Mary Avenue Street Space Allocation Study

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

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

Name and Affiliation (if applicable)	Mailing Address	City, State, Zip	E-mail
John Cordes Sierra Club	[redacted]	SV 94085	[redacted]
DAN ANDRER		Sunnyvale CA 94087	
RICHARD KOLBER BPAC		SU 94086	
KEVIN JACKSON		S'VALE 94087	
CHARLENE TUFTS		94086	
Mary Olmsteod		94086	
Frank Oei		Sunnyvale 94087	
Gopal Patangay		Sunnyvale, CA 94086	
Geeta Patangay		" "	
Glenn Hendricks		SU 94087	
R. Dean Bunderson		Palo Alto, CA 94306	

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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.

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COMMENT FORM

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

Name: Glenn Hendricks **Date:** 2-27-13

Affiliation (if applicable):

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:

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

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

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

+ If I am understanding that success of the project requires 'Bike Accomodation'. Is 'no change' really an option? Or is it a forgone conclusion that something must change on the entire length?

Please continue on back if necessary

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- (continued) -

+ Jack - thanks for explaining the South of El Camino.
↳ Sounds like the recommendation is to have one Lane in each direction, Bike Lanes and on-street parking.

Please provide any other general questions/comments:

Your experts were not able to answer in Detail the questions about the many of El Camino intersections.

Can I please be notified of when this goes to the BPAC meeting.
hendricks40@yahoo.com

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

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Sunnyvale, CA 94086

Name and Affiliation (if applicable)	Mailing Address	City, State, Zip	E-mail
JG	[redacted]		[redacted]
Carla Klein		Sunnyvale 94087	
[illegible]		" "	
Doreen Yen		Sunnyvale 94087	
Kamal & Berta Kwami		" "	
[illegible]			
Eleanor Hansen		" "	
Pat Grant		Sunnyvale "	
SA		" "	

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Mary Avenue Street Space Allocation Study

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

Name and Affiliation (if applicable)	Mailing Address	City, State, Zip	E-mail
Julie Norton - resident & Ted Morton	[redacted]	Sunnyvale, CA 94087	[redacted]
Christopher Nichols - resident		Sunnyvale, CA 94089	
LEO RADLOW		SUNNYVALE CA 94087	
Sharlene Liu - resident, bike commuter		Sunnyvale, CA 94087	
JEANNE YEAGER		" "	
Daniel Goldsmith		SV, CA 94086	
Bill & Linda Foley		Sunnyvale, CA 94087	
David O'Brien		94086	
ARUN RAO		Sunnyvale CA 94087	
Dan Hafeman		" " 94086	

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MEETING PURPOSE & AGENDA

At the first community meeting, the project team presented preliminary design alternatives for reallocating street space on Mary Avenue, as well as general evaluation criteria to be applied to these alternatives. At the second community meeting, the project team presented feedback from the previous meeting and refined project design alternatives and evaluation criteria. Tonight, you will have the opportunity to share comments and feedback on traffic operational simulations prepared for two previously presented alternatives within the corridor's Residential section between Evelyn Avenue and El Camino Real: road diet (3-lane alternative) vs. parking lane removal (4-lane alternative). Both alternatives would include on-street bicycle lanes.

7:00 p.m. – 7:30 p.m.	Open House/Presentation
7:30 p.m. – 8:45 p.m.	Break Out Session
8:45 p.m. – 9:00 p.m.	Resume Open House

You are encouraged to complete a written comment form. Comment forms can be submitted tonight or mailed at your convenience prior to the close of the comment period at 5:00 p.m., Friday, March 15, 2013.

For more information and to submit comments:

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
http://MaryBikeLanes.InSunnyvale.com

Thank you for your participation in tonight's meeting.

