



# 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: Berta Ayza Date: 2/27/2013

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

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

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

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

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

Suggest keeping the parking lanes on both sides of the road by removing the trees that are destroying our driveway, sidewalk and sewage system, ~~and~~ provide for a single lane instead and keeping the parking lanes,

Please continue on back if necessary



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Name: ARUN RAO Date: 2/27/2013

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

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

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

Road diet alternative is preferable to any other  
alternative proposal. Taking away road-side parking  
is not a good option. And it does not provide a  
safe distance between cars and bikes. especially for kids  
who bike to school everyday.

*Please continue on back if necessary*



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Name: Doreen Yen Date: 2/27/2013

Affiliation (if applicable): SUBC member

Address: [REDACTED]

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

Mary Ave = I avoid it. I use Hollenbeck, Evelyn in morning 9AM  
Carson or Bidwell at night 7PM  
My greatest risk is turning left onto Central Expy from Mary Ave  
in the morning. The Transition Zone is horrible.  
The stoplight at N. Bernardo & Central Expy does not change  
for bicyclists. There is no crosswalks nor buttons

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: Bill Foley Date: 2/27/13

Affiliation (if applicable):

Address:

Comment forms may

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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 against any reduction or  
elimination of parking in residential  
areas, <sup>concept 2</sup> I need parking in front of  
my house for guests.  
Thanks

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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: Julie Norton Date: 2/27/2013

Affiliation (if applicable): resident of Sunnyvale on Mary Ave.

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

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

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

I support the road diet plan and appreciate  
this level of traffic study. The three lane  
plan seems to promote safety & retain  
residential parking & maintains safe left turn  
option on Mary. Keep Mary from becoming  
a major traffic thoroughfare & keep Sunnyvale  
family friendly. Thank you.

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: Linda Foley Date: 2/27/13

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

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

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

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

Suggest removing or narrowing  
the "tree" sections along sidewalks.  
This would provide more footage to  
accommodate addition of bike lanes.  
At the same time provide more level paved areas  
for bikers & pedestrians. Save \$ for trimming  
trees & "yearly" maintenance of sidewalks, driveway  
& streets. And street lights will be more effective.

Please continue on back if necessary →

- (continued) -

Currently trees interfere with proper lighting for bicyclists + 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](http://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: Geeta Patangay & Gopal Patangay Date: 02/27/13

Affiliation (if applicable): Sunnyvale West Neighborhood Association

Address: [Redacted]

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

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 ~~the~~ speed limit on Mary Ave.

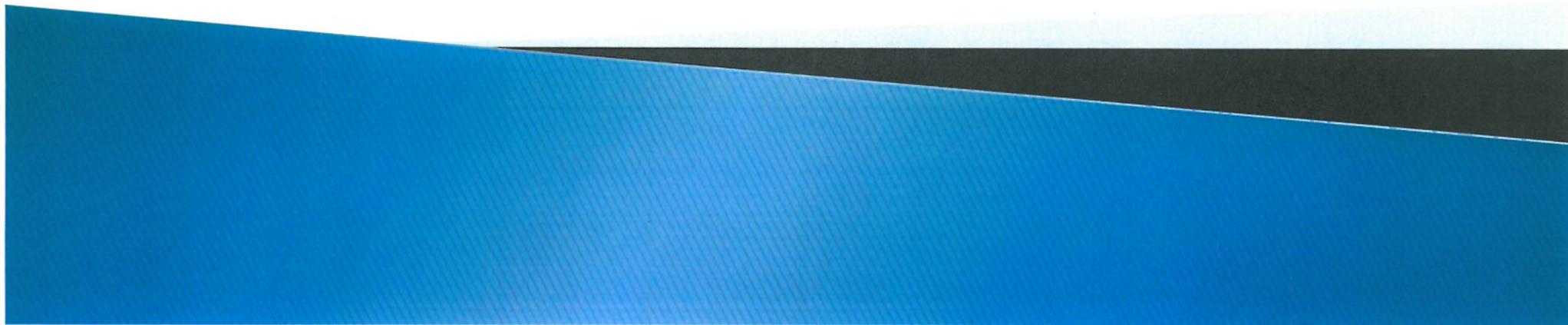
*Please continue on back if necessary*



# Mary Avenue Street Space Allocation Study

March 31, 2011

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# 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.

