their information as well.

Ms. Heidi Kirk

Executive Assistant

Office of the Mayor and City Council

City of Sunnyvale, CA 94088-3707 USA

hkirk@ci.sunnyvale.ca.us

www.sunnyvale.ca.gov (<http://www.sunnyvale.ca.gov/>)

PH: (408) 730-7470

FAX: (408) 730-7699

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

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

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

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

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

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

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

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

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

Luc

Jack Witthaus - Comment on Mary Avenue Street Space Allocation

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

Dear Mr. Witthaus,

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

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

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

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

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

Remington

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

"Road Diet" Approach

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

Parking

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

General

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

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

Jack Witthaus - Comment on Mary Avenue Street Space Allocation

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

Jack

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

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

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

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

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

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

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

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

regards,

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

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

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

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

Carlos Salinas