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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: Frank Oei **Date:** 2/27/2013

Affiliation (if applicable): _____

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:

The one lane in each direction is preferred. The bike lanes are wider ~~and~~. Cars tend to can't weave between lanes so it will be safer over all

The section of Mary between Fremont and Homestead is a good example of what it should be

Please continue on back if necessary

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: JEANNE YEAGER **Date:** 2/27/13

Affiliation (if applicable): 8

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:

Parking on both sides
Bicycle lanes on both sides
& Keep Handicapped parking on 702 Corner of Blair Ave.

Mary & Blair Corner

Please continue on back if necessary

Mary Avenue Street Space Allocation Study

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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: John Cordes **Date:** 2/27/13

Affiliation (if applicable):

Address: [redacted]

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
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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 recommend Sunnyvale implement the road diet alternative on Mary from El Camino to Evelyn. The 2 lane with turning lane made (aka. road diet) seems/feels safer as a bicyclist. It stops drivers from trying to dart around each other. It prevents "surprise" stops in the left lane because someone needs to turn left. It makes the flow in the lane next to the bicyclist a more consistent speed. It makes it easier and safer for a bicyclist to make a left turn mid block.

Please continue on back if necessary

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Name: John Cordes **Date:** 2-27-13

Affiliation (if applicable):

Address: [redacted]

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

I liked being able to see the simulation of the various road sections. It would be helpful to know ~~about~~ what the different car colors in the simulation mean. The resolution is almost too small/grainy to understand ~~so~~ so a higher res simulation would ~~seem~~ be easier to watch/understand and it would seem more trustworthy

Please continue on back if necessary

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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: Sharlene Liu **Date:** 2/27/2013

Affiliation (if applicable): resident of Sunnyvale, north-south bike commuter within Sunnyvale

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 am a bike commuter in Sunnyvale.

I prefer the road diet option over the 4-lane auto traffic option. The advantages of the road diet option are: (1) Wider bike lanes so safer, (2) wider auto lanes so cars aren't squeezed close to the bikes, so safer, (3) fewer car throughput potentially, so safer for bikes. The road diet will be like the section of Mary Ave. south of Fremont, where I live and bike, and that feels quite safe when I bike there.

Please continue on back if necessary

Please provide any other general questions/comments:

Some miscellaneous observations on my bike commute to work:

(1) Heading east on Evelyn & trying to make left turn onto Sunnyvale Ave. to cross the train tracks, the left turn light on Evelyn doesn't sense my bike, so I have to run a red left turn light. Also, this light ~~is very slow~~ takes a long time to turn green.

(2) Heading east on Arques, from Wolfe to Lawrence, the bike lane disappears for ½ block after Wolfe. That makes it scary to bike that part of Arques. You could consider removing 1 lane of the 2-lane auto left turn from Arques heading west to make left turn onto southbound Wolfe. That would allow room for a bike lane.

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

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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: RICHARD KOLBER **Date:** 2-27-13

Affiliation (if applicable): BPAC

Address: [redacted]

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

Concept 4 is best because of bike safety, traffic flow, no car back-up for mid block left turns etc.

Please continue on back if necessary

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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: Dan Hafeman **Date:** 2/27/13

Affiliation (if applicable): Self

Address: [redacted]

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Public Works Department
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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 strongly support the road diet (alternatives 1, 3, 4). Simulations don't model mid block left turns into driveways - thus the 4 lane model is optimistic. 6' bike lanes are safer. If parking only on one side, how do guests (who have parked on the other side cross Mary. Need crosswalks at all intersections - especially Carson due to the School.

Please continue on back if necessary

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Name: KEVIN JACKSON **Date:** 2/27/13

Affiliation (if applicable): S'VALE BPAC

Address: [redacted]

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Public Works Department
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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:

ROAD DIET IS BEST OVERALL. THINGS TO AVOID: •SHARROWS - WILL NOT WORK FOR MOST CYCLISTS (AND ~~ESP~~ BEARING CYCLISTS). •4.5-5' BIKE LANES - NEXT TO CURB, CONCRETE/ASPHALT SEAM TOO CLOSE TO CENTER; BETWEEN TRAVEL LANE AND RT. TURN OR PARKING LANE, INSUFFICIET WIDTH (ESP. CONSIDERING TRAFFIC SPEED AND VOLUME, PARKING TURNOVER @ PEAK TIMES).