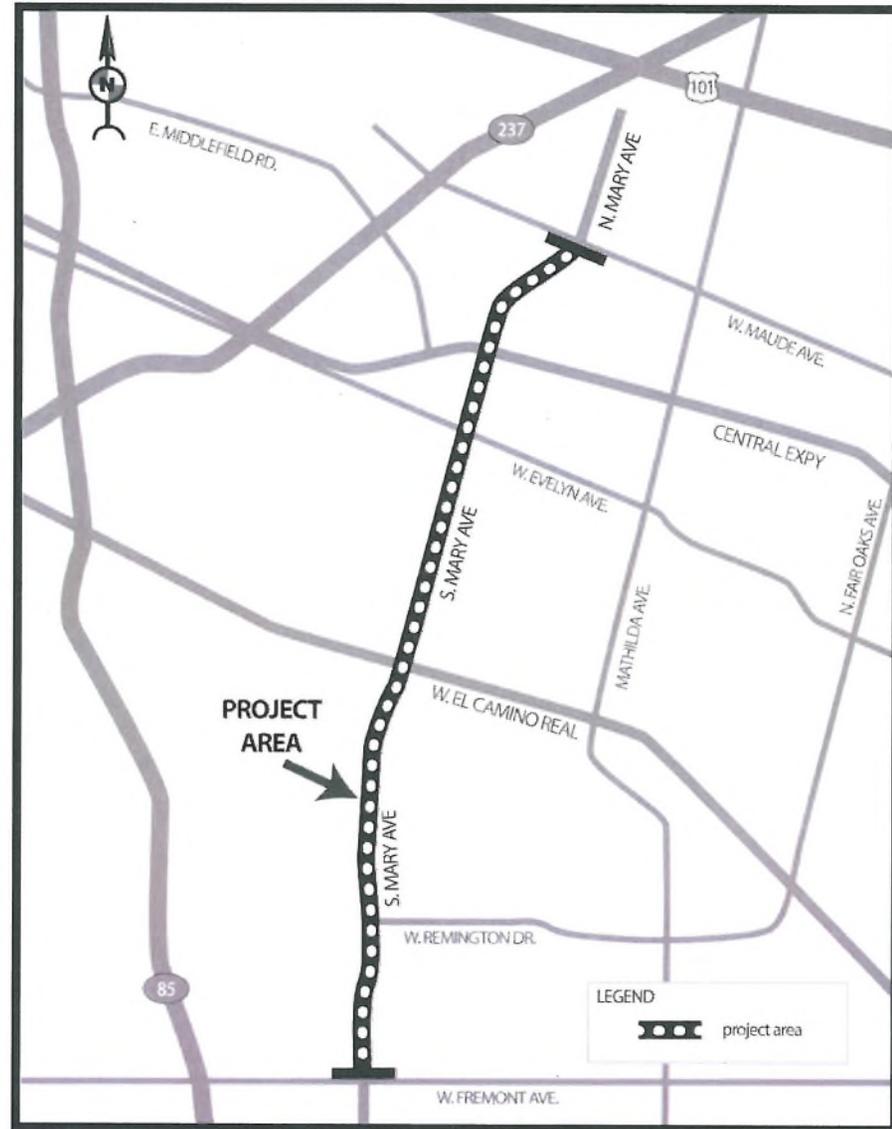
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# Mary Avenue Street Space Allocation Study Goals

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

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# 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

## 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



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# Study Process

## Fall 2010 – Spring 2011

### 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

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# Review of Initial Alternatives

▶ Team presented two alternative designs:

- Alternative 1
- Alternative 2

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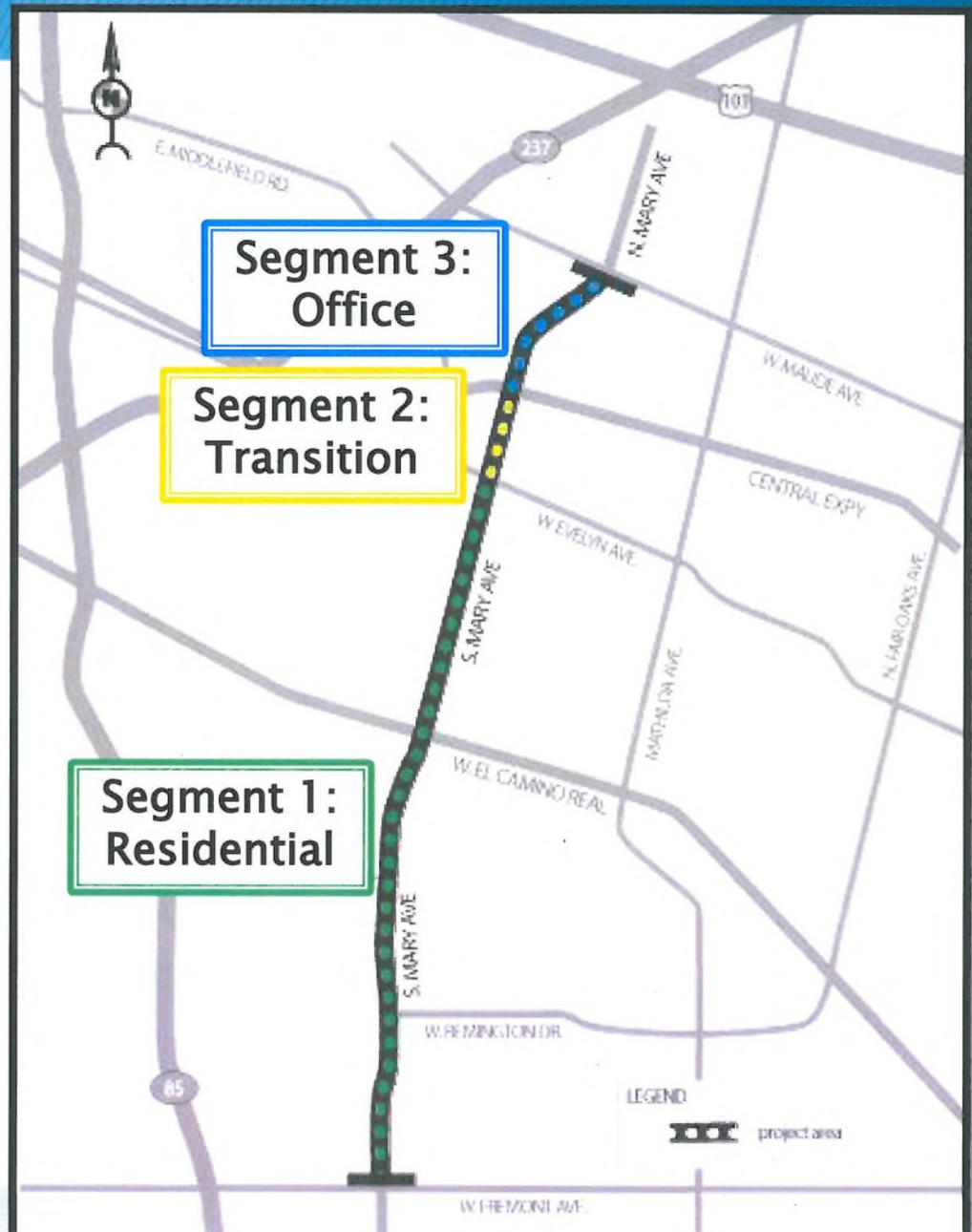