Please continue on back if necessary

- (continued) -

Please provide any other general questions/comments:

- DON'T CONSIDER ALTERNATING-SIDE PARKING REMOVAL/RETENTION. CAR OWNERS DO NOT RESPECT THE ENDS OF THE PARKING ZONES AND ENCROACH ON THE BIKE LANE, FORCING CYLISTS INTO THE PATH OF OVERTAKING MOTOR VEHICLES.
- TRYING TO PLEASE EVERYONE MAKES IT TEMPTING TO CUT CORNERS. FOCUS ON BEST ENGINEERING PRACTICES TO PROVIDE SAFE ACCOMMODATION OF TRANSPORTATION USERS (ESPECIALLY THE MOST VULNERABLE) AS THE TOP PRIORITY.
- GOAL IS TO HAVE FACILITIES RECOGNIZED AS SAFE BY CYLIST OF AVERAGE ABILITY, NOT JUST THEORETICALLY SAFE.

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

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Name: Patrick Grant **Date:** Feb 27, 2013

Affiliation (if applicable): NA

Address: [redacted]

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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:

As good of compromise I could hope.
As far as left turn, it really helps to have a safe area to start from. The LAB and ~~NASA~~ teaches if traffic is too heavy it is perfectly acceptable to cross the intersection with traffic queue in front of cross traffic. In some areas protected bike boxes help that process & is allowed under MUTCD

Please continue on back if necessary

P.S. we have the same situation developing at NASA & Google expansion. We are tryidy to design in state of art concepts with best consultants from Europe

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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: Carla Klein **Date:** 2/27/13

Affiliation (if applicable):

Address: [redacted]

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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 strongly support preserving 4 lanes for traffic on this important ~~[illegible]~~ roadway. It is not a a country lane. Right now traffic backs up from El Camino several blocks toward Evelyn. I can't imagine what it would be like with a lane removed. Another factor is the influence of the CalTrain tracks and ~~[illegible]~~ on the flow of traffic from the transition area to the residential area. It can

Please continue on back if necessary

- (continued) -

be difficult to cross the tracks & Evelyn & continue on Mary without ~~another~~ merging to 1 lane.

Please provide any other general questions/comments:

Many of our surface streets are now at gridlock. I don't feel we can keep restricting our roads further. Yes, bikes are important, but they are not a realistic alternative for the vast majority of residents. When the road diets are adopted (such as Remington), we end up with a 2 way turn lane that is not frequently used, but takes up about 1/3 of the road.

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

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Name: CHARlene TUFTS **Date:** 2/27/13

Affiliation (if applicable):

Address: [redacted]

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

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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 support the one lane both directions, middle turn lane, bike lane & parking (Concept 4) I believe this will help QUIET The TRAFFIC AND MAINTAIN PARKING FOR Residents ~~PAR~~.

Traffic ON MARY AVE HAS INCREASED greatly, with LARGER (multiple wheels) HEAVIER TRUCKS AND LONGER ~~over~~ times. I think CONCEPT 4 would decrease drivers choice to use MARY. AS A Route to freeway/85 etc.

Please continue on back if necessary

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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: Mary Olmstead **Date:** 2-27-13

Affiliation (if applicable): SUNA

Address: [redacted]

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Public Works Department
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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:

Concept Four. (4) would quiet the traffic. traffic seems to be moving much faster than poste speed limit — Also VTA (Buses) can not use Mary Ave - But the big truck can use Mary Ave. they make the house windows vibrate - this is causing craks in the walls.

Please continue on back if necessary