# Alternative 1

- ▶ **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

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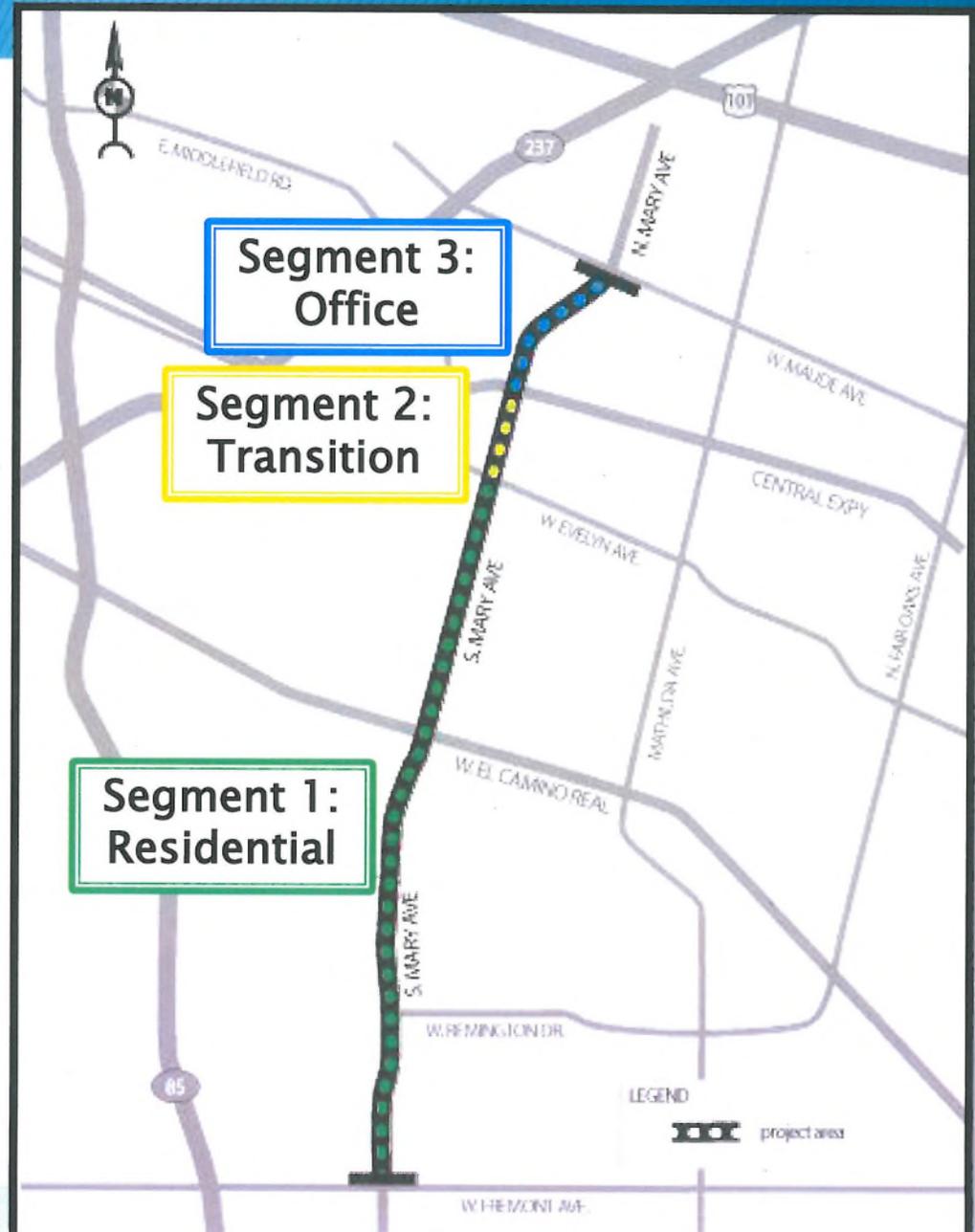




# Alternative 2

- ▶ **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)

- Alternative 1:
  - 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:

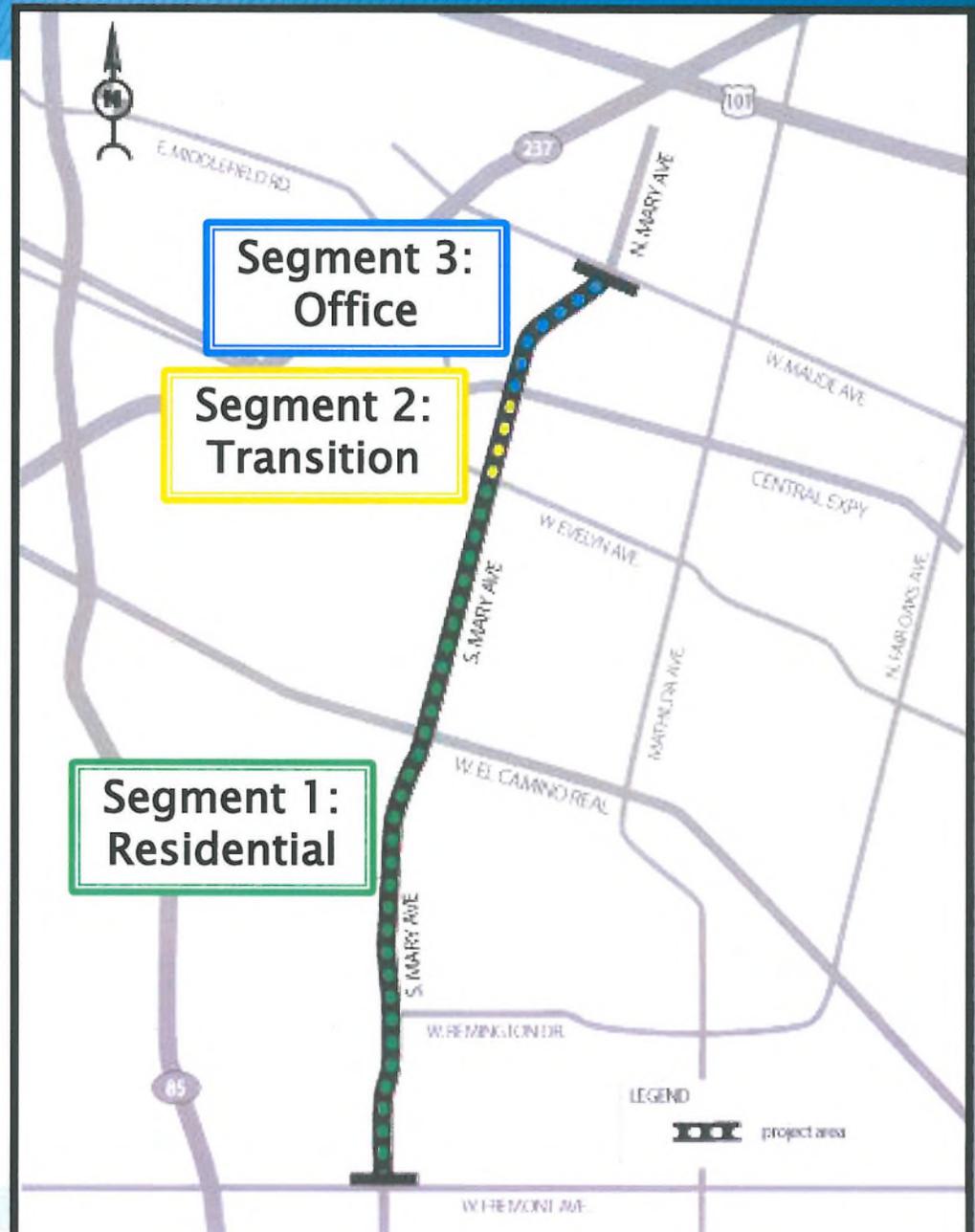
- Similar to Alternative 2
- Extend southbound bike lane lines near Maude Avenue to close gap

## ▶ 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





# Alternative 4

## ▶ Office:

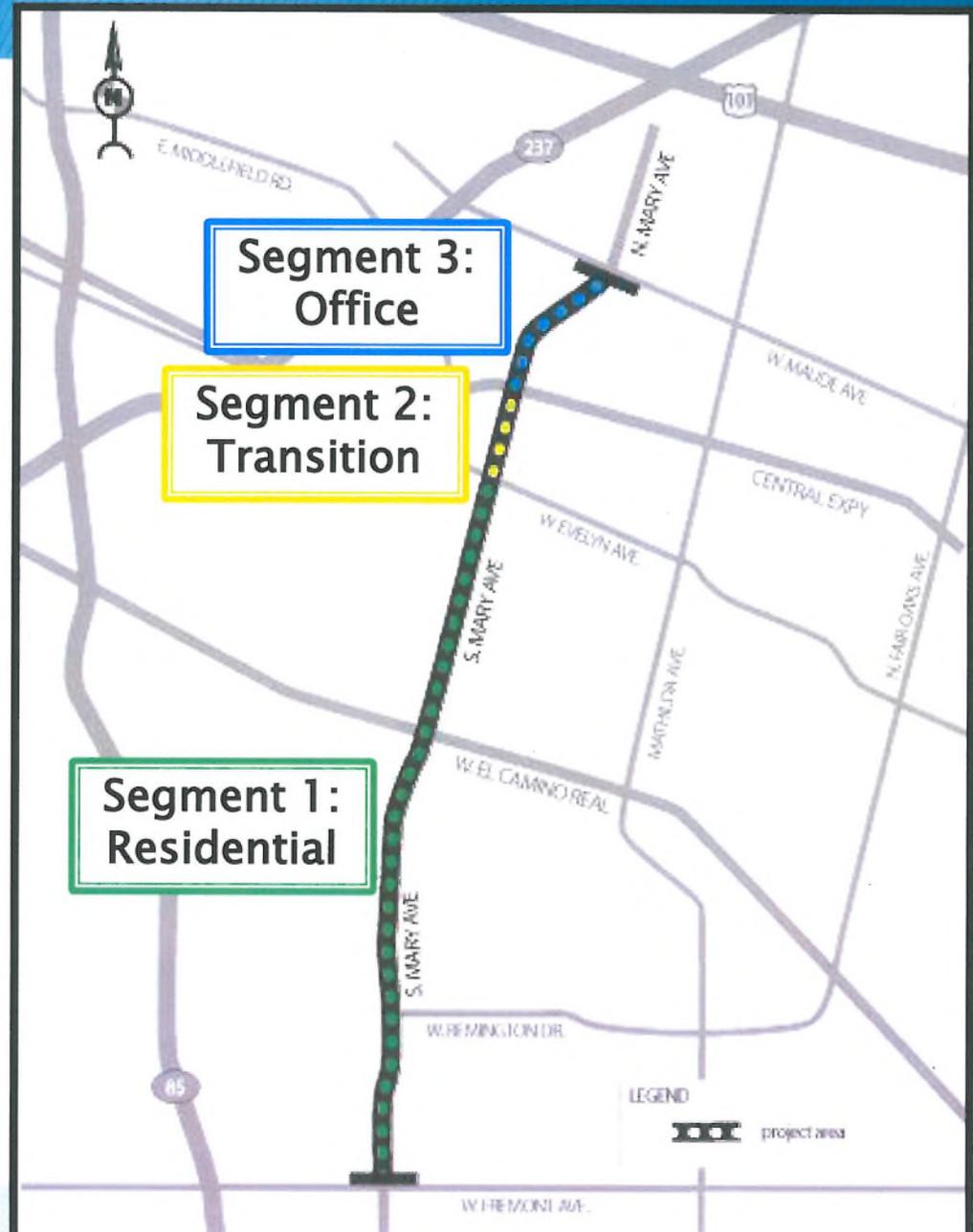
- Similar to Alternative 1
- Narrow median at Central Expressway to close bicycle lane gap

## ▶ 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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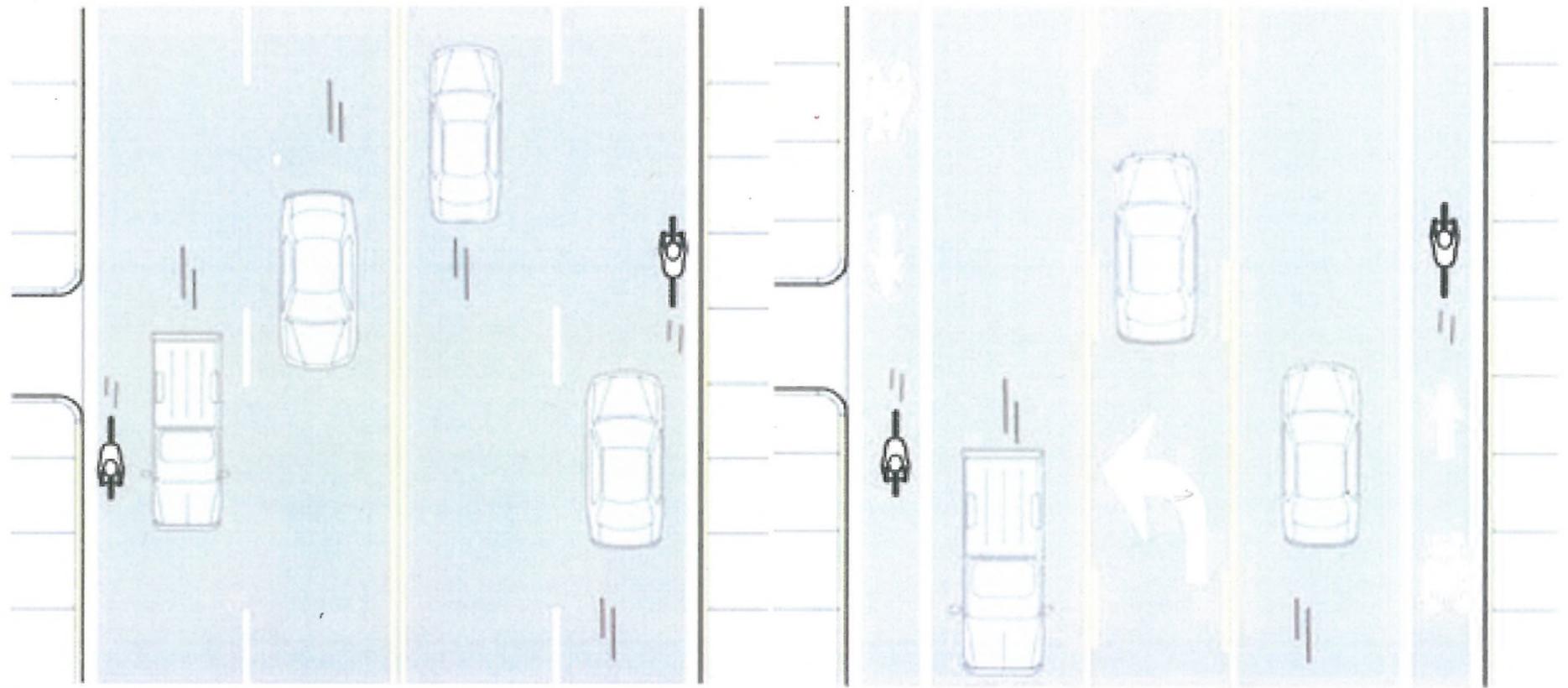
# Sample Road Diet

## 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
- ▶ 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

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